



TUALATIN CITY PLANNING COMMISSION MEETING

THURSDAY, OCTOBER 20, 2022

TUALATIN SERVICES CENTER
10699 SW HERMAN ROAD
TUALATIN, OR 97062

OR VIA ZOOM TELECONFERENCE

[HTTPS://US02WEB.ZOOM.US/J/88018812769](https://us02web.zoom.us/j/88018812769)

MEETING ID: 880 1881 2769
ONE TAP MOBILE
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Bill Beers, Chair
Daniel Bachhuber Brittany Valli
Zachary Wimer Janelle Thompson
Ursula Kuhn Randall Hledik

CALL TO ORDER & ROLL CALL

ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION

ELECTION OF A VICE CHAIR

COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)

Limited to 3 minutes

ACTION ITEMS

- [1.](#) Review the proposed Core Opportunity and Reinvestment Area Plan and vote to find conformance with the Tualatin Comprehensive Plan 2040
- [2.](#) Tualatin Development Code Update 2022-2023 (PTA 20-0002)

COMMUNICATION FROM CITY STAFF

ADJOURNMENT



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Tualatin Planning Commissioners
THROUGH: Steve Koper, Planning Manager
FROM: Jonathan Taylor, Economic Development Manager
DATE: October 20, 2022

SUBJECT:

Review the proposed Core Opportunity and Reinvestment Area Plan and vote to find conformance with the Tualatin Comprehensive Plan 2040.

RECOMMENDATION:

Staff recommends that the Planning Commission find that the Core Opportunity and Reinvestment Area Plan conforms with the Tualatin Comprehensive Plan 2040.

EXECUTIVE SUMMARY:

Background

Since 2018, the City of Tualatin has worked on several long-range projects to securely position our community for long-term economic prosperity beginning with the Tualatin|2040 project. That project detailed the constraints with the lack of land supply for residential and employment land development. To address these constraints, the City Council expressed interest in learning about urban renewal. Four education series were held and as a result the City Council directed staff to conduct two feasibility studies in the areas of the Southwest Industrial/Basalt Creek and the Town Core Areas. On September 28, 2020, the Tualatin City Council was presented the Proposed Study Area 2 Feasibility Study.

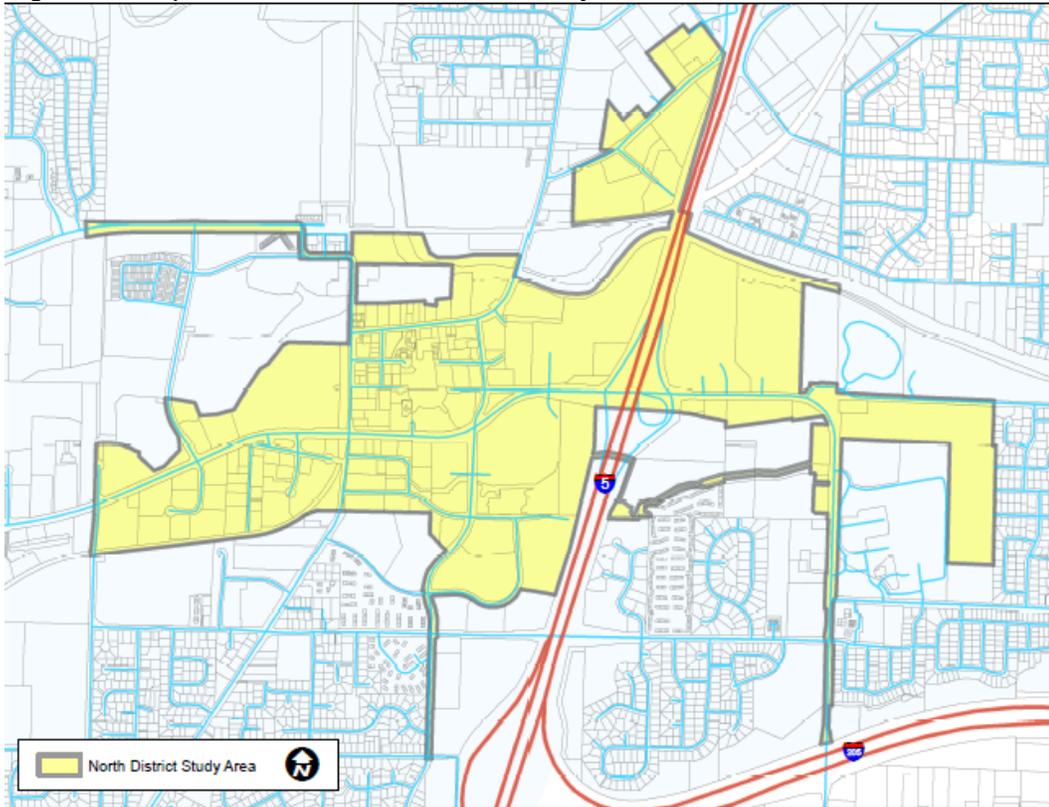
Beginning on March 29, 2021, staff held three preliminary sessions with the City Council to discuss the proposed study area's boundaries, existing conditions/challenges, and confirm priorities and goals previously identified in past phases to prepare for an April 26 workshop.

Identified Priorities/Goals:

- Establish or create a common identity
- Enhance connectivity
- Ensure a collaborative approach
- Protect and promote the natural environment
- Foster mixed-use development
- Expand housing options

The City Council directed staff to proceed with the Southwest and Basalt Creek Development Area first, then the Area 2, now called the Core Opportunity and Reinvestment Area. The proposed boundary for the Core Opportunity and Reinvestment Area Plan is shown in Figure 1.

Figure 1. Proposed Urban Renewal Boundary



Core Area Urban Renewal Work Group

Working Group Recap:

On March 28, 2022 City Council passed Resolution 5607-22 establishing a ten member working group to: provide feedback on existing conditions of the area, proposed vision, and objectives; provide feedback on the proposed boundary, area projects, and project direction; and identify and recommend any additional projects for the proposed area. Working Group members were: Chief Cassandra Ulven (Tualatin Valley Fire and Rescue), Susan Noack (Tualatin Chamber of Commerce), Cathy Holland (Commercial CIO), Councilor Christen Sacco, Mayor Frank Bubenik, Dr. Aaron Welk, Doug Ulmer, Beth Sethi, Jamison Shields, Denise Cline (TPark).

The Work Group met on April 21, 2022 (Session 1), May 18, 2022 (Session 2), June 16, 2022 (Session 3), and August 9, 2022 (Session 4). Session 1 provided an introduction of the Working Group Members, staff and consultant; the purpose and task of the Working Group, Plan vision discussion, and Plan Priorities and Values. Session 2 focused on urban renewal basics and a strengths, weaknesses, opportunities, and threats (SWOT) exercise for the proposed boundary. Session 3 continued the SWOT exercise from Session 3 and the Working Group discussed Plan Area proposed projects. Session 4 presented the final vision, altered boundary based on prior discussions, and recommended goals, strategies and projects.

Public Outreach Efforts:

- February 9, 2022 – Tualatin Chamber of Commerce
- March 12, 2022 – Tualatin Parks Advisory Committee Presentation
- May 19, 2022 – Planning Commission Work Session
- May 2, 2022 – Portland General Electric Meeting
- June 21, 2022 – Commercial Citizen Involvement Organization Meeting
- July 20, 2022 – Level Development (Private Developer Meeting)

July 21, 2022 – Macadam Forbes (Private Developer Meeting)
September 27, 2022 – Tualatin Valley Fire and Rescue Commissioners

Virtual Open House

A virtual, self-guided open house for interested individuals is currently available for the month of October 2022. This open house will provide stations to learn about the urban renewal efforts in the proposed area and to provide opportunities for public input and comments. The virtual open house is located on the City of Tualatin's Economic Development webpage.

Plan Vision

The vision takes existing work from prior strategic planning efforts and consolidates them into one purpose. This vision will direct potential funding and policy priorities for future efforts in the proposed area.

The Core Opportunity and Reinvestment Area Plan is a guiding document in our community's sustainable effort to strengthen the social, cultural, environmental, and economic vitality of central Tualatin by funding projects that improve property values, eliminate existing and future blight, and create an active civic core.

Plan Goals

The goals of the Plan represent its basic intents and purposes.

GOAL 1: BLIGHT REMEDIATION

Encourage and facilitate the redevelopment of historically underutilized and vacant parcels and buildings through direct or public-private partnerships.

GOAL 2: ENHANCED CONNECTIVITY

Provide residents and workers access to a connected and efficient multi-modal system within, and to/from Plan Area.

GOAL 3: MIXED-USE DEVELOPMENT

Encourage and facilitate attainable multi-family housing that's complementary to commercial development with expanded employment opportunities and life-style amenities.

GOAL 4: ECONOMIC DEVELOPMENT

Cultivate opportunities for entrepreneurial growth within Plan Area.

GOAL 5: COMMUNITY IDENTITY

Cultivate a shared community identity that represents the area's long standing culture and traditions while fostering community connections and healthy relationship with the environment and each other.

GOAL 6: INDUSTRIAL DEVELOPMENT

Promote dense industrial development in the southwestern area of the Urban Renewal Area.

GOAL 7: PUBLIC UTILITIES

To provide public utilities in the Plan Area as needed to facilitate growth and aesthetic quality.
Implementation Summary: Provide a fully funded utility infrastructure system that assist with eliminating existing blight and encourages future growth.

GOAL 8: FLOOD MITIGATION

Promote the public health, safety and general welfare while minimizing existing and future impact to public and private development due to flood conditions.

GOAL 9: ENVIRONMENTAL STEWARDSHIP

To protect Tualatin's original asset, its natural environment, the Commission will work to minimize future impacts to adjacent land where future projects may occur.

Identified Projects

The identified projects presented in the draft plan for the Core Opportunity and Reinvestment t Area were sourced from existing strategic/development plans adopted by the City of Tualatin. The projects are divided into six areas of focus: Blight Remediation, Transportation, Land Acquisition/Disposition, Community Identity, Developer Incentives and Rebates, Economic Development and Administration.

Tualatin Development Commission

On September 12, 2022, the Tualatin Development Commission approved Resolution 633-22 to commence the formal review process and forwarded the proposed urban renewal plan to the Tualatin Planning Commission to determine conformance with the Tualatin Development Code and the Tualatin Comprehensive Plan.

Areas of Comprehensive Plan 2040 Reviewed for Conformance Issue

The following sections of the comprehensive plan were reviewed for the conformance findings.

Community Involvement
Community Design
Housing and Residential Growth
Economy, Commercial & Industrial Development
Other land Uses
Historic Preservation
Parks, Open Space, Environment
Transportation
Public Facilities & Services

OUTCOMES OF DECISION:

If the Tualatin Planning Commission finds conformance with the Tualatin Development Code, the Plan Document will be forwarded to the Tualatin City Council for a public hearing on November 14, 2022. The findings of the Tualatin Planning Commission will be stated in the ordinance approving the Plan Document on November 14, 2022 for first reading and November 28, 2022 for second reading.

ALTERNATIVES TO RECOMMENDATION:

None

FINANCIAL IMPLICATIONS:

The City of Tualatin is projected to forego \$31,512,580 in permanent rate taxes as a result of the Plan. However, the Tualatin Development Commission will gain \$164,595,865 in revenue to allocate to important projects in the Plan Area.

ATTACHMENTS:

- Draft - Core Opportunity and Reinvestment Area Plan
- Draft - Report Accompanying the Core Opportunity and Reinvestment Area Plan
- Power Point

City of Tualatin Planning Commission



**TIBERIUS
SOLUTIONS**



**ELAINE HOWARD
CONSULTING, LLC**

ROADMAP

- Role of Planning Commission
- Terminology
- UR 101
- Portions of Comprehensive Plan Reviewed
- Public Input
- Washington County approval: unincorporated parcels
- Next Steps

ROLE OF PLANNING COMMISSION

Review the draft Core Opportunity and Reinvestment Area Plan and Report for conformance with the Comprehensive Plan 2040

TERMINOLOGY

1. UR – Urban Renewal
2. URA - Urban Renewal Area
3. URD - Urban Renewal District
4. TIF - Tax Increment Funds or Tax Increment Financing
5. MI - Maximum Indebtedness
6. AV - Assessed Value
7. TDC - Tualatin Development Commission

COMPREHENSIVE PLAN REVIEW

Community Involvement

Community Design

Housing and Residential Growth

Economy, Commercial & Industrial Development

Other Land Uses

Historic Preservation

Parks, Open Space, Environment

Transportation

Public Facilities & Services

Land Use Designations and Zoning

PUBLIC INPUT

Public input

Working Group review and input

Individual Meetings

February 9, 2022 – Tualatin Chamber of Commerce

March 12, 2022 – Tualatin Parks Advisory Committee Presentation

May 19, 2022 – Planning Commission Work Session

May 2, 2022 – Portland General Electric Meeting

June 21, 2022 – Commercial Citizen Involvement Organization Meeting

July 20, 2022 – Level Development (Private Developer Meeting)

July 21, 2022 – Macadam Forbes (Private Developer Meeting)

Online Open House – October 2022

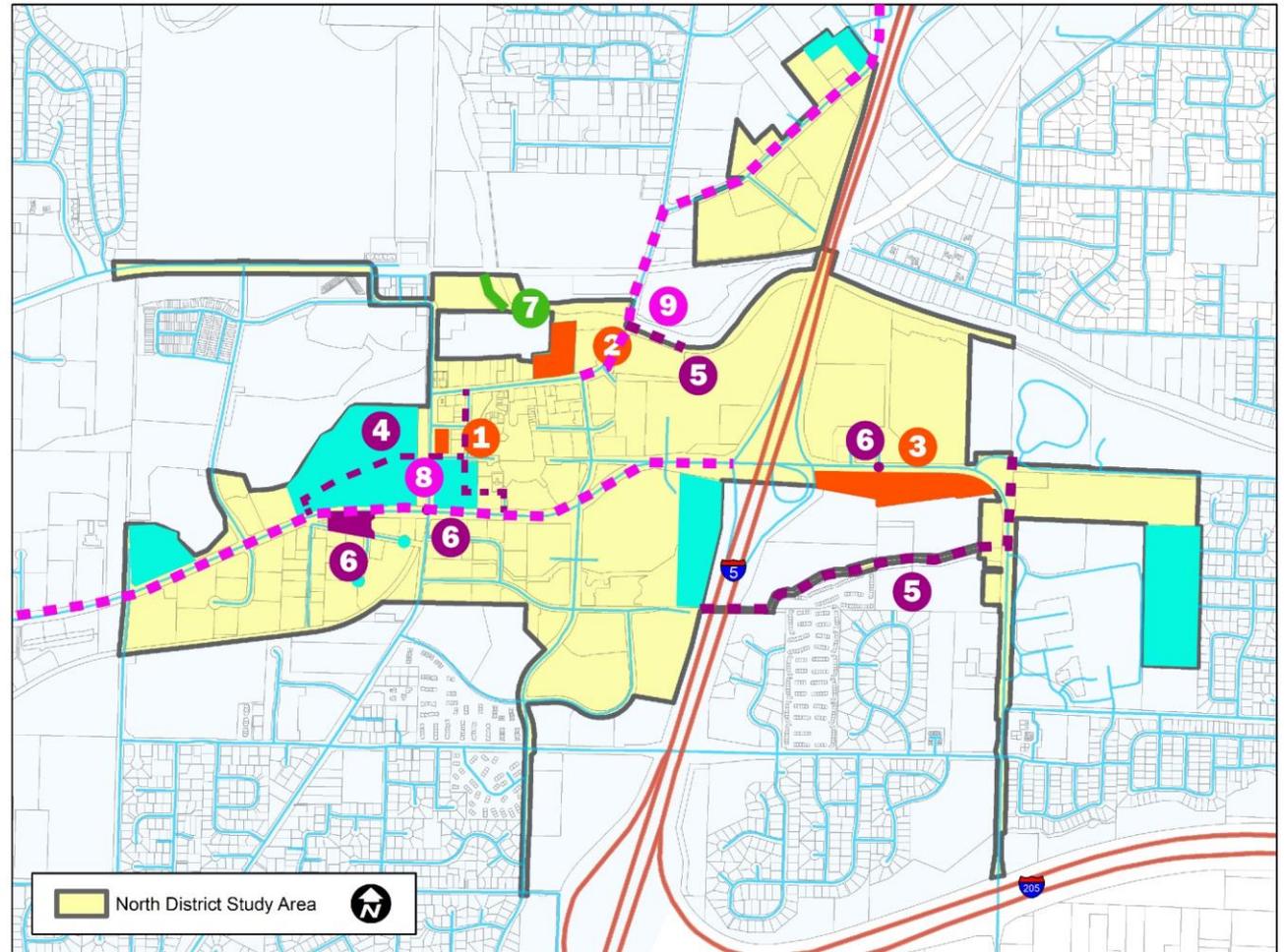
Tualatin Development Commission

Planning Commission

City Council

PROJECT MAP

1. 18970 Catalyst Project
2. Flood Mitigation
3. Flood Mitigation
4. Main Street Corridor
5. Pedestrian Development
6. Intersection Improvements
7. River Plaza
- 8 - 9. Regional Projects



MAXIMUM INDEBTEDNESS

The Maximum Indebtedness was calculated using a 4% assessed value growth scenario.

The proposed MI is \$140,000,000

Total Net TIF	\$164,600,000
Maximum Indebtedness	\$140,000,000
Capacity (2021\$)	\$81,700,000
Years 1-5	\$800,000
Years 6-10	\$17,200,000
Years 11-15	\$14,600,000
Years 16-20	\$13,900,000
Years 21-25	\$17,900,000
Years 26-30	\$17,200,000

NEXT STEPS

Public Input	October 2022 Online
Briefing Washington County	October 25, 2022
Tualatin City Council Hearing	November 14, 2022
Tualatin CC Vote On Ordinance	November 28, 2022

QUESTIONS?

SUGGESTED MOTION

“I move that the Tualatin Planning Commission finds, based upon the information provided in the staff report and the provided attachments, that the Core Opportunity and Reinvestment Area Plan conforms with the Tualatin Comprehensive Plan 2040

Optional additional language:

and further recommends that the Tualatin City Council adopt the proposed Plan.”

The Core Opportunity and Reinvestment Area Plan

DRAFT



City of Tualatin

Core Opportunity Reinvestment Area Plan

Approved by the City of Tualatin

DATE

Ordinance No. 2022 –

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

LIST OF PARTICIPANTS

Mayor

Frank Bubenik

City Council

Nancy Grimes, Council President

Maria Reyes

Christen Sacco

Bridget Brooks

Cyndy Hillier

Valerie Pratt

Planning Commission

Bill Beers, Chair

Brittany Valli

Janelle Thompson

Daniel Bachhuber

Ursula Kuhn

Randall Hledik

Zach Wimer

City of Tualatin Staff

Sherilyn Lombos, City Manager

Megan George, Deputy City Manager

Don Hudson, Assistant City Manager/
Finance Director

Kim McMillan, Community Development
Director

Steve Koper, Assistant Community
Development Director/Planning Manager

Jonathan Taylor, Economic Development
Manager

Work Group

Frank Bubenik, Mayor

Denise Cline, Tualatin Parks Commission

Cathy Holland, Commercial CIO

Susan Noack, Chamber of Commerce

Stu Peterson, Macadam Forbes

Christen Sacco, City of Tualatin City Council

Beth Sethi, Resident

Jamison Shields, Martinazzi Woods CIO

Doug Ulmer, East Tualatin CIO

Cassandra Ulven, Public Affairs Chief, Tualatin
Valley Fire and Rescue (TVF&R)

Aaron Welk, Business Owner, CAPB

Consulting Team

Elaine Howard Consulting, LLC

Elaine Howard, Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk, Ali Danko, Rob Wyman

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I. DEFINITIONS

“Agency” means the Tualatin Development Commission (TDC). The TDC is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Core Opportunity Reinvestment Area Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the City of Tualatin, Oregon.

“City Council” or “Council” means the Tualatin City Council.

“Comprehensive Plan” means the City of Tualatin comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon or Clackamas County, Oregon. When used, it will not specifically which county.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Tualatin Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

“Tax increment financing (TIF)” is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment finance revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area (URA)” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

II. INTRODUCTION

Plan background

Since 2018, the City of Tualatin has worked on several long-range projects to securely position our community for long-term economic prosperity beginning with the Tualatin | 2040 project. That project detailed the constraints with the lack of land supply for residential and employment land development. To address these constraints, Council expressed interest in learning about urban renewal. Four education series were held and as a result Council directed staff to conduct two feasibility studies in the areas of the Southwest Industrial/Basalt Creek and the Town Core Areas.

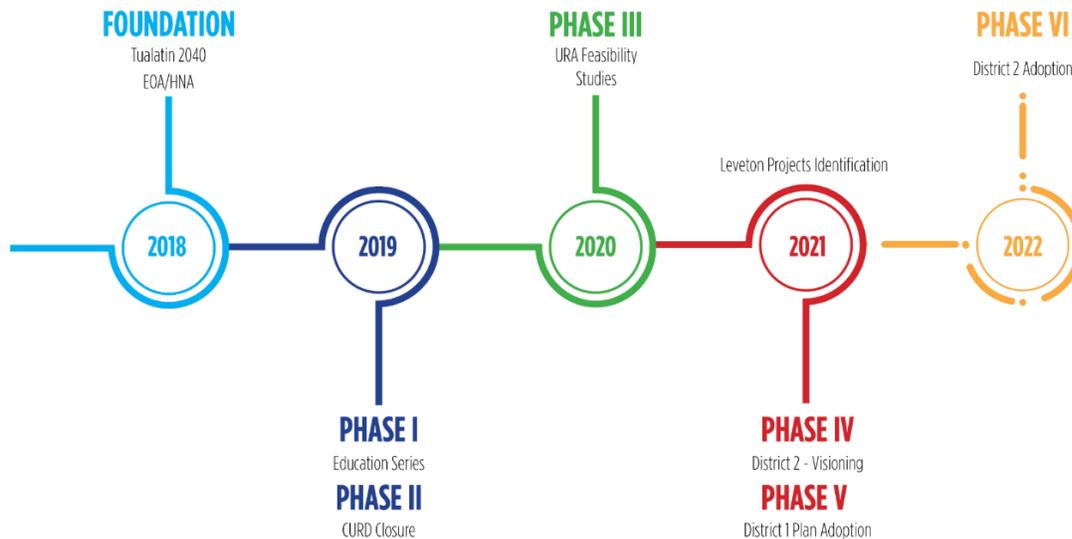


Figure 1. Timeline

On September 28, 2020, the Tualatin City Council was presented the Proposed Study Area 2 Feasibility Study. The study indicated the total potential tax increment finance (TIF) revenue over a 30- year period is estimated to be between \$248.2 million and 362.7 million, depending on the future growth in assessed value in the area. Three growth scenarios were analyzed as described later in this report. This would support a total maximum indebtedness (i.e., the total principal amount of projects to be funded) between \$210.0 million and \$308.3 million. When accounting for inflation and adjusting the maximum indebtedness to be reported in constant 2020 dollars, we forecast the true financial capacity of the URA to be between \$118.1 million and \$171.4 million.¹

¹ Impact options presented reflected 2023 dollars.

Beginning on March 29, 2021, staff held three preliminary sessions with Council to discuss the proposed study area's boundaries, existing conditions/challenges, and confirm priorities and goals previously identified in past phases to prepare for the April 26 workshop.

Identified Priorities/Goals:

- Establish or create a common identity
- Enhance connectivity
- Ensure a collaborative approach
- Protect and promote the natural environment
- Foster mixed-use development
- Expand housing options

Working Group Recap

On March 28, 2022 City Council passed Resolution 56087-22 establishing a ten member working group to: *provide feedback on existing conditions of the area, proposed vision, and objectives; provide feedback on the proposed boundary, area projects, and project direction; and identify and recommend any additional projects for the proposed area.* Working Group members were: Chief Cassandra Ulven (Tualatin Valley Fire and Rescue), Susan Noack (Tualatin Chamber of Commerce), Cathy Holland (Commercial CIO), Councilor Christen Sacco, Mayor Frank Bubenik, Dr. Aaron Welk, Doug Ulmer, Beth Sethi, Jamison Shields, Denise Cline (TPark).

The Work Group met on April 21, 2022 (Session 1), May 18, 2022 (Session 2), June 16, 2022 (Session 3), August 9, 2022 (Session 4). Session 1 provided an introduction of the Working Group Members, staff and consultant; the purpose and task of the Working Group, Plan vision discussion, and Plan Priorities and Values. Session 2 focused on urban renewal basics and a strengths, weaknesses, opportunities, and threats exercise for the proposed boundary. Session 3 continued the SWOT exercise from Session 3 and the Working Group discussed Plan Area proposed projects. Session 4 presented the final vision, altered boundary based on prior discussions, and recommended goals, strategies and projects.

The Working Group made the following specific suggestions:

- Rework the Vision Statement. "Make it more concise and direct."
- Focus on the key area of the Town Commons.
- Eliminate current development projects.
- Eliminate Quadrant 2 (Upper Industrial Area) due to lack of project capacity.
- Add in projects that promote, address, and fund projects for community identity.

Additional public outreach meetings included:

- February 9, 2022 – Tualatin Chamber of Commerce
- March 12, 2022 – Tualatin Parks Advisory Committee Presentation
- May 19, 2022 – Planning Commission Work Session
- May 2, 2022 – Portland General Electric Meeting

- June 21, 2022 – Commercial Citizen Involvement Organization Meeting
- July 20, 2022 – Level Development (Private Developer Meeting)
- July 21, 2022 – Macadam Forbes (Private Developer Meeting)

Additional opportunity for public input was provided at the Tualatin Development Commission (TDC) meeting on September 12, 2022, an online open house through the month of September and October 2022, the Tualatin Planning Commission meeting on September 22, 2022 and the Tualatin City Council public hearing on November 12, 2022 and vote on November 28, 2022. The City Council public hearing was noticed to utility customers of the City of Tualatin.

The Core Opportunity Reinvestment Area Plan Area (Area), shown in Figure 1, consists of approximately 410.1 total acres: 309.5 acres of land in tax lots and 100.6 acres of public rights-of-way. It is anticipated that the Core Opportunity Reinvestment Area Plan (Plan) will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$140,000,000 (One Hundred Forty Million dollars). Detailed financial analysis is in the Report Accompanying the Tualatin Urban Renewal Plan (Report).

Detailed goals and objectives developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Tualatin Development Commission (TDC). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(1)	I, XIII
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

Vision

The vision takes existing work from prior strategic planning efforts and consolidates them into one purpose. This vision will direct potential funding and policy priorities for future efforts in the proposed area.

The Core Opportunity and Reinvestment Area Plan is a guiding document in our community’s sustainable effort to strengthen the social, cultural, environmental, and economic vitality of central Tualatin by funding projects that improve property values, eliminate existing and future blight, and create an active civic core.

Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a funding source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in Oregon Revised Statutes (ORS) 457.010. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other

obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$140,000,000 (One Hundred Forty Million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. The method of establishing the Maximum Indebtedness is shown in the report Accompanying the Plan.

IV. PLAN GOALS

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the TDC intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the TDC. The goals and objectives are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

GOAL 1: BLIGHT REMEDIATION

Encourage and facilitate the redevelopment of historically underutilized and vacant parcels and buildings through direct or public-private partnerships.

Implementation Summary: Incentivize public and private development that reduces the acreage of historically underutilized and vacant parcels and buildings.

Strategy 1: Encourage redevelopment of dilapidated parcels within Plan Area.

Action 1.1: Evaluate opportunities to increase development of commercial and residential mixed-use development.

Action 1.2: Provide or fund additional infrastructure needed for increased commercial and residential development.

Action 1.3: Acquire property to ensure overall community and economic development needs are met and maintained.

Strategy 2: Ensure development of vacant parcels within Plan Area flood plain.

Action 2.1: Evaluate opportunities to increase opportunities for development.

Action 2.2: Allocate funding for infrastructure development for site development.

Action 2.3: Complete necessary site preparation and mitigation measures need for site development.

Strategy 3: Reduce vacant commercial and industrial buildings in Plan Area.

Action 3.1: Conduct market analysis and downtown planning for recruitment and development opportunities.

Action 3.2: Prioritize projects that maximize area prosperity and development that reduces existing vacancy rates.

Action 3.3: Ensure city owned parcels meet highest and best-use for Plan goals.

Strategy 4: Leverage tax increment financing with additional funding tools to support economic development.

Action 4.1: Evaluate opportunities to maximize total project funding with local, regional, state and federal partners.

Action 4.2: Provide incentives, rebates, and assistance where gap funding exists for private and public-private development projects.

Strategy 5: Encourage employment growth and density development in existing areas.

Action 5.1: Support redevelopment of underutilized commercial and industrial areas.

GOAL 2: ENHANCED CONNECTIVITY

Provide residents and workers access to a connected and efficient multi-modal system within, and to/from Plan Area.

Implementation Summary: Construct or upgrade systems that promote efficient and effective transportation within and to the Plan Area.

Strategy 1: Development of main street corridors within Plan area.

Action 1.1: Completion of Area Transportation Plan.

Action 1.2: Develop a main street corridor within the Town Commons for enhanced access to existing businesses.

Strategy 2: Increase major arterial capacity within Plan Area

Action 2.1: Widen existing major arterial roads as identified in the Tualatin Transportation System Plan.

Action 2.2: Provide or fund additional infrastructure needed for increased commercial, industrial, and residential development.

Strategy 3: Improve existing intersections

Action 3.1: Ensure existing intersections along Tualatin-Sherwood Road promote safe pedestrian usage and ease of traffic flow to mitigate congestion growth.

Action 3.2: Develop and implement additional access points to zoned light industrial areas along Tualatin Sherwood Road.

Strategy 4: Expand area trail systems

Action 4.1: Connect existing trails for a complete recreational and multimodal system

Action 4.2: Complete unfinished trails

GOAL 3: MIXED-USE DEVELOPMENT

Encourage and facilitate attainable multi-family housing that's complementary to commercial development with expanded employment opportunities and life-style amenities.

Implementation Summary: Incentivize public and private development that creates an area where individuals live, work, shop, and play near major transportation infrastructure and quality-of-life amenities.

Strategy 1: Ensure an adequate supply of land is available and developable.

- Action 1.1: Evaluate opportunities to increase development within Plan Area.*
- Action 1.2: Acquire land to ensure availability for future development.*
- Action 1.3: Fund infrastructure to support higher density commercial, industrial and residential development.*
- Action 1.4: Review and revise land use requirements and planning district designations, where necessary, to focus housing efforts on areas most suitable.*

Strategy 2: Support development and preservation of housing.

- Action 2.1: Support development of housing affordable to people who have incomes between 60-120% of median family income in Washington County.*
- Action 2.2: Develop and implement additional access points to zoned light industrial areas along Tualatin Sherwood Road.*

Strategy 3: Adjust planning efforts based on economic and market landscapes.

- Action 3.1: Fund planning efforts regarding zoning and development.*

GOAL 4: ECONOMIC DEVELOPMENT

Cultivate opportunities for entrepreneurial growth within Plan Area.

Description: Provide small businesses with dedicated financing.

Strategy 1: Develop assistance opportunities to businesses in Plan Area.

- Action 1.1: Provide capital improvement grants to businesses within Plan Area.*

GOAL 5: COMMUNITY IDENTITY

Cultivate a shared community identity that represents the area's long standing culture and traditions while fostering community connections and healthy relationship with the environment and each other.

Strategy 1: Establish more recreational opportunities to the natural environment.

- Action 1.1: Funding planning and construction efforts for recreational access to the Tualatin River.*

Strategy 2: Develop a community identity.

- Action 2.1: Fund efforts to establish community design standards for all development projects.*

GOAL 6: INDUSTRIAL DEVELOPMENT

Promote dense industrial development in the southwestern area of the Urban Renewal Area.

Implementation Summary: Incentivize development that promotes denser employment opportunities while ensuring community identity and community health is maintained and enhanced.

GOAL 7: PUBLIC UTILITIES

To provide public utilities in the Plan Area as needed to facilitate growth and aesthetic quality.

Implementation Summary: Provide a fully funded utility infrastructure system that assist with eliminating existing blight and encourages future growth.

GOAL 8: FLOOD MITIGATION

Promote the public health, safety and general welfare while minimizing existing and future impact to public and private development due to flood conditions.

Implementation Summary: Provide resources to reduce flood condition impacts.

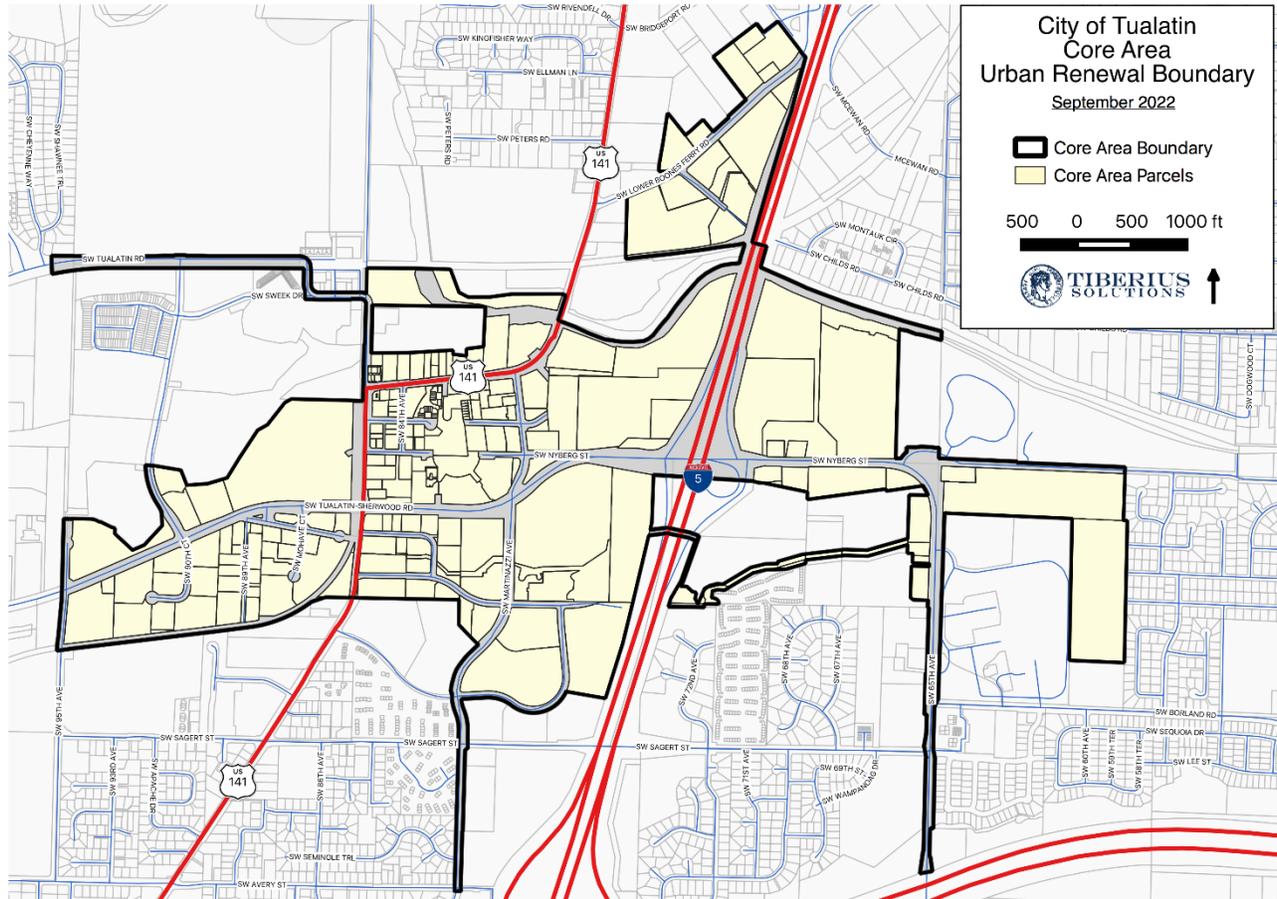
GOAL 9: ENVIRONMENTAL STEWARDSHIP

To protect Tualatin’s original asset, its natural environment, the Commission will work to minimize future impacts to adjacent land where future projects may occur.

Table 2 – Relationship of Projects to Core Opportunity Reinvestment Area Plan Goals

Project Category	Goals
Mixed Use Development	1,2,4
Transportation	1,3,5,6
Community Identity	1,2,4,5,6,9
Economic Development	1,4
Developer Assistance and Incentives	1,3,4
Utilities	7
Natural Resource Protection	9
Flood Mitigation	8,9
Acquisition and Disposition	1
Administration	1,2,3,4,5,6,7,8,9

Figure 1 – Core Reinvestment Opportunity Area Boundary



V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the Area fall into the following categories:

- A. Blight Remediation
- B. Transportation
- C. Land Acquisition/Disposition
- D. Community Identity
- E. Developer Incentives and Rebates
- F. Economic Development
- G. Administration

VI. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. They are not listed in any priority order. The TDC will determine the order of the projects and may add projects in the future through the amendment process defined in Section VII of this Plan. Much of the project descriptions come from the following documents:

A. Blight Remediation

1. 18970 Catalyst Project

In efforts to meet highest and best use for existing parcels, this catalyst project will seek to fund and implement the design and construction of a mixed-use development with attainable housing and commercial retail at 18970 SW Lower Boones Ferry Road through a public-private partnership. This is city-owned land.

2. SW Nyberg and Nyberg Woods

Improve the existing intersection to allow traffic flow from the southern commercial area onto Nyberg Street in a safer, quicker manner.

3. Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)

As found necessary within the Area, construction or improvements relating to intersections, including, without limitation, the construction, installation or upgrade of traffic control devices, turn lanes, appurtenances and/or realignments.

B. Transportation

1. Area Transportation System Plan

Fund efforts to establish long-range vision for identification of projects, programs, and policies that will achieve the Plan Area's transportation goals and needs.

2. North to South Center Road Development and Tualatin Sherwood Road Realignment

Fund project planning, design considerations and construction of a main street corridor utilizing existing municipal streets to connect Lower Boones Ferry and Tualatin-Sherwood Roads.

3. Nyberg Creek Greenway

Connect existing Nyberg Creek Trail to the Tualatin River Greenway with the construction of a trail along the Nyberg Creek Wetlands. Connection of these two existing trails will improve access to recreation opportunities, provide safe modes of transportation off of major arterial roads from adjacent residential areas to the Town Core.

4. Tualatin River Greenway Trail

Fully complete the Tualatin River Greenway adjacent to the Town Commons.

5. Flood Mitigation and Grading

The Commission's involvement is proposed to be in the form of participating in the local share of any project funded at the local, regional, state, and/or federally funded efforts. The Commission will assume the public-sector leadership role in the redevelopment of historical vacant parcels with the flood plain.

C. Land Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Based on sales comparable of notable vacant land, these will be used in accordance with land acquisition to assist with targeted development based on submitted request for proposals.

D. Community Identity

1. Tualatin River Plaza and Access and Habitat Restoration Project

To design and construction a public gathering space and access point along the Tualatin River. In addition, mitigate impacts while enhance environmental habitats near project area.

2. Community Design Master Plan

Fund efforts to establish community design standards for all new development projects, or redevelopment efforts that increase valuation by more than 20%. These standards will allow Tualatin to develop and cultivate a shared identity and design within Plan Area.

E. Developer Incentives and Rebates

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. An example of a type of assistance is to reduce or eliminate development impacts on adjacent properties.

F. Economic Development

1. Capital Improvement Grants

Provide financial and regulatory resources to small industrial and commercial property owners to update, modernize existing facilities through capital improvements.

2. Market Feasibility Study

Conduct a market feasibility in the Town Common's area for added retail and restaurant opportunities to assist with vacant property development.

G. Administration

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

1. Zone Code Change Plan

Authorizes expenditures to analyze and recommend zone code changes in the Area.

2. Payroll, Legal, Recordings

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the TDC, the Planning Commission, the County, and adoption by the City Council by non-emergency ordinance after a hearing. If there are unincorporated parcels within the Area at the time a Substantial Amendment is considered, it must also be approved by Washington County through adoption of a resolution by the Board of County Commissioners.

Notice of such hearing shall be provided to individuals or households within the City of Tualatin, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:²

1. Add land to the urban renewal area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.
3. Increase in duration or the time to retire Plan debt unless the increase is necessary to avoid a default on previously-issued indebtedness.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the TDC by resolution. Minor amendments include approving a reduction of the maximum indebtedness of the Plan.

C. Amendments to the Tualatin Comprehensive Plan and/or Tualatin Municipal Code.

Amendments to the Tualatin Comprehensive Plan and/or Tualatin Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the TDC or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

A. Property acquisition for public improvements

The TDC may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means.

B. Property acquisition from willing sellers

The Plan authorizes TDC acquisition of any interest in property within the Area that the TDC finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the TDC. The Plan does not authorize the TDC to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The TDC will dispose of property acquired for a public improvement project by conveyance to the appropriate public TDC responsible for the construction and/or maintenance of the public improvement. The TDC may retain such property during the construction of the public improvement.

The TDC may dispose of property acquired under Subsection B of this Section VII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal TDC, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the TDC determines is reasonable.

D. Properties to be acquired

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may

be added at a date when the property is identified and may be added through a Minor Amendment.

IX. RELOCATION METHODS

When the TDC acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the TDC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The TDC will comply with all applicable state law in providing these potential benefits.

There are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area. All acquisitions will be reviewed for potential of relocation benefits.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the debt are used to finance the urban renewal projects authorized in the Plan. Debt may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in assessed value within an urban renewal area over the frozen base value (i.e., total assessed value at the time an urban renewal plan is adopted). The property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the TDC will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan, including costs associated with the preparation of the Plan.

B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the TDC, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the TDC based upon the distribution schedule established under ORS 311.390.

C. Duration

The Agency intends not to collect tax increment revenues for the Area after thirty years of tax increment collections is first received. The Agency shall not initiate any Projects in the Area unless the Agency reasonably projects it will be able to pay for those Projects from the proceeds of indebtedness issued on or before FYE 2053, and from other funds available to the Agency. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2053, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably projects it will receive on or before FYE 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

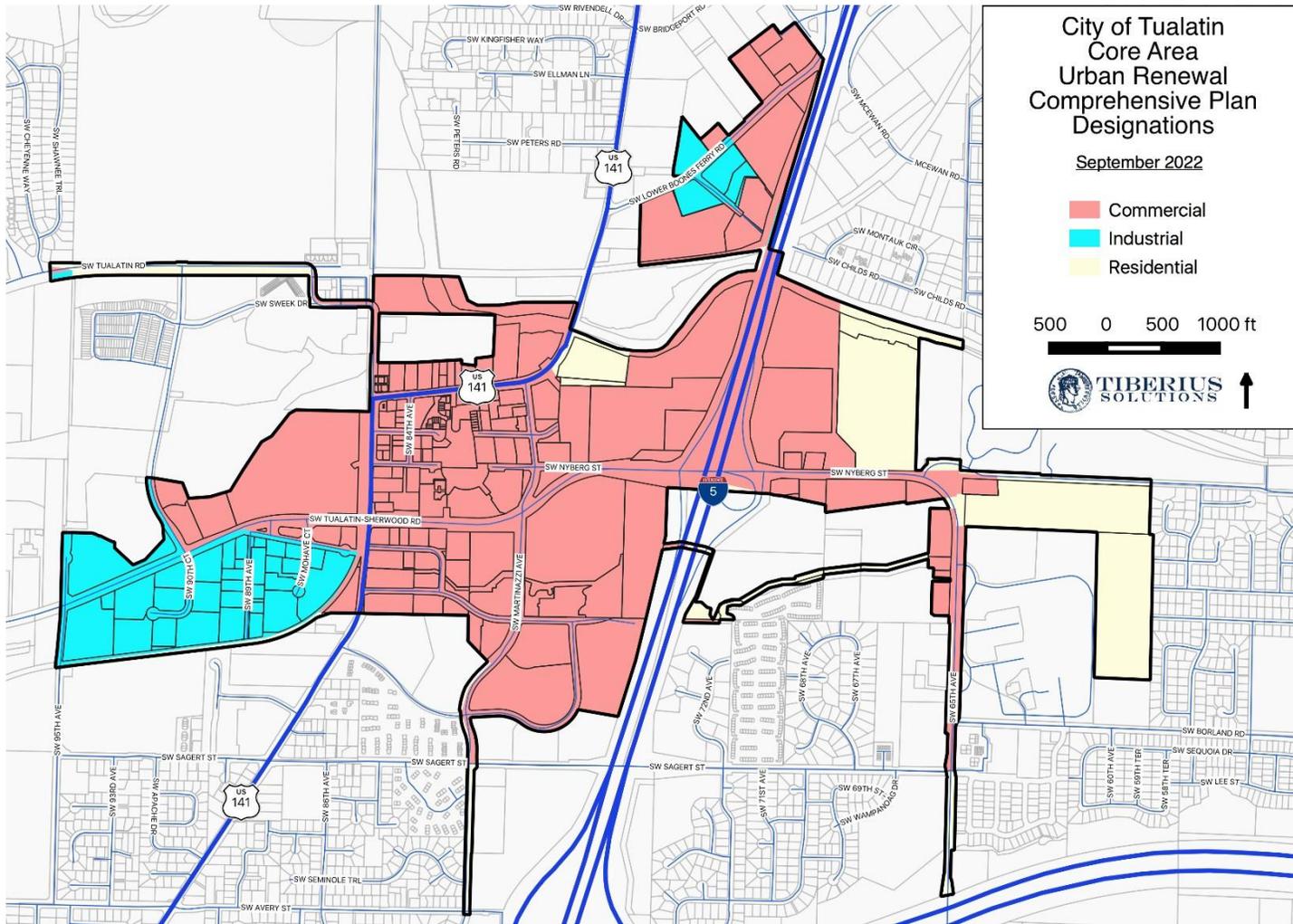
XI. VALIDITY

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

XII. ANNUAL REPORT

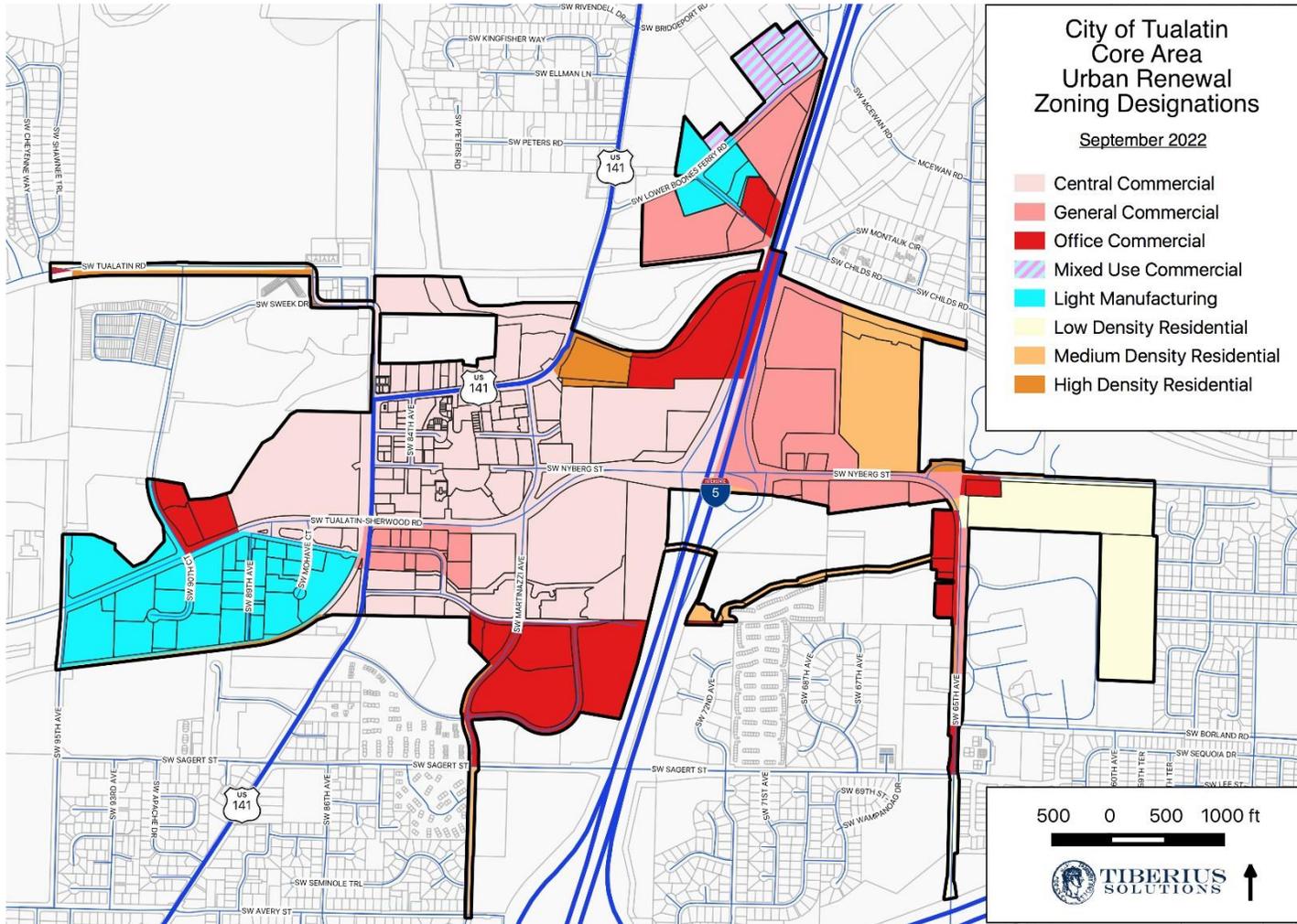
The TDC shall file an Annual Report in compliance with ORS 457.460.

Figure 2 – Comprehensive Plan Designations



Source: Tiberius Solutions

Figure 3 – Zoning Designations



Source: Tiberius Solution

XIII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the *Tualatin Comprehensive Plan 2040* (Comprehensive Plan), *Tualatin Transportation System Plan*, *Tualatin Development Strategy Memorandum*, *ECONorthwest December 4, 2019*, *City of Tualatin Economic Strategic Plan 2014 Update and Tualatin Municipal Code* (Municipal Code).

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed. Some verbiage may say “complies with”, which, in this document is synonymous with “conforms to” as stated in ORS 457.095.

Comprehensive Plan designations for all land in the Area are shown in Figure 2 All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Tualatin Municipal Code.

A. Tualatin Comprehensive Plan

1. COMMUNITY INVOLVEMENT

Purpose

The purpose of this chapter is to provide a framework for community input into the land use planning process and to meet Oregon Statewide Planning Goal 1 (Citizen Involvement). In Tualatin, Goal 1 is met by the Tualatin Planning Commission, an advisory body to the Tualatin City Council.

GOAL 1.1

Implement community involvement practices in line with Statewide Planning Goal 1.

POLICY 1.1.1 Support community advisory committees to provide recommendations on planning matters.

POLICY 1.1.2 Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvement.

POLICY 1.1.3 Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

Finding: The Plan complies with Comprehensive Plan Goal. 1. The first goal of the Plan itself is to implement community involvement practices, including to convene an urban renewal Work Group and inviting public comment at all TDC meetings. The Plan’s goal and the City’s Comprehensive Plan Goal 1 are consistent. In considering the Plan, the City/Tualatin Development Commission also encouraged citizen participation through multiple levels of outreach and opportunities for citizen involvement. The

City/Tualatin Development Commission created a Work Group to consider and review the Plan. The Work Group conducted four public meetings in compliance with Oregon Public Meetings laws. The public was allowed to both attend the meetings and provide comment at each of the four meetings. In addition, the City/Tualatin Development Commission provided an online Open House throughout September 2022. The City/Tualatin Development Commission submitted the Plan to the Tualatin Planning Commission for its review and recommendation. The public had an opportunity to provide comments regarding the Plan at the Tualatin Planning Commission meeting. The public was also provided an opportunity to comment on the Plan before both the Tualatin Development Commission and the Tualatin City Council.

2. COMMUNITY DESIGN

Purpose

The purpose of this chapter is to express elements of community design that guide functional and aesthetic development standards including those regarding site development, trees in the context of urban design, and sign regulation.

GOAL 2.1

Promote the City's natural beauty, and achieve pleasant environments for living and working that sustain the comfort, health, tranquility, and contentment of people who live, work, and enjoy time in Tualatin.

POLICY 2.1.1 Encourage structures be planned in ways that relate to the site and surrounding context.

POLICY 2.1.2 Encourage meaningful public engagement with community design projects.

POLICY 2.1.3 Promote design that fosters a sense of place and community identity through the Central Design District.

GOAL 2.2

Promote the preservation and establishment of trees throughout the city, in order to protect and enhance the aesthetic character of Tualatin, protect and improve air and water quality, provide noise and visual screening, and protect habitat for wildlife.

POLICY 2.2.1 Require the establishment and protection of street trees.

POLICY 2.2.2 Promote the protection and establishment of trees during the development process.

GOAL 2.3

Balance the right of free speech, business needs, public way-finding, safety for all modes, and diverse aesthetic interests, through a functional sign regulation program.

POLICY 2.3.1 Protect public health and safety by limiting distracting signs, ensuring that signs do not interfere with multi-modal transportation safety, and ensuring safe construction and installation of signs.

POLICY 2.3.2 Align the range of allowed sign types with the urban design context, such as additional small signs in pedestrian-oriented development areas.

POLICY 2.3.3 Encourage attractive, creative, and unique sign types through the City's review program. Encourage the improvement and maintenance of non-conforming signs.

Finding: The Plan is consistent with Comprehensive Plan Goal 2. The Plan will foster redevelopment consistent with City's code and objectives and allow the City's Community Design goals to be realized for the Plan Area. One of the projects in the Plan is to establish community design standards for all new development projects, or redevelopment efforts that increase valuation by more than 20%. These standards will allow Tualatin to develop and cultivate a shared identity and design within Plan Area.

3. HOUSING AND RESIDENTIAL GROWTH

Purpose

The purpose of this chapter is to provide the community's goals and policies for housing and future residential growth in Tualatin, which are generally implemented by more specific provisions in the Tualatin Development Code. These goals and policies are based on Tualatin's most recent Housing Needs Analysis (Appendix A) and Housing Strategies (Appendix B), which are incorporated by reference into the Comprehensive Plan. Strategic actions are also included that reflect policies identified in the Housing Needs Analysis and Housing Strategies that are not implemented by Tualatin Development Code or may require further evaluation.

GOAL 3.1 HOUSING SUPPLY.

Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the

Housing Needs Analysis.

POLICY 3.1.1 DENSITY. Maintain a citywide residential density of at least eight (8) dwelling units per net acre.

POLICY 3.1.2 ZONING FOR MULTIFAMILY. Provide zoning for multifamily development, which may be located in areas adjacent to transit.

POLICY 3.1.3 COMMERCIAL ACTIVITY. Allow homebased businesses and occupations in all residential zones, subject to regulations to minimize impact to housing supply and uses in commercial and industrial zones. Provide for compatible agricultural uses in areas where significant development barriers are present, or where compatible with permitted residential uses.

POLICY 3.1.4 CLEAR AND OBJECTIVE REVIEW. Provide for clear and objective review standards for all residential development and redevelopment.

POLICY 3.1.5 FUNCTIONAL PLANNING. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

POLICY 3.1.6 INFRASTRUCTURE PLANNING. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.

GOAL 3.2 HOUSING FOR ALL. Encourage development and preservation of housing that is affordable for all households in Tualatin.

POLICY 3.2.1 HOUSING TYPE DIVERSITY. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.

GOAL 3.3 ADDITIONAL HOUSING OPTIONS

Encourage the establishment of funding sources to support development of additional housing options and related public infrastructure.

Finding: The Plan is consistent with Comprehensive Plan Goal 3. The Plan facilitates infrastructure projects that will support the development of parcels in the Plan Area. The Plan outlines multiple transportation projects including trail projects that will be built to facilitate development, including residential and affordable housing. The Plan also anticipated directly working to facilitate housing development within the Area.

4. ECONOMY, COMMERCIAL, & INDUSTRIAL DEVELOPMENT

GOAL 4.1

Encourage commercial development that provides employment opportunities, as well as access to goods and services for residents, employees, and the general community.

POLICY 4.1.2 CRITICAL SERVICES. Provide for the continued development of major medical services and other critical infrastructure within the City of Tualatin.

POLICY 4.1.4 MIXED USE. Encourage mixed use commercial and residential development.

GOAL 4.2

Encourage new industrial development in ways that strengthen the local tax base and support Tualatin's industrial lands as a major local and regional employment center.

POLICY 4.2.1 Preserve and protect, with limited exceptions, the City's existing industrial land.

POLICY 4.2.2 Fully develop planned industrial areas, providing full transportation, sewer, and water services prior to or as development occurs.

GOAL 4.3

Manage industrial impacts to the environment and other uses

POLICY 4.3.2 Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.

POLICY 4.3.4 Reasonably protect environmentally sensitive areas from adverse impacts of adjacent development.

POLICY 4.3.6 Protect wooded and other natural areas by requiring their preservation in a natural state or by integrating the major trees into the design of the parking lots, buildings, or more formal landscaping areas of an industrial development. If it is necessary to remove a portion or all of the trees, require mitigation.

Finding: The Plan is consistent with Comprehensive Plan Goal 4. The overall impact of the Plan is to encourage development of the Area. The transportation projects in the Plan are intended to directly support the creation of new economic activity in the Area. These projects are necessary to provide the services to allow for the undeveloped parcels to develop in the future. The City will reasonably protect environmentally sensitive areas from adverse impacts of adjacent development.

5. OTHER LAND USES

Guide the development of uses other than residential, industrial, commercial, open space, and mixed-use development, such as utilities and institutional uses.

5.1 Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.

POLICY 5.1.1 GOVERNMENT SERVICES. Locate government offices in a central location that serves the public, except operations functions, which may be appropriately located in the industrial districts.

POLICY 5.1.2 PUBLIC SAFETY. Locate facilities such as utilities and other critical infrastructure to minimize the risk of hazards the facility may pose to surrounding uses, or risks that natural or other hazards may pose to the facility and surrounding uses alike.

POLICY 5.1.3 COMPATIBILITY. Encourage attractive design, screening, and use of landscaping to moderate visual impacts of utilities and public facilities with their urban design context.

POLICY 5.1.4 SCHOOL SITING. Locate schools to complement neighborhood park facilities and integrate the location of schools with surrounding residential neighborhoods. Locate schools to support multi-modal access and to avoid impacts from industrial or other uses that could be harmful to student health.

POLICY 5.1.5 CHILD CARE SITING. Allow the location of child care facilities within commercial, residential, and light industrial areas consistent with state law.

POLICY 5.1.6 WIRELESS FACILITIES. Allow the siting of wireless communication facilities consistent with federal and state law, while encouraging design measures to mitigate visual impacts of facilities and encourage safety and sound construction. Encourage siting strategies that reduce redundant facilities.

POLICY 5.1.7 INTERGOVERNMENTAL COOPERATION. Cooperate with local school districts to plan adequate facilities. Actively involve school districts where school capacity or regulations applicable to school facilities may be considered. Cooperate with regional, state, and federal agencies in planning for medical facilities, solid waste.

GOAL 5.2 Allow flexibility to allow residential facilities, medical facilities, and religious institutions in residential, commercial, and mixed use areas while managing impacts between uses.

POLICY 5.2.1 Allow the location of religious institutions as retirement homes and hospitals in commercial and residential planning districts, subject to conditional use approval, and allow congregate care facilities, assisted living facilities and residential care facilities and hospitals as permitted uses in the Medical Center District.

POLICY 5.2.2 Allow residential facilities and residential homes as permitted uses in all residential planning districts.

POLICY 5.2.3 Limit the siting of residential facilities, retirement homes, and medical services in industrial areas.

POLICY 5.2.4 Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.

FINDING: The Plan is consistent with Comprehensive Plan Goal 5. The Plan guides utility uses consistent with the City’s development code and Master Plan Documents. The transportation projects in the Plan are intended to directly support the creation of new economic activity in the Area. The Plan does not fund any public buildings and does not limit or impact any uses contemplated in the zoning code or Comprehensive Plan.

6. HISTORIC PRESERVATION

Purpose

The purpose of this chapter is to guide the conservation of historic resources in the City of Tualatin. The City’s Historic Resource Technical Study and Inventory (1993) provides the basis for identifying historic and cultural resources within the City of Tualatin.

GOAL 6.1 PRESERVATION. Promote the historic, educational, architectural, cultural, economic, and general welfare of the public through the identification, preservation, restoration, rehabilitation, protection and use of those buildings, structures, sites and objects of historic interest within the City.

POLICY 6.1.1 Strengthen the economy of the City by encouraging property owners to preserve historic resources for tourists, visitors and residents.

POLICY 6.1.2 Identify and preserve diverse architectural styles reflecting periods of the City’s historical and architectural development, encourage complementary design and construction for alterations affecting historic resources and encourage relocation of historic resources over demolition.

POLICY 6.1.3 Identify and resolve conflicts between the preservation of historic resources and alternative land uses.

POLICY 6.1.41 Integrate the management of historic resources into public and private land management and development processes.

POLICY 6.1.5 Upon annexation, potential historic resources located outside of the City, but within the City's planning area shall proceed through the significance review, conflicting use and economic, social, environmental and energy analysis.

POLICY 6.1.6 Identify and list additional properties to the current list of protected historic resources. Review the impacts on landmarks when public improvement projects are proposed.

POLICY 6.1.7 Retain landmarks on parcels which cannot be partitioned or subdivided by preserving and not demolishing or relocating them. Retain landmarks located on parcels which can be partitioned or subdivided by property owners and developers integrating the resource into proposed lot configurations and development proposals.

POLICY 6.1.8 Encourage adaptive use. Allow conflicting uses where necessary to encourage preservation and maintenance of historic resources. Favor relocation over demolition.

GOAL 6.2 EDUCATION Foster community and neighborhood pride and sense of identity based on recognition and use of historic resources.

POLICY 6.2.1 Encourage public awareness, understanding and appreciation of the City's history and culture. Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of Tualatin.

FINDING: The Plan is consistent with Comprehensive Plan Goal 6. Three properties identified in the City's Comprehensive Plan or Development Code as historic structures are located in the Plan Area (Nyberg House, Winona Grange, Robinson Store). The Plan does not change the requirements of the Tualatin Development Code or protections for historic preservation. TDC 68 (Historic Preservation) remains applicable for historic structures within the City and historic structures within the Plan Area are eligible for historic preservation under federal, state, and City laws.

7. PARKS, OPEN SPACE, ENVIRONMENT

Purpose

The purpose of this chapter is to guide the conservation of natural resources and open space areas, as well as the development of recreational areas and trails. The Parks and Recreation Master Plan is adopted by reference as a supporting technical document to the Tualatin Community Plan. The Parks and Recreation Master Plan contains detailed analysis, discussions, and recommendations on community parks, neighborhood parks, greenways, bicycle and pedestrian routes, and recreation programs. The Tualatin Development Code references figures and maps within the Master Plan.

GOAL 1: Expand accessible and inclusive parks and facilities to support community interests and recreation needs.

GOAL 2: Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.

GOAL 3: Conserve and restore natural areas to support wildlife, promote ecological functions, and connect residents to nature and the outdoors.

GOAL 7.1

Identify and protect significant natural resources that promote a healthy environment and natural landscape that improves livability, and to provide recreational and educational opportunities.

GOAL 7.2

Balance natural resource protection with growth and development needs.

POLICY 7.2.2 Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Finding: The Plan is consistent with Comprehensive Plan Goal 7. The funding for the Tualatin River Greenway Trail, Nyberg Greenway Trail and the Tualatin River Plaza and Access and Habitat Restoration project align with the Parks, Open Space and Environment chapter of the Comprehensive Plan. The construction of public facilities will conform the standards established in the Comprehensive Plan and Tualatin Development Code. Redevelopment under the Plan will be required to comply with floodplain regulations and TDC Chapter 70 (Floodplain District). All development will be required to comply with all City environmental laws and development standards for greenways and natural areas, including TDC Chapter 72 (Natural Resources Protection Overlay District).

8. TRANSPORTATION

This chapter reflects the City's current Transportation System Plan as it applies to development activities and city actions. The Transportation System Plan guides transportation planning, policy, and investment for Tualatin.

GOAL 8.1 ACCESS AND MOBILITY.

Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access for all users.

GOAL 8.2 SAFETY.

Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.

GOAL 8.5 ECONOMY.

Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

POLICY AREA 8.9 ROADWAY POLICIES.

The following establish the City's policies on roadways.

POLICY 8.9.1 Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.

POLICY 8.9.2 Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.

POLICY 8.9.3 Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.

Finding: The Plan conforms with the Transportation Chapter of the Comprehensive Plan as the projects will provide improvements to the transportation network in the Area. The network will serve both motorized traffic and will also include funding for the Tualatin River Greenway trail and the Tualatin River Greenway trail. These improvements will not only improve access but will catalyze development of sites in the Area providing increased tax base and employment opportunities. The projects in the Plan include: Area Transportation System, Main Street Corridor Project (Modification of SW 84th and Nyberg Street, Intersection Improvements, Road Improvements, Nyberg Creek Greenway and the Tualatin River Greenway Trail,

9. PUBLIC FACILITIES & SERVICES

Purpose

The purpose of this chapter is to facilitate the development of citywide public facilities in relationship to other development needs. This chapter includes water, sanitary sewer, and stormwater infrastructure goals and policies.

GOAL 9.1

Water Plan, construct, and maintain a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports all land uses.

POLICY 9.1.1 Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

Policy 9.1.2 Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

POLICY 9.1.21 Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.

GOAL 9.2

Plan, construct, and maintain a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports all land uses.

POLICY 9.2.4 Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties

POLICY 9.2.5 Improve the existing sewer system to provide adequate service during peak demand periods.

GOAL 9.3

Provide a plan for routing surface runoff through the City, utilizing the natural drainage way where possible.

Policy 9.3.1 The City of Tualatin will provide an addendum to the City of Tualatin’s Stormwater Master Plan to address identified needs for the Basalt Creek Area.

Finding: The Plan is consistent with Goal 9 of the Comprehensive Plan. The Plan projects are in conformance with this Public Facilities and Services chapter of the Comprehensive Plan and City Master Plans. Projects in the Plan will provide critical infrastructure improvements to facilitate future development in the Area and specific projects include transportation and trail projects.

10. LAND USE DESIGNATIONS AND ZONING.

The purpose of this chapter is to define a distinct range of land use designations that directly correspond with zones applied to lands within the City of Tualatin and its Urban Planning Area. This chapter explains the intention and distinguishing characteristics of each land use designation.

FINDING: The Plan is consistent with Goal 10 of the Comprehensive Plan. The City has already zoned the area within the Plan. Nothing in the Plan proposes to rezone any areas within the Plan. The transportation and other projects within the Plan will allow the City to accomplish its zoning goals for the Plan Area.

- B. Tualatin Economic Development Strategy Memorandum, ECONorthwest, December 4, 2019

Strategy 1: Ensure an Adequate Supply of Land that is Available and Serviceable

Goal

Ensure that sufficient land is designated so that the supply is adequate for commercial and industrial development. Maintain an adequate short-term supply of suitable, shovel-ready commercial and industrial land to respond to economic development opportunities as they arise.

Action 1.2: Identify opportunities to make more efficient use of industrial land.

Action 1.4. Plan for infrastructure development to support commercial and industrial development.

Action 1.6. Plan for long-term development in Tualatin through 2040 and beyond.

Strategy 2: Identify Redevelopment Opportunities

This strategy focuses on actions that are intended to identify redevelopment opportunities in areas where employment growth would be appropriate.

Goal

Redevelop selected areas of Tualatin to create vibrant mixed-use districts that include new employment and housing opportunities.

Action 2.3: Identify opportunities to redevelop and intensify uses in industrial areas.

Strategy 3: Support Business Retention, Growth, and Attraction

Goal

Support business growth in Tualatin to diversify and expand commercial and industrial development in order to provide employment opportunities with levels of pay that allows workers to live in Tualatin, as well as supporting the City's tax base.

Action 3.2: Support growth of existing businesses in Tualatin.

Action 3.3: Support growth of and retain entrepreneurial businesses in Tualatin.

Action 3.4: Identify opportunities to attract or grow businesses with pay at or above Tualatin's average wage.

Action 3.5: Evaluate use of incentives to retain, grow, and attract businesses.

Strategy 4: Ensure there are Connections between Planning for Economic Development and Other Community Planning

Goal

Ensure that Tualatin develops as a walkable and complete community with a range of amenities that are easily accessible to people who live in Tualatin.

Action 4.2. Coordinate planning for economic development planning with housing planning.

Action 4.4. Identify opportunities to support workforce development.

Finding: The Plan conforms with the *Tualatin Economic Opportunities Analysis* as it provides a transportation network to undeveloped properties within the Area, providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network. The Plan provides resources to provide developer incentives to facilitate development in the Area.

C. City of Tualatin Economic Strategic Plan 2014 Update

Overall Goal

Continue a leadership role as one of the premier economic activity centers in the greater Portland metropolitan region. Focus on growing family wage jobs in targeted business clusters while encouraging high standards and excellence in urban design.

Strategy 1: BUSINESS RETENTION, EXPANSION & RECRUITMENT

Retaining and cultivating the growth of existing businesses, as well as attracting new employers, is central to the health of Tualatin. These strategies are designed to strategically focus the City's efforts and resources.

Strategy 2: BUSINESS CLIMATE/ COMPETITIVE POSITIONING

Creating and maintaining a positive climate for business is an effort which takes continual attention. These strategies are designed to ensure the City is actively refining its procedures and codes to encourage business development and job creation.

Finding: The Plan conforms with the *Tualatin Economic Strategic Plan* as it provides a transportation network to undeveloped industrial properties within the Area providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network for existing businesses. The Plan provides resources to provide developer incentives to facilitate development in the Area.

D. Tualatin Municipal Code: Development Code

The land uses in the Area will conform to the zoning designations in the Tualatin Development Code, including the maximum densities and building requirements, and are incorporated by reference herein. The existing zoning is shown in Figure 3.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories at the time of the Core Opportunity Reinvestment Area Plan preparation follow. They are in the order that they occur in the Development Code.

Existing Zoning Categories

Low Density Residential (RL)

The purpose of the Low Density Residential (RL) zone is to provide low density residential areas in the City that are appropriate for dwellings on individual lots, as well as other miscellaneous land uses compatible with a low density residential environment.

Medium Low Density Residential (RML)

The purpose of this zone is to provide household living uses with a variety of housing types at moderately low densities. This district is primarily oriented toward middle housing types including attached dwellings, multi-family development, and manufactured dwelling parks.

Medium High Density Residential (RMH)

The purpose of this zone is to provide areas of the City suitable for townhouses, garden apartments and condominiums.

High Density Residential (RH)

The purpose of this zone is to provide areas of the City suitable for townhouses, high density garden apartment and condominium developments.

Office Commercial (CO)

The purpose of this zone is to provide areas for professional offices in locations adjacent to or across the street from residential areas. The zone is intended to provide for office development ranging in size from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this zone is intended to be sensitive to the preservation of significant natural resources and to provide extensive perimeter landscaping, especially adjacent to residential areas and streets.

Central Commercial (CC)

The purpose of this district is to provide areas of the City that are suitable for a full range of retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. The district also provides areas suitable for civic, social and cultural functions serving the general community

General Commercial (CG)

The purpose of this district is to provide areas in the City that are suitable for the widest range of commercial uses and retail businesses. This district is particularly suitable for automobile-related businesses and businesses needing direct freeway access.

Mixed Use Commercial (MUC)

The purpose of this district is to provide areas of the City that are suitable for a mix of office, retail commercial, and high-density housing. Retail uses should be located on the ground floor to encourage an interesting and active streetscape. Buildings should be oriented toward the street with clearly marked entrances. The use of alternative modes of transportation such as transit, pedestrian, and bicycle activity are to be promoted within the district.

Light Manufacturing (ML)

The purpose of this zone is to provide areas of the City that are suitable for industrial uses and compatible with adjacent commercial and residential uses. The zone serves to buffer heavy manufacturing uses from commercial and residential areas. Industrial uses that are environmentally adverse or pose a hazard to life and safety are prohibited. The zone is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and do not create undue amounts of noise, dust, odor, vibration, or smoke. The purpose is also to allow a limited amount of commercial uses and services and other support uses, including office uses in limited locations in close proximity to the Commercial Office (CO) district. Commercial uses are not permitted in the Limited Commercial Setback.

Central Tualatin Overlay Zone

The overall goal of the Central Tualatin Overlay Zone is to strengthen the social and economic development of central Tualatin; encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses. The overlay zone regulations are intended to ensure development contributes towards these goals.

XIV. LEGAL DESCRIPTION

Core Opportunity and Reinvestment Area

Tualatin, Oregon

Report Accompanying the
Central Opportunity and Reinvestment Area
Plan

DRAFT



City of Tualatin

Central Opportunity Reinvestment Area Plan
approved by the City of Tualatin

DATE

Ordinance No. 2022-

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I. DEFINITIONS

“Agency” means the Tualatin Development Commission (TDC). The TDC is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Core Opportunity Reinvestment Area Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the City of Tualatin, Oregon.

“City Council” or “Council” means the Tualatin City Council.

“Comprehensive Plan” means the City of Tualatin comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon or Clackamas County, Oregon. When used, it will not specifically which county.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Tualatin Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

“Tax increment financing (TIF)” is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment finance revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area (URA)” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

II. INTRODUCTION

The Report Accompanying the Central Opportunity Reinvestment Area Plan (Report) contains background information and project details that pertain to the Central Opportunity Reinvestment Area Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Tualatin City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8))
- A relocation report. (ORS 457.087(9))

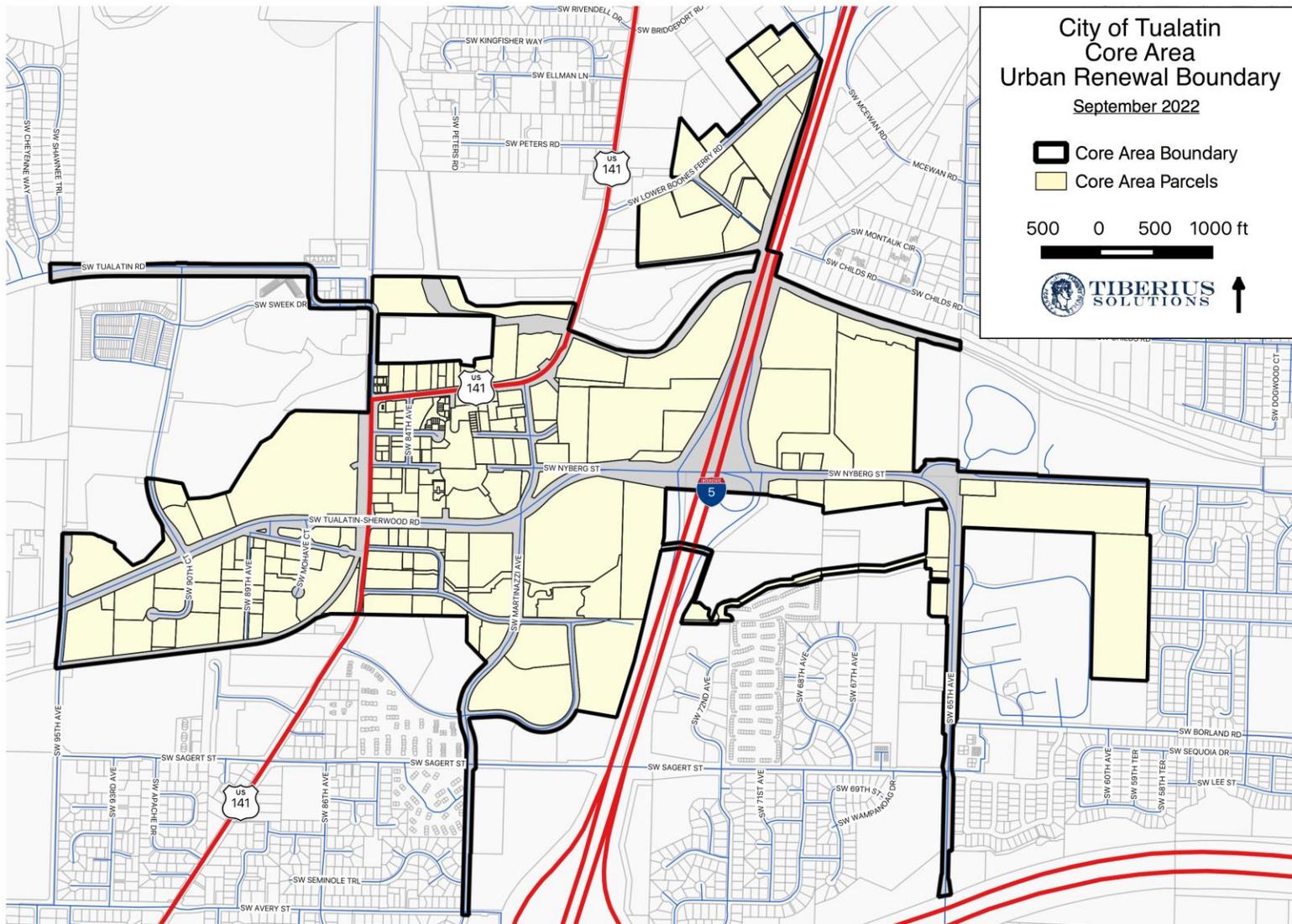
The relationship between the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1. Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VII
ORS 457.087 (6)	V,VI
ORS 457.087 (7)	V,VI
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

The Report provides guidance on how the Plan might be implemented. As the Tualatin Development Commission (TDC) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The TDC may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the TDC. The TDC may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1. Tualatin CORE Area Boundary



Source: Tiberius Solutions

III. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Blight Remediation

1. 18970 Catalyst Project

In efforts to meet highest and best use for existing parcels, this catalyst project will seek to fund and implement the design and construction of a mixed-use development with attainable housing and commercial retail at 18970 SW Lower Boones Ferry Road through a public-private partnership. This is city-owned land.

Existing conditions: This parcel is owned by the City and is underdeveloped.

2. SW Nyberg and Nyberg Woods

Improve the existing intersection to allow traffic flow from the southern commercial area onto Nyberg Street in a safer, quicker manner.

Existing conditions:

The traffic flow from the southern commercial area onto Nyberg Street is inefficient and needs to be improved so traffic moves more quickly and safely.

3. Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)

As found necessary within the Area, construction or improvements relating to intersections, including, without limitation, the construction, installation or upgrade of traffic control devices, turn lanes, appurtenances and/or realignments.

Existing conditions:

The transportation system in the Area has many deficiencies which hamper traffic flow and pedestrian and bicycle traffic.

B. Transportation

1. Area Transportation System Plan

Fund efforts to establish long-range vision for identification of projects, programs, and policies that will achieve the Plan Area's transportation goals and needs.

Existing conditions:

The planning for the transportation system needs to be completed before projects are fully identified. This project will help identify the deficiencies and the solutions.

2. North to South Center Road Development and Tualatin Sherwood Road Realignment

Fund project planning, design considerations and construction of a main street corridor utilizing existing municipal streets to connect Lower Boones Ferry and Tualatin-Sherwood Roads.

Existing conditions:

Creating a “community identity and gathering space” in Tualatin has been a desired goal of the residents and City Council. The SW 84th and Nyberg Street intersection and streets can be modified to create that Main Street atmosphere.

3. Nyberg Creek Greenway

Connect existing Nyberg Creek Trail to the Tualatin River Greenway with the construction of a trail along the Nyberg Creek Wetlands. Connection of these two existing trails will improve access to recreation opportunities, provide safe modes of transportation off of major arterial roads from adjacent residential areas to the Town Core.

Existing conditions:

There is an existing Nyberg Creek Trail and an existing Tualatin River Greenway. There is presently no trail system along the Nyberg Creek Wetlands.

4. Tualatin River Greenway Trail

Fully complete the Tualatin River Greenway adjacent to the Town Commons.

Existing conditions:

“The Tualatin River Trail is an accessible 12 foot wide multi use pedestrian and bike path meandering through trees, alongside the river, and past wetlands. It connects people with nature while enabling easy exercise, recreation, and wildlife viewing.

The trail is 4.6 miles along the Tualatin River from Brown's Ferry Park to Tualatin Community Park. In Tualatin Community Park it crosses the pedestrian and bike bridge into Durham Park and Cook Park in Tigard.”¹

Portions of this trail adjacent to the Town Commons are incomplete.

5. Flood Mitigation and Grading

The Commission’s involvement is proposed to be in the form of participating in the local share of any project funded at the local, regional, state, and/or federally funded efforts. The Commission will assume the public-sector leadership role in the redevelopment of historical vacant parcels with the flood plain.

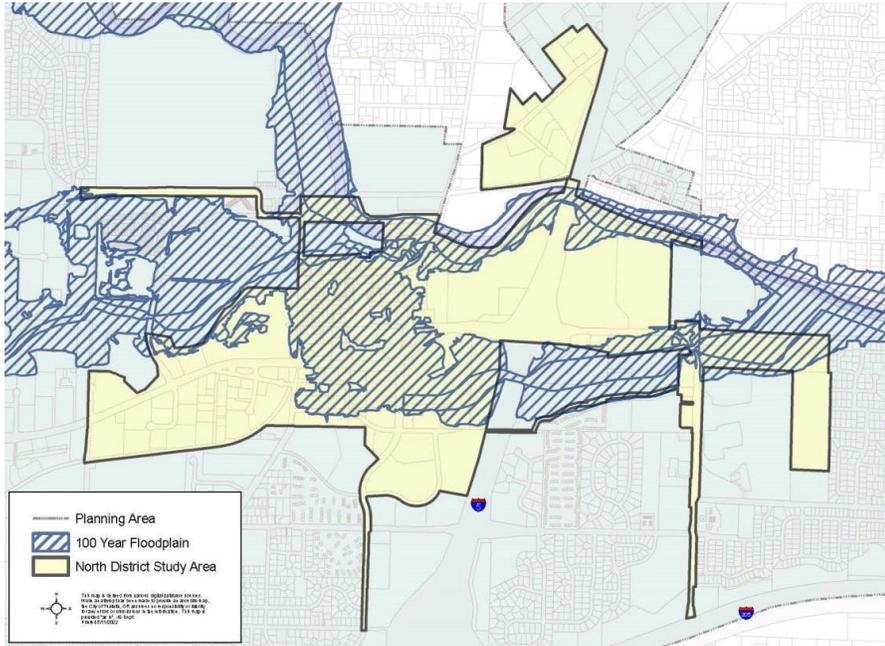
Existing conditions:

The Area contains parcels that are subject to flooding. “The Tualatin River reaches flood stage at 118 feet. More often, localized flooding is caused by small urban streams surging and plugged catch basins associated with heavy rains. One of the lowest lying areas in Tualatin and the first hit when localized flooding occurs is Nyberg Lane at Browns Ferry Park (112 feet) which uses the NGVD1929 Datum.”²

¹ City of Tualatin website <https://www.tualatinoregon.gov/recreation/tualatin-river-greenway-trail>

² City of Tualatin website <https://www.tualatinoregon.gov/publicworks/flooding-our-area>

Figure 2. Floodplain in Area



Source: City of Tualatin

C. Land Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Based on sales comparables of notable vacant land, these will be used in accordance with land acquisition to assist with targeted development based on submitted request for proposals.

Existing conditions:

There is presently no funding for an acquisition program for the Area.

D. Community Identity

1. Tualatin River Plaza and Access and Habitat Restoration Project

To design and construction a public gathering space and access point along the Tualatin River. In addition, mitigate impacts while enhancing environmental habitats near project area.

Existing conditions:

There is a desire for a public gathering spot on the Tualatin River near the downtown core. Part of the intent of this project is to help create the “Main Street” feel and community identify for Tualatin while mitigating any impacts and enhancing the environmental habitat.

2. Community Design Master Plan

Fund efforts to establish community design standards for all new development projects, or redevelopment efforts that increase valuation by more than 20%. These standards will allow Tualatin to develop and cultivate a shared identity and design within Plan Area.

Existing conditions:

There are presently no design standards for the Area. Establishing these will further the goal for creating a community identity.

E. Developer Incentives and Rebates

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. An example of a type of assistance is to reduce or eliminate development impacts on adjacent properties.

Existing conditions:

This Area has many properties that could be developed in the future. There is presently not a funding source in the City to provide development assistance to property owners/developers. This tool will help facilitate development of the Area and will provide additional sources of funds to assist with property mitigation.

F. Economic Development

1. Capital Improvement Grants

Provide financial and regulatory resources to small industrial and commercial property owners to update, modernize existing facilities through capital improvements.

Existing conditions:

There are existing small industrial and commercial properties within the Area that could use assistance for upgrading their facades and modernizing their existing facilities. Many of the businesses occupy several buildings built in 1970s, several which need drastic updates.

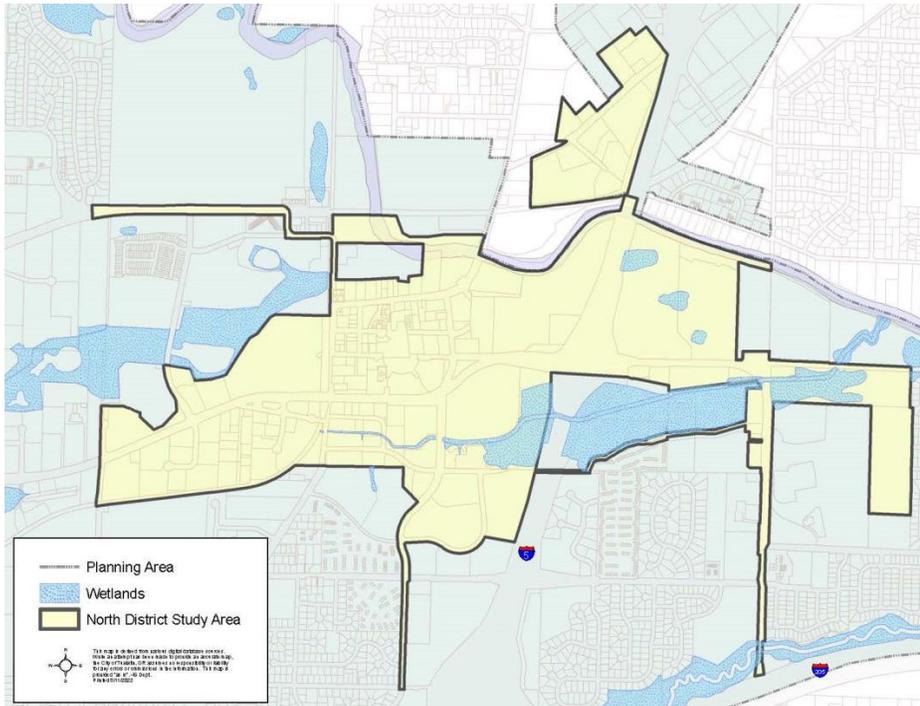
2. Market Feasibility Study

Conduct a market feasibility in the Town Common’s area for added retail and restaurant opportunities to assist with vacant property development.

Existing conditions:

No market study has been conducted by the City of Tualatin since the Commons Redevelopment Project.

Figure 3. Wetlands in Area



Source: City of Tualatin

G. Administration

1. Zone Code Change Plan

Authorizes expenditures to analyze and recommend zone code changes in the Area.

Existing conditions:

The Tualatin Development Code in its current form consists of policies and procedures adopted in 1979. The development requirements based on today's needs and economic issues require an update.

2. Payroll, Legal, Recordings

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

Existing conditions:

This Area does not presently exist. Once formed, the TDC needs to allocate sufficient resources to the administration of the Area to allow for implementation of the projects and administration of the Area.

IV. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total cost estimates for projects are shown in Table 2 below. Table 2 presents the estimated costs of the projects today (FYE 2023 constant dollars) and the estimated cost of those projects in the future (year of expenditure dollars). The year of expenditure dollars assumes annual 3% inflation rates. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, the timing on projects can be moved up.

The Plan assumes that the TDC/City will use other funds to assist in the completion of the projects within the Area. The TDC/City may pursue regional, county, state, and federal funding, private developer contributions, and any other sources of funding that may assist in the implementation of the projects or programs.

The TDC will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared. For more detail, see additional narrative explanation on page 25 of this Report.

Table 2. Estimated Cost of Each Project

Project Title	Constant FYE 2023	Year of Expenditure Project Cost
Blight Remediation - 18970 Catalyst Project'	(\$12,435,000)	(\$14,848,634)
Blight Remediation - SW Nyberg and Nyberg Woods	(\$2,865,000)	(\$3,965,733)
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)	(\$2,865,000)	(\$3,965,733)
Transportation - Area Transportation Plan	(\$100,000)	(\$103,000)
Transportation - North to South Center Road Development and TS Road Realignment	(\$11,000,000)	(\$21,077,100)
Transportation - Tualatin River Greenway	(\$908,344)	(\$2,017,705)
Transportation - Nyberg Green Way	(\$2,091,656)	(\$4,746,095)
Transportation - Flood Mitigation and Grading	(\$3,850,000)	(\$6,384,515)
Land Acquisition - Land	(\$12,000,000)	(\$22,974,400)
Community Identity - Tualatin River Plaza Project	(\$5,000,000)	(\$8,023,500)
Community Identity - Community Design Master Plan	(\$150,000)	(\$201,585)
Developer Incentives - Incentives and Rebate	(\$16,445,890)	(\$31,152,813)
Economic Development - Grants	(\$3,575,000)	(\$6,399,157)
Administration - Payroll, Legal, Recordings	(\$7,500,000)	(\$12,868,260)
Administration - Market Feasibility Study	(\$100,000)	(\$106,090)
Administration - Zone Code Change Plan	(\$100,000)	(\$106,090)
Financing Fees	(\$704,683)	(\$1,051,000)
Total Expenditures	(\$81,690,573)	(\$139,991,410)

Source: City of Tualatin and Tiberius Solutions

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2053 are calculated based on projections of growth in assessed value due to new development and appreciation within the Area and the consolidated tax rate that will apply in the Area.

The long-term projections for FYE 2024 and beyond assume an annual growth rate of 4.0% for real, personal and utility assessed value in the Area (equal to 3% maximum annual appreciation for existing property plus 1% exception value from new development). These projections of growth are the basis for the projections in the Area.

These projections of growth were informed by conversations with City staff and City Council, based on the amount of development potential within the Area. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the URA to fund projects listed in the Plan.

Table 3 and Figure 4 show the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, and delinquencies.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2024. Gross tax increment financing (TIF)³ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 4 shows expected TIF revenues over time and the projected tax revenues after termination of the Area. Definitions for Table 4 are shown below:

- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes only permanent tax rates. General obligation bonds and local option levies are excluded, and will not be impacted by this Plan. Total AV is the projected total assessed value.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment used is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing districts according to their permanent rate due to revenue sharing.
- Tax rate is the total permanent rate levy for the Area.
- Gross tax increment financing revenue (TIF)⁴ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.”
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation.
- TIF Current Year reflects subtracting the 5% adjustment factor from Gross TIF.

³ TIF is also used to signify tax increment revenues

⁴ TIF is also used to signify tax increment revenues

- TIF Prior Years is the tax increment revenue that was delinquent the prior year and is paid by the assessor's office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Net TIF is the amount of tax increment revenues estimated to be received by the Agency.

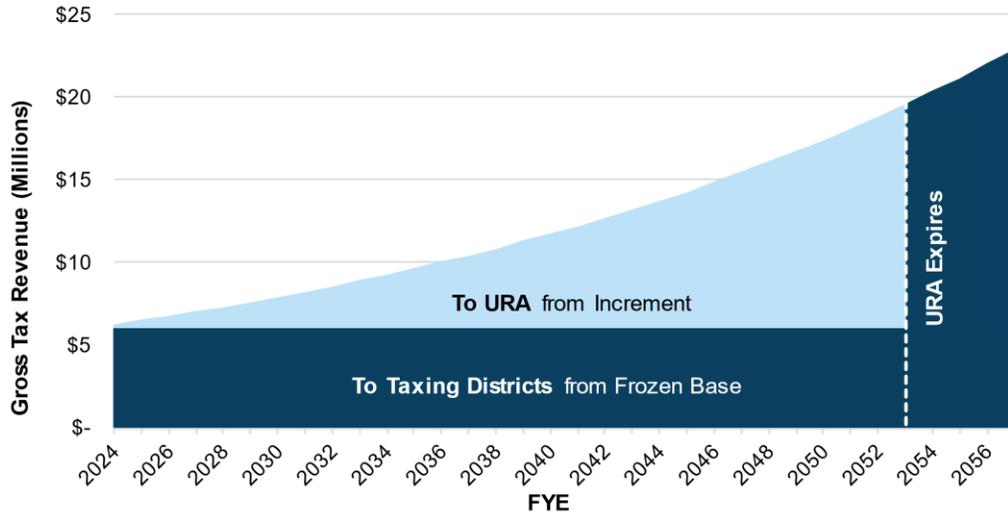
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Table 3. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 1

FYE	Total AV	Frozen Base AV	Increment Applied	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2024	529,979,978	509,596,132	20,383,846	11.8383	241,311	(12,066)	229,245	-	229,245
2025	551,179,178	509,596,132	41,583,046	11.8383	492,274	(24,614)	467,660	3,439	471,099
2026	573,226,345	509,596,132	63,630,213	11.8383	753,276	(37,664)	715,612	7,015	722,627
2027	596,155,398	509,596,132	86,559,266	11.8383	1,024,718	(51,236)	973,482	10,734	984,216
2028	620,001,613	509,596,132	110,405,481	11.8383	1,307,017	(65,351)	1,241,666	14,602	1,256,269
2029	644,801,677	509,596,132	135,205,545	11.8383	1,600,609	(80,030)	1,520,578	18,625	1,539,203
2030	670,593,744	509,596,132	160,997,612	11.8383	1,905,944	(95,297)	1,810,647	22,809	1,833,455
2031	697,417,494	509,596,132	187,821,362	11.8383	2,223,492	(111,175)	2,112,318	27,160	2,139,477
2032	725,314,193	509,596,132	215,718,061	11.8383	2,553,743	(127,687)	2,426,056	31,685	2,457,741
2033	754,326,762	509,596,132	244,730,630	11.8383	2,897,203	(144,860)	2,752,343	36,391	2,788,734
2034	784,499,832	509,596,132	274,903,700	11.8383	3,254,402	(162,720)	3,091,682	41,285	3,132,967
2035	815,879,825	509,596,132	306,283,693	11.8383	3,625,889	(181,294)	3,444,595	46,375	3,490,970
2036	848,515,018	509,596,132	338,918,886	11.8383	4,012,236	(200,612)	3,811,624	51,669	3,863,293
2037	882,455,620	509,596,132	372,859,488	11.8383	4,414,036	(220,702)	4,193,334	57,174	4,250,508
2038	917,753,845	509,596,132	408,157,713	11.8383	4,831,908	(241,595)	4,590,313	62,900	4,653,213
2039	954,463,999	509,596,132	444,867,867	11.8383	5,266,495	(263,325)	5,003,171	68,855	5,072,025
2040	992,642,559	509,596,132	483,046,427	11.8383	5,718,466	(285,923)	5,432,543	75,048	5,507,590
2041	1,032,348,261	509,596,132	522,752,129	11.8383	6,188,515	(309,426)	5,879,090	81,488	5,960,578
2042	1,073,642,191	509,596,132	564,046,059	11.8383	6,677,367	(333,868)	6,343,498	88,186	6,431,685
2043	1,116,587,879	509,596,132	606,991,747	11.8383	7,185,772	(359,289)	6,826,484	95,152	6,921,636
2044	1,161,251,393	509,596,132	651,655,261	11.8383	7,714,514	(385,726)	7,328,788	102,397	7,431,186
2045	1,207,701,448	509,596,132	698,105,316	11.8383	8,264,405	(413,220)	7,851,185	109,932	7,961,117
2046	1,256,009,507	509,596,132	746,413,375	11.8383	8,836,292	(441,815)	8,394,478	117,768	8,512,246
2047	1,306,249,887	509,596,132	796,653,755	11.8383	9,431,055	(471,553)	8,959,502	125,917	9,085,419
2048	1,358,499,883	509,596,132	848,903,751	11.8383	10,049,608	(502,480)	9,547,128	134,393	9,681,520
2049	1,412,839,878	509,596,132	903,243,746	11.8383	10,692,903	(534,645)	10,158,258	143,207	10,301,465
2050	1,469,353,473	509,596,132	959,757,341	11.8383	11,361,930	(568,097)	10,793,833	152,374	10,946,207
2051	1,528,127,611	509,596,132	1,018,531,479	11.8383	12,057,718	(602,886)	11,454,832	161,908	11,616,740
2052	1,589,252,716	509,596,132	1,079,656,584	11.8383	12,781,337	(639,067)	12,142,271	171,822	12,314,093
2053	1,652,822,825	509,596,132	1,143,226,693	11.8383	13,533,902	(676,695)	12,857,207	182,134	13,039,341
TOTAL:					170,898,337	(8,544,918)	162,353,423	2,242,444	164,595,865

Source: Tiberius Solution

Figure 4. TIF Projections



Source: Tiberius Solutions

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VI. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 4 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant FYE 2023 dollars in five-year increments. Table 7, Table 8, Table 9, and Table 10 show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the URA in FYE 2053, a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If growth in assessed value is slower than projected, the Agency may take division of taxes for a longer time period. If growth in assessed value is more robust than the projections, the Agency may take division of taxes for a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$140,000,000 (One Hundred Forty Million Million dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$140,000,000 is \$164,595,865 and is from permanent rate levies. The increase over the maximum indebtedness is due to the projected cost of the interest on borrowings.

Table 4. TIF Capacity of the Area in FYE 2023 Constant Rounded Numbers

Total Net TIF	\$164,600,000
Maximum Indebtedness	\$140,000,000
Capacity (2021\$)	\$81,700,000
Years 1-5	\$800,000
Years 6-10	\$17,200,000
Years 11-15	\$14,600,000
Years 16-20	\$13,900,000
Years 21-25	\$17,900,000
Years 26-30	\$17,200,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 6. This is only one scenario for how the TDC may decide to implement this Plan, and this scenario is financially feasible. The TDC may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the Area in FYE 2053. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 7.

Table 5. Estimated Borrowings and Amounts

Loan	Loan A	Loan B	Loan C	Loan D
Principal Amount	\$12,750,000	\$11,300,000	\$15,000,000	\$13,500,000
Interest Rate	5.00%	5.00%	5.00%	5.00%
Loan Term	20	20	15	9
Loan Year	2029	2034	2039	2045
Interest Payment Start	2029	2034	2039	2045
Principal Payment Start	2029	2034	2039	2045
Annual Payment	(\$1,023,093)	(\$906,741)	(\$1,445,134)	(\$1,899,316)

Source: Tiberius Solutions

Table 6. Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030
Resources								
Beginning Balance		-	-	-	-	-	-	-
TIF: Current Year	162,353,422	229,245	467,660	715,612	973,482	1,241,666	1,520,578	1,810,647
TIF: Prior Years	2,242,443	-	3,439	7,015	10,734	14,602	18,625	22,809
Total Resources	164,595,865	229,245	471,099	722,627	984,216	1,256,269	1,539,203	1,833,455
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(20,461,860)	-	-	-	-	-	(1,023,093)	(1,023,093)
Loan B	(18,134,825)	-	-	-	-	-	-	-
Loan C	(21,677,015)	-	-	-	-	-	-	-
Loan D	(17,093,845)	-	-	-	-	-	-	-
Total Debt Service	(77,367,544)	-	-	-	-	-	(1,023,093)	(1,023,093)
Debt Service Coverage Ratio	-	-	-	-	-	-	1.50	1.79
Transfer to URA Projects Fund	(87,228,321)	(229,245)	(471,099)	(722,627)	(984,216)	(1,256,269)	(516,110)	(810,362)
Total Expenditures	(164,595,865)	(229,245)	(471,099)	(722,627)	(984,216)	(1,256,269)	(1,539,203)	(1,833,455)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 7. Tax Incremental Revenues and Allocations to Debt Service, page 2

	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	2,112,318	2,426,056	2,752,343	3,091,682	3,444,595	3,811,624	4,193,334	4,590,313
TIF: Prior Years	27,160	31,685	36,391	41,285	46,375	51,669	57,174	62,900
Total Resources	2,139,477	2,457,741	2,788,734	3,132,967	3,490,970	3,863,293	4,250,508	4,653,213
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)
Loan B	-	-	-	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)
Loan C	-	-	-	-	-	-	-	-
Loan D	-	-	-	-	-	-	-	-
Total Debt Service	(1,023,093)	(1,023,093)	(1,023,093)	(1,929,834)	(1,929,834)	(1,929,834)	(1,929,834)	(1,929,834)
Debt Service Coverage Ratio	2.09	2.40	2.73	1.62	1.81	2.00	2.20	2.41
Transfer to URA Projects Fund	(1,116,384)	(1,434,648)	(1,765,641)	(1,203,133)	(1,561,136)	(1,933,459)	(2,320,674)	(2,723,379)
Total Expenditures	(2,139,477)	(2,457,741)	(2,788,734)	(3,132,967)	(3,490,970)	(3,863,293)	(4,250,508)	(4,653,213)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 8. Tax Incremental Revenues and Allocations to Debt Service, page 3

	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	5,003,171	5,432,543	5,879,090	6,343,498	6,826,484	7,328,788	7,851,185	8,394,478
TIF: Prior Years	68,855	75,048	81,488	88,186	95,152	102,397	109,932	117,768
Total Resources	5,072,025	5,507,590	5,960,578	6,431,685	6,921,636	7,431,186	7,961,117	8,512,246
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)
Loan B	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)
Loan C	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)
Loan D	-	-	-	-	-	-	(1,899,316)	(1,899,316)
Total Debt Service	(3,374,969)	(3,374,969)	(3,374,969)	(3,374,969)	(3,374,969)	(3,374,969)	(5,274,285)	(5,274,285)
Debt Service Coverage Ratio	1.50	1.63	1.77	1.91	2.05	2.20	1.51	1.61
Transfer to URA Projects Fund	(1,697,057)	(2,132,622)	(2,585,609)	(3,056,716)	(3,546,668)	(4,056,217)	(2,686,832)	(3,237,961)
Total Expenditures	(5,072,025)	(5,507,590)	(5,960,578)	(6,431,685)	(6,921,636)	(7,431,186)	(7,961,117)	(8,512,246)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 9. Tax Incremental Revenues and Allocations, page 4

	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052	FYE 2053
Resources							
Beginning Balance	-	-	-	-	-	-	-
TIF: Current Year	8,959,502	9,547,128	10,158,258	10,793,833	11,454,832	12,142,271	12,857,207
TIF: Prior Years	125,917	134,393	143,207	152,374	161,908	171,822	182,134
Total Resources	9,085,419	9,681,520	10,301,465	10,946,207	11,616,740	12,314,093	13,039,341
Expenditures							
Debt Service							
Scheduled Payments							
Loan A	(1,023,093)	(1,023,093)	-	-	-	-	-
Loan B	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)
Loan C	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)
Loan D	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)
Total Debt Service	(5,274,285)	(5,274,285)	(4,251,192)	(4,251,192)	(4,251,192)	(4,251,192)	(4,251,191)
Debt Service Coverage Ratio	1.72	1.84	2.42	2.57	2.73	2.90	3.07
Transfer to URA Projects Fund	(3,811,135)	(4,407,235)	(6,050,273)	(6,695,016)	(7,365,548)	(8,062,901)	(8,788,149)
Total Expenditures	(9,085,419)	(9,681,520)	(10,301,465)	(10,946,207)	(11,616,740)	(12,314,093)	(13,039,341)
Ending Balance	-	-	-	-	-	-	-

Source: Tiberius Solutions

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the TDC. Annual expenditures for program administration are also shown, and are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the later years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2053, a 30-year program.

The amount of money available for projects in 2023 constant dollars for the Area is \$81,690,573. See Table 2 for the individual project analysis. This is calculated by reflecting the maximum indebtedness of \$140,000,000 in constant 2023 dollars. This is done as the TDC's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 30 years is important to help the TDC to make projections on the allocation of funds throughout the life of the Area.

Table 11, Table 12, Table 13, and Table 14 show the \$81,690,573 of 2022 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 11, Table 12, Table 13, and Table 14 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The year of expenditure total cost is \$139,991,410.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470. The TDC may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, or if other outside funding sources are secured, including but not limited to developer contributions, the timing on projects can be moved up.

Table 10. Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030
Resources								
Beginning Balance		-	23,245	176,190	790,428	1,666,046	2,814,715	871,855
Interest Earnings	213,089	-	116	881	3,952	8,330	14,074	4,359
Transfer from TIF Fund	87,228,321	229,245	471,099	722,627	984,216	1,256,269	516,110	810,362
Bond/Loan Proceeds	52,550,000	-	-	-	-	-	12,750,000	-
Other	-							
Total Resources	139,991,410	229,245	494,460	899,698	1,778,596	2,930,645	16,094,899	1,686,576
Expenditures (YOE \$)								
Blight Remediation - 18970 Catalyst Project'	(\$14,848,634)						(\$14,848,634)	
Blight Remediation - SW Nyberg and Nyberg Woods	(\$3,965,733)							
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)	(\$3,965,733)							
Transportation - Area Transportation Plan	(\$103,000)	(\$103,000)						
Transportation - North to South Center Road Development and TS Road Realignment	(\$21,077,100)							
Transportation - Tualatin River Greenway	(\$2,017,705)							
Transportation - Nyberg Green Way	(\$4,746,095)							
Transportation - Flood Mitigation and Grading	(\$6,384,515)							
Land Acquisition - Land	(\$22,974,400)							
Community Identity - Tualatin River Plaza Project	(\$8,023,500)							
Community Identity - Community Design Master Plan	(\$201,585)							
Developer Incentives - Incentives and Rebate	(\$31,152,813)							(\$614,950)
Economic Development - Grants	(\$6,399,157)							(\$153,738)
Administration - Payroll, Legal, Recordings	(\$12,868,260)	(\$103,000)	(\$106,090)	(\$109,270)	(\$112,550)	(\$115,930)	(\$119,410)	(\$307,475)
Administration - Market Feasibility Study	(\$106,090)		(\$106,090)					
Administration - Zone Code Change Plan	(\$106,090)		(\$106,090)					
Financing Fees	(\$1,051,000)						(\$255,000)	
Total Expenditures	(\$139,991,410)	(\$206,000)	(\$318,270)	(\$109,270)	(\$112,550)	(\$115,930)	(\$15,223,044)	(\$1,076,163)
Ending Balance		\$23,245	\$176,190	\$790,428	\$1,666,046	\$2,814,715	\$871,855	\$610,413

Source: Tiberius Solutions

Table 11. Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038
Resources								
Beginning Balance	610,413	621,400	917,454	167,870	430,986	639,862	1,181,444	2,071,055
Interest Earnings	3,052	3,107	4,587	839	2,155	3,199	5,907	10,355
Transfer from TIF Fund	1,116,384	1,434,648	1,765,641	1,203,133	1,561,136	1,933,459	2,320,674	2,723,379
Bond/Loan Proceeds	-	-	-	11,300,000	-	-	-	-
Other								
Total Resources	1,729,850	2,059,154	2,687,683	12,671,842	1,994,277	2,576,519	3,508,025	4,804,789
Expenditures (YOE \$)								
Blight Remediation - 18970 Catalyst Project'								
Blight Remediation - SW Nyberg and Nyberg Woods				(\$3,965,733)				
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)				(\$3,965,733)				
Transportation - Area Transportation Plan								
Transportation - North to South Center Road Development and TS Road Realignment								
Transportation - Tualatin River Greenway								
Transportation - Nyberg Green Way								
Transportation - Flood Mitigation and Grading			(\$1,142,315)					
Land Acquisition - Land				(\$2,768,400)				(\$3,116,000)
Community Identity - Tualatin River Plaza Project								
Community Identity - Community Design Master Plan			(\$201,585)					
Developer Incentives - Incentives and Rebate	(\$633,400)	(\$652,400)	(\$671,950)	(\$692,100)	(\$712,850)	(\$734,250)	(\$756,300)	(\$779,000)
Economic Development - Grants	(\$158,350)	(\$163,100)	(\$167,988)	(\$207,630)	(\$213,855)	(\$220,275)	(\$226,890)	(\$233,700)
Administration - Payroll, Legal, Recordings	(\$316,700)	(\$326,200)	(\$335,975)	(\$415,260)	(\$427,710)	(\$440,550)	(\$453,780)	(\$467,400)
Administration - Market Feasibility Study								
Administration - Zone Code Change Plan								
Financing Fees				(\$226,000)				
Total Expenditures	(\$1,108,450)	(\$1,141,700)	(\$2,519,813)	(\$12,240,856)	(\$1,354,415)	(\$1,395,075)	(\$1,436,970)	(\$4,596,100)
Ending Balance	\$621,400	\$917,454	\$167,870	\$430,986	\$639,862	\$1,181,444	\$2,071,055	\$208,689

Source: Tiberius Solutions

Table 12. Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046
Resources								
Beginning Balance	208,689	640,024	1,205,685	2,180,043	3,581,834	5,430,615	7,746,700	804,872
Interest Earnings	1,043	3,200	6,028	10,900	17,909	27,153	38,734	4,024
Transfer from TIF Fund	1,697,057	2,132,622	2,585,609	3,056,716	3,546,668	4,056,217	2,686,832	3,237,961
Bond/Loan Proceeds	15,000,000	-	-	-	-	-	13,500,000	-
Other								
Total Resources	16,906,789	2,775,845	3,797,323	5,247,659	7,146,410	9,513,985	23,972,267	4,046,857
Expenditures (YOE \$)								
Blight Remediation - 18970 Catalyst Project'								
Blight Remediation - SW Nyberg and Nyberg Woods								
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)								
Transportation - Area Transportation Plan								
Transportation - North to South Center Road Development and TS Road Realignment							(\$21,077,100)	
Transportation - Tualatin River Greenway								
Transportation - Nyberg Green Way								
Transportation - Flood Mitigation and Grading	(\$3,209,400)							
Land Acquisition - Land	(\$3,209,400)							
Community Identity - Tualatin River Plaza Project	(\$8,023,500)							
Community Identity - Community Design Master Plan								
Developer Incentives - Incentives and Rebate	(\$802,350)	(\$826,400)	(\$851,200)	(\$876,750)	(\$903,050)	(\$930,150)	(\$958,050)	(\$1,480,200)
Economic Development - Grants	(\$240,705)	(\$247,920)	(\$255,360)	(\$263,025)	(\$270,915)	(\$279,045)	(\$287,415)	(\$296,040)
Administration - Payroll, Legal, Recordings	(\$481,410)	(\$495,840)	(\$510,720)	(\$526,050)	(\$541,830)	(\$558,090)	(\$574,830)	(\$592,080)
Administration - Market Feasibility Study								
Administration - Zone Code Change Plan								
Financing Fees	(\$300,000)						(\$270,000)	
Total Expenditures	(\$16,266,765)	(\$1,570,160)	(\$1,617,280)	(\$1,665,825)	(\$1,715,795)	(\$1,767,285)	(\$23,167,395)	(\$2,368,320)
Ending Balance	\$640,024	\$1,205,685	\$2,180,043	\$3,581,834	\$5,430,615	\$7,746,700	\$804,872	\$1,678,537

Source: Tiberius Solutions

Table 13. Programs and Costs in Year of Expenditure Dollars, Page 4

	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052	FYE 2053
Resources							
Beginning Balance	1,678,537	1,025,904	2,402,260	1,024,274	616,251	606,401	483,497
Interest Earnings	8,393	5,130	12,011	5,121	3,081	3,032	2,417
Transfer from TIF Fund	3,811,135	4,407,235	6,050,273	6,695,016	7,365,548	8,062,901	8,788,149
Bond/Loan Proceeds	-	-					
Other							
Total Resources	5,498,064	5,438,270	8,464,544	7,724,411	7,984,880	8,672,335	9,274,063
Expenditures (YOE \$)							
Blight Remediation - 18970 Catalyst Project'							
Blight Remediation - SW Nyberg and Nyberg Woods							
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)							
Transportation - Area Transportation Plan							
Transportation - North to South Center Road Development and TS Road Realignment							
Transportation - Tualatin River Greenway				(\$2,017,705)			
Transportation - Nyberg Green Way				(\$1,314,245)	(\$3,431,850)		
Transportation - Flood Mitigation and Grading	(\$2,032,800)						
Land Acquisition - Land			(\$4,313,200)			(\$4,713,000)	(\$4,854,400)
Community Identity - Tualatin River Plaza Project							
Community Identity - Community Design Master Plan							
Developer Incentives - Incentives and Rebate	(\$1,524,600)	(\$2,093,800)	(\$2,156,600)	(\$2,776,625)	(\$2,859,875)	(\$2,356,500)	(\$3,509,463)
Economic Development - Grants	(\$304,920)	(\$314,070)	(\$323,490)	(\$333,195)	(\$400,383)	(\$412,388)	(\$424,760)
Administration - Payroll, Legal, Recordings	(\$609,840)	(\$628,140)	(\$646,980)	(\$666,390)	(\$686,370)	(\$706,950)	(\$485,440)
Administration - Market Feasibility Study							
Administration - Zone Code Change Plan							
Financing Fees							
Total Expenditures	(\$4,472,160)	(\$3,036,010)	(\$7,440,270)	(\$7,108,160)	(\$7,378,478)	(\$8,188,838)	(\$9,274,063)
Ending Balance	\$1,025,904	\$2,402,260	\$1,024,274	\$616,251	\$606,401	\$483,497	\$0

Source: Tiberius Solutions

VIII. REVENUE SHARING

Revenue sharing thresholds are expected to begin as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not expected to be met during the life of the Plan.

Revenue sharing means that at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$14,000,000). At the 10% threshold, the TDC will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$17,500,000). If this threshold is met, revenue for the area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing thresholds could be reached earlier. If assessed value grows more slowly, they could be reached later.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2053 and are shown in Table 15 and Table 16.

The Tigard/Tualatin School District and the Northwest Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 15 and Table 16 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 15 shows the general government levies, and Table 16 shows the education levies

Table 14. Projected Impact on Taxing District Permanent Rate Levies - General Government, page 1

FYE	Washington County	City of Tualatin	Metro	Port of Portland	Tualatin Soil & Water District	Tualatin Valley Fire & Rescue	Tigard/Tualatin Aquatic District	Clackamas County City	Clackamas County Extension & 4H	Clackamas County Library	Clackamas County Soil Conservation	Vector Control	Subtotal
2024	(41,842)	(43,890)	(1,871)	(1,357)	(1,535)	(29,535)	(1,743)	(1,815)	(38)	(300)	(38)	(5)	(123,969)
2025	(85,986)	(90,194)	(3,844)	(2,790)	(3,155)	(60,694)	(3,581)	(3,730)	(78)	(616)	(78)	(10)	(254,756)
2026	(131,895)	(138,350)	(5,897)	(4,279)	(4,840)	(93,100)	(5,494)	(5,721)	(119)	(946)	(119)	(15)	(390,774)
2027	(179,641)	(188,432)	(8,031)	(5,828)	(6,592)	(126,802)	(7,482)	(7,792)	(162)	(1,288)	(162)	(21)	(532,233)
2028	(229,296)	(240,518)	(10,251)	(7,439)	(8,414)	(161,852)	(9,551)	(9,946)	(207)	(1,644)	(207)	(27)	(679,351)
2029	(280,938)	(294,687)	(12,560)	(9,114)	(10,308)	(198,304)	(11,702)	(12,185)	(253)	(2,014)	(253)	(33)	(832,353)
2030	(334,645)	(351,023)	(14,961)	(10,857)	(12,279)	(236,214)	(13,939)	(14,515)	(302)	(2,399)	(302)	(39)	(991,475)
2031	(390,501)	(409,612)	(17,458)	(12,669)	(14,329)	(275,641)	(16,265)	(16,938)	(352)	(2,800)	(352)	(46)	(1,156,962)
2032	(448,591)	(470,545)	(20,055)	(14,553)	(16,460)	(316,645)	(18,685)	(19,457)	(405)	(3,216)	(405)	(53)	(1,329,069)
2033	(509,004)	(533,915)	(22,756)	(16,513)	(18,677)	(359,288)	(21,201)	(22,078)	(459)	(3,649)	(459)	(60)	(1,508,060)
2034	(571,834)	(599,820)	(25,565)	(18,552)	(20,982)	(403,638)	(23,818)	(24,803)	(516)	(4,100)	(516)	(67)	(1,694,210)
2035	(637,178)	(668,361)	(28,486)	(20,672)	(23,380)	(449,761)	(26,540)	(27,637)	(575)	(4,568)	(575)	(75)	(1,887,807)
2036	(705,135)	(739,644)	(31,524)	(22,876)	(25,873)	(497,730)	(29,370)	(30,585)	(636)	(5,055)	(636)	(83)	(2,089,147)
2037	(775,810)	(813,778)	(34,684)	(25,169)	(28,467)	(547,617)	(32,314)	(33,650)	(700)	(5,562)	(700)	(91)	(2,298,542)
2038	(849,312)	(890,877)	(37,970)	(27,554)	(31,164)	(599,500)	(35,376)	(36,838)	(766)	(6,089)	(766)	(100)	(2,516,311)
2039	(925,755)	(971,061)	(41,387)	(30,034)	(33,968)	(653,458)	(38,560)	(40,154)	(835)	(6,637)	(835)	(109)	(2,742,792)
2040	(1,005,255)	(1,054,452)	(44,942)	(32,613)	(36,886)	(709,574)	(41,871)	(43,602)	(907)	(7,207)	(907)	(118)	(2,978,332)
2041	(1,087,935)	(1,141,178)	(48,638)	(35,295)	(39,919)	(767,935)	(45,315)	(47,188)	(981)	(7,800)	(981)	(128)	(3,223,293)
2042	(1,173,922)	(1,231,374)	(52,482)	(38,085)	(43,074)	(828,630)	(48,896)	(50,918)	(1,059)	(8,416)	(1,059)	(138)	(3,478,053)
2043	(1,263,349)	(1,325,177)	(56,480)	(40,986)	(46,356)	(891,754)	(52,621)	(54,797)	(1,140)	(9,058)	(1,140)	(148)	(3,743,003)
2044	(1,356,352)	(1,422,732)	(60,638)	(44,003)	(49,768)	(957,402)	(56,495)	(58,830)	(1,223)	(9,724)	(1,223)	(159)	(4,018,552)
2045	(1,453,076)	(1,524,190)	(64,962)	(47,141)	(53,317)	(1,025,676)	(60,524)	(63,026)	(1,311)	(10,418)	(1,311)	(170)	(4,305,122)
2046	(1,553,669)	(1,629,706)	(69,459)	(50,405)	(57,008)	(1,096,681)	(64,714)	(67,389)	(1,401)	(11,139)	(1,401)	(182)	(4,603,155)
2047	(1,658,286)	(1,739,442)	(74,136)	(53,799)	(60,847)	(1,170,526)	(69,071)	(71,927)	(1,496)	(11,889)	(1,496)	(194)	(4,913,109)
2048	(1,767,087)	(1,853,568)	(79,001)	(57,329)	(64,839)	(1,247,325)	(73,603)	(76,646)	(1,594)	(12,669)	(1,594)	(207)	(5,235,462)
2049	(1,880,241)	(1,972,259)	(84,059)	(61,000)	(68,991)	(1,327,196)	(78,316)	(81,554)	(1,696)	(13,480)	(1,696)	(220)	(5,570,709)
2050	(1,997,920)	(2,095,698)	(89,320)	(64,817)	(73,309)	(1,410,262)	(83,218)	(86,658)	(1,802)	(14,324)	(1,802)	(234)	(5,919,365)
2051	(2,120,307)	(2,224,074)	(94,792)	(68,788)	(77,800)	(1,496,650)	(88,315)	(91,966)	(1,913)	(15,201)	(1,913)	(249)	(6,281,968)
2052	(2,247,589)	(2,357,586)	(100,482)	(72,917)	(82,470)	(1,586,494)	(93,617)	(97,487)	(2,027)	(16,114)	(2,027)	(264)	(6,659,075)
2053	(2,379,962)	(2,496,437)	(106,400)	(77,212)	(87,327)	(1,679,932)	(99,131)	(103,229)	(2,147)	(17,063)	(2,147)	(279)	(7,051,266)
TOTAL:	(30,042,313)	(31,512,580)	(1,343,091)	(974,646)	(1,102,334)	(21,205,816)	(1,251,328)	(1,303,061)	(27,096)	(215,385)	(27,100)	(3524)	(89,008,275)

Source: Tiberius Solutions

Table 15. Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Portland Community College	NW Regional ESD	Tigard/Tualatin School District	Clackamas Community College	Subtotal Education	TOTAL Education Gen. Gov't
2024	(5,263)	(2,978)	(96,614)	(421)	(105,277)	(229,245)
2025	(10,815)	(6,120)	(198,542)	(866)	(216,343)	(471,099)
2026	(16,590)	(9,388)	(304,547)	(1,328)	(331,853)	(722,627)
2027	(22,595)	(12,787)	(414,792)	(1,809)	(451,983)	(984,216)
2028	(28,841)	(16,321)	(529,447)	(2,309)	(576,918)	(1,256,269)
2029	(35,336)	(19,997)	(648,689)	(2,829)	(706,850)	(1,539,203)
2030	(42,091)	(23,820)	(772,699)	(3,370)	(841,980)	(1,833,455)
2031	(49,117)	(27,795)	(901,671)	(3,933)	(982,515)	(2,139,477)
2032	(56,423)	(31,930)	(1,035,801)	(4,518)	(1,128,672)	(2,457,741)
2033	(64,022)	(36,230)	(1,175,296)	(5,126)	(1,280,674)	(2,788,734)
2034	(71,924)	(40,703)	(1,320,371)	(5,759)	(1,438,757)	(3,132,967)
2035	(80,143)	(45,354)	(1,471,250)	(6,417)	(1,603,163)	(3,490,970)
2036	(88,691)	(50,191)	(1,628,163)	(7,101)	(1,774,145)	(3,863,293)
2037	(97,580)	(55,221)	(1,791,353)	(7,813)	(1,951,967)	(4,250,509)
2038	(106,825)	(60,453)	(1,961,070)	(8,553)	(2,136,901)	(4,653,213)
2039	(116,440)	(65,894)	(2,137,576)	(9,323)	(2,329,233)	(5,072,025)
2040	(126,439)	(71,553)	(2,321,143)	(10,123)	(2,529,258)	(5,507,590)
2041	(136,839)	(77,438)	(2,512,052)	(10,956)	(2,737,284)	(5,960,578)
2042	(147,654)	(83,558)	(2,710,597)	(11,822)	(2,953,632)	(6,431,685)
2043	(158,902)	(89,924)	(2,917,085)	(12,722)	(3,178,633)	(6,921,636)
2044	(170,600)	(96,544)	(3,131,831)	(13,659)	(3,412,634)	(7,431,186)
2045	(182,766)	(103,428)	(3,355,168)	(14,633)	(3,655,995)	(7,961,117)
2046	(195,418)	(110,588)	(3,587,438)	(15,646)	(3,909,090)	(8,512,246)
2047	(208,576)	(118,035)	(3,828,999)	(16,700)	(4,172,310)	(9,085,419)
2048	(222,261)	(125,779)	(4,080,222)	(17,795)	(4,446,058)	(9,681,520)
2049	(236,494)	(133,833)	(4,341,494)	(18,935)	(4,730,756)	(10,301,465)
2050	(251,295)	(142,210)	(4,613,217)	(20,120)	(5,026,842)	(10,946,207)
2051	(266,689)	(150,921)	(4,895,809)	(21,352)	(5,334,772)	(11,616,740)
2052	(282,698)	(159,981)	(5,189,705)	(22,634)	(5,655,018)	(12,314,093)
2053	(299,348)	(169,403)	(5,495,357)	(23,967)	(5,988,075)	(13,039,341)
TOTAL:	(3,778,675)	(2,138,377)	(69,367,998)	(302,539)	(75,587,588)	(164,595,865)

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section .

Table 16 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2054. The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 16. Additional Revenues Obtained after Termination of Tax Increment Financing – FYE 2054

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Washington County	2.2484	\$1,101,111	\$2,613,084	\$3,714,195
City of Tualatin	2.2665	\$1,154,999	\$2,740,968	\$3,895,967
Metro	0.0966	\$49,227	\$116,822	\$166,049
Port of Portland	0.0701	\$35,723	\$84,775	\$120,498
Tualatin Soil & Water District	0.0825	\$40,403	\$95,881	\$136,284
Tualatin Valley Fire & Rescue	1.5252	\$777,236	\$1,844,485	\$2,621,721
Tigard/Tualatin Aquatic District	0.0900	\$45,864	\$108,841	\$154,705
Clackamas County City	2.4042	\$47,760	\$113,340	\$161,100
Clackamas County Extension & 4H	0.0500	\$993	\$2,357	\$3,350
Clackamas County Library	0.3974	\$7,894	\$18,734	\$26,628
Clackamas County Soil Conservation	0.0500	\$993	\$2,357	\$3,350
Vector Control	0.0065	\$129	\$306	\$435
Subtotal Gen. Govt.	8.7835	\$3,252,323	\$7,718,196	\$10,970,519
Education				
Portland Community College	0.2828	\$138,496	\$328,669	\$467,165
NW Regional ESD	0.1538	\$78,376	\$185,997	\$264,373
Tigard/Tualatin School District	4.9892	\$2,542,477	\$6,033,637	\$8,576,114
Clackamas Community College	0.5582	\$11,089	\$26,315	\$37,404
Subtotal Education	*	\$2,770,438	\$6,574,618	\$9,345,056
TOTAL:		\$6,022,761	\$14,292,814	\$20,315,575

Source: Tiberius Solutions *(two community college districts)

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 20202 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$509,596,132. The Washington County Assessor and the Clackamas County Assessors will certify the frozen base once the urban renewal plan is adopted.

The total assessed value of the City of Tualatin in FYE 20210 is \$4,611,249,565. In Washington County and \$566,972,158 in Clackamas County for a total of \$5,178,221,723.

The percentage of total City assessed value in the urban renewal area is 11.88%, below the 25% threshold.

The Area contains 475.9 acres, including public rights-of-way, and the City of Tualatin contains 5,240 acres. This puts 22.8 % of the City’s acreage in an urban renewal area, which is below the 25% threshold.

Table 17. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
Basalt Creek	717.3	\$105,799,955
Core Opportunity and Reinvestment Area	475.9	\$509,596,132
Total in Urban Renewal	1,193.2	\$615,396,087
City of Tualatin	5,240	\$5,178,221,723
% of City	22.8%	11.88%

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions LLC, City of Tualatin, Washington County Department of Assessment and Taxation (FYE 2022) and Clackamas County Department of Assessment and Taxation (FYE 2022)

*Estimated value, exact value will be set by the Washington County Assessor upon adoption of the Plan.

XI. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Central Opportunity Reinvestment Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area IS 475.9 acres, which is composed of 231 individual parcels encompassing 356.16 acres, and an additional 119.74 acres in public rights-of-way. An analysis of FYE 2022 property classification data from the Washington County and Clackamas County Assessor’s Office were used to determine the land use designation of parcels in the Area. By acreage, Commercial accounts for the most prevalent land use within the area (77%) . This was followed by Exempt (10%). Detailed land use designations in the Area are shown in Table 18.

Table 18. Land Use in the Area

Land Use	Parcels	Acres	Percent of Acres
Commercial	142	274.08	76.95%
Exempt	46	35.54	9.98%
Multi-Family	8	26.11	7.33%
Tract	1	14.85	4.17%
Miscellaneous	8	4.64	1.30%
Residential	26	0.93	0.26%
TOTAL:	231	356.16	100.00%

Source: Compiled by Elaine Howard Consulting with data from the Washington County and Clackamas County Assessor’s Office (FYE 2022)

2. Comprehensive Plan Designations

The most prevalent comprehensive plan designation by acreage in the Area is Commercial (70%) followed by Residential (16%). Detailed comprehensive plan designations in the Area are shown in Table 19.

Table 19 Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	Tax Lots	Acres	Percent of Acres
Commercial	181	249.40	70.02%
Residential	11	58.47	16.42%
Industrial	39	48.30	13.56%
TOTAL:	231	356.16	100.00%

Source: Compiled by Elaine Howard Consulting with data from the Washington County and Clackamas County Assessor's Office (FYE 2022)

3. Zoning Designations

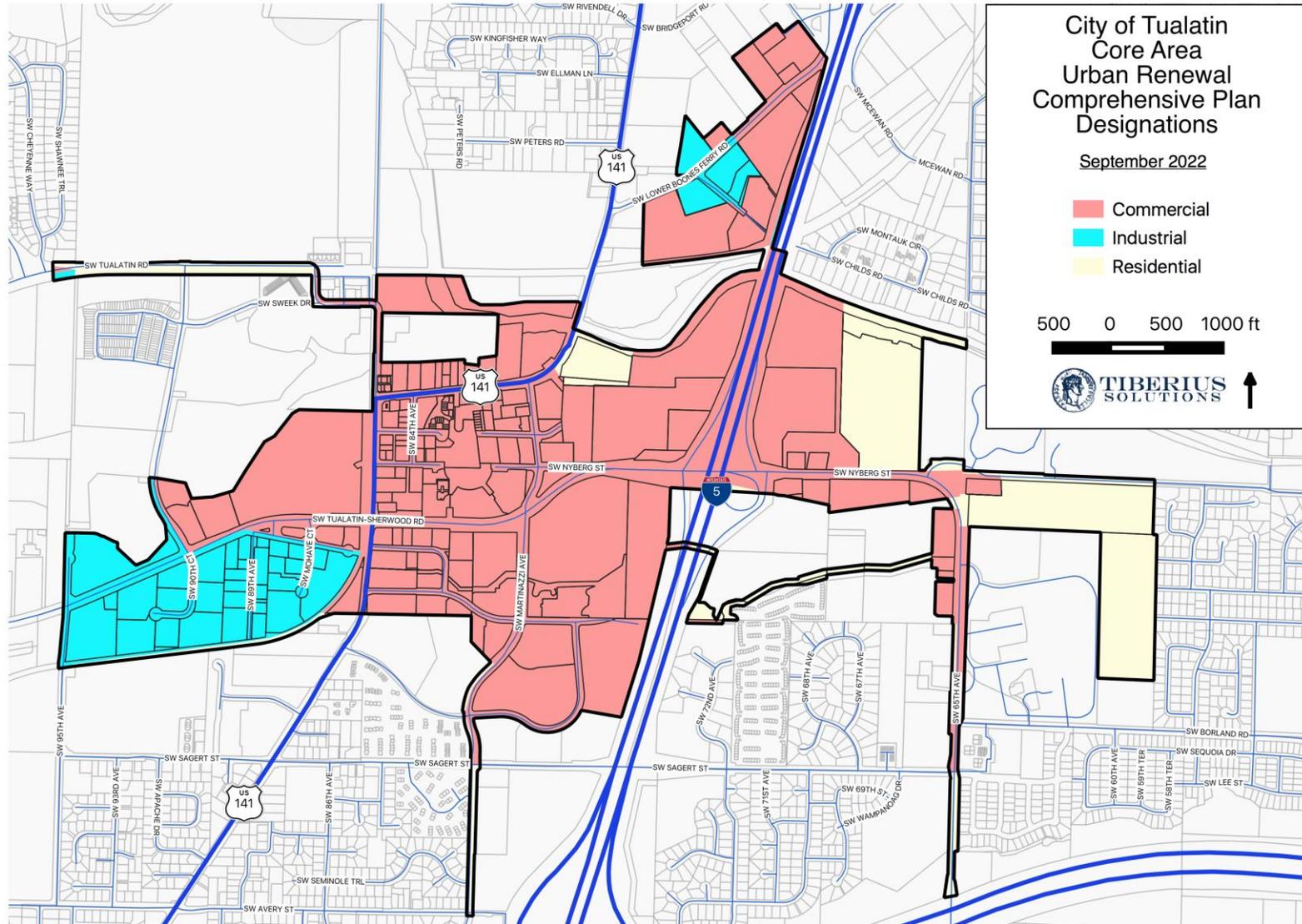
The most prevalent zoning designation by acreage in the Area is Central Commercial (42%) followed by General Commercial (16%). Detailed zoning designations in the Area are shown in Table 20.

Table 20. Zoning Designations in the Area

Zoning Designations	Tax Lots	Acres	Percent of Acres
Central Commercial	138	148.70	41.75%
General Commercial	25	56.13	15.76%
Light Manufacturing	39	48.30	13.56%
Office Commercial	13	37.07	10.41%
Low Density Residential	2	30.08	8.45%
Medium High Density Residential	2	20.12	5.65%
Mixed Use Commercial	5	7.50	2.11%
High Density Residential	3	4.69	1.32%
Medium Low Density Residential	4	3.57	1.00%
TOTAL:	231	356.16	100.00%

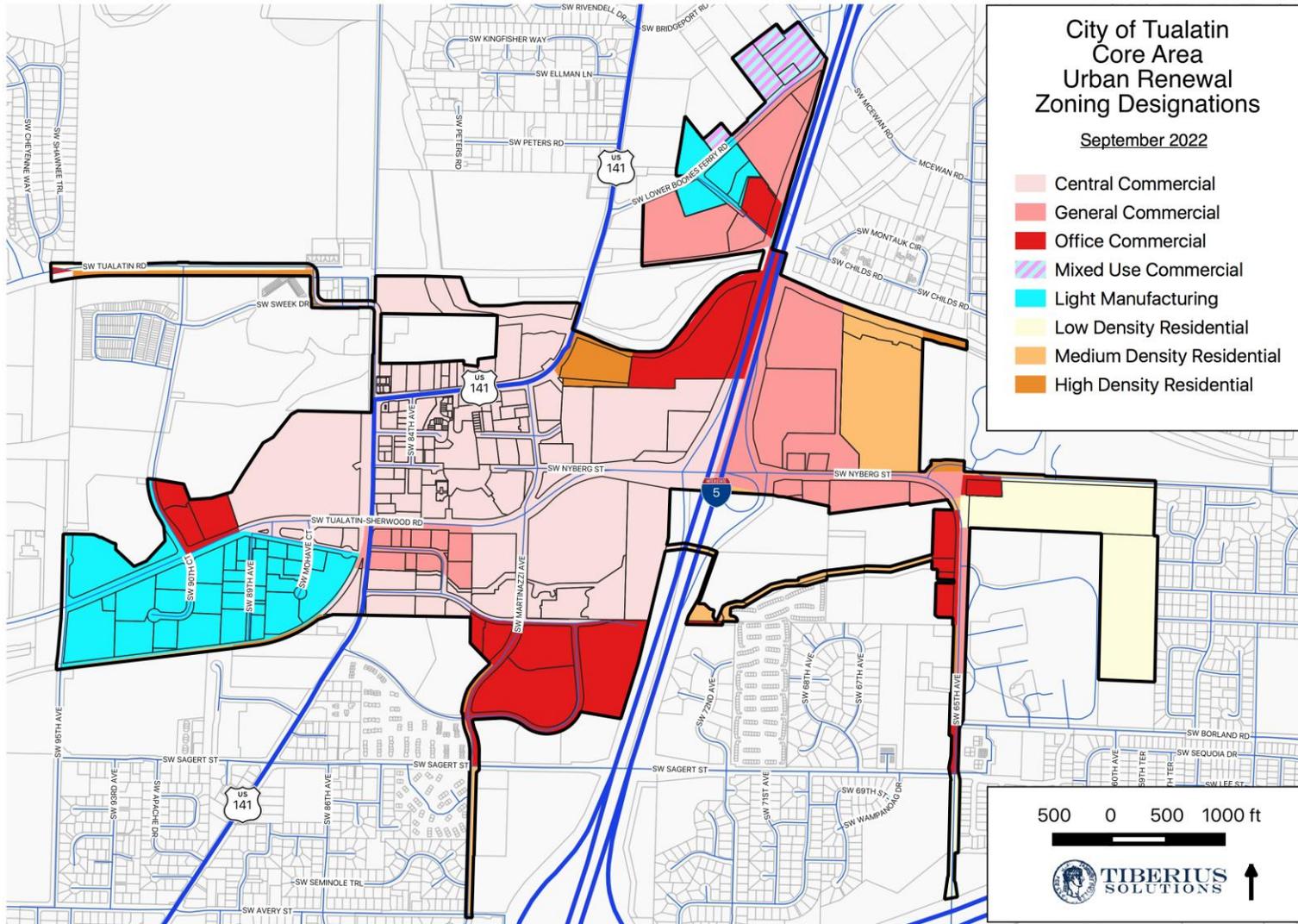
Source: Compiled by Elaine Howard Consulting with data from the Washington County and Clackamas County Assessor's Office (FYE 2022)

Figure 5. Tualatin Urban Renewal Area Comprehensive Plan Designations



Source: Tiberius Solutions

Figure 6. Tualatin Urban Renewal Area Zoning Designations



Source: Tiberius Solutions

B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan**. There are projects listed in several City of Tualatin’s infrastructure master plans that relate to these existing conditions. The projects below are a compilation by Tualatin staff of these projects. **This does not mean that all of these projects are included in the urban renewal plan**. The specific projects that are included in the Plan are listed in Sections II and III of this Report. Much of the language on existing conditions comes from the *Basalt Creek Concept Plan (BCCP)*, the *Southwest Tualatin Concept Plan (SWTCP)*, the *Capital Improvement Plan (CIP)* and the *Transportation Systems Plan (TSP)*.

1. Transportation

- SW Tualatin-Sherwood Road Lane Expansion. Add an east bound right turn-lane on SW Tualatin-Sherwood Road at SW Boones Ferry Road. TSP. 36
- Nyberg Street – Fred Meyer Intersection Improvements. Redesign SW Nyberg Street and Fred Meyer intersection to improve pedestrian crossing. TSP 36
- Local Grid Connectivity. Create a local street grid system with a connection to Seneca Street. TSP 39
- Congestion Relief. Replace existing landscape median with a new east bound lane on Tualatin-Sherwood Road to I-5. Tualatin Bond Fund Project.
- Martinazzi/Sagert St Improvements. New intersectional improvements installing traffic signal, pedestrian sidewalks and lane improvements. TSP/CIP
- Widen Boones Ferry to Five Lanes. Widen Boones Ferry Road north of Martinazzi. Currently underfunded.

2. Storm Water

- 89th Avenue Water Quality Retrofit. This project will provide a new stormwater quality treatment system at an existing outfall near the Hedges Creek Wetland for 28.9 acres of contributing drainage area to address water quality retrofit objectives referenced in Clean Water Services’ NPDES (stormwater) permit. This project is located north of the SW 89th Ave and SW Tualatin-Sherwood Rd intersection near the Hedges Green Retail Center
- 95th Avenue Water Quality Facility. Rehabilitate the existing public water quality facility located north of SW 95th Ave. This swale needs to be regraded and likely requires structural replacements. Rehabilitation work should include site survey, dredging or regrading of the bottom of the swale, potential replacement of existing infrastructure, and will require revegetating with natives to meet current CWS standards. The site does not adequately convey stormwater and has buried pipe structures.

3. Sanitary Sewer

- 65th Ave/Nyberg Trunk Repair. This is an 18 inch sanitary sewer trunk line that travels through the Nyberg Wetlands. This trunk line services the City from I-5 East. The recently developed Sagert Farms Subdivision and upcoming development on Nyberg Lane will also be serviced by this line. In 2011 the City experienced an SSO (sanitary sewer overflow) in the Nyberg wetlands due to the blockage of this 18 inch trunk line. Investigation revealed that a structural defect allowed a tree root to penetrate the line and collect FOG (fats-oil and

grease), resulting in the blockage. Since that time this line has been on a six-month Hot Spot Maintenance schedule.

4. Water

- Childs Road, Crossing I-5. This project will replace existing asbestos concrete (AC) distribution piping along Childs Road where it crosses Interstate 5.
- Lower Boones Ferry Road AC Replacement. This project will replace existing asbestos concrete (AC) distribution piping along Boones Ferry Rd where it crosses the railroad, turns east and follows along Lower Boones Ferry Rd.
- Nyberg Street AC Pipe Replacement. This project will replace existing asbestos concrete (AC) distribution piping east along Nyberg Rd from the Martinazzi Ave intersection.

5. Natural Resources

Table 6 Title 3 Wetlands by Category and Acres ” (BCCP p 43)

Category	Acres	Description
Open Water	49	Includes 50 ft. buffer
Streams	31	Includes 15 to 50 ft. buffers
Wetlands	69	Includes 25 to 50 ft. buffers

Metro Title 13: Nature in Neighborhoods

Title 13 requires local jurisdictions to protect and encourage restoration of a continuous ecologically viable streamside corridor system integrated with upland wildlife habitat and the urban landscape. Metro’s regional habitat inventory in 2001 identified the location and health of fish and wildlife habitat based on waterside, riparian and upland habitat criteria. These areas were named Habitat Conservation Areas.

Table 7 Title 13 HCA Categories with Acreage (BCCP p 43)

HCA Categories	Acres	Description
Riparian Wildlife Habitat Class I	130	Area supports 3 or more riparian functions
Riparian Wildlife Habitat Class II	31	Area supports 1 or 2 primary riparian functions
Riparian Wildlife Habitat Class III	7	Area supports only secondary riparian functions outside of wildlife areas
Upland Wildlife Habitat Class A	103	Areas with secondary riparian value that have high value for wildlife habitat
Upland Wildlife Habitat Class B	72	Area with secondary riparian value that have medium value for wildlife habitat

Upland Wildlife Habitat Class A	37	Areas with secondary riparian value that have low value for wildlife habitat
Designated Aquatic Impact	52	Area within 150 ft. of streams, river, lakes, or wetlands

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C. Social Conditions

The following information in quotes is from the City of Tualatin Economic Opportunities Analysis prepared by ECONorthwest for the City of Tualatin in December 2019.

“Growth in manufacturing and healthcare / social assistance sectors. Employment in manufacturing and the healthcare / social assistance sectors accounted for about 37% of employment in Tualatin in 2017. In 2007, employment in these industries accounted for about 36% of employment in Tualatin, an increase of about 3,299 employees between 2007 and 2017. Employment in both of these sectors support above average wages.

In Washington County, employment in manufacturing and the healthcare / social assistance sectors accounted for 23% of employment in 2017, down from 24% in 2007. While the overall share of employment decreased, total employment increased by about 9,809 employees between 2007 and 2017.

Availability of trained and skilled labor. Availability of labor depends, in part, on population growth and in-migration. Tualatin’s population increased by 4,344 people between 2000 and the 2013–2017 period, at an average growth rate of 1.0%. In comparison, Oregon’s population also grew at an average rate of 1.0%, between 2000 and 2017, with 66% of population coming from in-migration.

The current labor force participation rate is another important consideration in the availability of labor. The labor force in any market consists of the adult population (16 and over) who are working or actively seeking work. The labor force includes both the employed and unemployed. Children, retirees, students, and people who are not actively seeking work are not considered part of the labor force. According to the 2013–2017 American Community Survey, Tualatin had about 15,643 people in its labor force and Washington County had over 310,400. The labor force participation rate in Tualatin (73%) was higher than Washington County (69%) and the Portland Region (68%) in the 2013–2017 period. A higher concentration of older residents in an area or a mismatch of the types of jobs available in an area and the types of skills of the labor force can contribute to low labor force participation rates.

Businesses in Tualatin draw employees from across Washington County as well as Multnomah and Clackamas Counties. Relative to Washington County and the Portland Region, Tualatin residents have a slightly higher level of educational attainment.

Aging of the population. Tualatin has a smaller percentage of residents 60 years and older relative to Washington County and the Portland Region. Tualatin’s median age, which was 31.9 in 2000, increased to 38.2 by the 2013–2017 period. In comparison, Washington County’s median age was 36.4 in the 2013–2017 period.

Washington County’s population is expected to continue to age, with people 60 years and older forecast to grow from 20% of the population in 2020 to 24% of the population in 2040, consistent with Statewide trends. Tualatin may continue to attract midlife and older workers over the planning period. People in this age group may provide sources of skilled labor, as people continue to work until later in life. These skilled workers may provide opportunities to support business growth in Tualatin.

Increases in racial and ethnic diversity. Overall, the nation and Oregon are becoming more racially and ethnically diverse. Between 2000 and 2013–2017, the Latinx population in Oregon increased from 8% to 13%, and the Latinx population in Tualatin increased from 12% to 16% in that same time. Growth

in the Latinx community will continue to drive economic development in Oregon. The share of Oregon’s non-Caucasian population increased from 13% to 15% and stayed static in Tualatin at 13%. Tualatin is less racially diverse but more ethnically diverse than Oregon.”

The following social conditions were taken from the American Community Survey 2015-2019 Five Year Estimates. The most common age bracket in the Area is under 35-44 years at 19%.

Table 21. Age in the Area

Age	Number	Percent
Under 5 years	238	9.58%
5 to 9 years	218	8.77%
10 to 14 years	325	13.08%
15 to 17 years	88	3.54%
18 to 24 years	207	8.33%
25 to 34 years	449	18.07%
35 to 44 years	474	19.07%
45 to 54 years	255	10.26%
55 to 64 years	96	3.86%
65 to 74 years	73	2.94%
75 to 84 years	42	1.69%
85 years and over	20	0.80%
TOTAL:	2485	100%

Source: American Community Survey 2015-2019 Five Year Estimates

According to the US Census Bureau, American Community Survey 2016-2020 Five Year Estimates, the block groups have 2,485 residents, 73% of whom identify as White alone. The analysis of race and origin are shown in the table below.

Table 22. Hispanic or Latino Origin by Race in the Area

Race	Number	Percent
White alone	1,808	72.76%
Black or African American alone	233	9.38%
American Indian and Alaska Native alone	54	2.17%
Asian alone	60	2.41%
Native Hawaiian and Other Pacific Islander alone	18	0.72%
Some other race alone	77	3.10%
Two or more races	235	9.46%
TOTAL:	2,485	100%

Source: American Community Survey 2015-2019 Five Year Estimates

In the block groups, 34% of adult residents have earned a bachelor’s degree or higher. Another 31% have some college education without a degree, and another 19% have graduated from high school with no college experience.

Table 23. Education in the Area

Education	Number	Percent
Less than high school	107	7.59%
High school graduate (includes equivalency)	263	18.67%
Some college	438	31.09%
Associate's degree	122	8.66%
Bachelor's degree	367	26.05%
Master's degree	66	4.68%
Professional school degree	20	1.42%
Doctorate degree	26	1.85%
TOTAL:	1409	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 87%, drove alone with another 7.31% carpooling.

Table 24. Means of Transportation to Work in the Area

Means of Transportation	Number	Percent
Drove alone	1,011	87.01%
Carpooled	85	7.31%
Public transportation (includes taxicab)	20	1.72%
Motorcycle	0	0.00%
Bicycle	0	0.00%
Walked	24	2.07%
Other means	0	0.00%
Worked at home	22	1.89%
TOTAL:	1,162	100%

Source: American Community Survey 2016-2020 Five Year Estimates

The incomes in the Area are distributed fairly equally in the ten thousand dollars ranges between \$30,000 to \$99,999. Incomes in the Area are shown in Table 26.

Table 25. Income in the Area

Income Range	Number	Percentage
Less than \$10,000	78	8%
\$10,000 to \$19,999	36	4%
\$20,000 to \$29,999	73	8%
\$30,000 to \$39,999	112	12%
\$40,000 to \$49,999	115	12%
\$50,000 to \$59,999	139	15%
\$60,000 to \$74,999	104	11%
\$75,000 to \$99,999	167	18%
\$100,000 to \$124,999	58	6%
\$125,000 to \$149,999	28	3%
\$150,000 to \$199,999	32	3%
\$200,000 or more	1	0%
TOTAL:	943	100%

Source: American Community Survey 2015-2019 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Washington County and Clackamas County Departments of Assessment and Taxation for FYE 2022, including all real, personal, manufactured, and utility properties, is estimated to be \$509,596,132. The County Assessor will certify the frozen base if the ordinance for the approval of the Plan is adopted by the City Council.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 26 shows the improvement to land ratios (I:L) for properties within the Area. Ten percent of the tax lots are exempt, which means they do not pay taxes. These are typically government or non-profit owned properties. Eighty one tax lots representing 23.53% of the acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 74 of the 231 tax lots in the Area, totaling 45.46% of the acreage have I:L ratios of 2.0 or more in FYE 2022. In summary, the area is underdeveloped and not contributing significantly to the tax base in Tualatin.

Table 26. Improvement to Land Ratios in the Area

Improvement to Land Ratio	Parcels	Acres	Percent of Acres
Exempt	46	35.54	9.98%
No Improvement Value	32	35.87	10.07%
0.01-0.50	18	29.94	8.41%
0.51-1.00	31	18.00	5.05%
1.01-1.50	17	24.83	6.97%
1.51-2.00	13	50.08	14.06%
2.01-2.50	20	45.02	12.64%
2.51-3.00	13	13.15	3.69%
3.01-4.00	11	27.63	7.76%
> 4.00	30	76.11	21.37%
TOTAL:	231	356.16	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County and Clackamas County Departments of Assessment and Taxation (FYE 2022)

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for blight remediation and include transportation improvements, facilitating development of properties including mixed use and housing development, recreational improvements, economic development assistance to local businesses and plan administration. The use of tax increment allows the City to add an additional funding source to the City of Tualatin general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs. The transportation projects will also assist in fire protection needs in the area.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

XII.REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. There are large parcels within the Area that are undeveloped or underdeveloped. There are also transportation deficiencies which impact the residents in Tualatin.

The outcome of implementing these projects is anticipated to be substantial increase to the economic growth in Tualatin by providing new mixed used development, additional recreational opportunities and providing tools inside the Area to assist with economic development.

XIII.RELOCATION REPORT

When the TDC acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the TDC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The TDC will comply with all applicable state law in providing these potential benefits.



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Tualatin Planning Commissioners

THROUGH: Steve Koper, AICP, Assistant Community Development Director

FROM: Keith Leonard, AICP, Associate Planner

DATE: October 20, 2022

SUBJECT:
Tualatin Development Code Update 2022-2023

EXECUTIVE SUMMARY:

At a future meeting, the Planning Commission will be asked to make a recommendation to the City Council on staff proposed amendments, PTA22-0002, to the Tualatin Development Code (TDC). These amendments are updates intended to provide clarification, updated figure numbering, correct typos and generally make the code more readable and easier to understand. This meeting is intended to gather initial input from the Planning Commission, make any additional updates to TDC and then come back for a second meeting for a final review and recommendation to the City Council. Ultimately, we anticipate combining the drafting of Chapter 65 the Basalt Creek Employment Zone (BCE), PTA22-0001, and these proposed amendments to the City Council at the same time for their consideration and decision.

City Staff began work on these proposed amendments in the summer of 2022 and will continue to work through the fall. Both the Planning and Engineering Divisions have reviewed the TDC and suggested amendments to Chapters 32, 33, 34, 38, 40, 41, 42, 43, 44, 57, 58, 60, 73A, 73B-73C, 73G, 74 and 75. In general the amendments are not big changes to the code, they're more housekeeping items and small updates.

Exhibit 1 – Proposed Tualatin Development Code Amendments The following table summarizes the proposed TDC updates:

TDC Chapter	Title	Draft Proposed Code
32	Procedures	<ul style="list-style-type: none"> - Table 32-1 Application Types and Review Procedures <ul style="list-style-type: none"> - Lowered ARB review thresholds for Commercial, Industrial and Institutional uses - TDC 32.140. - Application Submittal <ul style="list-style-type: none"> - Requiring tracts, easements and dedications to be illustrated on plans - Renumbered - Clarified application intake can also be done via eTRAKiT
33	Applications and Approval Criteria	<ul style="list-style-type: none"> - TDC 33.010. - Annexations. <ul style="list-style-type: none"> - Added requirement for submitting recorded Measure 37/49 to submittal requirements

TDC Chapter	Title	Draft Proposed Code
		<ul style="list-style-type: none"> - TDC 33.020. - Architectural Review. <ul style="list-style-type: none"> - Mirrored ARB threshold changes proposed for Table 32-1 - Added applicability/compliance reference for Chapters 74 and 75 - Added “subject to Chapter 34” statement for accessory structure in the RL and RML - Clarified existing conditions plan sheet requirements - Added allowance to submit an “electronic” materials board - Requiring a “preliminary” title report instead of a “full” title report - Changed CWS “service provider” letter to “Pre-Screen” letter submittal requirements - Added submittal requirements for TVF&R and franchise waste hauler (currently Republic Services) to application submittal requirements - Added submittal references for Chapters 74 and 75 to the “clear and objective” approval criteria - Added a “general” statement that large commercial, industrial and multi-family development must meet applicable standards and objectives of the TDC. - Minor Architectural Review (MAR) – added clarification that changes to building exterior, landscape or hardscape triggers a review - Expanded the threshold for MAR to 500 sqft instead of 200 sqft - Adding a MAR requirement when more than 10 trees are removed during a calendar years. Added a reference to tree removal being subject to Chapter 34. - TDC 33.040. – Conditional Use Permits <ul style="list-style-type: none"> - Remove statement requiring meeting the Tualatin Comprehensive Plan - Adjusted numbering - Removed submittal requirement for CWS SPL and application notification requirement for ODOT Rail when the only way a subject property is accessed from a highway grade railroad crossing - Requiring CUPs to comply with underlying zoning district of a given property - TDC 33.090. - Temporary Outdoor Sales Permit. <ul style="list-style-type: none"> - Expanded allowance for “temporary outdoor sales” to be located in the MUC zone and other areas of this section would be updated with “mixed use commercial” references. - TDC 33.110. - Tree Removal Permit/Review. <ul style="list-style-type: none"> - Renumbered - Clarifying that trees approved via a previously approved AR must still go through a MAR for tree removal and/or

TDC Chapter	Title	Draft Proposed Code
		replacement.
34	Special Regulations	<ul style="list-style-type: none"> - TDC 34.800. – Residential Accessory Uses <ul style="list-style-type: none"> - New section added to address “residential accessory use” - Smaller 200 sqft buildings may be constructed up to 12 feet in height and not subject to setbacks. - Up to 500 sqft building may be constructed up to 15 feet in height and no closer than 5 feet rear while meeting front and side setbacks of underlying zone. - 501 sqft or larger, 15 ft maximum height and must meet all zone or district setbacks - Not requiring RL and RML property to be subject to an AR for accessory structure unless it is an ADU
38	Signs	<ul style="list-style-type: none"> - TDC 38.240. - Signs Permitted in the Light Manufacturing (ML), General Manufacturing (MG), Manufacturing Business Park (MBP) and Manufacturing Park (MP) Planning Districts. <ul style="list-style-type: none"> - Added the Manufacturing Business Park (MBP) district to this section
40	Low Density Residential Zone (RL)	<ul style="list-style-type: none"> - Table 40-2 Housing Types in the RL Zone <ul style="list-style-type: none"> - Removed CUP requirement for single-family dwellings (SFD) in a small lot subdivision and reference to all other SFD being permitted outright - Added “accessory structures” as a “P” permitted use subject to new section 34.800
41	Medium Low Density Residential Zone (RML)	<ul style="list-style-type: none"> - Table 41-2 Housing Types in the RML Zone <ul style="list-style-type: none"> - Added an “L” for Limiting to single-family dwellings in a flexible lot subdivision subject to TDC 36.410. - Added “accessory structures” as a “P” permitted use subject to new section 34.800
42	Medium High Density Residential Zone (RMH)	<ul style="list-style-type: none"> - Table 42-2 Housing Types in the RMH Zone <ul style="list-style-type: none"> - Removed “duplex” as a permitted residential housing type
43	High Density Residential Zone (RH)	<ul style="list-style-type: none"> - Table 43-2 Housing Types in the RH Zone <ul style="list-style-type: none"> - Removed “duplex” as a permitted residential housing type
44	High Density High Rise Zone (RH-HR)	<ul style="list-style-type: none"> - Table 44-2 Housing Types in the RH-HR Zone <ul style="list-style-type: none"> - Removed “duplex” as a permitted residential housing type
57	Mixed Use Commercial Zone (MUC)	<ul style="list-style-type: none"> - Table 57-2 Housing Types in the MUC <ul style="list-style-type: none"> - Removed “duplex” as a permitted residential housing type - TDC 57.300. - Development Standards. <ul style="list-style-type: none"> - Stated that TDC 73A through 73D may apply to some uses and situations
58	Central Tualatin Overlay Zone	<ul style="list-style-type: none"> - Table 58-1 Modifications to Use Regulations in the CC Zone <ul style="list-style-type: none"> - Removed duplex, triplex, quadplex and cottage clusters and permitted housing type

TDC Chapter	Title	Draft Proposed Code
60	Light Manufacturing Zone (ML)	<ul style="list-style-type: none"> - Table 60-2 Development Standards in the ML Zone <ul style="list-style-type: none"> - Relocated maximum height limitations and code references from “maximum height” row to the appropriate located of “Maximum Height Adjacent to Residential District” row
73A	Site Design Standards	<ul style="list-style-type: none"> - Chapter 73A – Site Design Standards <ul style="list-style-type: none"> - Changed “General Purpose” text from “Objectives” to “Criteria For” - TDC 73A.010. - Site and Building Design Standards Purpose and Objectives Criteria. <ul style="list-style-type: none"> - Removed the term “objectives” from the section title to be term consistency - Added “criteria” subsection instead of criteria being located under the “purpose” statement - Under “criteria” a statement was added requiring new development to be compatible within the site and surrounding development for the building design and site design - Moved “objectives” design elements to “criteria” section - Re-numbered/lettered subsections - Added term “minimization” term is used to make natural site features, topography, trees, etc...criteria clearer - TDC 73A.100. - Residential Design Standards Applicability; Exceptions. <ul style="list-style-type: none"> - Added clarifying text indicating that “clear and objective” design standards are only applicable to the RL and RML zones. - Added section for ADUs and design and placement criteria under ADU section - TDC 73A.300. - Commercial Design Standards. <ul style="list-style-type: none"> - Change “MCU” to “MUC” - Updated Comprehensive Plan Map references - TDC 73A.400 - Mixed Use Commercial Design Applicability; Exceptions. <ul style="list-style-type: none"> - Added “MUC” reference - Added when “Accessways” are required, design standards and exception - Renumbered subsection - Updated Comprehensive Plan Map references - TDC 73A.500. - Industrial Design Standards. <ul style="list-style-type: none"> - Renumbered - Added “bikeways” requirement linking buildings to entrances and bike facilities to the adjoining ROW and accessways. - Updated Comprehensive Plan Map references - TDC 73A.600. - Institutional Design Standards. <ul style="list-style-type: none"> - Updated Comprehensive Plan Map references
73B	Landscaping Standards	<ul style="list-style-type: none"> - 73B.090. - Minimum Standards Trees and Plants. - (1) and (2), corrected a type from “on-half” to “one-half”
73C	Parking Standards	<ul style="list-style-type: none"> - TDC 73C.010. - Off-Street Parking and Loading Applicability and

TDC Chapter	Title	Draft Proposed Code
		<p>General Requirements.</p> <ul style="list-style-type: none"> - Provided flexibility for required parking if applicant demonstrates through the AR or with a parking study that less parking is needed than required. Also allows applicant to provide for a variance for reduction or increase in parking stalls. - TDC 73C.020. - Parking Lot Design Standards. <ul style="list-style-type: none"> - Added subsection and table that illustrates required off-street parking dimensions - TDC 73C.100. - Off-Street Parking Minimum/Maximum Requirements. <ul style="list-style-type: none"> - Added note to table column header referring to Figure 73-3 to determine maximum motor vehicle parking - Under (2) added hybrid and electric terminology and signage requirement - TDC 73C.110. - Core Area Parking District Minimum Parking Requirements. <ul style="list-style-type: none"> - Added under 25,000 reference to retail shops and shopping centers over 25,000 sqft reference
73G	Masonry Wall Standards	<ul style="list-style-type: none"> - TDC 73G.020. - Applicability. <ul style="list-style-type: none"> - Removed the reference for a property having access-restricted access to expressway ROW or interstate highways - Updated figure reference number - Removed subsection applicable to state owned interstate highways - TDC 73G.030. - Masonry Wall Design Standards. <ul style="list-style-type: none"> - Renumbered Figure
74	Public Improvement Requirements	<ul style="list-style-type: none"> - TDC 74.140. Construction Timing. <ul style="list-style-type: none"> - Adds language allowing private improvements to be secured by bond, cash, surety or cash equivalent but improvements must be made within 1 year - Clarifies that private improvements must be installed for subdivision and partitions - TDC 74.210. Minimum Street Right-of-Way Widths. <ul style="list-style-type: none"> - Updated figures reference number - (5) changed "6" feet Public Utility Easement adjacent to the street to "8" feet - TDC 74.410. Future Street Extensions. <ul style="list-style-type: none"> - Changed typo of "culs-de-sac" to "cul-de-sacs" - TDC 74.420. Street Improvements. <ul style="list-style-type: none"> - Updated Comprehensive Plan Transportation Map references - Added "fee-in-lieu" of design and construction improvements, fee must be based on engineer's cost estimate - Added adequate pedestrian and ADA access requirement to Transit Stops - TDC 74.425. Street Design Standards. <ul style="list-style-type: none"> - Updated street cross-section reference numbers

TDC Chapter	Title	Draft Proposed Code
		<ul style="list-style-type: none"> - Added clarifying text that “minimum standards” may be reduced per 74.425(a) arterials, (b) collectors and (c) local streets. - (5) added “exceptions to compliance” text and standards - TDC 74.430. Streets, Modifications of Requirements in Cases of Unusual Conditions. <ul style="list-style-type: none"> - Deleted entire subsection - TDC 74.450. - Bikeways and Pedestrian Paths. <ul style="list-style-type: none"> - Updated Comprehensive Plan Map reference - Added assurance that pathways and bikeways will be developed as land rights become available - Renumbered - TDC 74.610. Water Service. <ul style="list-style-type: none"> - Added reference to Comprehensive Plan Chapter 9 and Map 9.1 - TDC 74.620. Sanitary Sewer Service. <ul style="list-style-type: none"> - Added reference to Comprehensive Plan Map 9-2 - TDC 74.630. Storm Drainage System <ul style="list-style-type: none"> - Added reference to Comprehensive Plan Chapter 9 Public Facilities and Services
75	Access Management	<ul style="list-style-type: none"> - TDC 75.040. - Driveway Approach Requirements. - Added statement that improvements must be in compliance with AASHTO requirements. Local Streets, Collector Streets and Vertical Height Restrictions sections were updated.
Appendix B	Figures	<ul style="list-style-type: none"> - Appendix B <ul style="list-style-type: none"> - Updated Figure numbering and titles - Deleted Figure 73-2 Vision Clearance, added reference to AASHTO requirements

OUTCOMES OF DECISION:

We will return to the Planning Commission with a more formal request for a recommendation to City Council. The City Council will make the final decision on any TDC amendments. We anticipate adoption by the City Council of the proposed amendments and creation of the BCE zone in early 2023.

ALTERNATIVES TO RECOMMENDATION:

Not applicable at this time.

FINANCIAL IMPLICATIONS:

None at this time.

ATTACHMENTS:

- Exhibit 1 – Proposed Tualatin Development Code Amendments

Proposed Tualatin Development Code Amendments – Fall 2022

CHAPTER 32 - PROCEDURES

Table 32-1—Applications Types and Review Procedures

EXPAND

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/ Developer Mtg Required	Applicable Code Chapter
[...]						
Architectural Review						
<ul style="list-style-type: none"> Architectural Review (except as specified below) (limited land use) 	II	CM	CC	Yes	Yes	TDC 33.020
<ul style="list-style-type: none"> Single Family Dwelling, Duplexes, Townhouses, Triplexes, Quadplexes, and Cottage Clusters following Clear and Objective Standards Accessory Dwelling Units (ADUs) following Clear and Objective Standards Minor AR including façade 	I	CM	Circuit Court	No	No	TDC 33.020

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
 PROPOSED DEVELOPMENT CODE AMENDMENTS

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/Developer Mtg Required	Applicable Code Chapter
and landscape modifications						
<ul style="list-style-type: none"> • Commercial <u>and Institutional</u> Buildings <u>25,000</u>50,000 square feet and larger • Industrial Buildings <u>75,000</u>150,000 square feet and larger • Multifamily Housing Projects 100 <u>75</u> units and above (or any number of units abutting a single family district) • as requested by the CM 	III	ARB	CC	Yes	Yes	TDC 33.020
[...]						

TDC 32.140. - Application Submittal.

(1) Submittal Requirements. Land use applications must be submitted on forms provided by the City. A land use application may not be accepted in partial submittals. All information supplied on the application form and accompanying the application must be complete and correct as to the applicable facts. Unless otherwise specified, all of the following must be submitted to initiate completeness review under TDC 32.160:

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
PROPOSED DEVELOPMENT CODE AMENDMENTS

- (a) A completed application form. The application form must contain, at a minimum, the following information:
 - (i) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;
 - (ii) The address or location of the subject property and its assessor's map and tax lot number;
 - (iii) The size of the subject property;
 - (iv) The comprehensive plan designation and zoning of the subject property;
 - (v) The type of application(s);
 - (vi) A brief description of the proposal; and
 - (vii) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).
 - (b) A written statement addressing each applicable approval criterion and standard;
 - (c) Any additional information required under the TDC for the specific land use action sought;
 - (d) Payment of the applicable application fee(s) pursuant to the most recently adopted fee schedule;
 - (e) Recorded deed/land sales contract with legal description.
 - (f) A preliminary title report or other proof of ownership.
 - (g) For those applications requiring a neighborhood/developer meeting:
 - (i) The mailing list for the notice;
 - (ii) A copy of the notice;
 - (iii) An affidavit of the mailing and posting;
 - (iv) The original sign-in sheet of participants; and
 - (v) The meeting notes described in TDC [32.120\(7\)](#).
 - (h) A statement as to whether any City-recognized Citizen Involvement Organizations (CIOs) whose boundaries include, or are adjacent to, the subject property were contacted in advance of filing the application and, if so, a summary of the contact. The summary must include the date when contact was made, the form of the contact and who it was with (e.g. phone conversation with neighborhood association chairperson, meeting with land use committee, presentation at neighborhood association meeting), and the result;
 - (i) All proposed tracts, easements, and dedications must be illustrated on preliminary plans;**
 - (j) Any additional information, as determined by the City Manager, that may be required by another provision, or for any other permit elsewhere, in the TDC, and any other information that may be required to adequately review and analyze the proposed development plan as to its conformance to the applicable criteria;**
- (2) *Application Intake.* Each application **shall be considered received on the date of submittal electronically or if a physical application is submitted or mailed, the date on which it is received by City offices.** ~~when received, must be date-stamped with the date the application was received by the City, and designated with a receipt number and a notation of the staff person who received the application.~~
- (3) *Administrative Standards for Applications.* The City Manager is authorized to establish administrative standards for application forms and submittals, including but not limited to plan details, information detail and specificity, number of copies, scale, and the form of submittal.

CHAPTER 33 – APPLICATIONS AND APPROVAL CRITERIA

TDC 33.010. - Annexations.

- (1) *Purpose.* The purpose of this Section is to establish the application requirements for annexing territory to the City Limits, consistent with Metro Code 3.09 and Oregon law.
- (2) *Applicability.* The requirements of this section apply to all applications for annexation to the City of Tualatin.
- (3) *Procedure Type.* Annexations are processed in accordance with the annexation procedure in TDC [Chapter 32.260](#).
- (4) *Specific Submittal Requirements.* In addition to the general application submittal requirements in TDC [32.140](#) (Application Submittal), an applicant(s) for a quasi-judicial annexation must submit the following:
 - (a) The Application for Annexation form;
 - (b) The Petition to Annex to the City of Tualatin form;
 - (c) A legal description of the subject territory including any abutting public street right-of-way that is not yet in the City Limits;
 - (d) The Certification of Legal Description and Map form;
 - (e) The Certification of Property Ownership form;
 - (f) The Certification of Registered Voters form;
 - (g) The Property Owner Information Sheet form;
 - (h) The City application fee, and the Metro application fee in a separate check made payable to Metro;
 - (i) The three column by ten row matrix sheet listing the Assessors Map Number and Tax Lot Number, name and mailing address for:
 - (i) The owner (fee title) of the subject territory, and
 - (ii) Recipients pursuant to TDC [32.240](#) (3) and the governing jurisdiction of any public street right-of-way to be annexed;
 - (j) The Annexation Property Information Sheet form;
 - (k) A copy of the County Assessors Maps showing the subject territory, any public street right-of-way to be annexed and the lots within 1,000 feet of the subject territory including any public street right-of-way. The subject territory and right-of-way to be annexed must be outlined with a wide, light colored ink marker;
 - (l) If necessary, a letter from the County or State Road Authority stating its consent to annex the right-of-way described in the legal description; ~~and~~
 - (m) Completed Measure 37 and 49 Waiver Form recorded with the County where the territory to be annexed is located; and**
 - (n) ~~(m)~~ Any information required by the City Manager in addition to the above.**
- (5) *Approval Criteria.* To grant an annexation application, the Council must find:
 - (a) The territory to be annexed is within the Metro Urban Growth Boundary;
 - (b) The owners of the territory to be annexed have petitioned to be annexed;
 - (c) The application conforms to the applicable criteria in Metro Code 3.09; and
 - (d) The application is consistent with applicable provisions of ORS Chapter 222.

TDC 33.020. - Architectural Review.

[...]

- (3) Types of Architectural Review Applications—Procedure Type.
- (a) Single Family Dwelling and Duplex, Clear and Objective. Development applications submitted for a single family dwelling or duplex in compliance with the Clear and Objective Standards in TDC [73A.110](#) through [73A.130](#) are subject to Type I review.
 - (b) Townhouse, Clear and Objective. Development applications submitted for a townhouse in compliance with the Clear and Objective Standards in TDC [73A.210](#) are subject to Type I review.
 - (c) Triplex and Quadplex, Clear and Objective. Development applications submitted for a triplex or quadplex in compliance with the Clear and Objective Standards in TDC [73A.310](#) are subject to Type I review.
 - (d) Cottage Cluster, Clear and Objective. Development applications submitted for a cottage cluster in compliance with the Clear and Objective Standards in TDC [73A.410](#) are subject to Type I review.
 - (e) Accessory Dwelling Unit. Development applications submitted for an accessory dwelling unit in compliance with the Clear and Objective Standards in TDC [73A.170](#) (Accessory Dwelling Units Standards) are subject to Type I review.
 - (f) General Development. All development applications, (except Single Family Dwelling, duplex, townhouse, triplex, quadplex, or cottage cluster, Clear and Objective and Large Commercial, Industrial, and Multifamily Development) are subject to Type II Review.
 - (g) Large Commercial, Industrial, and Multifamily Development. Development applications that propose any of the following are subject to Type III Review by the Architectural Review Board as the hearing body:
 - (i) New Commercial **and Institutional** Buildings ~~50,000~~**25,000** square feet and larger;
 - (ii) New Industrial Buildings ~~150,000~~**75,000** square feet and larger; and
 - (iii) New Multifamily Housing Projects with ~~100~~**75** units or more units ~~(or any number of units abutting a single family district).~~
 - (h) Minor Architectural Review. An application for a Minor Architectural Review must be approved, approved with conditions, or denied following review based on finding that:
 - (i) The proposed development is in compliance with all applicable standards and objectives in TDC [Chapter 73A](#) through [73G](#), [74](#) and [75](#);
 - (ii) The proposed development is in compliance with all conditions of approval on the original decision; and
 - (iii) The modification is listed in [33.020\(7\)\(a\)](#).
 - (i) Structures accessory to a primary use located in the RL and RML Districts are subject to Chapter 34.**
- (4) Application Materials. The application must be on forms provided by the City. In addition to the application materials required by TDC [32.140](#) (Application Submittal), the following application materials are also required:
- (a) The project name and the names, addresses, and telephone numbers of the architect, landscape architect, and engineer on the project;
 - (b) Existing conditions plan – **including existing easements**, site plan – **showing proposed lots, tracts, easements, and right of way dedications**, grading plan, utility plan, landscape plan, and lighting plan all drawn to scale;

- (c) An **electronic** building materials plan that includes a written description and image representation of facade, windows, trim, and roofing materials, colors, and textures;
 - (d) ~~Preliminary~~ title report **and referenced attachments**; ~~and~~
 - (e) A ~~Service Provider~~ **Pre-Screen** Letter from Clean Water Services.
 - (f) A Service Provider Letter from TVF&R; and**
 - (g) A Service Provider from the franchise waste and recyclables hauler which serves the subject site.**
- (5) Approval Criteria.
- (a) Clear and Objective approval Criteria.
 - (i) Single Family Dwelling or Duplex. Applications for Single Family Dwelling or Duplex, Clear and Objective, must comply with the standards in TDC [73A.110](#) through [73A.130](#), **74 and 75**.
 - (ii) Townhouse. Applications for a Townhouse, Clear and Objective, must comply with the standards in TDC [73A.110](#) through [73A.130](#), **74 and 75**.
 - (iii) Triplex and Quadplex. Applications for a Triplex or Quadplex, Clear and Objective, must comply with the standards in TDC [73A.110](#) through [73A.130](#), **74 and 75**.
 - (iv) Cottage Cluster. Applications for a Cottage Cluster, Clear and Objective, must comply with the standards in TDC [73A.150](#), **74 and 75**.
 - (b) Discretionary approval criteria:
 - (i) Applications for Single Family Dwellings or Duplexes (not clear and objective), must comply with TDC [73A.140](#).
 - (ii) Applications for Townhouses (not clear and objective), must comply with TDC [73A.140](#).
 - (iii) Applications for Triplexes or Quadplexes (not clear and objective), must comply with TDC [73A.140](#).
 - (iv) Applications for Cottage Clusters (not clear and objective) must comply with TDC [73A.160](#).
 - (v) The above development must comply with applicable standards of TDC 74 and 75.**
 - (c) General Development. Applications for General Development must comply with the applicable standards and objectives in ~~the~~ TDC ~~Chapter 73A~~ through ~~73G~~.
 - (d) Large Commercial, Industrial, and Multifamily Development. Applications for Large Commercial, Industrial, and Multifamily Development must comply with the applicable standards and objectives in ~~the~~ TDC ~~Chapter 73A~~ through ~~73G~~.
- (6) Conditions of Approval.
- (a) Architectural Review decisions may include conditions of approval that apply restrictions and conditions that:
 - (i) Implement identified public facilities and services needed to serve the proposed development;
 - (ii) Implement identified public facilities and services needed to be altered or increased attributable to the impacts of the proposed development; and
 - (iii) Implement the requirements of the Tualatin Development Code.
 - (b) Types of conditions of approval that may be imposed include, but are not limited to:
 - (i) Development Schedule. A reasonable time schedule placed on construction activities associated with the proposed development, or portion of the development.
 - (ii) Dedications, Reservation. Dedication or reservation of land, or the granting of an easement for park, open space, rights-of-way, bicycle or pedestrian paths, Greenway, Natural Area, Other Natural Area, riverbank, the conveyance of title or easements to the City or a non-profit conservation organization, or a homeowners' association.

- (iii) Construction and Maintenance Guarantees. Security from the property owners in such an amount that will assure compliance with approval granted.
 - (iv) Plan Modifications. Changes in the design or intensity of the proposed development, or in proposed construction methods or practices, necessary to assure compliance with this chapter.
 - (v) Other Approvals. Evaluation, inspections or approval by other agencies, jurisdictions, public utilities, or consultants, may be required for all or any part of the proposed development.
 - (vi) Access Limitation. The number, location and design of street accesses to a proposed development may be limited or specified where necessary to maintain the capacity of streets to carry traffic safely, provided that sufficient access to the development is maintained.
- (7) Modifications to Previously Approved Final Architectural Review Decisions. An applicant who wishes to modify a previously approved final Architectural Review decision may utilize one of the following procedures:
- (a) Minor Architectural Review (MAR). Minor Architectural Review is a Type I process. Minor Architectural Review is used to process a proposal for one of the following:
 - (i) Adding awnings, modifying previously approved exterior paint colors, or murals;
 - (ii) Relocating windows or doors;
 - (iii) Changing exterior **building** material, **landscaping or hardscaping**;
 - (iv) Expanding the gross floor area of a development, including primary and accessory buildings, may be expanded by no more than ~~200~~**500** square feet maximum.
 - [...]
 - (vii) Changing structure setback or lot coverage by less than ten percent from the most recently approved Architectural Review approved through a Type II or Type III process;
 - (viii) **Site modification or new land uses** ~~Changing access location or parking lots~~ that does not result in an increase of Average Daily trips by more than 100 trips from the Average Daily Trips in an Architectural Review most recently approved through a Type II or Type III process; or
 - (ix) Removing **up to 10** trees **in a calendar year that were** originally required to be retained or planted by a previously approved Architectural Review proposal. **All other tree removal is subject to Chapter 34.**
 - (b) Full Architectural Review. Modifications to a previously approved final Architectural Review decision that does not qualify as a Minor Architectural Review (MAR) may only be modified by proceeding through the regular Architectural Review process.

[...]

TDC 33.040. - Conditional Use Permit.

- (1) *Purpose.* It is the intent of this chapter to provide a set of procedures and standards for conditional uses of land or structures which, because of their unique characteristics relative to locational features, design, size, operation, circulation and public interest or service, require special consideration in relation to the welfare of adjacent properties and the community as a whole. It is the purpose of the regulations and standards set forth below to:
 - (c) Provide siting criteria for the conditional uses specified herein and guidelines for the imposition of conditions to the end that such uses will:

- ~~(i) Be consistent with the intent and purpose of the zone in which it is proposed to locate such use, meet the requirements of the Tualatin Comprehensive Plan with regard to providing benefit to the general welfare of the public, and fill a probable need of the public which can best be met by a conditional use at this time and in this place; and~~
- (i) (ii) Comply with the requirements of the zone within which the conditional use is proposed and in accordance with conditions attached to such use under the authority of this chapter.**

[...]

- (4) *Specific Submittal Requirements.* In addition to the general submittal requirements in TDC [32.140](#) (Application Submittal), the applicant must submit the following additional information and materials:
 - (a) Project title;
 - (b) The architect, landscape architect and engineer;
 - (c) A site plan, drawn to scale, showing the dimensions and arrangement of the proposed development;
 - ~~(d) A Service Provider Letter from Clean Water Services (CWS) indicating that a "Stormwater Connection Permit Authorization Letter" will likely be issued; and~~
 - ~~(e) If a railroad highway grade crossing provides or will provide the only access to the subject property, the applicant must indicate that fact in the application and the City must notify the ODOT Rail Division and the railroad company that the application has been received.~~
- (5) *Approval Criteria.* The applicant must provide evidence substantiating that all the requirements of this Code relative to the proposed use are satisfied and demonstrate that the proposed use also satisfies the following criteria:
 - (a) The use is listed as a conditional use in the underlying zone;
 - (b) The characteristics of the site are suitable for the proposed use, considering size, shape, location, topography, existence of improvements and natural features;
 - (c) The proposed development is timely, considering the adequacy of transportation systems, public facilities, and services existing or planned for the area affected by the use;
 - (d) The proposed use will not alter the character of the surrounding area in any manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying zone; and
 - (e) The proposal **complies with the requirements of the zone within which the conditional use is proposed** ~~satisfies those objectives and policies of the Tualatin Comprehensive Plan that are applicable to the proposed use.~~

TDC 33.090. - Temporary Outdoor Sales Permit.

(1)*Purpose.* Temporary Outdoor Sales is the temporary sale of goods or merchandise outside of a building located at a single location for fewer than 55 consecutive days. This includes the temporary sales of holiday vegetation, fireworks, and produce. Temporary outdoor sales may be conducted at mobile stand, tent, or in the open air. This section establishes an application process for the permitting of the temporary sale of seasonal goods or merchandise from a location outside of a building in a mobile stand, tent or in the open air.

(2)*Applicability.*

- (a) Temporary Outdoor Sales Permits are only allowed in the following zones:
 - (i) Central Commercial (CC); ~~and~~

(ii) General Commercial (CG); **and**

(iii) Mixed Use Commercial (MUC)

(b) This section is not intended to circumvent the strict application of the provisions governing permitted and conditional uses in **MUC**, CC and CG zones.

(c) Exemptions: A Temporary Outdoor Sales Permit is not required for:

(i) Activities in public spaces subject to a Community Services Special Event Permit;

(ii) Seasonal displays or sales located in Architectural Review approved plaza areas adjacent to buildings in the **Mixed Use Commercial**, Central Commercial and General Commercial Zones; or

(iii) Mobile food units authorized by the Tualatin Municipal Code.

(3) *Procedure Type*. Applications for Temporary Outdoor Sales Permits are subject to Type I Review in accordance with TDC [Chapter 32](#).

(4) *Specific Submittal Requirements*. An application for a Temporary Outdoor Sales Permit must comply with the general submittal requirements in TDC [32.140](#) (Application Submittal).

(5) *Approval Criteria*.

(a) The total number of days that a parcel of land may be used for temporary outdoor sales in a calendar year is 55 days.

(b) The proposed outdoor sale must be located entirely within private property in a **Mixed Use Commercial**, Central Commercial or General Commercial Zone and the applicant must have the written permission from the property owner to utilize the subject property.

(c) The outdoor sale must be located on a site with Architectural Review approved access, parking and landscaping improvements.

(d) The use is listed as a permitted use in the **Mixed Use Commercial**, Central Commercial or General Commercial Zones.

(e) The proposed outdoor sale will not result in vehicular traffic congestion.

(f) The applicant can make provision for adequate parking facilities.

(g) The outdoor sale will not result in the elimination of parking spaces required by the applicable City ordinance unless the business or businesses using such required spaces are closed for business on the day of the sale.

(h) The outdoor sale will meet all state and county health rules and regulations.

(6) *Application Fee for Temporary Uses*. The application fee does not apply to non-profit or charitable organizations.

[...]

TDC 33.110. - Tree Removal Permit/Review.

(1) *Purpose*. To regulate the removal of trees within the City limits other than trees within the public right-of-way which are subject to TDC [Chapter 74](#).

(2) *Applicability*. No person may remove a tree on private property within the City limits, unless the City grants a tree removal permit, consistent with the provisions of this Section.

(3) *Exemptions*. The following actions are exempt from the requirements of a tree removal permit.

(a) *General Exemption*. Four or fewer trees may be removed within a single calendar year from a single parcel of property or contiguous parcels of property under the same ownership without a permit, if the tree is:

(i) Not located in the Natural Resource Protection Overlay District (NRPO);

(ii) Not located in the Wetlands Protection Area (WPA) of the Wetlands Protection District (WPD);

- (iii) Not a Heritage Tree; and
- (iv) Not previously required to be retained or planted under an approved Architectural Review decision.
- (b) *Forest Harvesting Exemption.* Forest Harvesting Uses, as provided by Agricultural Uses in TDC [39.300](#) are exempt.
- (c) *Orchard Exemption.* Orchards Uses, as provided by Agricultural Uses in TDC [39.300](#), are exempt.
- (d) *Public Property Exemption.* Tree removal on federal, state, county, or City property is exempt from the requirements of a tree removal permit. This exemption includes, but is not limited to road, improvements and maintenance to City parks, rights-of-way, water, sanitary sewer, and stormwater facilities. (Removal of trees from public right-of-way are governed by TDC [Chapter 74.](#))
- (4) ~~(3)~~ Procedure Type.** Tree Removal Permit applications are subject to Type II Review in accordance with TDC [Chapter 32](#). Tree Removal Permit applications submitted with an Architectural Review, Subdivision, or Partition application will be processed in conjunction with the Architectural Review, Subdivision, or Partition decision.
- (e) Prior Architectural Review Exemption. Removal of up to 10 trees in a calendar year that were originally required to be retained or planted by a previously approved Architectural Review proposal is reviewed as a Minor Architectural Review under Chapter 33.**
- (5) ~~(4)~~ Specific Submittal Requirements.** In addition to the general submittal requirements in TDC [32.140](#) (Application Submittal), an applicant must submit the following:
 - (a) *Tree Preservation Plan.* A tree preservation plan drawn to scale must include:
 - (i) The location, size, species, and tag identification number of all trees on-site eight inches or more in diameter;
 - (ii) All trees proposed for removal and all trees proposed to be preserved;
 - (iii) All existing and proposed structures;
 - (iv) All existing and proposed public and private improvements; and
 - (v) All existing public and private easements.
 - (b) *Tree Assessment Report.* A tree assessment prepared by a certified arborist must include:
 - (i) An analysis as to whether trees proposed for preservation may be preserved in light of the development proposed, are healthy specimens, and do not pose an imminent hazard to persons or property if preserved;
 - (ii) An analysis as to whether any trees proposed for removal could reasonably be preserved in light of the development proposed and health of the tree;
 - (iii) a statement addressing the approval criteria set forth in TDC [33.110\(5\)](#);
 - (iv) the name, contact information, and signature of the arborist preparing the report; and
 - (v) The tree assessment report must have been prepared and dated no more than one calendar year preceding the date the development or Tree Removal Permit application is deemed complete by the City.
 - (c) *Tree Tags.* All trees on-site must be physically identified and numbered in the field with an arborist-approved tagging system that corresponds to the Tree Preservation Plan and Tree Assessment Report.
- (6) ~~(5)~~ Approval Criteria.**
 - (a) An applicant must satisfactorily demonstrate that at least one of the following criteria are met:
 - (i) The tree is diseased and:
 - (A) The disease threatens the structural integrity of the tree; or

- (B) The disease permanently and severely diminishes the esthetic value of the tree; or
- (C) The continued retention of the tree could result in other trees being infected with a disease that threatens either their structural integrity or esthetic value.
- (ii) The tree represents a hazard which may include but not be limited to:
 - (A) The tree is in danger of falling; or
 - (B) Substantial portions of the tree are in danger of falling.
- (iii) It is necessary to remove the tree to construct proposed improvements based on Architectural Review approval, building permit, or approval of a Subdivision or Partition Review.
- (b) If none of the conditions in TDC [33.110](#)(5)(a) are met, the certified arborist must evaluate the condition of each tree.
 - (i) *Evergreen Trees*. An evergreen tree which meets any of the following criteria as determined by a certified arborist will not be required to be retained:
 - (A) Trunk Condition—extensive decay and hollow; or
 - (B) Crown Development—unbalanced and lacking a full crown;
 - (ii) *Deciduous Trees*. A deciduous tree which meets any of the following criteria as determined by a certified arborist will not be required to be retained:
 - (A) Trunk Condition—extensive decay and hollow;
 - (B) Crown Development—unbalanced and lacking a full crown; or
 - (C) Structure—Two or more dead limbs.
- (7)** ~~(6)~~ *Emergencies*. If emergency conditions occur requiring the immediate cutting or removal of trees to avoid danger or hazard to persons or property, an emergency permit must be issued by the City Manager without payment of a fee and without formal application, provided the owner provides enough information to the City Manager to document that an emergency exists. If an emergency exists and the City Offices are closed, the emergency condition may be abated provided the person files information documenting the emergency and necessity of immediate removal of the tree as soon as practical after the City Offices reopen. An "emergency condition" for purposes of this section is when a tree presents an immediate danger of collapse, and represents a clear and present hazard to persons or property. For the purposes of this section, "immediate danger of collapse" means that the tree is already leaning, and there is a significant likelihood that the tree will topple or otherwise fail and cause damage before a tree cutting permit could be obtained through the nonemergency process. "Immediate danger of collapse" does not include hazardous conditions that can be alleviated by pruning or treatment. Examples of emergency conditions include:
 - (a) A tree leaning on a structure;
 - (b) A tree leaning on another tree and there is a significant likelihood that the tree will topple or otherwise fail; or
 - (c) If a utility service has been interrupted and repairs cannot be completed without the removal of a tree.
- (8)** ~~(7)~~ *Conditions of Approval*. Any tree required to be retained must be protected in accordance with the TDC [73B](#) and [73C](#).
- (9)** ~~(8)~~ *Permit Expiration*. A Tree Removal Permit is valid for one year from the date of issue. A Tree Removal Permit approved in conjunction with an Architectural Review, Subdivision, or Partition decision is valid as provided in the terms of the Architectural Review, Subdivision, or Partition decision.
- (10)** ~~(9)~~ *Tree removal in violation of Zone Standards*.

- (a) In addition to any applicable civil violation penalties, any property owner who removes, or causes to be removed, one or more trees in violation of applicable TDC provisions must pay an Enforcement Fee and a Restoration Fee to the City of Tualatin, as follows:
 - (i) Enforcement Fee of \$837.00 per incident, plus \$10.00 for each tree removed; and
 - (ii) Restoration Fee of \$2,000.00 per tree removed.
- (b) The City Manager may administratively reduce or waive these fees based upon a demonstration of hardship, adequate mitigation, or other good cause shown.

CHAPTER 34 - SPECIAL REGULATIONS

Home Occupations

Microwave Receiving Dishes

Automobile Service Station Spacing Requirements

Congregate Care and Retirement Housing Facilities

Manufactured Dwelling Parks

Religious Uses

Residential Accessory Uses

[...]

TDC 34.800. – Residential Accessory Uses

- (1) Structures and buildings accessory to an existing primary use, including detached Accessory Dwelling Units subject to TDC 73A, located in the RL and RML Districts are subject to the following:**
- (a) Accessory structures less than 200 square feet and up to 12 feet in height measured at the peak of the structure are not subject to setbacks, except as necessary to comply with the Oregon Fire or Building Codes.**
 - (b) Accessory structures up to 500 square feet and up to 15 feet in height may be sited no closer than 5 feet to a rear property line provided that the structure is sited behind the front building line and meets applicable front and side yard setbacks.**
 - (c) Accessory structures 501 square feet in size and greater than 15 feet in height shall be subject to the underlying structure setbacks of the applicable District where it is located.**
 - (d) Accessory structures in RL and RML must comply with all other development standards not addressed in this section, but are not subject to the Architectural Review process identified in TDC 33, with the exception of detached Accessory Dwelling Units which must comply with the applicable provisions of TDC 33 and 73A.**

[...]

CHAPTER 38 – SIGNS

TDC 38.240. - Signs Permitted in the Light Manufacturing (ML), General Manufacturing (MG), Manufacturing Business Park (MBP) and Manufacturing Park (MP) Planning Districts.

- (1) No sign shall be permitted in the ML, MG, **MBP** or MP Planning Districts for permitted and conditional uses except the following:
 - (a) Monument signs are permitted. If used, the following standards apply:

- (i) Location on Site: No greater than 100 feet from the frontage property line along the public street right-of-way.
 - (ii) Number: One per frontage on a public street right-of-way with a maximum of two and no more than one on each frontage.
 - (iii) Number of Sides: No more than two.
 - (iv) Height Above Grade: No higher than ten feet.
 - (v) Area: No more than 40 square feet.
 - (vi) Illumination: Indirect or internal.
 - (vii) For schools for kindergarten through 12 in a ML Planning District, one sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan and the readerboard portion is no more than 75 percent of the allowed sign face area.
- (b) Wall signs are permitted. If used, the following standards apply:
- (i) Number: One on each owned or leased wall not to exceed two walls for each owned or leased space and not to exceed four elevations of each building.
 - (ii) Number of Sides: No more than one.
 - (iii) Height Above Grade: No higher than the height of the sign band.
 - (iv) Height of Each Letter, Number, Symbol or Logo: No higher than four feet.
 - (v) Area: No more than five percent of the wall's elevation provided that an area of at least 32 square feet is permitted and the maximum is 150 square feet.
 - (vi) Illumination: Indirect or internal.
 - (vii) In the **MBP or** MP District in place of one wall sign, one monument sign, in addition to the monument signs allowed in (a) above, is allowed, provided it is in the yard setback area abutting the wall where the wall sign would have been located, is within 100 feet of a primary public customer doorway in the wall where the wall sign would have been located and is at least 100 feet from any other monument sign.
- (2) See TDC [38.110](#)(5-17) for additional signage and if used, the standards of TDC [38.110](#)(5-17) apply.

CHAPTER 40 - LOW DENSITY RESIDENTIAL ZONE (RL)

TDC 40.220. - Housing Types.

Table 40-2 lists housing types permitted in the RL zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N).

**Table 40-2
 Housing Types in the RL Zone**

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	P/C	Single-family dwellings in a small lot subdivision permitted with conditional use permit, subject to TDC 36.410

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
PROPOSED DEVELOPMENT CODE AMENDMENTS

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
		All other single family dwellings permitted outright.
<u>Accessory Structures</u>	<u>P</u>	<u>Subject to TDC 34.800</u>
Accessory Dwelling Unit	P	Subject to TDC 73A.170 .
Duplex	P	See TDC definition in 31.060 .
Townhouse	P	See TDC definition in 31.060 .
Triplex	P	See TDC definition in 31.060 .
Quadplex	P	See TDC definition in 31.060 .
Cottage Cluster	P	See TDC definition in 31.060 .
Multi-Family Structure	C	See TDC definition in 31.060 .
Manufactured Dwelling	P	Subject to TDC 40.300 (4) 40.320(3)
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400 .
Residential Home	P	See TDC definition in 31.060

CHAPTER 41 - MEDIUM LOW DENSITY RESIDENTIAL ZONE (RML)

TDC 41.220. - Housing Types.

Table 41-2 lists Housing Types permitted in the RML zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RML zone.

**Table 41-2
Housing Types in the RML Zone**

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
PROPOSED DEVELOPMENT CODE AMENDMENTS

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	P/L	Limited to single-family dwellings in a flexible lot subdivision subject to TDC 36.410 .
<u>Accessory Structures</u>	<u>P</u>	<u>Subject to TDC 34.800</u>
Accessory Dwelling Unit	P	Subject to TDC 73A.170 .
Duplex	P	See TDC definition in 31.060 .
Townhouse	P	See TDC definition in 31.060 .
Triplex	P	See TDC definition in 31.060 .
Quadplex	P	See TDC definition in 31.060 .
Cottage Cluster	P	See TDC definition in 31.060 .
Multi-Family Structure (5 or more units)	P	See TDC definition in 31.060 .
Manufacturing <u>Manufactured</u> Dwelling	N	See TDC definition in 31.060 .
Manufactured Dwelling Park	P	Limited to locations designated by the Tualatin Community Plan Map and subject to TDC 34.190.
Retirement Housing Facility	C	Subject to TDC 34.400 .
Residential Home	P	See TDC definition in 31.060 .

CHAPTER 42 - MEDIUM HIGH DENSITY RESIDENTIAL ZONE (RMH)

TDC 42.220. - Housing Types.

Table 42-2 lists Housing Types permitted in the RMH zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RMH zone.

**Table 42-2
Housing Types in the RMH Zone**

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
PROPOSED DEVELOPMENT CODE AMENDMENTS

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
Duplex Townhouse (or Rowhouse)	P	See TDC definition in 31.060 .
Multi-Family Structure	P	See TDC definition in 31.060 .
Manufactured Dwelling	N	
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400 .
Residential Home	P	See TDC definition in 31.060 .

CHAPTER 43 - HIGH DENSITY RESIDENTIAL ZONE (RH)

TDC 43.220. - Housing Types.

Table 43-2 lists Housing Types permitted in the RH zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RH zone.

**Table 43-2
Housing Types in the RH Zone**

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
Duplex Townhouse (or Rowhouse)	P	See TDC definition in 31.060 .

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
 PROPOSED DEVELOPMENT CODE AMENDMENTS

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Multi-Family Structure	P	See TDC definition in 31.060 .
Manufacturing Dwelling	N	
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400 .
Residential Home	P	See TDC definition in 31.060 .

CHAPTER 44 - HIGH DENSITY HIGH RISE ZONE (RH-HR)

TDC 44.220. - Housing Types.

Table 44-2 lists Housing Types permitted in the RH-HR zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RH-HR zone.

**Table 44-2
 Housing Types in the RH-HR Zone**

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
Duplex Townhouse (or Rowhouse)	P	See definition in TDC 31.060 .
Multi-Family Structure	P	See definition in TDC 31.060 .
Manufacturing Dwelling	N	
Manufactured Dwelling Park	N	

- THE DEVELOPMENT CODE OF THE CITY OF TUALATIN, OREGON
PROPOSED DEVELOPMENT CODE AMENDMENTS

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Retirement Housing Facility	C	Subject to TDC 34.400 .
Residential Home	P	See definition in TDC 31.060 .

CHAPTER 57 - MIXED USE COMMERCIAL ZONE (MUC)

[...]

TDC 57.220. - Housing Types.

Table 57-2 lists housing types permitted in the Mixed-Use Commercial District. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N).

Table 57-2

USE CATEGORY	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
Duplex; Townhouse (or Rowhouse)	P	
Multi-Family Structure	P	
Manufactured Dwelling	N	
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400
Residential Home	N	

TDC 57.300. - Development Standards.

Development standards in the MUC zone are listed in Table 57-3. Additional standards may apply to some uses and situations, see **TDC 73A through 73D** ~~57.400~~.

CHAPTER 58 - CENTRAL TUALATIN OVERLAY ZONE

[...]

**Table 58-1
 Modifications to Use Regulations in the CC Zone**

USE CATEGORY	STATUS	LIMITATIONS AND CODE REFERENCES
RESIDENTIAL USE CATEGORIES		
Household Living	P (L)	Residential Sub-District: Permitted housing types limited to: <ul style="list-style-type: none"> • Townhouses; • Duplexes; • Triplexes; • Quadplexes; • Cottage Clusters; • Multi-Family Structure; • Retirement Housing Facility, subject to Subject to TDC 58.210(1); and • Residential Homes.
[...]		

CHAPTER 60. - LIGHT MANUFACTURING ZONE (ML)

[...]

TDC 60.300. - Development Standards.

Development standards in the ML zone are listed in Table 60-2. Additional standards may apply to some uses and situations, see TDC [60.310](#).

**Table 60-2
 Development Standards in the ML Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
[...]		
STRUCTURE HEIGHT		
Maximum Height	50 feet	May be increased to 85 feet if yards adjacent to structure are not less than a distance equal to one and one-half times the height of the structure.

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
		<p>Measured at the 50-foot setback line, includes flagpoles. The building height may extend above 28 feet on a plane beginning at the 50-foot setback line at a slope of 45 degrees extending away from the 50-foot setback line.</p> <p>Flagpoles may extend to 100 feet.</p>
Maximum Height Adjacent to Residential District	28 feet	<p><u>Measured at the 50-foot setback line, includes flagpoles. The building height may extend above 28 feet on a plane beginning at the 50-foot setback line at a slope of 45 degrees extending away from the 50-foot setback line.</u></p>

CHAPTER 73A – SITE DESIGN STANDARDS

General Purpose and Objectives of Site and Building Design Standards

Residential Design Standards

Multi-Family Design Standards

Commercial Design Standards

Industrial Design Standards

Institutional Design Standards

GENERAL PURPOSE AND OBJECTIVES CRITERIA FOR OF SITE AND BUILDING DESIGN STANDARDS

TDC 73A.010. - Site and Building Design Standards Purpose and Objectives Criteria.

- (1) Purpose. The purpose of the site and building design objectives and standards found in TDC [73A](#) through TDC [73G](#) is to promote functional, safe, innovative, and attractive sites and buildings that are compatible with the surrounding environment, ~~including, but not limited to:~~
- (2) Criteria. Except development identified under TDC 73A.100 through 73A.200, development must satisfy the above purpose by providing:**
 - (a) ~~The~~ **A** building form, articulation of walls, roof design, materials, and placement of elements such as windows, doors, and identification features **that is compatible with the site and surrounding development;** ~~and~~
 - (b) ~~The~~ **p**lacement, design, and relationship of proposed site elements **that is compatible both within the site and with surrounding development, including** such as buildings, vehicular parking, circulation areas, bikeways and bike parking, accessways, walkways, buffer areas, and landscaping.
- ~~(2) Objectives. The objectives of site and building design standards in TDC [73A](#) through TDC [73G](#) are to:~~
 - ~~(a) Enhance Tualatin through the creation of a;~~

- ~~(c)~~ **(c)** Attractively designed development and streetscapes;
- ~~(b)~~ **(d)** Encourage ~~(d)~~ **(d)** Originality, flexibility, and innovation in building design;
- ~~(c)~~ **(e)** Create ~~(e)~~ **(e)** Opportunities for, or areas of, visual and aesthetic interest for occupants and visitors to the site;
- ~~(fd)~~ **(a)** Provide ~~(a)~~ **(a)** a composition of building elements which responds to function, land form, identity and image, accessibility, orientation and climatic factors;
- ~~(e)~~ **(b)** Conserve, protect, and restore fish and wildlife habitat areas, and maintain or create visual and physical corridors to adjacent fish and wildlife habitat areas;
- ~~(gf)~~ **(c)** Enhance ~~(c)~~ **(c)** Energy efficiency through the use of landscape and architectural elements; and
- ~~(hg)~~ **(d)** Minimization of ~~(d)~~ **(d)** disruption of natural site features such as topography, trees, and water features.

TDC 73A.100. - Residential Design Standards Applicability; Exceptions.

(1) *Applicability.* The Residential Design Standards apply to:

- (a) New single-family dwelling;
- (b) Duplex; Triplex, or Quadplex;
- (c) Townhouses;
- (d) An addition or alteration to an existing single-family dwelling, duplex, triplex, quadplex, or townhouse when it results in:
 - (i) A 35 percent or more expansion of the structure's existing footprint.
 - (ii) An increase in building height of 35 percent or more.
 - (iii) A 35 percent or more alteration of an existing wall plane.
- (e) The creation of a new dwelling unit or units through conversion of an existing residential structure, resulting in a duplex, triplex, or quadplex.

(f) Clear and Objective Design Standards in TDC 73A.110 and 73A.150 only apply to RL and RML zones.

[...]

TDC 73A.170. - Accessory Dwelling Unit Design Standards.

(1) The purpose of accessory dwelling units, as defined in TDC [31.060](#), is to increase the variety and availability of housing with the goal of increasing housing affordability.

(2) Accessory Dwelling Units are allowed on lots or parcels with one or more primary dwelling units and must comply with the following standards:

- (a) An accessory dwelling unit is allowed in the RL and RML Zones.
- (b) There must be no more than one accessory dwelling unit per lot or parcel;
- (c) An accessory dwelling unit must not exceed 800 square feet of gross floor area;
- (d) The accessory dwelling unit must be served by the same water meter, electric meter, and natural gas meter as the primary dwelling, except if prohibited by State building code requirements;

(2) Accessory Dwelling Units that are not interior to a primary dwelling unit and are either attached or connected to the exterior of a primary dwelling unit must comply with the following standards:

- ~~(e)~~ **(a)** An accessory dwelling unit must provide at least ~~two~~ **one** Residential Roof Design Elements in TDC [73A.120](#) (Site Design), and **each façade must contain** at least ~~four~~ **two** Residential Wall Design Elements in TDC [73A.130](#) (Site Design); and

- (f)(b) An accessory dwelling unit must be set back at least one foot from a line parallel to the main entrance of the primary dwelling.

TDC 73A.300. - Commercial Design Standards.

The following standards are minimum requirements for commercial development in all zones, except the Mixed-Use Commercial (~~MCU~~**MUC**) zone, which has its own standards:

[...]

(2) Accessways.

- (a) When Required. Accessways are required to be constructed when a ~~multi-family~~ development is adjacent to any of the following:
- (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.

[...]

(6) Adjacent to Transit. Commercial development adjacent to transit must comply with the following:

- (a) Development on a transit street ~~designated in~~ **illustrated on TDC Chapter 11 Comprehensive Plan Map (Figure Map 118-5)** must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
- (b) Development abutting major transit stops as ~~designated in~~ **illustrated on TDC Chapter 11 Comprehensive Plan Map (Figure Map 118-5)** must:
- (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

TDC 73A.400 - Mixed Use Commercial Design Applicability; Exceptions.

(1) Applicability. The mixed-use design standards apply to:

- (a) New buildings in the Mixed-Use Commercial (MUC) zone.
- (b) Expansion or substantial exterior remodeling of existing non-residential development in the Mixed-Use Commercial (MUC) zone which is greater than 50 percent of the building's gross floor area or alters any facade visible from a public or private street frontage by more than 50 percent.

(2) Exceptions: The City Manager may allow exceptions to these standards as determined through the Architectural Review process, if the physical characteristics of the site or existing structure (e.g., steep slopes, wetlands, other bodies of water, trees or other significant natural features of the site, buildings or other existing development, utility lines and easements, etc.) make compliance with the standard impractical.

TDC 73A.410 - Mixed Use Commercial Design Standards.

The following are the minimum standards for development in the Mixed-Use Commercial (**MUC**) zone.

- (1) Walkways. ~~Mixed-Use Commercial~~ **MUC** zone development must provide walkways as follows:
- (a) Walkways must be a minimum of six feet in width;
 - (b) Walkways must be constructed with scored concrete or modular paving materials;
 - (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (d) Walkways must be continuous and connect all building entrances within the development to one another and to: all public streets or private access abutting the site: all parking areas, storage areas, recreational facilities and common areas associated with the development; and adjacent development, transit stops, and public greenways and parks; and
 - (e) Walkways must provide connection to an abutting street every 200 linear feet of frontage.
- (2) Accessways.**
- (a) When Required. Accessways are required to be constructed when a ~~multi-family~~ development is adjacent to any of the following:**
- (i) Residential property;**
 - (ii) Commercial property;**
 - (iii) Mixed residential and commercial property;**
 - (iv) Areas intended for public use, such as schools and parks; and**
 - (v) Collector or arterial streets where transit stops or bike lanes are provided or designated.**
- (b) Design Standard. Accessways must meet the following design standards:**
- (i) Accessways must be a minimum of eight feet in width;**
 - (ii) Public accessways must be constructed in accordance with the Public Works Construction Code;**
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;**
 - (iv) Accessways must meet ADA standards applicable at time of construction or alteration;**
 - (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;**
 - (vi) Accessways must not be gated to prevent pedestrian or bike access;**
 - (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and**
 - (viii) Must be constructed, owned and maintained by the property owner.**
- (c) Exceptions. The Accessway standard does not apply to the following:**
- (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and**
 - (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.**
- (3)(2) Parking Location.** Parking for all Mixed-Use Commercial zone uses must be provided within garages or parking lots as follows:
- (a) Parking and loading areas are prohibited between the public street and proposed building(s);

- (b) Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site;
 - (c) Parking must be setback a minimum of 50 feet from the front property line; and
 - (d) Parking required for residential uses must be provided on the development site of the primary structure.
- ~~(4)(3)~~ Drive-up Uses. Drive-up uses must comply with the following:
- (a) Provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:
 - (i) Banks—Each lane must be 100 feet long;
 - (ii) Restaurants—Each lane must be 160 feet long; and
 - (iii) Other uses—Each lane must be between 80 and 160 feet long, as determined by the City.
 - (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property.
 - (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.
 - (d) The width and turning radius of drive-up aisles must be approved by the City.
 - (e) A wall or other visual or acoustic may be required by the City.
- ~~(5)(4)~~ Adjacent to Transit. Mixed-Use Commercial zone development adjacent to transit must comply with the following:
- (a) Development on a transit street ~~designated in~~**illustrated on TDC Chapter 11 Comprehensive Plan Map (FigureMap 118-5)** must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
 - (b) Development abutting major transit stops as ~~designated in~~**illustrated on TDC Chapter 11 Comprehensive Plan Map (FigureMap 118-5)** must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.
- ~~(6)(5)~~ Building Location. Buildings must occupy a minimum of 50 percent of arterial and collector street frontages. Buildings must be located at public street intersections on arterials and collectors.
- ~~(7)(6)~~ Building Design Standards. Mixed Use Commercial Zone development must meet the following building design standards.
- [...]

TDC 73A.500. - Industrial Design Standards.

The following standards are minimum requirements for industrial development in all zones, except the Mixed-Use Commercial (MUC) zone, which has its own standards:

- (1) Walkways. Industrial development must provide walkways as follows:
 - (a) Walkways must be a minimum of five feet in width;
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;

- (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (~~ed~~) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
 - (~~fe~~) Walkways through parking areas, drive aisles, and loading areas must be of a different appearance than the adjacent paved vehicular areas; ~~and~~
 - (f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and**
 - (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.
- (2) Accessways.
- (a) When Required. Accessways are required to be constructed when a ~~multi-family~~ development is adjacent to any of the following:
 - (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.
 - [...]
 - (6) Adjacent to Transit. Industrial development adjacent to transit must comply with the following:
 - (a) Development on a transit street ~~designated in~~ **illustrated on** TDC Chapter 11 **Comprehensive Plan Map** (Figure ~~Map 118-5~~) must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street; and
 - (b) Development abutting major transit stops as ~~designated in~~ **illustrated on** TDC Chapter 11 **Comprehensive Plan Map** (Figure ~~Map 118-5~~) must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

TDC 73A.600. - Institutional Design Standards.

The following standards are minimum requirements for institutional development in all zones:

- [...]
- (2) Accessways.
- (a) When Required. Accessways are required to be constructed when a ~~multi-family~~ development is adjacent to any of the following:
 - (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.
 - [...]
 - (5) Adjacent to Transit. Institutional development adjacent to transit must comply with the following:

- (a) Development on a transit street ~~designated in~~ illustrated on ~~TDC Chapter 11~~ Comprehensive Plan Map (FigureMap 118-5) must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street; and
- (b) Development abutting major transit stops as ~~designated in~~ illustrated on ~~TDC Chapter 11~~ Comprehensive Plan Map (FigureMap 118-5) must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

CHAPTER 73B - LANDSCAPING STANDARDS

[...]

TDC 73B.090. - Minimum Standards Trees and Plants.

(1) Deciduous Shade Trees	<ul style="list-style-type: none"> • One and <u>one</u>-half inch caliper measured six inches above ground; • Balled and burlapped; bare root trees will be acceptable to plant during their dormant season; • Reach a mature height of 30 feet or more; • Cast moderate to dense shade in summer; • Live over 60 years; • Do well in urban environments, tolerant of pollution and heat, and resistant to drought; • Require little maintenance and mechanically strong; • Insect- and disease-resistant; • Require little pruning; and • Barren of fruit production.
(2) Deciduous Ornamental Trees	<ul style="list-style-type: none"> • One and <u>one</u>-half inch caliper measured six inches above ground; • balled and burlapped; bare root trees will be acceptable to plant during their dormant season; and • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species
(3) Coniferous Trees	<ul style="list-style-type: none"> • Five feet in height above ground; • Balled and burlapped; bare root trees will be acceptable to plant

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	<p>during their dormant season; and</p> <ul style="list-style-type: none"> • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species.
(4) Evergreen and Deciduous Shrubs	<ul style="list-style-type: none"> • One to five gallon size; • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species; and • Side of shrub with best foliage must be oriented to public view.
(5) Groundcovers	<ul style="list-style-type: none"> • Fully rooted; • Well branched or leafed; • Healthy, disease-free, damage-free, well-branched stock, characteristic of the species; and • English ivy (<i>Hedera helix</i>) is prohibited.
(6) Lawns	<ul style="list-style-type: none"> • Consist of grasses, including sod, or seeds of acceptable mix within the local landscape industry; • 100 percent coverage and weed free; and • Healthy, disease-free, damage-free, characteristic of the species.

[...]

CHAPTER 73C - PARKING STANDARDS

In General

Parking Lot Landscaping

IN GENERAL

TDC 73C.010. - Off-Street Parking and Loading Applicability and General Requirements.

- (1) Applicability. Off-street parking and loading is required to be provided by the owner and/or developer, in all zones, whenever the following occurs:
 - (a) Establishment of a new structure or use;
 - (b) Change in use; or
 - (c) Change in use of an existing structure.
- (2) General Requirements. Off-street parking spaces, off-street vanpool and carpool parking spaces, off-street bicycle parking, and off-street loading berths must be as provided as set forth in TDC [73C.100](#), unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process.
 - (a) The following apply to property and/or use with respect to the provisions of TDC [73C.100](#):
 - (i) The requirements apply to both the existing structure and use, and enlarging a structure or use;

- (ii) The floor area is measured by gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading;
- (iii) Where employees are specified, the term applies to all persons, including proprietors, working on the premises during the peak shift;
- (iv) Calculations to determine the number of required parking spaces and loading berths must be rounded to the nearest whole number;
- (v) If the use of a property changes, thereby increasing off-street parking or loading requirements, the increased parking/loading area must be provided prior to commencement of the new use;
- (vi) Parking and loading requirements for structures not specifically listed herein must be determined by the City Manager, based upon requirements of comparable uses listed;
- (vii) When several uses occupy a single structure, the total requirements for off-street parking may be the sum of the requirements of the several uses computed separately or be computed in accordance with TDC 73.370(1)(m), Joint Use Parking;
- (viii) Off-street parking spaces for dwellings must be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site. The parcel upon which parking facilities are located must be in the same ownership as the structure;
- (ix) Required parking spaces must be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business;
- (x) Institution of on-street parking, where none is previously provided, must not be done solely for the purpose of relieving crowded parking lots in commercial or industrial zones;
- (xi) Required vanpool and carpool parking must meet the 9-foot parking stall standards in Figure 73-1 and be identified with appropriate signage; **and**
- ~~(xii) Where uses are mixed in a single building, parking must be a blend of the ratio required less ten percent for the minimum number of spaces. The maximum number of spaces must be ten percent less than the total permitted maximum for each use; and~~
- (xiii) If the applicant demonstrates that too many or too few parking spaces are required, applicant may **demonstrate through the Architectural Review process provision of a parking study or other means**~~seek a variance from the minimum or maximum by providing evidence that the particular use needs more or less than the amount specified in this Code. **Alternatively, the applicant may seek a reduction or increase in parking spaces by Variance.**~~

TDC 73C.020. - Parking Lot Design Standards.

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks, must comply with the following:

[...]

(14) The following table states the minimums for parking space dimensions:

Table 73C.140-1 Off-Street Parking

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Required Space and Aisle Dimensions in Feet

Standard Size Vehicles						Compact Size Vehicle				
Angle	Stall Width	Stall Depth	Aisle Width	Module Width	Bumper Overhang	Stall Width	Stall Depth	Aisle Width	Module Width	Bumper Overhang
0° (parallel)	8.0	24.0	N/A	N/A	N/A	8.0	20.0	N/A	N/A	N/A
45°	9.0	17.5	12.0	47.0	2.0	8.0	15.5	11.0	42.0	2.0
60°	9.0	19.0	16.0	54.0	2.5	8.0	17.0	14.0	48.0	2.5
75°	9.0	19.5	23.0	62.0	2.5	8.0	17.5	21.0	56.0	2.5
90°	9.0	18.5	24.0	61.0	2.5	8.0	16.0	20.0	52.0	1.5

[...]

TDC 73C.100. - Off-Street Parking Minimum/Maximum Requirements.

- (1) The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC [73C.110](#).

USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING (See Figure 73-3 for Parking Zones)	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
(a) Residential Uses				
(i) Detached single-family dwelling, residential home, residential facilities (located in low density (RL) zones)	2.00 vehicle parking spaces per dwelling unit, residential home or residential facility	None	None Required	N/A
(ii) Duplexes	1.00 vehicle parking space per dwelling unit	None	None Required	

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USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING <u>(See Figure 73-3 for Parking Zones)</u>	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
(iii) Townhouses	1.00 vehicle parking space per dwelling unit	None	None Required	
(iv) Triplexes and (v) Quadplexes	1.00 space in total for lots less than 3,000 SF. 2.00 spaces in total for lots greater than or equal to 3,000 SF and less than 5,000 SF. 3.00 spaces in total for lots greater than 5,000 SF and less than 7,000 SF. 4.00 spaces in total for lots equal to or greater than 7,000 SF.	None	None Required	
(vii) (vi) Cottage Clusters	1.00 space per dwelling unit in a Cottage Cluster. Spaces may be provided for individual cottages or in shared parking clusters.	None	None Required	
(vii) (vi) Multi-family dwellings in subdivisions	1.50 spaces per unit	None	Developments with five or more units; none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	100
(viii) (vi) Multi-family dwellings	1.0 space/studio, 1.25 space/1 bedroom,	None	Developments with five or more units;	100

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USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING <u>(See Figure 73-3 for Parking Zones)</u>	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
in complexes with private internal driveways	1.50 space/2 bedroom, 1.75 space/3= bedroom		none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	
(ix) (vii) Retirement housing facility	1.00 space per dwelling unit	None	0.50 space per unit	50
(x) (viii) Boarding house, lodging	1.00 space per guest house accommodation	None	0.25 space per guest house accommodation	50
(xi) (x) Congregate care, assisted living and residential care facilities	0.50 space per dwelling unit	None	2, or 0.20 spaces per dwelling unit, whichever is greater	50
(xii) (xi) Residential facilities (located in other than low density residential zones)	1.00 space per three beds, plus 1.00 space per employee	None	2, or 1.00 space for every six beds, whichever is greater	50
(xiii) (xii) Dwelling units within the Central Design District except	1.50 space per dwelling unit, including garage	None	Multi-family residential developments with five or more units; none required if a	100

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USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING <u>(See Figure 73-3 for Parking Zones)</u>	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
as specified in (d), (e), and (f) above			garage is provided as an integral element of a unit; otherwise 1.00 space per unit	
[...]				
(e) Commercial				
(i) Retail shops (under 100,000 <u>25,000</u> square feet of gross floor area)	4.00 spaces per 1,000 square feet of gross floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	0.50 space per 1,000 square feet of gross floor area	50
(ii) Retail store handling exclusively bulky merchandise such as furniture or automobiles and service or repair shops	1.00 space per 400 square feet of sales floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.20 space per 1,000 square feet of sales floor area, whichever is greater	50
(iii) Shopping center (over 100,000 <u>25,000</u>)	4.1 spaces per 1,000 square feet of gross floor area	Zone A: 5.1 spaces per 1,000 square	0.50 space per 1,000 square feet of gross floor area	50

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USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING <u>(See Figure 73-3 for Parking Zones)</u>	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
square feet of gross floor area)		feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area		
[...]				

(2) In addition to the general parking requirements in subsection (1), the following are the minimum number of off-street **hybrid, electric**, vanpool and carpool parking for commercial, institutional, and industrial uses. **The required spaces must be identified by signage but may be designated any combination of hybrid, electric, vanpool or carpool.**

Number of Required Parking Spaces	Number of Hybrid, Electric , Vanpool or Carpool Spaces
0 to 10	1
10 to 25	2
26 and greater	1 for each 25 spaces

TDC 73C.110. - Core Area Parking District Minimum Parking Requirements.

Uses in the Core Area Parking District must comply with the following parking requirements:

- (1) The following uses must provide 75 percent of the spaces required in TDC [73C.100\(1\)](#), whether provided individually, in accordance with the Shared Parking in TDC [73C.030](#), or the Joint Use Parking in TDC [73C.040](#):
- (a) Multi-Family dwellings in complexes with private internal driveways;
 - (b) Retirement housing facility;
 - (c) Boarding house, lodging;
 - (d) Congregate care, assisted living and residential care facilities;
 - (e) Residential facilities (located in other than low density residential planning districts);

- (f) Library, reading room;
 - (g) Nursery, primary, elementary or middle school, and child day care center;
 - (h) Other places of public assembly, including churches;
 - (i) Theater;
 - (j) Bowling alley;
 - (k) Retail shops (under ~~100~~**25,000** square feet of gross floor area);
 - (l) Retail store handling exclusively bulky merchandise such as furniture or automobiles and service or repair shops;
 - (m) Mortuary;
 - (n) Office furniture and office furniture sales; ~~and~~
 - (o) Major transit stops (not Park and Ride lots); ~~and~~;
 - (p) Shopping center over 25,000 square feet of gross floor area.**
- (2) At the time of enlargement of an existing structure or change in use, there must be no net loss of existing off-street parking, in addition to providing new off-street parking as required under TDC 73C.110.
- (3) The following uses are exempt from providing off-street parking within the Core Area Parking District:
- (a) The publicly-owned community center on Tract 8 of the Tualatin Commons; and
 - (b) Outdoor dining facilities.

Table 73C.140-1 Off-Street Parking
 Required Space and Aisle Dimensions in Feet

Standard Size Vehicles						Compact Size Vehicle				
Angle	Stall Width	Stall Depth	Aisle Width	Module Width	Bumper Overhang	Stall Width	Stall Depth	Aisle Width	Module Width	Bumper Overhang
0° (parallel)	8.0	24.0	N/A	N/A	N/A	8.0	20.0	N/A	N/A	N/A
45°	9.0	17.5	12.0	47.0	2.0	8.0	15.5	11.0	42.0	2.0
60°	9.0	19.0	16.0	54.0	2.5	8.0	17.0	14.0	48.0	2.5
75°	9.0	19.5	23.0	62.0	2.5	8.0	17.5	21.0	56.0	2.5
90°	9.0	18.5	24.0	61.0	2.5	8.0	16.0	20.0	52.0	1.5

CHAPTER 73G - MASONRY WALL STANDARDS

[...]

TDC 73G.020. - Applicability.

- (1) New Construction of Access-Restricted Lot Lines in the RL and RML Zones. A masonry wall is required to be installed for all properties in the RL and RML zones that meet either of the following:
- (a) The property has access-restricted lot lines abutting the following streets for a distance greater than 60 feet:
 - (i) Major collectors;

- (ii) Minor collectors;
 - (iii) Major arterials;
 - (iv) Minor arterials;
 - ~~(v) Expressway right-of-way; or~~
 - ~~(vi) Interstate highway.~~
- (b) No existing masonry wall is located along an access restricted lot line and more than 50 percent of masonry walls are constructed along the abutting access restricted street to the nearest intersecting streets, or hypothetical extensions thereof on both sides of the subject property (See Figure 73-56 for illustration), meet the masonry wall standard, then any new masonry wall must be in conformance with the required design standards.
- (2) Subdivisions and Partitions of Access-Restricted Lot Lines in the RL and RML Zones. A masonry wall is required to be installed for all subdivisions and partitions in the RL and RML zones that have access-restricted lot lines abutting the following streets for a distance greater than 60 feet:
- (a) Major collectors;
 - (b) Minor collectors;
 - (c) Major arterials;
 - (d) Minor arterials,
 - ~~(e) Expressway right-of-way; or~~
 - ~~(f) Interstate highway.~~
- (3) Replacement and Repair of Nonconforming Masonry Wall **(See Figure 73.6)**.
[...]
- (4) Exceptions to Masonry Wall Location or Configuration. The following exceptions apply to the masonry wall location or configuration requirements:
- (a) Where the City Manager determines that vehicular access is to be provided from the arterial/collector/expressway to a parcel or lot abutting the arterial/collector/expressway, the masonry wall is not required along the arterial/collector/~~expressway~~ frontage of that particular parcel or lot.
 - (b) For public streets classified as an arterial/collector/~~expressway~~, where the City Manager determines that an opening or passage through the masonry wall must be provided, the masonry wall must include such required opening. The same must be provided in masonry walls along state-owned interstate highways when required by the state or Tualatin Valley Fire & Rescue or the City Manager.
 - (c) All vision clearance requirements must be met.
 - (d) The City Manager, in the case of public streets classified as an arterial/collector/~~expressway~~, or the state in the case of state-owned interstate highways, may require an alternate location or configuration of the masonry wall alignment to accommodate stormwater facilities, easements, or other requirements, such as, but not limited to, bicycle paths, multi-use paths, or for maintenance purposes.
 - ~~(e) For state-owned interstate highways, where an area of vegetation at least 200 linear feet in width runs parallel to the interstate highway and forms a visual, esthetic or acoustic barrier, or land in a Natural Resource Protection Overlay (NRPO) district or other protected area as defined in TDC Chapter 72 runs parallel to the interstate highway, and such land is located between the interstate highway property line and the developable area of a property being developed in the RL or RML Planning District, a masonry wall is not required. Where the area of vegetation is less than 200 linear feet in width, the required masonry wall must be located entirely outside the~~

~~vegetated, NRPO or other protected area and as close as physically possible to, approximately parallel with, the edge of said vegetated, NRPO or other protected area on the developable portion of the property being developed.~~

TDC 73G.030. - Masonry Wall Design Standards.

- (1) *Masonry Wall Design.* All masonry walls must comply with the following design standards. (See Figure 73-6-7 for illustration)
[...]

CHAPTER 74 PUBLIC IMPROVEMENT REQUIREMENTS

[...]

TDC 74.130. Private Improvements.

All private improvements must be installed at the expense of the applicant. The property owner must retain maintenance responsibilities over all private improvements.

TDC 74.140. Construction Timing.

- (1) All the public improvements required under this chapter must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.
- (2) All private improvements required under this Chapter must be approved by the City prior to the issuance of a Certificate of Occupancy. **Per TDC 33.020(6)(b)(iii), installation of approved private improvements may be secured by performance bond, cash surety, or cash equivalent, for a period not to exceed one year from the date of issuance of a Certificate of Occupancy, for subdivision and partition applications, private improvements shall be installed** in accordance with the requirements of the Subdivision regulations.

TDC 74.210. Minimum Street Right-of-Way Widths.

The width of streets in feet must not be less than the width required to accommodate a street improvement needed to mitigate the impact of a proposed development. In cases where a street is required to be improved according to the standards of the TDC, the width of the right-of-way must not be less than the minimums indicated in TDC Chapter 74, Public Improvement Requirements, Figures 74-~~12A~~ through 74-~~22G~~.

- (1) For subdivision and partition applications, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-~~12A~~ through 74-~~22G~~ must be shown on the final subdivision or partition plat prior to approval of the plat by the City. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.
- (2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-~~12A~~ through 74-~~22G~~ must be dedicated to the City for use by the public

prior to issuance of any building permit for the proposed development. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.

- (3) For development applications that will impact existing streets not adjacent to the applicant's property, and to construct necessary street improvements to mitigate those impacts would require additional right-of-way, the applicant must be responsible for obtaining the necessary right-of-way from the property owner. A right-of-way dedication deed form must be obtained from the City Manager and upon completion returned to the City Manager for acceptance by the City. On subdivision and partition plats the right-of-way dedication must be accepted by the City prior to acceptance of the final plat by the City. On other development applications the right-of-way dedication must be accepted by the City prior to issuance of building permits. The City may elect to exercise eminent domain and condemn necessary off-site right-of-way at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.
- (4) If the City Manager deems that it is impractical to acquire the additional right-of-way as required in subsections (1)—(3) of this section from both sides of the center-line in equal amounts, the City Manager may require that the right-of-way be dedicated in a manner that would result in unequal dedication from each side of the road. This requirement will also apply to slope and utility easements as discussed in TDC 74.320 and 74.330. The City Manager's recommendation must be presented to the City Council in the preliminary plat approval for subdivisions and partitions, and in the recommended decision on all other development applications, prior to finalization of the right-of-way dedication requirements.
- (5) Whenever a proposed development is bisected by an existing or future road or street that is of inadequate right-of-way width according to TDC Chapter 74, Public Improvement Requirements, Figures 74-~~12A~~ through 74-~~72G~~, additional right-of-way must be dedicated from both sides or from one side only as determined by the City Manager to bring the road right-of-way in compliance with this section.
- (6) When a proposed development is adjacent to or bisected by a street proposed in the Transportation System Plan and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter 74, Public Improvement Requirements, Figures 74-~~12A~~ through 74-~~72G~~ must be dedicated by the applicant. The dedication of right-of-way required in this subsection must be along the route of the road as determined by the City.

[...]

TDC 74.330. Utility Easements.

- (1) Utility easements for water, sanitary sewer and storm drainage facilities, telephone, television cable, gas, electric lines and other public utilities must be granted to the City.
- (2) For subdivision and partition applications, the on-site public utility easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; and
- (3) For subdivision and partition applications which require off-site public utility easements to serve the proposed development, a utility easement must be granted to the City prior to approval of the final plat by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.

-
- (4) For development applications other than subdivisions and partitions, and for both on-site and off-site easement areas, a utility easement must be granted to the City; building permits must not be issued for the development prior to acceptance of the easement by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.
 - (5) The width of the public utility easement must meet the requirements of the Public Works Construction Code. All subdivisions and partitions must have a ~~86-foot~~ 8-foot public utility easement adjacent to the street ~~and a 5-foot public utility easement adjacent to all side and rear lot lines.~~ Other easements may be required as determined by the City Manager.

[...]

TDC 74.350. Maintenance Easement or Lots.

A dedicated lot or easement will be required when access to public improvements for operation and maintenance is required, as determined by the City Manager. Access for maintenance vehicles must be constructed of an all-weather driving surface capable of carrying a 50,000-pound vehicle. The width of the lot or easement must be at least 15-feet in order to accommodate City maintenance vehicles. In subdivisions and partitions, the easement or lot must be dedicated to the City on the final plat. In any other development, the easement or lot must be granted to the City and recorded prior to issuance of a building permit.

TDC 74.410. Future Street Extensions.

- (1) Streets must be extended to the proposed development site boundary where necessary to do any one of the following:
 - (a) Give access to, or permit future development of adjoining land;
 - (b) Provide additional access for emergency vehicles;
 - (c) Provide for additional direct and convenient pedestrian, bicycle and vehicle circulation;
 - (d) Eliminate the use of culs-de-sac except where topography, barriers such as railroads or freeways, existing development, or environmental constraints such as major streams and rivers prevent street extension; and
 - (e) Eliminate circuitous routes. The resulting dead end streets may be approved without a turnaround. A reserve strip may be required to preserve the objectives of future street extensions.
- (2) Proposed streets must comply with the general location, orientation and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3) and the Street Design Standards (Figures 74-~~12A~~ through 74-~~22G~~).

[...]

- (iv) Allowing culs-de-sacs and closed-end streets to be no longer than 200 feet or with more than 25 dwelling units, except for streets stubbed to future developable areas.

[...]

TDC 74.420. Street Improvements.

When an applicant proposes to develop land adjacent to an existing or proposed street, including land which has been excluded under TDC 74.220, the applicant should be responsible for the improvements to the adjacent existing or proposed street that will bring the improvement of the street into conformance with the ~~Transportation~~ **Comprehensive** Plan (TDC Chapter ~~11~~ **8 Transportation**), TDC 74.425 (Street Design Standards), and the City's Public Works Construction Code, subject to the following provisions:

[...]

- (11) Existing streets which abut the proposed development site must be graded, constructed, reconstructed, surfaced or repaired as necessary in accordance with the Public Works Construction Code and ~~TDC Chapter 11, Transportation~~ **Comprehensive** Plan (**Chapter 8 Transportation**), and TDC 74.425 (Street Design Standards).

[...]

- (14) The applicant must construct any required street improvements adjacent to parcels excluded from development, as set forth in TDC 74.220 of this chapter. (15) Except as provided in TDC 74.430, whenever an applicant proposes to develop land with frontage on certain arterial streets and, due to the access management provisions of TDC Chapter 75, is not allowed direct access onto the arterial, but instead must take access from another existing or future public street thereby providing an alternate to direct arterial access, the applicant must be required to construct and place at a minimum street signage, a sidewalk, street trees and street lights along that portion of the arterial street adjacent to the applicant's property. The three certain arterial streets are S.W. Tualatin-Sherwood Road, S.W. Pacific Highway (99W) and S.W. 124th Avenue. In addition, the applicant may be required to construct and place on the arterial at the intersection of the arterial and an existing or future public non-arterial street warranted traffic control devices (in accordance with the Manual on Uniform Traffic Control Devices, latest edition), pavement markings, street tapers and turning lanes, in accordance with the Public Works Construction Code.

- (16) The City Manager may determine that, although concurrent construction and placement of the improvements in (14) and (15) of this section, either individually or collectively, are impractical at the time of development, the improvements will be necessary at some future date. **In such a case, the City may approve payment of a fee-in-lieu of design and construction of improvements in (14) and (15) of this section. This fee must be based on a registered Engineer's cost estimate of design, preparation, installation of these improvements,** applicant must sign a written agreement guaranteeing future performance by the applicant and any successors in interest of the property being developed. The agreement must be subject to the City's approval.

- (17) Intersections should be improved to operate at a level of service of at least D and E for signalized and unsignalized intersections, respectively.

- (18) Pursuant to requirements for off-site improvements as conditions of development approval, proposed multi-family residential, commercial, or institutional uses that are adjacent to a major transit stop will be required to ~~comply with the City's Mid-Block Crossing Policy~~ **provide adequate pedestrian and ADA access (in the judgment of the city) to the transit stop.**

TDC 74.425. Street Design Standards.

[...]

- (3) In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 74-~~12A~~ through 74-~~72G~~ to allow for modifications to the standards when deemed appropriate by the City Manager to address fish and wildlife habitat.
- (4) All streets must be designed and constructed according to the preferred standard. The City Manager may reduce the requirements of the preferred standard based on specific site conditions, but in no

event will the requirement be less than the minimum standard, **except as provided below**. The City Manager must take into consideration the following factors when deciding whether the site conditions warrant a reduction of the preferred standard:

- (a) *Arterials*:
 - (i) Whether adequate right-of-way exists;
 - (ii) Impacts to properties adjacent to right-of-way;
 - (iii) Current and future vehicle traffic at the location; and
 - (iv) Amount of heavy vehicles (buses and trucks).
- (b) *Collectors*:
 - (i) Whether adequate right-of-way exists;
 - (ii) Impacts to properties adjacent to right-of-way;
 - (iii) Amount of heavy vehicles (buses and trucks); and
 - (iv) Proximity to property zoned manufacturing or industrial.
- (c) *Local Streets*:
 - (i) Local streets proposed within areas which have environmental constraints and/or sensitive areas and will not have direct residential access may utilize the minimum design standard.
 - (ii) When the minimum design standard is allowed, the City Manager may determine that no parking signs are required on one or both sides of the street.

(5) Exception to Compliance with Minimum Street Design Standards

- (a) The applicant may propose, concurrent with an application for Architectural Review under Chapter 33 or Partition/Subdivision under TDC 34 a request for an exception to the Minimum Street Design Standards.**
- (b) The City Manager may grant an exception based on the following factors:**
 - (i) Extent and location of existing and available right-of-way;**
 - (ii) Extent and location of existing public improvements;**
 - (iii) Extent and location of trees, creeks, streams, or natural areas; and**
 - (iii) Location of existing private improvements;**
- (c) The proposed exception may not modify standards necessary to meet:**
 - (i) One or more safety standards; and**
 - (ii) One of more operational standard.**
- (d) The City Manager may allow for a reduction of bike lane width to 4-feet (as measured from the longitudinal gutter joint to the centerline of the bike lane stripe), and a paint-striped separation two to four feet wide in lieu of a center turn lane. Where available roadway width does not provide for these minimums, the roadway can be signed for shared use by bicycle and motor vehicle travel. When width constraints occur at an intersection, bike lanes should terminate 50 feet from the intersection with appropriate signing.**
- (e) The City Manager may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City.**

[...]

~~TDC 74.430. Streets, Modifications of Requirements in Cases of Unusual Conditions.~~

- ~~(1) When, in the opinion of the City Manager, the construction of street improvements in accordance with TDC 74.420 would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Manager may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment,~~**

vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Manager may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City.

- ~~(2) When the City Manager determines that modification of the street improvement requirements in TDC 74.420 is warranted pursuant to subsection (1) of this section, the City Manager must prepare written findings of modification. The City Manager must forward a copy of said findings and description of modification to the applicant, or his authorized agent, as part of the Utility Facilities Review for the proposed development, as provided by TDC Chapter 32 (Procedures). The decision of the City Manager may be appealed to the City Council in accordance with TDC Chapter 32 (Procedures).~~
- ~~(3) To accommodate bicyclists on streets prior to those streets being upgraded to the full standards, an interim standard may be implemented by the City. These interim standards include reduction in motor vehicle lane width to ten feet (the minimum specified in AASHTO's A Policy on Geometric Design of Highways and Streets (1990)), a reduction of bike lane width to 4 feet (as measured from the longitudinal gutter joint to the centerline of the bike lane stripe), and a paint-striped separation two to four feet wide in lieu of a center turn lane. Where available roadway width does not provide for these minimums, the roadway can be signed for shared use by bicycle and motor vehicle travel. When width constraints occur at an intersection, bike lanes should terminate 50 feet from the intersection with appropriate signing.~~

TDC 74.450. - Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path, as set forth in **the Comprehensive Plan, Map 8-4**~~TDC Chapter 11, Transportation Figure 11-4~~, the City may require that a bikeway, pedestrian path, or multi-use path be constructed, and an easement or dedication provided to the City.

(2) Assure shared use pathways and bikeways are developed as land rights and resources are available.

~~(2)~~**(3)** Where required, bikeways and pedestrian paths must be provided as follows:

- (a) Bike and pedestrian paths must be constructed and surfaced in accordance with the Public Works Construction Code.
- (b) The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

[...]

UTILITIES

TDC 74.610. Water Service.

- (1) Water lines must be installed to serve each property in accordance with the Public Works Construction Code. Water line construction plans must be submitted to the City Manager for review and approval prior to construction.
- (2) If there are undeveloped properties adjacent to the subject site, public water lines must be extended by the applicant to the common boundary line of these properties. The lines must be sized

to provide service to future development, in accordance with the City's ~~Water System Master~~ **Comprehensive** Plan, Chapter 9 Public Facilities and Services ~~TDC Chapter 12~~.

- (3) ~~As set forth in TDC Chapter 12~~ **illustrated on Comprehensive Plan Map 9.1 Water System Master Plan**, ~~Water Service~~, the City has three water service levels. All development applicants must be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant must be required to connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site.

TDC 74.620. Sanitary Sewer Service.

- (1) Sanitary sewer lines must be installed to serve each property in accordance with the Public Works Construction Code. Sanitary sewer construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.
- (2) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant must extend public sanitary sewer lines to the common boundary line with these properties. The lines must be sized to convey flows to include all future development from all up stream areas that can be expected to drain through the lines on the site, in accordance with the City's **Comprehensive Plan Map 9-2** Sanitary Sewer System Master Plan, ~~TDC Chapter 13~~.

TDC 74.630. Storm Drainage System.

- (1) Storm drainage lines must be installed to serve each property in accordance with City standards. Storm drainage construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.
- (2) The storm drainage calculations must confirm that adequate capacity exists to serve the site. The discharge from the development must be analyzed in accordance with the City's Storm and Surface Water Regulations.
- (3) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant must extend storm drainage lines to the common boundary line with these properties. The lines must be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with the Tualatin **Comprehensive Plan** ~~Drainage Plan in~~ **Chapter 9 Public Facilities and Services** ~~14~~.

[...]

CHAPTER 75 - ACCESS MANAGEMENT

TDC 75.040. - Driveway Approach Requirements.

(12) *Vision Clearance Area.*

- (a) *Local Streets.* A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must be **provided consistent with AASHTO requirements** ~~that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are ten feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration).~~

(b) *Collector Streets*. A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections must be **provided consistent with AASHTO requirements** that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area must be ten feet (see **Figure 73-2** for illustration).

(c) *Vertical Height Restriction*. Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area established by applicable **AASHTO requirements** (see **Figure 73-2** for illustration).

[...]

APPENDIX B - FIGURES

Figure 34-1: New Fence

Figure 34-2: Masonry Fence Design Type

Figure ~~38~~**35**-1: Freeway-Oriented Activity Areas

Figure 57-1: 100-Foot Maximum Structure Height

Figure 71-1: Development Setbacks

Figure 73-1: Parking Space Design Standards

Figure 73-2: Vision Clearance Area

Figure 73-3: Parking Maximum Map

Figure 73-4: Central Design District

Figures 74-2A-G: Street Design Standards

Figure 73-6: Masonry Wall Installation or Replacement

Figure 73-7: Masonry Fence Design

Figure 74-1: Major Arterial Street Design

Figure 74-2: Minor Arterial Street Design

Figure 74-3: Major Collector Street Design

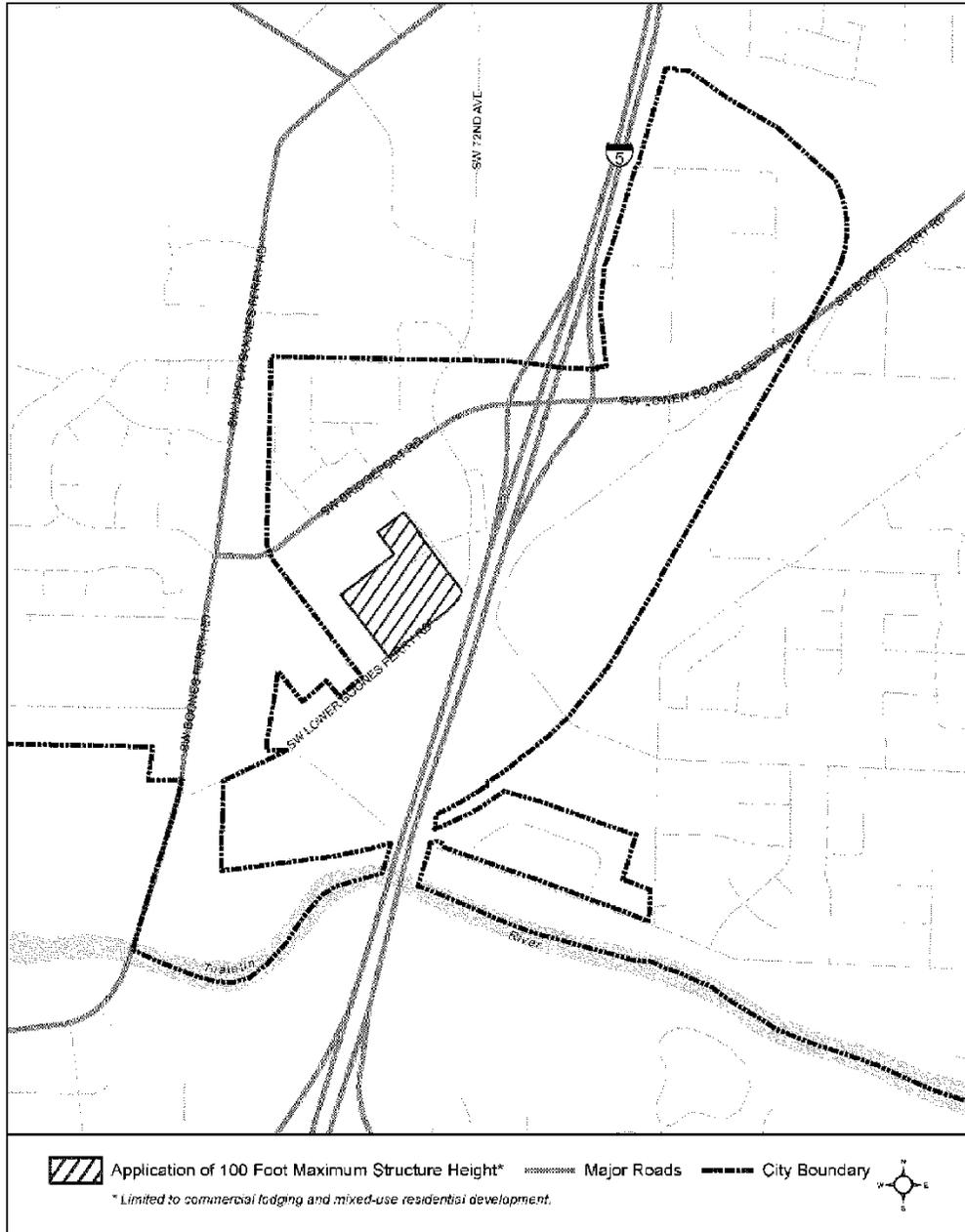
Figure 74-4: Minor Collector Street Design

Figure 74-5: Connector Street Design

Figure 74-6: Local Street Design

Figure 74-7: With Multi-Use Path Street Design

Figure 57-1
100-Foot Maximum Structure Height

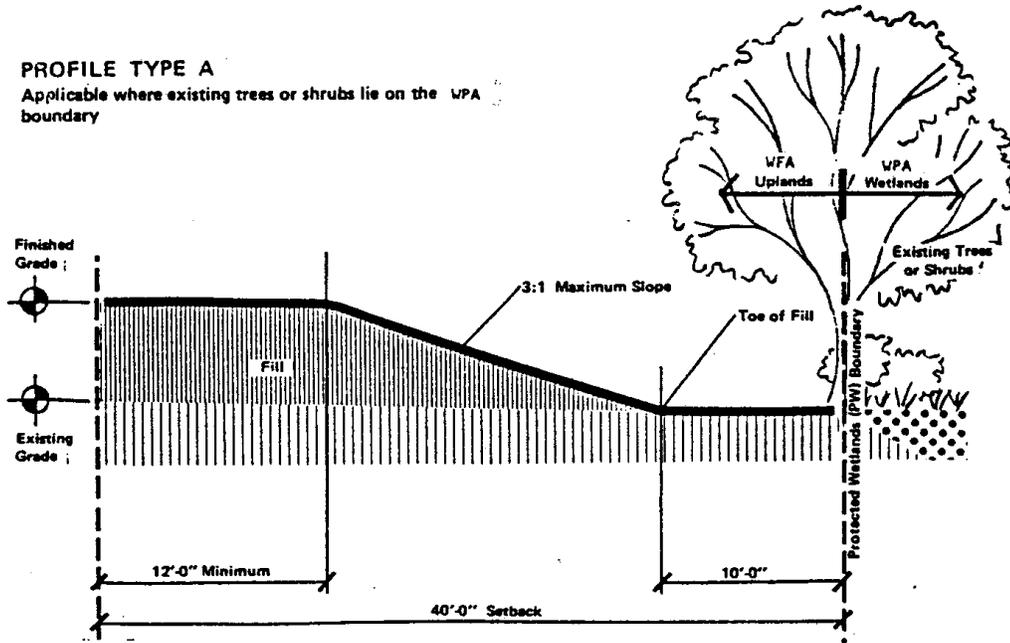


(Ord. No. [1438-20](#), § 14, 6-22-20)

Figure 71-1
Development Setbacks

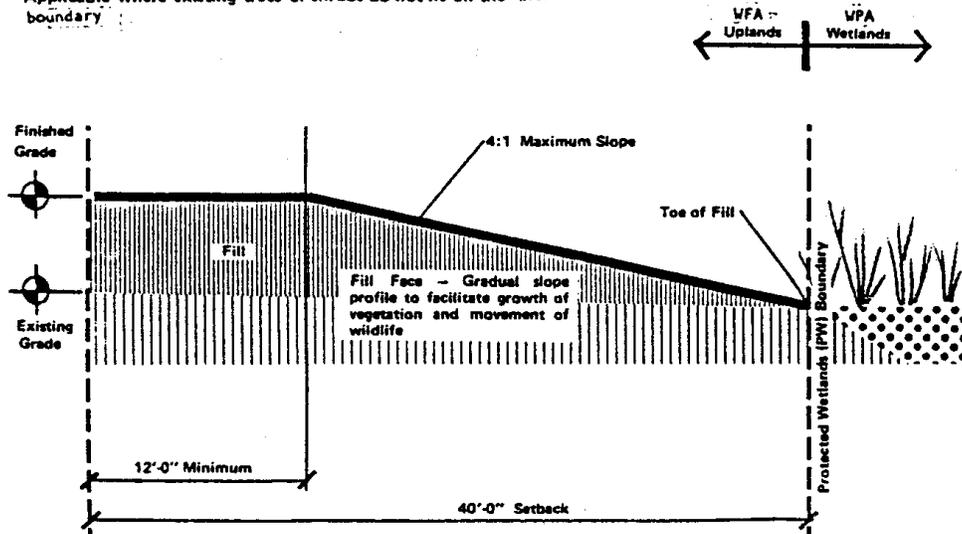
PROFILE TYPE A

Applicable where existing trees or shrubs lie on the WPA boundary

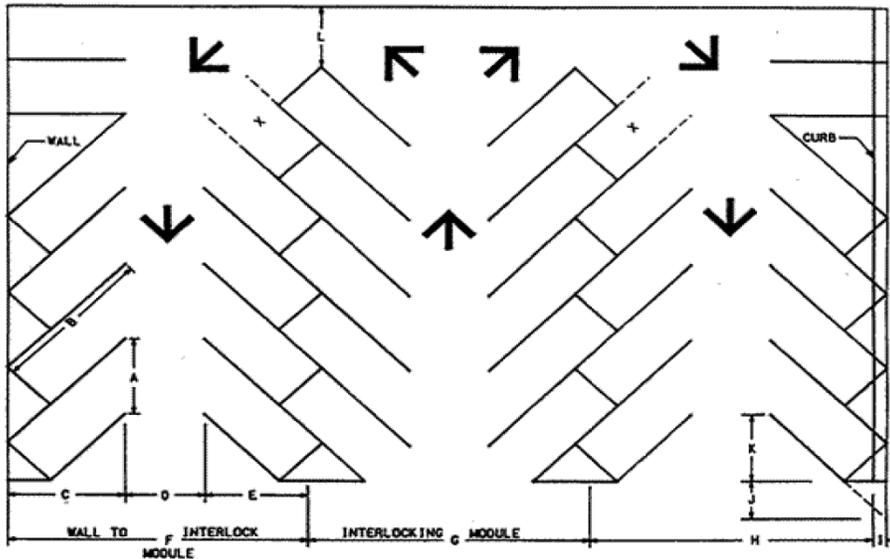


PROFILE TYPE B

Applicable where existing trees or shrubs do not lie on the WPA boundary



Tualatin Development Code - Figure 73-1
 Parking Space Design Standards for 9-Foot Stalls



Dimension	On Diagram	45°	60°	75°	90°
Stall width parallel to aisle	A	12.7	10.4	9.3	9.0
Stall Length of line	B	25.0	22.0	20.0	18.5
Stall depth to wall	C	17.5	19.0	19.5	18.5
Aisle width between stall lines	D	12.0	16.0	21.0	24.0
Stall depth, interlock	E	15.3	17.5	18.8	18.5
Module, wall to interlock	F	44.8	52.5	61.3	63.0
Module, interlocking	G	42.6	51.0	61.0	63.0
Module, interlocking to curb face	H	42.8	50.2	58.8	60.5
Bumper overhang (typical)	I	2.0	2.3	2.5	2.5
Offset	J	6.3	2.7	0.5	0.0
Setback	K	11.0	8.3	5.0	0.0
Cross aisle, one-way	L	12.0	12.0	12.0	12.0
Cross aisle, two way	-	22.0	22.0	22.0	22.0

X = Stall not accessible in some cases.

Parking Dimensions for Subcompact Parking

	45°	60°	75°	90°
Stall Width	7.5	7.5	7.5	7.7
Aisle Width per Stall	10.5	8.7	7.8	7.5
Depth of Stalls at right angle to aisle	16.0	16.7	16.3	15.0
Aisle Width	11.0	14.0	17.4	20.0
Wall-to-Wall module	43.0	47.4	50.0	50.0

Note: These measurements are inadequate for average compacts. Each stall depth should be increased about 1 foot (2 feet total for the module) to accommodate for the usual range of compact sizes.

Figure 73-2: Vision Clearance Area

VISION CLEARANCE AREA

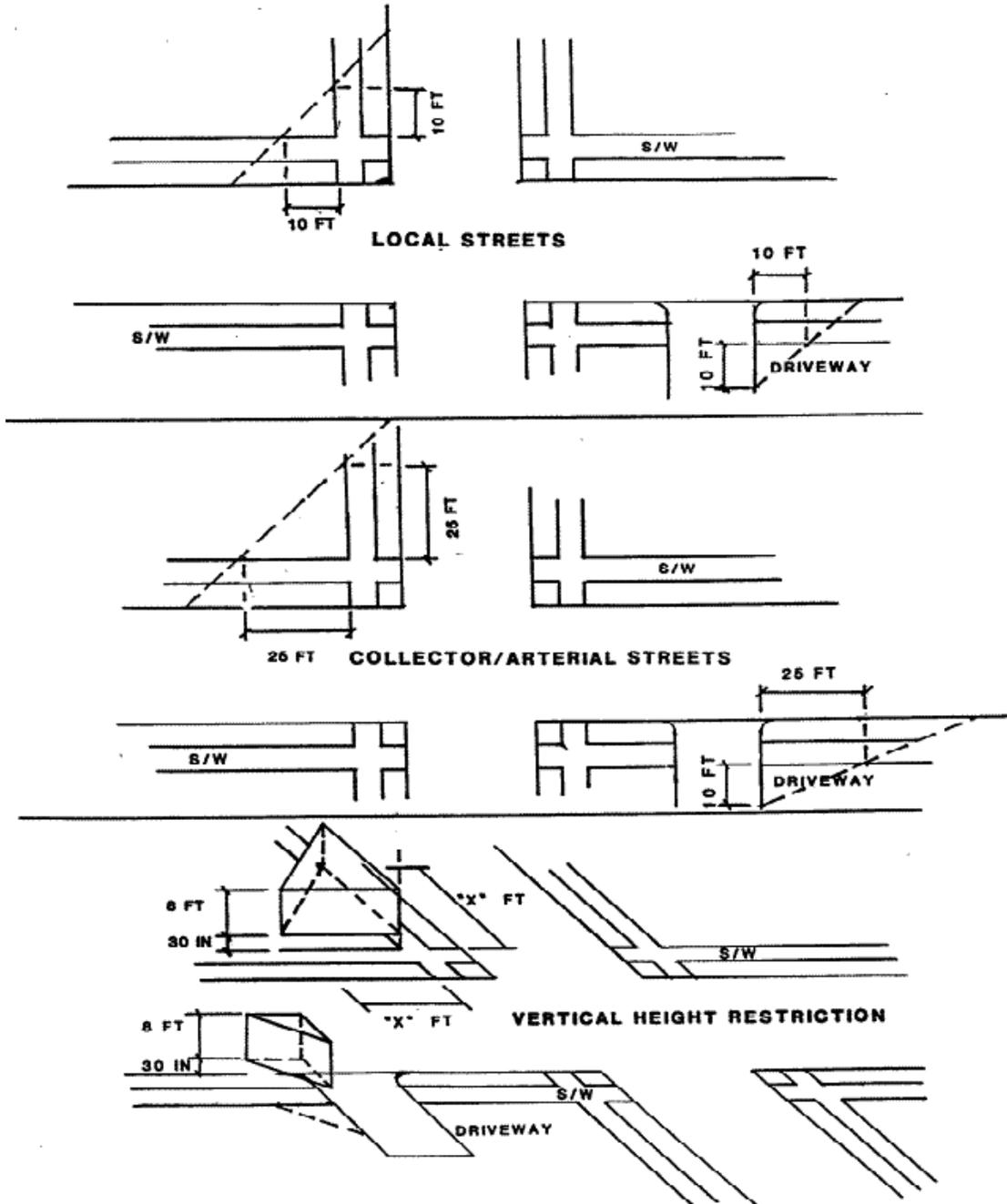


Figure 73-3: Parking Maximum Map

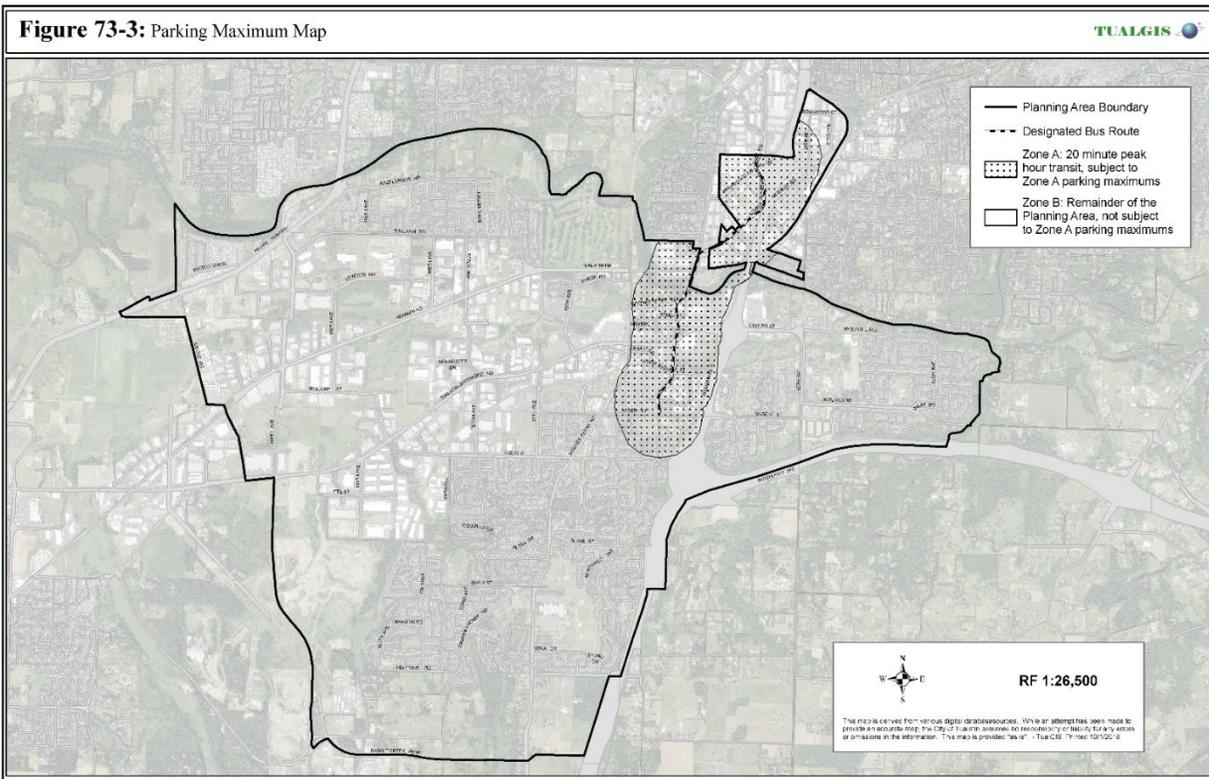
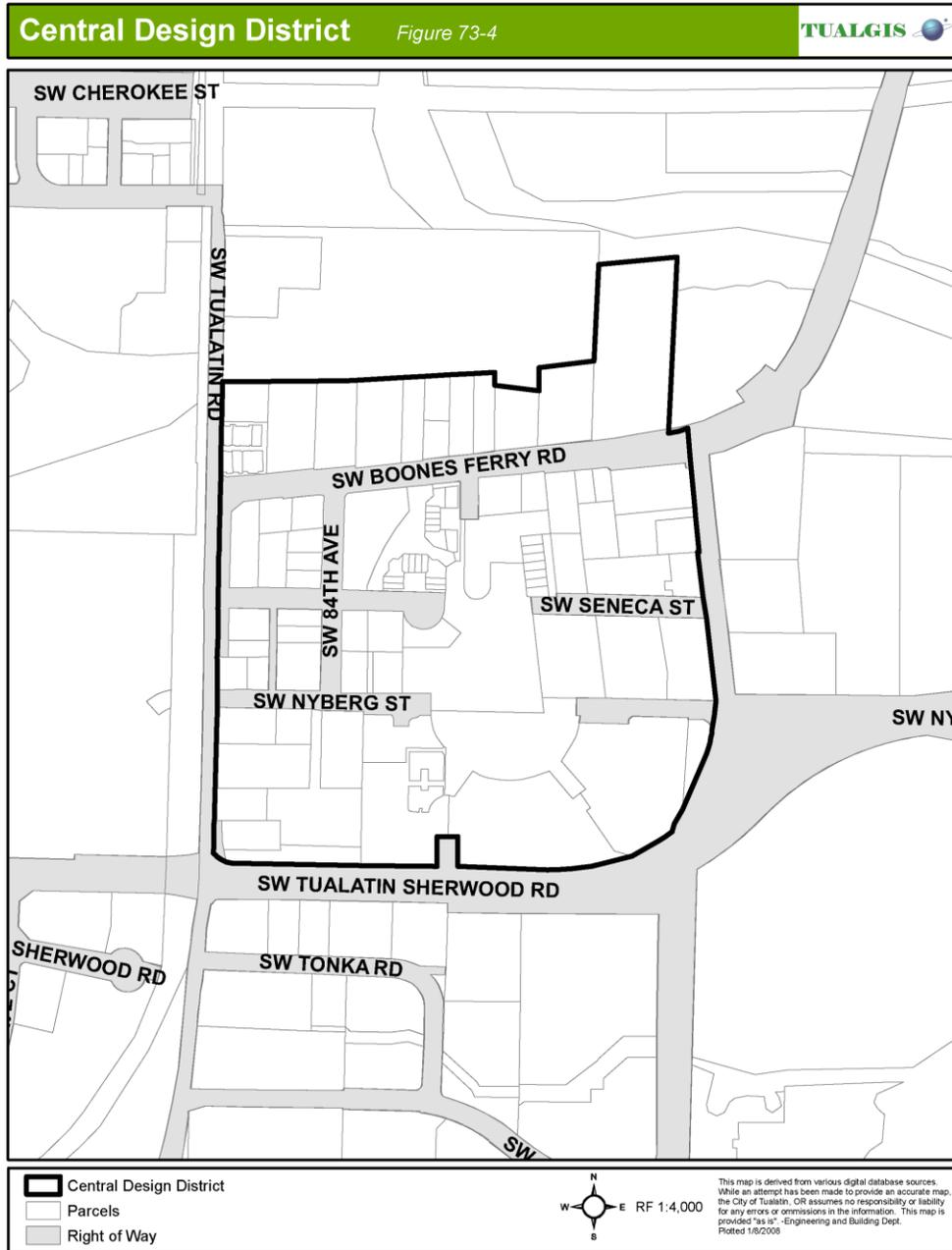
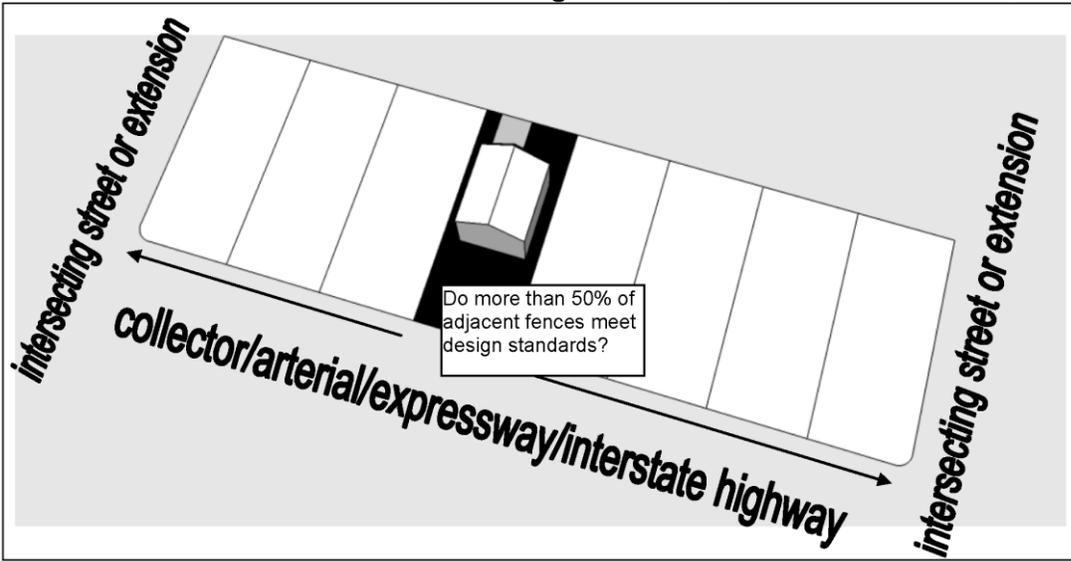


Figure 73-4: Central Design District



Section 34.330 73G.020 (1)(b) & (3) Figure 34-173-6: Masonry Wall Installation or Replacement



Section 34.340-73G.030 (1) Figure 34-273-7 Masonry Fence Design

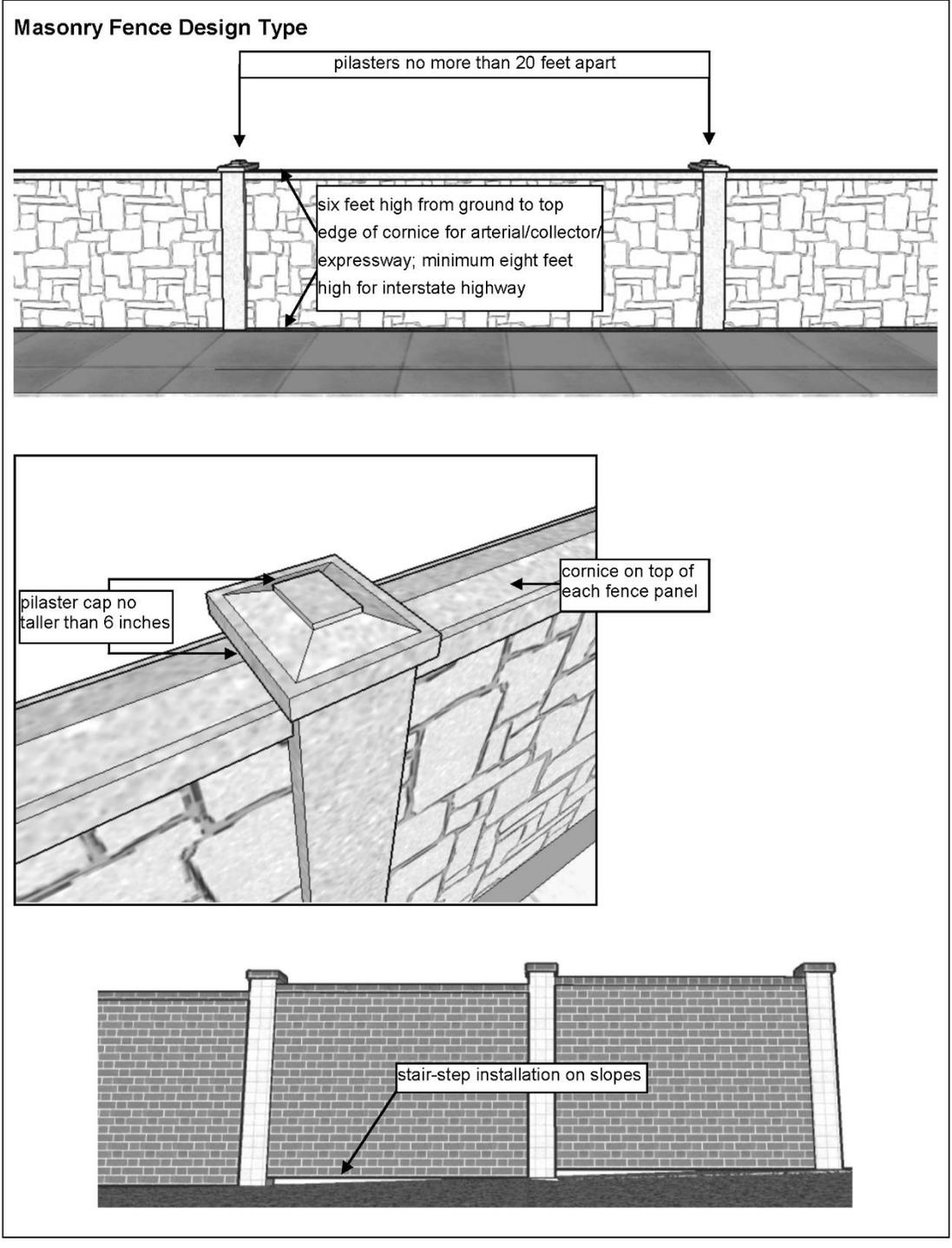
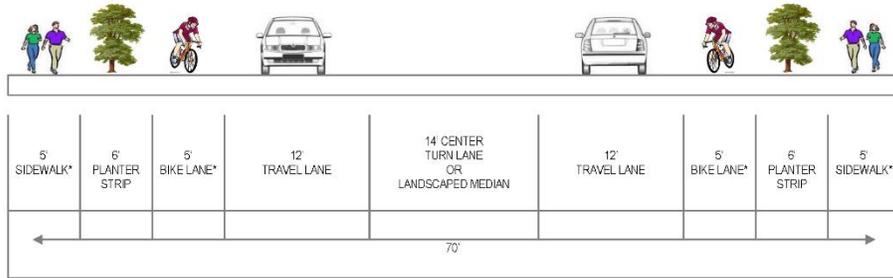


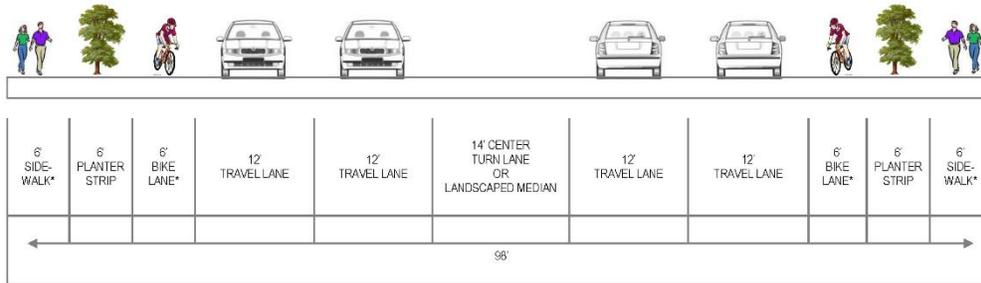
Figure 74-1: Major Arterial Street Design Standards

MAJOR ARTERIAL

Minimum



Preferred

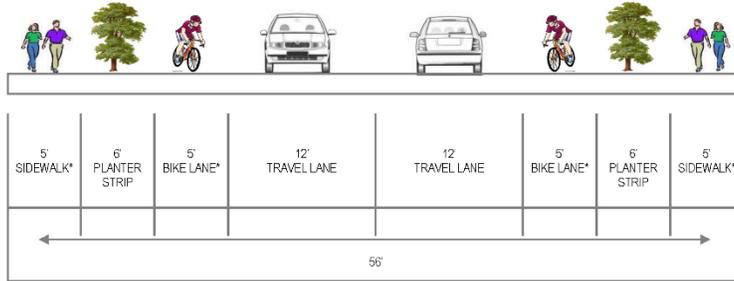


*The City of Tucson may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

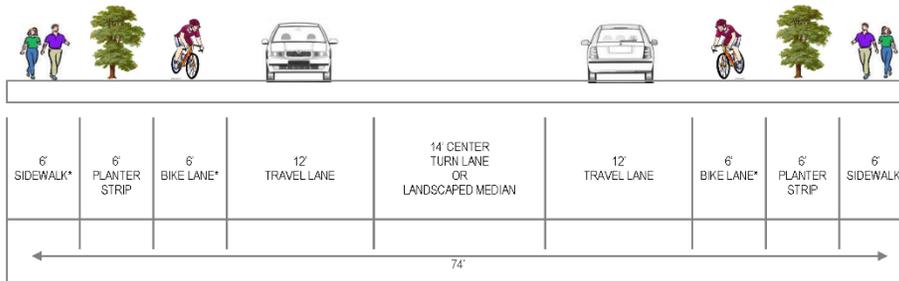
Figure 74-2: Minor Arterial Street Design Standards

MINOR ARTERIAL

Minimum



Preferred

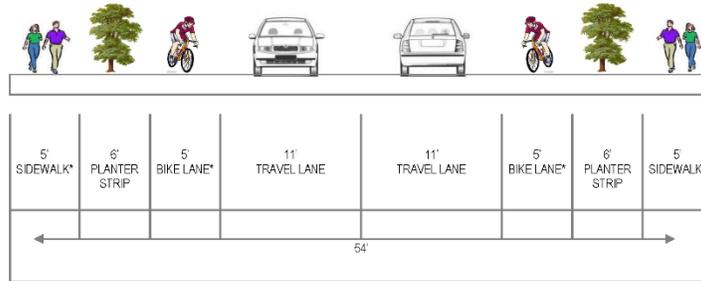


*The City of Tuslatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

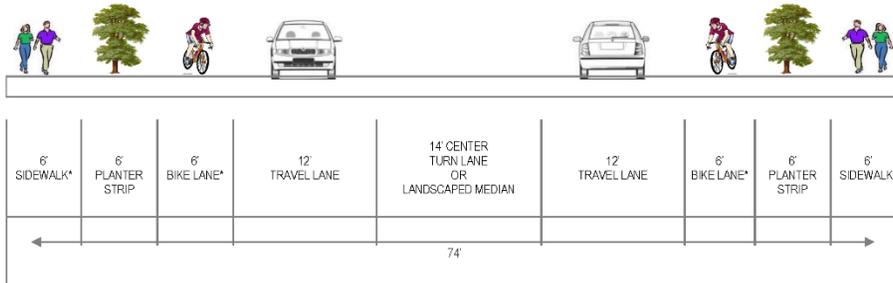
Figure 74-3: Major Collector Street Design Standards

MAJOR COLLECTOR

Minimum



Preferred

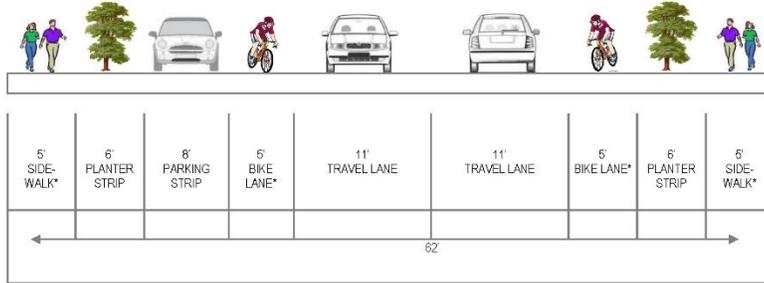


*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

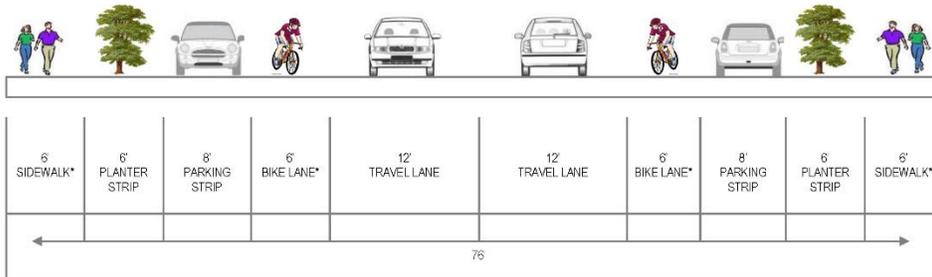
Figure 74-4: Minor Collector Street Design Standards

MINOR COLLECTOR

Minimum



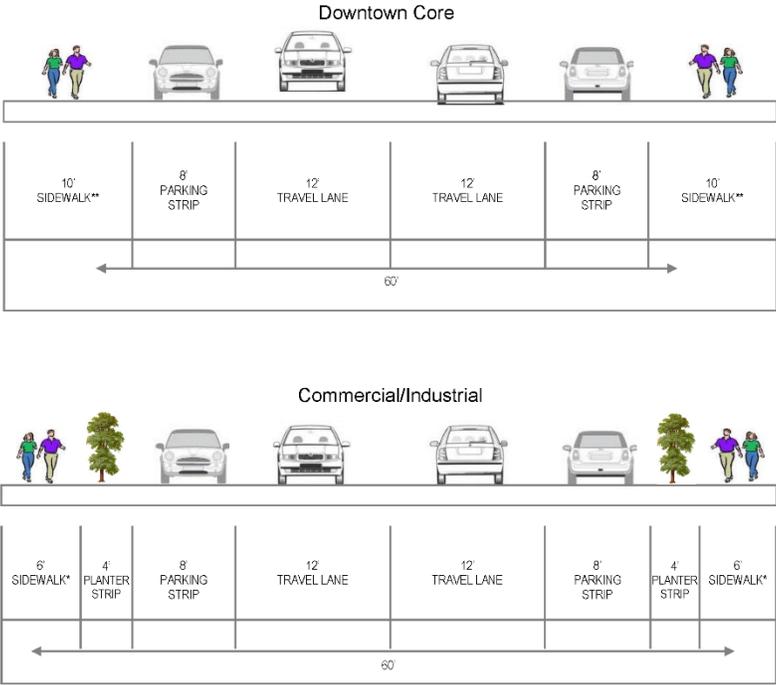
Preferred



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 74-5: Connector Street Design Standards

CONNECTOR



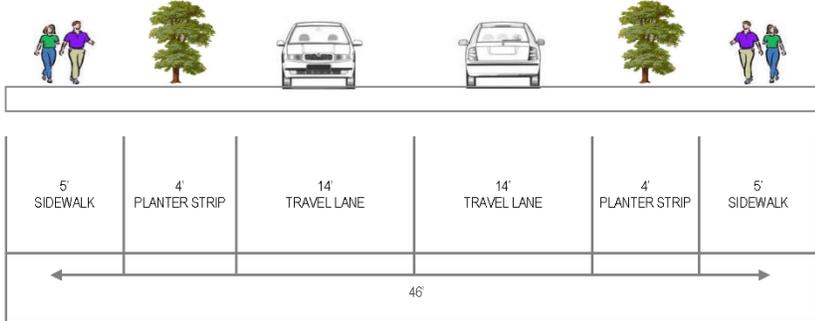
*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

**Sidewalks on the downtown connector roads have 5 x 5 tree grates instead of planter strips.

Figure 74-6: Local Street Design Standards

LOCAL

Minimum



Preferred

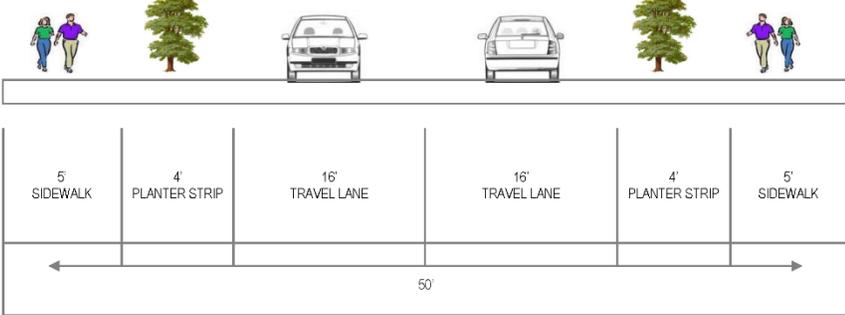
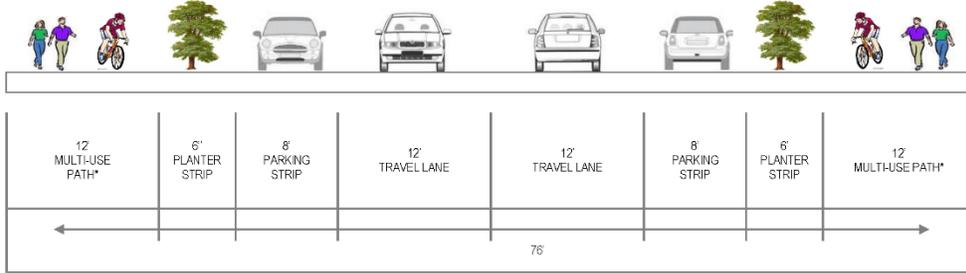


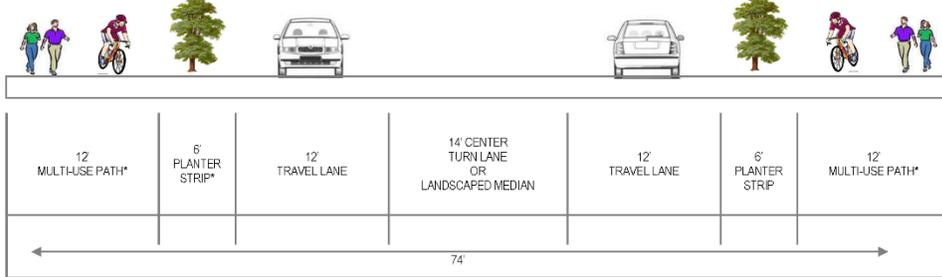
Figure 74-7: With Multi-Use Path Street Design Standards

WITH MULTI-USE PATH

Preferred Collector



Preferred Arterial



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

[...]