



TUALATIN CITY PLANNING COMMISSION MEETING

THURSDAY, NOVEMBER 19, 2020

JUANITA POHL CENTER
8513 SW TUALATIN ROAD
TUALATIN, OR 97062

Bill Beers, Chair
Mona St. Clair, Vice Chair
Daniel Bachhuber Mitch Greene
Alan Aplin Janelle Thompson
Ursula Kuhn

CALL TO ORDER & ROLL CALL

ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION

APPROVAL OF MINUTES

1. Review of draft Planning Commission minutes dated October 15, 2020.

ACTION ITEMS

1. Consideration of a Conditional Use Permit (CUP 20-0001) for a 2,975 square foot Banfield veterinary clinic located within in existing multi-tenant commercial building at 7975 SW Nyberg Street (Tax Lot: 2S124B 02000).
2. The Tualatin Planning Commission is asked to provide a recommendation regarding Plan Text Amendment PTA 20-0004, which would update the Housing Element, reflecting the work of the Tualatin 2040 project, which included a Housing Needs Analysis and Housing Strategies. Other work includes a reorganized and simplified chapter structure and graphic updates based on existing City branding guidelines. If approved by the City Council, this amendment would implement the Tualatin 2040 work, as well as the work done by the Commission over the past several months to review and provide further input and direction.

COMMUNICATION FROM CITY STAFF

FUTURE ACTION ITEMS

ADJOURNMENT



UNOFFICIAL

Tualatin Planning Commission

MINUTES OF October 15, 2020

TPC MEMBERS PRESENT:

William Beers, Chair
Mona St. Clair, Vice Chair
Commissioner Alan Aplin
Commissioner Janelle Thompson
Commissioner Daniel Bachhuber
Commissioner Ursula Kuhn
Commissioner Mitch Greene

STAFF PRESENT

Steve Koper
Tabitha Boschetti
Erin Engman

1. CALL TO ORDER AND ROLL CALL:

Chair Beers called the meeting to order 6:30 PM and reviewed the agenda. Roll call was taken.

2. ANNOUNCEMENTS AND PLANNING COMMISSION COMMUNICATION

None.

3. REVIEW OF MINUTES:

Chair Beers asked for approval of the TPC minutes dated September 17, 2020. MOTION by Commissioner Aplin. SECONDED by Commissioner Thompson to approve the minutes as amended. MOTION PASSED 7-0.

4. ACTION ITEMS

Cannabis Code Update Plan Text Amendment Recommendation (PTA 20-0003)

Chair Beer presented the item noting that the Planning Commission is being asked to make a recommendation to Council on draft amendments to Chapter 80 - Cannabis Regulations of the TDC. The proposed text amendments can be found in the packet.

Erin Engman, Associate Planner, presented the staff report on the draft amendments. Ms. Engman reiterated that the discussion would be regarding updates to Chapter 80 of the TDC. Ms. Engman provided an overview of the presentation which included

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

background, the proposed text amendment, and concluded with a recommendation for the Planning Commission.

The background on this item is that marijuana business were legalized in the State of Oregon in 2014. In 2015, Tualatin adopted regulations that limited cannabis facilities to industrial zones, and imposed buffers that further restricted the cannabis facilities to a small section on the west industrial side of the city.

Ms. Engman noted that the proposed amendments were made based on direction from the City Council, which included verbal community input. Before providing this direction, the City Council directed staff to brief the community and solicit some input on the proposed changes. Staff held a webinar on September 16th to discuss these changes with interested citizens and to answer their questions. Since this time, staff has received a handful of comments, largely against the changes being examined tonight, and in contrast to the verbal input received by Council. Ms. Engman noted that this discrepancy may stem from a perceived stigma of supporting cannabis on the record.

Ms. Engman presented a slide that showed the areas in which cannabis facilities are currently allowed, noting that they are limited to a small portion of western industrial Tualatin – a triangular shaped area north of Tualatin-Sherwood Road. Ms. Engman further explained that some of the changes that Council directed staff to look into were to allow cannabis facilities in some commercial zones. The plan text amendment is looking to expand retail cannabis sales to Office Commercial, Neighborhood Commercial, Recreation Commercial, General Commercial, Mid-Rise Office Commercial, Commercial Medical Center, and Mixed Use Commercial districts.

Ms. Engman noted that the Council also wanted to look at decreasing some of the buffers. The proposed buffers parks, residential zones, schools and libraries are now being examined at 1,000 feet whereas currently they're 3,000 feet. Further, the buffer between cannabis facilities themselves would be decreased from 2,000 feet to 1,000 feet. Lastly, the Council wanted to look at removing limitations on facility size. Currently, they are capped at 3000 square feet. With the proposed amendments, it would allow a bit more opportunity for siting of cannabis facilities and for dispensaries, particularly in the “antler” area in the north part of Tualatin, near Bridgeport Village and on the eastern side of I-5 along our border with Lake Oswego. The location for other uses allowed in the industrial zones around Tualatin-Sherwood Road would expand quite considerably.

Ms. Engman concluded her presentation by stating that based on the direction received by Council, staff is asking the Planning Commission to recommend approval of the proposed amendments. Ms. Engman noted that the Commission may alternatively forward a recommendation of approval with additional changes or recommendation of denial.

Chair Beers asked where or not any neighboring jurisdictions have restrictions that would impact a mirror of potential cannabis business in Tualatin.

Ms. Engman replied that staff had not conducted a comparative analysis at this time and offered to provide additional research.

Chair Beers suggested that we probably need that, or the Council will so as to get a full picture.

Steve Koper, Assistant Community Development Director, asked Chair Beers to clarify or expand on that question a little more, so that staff can understand what information is being sought.

Chair Beers responded that looking on the north area of Tualatin, do any neighboring jurisdictions have any rules right now about buffer zones for cannabis facilities that would be beyond their own borders? Chair Beers and the planning staff discussed whether or not other jurisdictions can regulate the location of cannabis businesses and came to the tentative conclusion that other jurisdictions cannot regulate land uses outside of their own borders.

Commissioner Aplin asked whether the proposed amendments would apply in Basalt Creek where there are properties that are outside of the City but could potentially be annexed.

Mr. Koper responded the red buffers that are shown that end up landing outside of city limits are just for illustrative purposes and don't have any regulatory effects beyond our city. As to Basalt Creek, there is a small area in the Business Park zoning that isn't currently buffered and could potentially allow facilities, once the property is annexed to the City.

Commissioner Thompson asked about the public comments and why was this topic brought up by the Council given that the public comments and input that were shared with the Planning Commission were mostly against the proposed changes.

Ms. Engman responded that her understanding is that the City Council had been approached by various people representing dispensaries, and possibly citizens who were in support.

Mr. Koper added that Council directed staff to relook at this topic, and they appear to be in favor of it. In the most recent work session with the Council, several Councilors indicated that they've had discussions with people that haven't necessarily resulted in testimony. Overall they believe that there is support in the community for the reduction of the buffers. Mr. Koper added that Commissioner Thompson's observation that there is not facial support for the amendments is accurate.

Commissioner Green noted that he had attended a City Council in January or February in which a lobbyist had requested that the City Council to reduce the limits. Commissioner Green believed that the lobbyist may have they threatened lawsuits, or implied lawsuits if the regulations did not change and expressed concern that this may have been driving the proposed changes.

Mr. Koper stated that he could not guess or speculate on exactly what is driving the changes, but that may have been raised as a possibility – if a city's restrictions are so limited, that they effectively don't allow the use then there is the potential opening for a lawsuit. That would ultimately be a question for the City Attorney to advise the Council on of whether or not they think that would materialize. What we've heard, is that there are several members of the Council that appear to support reducing the buffers for other reasons not related to that potential.

Commissioner Thompson stated that she had done some of her own research and that it appears that Lake Oswego and Wilsonville have both banned cannabis and thus they don't have any regulations. Commissioner Thompson expressed hesitation to recommend changes based on concerns around a potential lawsuit when there is no evidence that there was a potential for one.

Commissioner Bachhuber asked whether the current code is in compliance with state law.

Mr. Koper responded that the only regulation that was not current in compliance is the separation buffer between facilities. Tualatin's current code requires 2,000 feet, so facilities can't be closer than 2,000 feet from each other, whereas state law imposes a maximum of 1,000. So Tualatin's buffer can't be any great than 1,000 feet. The proposed amendments include an amendment that would bring our code into compliance.

Commissioner Green asked to clarify that the state regulations set minimum guidelines, but the local municipalities are, are allowed to increase it.

Mr. Koper responded that with the exception of the maximum distance between facilities, that is true, and that the state has a minimum distance of 1,000 feet from schools, but everything else is essentially open for individual jurisdictions to regulate as they see fit.

Commissioner Aplin asked for clarification on the term facility and whether that means both dispensary and the growing and that there's no distinction between what a facility is.

Ms. Engman referenced the Development Code's definition which state that a cannabis

facility means that commercial or public use or structure where cannabis is produced, processed, wholesaled, retailed, distributed, transferred, sold or consumed and registered with the Oregon Health Authority or the Oregon Liquor Control Commission. Ms. Engman noted that the way the code is written, the industrialized processing would be limited to the industrial zones, and then retail sales would be open to the commercial zones and industrial zones.

Chair Beers asked staff for an example of a current location of Neighborhood Commercial zoning.

Ms. Engman indicated that we have land designated as such in the Basalt Creek area but that the zone is a placeholder.

Mr. Koper clarified that the part of the Basalt Creek area that is zoned Neighborhood Commercial is adjacent to the Horizon School and would not allow cannabis businesses due to the 1,000 foot buffer from residential areas and schools.

Commissioner Aplin noted that he appreciated Chair Beers' inclusion of the 2015 Planning Commission minutes. He noted that the previous Council had determined that the existing locational restrictions would still allow for one or more cannabis businesses to be sited. Commissioner Aplin shared his perspective that it would be best for cannabis businesses to be sited in the industrial area rather than towards the entrance of the City near the Bridgeport Village area.

Commissioner Thompson concurred with Commissioner Aplin that locating businesses along I-5 in the north area of the City were not appropriate.

Vice Chair St. Clair asked why the City's didn't simply ban cannabis businesses in the first place in 2015.

Commissioner Aplin and Thompson indicated their belief that the previous Council had intentionally excluded it to a small area rather than banning outright. Chair Beers further noted that a poll commissioned at the time had indicated about 60 percent support for siting dispensaries in Tualatin.

Commissioner Thompson asked to have staff show the public comments.

Ms. Engman noted that there were approximately eight pages of commentary. Mr. Koper added that there were a few comments that were submitted after the Planning Commission packet.

Commissioner Bachhuber asked how many total cannabis facilities could be sited in Tualatin.

Ms. Engman noted that a market study had not been done to determine how many additional facilities beyond the approximately three that are assumed to be possible within the existing zoned areas. She suggested that perhaps two to three could be added to the north commercial area. Mr. Koper concurred.

Commissioner Aplin suggested that the Commission forward a recommendation that the amendments include a modification that the north area of the City be removed from consideration as a potential area in which cannabis businesses could be cited and that they only be allowed in the industrial area.

Vice Chair St. Clair concurred.

Mr. Koper stated that the Commission could make a recommendation of approval with the commercial area removed.

Commissioner Thompson expressed her concern about businesses being sited near Hazelbrook Middle School.

Commissioner Kuhn asked to see the existing versus proposed changes. She asked for clarification as to how the commercial zones were added in.

Mr. Koper noted that the changes in the ordinance were based on Council direction and did not include staff initiated changes. Mr. Koper also mentioned that there are some industrial areas in the north part of the City in which cannabis facilities could be allowed if only commercial zones were excluded.

Commissioner Thompson wanted further information about where the buffers would be applied in the north area of the City.

Mr. Koper noted that the Council is expecting the Planning Commission's recommendation on November 9, 2020, and that is the direction from Council. Thus, the Commission would need to make a recommendation at this meeting and there would not be more time to return to the Commission with more information.

Commissioner Thompson expressed hesitation in making a change without evidence of support for making that change.

Commissioner Green concurred.

Vice Chair St. Clair stated that at a minimum, the maximum separation distance would need to be changed.

Mr. Koper noted that this provision would simply not be enforced and there is not necessarily a need to change the code at this time solely based on this part of the code.

Chair Beers noted that some of the testimony was hard to evaluate due to not being able to know whether or not the commentary was provided by people who live in Tualatin or were anonymous. Chair Beers would like comments that are vetted.

Commissioner Thompson MOTION to reject based on not enough evidence to support the changes.

Commission Kuhn noted that the City Council asked for changes but the input is unclear. However, it is not clear what the detriment of supporting the Council's proposed regulations would be.

Chair Beers concurred and noted that the changes were mainly bringing the buffers to meet the state law minimums. It makes sense to strip out Neighborhood Commercial due to the nature of its location, for clarity sake.

Commissioner Bachhuber expressed support for the proposal – including Chair Beers' suggestion of removing Neighborhood Commercial zoning – and that cannabis should be regulated equally with tobacco and alcohol use, particularly owing to the fact that cannabis has potential medical uses.

Commissioner Thompson reiterated her MOTION to reject based on a lack of evidence.

Commissioner Green SECONDED.

3 in favor (Thompson, Green, Aplin) 4 opposed (Beers, St. Clair, Kuhn, Bachhuber).
Motion FAILS 3-4.

Commissioner Aplin suggests a MOTION that no cannabis uses would be allowed in the north area of the City and only allowed in the western industrial area, as a compromise.

Vice Chair St. Clair SECONDED.

Commissioner Kuhn expressed concern primarily around cannabis uses being located away from the freeway.

Mr. Koper stated that the options were to remove all commercial areas or that there could be uses allowed in industrial areas and a buffer of a certain distance from I-5 that prohibits the use in the north area of the City. It would be up to staff to craft a provision assuming that the Council also concurred.

5 in favor (Aplin, Green, Beers, Bachhuber, St. Clair). 2 Opposed (Kuhn, Thompson).
Motion PASSES 5-2.

Commissioner Bachhuber offered additional comments, noting that he was generally against stigmatizing uses by hiding them away in the industrial area, similar to what he believes was done with food trucks. He is curious to know whether there were seniors and others who were not on public record due to cannabis being stigmatized and were there other sources of information and whether or not there are legitimate concerns around lack of transportation access to the industrial areas.

Vice Chair St. Clair noted the existence of the Tualatin shuttle.

Mr. Koper offered that the Council's proposal had provided access to cannabis facilities by allowing siting in the Bridgeport area. Mr. Koper reiterated that the Council had stated on record that they had heard support although it was in some cases private conversations.

Commissioner Green expressed concern that the Council's proposal was being forwarded in response to pressure from the cannabis industry rather than from its own citizens.

Commissioner Thompson felt nervous about making changes without evidence in the record, and not being reactionary, and being mindful. More input and information is needed.

Chair Beer asked that Commissioner Aplin reopen the original MOTION to amend it such that it excluded all commercial zones and the north area of the City.

Mr. Koper noted that the Planning Commission's recommendation would be presented to the City Council on November 9, 2020.

5. COMMUNICATION FROM CITY STAFF

This is third and final of three sessions at which the Tualatin Planning Commission is being asked to give feedback on draft updates to the Comprehensive Plan, centered on an update to housing and residential growth policies of the Plan, and based on the 2019 Housing Needs Analysis and Housing Strategies. The updates to the Plan also include application of the City's current branding standards and reorganization of its chapters and text.

Tabitha Boschetti, Assistant Planner, presented an overview of the topics for discussion this evening regarding the Housing Element update and noted that staff would return with a formal Plan Text Amendment at the November Planning Commission meeting, and that the Planning Commission recommendation would then presented to Council in December.

The topics for discussion include goals and policies, and remaining Comprehensive Plan

questions. Ms. Boschetti also highlighted additional changes to the housing chapter, including the addition of policy statements around missing middle housing, and also incorporating changes around the 20 year housing supply, and keeping the goals fresh and up to date.

Ms. Boschetti asked for feedback from the Commission.

Commissioner Thompson expressed that she liked the language from Policy 4.3.6 which included having trees to mitigate the impact of industrial uses from residential uses.

Ms. Boschetti stated the entirety of the text of Policy 4.3.6 and that it was largely reiterating text that was found in the Development Code.

Commissioner Thompson wanted to make sure that this was included, or covered in another area.

Mr. Koper noted that Chapter 2 Community Design included a part that was in response to previous Commission Thompson that promote and protect the establishment of trees during the development process. A policy like this can be built on through future Development Code updates and be used to have both protection for residential development and also potentially impacting tree removal in general in the future. Mr. Koper asked to clarify whether there should be a similar statement to 4.3.6 to Chapter 5.

Commissioner Thompson reiterated that she liked the specific language in Policy 4.3.6 and that was the basis for her comments.

Mr. Koper noted that the development processes for residential development and commercial and industrial development are different, but that staff would ensure that the sentiment expressed by Commissioner Thompson was adequately addressed in the Plan.

Commissioner Bachhuber asked whether or not there could be a specific chapter for trees.

Ms. Boschetti stated that she was aware of examples, such as having trees and tree removal addressed as part of environment regulations.

Mr. Koper noted there were reasons to consider tree retention as separate from environmental protection due to the fact that tree retention can include removal and replanting as a design element even though there is also an element.

Ms. Boschetti concluded that some of the comments could feed into future code updates. Mr. Koper concurred and noted that there is potentially an opportunity to

address other topics from the Tualatin 2040 policy priorities, to look at a greater more overall Comprehensive Plan update.

Ms. Boschetti asked if there were additional questions.

Vice Chair St. Clair asked about Chapter 9. Policy 9.2.3 – when would the City of Tualatin extend sewer service into another City.

Ms. Boschetti explained that through access to Tualatin sewer service acted as a carrot to encourage annexation to those who might want to take advantage of city services, because generally annexation is required before that access is provided.

Chair Beers opined that the reverse was being considered – Wilsonville was potentially going to provide sewer to Tualatin at some point in the planning process though it ultimately did not.

Mr. Koper offered that there are instances in which sewer might be provided to another city through a contract. We would probably not want to eliminate this provision either way since it provides an option.

Ms. Boschetti concluded her presentation and noted that there would be opportunity for any final comments in November.

6. FUTURE ACTION ITEMS

Mr. Koper provided the Commission with an update on the Plan Text Amendment for single-family homes in the Basalt Creek area that the Planning Commission had provided a recommendation on in September. The final amendment was approved by Council at their last meeting, after three meetings, and requires the developer to provide at least 20 percent of attached single family units in a development and in exchange up to 80 percent of units in a development could be detached single family. A Conditional Use Permit for a small lot subdivision would still be required. In addition, 5 percent of the gross site area of a development would need to be dedicated to either tree preservation and/or open space. Mr. Koper noted that the clearer language being developed through the current Comp Plan amendments could have made support of this provision easier. Lastly, the applicant was able to have the desired reduction from 4,500 square feet to 3,000 square feet for minimum lot sizes.

Commissioner Aplin asked whether these requirements would apply to both potential large developments in the specific area of Basalt Creek.

Mr. Koper said that it would apply to both.

Chair Beers asked whether or not the minimum lot sizes were fixed in the code or

determined through the Conditional Use Permit process.

Mr. Koper replied that the standards were fixed in the code but noted that the Commission would have opportunity to review the appropriateness of tree removal or the extent of open space and recreational area provided. The Commission would also look at other community concerns.

Mr. Koper mentioned two future items that would be under consideration in November:

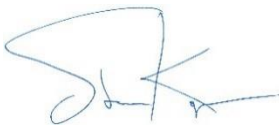
- A decision on a Conditional Use Permit for the Banfield Vet clinic located in the former Avanti restaurant space in the commercial building directly south of the City Offices.
- A recommendation on the Plan Text Amendment implementing the Housing Element and other Comp Plan updates that have been reviewed and commented on by the Commission over the past few months.

Mr. Koper also mentioned that in December, initial work on a Housing Production Strategy which would look at code and financial support for missing middle housing, which is from the recently passed House Bill 2003, a companion to House Bill 2001, requiring cities to make code changes to accommodate missing middle housing in single family residential areas.

Mr. Koper lastly mentioned a conversation with a colleague in Sherwood regarding their ongoing Comprehensive Plan update, which includes updates to the entirety of the Plan. Sherwood's work is part of a larger project that included visioning and was done by a consultant. In Tualatin, visioning was done most recently in 2014, and then further refined in 2019 through the Policy Priorities that were completed as part of the Tualatin 2040 project. Staff's recommendation would be to plan to first conclude the upcoming Development Code update work required by House Bill 2001 and companion House Bill 2003 work, and then determine what the next steps for a Comp Plan update would be at that point based on budget availability for consultant support and the overall priorities of the Planning Commission and Council in the future.

7. ADJOURNMENT

MOTION by Commissioner Thompson, to adjourn at 7:53 p.m.



Steve Koper, Assistant Community Development Director



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Tualatin Planning Commissioners
THROUGH: Steve Koper, Planning Manager
FROM: Erin Engman, Associate Planner
DATE: November 19, 2020

SUBJECT:

Consideration of a Conditional Use Permit (CUP 20-0001) for a 2,975 square foot Banfield veterinary clinic located within in existing multi-tenant commercial building at 7975 SW Nyberg Street (Tax Lot: 2S124B 02000).

RECOMMENDATION:

Based on the application materials and the analysis and findings presented (Attachment A), staff recommends approval of a Conditional Use Permit 20-0001 with the following conditions of approval:

CUP-1 Veterinary treatment must be limited to small animals.

CUP-2 Outdoor pet amenities, such as dog runs or storage yards are prohibited.

CUP-3 Pet daycare and boarding are prohibited.

CUP-4 Animal waste in public areas adjacent to the veterinary use are subject to Tualatin Municipal Code Chapter 6-04.

CUP-5 Hours of operation are limited to 6:00 a.m. to 10:00 p.m., Monday through Sunday.

CUP-6 Modification or expansion of the veterinary use may require an additional Conditional Use Permit application review.

EXECUTIVE SUMMARY:

- The subject proposal is a Type-III land use application.
- This hearing is quasi-judicial in nature.
- The proposed use is located within a 2,975 square foot tenant space within a multi-tenant commercial building, located on a 1.21 acre lot that is a portion of a larger 31.91 acre shopping center. The property is located east of downtown Tualatin, north of SW Nyberg Road, and south of the City Offices. The primary public access is taken from SW Nyberg Road with secondary access from SW Martinazzi Avenue.
- The applicant, Scott Edwards Architecture, on behalf of Centercal Properties, requests approval of an approximately 2,975 square foot veterinary clinic in the southwest retail building of Nyberg Rivers shopping center. The property is zoned Central Commercial, which permits veterinary clinics as a conditional use.
- No exterior building, site improvements, or public facility improvements are required as part of the Conditional Use Permit review or tenant needs. There will be no Architectural Review following this

decision.

OUTCOMES OF DECISION:

Approval of the subject Conditional Use Permit (CUP 20-0001) will facilitate the necessary tenant improvements to support the Banfield Veterinary Clinic use.

ALTERNATIVES TO RECOMMENDATION:

The Planning Commission may alternatively:

- Approve CUP 20-0001 with further amendments or conditions;
 - Deny CUP 20-0001; or
 - Continue the hearing to a later date.
-

ATTACHMENTS:

1: Analysis and Findings for CUP 20-0001

A: Applicant's Narrative

B: Plan Set

C: Supporting Documents

D: Memorandum from Clean Water Services

E: Memorandum from Engineering Department

2: Final Order

3: Presentation

ANALYSIS AND FINDINGS

BANFIELD VETERINARY CLINIC

November 19, 2020

Case #:	CUP 20-0001
Project:	Banfield Veterinary Clinic
Location:	7975 SW Nyberg St; Tax ID: 2S124B Lot: 02000
Applicant:	Jeff Hammond, Scott Edwards Architecture
Owner’s Representative:	Centercal Properties

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Arrangements can be made to provide these materials in alternative formats such as large type or audio recording. Please contact the Planning Division at 503.691.3026 and allow as much lead time as possible.

I. INTRODUCTION

A. Applicable Criteria

The following Chapters of the Tualatin Development Code (TDC) are applicable to the subject proposal:

- TDC 32: Procedures
- TDC 33.040: Conditional Use Permit
- TDC 53: Central Commercial
- TDC 74: Public Improvement Requirements

B. Conditional Use Permit Description

The applicant, Scott Edwards Architecture, on behalf of Centercal Properties, requests approval of an a Conditional Use Permit (CUP 20-0001) for an approximately 2,975 square foot veterinary located within in existing multi-tenant commercial building at 7975 SW Nyberg Street (Tax Lot: 2S124B 02000), in the Nyberg Rivers shopping center. The property is zoned Central Commercial, which permits veterinary clinics as a conditional use.

No traffic study was required as part of this Conditional Use Permit review, as a preliminary trip analysis using ITE 10th Edition found that veterinary clinic trips are typically less intensive than common shopping center trips. The PM Peak Hour Trip demonstrates that veterinary clinics typically generate 3.53 trips per 1,000 square feet, while shopping centers and restaurants generate 3.81 and 7.8 trips respectively.

No exterior building, site improvements, or public facility improvements are required as part of the conditional use permit review or tenant needs. As a result, there will be no Architectural Review following this decision.

C. Previous Land Use Actions

- AR 13-07 – Nyberg Rivers
- AR 06-02 – Building Renovation

D. Site Description and Surrounding Uses

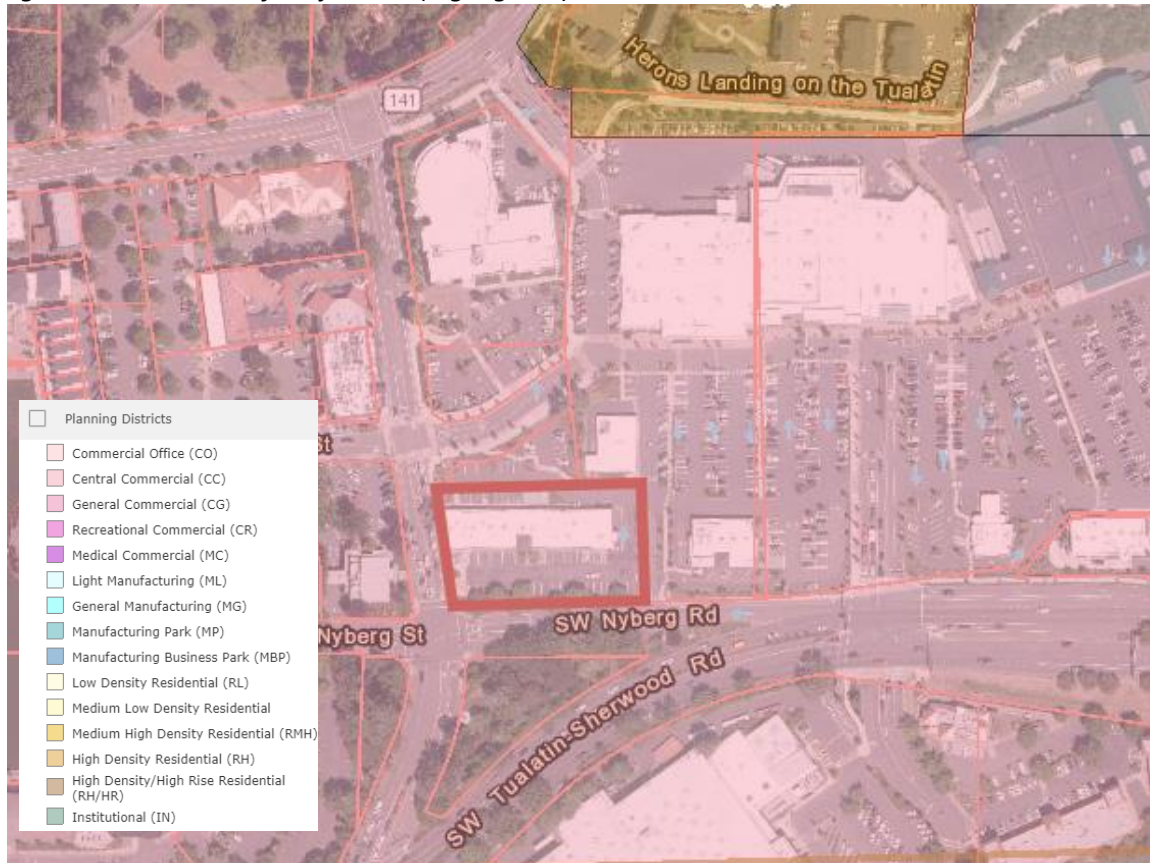
The proposed use would be located within a 2,975 square foot tenant space within a multi-tenant commercial building on a 1.21 acre lot that is a portion of a the greater 31.91 acre Nyberg Rivers shopping center, which is zoned Central Commercial (CC). The property is located east of downtown Tualatin, north of SW Nyberg Road, and south of the City Offices. The primary public access is taken from SW Nyberg Road with secondary access from SW Martinazzi Avenue.

Surrounding uses indicate commercial areas that include:

- North: Central Commercial (CC)
- City Offices
 - Nyberg Rivers shopping center
- South: Central Commercial (CC)
- SW SW Nyberg Road
 - Fred Meyer grocery store

- West: Central Commercial (CC)
- SW Martinazzi Avenue
 - Wells Fargo bank
- East: Central Commercial (CC)
- Nyberg Rivers shopping center
 - Interstate-5

Figure 1: Aerial view of subject site (highlighted)



E. Exhibit List

- A: Applicant's Narrative
- B: Plan Set
- C: Supporting Documents
- D: Memorandum from Clean Water Services
- E: Memorandum from Engineering Department

II. FINDINGS

The Planning Division findings reference the TDC, unless otherwise noted.

Chapter 32: Procedures

Section 32.010 – Purpose and Applicability.

[...]

(2) Applicability of Review Procedures. All land use and development permit applications and decisions, will be made by using the procedures contained in this Chapter. The procedure “type” assigned to each application governs the decision-making process for that permit or application. There are five types of permit/application procedures as described in subsections (a) through (e) below.

Table 32-1 lists the City’s land use and development applications and corresponding review procedure(s).

[...]

(c) Type III Procedure (Quasi-Judicial Review – Public Hearing). Type III procedure is used when the standards and criteria require discretion, interpretation, or policy or legal judgment. Quasi-Judicial decisions involve discretion but implement established policy. Type III decisions are made by the Planning Commission or Architectural Review Board and require public notice and a public hearing, with an opportunity for appeal to the City Council.

[...]

(3) Determination of Review Type. Unless specified in Table 32-1, the City Manager will determine whether a permit or application is processed as Type I, II, III, IV-A or IV-B based on the descriptions above. Questions regarding the appropriate procedure will be resolved in favor of the review type providing the widest notice and opportunity to participate. An applicant may choose to elevate a Type I or II application to a higher numbered review type, provided the applicant pays the appropriate fee for the selected review type.

Table 32-1 – Applications Types and Review Procedures

Application / Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/Developer Mtg Required	Applicable Code Chapter
[...]						
Conditional Use Permit	III	PC	CC	Yes	Yes	TDC 33.040
[...]						
* City Council (CC); Planning Commission (PC); Architectural Review Board (ARB); City Manager or designee (CM); Land Use Board of Appeals (LUBA).						

Finding:

The proposed use, a veterinary clinic, is identified as a Conditional Use in Chapter 53. The Conditional Use Permit application is classified as Type III procedure according to Table 32-1. The application has been processed according to the applicable code for Type III procedures. This standard is met.

[...]

Section 32.030 – Time to Process Applications.

(1) Time Limit - 120-day Rule. The City must take final action on all Type II, Type III, and Type IV-A land use applications, as provided by ORS 227.178, including resolution of all local appeals, within 120 days after the application has been deemed complete under TDC 32.160, unless the applicant provides

written request or consent to an extension in compliance with ORS 227.178. (Note: The 120-day rule does not apply to Type IV-B (Legislative Land Use) decisions.)
[...]

Finding:

The application was deemed complete on October 1, 2019. The 120th day will be January 29, 2021. The hearing for CUP 20-0001 is scheduled November 19, 2020. The final action will take place within the 120 days unless the applicant requests an extension in compliance with ORS 227.178. This standard is met.

Section 32.110 – Pre-Application Conference.

(1) Purpose of Pre-Application Conferences. Pre-application conferences are intended to familiarize applicants with the requirements of the TDC; to provide applicants with an opportunity discuss proposed projects in detail with City staff; and to identify approval criteria, standards, and procedures prior to filing a land use application. The pre-application conference is intended to be a tool to assist applicants in navigating the land use process, but is not intended to be an exhaustive review that identifies or resolves all potential issues, and does not bind or preclude the City from enforcing any applicable regulations or from applying regulations in a manner differently than may have been indicated at the time of the pre-application conference.

(2) When Mandatory. Pre-application conferences are mandatory for all land use actions identified as requiring a pre-application conference in Table 32-1. An applicant may voluntarily request a pre-application conference for any land use action even if it is not required.

(3) Timing of Pre-Application Conference. A pre-application conference must be held with City staff before an applicant submits an application and before an applicant conducts a Neighborhood/Developer meeting.

(4) Application Requirements for Pre-Application Conference.

(a) Application Form. Pre-application conference requests must be made on forms provided by the City Manager.

(b) Submittal Requirements. Pre-application conference requests must include:

(i) A completed application form;

(ii) Payment of the application fee;

(iii) The information required, if any, for the specific pre-application conference sought; and

(iv) Any additional information the applicant deems necessary to demonstrate the nature and scope of the proposal in sufficient detail to allow City staff to review and comment.

(5) Scheduling of Pre-Application Conference. Upon receipt of a complete application, the City Manager will schedule the pre-application conference. The City Manager will coordinate the involvement of city departments, as appropriate, in the pre-application conference. Pre-application conferences are not open to the general public.

(6) Validity Period for Mandatory Pre-Application Conferences; Follow-Up Conferences. A follow-up conference is required for those mandatory pre-application conferences that have previously been held when:

(a) An application relating to the proposed development that was the subject of the pre-application conference has not been submitted within six (6) months of the pre-application conference;

(b) The proposed use, layout, and/or design of the proposal have significantly changed; or

(c) The owner and/or developer of a project changes after the pre-application conference and prior to application submittal.

Finding:

A pre-application meeting is mandatory. The applicant participated in a pre-application meeting on August 5, 2020, approximately four weeks prior to submittal. These standards are met.

Section 32.120 – Neighborhood/Developer Meetings.

(1) Purpose. The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet to review a development proposal and identify issues regarding the proposal so they can be considered prior to the application submittal. The meeting is intended to allow the developer and neighbors to share information and concerns regarding the project. The applicant may consider whether to incorporate solutions to these issues prior to application submittal.

(2) When Mandatory. Neighborhood/developer meetings are mandatory for all land use actions identified in Table 32-1 as requiring a neighborhood/developer meeting. An applicant may voluntarily conduct a neighborhood/developer meeting even if it is not required and may conduct more than one neighborhood/developer meeting at their election.

(3) Timing. A neighborhood/developer meeting must be held after a pre-application meeting with City staff, but before submittal of an application.

(4) Time and Location. Required neighborhood/developer meetings must be held within the city limits of the City of Tualatin at the following times:

(a) If scheduled on a weekday, the meeting must begin no earlier than 6:00 p.m.

(b) If scheduled on a weekend, the meeting must begin between 10:00 a.m. and 6:00 p.m.

(5) Notice Requirements.

(a) The applicant must provide notice of the meeting at least 14 calendar days and no more than 28 calendar days before the meeting. The notice must be by first class mail providing the date, time, and location of the meeting, as well as a brief description of the proposal and its location. The applicant must keep a copy of the notice to be submitted with their land use application.

(b) The applicant must mail notice of a neighborhood/developer meeting to the following persons:

(i) All property owners within 1,000 feet measured from the boundaries of the subject property;

(ii) All property owners within a platted residential subdivision that is located within 1,000 feet of the boundaries of the subject property. The notice area includes the entire subdivision and not just those lots within 1,000 feet. If the residential subdivision is one of two or more individually platted phases sharing a single subdivision name, the notice area need not include the additional phases; and

(iii) All designated representatives of recognized Citizen Involvement Organizations as established in TMC Chapter 11-9.

(c) The City will provide the applicant with labels for mailing for a fee.

(d) Failure of a property owner to receive notice does not invalidate the neighborhood/developer meeting proceedings.

(6) Neighborhood/Developer Sign Posting Requirements. The applicant must provide and post on the subject property, at least 14 calendar days before the meeting. The sign must conform to the design and placement standards established by the City for signs notifying the public of land use actions in TDC 32.150.

(7) Neighborhood/Developer Meeting Requirements. The applicant must have a sign-in sheet for all attendees to provide their name, address, telephone number, and email address and keep a copy of the sign-in sheet to provide with their land use application. The applicant must prepare meeting notes identifying the persons attending, those commenting and the substance of the comments expressed,

and the major points that were discussed. The applicant must keep a copy of the meeting notes for submittal with their land use application.

Finding:

The applicant has provided evidence that they held a Neighborhood/Developer meeting on August 31, 2020, one day prior to application submittal. The applicant has provided documentation of sign posting and notification in compliance with this section, as well as a sign-in sheet and notes from the meeting. These standards are met.

Section 32.130 – Initiation of Applications.

(1) Type I, Type II, Type III, and Type IV-A Applications. Type I, Type II, Type III, and Type IV-A applications may be submitted by one or more of the following persons:

- (a) The owner of the subject property;**
- (b) The contract purchaser of the subject property, when the application is accompanied by proof of the purchaser's status as such and by the seller's written consent;**
- (c) A lessee in possession of the property, when the application is accompanied by the owners' written consent; or**
- (d) The agent of any of the foregoing, when the application is duly authorized in writing by a person authorized to submit an application by paragraphs (a), (b) or (c) of this subsection, and accompanied by proof of the agent's authority.**

[...]

Finding:

The application has been signed by an agent of CenterCal Properties, who serves as the property owner's legal representative. This standard is met.

Section 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:

- (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) 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, 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.

Finding:

The applicant submitted an application for CUP 20-0001 on September 1, 2020. The application was deemed complete on October 1, 2020. The general land use submittal requirements were included with this application. These standards are met.

Section 32.150 - Sign Posting.

- (1) When Signs Posted. Signs in conformance with these standards must be posted as follows:
- (a) Signs providing notice of an upcoming neighborhood/developer meeting must be posted prior to a required neighborhood/developer meeting in accordance with Section 32.120(6); and
 - (b) Signs providing notice of a pending land use application must be posted after land use application has been submitted for Type II, III and IV-A applications.
- (2) Sign Design Requirements. The applicant must provide and post a sign(s) that conforms to the following standards:
- (a) Waterproof sign materials;
 - (b) Sign face must be no less than eighteen (18) inches by twenty-four (24) inches (18" x 24"); and
 - (c) Sign text must be at least two (2) inch font.
- (3) On-site Placement. The applicant must place one sign on their property along each public street frontage of the subject property. (Example: If a property adjoins four public streets, the applicant must place a sign at each of those public street frontages for a total of four signs). The applicant cannot place the sign within public right of way.
- (4) Removal. If a sign providing notice of a pending land use application disappears prior to the final decision date of the subject land use application, the applicant must replace the sign within forty-eight (48) hours of discovery of the disappearance or of receipt of notice from the City of its disappearance, whichever occurs first. The applicant must remove the sign no later than fourteen (14) days after:
- (a) The meeting date, in the case of signs providing notice of an upcoming neighborhood/developer meeting; or

(b) The City makes a final decision on the subject land use application, in the case of signs providing notice of a pending land use application.

Finding:

The applicant provided certification within Exhibit C that signs in conformance with this section were placed on site in accordance with this section. These standards are met.

Section 32.160 – Completeness Review.

(1) Duration. Except as otherwise provided under ORS 227.178, the City Manager must review an application for completeness within 30 days of its receipt.

(2) Considerations. Determination of completeness will be based upon receipt of the information required under TDC 32.140 and will not be based on opinions as to quality or accuracy. Applications that do not respond to relevant code requirements or standards can be deemed incomplete. A determination that an application is complete indicates only that the application is ready for review on its merits, not that the City will make a favorable decision on the application.

(3) Complete Applications. If an application is determined to be complete, review of the application will commence.

(4) Incomplete Applications. If an application is determined to be incomplete, the City Manager must provide written notice to the applicant identifying the specific information that is missing and allowing the applicant the opportunity to submit the missing information. An application which has been determined to be incomplete must be deemed complete for purposes of this section upon receipt of:

(a) All of the missing information;

(b) Some of the missing information and written notice from the applicant that no other information will be provided; or

(c) Written notice from the applicant that none of the missing information will be provided.

(5) Vesting. If an application was complete at the time it was first submitted, or if the applicant submits additional required information within 180 days of the date the application was first submitted, approval or denial of the application must be based upon the standards and criteria that were in effect at the time the application was first submitted.

(6) Void Applications. An application is void if the application has been on file with the City for more than 180 days and the applicant has not provided the missing information or otherwise responded, as provided in subsection (4) of this section.

[...]

Finding:

The applicant submitted an application for CUP 20-0001 on September 1, 2020. The application was deemed complete on October 1, 2020. These standards are met.

Section 32.230. - Type III Procedure (Quasi-Judicial Review—Public Hearing).

Type III decisions involve the use of discretion and judgment and are made by the Planning Commission or Architectural Review Board after a public hearing with an opportunity for appeal to the City Council. The decision body for each application type is specified in Table 32-1. A hearing under these procedures provides a forum to apply standards to a specific set of facts to determine whether the facts conform to the applicable criteria and the resulting determination will directly affect only a small number of identifiable persons.

(1) Submittal Requirements. Type III applications must include the submittal information required by TDC 32.140(1).

(2) Determination of Completeness. After receiving an application for filing, the City Manager will review the application will for completeness in accordance with TDC 32.160.

(3) Written Notice of Public Hearing—Type III. Once the application has been deemed complete, the City must mail by regular first class mail Notice of a Public Hearing to the following individuals and agencies no fewer than 20 days before the hearing.

(a) Recipients:

- (i) The applicant and, the owners of the subject property;**
- (ii) All property owners within 1,000 feet measured from the boundaries of the subject property;**
- (iii) All property owners within a platted residential subdivision that is located within 1,000 feet of the boundaries of the subject property. The notice area includes the entire subdivision and not just those lots within 1,000 feet. If the residential subdivision is one of two or more individually platted phases sharing a single subdivision name, the notice area need not include the additional phases;**
- (iv) All recognized neighborhood associations within 1,000 feet from the boundaries of the subject property;**
- (v) All designated representatives of recognized Citizen Involvement Organizations as established in TMC Chapter 11-9;**
- (vi) Any person who submits a written request to receive a notice;**
- (vii) Any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agencies, including but not limited to: school districts; fire district; where the project either adjoins or directly affects a state highway, the Oregon Department of Transportation; and where the project site would access a County road or otherwise be subject to review by the County, then the County; and Clean Water Services; Tri Met; and, ODOT Rail Division and the railroad company if a railroad-highway grade crossing provides or will provide the only access to the subject property. The failure of another agency to respond with written comments on a pending application does not invalidate an action or permit approval made by the City under this Code;**
- (viii) Utility companies (as applicable); and,**
- (ix) Members of the decision body identified in Table 32-1.**

(b) The Notice of a Public Hearing, at a minimum, must contain all of the following information:

- (i) The names of the applicant(s), any representative(s) thereof, and the owner(s) of the subject property;**
- (ii) The street address if assigned, if no street address has been assigned then Township, Range, Section, Tax Lot or Tax Lot ID;**
- (iii) The type of application and a concise description of the nature of the land use action;**
- (iv) A list of the approval criteria by TDC section for the decision and other ordinances or regulations that apply to the application at issue;**
- (v) Brief summary of the local decision making process for the land use decision being made and a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings;**
- (vi) The date, time and location of the hearing;**
- (vii) Disclosure statement indicating that if any person fails to address the relevant approval criteria with enough detail, he or she may not be able to appeal to the Land Use Board of Appeals on that issue, and that only comments on the relevant approval criteria are considered relevant evidence;**
- (viii) The name of a City representative to contact and the telephone number where additional information may be obtained; and**
- (ix) Statement that the application and all documents and evidence submitted to the City are in the public record and available for review, and that copies can be obtained at a reasonable cost from the City; and**

- (x) Statement that a copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and will be provided at reasonable cost.**
- (c) Failure of a person or agency to receive a notice, does not invalidate any proceeding in connection with the application, provided the City can demonstrate by affidavit that required notice was given.**

Finding:

After submittal and completeness review as required by this section, notice for the Type III hearing concerning CUP 20-0001 was mailed by city staff on October 16, 2020 and contained the information required by this section. These standards are met.

(4) Conduct of the Hearing—Type III. The person chairing the hearing must follow the order of proceedings set forth below. These procedures are intended to provide all interested persons a reasonable opportunity to participate in the hearing process and to provide for a full and impartial hearing on the application before the body. Questions concerning the propriety or the conduct of a hearing will be addressed to the chair with a request for a ruling. Rulings from the chair must, to the extent possible, carry out the stated intention of these procedures. A ruling given by the chair on such question may be modified or reversed by a majority of those members of the decision body present and eligible to vote on the application before the body. The procedures to be followed by the chair in the conduct of the hearing are as follows:

- (a) At the commencement of the hearing, the person chairing the hearing must state to those in attendance all of the following information and instructions:**
 - (i) The applicable substantive criteria;**
 - (ii) That testimony, arguments and evidence must be directed toward the criteria described in paragraph (i) of this subsection or other criteria in the plan or land use regulation which the person believes to apply to the decision;**
 - (iii) That failure to raise an issue accompanied by statements or evidence sufficient to afford the decision maker and the parties an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals based on that issue;**
 - (iv) At the conclusion of the initial evidentiary hearing, the decision body must deliberate and make a decision based on the facts and arguments in the public record; and**
 - (v) Any participant may ask the decision body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing; if the decision body grants the request, it will schedule a date to continue the hearing as provided in TDC 32.230(4)(e), or leave the record open for additional written evidence or testimony as provided TDC 32.230(4)(f).**
- (b) The public is entitled to an impartial decision body as free from potential conflicts of interest and pre-hearing ex parte (outside the hearing) contacts as reasonably possible. Where questions related to ex parte contact are concerned, members of the decision body must follow the guidance for disclosure of ex parte contacts contained in ORS 227.180. Where a real conflict of interest arises, that member or members of the decision body must not participate in the hearing, except where state law provides otherwise. Where the appearance of a conflict of interest is likely, that member or members of the decision body must individually disclose their relationship to the applicant in the public hearing and state whether they are capable of rendering a fair and impartial decision. If they are unable to render a fair and impartial decision, they must be excused from the proceedings.**
- (c) Presenting and receiving evidence.**
 - (i) The decision body may set reasonable time limits for oral presentations and may limit or exclude cumulative, repetitious, irrelevant, or personally derogatory testimony or evidence;**

(ii) No oral testimony will be accepted after the close of the public hearing. Written testimony may be received after the close of the public hearing only as provided by this section; and

(iii) Members of the decision body may visit the property and the surrounding area, and may use information obtained during the site visit to support their decision, if the information relied upon is disclosed at the beginning of the hearing and an opportunity is provided to dispute the evidence.

(d) The decision body, in making its decision, must consider only facts and arguments in the public hearing record; except that it may take notice of facts not in the hearing record (e.g., local, state, or federal regulations; previous City decisions; case law; staff reports). Upon announcing its intention to take notice of such facts in its deliberations, it must allow persons who previously participated in the hearing to request the hearing record be reopened, as necessary, to present evidence concerning the newly presented facts.

(e) If the decision body decides to continue the hearing, the hearing must be continued to a date that is at least seven days after the date of the first evidentiary hearing (e.g., next regularly scheduled meeting). An opportunity must be provided at the continued hearing for persons to present and respond to new written evidence and oral testimony. If new written evidence is submitted at the continued hearing, any person may request, before the conclusion of the hearing, that the record be left open for at least seven days, so that he or she can submit additional written evidence or arguments in response to the new written evidence. In the interest of time, after the close of the hearing, the decision body may limit additional testimony to arguments and not accept additional evidence.

(f) If the decision body leaves the record open for additional written testimony, the record must be left open for at least seven days after the hearing. Any participant may ask the decision body in writing for an opportunity to respond to new evidence (i.e., information not disclosed during the public hearing) submitted when the record was left open. If such a request is filed, the decision body must reopen the record, as follows:

(i) When the record is reopened to admit new evidence or arguments (testimony), any person may raise new issues that relate to that new evidence or testimony;

(ii) An extension of the hearing or record granted pursuant to this section is subject to the limitations of TDC 32.030, unless the applicant waives his or her right to a final decision being made within the required timeframe; and

(iii) If requested by the applicant, the decision body must grant the applicant at least seven days after the record is closed to all other persons to submit final written arguments, but not evidence, provided the applicant may expressly waive this right.

Finding:

The Tualatin Planning Commission will follow the hearing requirements set forth by this section in hearing CUP 20-0001. These standards will be met.

(5) Notice of Adoption of a Type III Decision. Notice of Adoption must be provided to the property owner, applicant, and any person who provided testimony at the hearing or in writing. The Type III Notice of Adoption must contain all of the following information:

(a) A description of the applicant's proposal and the City's decision on the proposal, which may be a summary, provided it references the specifics of the proposal and conditions of approval in the public record;

(b) The address or other geographic description of the property proposed for development, including a map of the property in relation to the surrounding area;

(c) A statement that a copy of the decision and complete case file, including findings, conclusions, and conditions of approval, if any, is available for review and how copies can be obtained;

(d) The date the decision becomes final, unless a request for appeal is submitted; and

(e) The notice must include an explanation of rights to appeal the decision to the City Council in accordance with TDC 32.310.

Finding:

A final decision and any appeal will follow the requirements of this section. These standards will be met.

Chapter 33: Applications and Approval Criteria

[...]

Section 33.040 Conditional Use Permit

[...]

(2) Applicability. A request for a conditional use, modification of an existing conditional use permit, or a review of an existing conditional use permit may be initiated by a property owner or the owner's authorized agent.

Finding:

The proposed conditional use request is a request submitted by the owner's authorized agent, Scott Edwards Architecture. This proposal is a Type III review, and follows the procedures in Chapter 32. This standard is met.

[...]

(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;

Finding:

The proposed use is a veterinary clinic. A veterinary clinic, is categorized as a conditional use in Table 53-1 in the Central Commercial (CC) zone chapter. Additionally TDC 53.210(2) states, "Veterinary clinics may be permitted as a conditional use if treatment is limited to small animals." Condition of approval CUP-1 is recommended to ensure this standard is met.

b) The characteristics of the site are suitable for the proposed use, considering size, shape, location, topography, existence of improvements and natural features;

Finding:

The site is a 1.21 acre lot that is a portion of a larger 31.91 acre, fully developed shopping center. The shopping center consists of a mix of retail, personal service, and restaurant uses, and is well suited for the proposed veterinary use with no infrastructure improvements necessary. Pedestrian amenities, parking, landscaping, and public utilities are in place to serve the proposed use. This standard is met.

(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;

Finding:

The Nyberg Rivers shopping center is fully developed with an adequate transportation system and public facilities to support the proposed use. These improvements were reviewed as part of Master Plan 13-01, which included a Transportation Impact Analysis and corresponding mitigations. Primary access is provided by Nyberg Road, a major arterial, and secondary access is provided by Martinazzi Avenue, a minor arterial.

Per ITE 10th Edition, veterinary clinic trips are less intensive than typical shopping center trips. A PM Peak Hour Trip evaluation is provided below:

- *ITE Classification 820 Shopping Center – 3.81 trips per 1,000 SF*
- *ITE Classification 931 Restaurant – 7.8 trips per 1,000 SF*
- *ITE Classification 640 Veterinary Clinic – 3.53 trips per 1,000 SF*

The development is served by a 12" water line, a 12" storm line, and a 10" sanitary line within the Martinazzi Avenue right-of-way. This standard is met.

(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

Finding:

The subject site and surrounding properties are a part of the Nyberg Rivers shopping center and are zoned Central Commercial. The purpose of this zoning district is to provide areas that are suitable for a full range of retail, professional, and service uses of the kind usually found in downtown areas. Adjacent uses in the shopping center include a bank, café, and dentist.

The Banfield veterinary facility would complement the surrounding character. Banfield provides full-service veterinarian care; including diagnostic capabilities, a surgery room, pharmacy and retail pet supply sales. All clinic activities occur within tenant spaces. No outdoor amenities, such as dog runs or storage yards, and no grooming, long term kenneling, boarding, daycare or overnight stays are proposed at this facility.

Hours of operation:

Banfield clinics primarily operate 7:00am – 7:00pm, 7 days per week. No overnight care or boarding is proposed.

(Note: all critical care patients requiring long-term care are transferred to other local 24-hr veterinary hospital facilities)

Employees:

Typical Banfield clinics operate with a staff of 4 to 7, including Licensed Veterinarians, Veterinary techs and administrative support staff.

Noise & nuisance:

All functions are fully contained within the premises minimizing impact on adjacent tenants or properties. Any potential sound transmission from within the premises will be mitigated by insulated exterior walls.

Waste & ventilation:

A pet-waste station with bags and disposal are typically provided adjacent to the clinic entry for customer and employee use. Biohazardous waste is kept in a freezer and removed by a third-party vendor on an as needed basis. Waste air/odor is exhausted through multiple rooftop mounted exhaust fans. Banfield staff routinely walk the exterior of the space every couple of hours to clean up any animal waste found along the public sidewalk areas.

Conditions of approval CUP-2, 3, 4, and 5 are recommended to ensure this standard is met.

(e)The proposal satisfies those objectives and policies of the Tualatin Community Plan that are applicable to the proposed use.

TUALATIN COMMUNITY PLAN CHAPTER 6 – COMMERCIAL PLANNING DISTRICTS

Section 6.040 Commercial Planning District Objectives.

(4)Central Commercial Planning District (CC). To provide areas for a full range of retail, professional and service uses of the kinds usually found in downtown areas patronized by pedestrians. Civic, social, and cultural functions that serve the general community are also appropriate. The Central Commercial Planning District is almost entirely within the downtown portion of the urban renewal area. The Urban Renewal Plan contains extensive development policies and design standards that apply to this district. These policies and standards are intended to help create a village atmosphere in the downtown area.

Finding:

The Nyberg Rivers shopping center has been developed to the Urban Renewal Plan development policies and design standards. The proposed veterinary clinic provides the neighboring community with routine veterinary services for their household pets in a location that is convenient to a variety of shopping, personal services, and restaurants. No exterior building or site improvements are proposed as part of the tenant improvement process. This standard is met.

Chapter 53: Central Commercial Zone

[...]

Section 53.200 Use Categories

(1)Use Categories. Table 53-1 lists use categories Permitted Outright (P) or Conditionally Permitted (C) in the CC zone. Use categories may also be designated as Limited (L) and subject to the limitations listed in Table 53-1 and restrictions identified in TDC 53.210. Limitations may restrict the specific type of use, location, size, or other characteristics of the use category. Use categories which are not listed are prohibited within the zone, except for uses which are found by the City Manager or appointee to be of a similar character and to meet the purpose of this zone, as provided in TDC 31.070.

Table 53-1: Use Categories in the CC Zone		
USE CATEGORY	STATUS	LIMITATIONS AND CODE REFERENCES
COMMERCIAL USE CATEGORIES		
Retail Sales and Services	C	Conditional use permit required for veterinary clinic

Finding:

The subject site is within the Central Commercial (CC) Planning District, which requires a conditional use permit for veterinary clinic. With submittal and review of CUP 20-0001 application, the standard is met.

Chapter 74: Public Improvement Requirements

[...]

Section 74.440 Streets, Traffic Study Required

(1)The City Manager may require a traffic study to be provided by the applicant and furnished to the City as part of the development approval process as provided by this Code, when the City Manager determines that such a study is necessary in connection with a proposed development project in order to:

(a) Assure that the existing or proposed transportation facilities in the vicinity of the proposed development are capable of accommodating the amount of traffic that is expected to be generated by the proposed development; and/or

(b) Assure that the internal traffic circulation of the proposed development will not result in conflicts between on-site parking movements and/or on-site loading movements and/or on-site traffic movements, or impact traffic on the adjacent streets.

Finding:

No traffic study was required as part of this Conditional Use Permit review, as a preliminary trip analysis using ITE 10th Edition found that veterinary clinic trips are typically less intensive than common shopping center trips. The PM Peak Hour Trip demonstrates that veterinary clinics typically generate 3.53 trips per 1,000 square feet, while shopping centers and restaurants generate 3.81 and 7.8 trips respectively.

III. RECOMMENDATION

Based on the application materials and analysis and findings presented above, staff finds that the applicable criteria have been met relative to CUP 20-0001, and therefore recommends approval of the application with the following conditions of approval:

- CUP-1** Veterinary treatment must be limited to small animals.
- CUP-2** Outdoor pet amenities, such as dog runs or storage yards are prohibited.
- CUP-3** Pet daycare and boarding are prohibited.
- CUP-4** Animal waste in public areas adjacent to the veterinary use are subject to Tualatin Municipal Code Chapter 6-04.
- CUP-5** Hours of Operation are limited to 6:00 a.m. to 10:00 p.m., Monday through Sunday.
- CUP-6** Modification or expansion of the veterinary use may require an additional Conditional Use Permit application review.

August 13, 2020



CUP PROJECT DESCRIPTION LETTER

Proposed Banfield Veterinary Clinic at Nyberg Rivers Shopping Center
2,795 Square Foot Tenant Improvement at:
7975 SW Nyberg Street
Tualatin, OR

Property Zoned: CC (Central Commercial)

Banfield Introduction:

Since 1955 Banfield has been providing high quality neighborhood veterinarian care throughout the United States. With over 950 clinics nationwide, Banfield is the leader in innovations like Optimum Wellness Plans, and the first and most extensive quality-assurance program in the industry. Banfield hospitals / clinics provide the finest, most convenient human-quality medical services available, as well as industry-leading protocols and equipment. We understand the special bond between pets and people. At Banfield, we provide a level of service second to none in the industry.

Project Description:

Banfield Pet Hospital is proposing a 3,000s.f. +- veterinary clinic within tenant spaces at the Nyberg Rivers Shopping Center in Tualatin Oregon. Typical Banfield Veterinary facilities such as what is being proposed at this location provide full-service veterinarian care; including diagnostic capabilities, a surgery room, pharmacy and retail pet supply sales. All clinic activities occur within the tenant space. We do not provide outdoor amenities such as dog runs or storage yards and no grooming, long term kenneling, boarding, daycare or overnight stays will occur at this facility. The proposed veterinarian clinic will primarily service the neighboring community providing a necessary service at a close and convenient location. Located within the Nyberg Rivers Shopping Center, Banfield reduces transportation time for neighbors / clients, and provides a location to receive needed veterinarian care services at a convenient one-stop shopping center location.

Hours of operation:

Banfield clinics typically operate 7:00am – 7:00pm, 7 days per week. No overnight care or boarding is provided. (note: all critical care patients requiring long term care are transferred to other local 24-hr veterinary hospital facilities)

Employees:

Although staffing will vary depending on workload, typical Banfield clinics operate with a staff of 4 to 7, including Licensed Veterinarians, Veterinary techs and administrative support staff.

Current Use:

Banfield will located at the SE corner of the intersection of SW Nyberg Street and SW Martinazzi Avenue. Our lease space will be occupying 3 existing tenant spaces within the shopping center; 1 is currently occupied by the “Avanti Restaurant”, 1 is currently occupied by “Thai Cuisine Restaurant” and 1 is a vacant suite, previously occupied by “Cricket Wireless”. This is an “endcap” and there will be 1 existing adjacent tenant to the East “Bright Now Dental”.

Parking:

As part of the Nyberg Rivers Shopping Center, common parking areas are provided for tenants and customers. The parking lot serving our building is primarily to the front (South) and to the rear (North) of the building.

Noise & nuisance:

As mentioned, Banfield does not provide boarding, overnight stays or outdoor dog runs. All functions are fully contained within the premises minimizing impact on adjacent tenants or properties. Any potential sound transmission from within the premises, is mitigated via insulated exterior walls.

Waste & ventilation:

As a standard company policy, Banfield does not “walk animals” for animal safety reasons; but we do provide a pet-waste station with bags and disposal adjacent to the clinic entry for customer and employee use to clean up pet waste if were to occur while arriving or leaving the facility. Biohazardous waste is kept in a freezer and removed by a third-party vendor on an as needed basis. Waste air/odor is exhausted thru multiple roof top mounted exhaust fans. To keep the public sidewalks clean and clear of animal waste, the Banfield staff routinely walks the exterior of the space every couple of hours to clean up any animal waste that did not make it into the pet waste station.

With over 950 facilities nationwide, Banfield prides itself on being good neighbors and tenants. Significant conditions are not typically applied to our proposed Banfield clinics as our impact on adjacent tenants / neighboring properties is minimal with little or no impact on public peace, safety and welfare. With this said Banfield is committed to being a “good neighbor” and working closely with the community and city jurisdiction to alleviate any concerns.

Please don't hesitate to let me know if you have any questions or need additional information.

Sincerely,



Jeff Hammond
Principal



SCOTT | EDWARDS ARCHITECTURE LLP

2525 East Burnside Street Portland, Oregon 97214
p: 503.226.3617 f: 503.226.3715 www.seallp.com

CUP PROJECT NARRATIVE

Proposed Banfield Veterinary Clinic at Nyberg Rivers Shopping Center
2,795 Square Foot Tenant Improvement at:
7975 SW Nyberg Street, Tualatin, OR

Property Zoned: CC (Central Commercial)

CHAPTER 33 – APPLICATIONS AND APPROVAL CRITERIA

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.

Response: A veterinary clinic within the Central Commercial zone, requires a conditional use, thus we are submitting this conditional use application for approval.

TDC 33.040(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;

Response: Per TDC 53.210(2) “Veterinary clinics may be permitted as a conditional use if treatment is limited to small animals.”

(b)The characteristics of the site are suitable for the proposed use, considering size, shape, location, topography, existence of improvements and natural features;

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. The shopping center consists of a mix of retail, service and restaurant services and is well suited for the proposed veterinary use with no exterior infrastructure improvements necessary.

(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;

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. The existing transportation and public facilities are adequate to support the proposed 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

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. As the proposal is fully contained within the existing building, with no proposed exterior facilities, the veterinary clinic will not alter the character of the surrounding area.

(e)The proposal satisfies those objectives and policies of the Tualatin Community Plan that are applicable to the proposed use.

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center which satisfies the objectives and policies of the Tualatin Community Plan that are applicable to the proposed use.

CHAPTER 6 – COMMERCIAL PLANNING DISTRICTS

TDC 6.050. – Commercial Planning District Objectives.

Per TDC 6.050(4) Central Commercial Planning District (CC). To provide areas for a full range of retail, professional and service uses of the kinds usually found in downtown areas patronized by pedestrians. Civic, social and cultural functions that serve the general community are also appropriate. The Central Commercial Planning District is almost entirely within the downtown portion of the urban renewal area.

Response: The proposed veterinary clinic provides a convenient one-stop location where the neighboring community can get the necessary routine veterinary services for their household pets while shopping, working, or visiting other nearby services.

CHAPTER 53 – CENTRAL COMMERCIAL ZONE (CC)

TDC 53.210. – Additional Limitations on Uses:

Per TDC 53.210(2) “Veterinary clinics may be permitted as a conditional use if treatment is limited to small animals.”

Response: The proposed veterinary clinic serves small household pets, primarily dogs and cats, thus the use is allowed as a conditional use.

CHAPTER 74 – PUBLIC IMPROVEMENT REQUIREMENTS

IMPROVEMENTS

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. The shopping center consists of a mix of retail, service and restaurant services and is well suited for the proposed veterinary use with no additional public or private improvements necessary.

RIGHT-OF-WAY

Response: Current streets meet current ROW standards and no changes, or dedications are necessary or required.

EASEMENTS AND TRACKS

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. No increase in area, building footprint, or changes to the site are proposed. No additional easements, street extensions, street improvements or modifications, street trees are proposed, required or necessary with this veterinary clinic proposal.

TDC 74.440. – Traffic Study

As part of the overall shopping center, various uses are anticipated and parking is not an issue.

Per ITE 10th Edition, Our use is less intensive. See below for PM Peak Hour Trips.

ITE Classification 820 Shopping Center – 3.81 trips per 1,000 SF

ITE Classification 931 Restaurant – 7.8 trips per 1,000 SF

ITE Classification 640 Veterinary Clinic – 3.53 trips per 1,000 SF

UTILITIES

TDC 74.610. – Water Service TDC 74.620. – Sanitary Sewer Service

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. 2 of the previous tenant spaces we will be occupying were full-service restaurants, which have a significantly greater water & sewer service need than our proposed veterinary clinic. The existing water and sewer service to the building is more than adequate for our use.

TDC 74.630. – Storm System TDC 74.640. – Grading TDC 74650. – Water Quality

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. No changes to the building area or site are proposed, thus there is no impact on the existing Storm system, Grading or Water Quality features. Existing facilities are adequate, and no changes are needed or required.

TDC 74.660. – Underground TDC 74.670. – Existing Structures

Response: This is an existing building with all utilities in place and no changes to utilities is proposed. All existing utilities serving the building are underground. No changes necessary or required.

TDC 74.700. – TREES

Response: The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. No exterior changes are proposed. Existing trees to remain.

Please don't hesitate to let me know if you have any questions or need additional information.

Sincerely,



Jeff Hammond
Principal

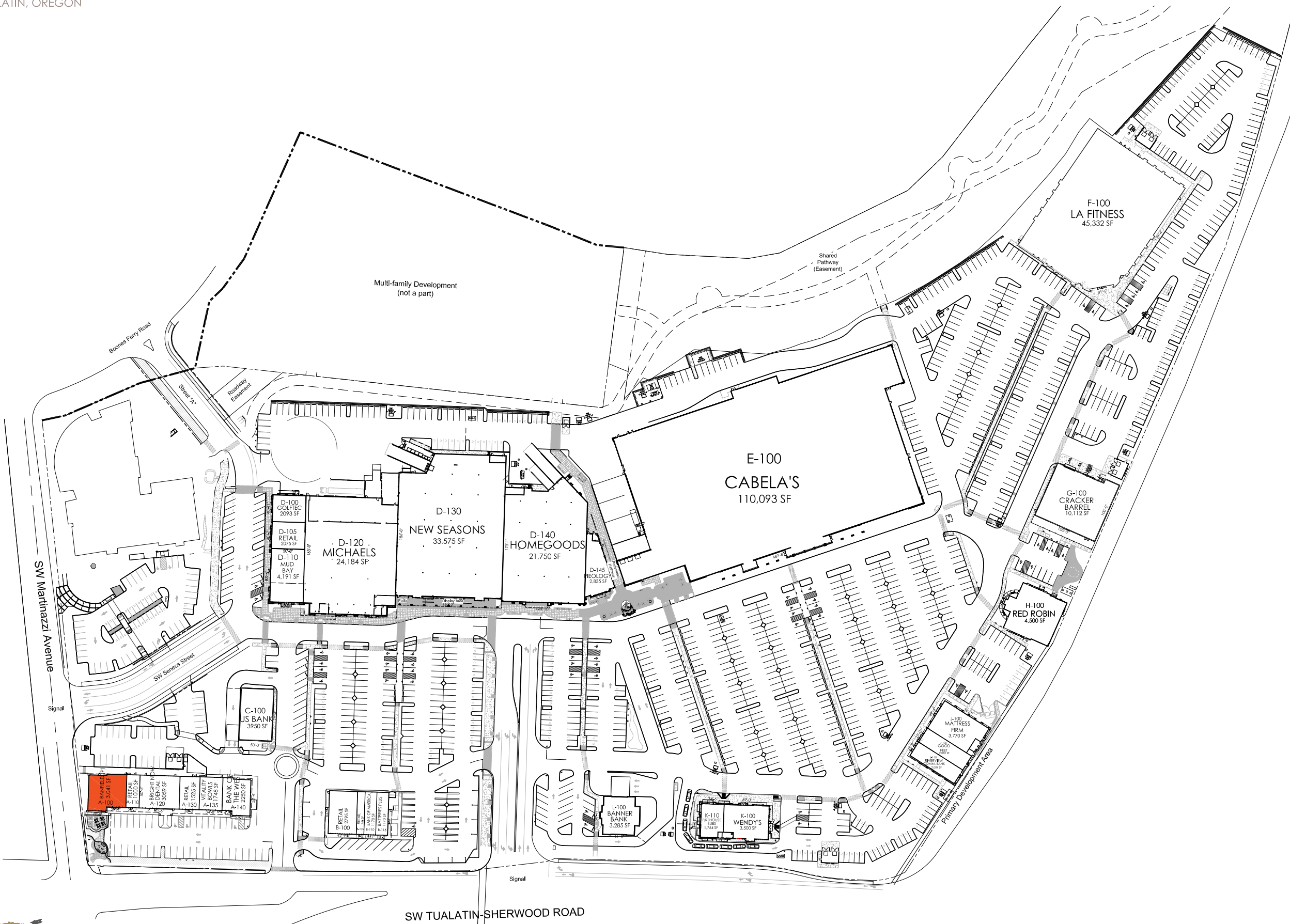
S|E A

SCOTT | EDWARDS ARCHITECTURE LLP

2525 East Burnside Street Portland, Oregon 97214
p: 503.226.3617 f: 503.226.3715 www.seallp.com

NYBERG RIVERS

TUALATIN, OREGON



PROJECT SUMMARY:

SITE AREA	
SITE GROSS AREA:	32.12 ACRES
CONSERVATION AREA:	6.00 ACRES
SITE NET AREA:	26.12 ACRES
REQUIRED LANDSCAPE AREA:	15% / 3.92 ACRES
PROPOSED LANDSCAPE AREA:	4.15 ACRES
FLOOR AREA RATIO:	0.20

TENANTS:

BLDG A	12,500 SF
BLDG B	5,850 SF
BLDG C	3,950 SF
BLDG D	90,703 SF
BLDG E	110,093 SF
BLDG F	45,332 SF
BLDG G	8,892 SF
BLDG H	4,500 SF
BLDG J	8,000 SF
BLDG K	5,500 SF
BLDG L	3,285 SF

OVERALL TENANTS SF: 298,605 SF

OVERALL PROVIDED STALLS: 1,302 stalls
OVERALL PARKING RATIO: 4.4/1000

Notes:
 (1) Project area includes parcels and adjacent Oregon Department of Transportation Right-of-Way area along Nyberg Road. Total project area assumes acquisition of excess, adjacent right-of-way.
 (2) Project area does NOT include the resulting land areas from the new Seneca Street extension and relocation of the City building.

LEASE PLAN
 JOB CODE: 221-NRX-PH1 5 February 2020
 SCALE:

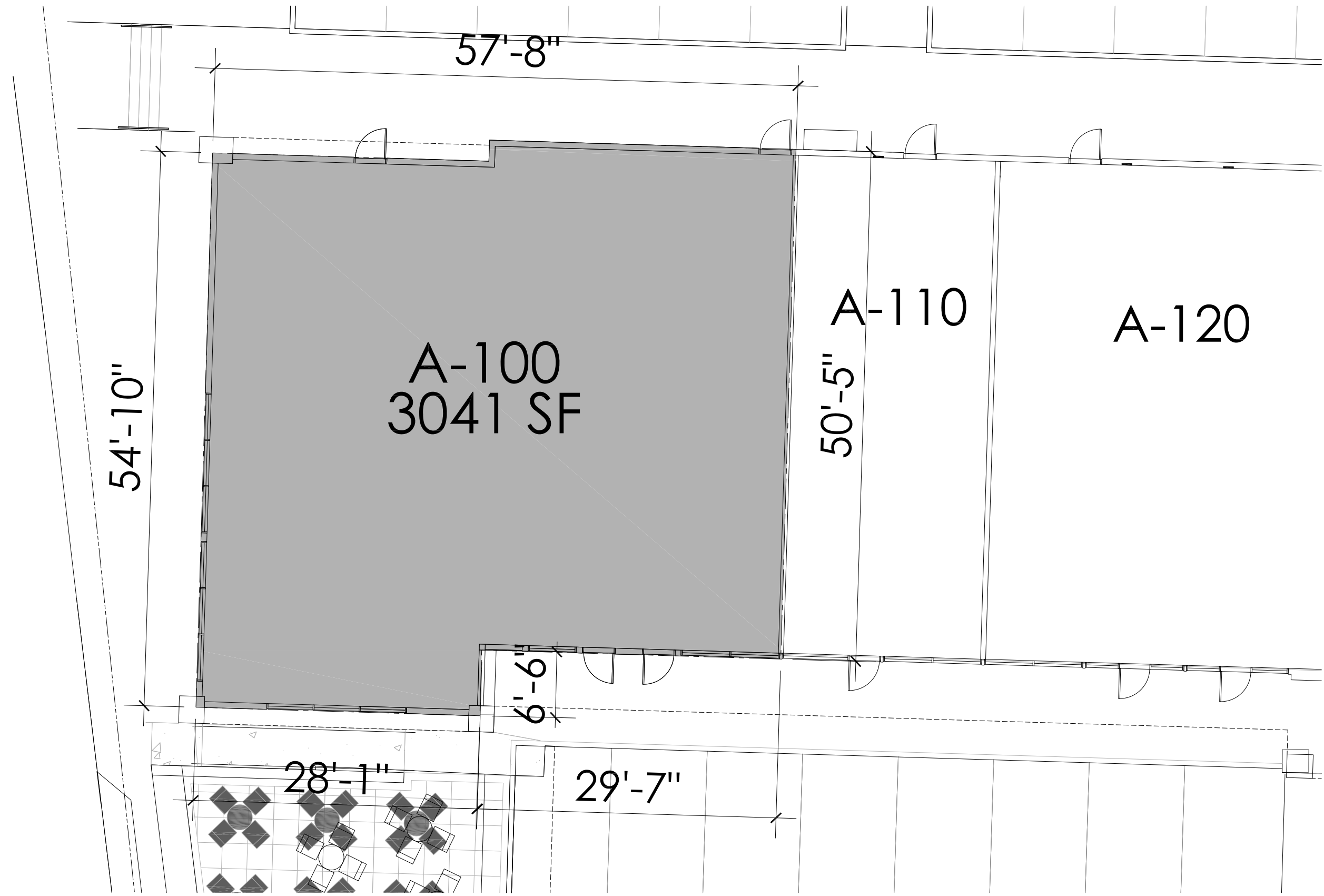
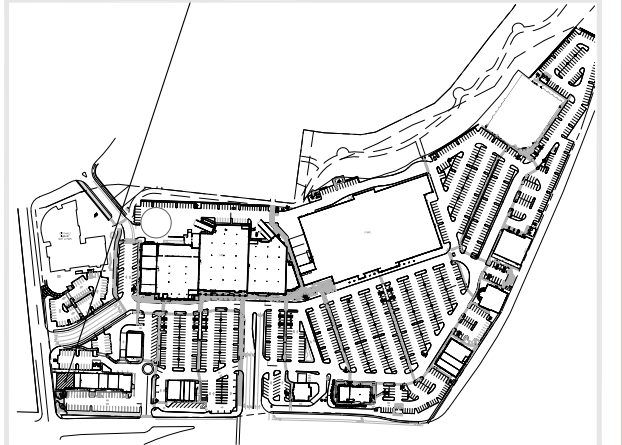


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NYBERG RIVERS

TUALATIN, OREGON

KEY PLAN
SPACE A-100



BANFIELD
SPACE A-100
LEASE OUTLINE DRAWING
5 February 2020



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THAI Cuisine **RESTAURANT**

cricket wireless







Land Use Application

Project Information		
Project Title: Banfield Pet Hospital and the Nyberg Rivers Shopping Center		
Brief Description: 2,975 SF Tenant improvement for a new veterinary clinic within existing tenant spaces at the Nyberg Rivers Shopping Center		
Property Information		
Address: 7975 SW Nyberg Street		
Assessor's Map Number and Tax Lots:		
Applicant/Primary Contact		
Name: Jeff Hammond	Company Name: Scott Edwards Architecture	
Address: 2525 E. Burnside Street		
City: Portland	State: OR	ZIP: 97206
Phone: 503-896-5333	Email: jeff@seallp.com	
Property Owner		
Name: Centercal Properties - Attn: Karl Hunter		
Address: 7455 SW Bridgeport Road, Suite 215		
City: Tigard	State: OR	ZIP: 97224
Phone: 503-968-8940	Email: khunter@centercal.com	
Property Owner's Signature: <i>Karl Hunter</i> Rep. <i>Karl Hunter - Tenant Coordinator Director</i>	Date: 9/1/2020 08-19-2020	
<i>(Note: Letter of authorization is required if not signed by owner)</i>		
AS THE PERSON RESPONSIBLE FOR THIS APPLICATION, I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION IN AND INCLUDED WITH THIS APPLICATION IN ITS ENTIRETY IS CORRECT. I AGREE TO COMPLY WITH ALL APPLICABLE CITY AND COUNTY ORDINANCES AND STATE LAWS REGARDING BUILDING CONSTRUCTION AND LAND USE.		
Applicant's Signature: <i>Jeff W. Hammond</i>	Date: 08-19-2020	

Land Use Application Type:

- | | | |
|--|---|---|
| <input type="checkbox"/> Annexation (ANN) | <input type="checkbox"/> Historic Landmark (HIST) | <input type="checkbox"/> Minor Architectural Review (MAR) |
| <input type="checkbox"/> Architectural Review (AR) | <input type="checkbox"/> Industrial Master Plan (IMP) | <input type="checkbox"/> Minor Variance (MVAR) |
| <input type="checkbox"/> Architectural Review—Single Family (ARSF) | <input type="checkbox"/> Plan Map Amendment (PMA) | <input type="checkbox"/> Sign Variance (SVAR) |
| <input type="checkbox"/> Architectural Review—ADU (ARADU) | <input type="checkbox"/> Plan Text Amendment (PTA) | <input type="checkbox"/> Variance (VAR) |
| <input checked="" type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Tree Removal/Review (TCP) | |

Office Use		
Case No:	Date Received:	Received by:
Fee:	Receipt No:	

CERTIFICATION OF SIGN POSTING



The applicant must provide and post a sign pursuant to Tualatin Development Code (TDC 32.150). The block around the word "NOTICE" must remain **green** composed of the **RGB color values Red 146, Green 208, and Blue 80**. A Microsoft PowerPoint template of this sign design is available at:

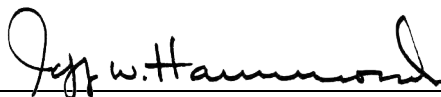
<https://www.tualatinoregon.gov/planning/land-use-application-sign-templates>

NOTE: For larger projects, the Community Development Department may require the posting of additional signs in conspicuous locations.

As the applicant for the BANFIELD PET HOSPITAL AT NYBERG RIVERS project, I hereby certify that on this day, 08-14-2020 sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Community Development Division.

Applicant's Name: JEFF HAMMOND

(Please Print)

Applicant's Signature: 

Date: 08-14-2020

SENSITIVE AREA PRE-SCREENING SITE ASSESSMENT

Clean Water Services File Number 20-002304

1. Jurisdiction: Tualatin

2. Property Information (example: 1S234AB01400)
 Tax lot ID(s): 2S124B002000
7925
OR Site Address: 7975 SW Nyberg Street
 City, State, Zip: Tualatin, Oregon, 97062
 Nearest cross street: Martinazzi

3. Owner Information
 Name: Karl Hunter
 Company: Centercal
 Address: 7455 SW Bridgeport Road, #215
 City, State, Zip: Tualatin, Oregon, 97224
 Phone/fax: 503-968-8940
 Email: khunter@centercal.com

4. Applicant Information
 Name: Jeff Hammond
 Company: Scott | Edwards Architecture
 Address: 2525 E. Burnside Street
 City, State, Zip: Portland, OR, 97214
 Phone/fax: 503-896-5333
 Email: jeff@seallp.com

4. Development Activity (check **all** that apply)
 Addition to single family residence (rooms, deck, garage)
 Lot line adjustment Minor land partition
 Residential condominium Commercial condominium
 Residential subdivision Commercial subdivision
 Single lot commercial Multi lot commercial
 Other 2,795 SF Tenant improvement

6. Will the project involve any off-site work? Yes No Unknown
 Location and description of off-site work: _____

7. Additional comments or information that may be needed to understand your project:
This is a for a 2,795 SF Tenant Improvement within the Nyberg Rivers Shopping Center. No exterior work proposed.

This application does NOT replace Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/type name Jeff Hammond Print/type title Principal
 Signature ONLINE SUBMITTAL Date 8/19/2020

FOR DISTRICT USE ONLY

Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.

Based on review of the submitted materials and best available information sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider Letter as required by Resolution and Order 19-5, Section 3.02.1, as amended by Resolution and Order 19-22. All required permits and approvals must be obtained and completed under applicable local, State and federal law.

Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider Letter as required by Resolution and Order 19-5, Section 3.02.1, as amended by Resolution and Order 19-22. All required permits and approvals must be obtained and completed under applicable local, state and federal law.

THIS SERVICE PROVIDER LETTER IS NOT VALID UNLESS _____ CWS APPROVED SITE PLAN(S) ARE ATTACHED.

The proposed activity **does not meet the definition of development** or the lot was platted after 9/9/95 ORS 92.040(2). **NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.**

Reviewed by Lindsay Obermiller Date 08/26/2020
 Once complete, email to: SPLReview@cleanwaterservices.org • Fax: (503) 681-4439
 OR mail to: SPL Review, Clean Water Services, 2550 SW Hillsboro Highway, Hillsboro, Oregon 97123

AFFIDAVIT OF MAILING NOTICE

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, JEFF HAMMOND being first duly sworn, depose and say:

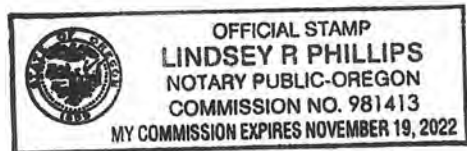
That on the 14TH day of AUGUST, 2020, I served upon the persons shown on Exhibit "A" (Mailing Area List), attached hereto and by this reference incorporated herein, a copy of the Notice of Neighborhood/Developer Meeting marked Exhibit "B," attached hereto and by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Washington County and/or Clackamas County Departments of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail with postage fully prepared thereon.

Jeff W. Hammond
Signature

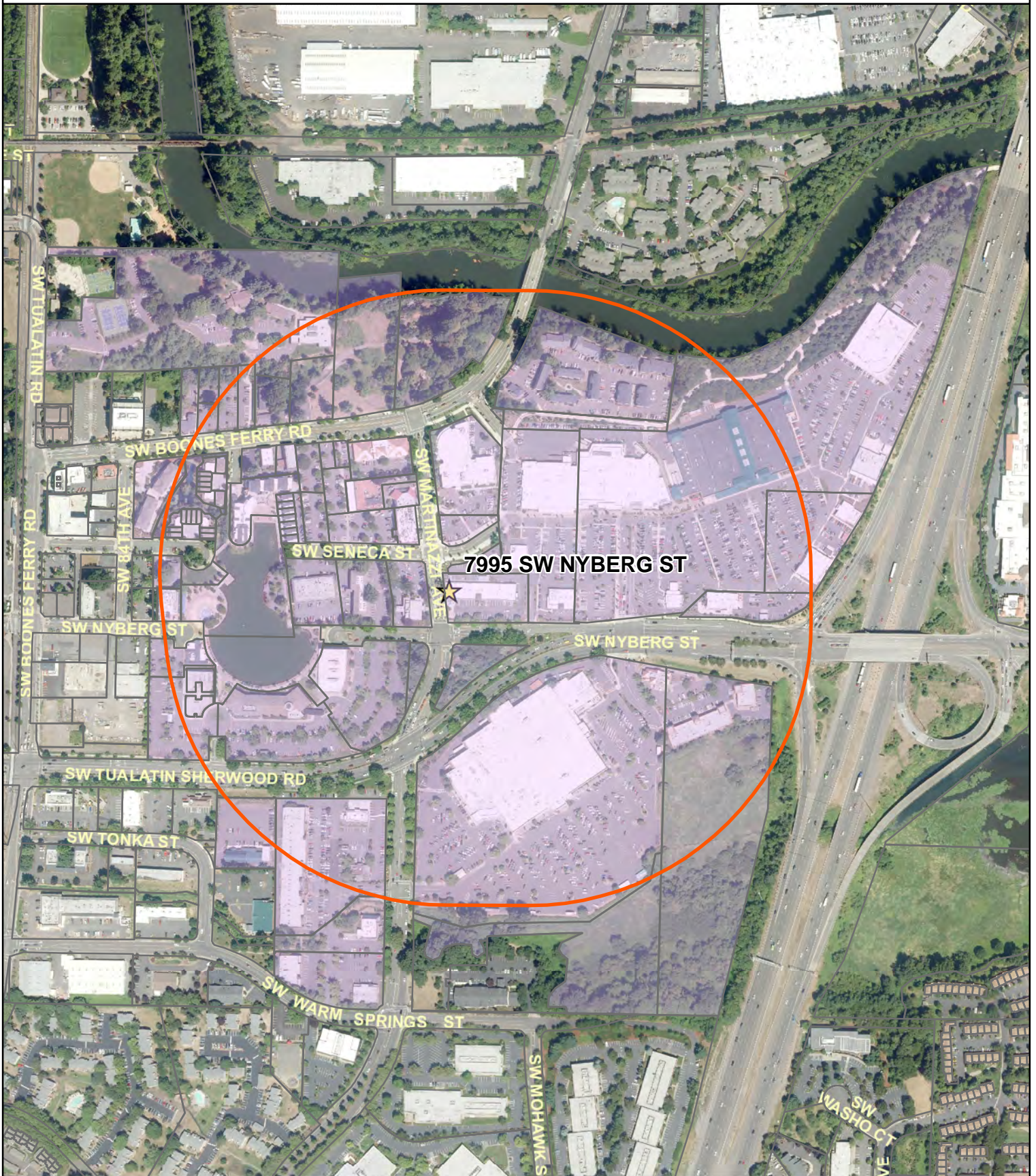
SUBSCRIBED AND SWORN to before me this 1st day of September, 2020.

Lindsey Phillips
Notary Public for Oregon
My commission expires:

RE: BANFIELD PET HOSPITAL - NYBERG RIVERS



Proposed Banfield Veterinary Clinic at 7995 SW Nyberg St

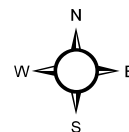


★ 7995 SW Nyberg St

2S124B002000 1000' Buffer

Mailing List Taxlots

Taxlots



0 125 250 500 Feet

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS 8/6/2020

TLID	OWNER1	OWNER2	OWNERADDR	OWNERCITY	OWNERSTATE	OWNERZIP
2S124A002508	DRM 7445 NYBERG ROAD LLC		10860 SW BEAVERTON HILLSDALE HWY	BEAVERTON	OR	97005
2S124A003000	TUALA NORTHWEST LLC		5638 DOGWOOD DR	LAKE OSWEGO	OR	97035
2S124A003100	BANNER BANK	ATTN: CORP ACCTG	PO BOX 907	WALLA WALLA	WA	99362
2S124B001300	ROBB MARGUERITE A		PO BOX 31	TUALATIN	OR	97062
2S124B001500	HERONS LANDING OPPORTUNITY FUND	HL OWENS LLC ET AL	BY WE 1600 SW CEDAR HILLS BLVD STE 101B	PORTLAND	OR	97225
2S124B001601	TUALA NORTHWEST LLC		5638 DOGWOOD DR	LAKE OSWEGO	OR	97035
2S124B001602	US BANK NA		1310 MADRID ST #100	MARSHALL	MN	56258
2S124B001900	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124B002000	TUALA NORTHWEST LLC		5638 DOGWOOD DR	LAKE OSWEGO	OR	97035
2S124B002001	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC00100	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC00901	JONATHAN & JOANNE CRANE LLC		PO BOX 1935	TUALATIN	OR	97062
2S124BC01000	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01001	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01100	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01200	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01300	MARMAC 3 LLC		8890 SW LAUREL LEAF TER	PORTLAND	OR	97225
2S124BC01301	CSB LLC		1202 11TH ST STE 202	BELLINGHAM	WA	98225
2S124BC01400	CSB LLC		1202 11TH ST STE 202	BELLINGHAM	WA	98225
2S124BC01500	MARTINAZZI LLC		18801 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01501	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01502	DIERINGER'S PROPERTIES INC		10505 SE 44TH AVE	MILWAUKIE	OR	97222
2S124BC01503	HABERMAN PROPERTIES LLC		PO BOX 636	TUALATIN	OR	97062
2S124BC01600	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01690	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01700	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01701	AMCO TUALATIN LLC	BY WYSE REAL ESTATE ADVISORS	810 SE BELMONT ST #100	PORTLAND	OR	97214
2S124BC01702	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01703	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01708	SEE PROPERTIES		8900 SW BECKER DR	PORTLAND	OR	97223
2S124BC01710	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC01801	TUALATIN OFFICE BUILDING 1 LLC		PO BOX 2985	TUALATIN	OR	97062
2S124BC01802	DCK LLC		PO BOX 888	TUALATIN	OR	97062
2S124BC02700	BLUMENKRON RACHEL & SENECA PLAZA LLC	BLUMENKRON FAMILY TRUST ET AL	1800 SW 1ST AVE #220	PORTLAND	OR	97201
2S124BC02701	WELLS FARGO BANK NA	BY DELOITTE TAX LLP	18840 SW BOONES FERRY RD STE 216	TUALATIN	OR	97062
2S124BC02702	TUALATIN CITY OF		PO BOX 2609	CARLSBAD	CA	92018
2S124BC02703	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124BC04700	WINONA GRANGE 271	BY REO BACON SECRETARY	7735 SW NORSE HALL RD	TUALATIN	OR	97062
2S124BC05001	TUALATIN LAKESIDE PLAZA LLC		18840 SW BOONES FERRY RD STE 216	TUALATIN	OR	97062
2S124BC05300	SZABO PAMELA H & BALMES LIV TRUST	SZABO FERNANDO A BY CHRISTIE BALMES TR	8345 SW SENECA ST 8335 SW SENECA ST	TUALATIN TUALATIN	OR OR	97062 97062
2S124BC05400	NOREEN LLC		2625 NW 205TH ST	SHORELINE	WA	98177
2S124BC05600	MROCKIEWICZ FAMILY REV TRUST	BY JACQUELINE MROCKIEWICZ TR	8315 SW SENECA ST	TUALATIN	OR	97062
2S124BC05700	PARKER KENNETH STEVEN		8305 SW SENECA ST	TUALATIN	OR	97062
2S124BC05800	LARSEN DINAH W TRUST		PO BOX 623	TUALATIN	OR	97062
2S124BC05900	HARDEN ROBERT C		8285 SW SENECA ST	TUALATIN	OR	97062
2S124BC06000	ROSS LIVING TRUST		8275 SW SENECA ST	TUALATIN	OR	97062
2S124BC06100	VANGORDON MATTHEW		8265 SW SENECA ST	TUALATIN	OR	97062
2S124BC06200	SMITH PHILIP H TRUST		8255 SW SENECA ST	TUALATIN	OR	97062
2S124BC06300	VILLAS ON THE LAKE OWNERS OF LOT			OR	OR	00000
2S124BC06400	VILLAS ON THE LAKE NO.I HOA & SEE PROPERTIES	VILLAS ON THE LAKE NO.II HOA & VI		OR	OR	00000
2S124BC06500	MORLAN SUSAN E		8900 SW BECKER DR	PORTLAND	OR	97223
2S124BC06700	BELL ROBERT P & HILLER PHILIP J &	BELL SUZANNE HILLER TRACEE R	6510 SE 32ND AVE 22605 PINEHURST DR	PORTLAND SHERWOOD	OR OR	97202 97140
2S124BC06800	RAMEN REAL ESTATE LLC	BY SEAN ROBBINS	8135 SW SENECA ST 1761 3RD ST #103	TUALATIN NORCO	OR CA	97062 92880
2S124BC07100	DAVISON JAMES REV LIV TRUST		8155 SW SENECA ST	TUALATIN	OR	97062
2S124BC07200	HO SON &	TRAN HA	19905 SW 58TH TER	TUALATIN	OR	97062
2S124BC07300	BRASHEAR GARY T		8175 SW SENECA ST	TUALATIN	OR	97062
2S124BC07400	MEWS AT THE COMMONS HOA		4934 SE WOODSTOCK BLVD	PORTLAND	OR	97206
2S124BC07500	MCARA COURTNEY F		18760 SW BOONES FERRY RD	TUALATIN	OR	97062
2S124BC07600	LECLAIRE MOLLIE J		18750 SW BOONES FERRY RD	TUALATIN	OR	97062
2S124BC07700	WILLMAN BRIAN M		18740 SW BOONES FERRY RD	TUALATIN	OR	97062
2S124BC07800	TOSTI SANDRA L		18730 SW BOONES FERRY RD	TUALATIN	OR	97062
2S124BC07900	CHALUPNY CAROLINE		18720 SW BOONES FERRY RD	TUALATIN	OR	97062
2S124BC08000	ROUSSELLE ASHLEIGH ALISE & MUELLER RICHARD P &	WOODWARD MATTHEW SCOTT AUGU; MUELLER MICHELLE M	18710 SW BOONES FERRY RD 18700 SW BOONES FERRY RD	TUALATIN TUALATIN	OR OR	97062 97062
2S124BC08100	SCHMAUDER JOHNNIE E & VILLAS ON THE LAKE NO.2 HOA	SCHMAUDER LATIESIA J	18690 SW BOONES FY RD	TUALATIN	OR	97062
2S124BC08200	TUALATIN GARDENS PROPERTY LLC			OR	OR	00000
2S124CA00100	JACK IN THE BOX	ATTN: EPROPERTY TAX DEPT 401	5638 SW DOGWOOD LN PO BOX 4900	LAKE OSWEGO SCOTTSDALE	OR AZ	97035 85261
2S124CA00201	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124CA00600	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124CB00100	TUALATIN DEVELOPMENT COMMISSION		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124CB00200	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124CB00201	CENTURY HOTEL LLC		4601 NE 78TH ST STE 130	VANCOUVER	WA	98665
2S124CB00202	IRA SERVICES TRUST COMPANY	BY HOSOOON LEE	12841 NW LORRAINE DR	PORTLAND	OR	97229
2S124CB00204	QUEST TRUST VI	BY PACIFIC NW TRUST CO TR	200 SW MARKET ST STE 1860	PORTLAND	OR	97201
2S124CB01700	CHERRY TREE PROPERTIES LLC		8250 SW TONKA ST	TUALATIN	OR	97062
2S124CB02600	CH RETAIL FUND I/TUALATIN MARTIN		3819 MAPLE AVE	DALLAS	TX	75219
2S124CB02601	TUALATIN CITY OF		18880 SW MARTINAZZI AVE	TUALATIN	OR	97062
2S124CB90000	BEN LAKE CONDOMINIUM OWNERS OF U			OR	OR	00000
2S124CB90011	OREGON EVERGREEN & HOLLY LAND AN	BY RICK A EVANS	23544 SW GAGE RD	WILSONVILLE	OR	97070
2S124CB90021	GIONET LEONARD A TRUST	BY CRITERIA PROPERTIES	7035 SW HAMPTON ST	TIGARD	OR	97223

August 12, 2020

NEIGHBORHOOD MEETING FOR PENDING LAND-USE PROPOSAL

Proposed Banfield Veterinary Clinic
at Nyberg Rivers Shopping Center
2,795 Square Foot Tenant Improvement at:
7995 SW Nyberg Street
Tualatin, OR



Property Zoned: CC Central Commercial
Veterinary use requires a Type III Conditional Use Approval
As your property is within 1000' of the proposed Clinic, you are required to be notified of this proposal and are invited to attend the required Developer/Neighborhood meeting.

Project Description:

Banfield Pet Hospital is proposing a 3,000s.f. +- veterinary clinic within tenant spaces at the Nyberg Rivers Shopping Center in Tualatin Oregon.
Typical Banfield Veterinary facilities such as what is being proposed at this location provide full-service veterinarian care; including diagnostic capabilities, a surgery room, pharmacy and retail pet supply sales.
All clinic activities occur within the tenant space.
We do not provide outdoor amenities such as dog runs or storage yards.
No grooming, long term kenneling, boarding, daycare or overnight stays will occur at this facility.

Hours of operation:

Banfield clinics typically operate 7:00am – 7:00pm, 7 days per week.
No overnight care or boarding is provided.

With over 950 facilities nationwide, Banfield prides itself on being good neighbors and tenants. Banfield is committed to being a “good neighbor” and working closely with the community and city jurisdiction to answer any questions or alleviate any concerns.

See back side of this document for virtual meeting information and how to participate.

Sincerely,

A handwritten signature in black ink that reads "Jeff W. Hammond".

Jeff Hammond
Principal



SCOTT | EDWARDS ARCHITECTURE LLP

2525 East Burnside Street Portland, Oregon 97214
p: 503.226.3617 f: 503.226.3715 www.seallp.com

cc: Isanford@tualatin.gov; Tualatin Community Development Department

**INSTRUCTIONS FOR VIRTUAL DEVELOPER / NEIGHBORHOOD MEETING
FOR PENDING LAND-USE PROPOSAL**

Proposed Banfield Veterinary Clinic at Nyberg Rivers Shopping Center
2,795 Square Foot Tenant Improvement at:
7995 SW Nyberg Street
Tualatin, OR

Meeting Date: Monday August 31st
Time: 6:00pm
Format: Zoom Video Conference per instructions below

Hello,

As your property is within 1000' of the proposed veterinary clinic, Jeff Hammond with Scott | Edwards Architecture is inviting you to a scheduled Zoom Developer / Neighborhood meeting as required for the Type III Conditional Use Approval of a proposed veterinary clinic within the Nyberg Rivers Shopping Center.

This is an informational meeting to share the development proposal with interested neighbors. You will have the opportunity to review preliminary plans and identify topics of interest or consideration. Feel free to contact me with any questions or commentary.

1. To join this meeting via computer video conference: <https://seallp.zoom.us/j/98522863885>
2. To join audio conference:

Dial:
+1 669 900 6833 (US Toll)
+1 253 215 8782 (US Toll)
+1 346 248 7799 (US Toll)

Meeting ID: 985 2286 3885

If you wish to submit written comments prior to, or during the meeting, you can email or mail them to:

Jeff Hammond
Scott | Edwards Architecture
2709 SE Ankeny Street
Portland, OR 97214
jeff@seallp.com

If you wish to view materials to be presented at the meeting, prior to or after, please send request to:

Jeff Hammond
Scott | Edwards Architecture
2709 SE Ankeny Street
Portland, OR 97214
jeff@seallp.com

August 31, 2020



CUP – NEIGHBORHOOD MEETING NOTES

Proposed Banfield Veterinary Clinic at Nyberg Rivers Shopping Center

2,795 Square Foot Tenant Improvement at:
7975 SW Nyberg Street
Tualatin, OR

Property Zoned: CC (Central Commercial)

Virtual neighborhood meeting:

Monday August 31st

6:00 PM

Via Zoom Video Conference

- Meeting was called to order at 6:00pm.
- Nobody attended other than:
The applicant, Jeff Hammond and the City Planner Erin Engman.
- Meeting ended at 6:30pm.

Jeff Hammond

Principal



SCOTT | EDWARDS ARCHITECTURE LLP

2525 East Burnside Street Portland, Oregon 97214

p: 503.226.3617 f: 503.226.3715 www.seallp.com

CERTIFICATION OF SIGN POSTING

<p>NOTICE</p> <p>NEIGHBORHOOD / DEVELOPER MEETING</p> <p>__/__/2010 __:__.m.</p> <p>SW _____</p> <p>503-__-__</p>

In addition to the requirements of TDC 32.150, the 18" x 24" sign must display the meeting date, time, and address as well as a contact phone number. The block around the word "NOTICE" must remain **orange** composed of the **RGB color values Red 254, Green 127, and Blue 0**. A PowerPoint template of this sign is available at: <https://www.tualatinoregon.gov/planning/land-use-application-sign-templates>.

As the applicant for the BANFIELD PET HOSPITAL AT NYBERG RIVERS project, I hereby certify that on this day, 08-14-2020 sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Community Development Division.

Applicant's Name: JEFF HAMMOND

(Please Print)

Applicant's Signature: *Jeff W. Hammond*

Date: 08-14-2020

NOTICE

NEIGHBORHOOD / DEVELOPER MEETING

08/31/20 6:00 p.m.

*[tualatinoregon.gov/planning/
neighborhood-developer-meetings](http://tualatinoregon.gov/planning/neighborhood-developer-meetings)*

(503) 896-5333

Avanti
RESTAURANT AND BAR

THAI Cuisine **RESTAURANT**
THAI RESTAURANT

NOTICE
**NEIGHBORHOOD /
DEVELOPER MEETING**
08/31/20 5:00 p.m.
[tualatinoregon.gov/planning/
neighborhood-developer-meetings](http://tualatinoregon.gov/planning/neighborhood-developer-meetings)
(503) 896-5333

SOUP & SALADS

OPEN

503-692-2719 Noodles & Curry

BRISCO'S \$99

THAI RESTAURANT

THAI RESTAURANT

THAI RESTAURANT

Quanti
RESTAURANT AND BAR

THAI Cuisine **RESTAURANT**
THAI RESTAURANT

NOTICE
NEIGHBORHOOD /
DEVELOPER MEETING
08/31/2016 6:00 p.m.
www.kern.org - go to planning
neighborhood/developer-meetings
(805) 898-5533

SHARKY'S

MEMORANDUM

Date: October 20, 2020

To: Erin Engman, Associate Planner, City of Tualatin

From: Jackie Sue Humphreys, Clean Water Services (CWS)

Subject: Banfield Pet Hospital, CUP-20-0001, 2S124B002000

Clean Water Services has no concerns or objections to this application request. As submitted, this application request will not require further review. Consider this memorandum to satisfy the requirement for the issuance of a Storm Water Connection Permit Authorization.



MEMORANDUM

CITY OF TUALATIN

DATE: November 12, 2020

TO: Erin Engman, AICP
Associate Planner

FROM: Tony Doran, EIT
Engineering Associate

SUBJECT: CUP20-0001, Banfield Pet Clinic

Transportation

The applicant's narrative states:

As part of the overall shopping center, various uses are anticipated and parking is not an issue. Per ITE 10th Edition, Our use is less intensive. See below for PM Peak Hour Trips.

ITE Classification 820 Shopping Center – 3.81 trips per 1,000 SF

ITE Classification 931 Restaurant – 7.8 trips per 1,000 SF

ITE Classification 640 Veterinary Clinic – 3.53 trips per 1,000 SF

The narrative does not indicate any need for additional dedication or improvements. City staff generally agrees with the letter and conclusions.

Environmental

This site is within the floodplain and a Flood Hazard Area Development Permit must be obtained for any future Building permits.

Utilities

The applicant's narrative states:

The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping Center. Two of the previous tenant spaces we will be occupying were full-service restaurants, which have a significantly greater water & sewer service need than our proposed veterinary clinic. The existing water and sewer service to the building is more than adequate for our use.

The proposed veterinary clinic will be within the existing Nyberg Rivers Shopping

MEMORANDUM: CUP20-0001, Banfield Pet Clinic

November 12, 2020

Page 2 of 2

Center. No changes to the building area or site are proposed, thus there is no impact on the existing Storm system, Grading or Water Quality features. Existing facilities are adequate, and no changes are needed or required.

With no proposed increase in use that requires upgrades to connections or public sanitary sewer or water systems, no Public Works Permit will be required. As there is no external ground disturbance or modification of impervious areas, no Erosion Control or Water Quality Permit will be required.

If you have any questions, please contact me at extension 3035.



NOTICE OF PLANNING COMMISSION DECISION

**** APPROVAL WITH CONDITIONS ****

November 19, 2020

Case #:	CUP-20-0001
Project:	Banfield Veterinary Clinic
Location:	7975 SW Nyberg St; Tax ID: 2S124B Lot: 02000
Applicant:	Jeff Hammond, Scott Edwards Architecture
Property Owner:	Centercal Properties

I. FINDINGS

- A. An application for a Conditional Use Permit (CUP) was filed by Scott Edwards Architecture on behalf of Centercal Properties for a veterinary clinic in the Central Commercial (CC) zoning district. Veterinary clinics are conditionally permitted in the Central Commercial (CC) zone as identified in Tualatin Development Code Table 53-1.
- B. The Tualatin Planning Commission (TPC) conducted a noticed quasi-judicial public hearing on November 19, 2020 in conformance with the laws of the State of Oregon and the City of Tualatin.
- C. The Planning Commission found with Conditions of Approval in the Analysis and Findings for Banfield Veterinary Clinic Conditional Use Permit (Attachment 1), the development will comply with the standards of the Tualatin Development Code (TDC). The TPC finds that the findings and analysis, the staff presentation, testimony at the public hearing, materials in the record, and discussion on the record, support the approval of the CUP 20-0001 with the conditions of approval CUP-1 through CUP-6.

II. ACTION

The Tualatin Planning Commission approved CUP 20-0001 with conditions CUP-1 through CUP-6 and adopted the analysis and findings, dated November 19, 2020.

CUP 20-0001 is subject to the following conditions of approval:

- CUP-1** Veterinary treatment must be limited to small animals.
- CUP-2** Outdoor pet amenities, such as dog runs or storage yards are prohibited.
- CUP-3** Pet daycare and boarding are prohibited.
- CUP-4** Animal waste in public areas adjacent to the veterinary use are subject to Tualatin Municipal Code Chapter 6-04.
- CUP-5** Hours of Operation are limited to 6:00 a.m. to 10:00 p.m., Monday through Sunday.
- CUP-6** Modification or expansion of the veterinary use may require an additional Conditional Use Permit application review.

III.APPEAL

The applicant or any person who submitted written comments or testified orally or in writing at the Tualatin Planning Commission hearing and who may be adversely affected by the Commission's decision may file a request for review of the final decision of the Conditional Use Permit to the City Council.

The Tualatin Planning Commission's decision will be final after 14 calendar days from the mailing of this order, unless a written appeal is received by the **Community Development Department Planning Division at 18880 SW Martinazzi Avenue, Tualatin, Oregon. The appeal must be submitted on the City appeal form with all the information requested provided thereon and signed by the appellant.** The record and appeal forms are available at the Planning Division offices. The appeal forms must include reasons and the applicable appeal fee and meet the requirements of Section 32.310 of the Tualatin Development Code. The City Council will review and make a decision. The parties will be notified of the Council meeting date.

ADOPTED THIS 19th DAY OF NOVEMBER 2020.

CITY OF TUALATIN
PLANNING COMMISSION

BY:

Bill Beers, Chair
Tualatin Planning Commission



CUP 20-0001
Banfield Pet Hospital
7975 SW Nyberg Street
Veterinary Clinic

CUP 20-0001
Banfield Veterinary Clinic

TUALATIN PLANNING COMMISSION
November 19, 2020



PRESENTATION

1. Site Background
2. Conditional Use Permits
3. Subject Proposal
4. Applicable Criteria
5. Recommendation



SITE BACKGROUND



- SW building of Nyberg Rivers shopping center
- Central Commercial (CC) Zone
- Access provided from Nyberg Road & Martinazzi Avenue
- Parking available on north & south side of building



CUP 20-0001
Banfield Veterinary Clinic

TUALATIN PLANNING COMMISSION
November 19, 2020



CONDITIONAL USE PERMITS

Conditional Use Permit Purpose:

- To provide standards for conditional uses of land/ structures which, because of their unique characteristics relative to location, design, size, operation, circulation and public interest, require special consideration



CONDITIONAL USE PROCEDURE

Type III Procedure:

- Pre-Application Meeting – August 5
- Neighborhood Developer Meeting – August 31
- Application Submitted – September 1
- Application Deemed Complete – October 1
- Planning Commission Hearing – November 19
- 120 Day Rule – January 29, 2021



CONDITIONAL USE REQUEST

CUP 20-0001:

- Consideration of a Conditional Use Permit for an approximately 2,975 square foot veterinary clinic in the Central Commercial (CC) District

Table 53-1 Use Categories in the CC Zone

Commercial Use Categories

Retail Sales and Services

Conditional Use Permit required for veterinary clinic



APPROVAL CRITERIA

TDC 33.040(5)– CUP Approval 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



APPROVAL CRITERIA

(e) The proposal satisfies those objectives and policies of the Tualatin Community Plan that are applicable to the proposed use:

Chapter 6.040(4): Central Commercial Planning District Objective

- *Provide areas for a full range of retail, professional, and service uses found in downtown areas patronized by pedestrians.*
- *Civic, social, and cultural functions that serve the community are also appropriate.*
- *The District is almost entirely within the downtown portion of the urban renewal area. The Plan contains policies and standards to create a village atmosphere in the downtown area.*



APPROVAL CRITERIA

Conditions are recommended to satisfy approval criteria:

- CUP-1** Veterinary treatment must be limited to small animals.
- CUP-2** Outdoor pet amenities, such as dog runs or storage yards are prohibited.
- CUP-3** Pet daycare and boarding are prohibited.
- CUP-4** Animal waste in public areas adjacent to the veterinary use are subject to Tualatin Municipal Code Chapter 6-04.
- CUP-5** Hours of operation are limited to 6:00 a.m. to 10:00 p.m., Monday through Sunday.
- CUP-6** Modification or expansion of the veterinary use may require an additional Conditional Use Permit application review.



RECOMMENDATION

- Findings and Analysis demonstrate that with Conditions of Approval, the proposal meets the approval criteria
- Staff respectfully recommends approval of the Conditional Use Permit (CUP 20-0001) with Conditions of Approval CUP-1 through CUP-6



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Tualatin Planning Commissioners

THROUGH: Steve Koper, AICP, Planning Manager

FROM: Tabitha Boschetti, AICP, Assistant Planner and
Erin Engman, Associate Planner

DATE: November 19, 2020

SUBJECT:

The Tualatin Planning Commission is asked to provide a recommendation regarding Plan Text Amendment PTA 20-0004, which would update the Housing Element, reflecting the work of the Tualatin 2040 project, which included a Housing Needs Analysis and Housing Strategies. Other work includes a reorganized and simplified chapter structure and graphic updates based on existing City branding guidelines. If approved by the City Council, this amendment would implement the Tualatin 2040 work, as well as the work done by the Commission over the past several months to review and provide further input and direction.

EXECUTIVE SUMMARY:

The scope of PTA 20-0004 includes adoption of the Housing Needs Analysis and Housing Strategies document (2019) developed through Tualatin 2040, and reorganization of Chapters 1 through 30 of the Tualatin Development Code (also known as the Tualatin Community Plan) into a 10-Chapter stand-alone Comprehensive Plan document. The City's existing branding guidelines would also be applied to the Plan. The Tualatin Community Plan was primarily written in the late 70's with piecemeal updates to adopt additional studies and other changes in the following decades.

- The Housing Element of the proposed updated Comprehensive Plan is updated to reflect the 2019 Housing Needs Assessment, Housing Strategies, and Policy Priorities documents.
- The remainder of the Comprehensive Plan has received a policy-neutral reorganization.
- Scattered objectives and policies are organized into Goals and Policies structure.
- Policy-neutral updates to language and references include broad deletion of outdated and extraneous data. The majority of the text was written in the late 70's looking toward the year 2000, and also contains unnecessary detail and commentary.
- Updates to the text of the Introduction of the Plan include more current information about Tualatin.
- The document would be removed from the Tualatin Development Code and formatted consistent with City branding guidelines, resulting in a more modern and legible document with graphics and photos.

The revised Housing Element is found in Chapter 3, which includes Tualatin's adopted policy on planning for residential growth and housing. The Housing Element is the one section of the proposed Comprehensive Plan update that is based on updated information and not intended to be policy-neutral. The scope of changes to housing policy remain fairly conservative, rooted in the policy priorities discussed in the Tualatin 2040 efforts of 2019. In some areas, the proposed language charts "Strategic Actions," suggesting a path for yet future policy-making, reflecting areas of the Tualatin 2040 work that were left open-ended and have

not yet benefitted from additional public input. Some of these Strategic Actions will be further explored and potentially result in future policies through the creation of a Housing Production Strategy, the work for which is currently underway.

Table 1—Overview of Updated Chapters

Updated Comprehensive Plan	Tualatin Community Plan
Chapter 1—Community Involvement	TDC 2.050
Chapter 2—Community Design	TDC 10 Community Design TDC 20 Sign Design
Chapter 3—Housing	TDC 4 Community Growth TDC 5 Residential Growth
Chapter 4—Economy, Commercial and Industrial Development	TDC 3.070 Economics TDC 6 Commercial Planning Districts TDC 7 Manufacturing Planning Districts TDC 30 Tualatin Urban Renewal
Chapter 5—Other Land Use	TDC 3.060 Land Use TDC 8 Public, Semi-Public, and Miscellaneous Land Use
Chapter 6—Historic Preservation	TDC 3.050 TDC 16 Historic Preservation
Chapter 7—Parks, Open Space, Environment	TDC 3.030 Natural Resources TDC 3.040 Natural Hazards Chapter 15 Parks and Recreation (includes supporting information for natural resource areas and regulation)
Chapter 8—Transportation	3.080 Public Facilities TDC 11 Transportation
Chapter 9 – Public Facilities	3.080 Public Facilities Chapter 12 Water Services Chapter 13 Sewer Services Chapter 14 Drainage Plan
Chapter 10 Land Use Designations	TDC 5.040 Planning District Objectives (Residential) TDC 6.040 Commercial Planning District Objectives TDC 7.040 Manufacturing Planning District Objectives TDC 8.100 Institutional Planning District Objectives TDC 9 Plan Map

RELEVANT CRITERIA:

- TDC 33.070;
- Metro Urban Growth Functional Plan;
- Applicable state land use goals with special attention to Goal 10—Housing;
- Oregon Administrative Rules.

TUALATIN PLANNING COMMISSION OPTIONS:

The Planning Commission is asked to make a recommendation to City Council on the proposed Plan Text Amendment (PTA 20-0004). The TPC may recommend to the Council:

- 1) Approval either as proposed or with modifications;
- 2) Denial; or
- 3) Neither approval nor denial (i.e. a “neutral” recommendation).

FINANCIAL IMPLICATIONS:

None at this time.

ATTACHMENTS:

Draft Findings

Exhibit A - Full DRAFT Comprehensive Plan

Exhibit B – List of Updated Maps and Figures

Exhibit C – Housing Needs Analysis (2019)

Exhibit D – Housing Strategies (2019)

Exhibit E – Policy Priorities (2019)

Exhibit F – Text DRAFT Comprehensive Plan



November 19, 2020

Analysis and Findings

Case #:	PTA 20-0004
Project:	Housing Element Comprehensive Plan Update

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I. INTRODUCTION

A. Applicable Criteria

Applicable Statewide Planning Goals; Divisions 7 and 18 of the Oregon Administrative Rules; applicable Sections of the City of Tualatin Development Code, including Section 33.070 (Plan Amendments).

B. Project Description

The scope of Plan Text Amendment PTA 20-0004 includes adoption of the Housing Needs Analysis and Housing Strategies document (2019) developed through the Tualatin 2040 effort focused on improving housing policy, as well as reorganization of Chapters 1 through 30 of the Tualatin Development Code (also known as the *Tualatin Community Plan, Exhibit D*) into a stand-alone Comprehensive Plan document.

These changes include:

- A new Housing Element (Chapter 3) of the proposed updated Comprehensive Plan reflecting the 2019 Housing Needs Assessment and Housing Strategies through updated Goals and Policies.
- A policy-neutral reorganization to the remainder of the Comprehensive Plan. Goals and Policies are more centralized and easily identified than previous objectives.
- Policy-neutral updates to language and references, including broad deletion of outdated and extraneous data. The majority of the text was written in the late 70's looking toward the year 2000, and references such as population projections to years past, the composition of decades-old advisory bodies, and similar details are no longer informative.
- Updates to the text of the Introduction of the Plan.
- Modern formatting with pictures and graphics.

Table 1—Overview of Proposed Comprehensive Plan Organization

Updated Comprehensive Plan	Tualatin Community Plan
Chapter 1—Community Involvement	TDC 2.050
Chapter 2—Community Design	TDC 10 Community Design TDC 20 Sign Design
Chapter 3—Housing	TDC 4 Community Growth TDC 5 Residential Growth
Chapter 4—Economy, Commercial and Industrial Development	TDC 3.070 Economics TDC 6 Commercial Planning Districts TDC 7 Manufacturing Planning Districts TDC 30 Tualatin Urban Renewal
Chapter 5—Other Land Use	TDC 3.060 Land Use TDC 8 Public, Semi-Public, and Miscellaneous Land Use
Chapter 6—Historic Preservation	TDC 3.050 TDC 16 Historic Preservation
Chapter 7—Parks, Open Space, Environment	TDC 3.030 Natural Resources

	TDC 3.040 Natural Hazards Chapter 15 Parks and Recreation (includes supporting information for natural resource areas and regulation)
Chapter 8—Transportation	3.080 Public Facilities TDC 11 Transportation
Chapter 9 – Public Facilities	3.080 Public Facilities Chapter 12 Water Services Chapter 13 Sewer Services Chapter 14 Drainage Plan
Chapter 10 Land Use Designations	TDC 5.040 Planning District Objectives (Residential) TDC 6.040 Commercial Planning District Objectives TDC 7.040 Manufacturing Planning District Objectives TDC 8.100 Institutional Planning District Objectives TDC 9 Plan Map

Additional updates to the Tualatin Development Code are also needed to accurately and consistently refer to the Comprehensive Plan, and to correct the placement of information that more appropriately is contained at the Development Code level.

C. Public Comments

D. Exhibit List

- A. Proposed Text Changes
- B. 2019 Housing Needs Analysis
- C. 2019 Housing Strategy Analysis
- D. Tualatin Development Code Chapters 1-30 (Tualatin Community Plan)
- E. Tualatin Planning Commission Comments

II. FINDINGS

A. Oregon Statewide Planning Goals

Goal 1 – Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding:

The Housing Element updates reflect work that is part of the Tualatin 2040 effort and conducted under the guidance of a Community Advisory Committee and Technical Advisory Committee. The current Plan Text Amendment is the beginning of incorporating that public voice into the Comprehensive Plan. Staff drafted the Housing Element directly based on the final documents associated with this earlier phase of work, and daylighted incremental drafts at Tualatin Planning Commission meetings held between July and November 2020.

The remainder of the Comprehensive Plan reorganization is intended to be policy-neutral and does not reflect the broad public involvement that would be desired for greater changes.

While neutral in its policy impacts, the proposed changes to the Comprehensive Plan include the creation of a new chapter, “Chapter 1—Community Involvement.” This chapter collects the existing information on community involvement that can be gleaned from the Tualatin Community Plan document (Exhibit D) and highlights it for consideration as a goal and three distinct policies to be explicitly considered where future code and policy changes must refer to the Comprehensive Plan. Any future efforts to improve community involvement policies and practices will likewise have a clear organizational structure to plug into, versus the current organization where it is buried under a chapter called, “Introduction.” The change further emphasizes and makes plain that the practices of the City of Tualatin must be consistent with Statewide Planning Goal 1.

The proposed amendments conform to Goal 1.

Goal 2 – Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

[...] Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. OAR 660-015-0000(2)

Finding:

The factual basis for policy changes in Chapter 3 is primary composed of the Housing Needs Analysis (2019) (Exhibit 2) and Housing Strategy Analysis (2019) (Exhibit 3). The City Council accepted the Housing Needs Analysis and Housing Strategy Analysis through Resolution No. 5479-19, on December 9, 2019. This factual basis includes an evaluation of population and economic changes, the existing

inventory of structures and vacant land, and the City of Tualatin's responsibilities in the context of other jurisdictions and actors with influence over the existing housing inventory and our region's ability to meet housing demand. The proposed changes advance the aims of Goal 2 by taking into account changing public policies and circumstances. The changes partially implement citizen opinion as determined through the Tualatin 2040 engagement process; further changes to the Tualatin Development Code and potentially other programmatic changes will be needed to fully implement the Tualatin 2040 background documents.

The remainder of the Comprehensive Plan reorganization is intended to be policy-neutral and staff do not claim an updated factual basis. As clear as it is that maintaining the status quo is never truly neutral, and may be seen as inadequate in the face of broad systemic crises, without an updated factual basis, staff is refraining from updates to the related policies for the remainder of the Comprehensive Plan. It is staff's understanding that City Council seeks these organizational changes to facilitate future changes and better understand the existing contents of that which comprises Tualatin's Comprehensive Plan.

The proposed amendments conform to Goal 2 and satisfy the applicable OAR.

Goal 5 – Open Spaces, Scenic and Historic Area, and Natural Resource

Goal 5 establishes a process for each resource to be inventoried and evaluated. OAR 660-015-0000(5) and OAR 660.023 (Procedures and Requirements for Complying with Goal 5)

Finding:

Applicability of Goal 5 to post-acknowledgment plan amendments is governed by OAR 660-023-0250.

Natural Resources

The proposed amendments do not modify the acknowledged Goal 5 resource list or the effective Tualatin Development Code. Proposed changes do not include any changes to permitted uses, and would therefore not allow uses that would conflict with a particular Goal 5 resource site on an acknowledged resource list. In 1994, The City prepared the Wetland and Natural Areas Plan as part of a Periodic Review effort toward Goal 5 compliance.

Drainage, storm water and surface water runoff in Tualatin are addressed in the Tualatin Drainage Plan, the Surface Water Management Ordinance (SWM Ordinance) (Ord. No. 846-91), the Northwest Tualatin Concept Plan 2005, the Southwest Tualatin Concept Plan 2010 and TDC Chapter 74, the objective of which includes compliance with Metro's Urban Growth Management Functional Plan (UGMFP) Title 3 and by extension, Goal 5. The surface water management policies and requirements in the SWM Ordinance were adopted by the City and other jurisdictions in the Tualatin River Basin to implement Clean Water Services requirements for control of sedimentation and water quality, which had been found by Metro to be consistent with Title 3, thus bringing Tualatin into conformance with Title 3 as well.

Compliance with Title 13 is satisfied by Tualatin's participation in the Tualatin Basin Plan (Exhibit 6). Previously adopted amendments to Tualatin Development Code (Chapter 72) remain unchanged but for document reference updates. Previously adopted amendments to Chapter 4 of the Tualatin Community

Plan (Comprehensive Plan) are effectively preserved in the proposed text of Chapter 7, Parks, Open Space, Environment. The impact of any specific proposed development would be reviewed by Clean Water Services for potential natural resource impacts as part of that future land use application.

Historic Resources

The proposed amendments likewise do not modify the Historic Resource Inventory or Designated Landmark List (Tualatin Development Code Chapter 68). Modifications to the Historic Resources chapter of the Comprehensive Plan do remove references specific to individual properties, leaving guidance on specific properties to be determined by the broader policies of the Comprehensive Plan in tandem with more specific information in the inventory and Tualatin Development Code.

The proposed amendments conform to Goal 5 and satisfy the applicable OAR.

Goal 6 – Air, Water and Land Resources Quality

This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution. OAR 660-015-0000(6)

Finding:

The Oregon Department of Environmental Quality (DEQ) regulates air, water and land with Clean Water Act (CWA) Section 401 Water Quality, Water Quality Certificate, State 303(d) listed waters, Hazardous Wastes, Clean Air Act (CAA), and Section 402 NPDES Construction and Stormwater Permits. The Oregon Department of State Lands and the U.S. Army Corps of Engineers regulate jurisdictional wetlands and CWA Section 404 water of the state and the country respectively. Clean Water Services (SWC) coordinates storm water management, water quality and stream enhancement projects throughout the city. Future development will still need to comply with these state, national and regional regulations and protections for air, water and land resources. The PTA does not include proposed changes to TDC Chapter 63 (Industrial Uses and Utilities and Manufacturing Zones - Environmental Regulations). The proposed amendments conform to Goal 6 and satisfy the applicable OAR.

Goal 7 – Areas Subject to Natural Disasters and Hazards

Goal 7 deals with development in places subject to natural hazards such as floods or landslides. OAR 660-015-0000(7).

Finding:

The proposed amendments do not affect policies associated with Goal 7 established by the Comprehensive Plan. Approval of the proposed amendments will not eliminate the requirement for future development to meet the requirements of the Chapters 70 and 72 of the Tualatin Development Code. The proposed amendments conform to Goal 7.

Goal 8 – Recreation Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding:

Tualatin adopted the Tualatin Parks and Recreation Master Plan in 2019 through Ordinance 1427-19.

Proposed Comprehensive Plan Chapter 7 retains the existing recreation policies and reflects some of the additional language contained within the Parks and Recreation Master Plan (2018).

The proposed amendments conform to Goal 8.

Goal 9 – Economy of the State

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding:

The reorganization of the Comprehensive Plan includes consolidating objectives in Chapter 6 (Commercial Planning Districts) and Chapter 7 (Manufacturing Planning Districts) into a single Comprehensive Plan chapter (Chapter 4: Economy, Commercial and Industrial Development) and breaking out descriptions of specific land use designations (which double as zones) in Chapter 10, Land Use Designation. The substance of the objectives are retained and clarified as goals and policies. Outdated references to the closed Urban Renewal Area are removed.

The proposed amendments do not impact the inventory of commercial and industrial lands. The proposed amendments do not rezone any land uses and there are no changes proposed to the boundaries of lands zoned for commercial and industrial uses, as indicated on the City's adopted Planning District Map. The types of commercial and industrial uses and overall intensities of use in the current code will continue to be permitted under the proposed amendments. Therefore, the PTA will not impact the City's current or future need for commercial and industrial land.

The proposed amendments conform to Goal 9.

Goal 10 – Housing

To provide for the housing needs of citizens of the state.

Finding:

The City of Tualatin completed a Buildable Lands Inventory and Housing Needs Analysis in 2019 as part of the City's ongoing efforts through the Tualatin 2040 project. These efforts aim to improve local housing policies and development regulations to create a broader range of housing responsive to the region's needs and fully responsive to the charge to provide needed housing presented by Goal 10. The City Council accepted the Housing Needs Analysis and Housing Strategy Analysis through Resolution No. 5479-19, on December 9, 2019.

A new consolidated Chapter 3 of the Comprehensive Plan is intended to reflect this updated factual basis and better comply with Goal 10.

Updated policy statements under Goal 3.1 directly relate to housing supply and the City's responsibilities to ensure that an adequate land supply is provided in relationship to the findings of the Housing Needs

Analysis, as well as requirements to provide for clear and objective review, maintain citywide minimum residential densities in compliance with state and regional requirements, coordinate with infrastructure development, and consider residential development in balance with coordinated infrastructure development, and urban services. The policies stop short of directing greater density or zoning to changes to this end, but include supportive actions for continuing to evaluate the city's development code and practices. Goal 3.1 and supportive policies therefore mostly directly speak to the provisions of Guidelines under "A. Planning" in Goal 10, as well as section 1 of "B. Implementation" establishing a need to revise the City's evaluation of housing need.

Updated policy statements under Goal 3.2 relate to housing diversity and proactively respond to changes that will be necessary under HB 2001. Goal 3.3 speaks to supporting development of affordable housing. Goal 3.4 and related policies speak to coordination between economic development efforts and housing as well as encouraging mixed-use development types.

Goal 3.5 and related policies relate to coordinating housing and transportation development, while Goal 3.6 and related policies relate to coordinating residential development with other regional actors and consistently with state and regional policies. Finally, Goal 3.7 acknowledges the need to plan for housing in relationship to environmental impacts of development.

The proposed amendments conform to Goal 10.

Goal 11 – Public Facilities and Services

Finding:

The proposed amendments retain the City's Water Plan and Sanitary Sewer Plan (Exhibit XX), with updated organization and renumbering. Provision of public services including water, sewer, and emergency services are unchanged.

TDC Chapters 8 (Public, Semi-Public and Misc. Land Uses), TDC Chapter 12 (Water Service), TDC Chapter 13 (Sewer Service), and TDC Chapter 14 (Drainage Plan and Surface Water Management) contain the existing objectives and policies related to the City's provision of public facilities and services. The proposed amendments retain the substance of these policies organized into a single chapter and with goals and policy directions more clearly highlighted. The implementing requirements in TDC Chapter 74 (Public Improvement Requirements) are unchanged. The extent to which public service uses, such as fire stations, are permitted in the Tualatin Development Code is unchanged. The amendments likewise do not include any map amendments or amendments to residential densities or permitted housing types or to the type or intensities of permitted non-residential uses; therefore, the PTA will have no direct impact on demand for public facilities and services.

The proposed amendments conform to Goal 11.

Goal 12 – Transportation

Finding:

Goal 12 requires the provision and encouragement of a safe, convenient, multimodal and economic transportation system. The Comprehensive Plan and Transportation System Plan (TSP) describes the transportation system necessary to accommodate the transportation needs of the City.

The Transportation Planning Rule requires certain actions if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility. The PTA does not include any changes to the transportation standards in TDC Chapter 74 (Public Improvement Requirements) or TDC Chapter 75 (Access Management). No changes are proposed to the boundaries of lands zoned for residential uses or non-residential uses as indicated on the City's adopted Planning District Map. The types of residential and non-residential uses, and the density and intensities of such development permitted today by the current TDC within the various zoning districts, will continue to be permitted by the updated TDC. Therefore, the PTA will have no impact on the provision of, or demand for, transportation facilities.

Implementing measures are contained in the Tualatin Development Code and (TDC 74 and 75) Public Works Construction Code (Tualatin Municipal Code Chapter 02-03). The proposed amendments improve consistency with other adopted planning efforts. The amendments are consistent with the City's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 the Transportation Planning Rule (TPR), the findings for which are found in Section C under Oregon Administrative Rules Chapter 660, Division 12. The proposed amendments are consistent with the acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12, the TPR, the Oregon Highway Plan (OHP) and the Regional Transportation Functional Plan (RTFP). The proposed amendments conform to Goal 12.

The proposed amendments would not directly change any residential density; no additional impacts to transportation facilities and services are anticipated. The proposed amendments conform to Goal 12.

Goal 13: Energy Conservation
To conserve energy.

Finding:

Provisions to comply with Goal 13 were included in the existing, adopted and DLCD acknowledged Comprehensive Plan and Development Code (TDC Chapters 4 and 7 which are incorporated into Comprehensive Plan Chapter 3 and 4 respectively). The amendments proposed to the plan would not eliminate or alter the existing energy conservation provisions of the Code. Coordinated design and development allows for maximized use of transportation systems and public facilities in the area, thereby further increasing energy efficiency. The proposed amendments conform to Goal 13.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding:

No changes are proposed to the boundaries of lands zoned for residential uses or non-residential uses as indicated on the City's adopted Planning District Map. The types of residential and non-residential uses, and the density and intensities of such development permitted today by the current Tualatin Development Code within the various zoning districts, will continue to be permitted. Therefore, the PTA is not expected to impact the City's current or future need for land. The proposed amendments conform to Goal 14.

B. Oregon Administrative Rules

OAR Chapter 660 Division 7 (Metropolitan Housing)
[...]

660-007-0015

Clear and Objective Approval Standards Required

(1) Except as provided in section (2) of this rule, a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of needed housing on buildable land. The standards, conditions and procedures may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.

(2) In addition to an approval process for needed housing based on clear and objective standards, conditions and procedures as provided in section (1) of this rule, a local government may adopt and apply an optional alternative approval process for applications and permits for residential development based on approval criteria regulating, in whole or in part, appearance or aesthetics that are not clear and objective if:

(a) The applicant retains the option of proceeding under the approval process that meets the requirements of section (1);

(b) The approval criteria for the alternative approval process comply with applicable statewide land use planning goals and rules; and

(c) The approval criteria for the alternative approval process authorize a density at or above the density level authorized in the zone under the approval process provided in section (1) of this rule.

(3) Subject to section (1), this rule does not infringe on a local government's prerogative to:

(a) Set approval standards under which a particular housing type is permitted outright;

(b) Impose special conditions upon approval of a specific development proposal; or

(c) Establish approval procedures.

Finding:

The changes to the Housing Element, Chapter 3 of the Comprehensive Plan, do not include the scope of changes to the Tualatin Development Code necessary to provide for clear and objective standards for housing development for housing types other than detached single family as seen in TDC Chapter 33, Applications and Approval Criteria. Meanwhile, the adoption of the Housing Needs Analysis (2019) represented through the subject amendments clarifies that the scope of needed housing includes

attached and multi-family housing types. The present scope of changes represents the first step in this necessary update; the changes to the Comprehensive Plan, specifically proposed Policy 3.1.4 reflect the requirement to implement clear and objective approval standards and would move the City's policy toward compliance. Full implementation of this state requirement will remain to be implemented through anticipated future changes to the Tualatin Development Code. The proposed amendments are thereby consistent with these requirements.

660-018-0020: Notice of a Proposed Change to a Comprehensive Plan or Land Use Regulation

(1) Before a local government adopts a change to an acknowledged comprehensive plan or a land use regulation, unless circumstances described in OAR 660-018-0022 (Exemptions to Notice Requirements Under OAR 660-018-0020) apply, the local government shall submit the proposed change to the department, including the information described in section (2) of this rule. The local government must submit the proposed change to the director at the department's Salem office at least 35 days before holding the first evidentiary hearing on adoption of the proposed change.

(2) The submittal must include applicable forms provided by the department, be in a format acceptable to the department, and include all of the following materials:

(a) The text of the proposed change to the comprehensive plan or land use regulation implementing the plan, as provided in section (3) of this rule;

(b) If a comprehensive plan map or zoning map is created or altered by the proposed change, a copy of the relevant portion of the map that is created or altered;

(c) A brief narrative summary of the proposed change and any supplemental information that the local government believes may be useful to inform the director and members of the public of the effect of the proposed change;

(d) The date set for the first evidentiary hearing;

(e) The notice or a draft of the notice required under ORS 197.763 (Conduct of local quasi-judicial land use hearings) regarding a quasi-judicial land use hearing, if applicable; and

(f) Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

(3) The proposed text submitted to comply with subsection (2)(a) of this rule must include all of the proposed wording to be added to or deleted from the acknowledged plan or land use regulations. A general description of the proposal or its purpose, by itself, is not sufficient. For map changes, the material submitted to comply with Subsection (2)(b) must include a graphic depiction of the change; a legal description, tax account number, address or similar general description, by itself, is not sufficient. If a goal exception is proposed, the submittal must include the proposed wording of the exception.

(4) If a local government proposes a change to an acknowledged comprehensive plan or a land use regulation solely for the purpose of conforming the plan and regulations to new requirements in a land use statute, statewide land use planning goal, or a rule implementing the statutes or goals, the local government may adopt such a change without holding a public hearing, notwithstanding contrary provisions of state and local law, provided:

(a) The local government provides notice to the department of the proposed change identifying it as a change described under this section, and includes the materials described in section (2) of this rule, 35 days before the proposed change is adopted by the local government, and

(b) The department confirms in writing prior to the adoption of the change that the only effect of the proposed change is to conform the comprehensive plan or the land use regulations to the new requirements.

(5) For purposes of computation of time for the 35-day notice under this rule and OAR 660-018-0035 (Department Participation)(1)(c), the proposed change is considered to have been “submitted” on the day that paper copies or an electronic file of the applicable notice forms and other documents required by section (2) this rule are received or, if mailed, on the date of mailing. The materials must be mailed to or received by the department at its Salem office.

Finding:

Notice of a proposed Post-Acknowledgement Plan Amendment was submitted to the Department of Land Conservation and Development (DLCD) via the PAPA Online portal on **November 6, 2020, 38** days before the scheduled hearing.

660-007-0022

Restrictions on Housing Tenure

Any local government that restricts the construction of either rental or owner occupied housing on or after its first periodic review shall either justify such restriction by an analysis of housing need according to tenure or otherwise demonstrate that such restrictions comply with ORS 197.303(1)(a) and 197.307(3).

Finding:

The City of Tualatin has no restrictions on the construction of rental or owner occupied housing. Moreover, the proposed changes eliminate language that suggests bias with regard to housing tenure. The proposed amendments are consistent with these requirements.

660-007-0030: New Construction Mix

(1) Jurisdictions other than small developed cities must either designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing or justify an alternative percentage based on changing circumstances. Factors to be considered in justifying an alternate percentage shall include, but need not be limited to:

- (a) Metro forecasts of dwelling units by type;**
- (b) Changes in household structure, size, or composition by age;**
- (c) Changes in economic factors impacting demand for single family versus multiple family units; and**
- (d) Changes in price ranges and rent levels relative to income levels.**

(2) The considerations listed in section (1) of this rule refer to county-level data within the UGB and data on the specific jurisdiction.

[...]

660-007-0033

Consideration of Other Housing Types

Each local government shall consider the needs for manufactured housing and government assisted housing within the Portland Metropolitan UGB in arriving at an allocation of housing types.

660-007-0035: Minimum Residential Density Allocation for New Construction

The following standards shall apply to those jurisdictions which provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing:

[...]

(2) Clackamas and Washington Counties, and the cities of Forest Grove, Gladstone, Milwaukie, Oregon City, Troutdale, Tualatin, West Linn and Wilsonville must provide for an overall density of eight or more dwelling units per net buildable acre.

[...]

Finding:

While the policies outlined in proposed Chapter 3 suggest possible changes to density and permitted housing types, it does not implement any changes that would directly influence the new construction mix, density, or allowed housing types. The proposed amendments remain consistent with these requirements.

660-007-0045

Computation of Buildable Lands

(1) The local buildable lands inventory must document the amount of buildable land in each residential plan designation.

(2) The Buildable Land Inventory (BLI): The mix and density standards of OAR 660-007-0030, 660-007-0035 and 660-007-0037 apply to land in a buildable land inventory required by OAR 660-007-0010, as modified herein. Except as provided below, the buildable land inventory at each jurisdiction's choice shall either be based on land in a residential plan/zone designation within the jurisdiction at the time of periodic review or based on the jurisdiction BLI at the time of acknowledgment as updated. Each jurisdiction must include in its computations all plan and/or zone changes involving residential land which that jurisdiction made since acknowledgment. A jurisdiction need not include plan and/or zone changes made by another jurisdiction before annexation to a city. The adjustment of the BLI at the time of acknowledgment shall:

(a) Include changes in zoning ordinances or zoning designations on residential planned land if allowed densities are changed;

(b) Include changes in planning or zoning designations either to or from residential use. A city shall include changes to annexed or incorporated land if the city changed type or density or the plan/zone designation after annexation or incorporation;

(c) The county and one or more cities affected by annexations or incorporations may consolidate buildable land inventories. A single calculation of mix and density may be prepared. Jurisdictions which consolidate their buildable lands inventories shall conduct their periodic review simultaneously;

(d) A new density standard shall be calculated when annexation, incorporation or consolidation results in mixing two or more density standards (OAR 660-007-0035). The calculation shall be made as follows:

(A)(i) BLI Acres x 6 Units/Acre = Num. of Units;

(ii) BLI Acres x 8 Units/Acre = Num. of Units;

(iii) BLI Acres x 10 Units/Acre = Num. of Units;

(iv) Total Acres (TA) — Total Units (TU).

(B) Total units divided by Total Acres = New Density Standard;

(C) Example:

(i) Cities A and B have 100 acres and a 6-unit-per-acre standard: (100 x 6 = 600 units); City B has 300 acres and a 10-unit-per-acre standard: (300 x 10 = 3000 units); County has 200 acres and an 8-unit-per-acre standard: (200 x 08 = 1600 units); Total acres = 600 — Total Units = 5200.

(ii) 5200 units divided by 600 acres = 8.66 units per acre standard.

(3) Mix and Density Calculation: The housing units allowed by the plan/zone designations at periodic review, except as modified by section (2) of this rule, shall be used to calculate the mix and density. The number of units allowed by the plan/zone designations at the time of development shall be used for developed residential land.

Finding:

The proposed changes include adopted the Buildable Lands Inventory for the entire City. Buildable land has been identified consistent with the requirements of Metro Title 11. The proposed amendments are consistent with these requirements.

660-009-0020

Industrial and Other Employment Development Policies

(1) Comprehensive plans subject to this division must include policies stating the economic development objectives for the planning area. These policies must be based on the community economic opportunities analysis prepared pursuant to OAR 660-009-0015 and must provide the following:

(a) Community Economic Development Objectives. The plan must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Policy objectives may identify the level of short-term supply of land the planning area needs. Cities and counties are strongly encouraged to select a competitive short-term supply of land as a policy objective.

(b) Commitment to Provide a Competitive Short-Term Supply. Cities and counties within a Metropolitan Planning Organization must adopt a policy stating that a competitive short-term supply of land as a community economic development objective for the industrial and other employment uses selected through the economic opportunities analysis pursuant to OAR 660-009-0015.

(c) Commitment to Provide Adequate Sites and Facilities. The plan must include policies committing the city or county to designate an adequate number of sites of suitable sizes, types and locations. The plan must also include policies, through public facilities planning and transportation system planning, to provide necessary public facilities and transportation facilities for the planning area.

- (2) Plans for cities and counties within a Metropolitan Planning Organization or that adopt policies relating to the short-term supply of land, must include detailed strategies for preparing the total land supply for development and for replacing the short-term supply of land as it is developed. These policies must describe dates, events or both, that trigger local review of the short-term supply of land.
- (3) Plans may include policies to maintain existing categories or levels of industrial and other employment uses including maintaining downtowns or central business districts.
- (4) Plan policies may emphasize the expansion of and increased productivity from existing industries and firms as a means to facilitate local economic development.
- (5) Cities and counties are strongly encouraged to adopt plan policies that include brownfield redevelopment strategies for retaining land in industrial use and for qualifying them as part of the local short-term supply of land.
- (6) Cities and counties are strongly encouraged to adopt plan policies pertaining to prime industrial land pursuant to OAR 660-009-0025(8).
- (7) Cities and counties are strongly encouraged to adopt plan policies that include additional approaches to implement this division including, but not limited to:
- (a) Tax incentives and disincentives;
 - (b) Land use controls and ordinances;
 - (c) Preferential tax assessments;
 - (d) Capital improvement programming;
 - (e) Property acquisition techniques;
 - (f) Public/private partnerships; and
 - (g) Intergovernmental agreements.

Finding:

Proposed Chapter 4 of the Comprehensive Plan reflects the existing policies for industrial and commercial land contained within the Tualatin Community Plan Chapters 3, 6, and 7 (Exhibit D). No changes are proposed to the land use map. The proposed amendments are consistent with these requirements.

660-012-0015

Preparation and Coordination of Transportation System Plans

- (1) ODOT shall prepare, adopt and amend a state TSP in accordance with ORS 184.618, its program for state agency coordination certified under ORS 197.180, and OAR 660-012-0030, 660-012-0035, 660-012-0050, 660-012-0065 and 660-012-0070. The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs:
- (a) The state TSP shall include the state transportation policy plan, modal systems plans and transportation facility plans as set forth in OAR chapter 731, division 15;
 - (b) State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR chapter 731, division 15. Disagreements between ODOT and affected local governments shall be resolved in the manner established in that division.
- (2) MPOs and counties shall prepare and amend regional TSPs in compliance with this division. MPOs shall prepare regional TSPs for facilities of regional significance within their jurisdiction. Counties shall prepare regional TSPs for all other areas and facilities:

- (a) Regional TSPs shall establish a system of transportation facilities and services adequate to meet identified regional transportation needs and shall be consistent with adopted elements of the state TSP;**
- (b) Where elements of the state TSP have not been adopted, the MPO or county shall coordinate the preparation of the regional TSP with ODOT to assure that state transportation needs are accommodated;**
- (c) Regional TSPs prepared by MPOs other than metropolitan service districts shall be adopted by the counties and cities within the jurisdiction of the MPO. Metropolitan service districts shall adopt a regional TSP for areas within their jurisdiction;**
- (d) Regional TSPs prepared by counties shall be adopted by the county.**
- (3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:**
- (a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;**
- (b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.**
- (4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.**
- (5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.**
- (6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.**
- (7) Where conflicts are identified between proposed regional TSPs and acknowledged comprehensive plans, representatives of affected local governments shall meet to discuss means to resolve the conflicts. These may include:**
- (a) Changing the draft TSP to eliminate the conflicts; or**
- (b) Amending acknowledged comprehensive plan provision to eliminate the conflicts;**
- (c) For MPOs which are not metropolitan service districts, if conflicts persist between regional TSPs and acknowledged comprehensive plans after efforts to achieve compatibility, an affected local government may petition the Commission to resolve the dispute.**

Finding:

The scope of proposed changes does not amend the Transportation System Plan (TSP) adopted for the City of Tualatin. Only the numbering as applied in the Comprehensive Plan format is altered. This and further requirements for TSP updates are not applicable.

C. Metro Chapter 3.07, Urban Growth Management Functional Plan

The following Chapters and Titles of Metro Code are applicable to the proposed amendments:

Chapter 3.07, Urban Growth Management Functional Plan

Title 1 – Requirements for Housing and Employment Accommodation

This section of the Functional Plan facilitates efficient use of land within the Urban Growth Boundary (UGB). Each city and county has determined its capacity for providing housing and employment which serves as their baseline and if a city or county chooses to reduce capacity in one location, it must transfer that capacity to another location. Cities and counties must report changes in capacity annually to Metro.

Finding:

The requirements of Title 1 pertain to reductions in residential or employment uses. The proposed amendments do not directly change the provision of land for housing and employment uses. The proposed amendments are consistent with Title 1.

Title 3 – Water Quality and Flood Management

This section of the Functional Plan acts to protect beneficial water uses and functions. Additionally, this section addresses mitigation of the impact of flooding of developed areas.

Finding:

The City of Tualatin's compliance with Title 3 is effectively administered by Clean Water Services. Future development in Tualatin will be comply with Clean Water Services' Design and Construction Standards. Sensitive areas such as vegetated corridors surrounding streams and wetland habitat are identified, protected and maintained by Clean Water Services. The City's floodplain management code in TDC Chapter 70 is also unchanged by the proposed amendments. The proposed amendments are consistent with Title 3.

Title 4 – Industrial and Other Employment Areas

Title 4 of the Metro Plan establishes a regional framework for economic organization. Key industrial areas are identified by Metro to capitalize on a more regional perspective. The Title calls for clustering of industrial areas.

Finding:

The proposed amendments do not directly make any changes to the provision of buildable industrial lands. The proposed amendments are consistent with Title 4.

Title 7 – Housing Choice

This voluntary section of the functional plan will ensure that all cities and counties in the region are providing opportunities for affordable housing for households of all income levels.

Finding:

Title 7 is generally applicable to a City government, calling for programs and incentives for housing choices. While the proposed amendments do not directly create incentives for affordable housing, they do set a more supportive policy framework for formal affordable housing, as well as more diverse attainable housing types. The proposed amendments are consistent with Title 7.

Title 8 – Compliance Procedures

Finding:

Title 8 sets forth Metro's procedures for determining compliance with the Urban Growth Management Functional Plan (UGMFP). Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans. Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan. Consistent with Title 8, staff sent a copy of the proposed amendments to Metro on **November 6, 2020, 38** days prior to the first evidentiary hearing. The proposed amendments are consistent with Title 8.

Title 12 – Protection of Residential Neighborhoods

The purpose of this title is to protect the region's existing residential neighborhoods from air and water pollution, noise and crime, and to provide adequate levels of public services.

Finding:

The proposed amendments do not directly alter the City of Tualatin's regulations regard air and water pollution, noise and crime, or provision of public services. The proposed amendments are consistent with Title 12.

Title 13 – Nature in Neighborhoods

The purpose of this title is to conserve, protect and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape.

Finding:

Compliance with Title 13 is satisfied by Tualatin's participation in the Tualatin Basin Plan and previously adopted amendments to the Comprehensive Plan and Development Code. Future development in Tualatin must comply with Clean Water Services' Design and Construction Standards for impacts in sensitive areas such as vegetated corridors surrounding streams and wetland habitat. Tualatin's local natural resources regulations are moved from Tualatin Community Plan Chapters 3 Technical Memoranda, and Chapter 15 Parks and Recreation (Exhibit D), to Tualatin Comprehensive Plan Chapter 7, Parks, Open Space, Environment. The proposed amendments are consistent with Title 13.

D. Tualatin Development Code Chapter 33.070 Plan Amendments

(5) Approval Criteria.

(a) Granting the amendment is in the public interest.

(b) The public interest is best protected by granting the amendment at this time.

Finding:

The changes to the Housing Element, Chapter 3, reflect updated insights from community members and data about the present housing stock and future needs as established during the Tualatin 2040 engagement process. These changes and additional changes reflect direction from Tualatin City Council to reorganize the Comprehensive Plan into a discrete and more understandable unit, outside of a more time-intensive periodic review effort.

The changes to the Housing Element are important to advancing the public interest at this time; the Portland, Oregon metropolitan region is experiencing a documented housing crisis that is only exacerbated by apparent short-term trends. The City of Tualatin is no exception to this trend, and as a suburban employment hub has an additional impetus to encourage housing that can facilitate job access and potentially shorten average commutes in the region by bridging the spatial disconnect between housing and jobs. Adopting the Housing Needs Analysis (2019) delivers additional data to understanding the scope of the housing crisis and a beginning to understanding the kinds of additional housing development that would be valuable to the future of the Tualatin community.

The remaining policy-neutral changes to the Comprehensive Plan provide clarity for future Plan Text Amendments and Plan Map Amendments that must reference Comprehensive Plan policies. Providing a more legible and compact format for the relevant criteria can make it easier for private interests, city staff, elected decision-makers, and the general public alike to identify and address relevant criteria. While land use decisions, especially Plan Text Amendments, can involve obscure concepts and prescribed processes, it should at least be easier for the general public to evaluate proposals against the Comprehensive Plan policies where they are identifiable as policies.

Criteria (a) and (b) are met.

(c) The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

Finding:

The updates the Housing Element of the Tualatin Community Plan (Exhibit D) into a new Comprehensive Plan chapter are an appropriate update to said plan and reflect the outcomes of the Tualatin 2040 Housing Strategies Analysis and Housing Needs Analysis (2019). These changes are considered under the terms of applicable Oregon Statewide Planning Goals, Oregon Administrative Rules, and the Urban Growth Functional Plan. The factual basis of the Tualatin Community Plan is outdated with regard to population projections and other evaluation of Tualatin's housing need, to the extent that population data within the Tualatin Community Plan is from the late 1970's projected forward to the year 2000, a full two decades prior to this moment.

To the extent that the remainder of changes are policy-neutral, the reorganization of the Tualatin Community Plan chapters into the Tualatin Comprehensive Plan does not conflict with the Tualatin Community Plan objectives. The updated chapters remain consistent with the substance of the stated objectives and add additional clarity.

This criterion is met.

(d) The following factors were consciously considered:

(i) The various characteristics of the areas in the City;

(ii) The suitability of the areas for particular land uses and improvements in the areas;

Finding:

The proposed Comprehensive Plan does not change the uses, densities, and/or intensities of development, or the applicable development and design standards of the current Tualatin Development Code. Future changes to the Tualatin Development Code or Planning District Map based on the current Comprehensive Plan Update will need to consider geographic characteristics. The updated Comprehensive Plan does not change development outcomes. Therefore, the suitability of areas for a particular land use or amendment to the Planning District Map is not applicable to the amendments under consideration.

Finding:

(iii) Trends in land improvement and development;

Finding:

Tualatin's Housing Needs Analysis (2019) is the most recent and applicable evaluation of trends in land improvement and development with regard to housing. Adopting this document enables the City of Tualatin to better incorporate these trends in further decision-making with regard to policy decisions, programmatic actions, and changes to the Tualatin Development Code. Additional data concerning land improvement and development is further encouraged by the changes in the Housing Element of the Comprehensive Plan, since updating this information in response to dynamic conditions is an explicit

(iv) Property values;

Finding:

The proposed Comprehensive Plan does not change the uses, densities, and/or intensities of development, or the applicable development and design standards of the current Tualatin Development Code and therefore would not be anticipated to have a direct impact on property values. This criterion is met.

(v) The needs of economic enterprises and the future development of the area; needed right-of-way and access for and to particular sites in the area;

Finding:

The proposed Comprehensive Plan does not change the uses, densities, and/or intensities of development, or the applicable development and design standards of the current Tualatin Development Code. Sites-specific impacts such as right-of-way and access are not directly impacted by the limited scope of changes to the Housing Element. Further, standards related to Public Improvement Requirements in TDC Chapter 74 and Access Management in TDC Chapter 75 will continue to apply. To the extent that the remainder of changes to the Comprehensive Plan is limited to clarifying changes and improving the distinction of the Comprehensive Plan from the Development Code, economic development efforts would generally be better enabled by the proposed changes. This criterion is met.

- (vi) Natural resources of the City and the protection and conservation of said resources;**
- (vii) Prospective requirements for the development of natural resources in the City;**

Finding:

The proposed amendment would not result in legislative changes to protection and conservation of natural resources in the City. The standards related to natural resources including Flood Plain District (TDC Chapter 70), Wetlands Protection District (TDC Chapter 71) and Natural Resource Protection Overlay District (TDC Chapter 72) will continue to apply. Protection and conservation of said resources is implemented by the City, as well as Clean Water Services. This criterion is met.

- (viii) The public need for healthful, safe, esthetic surroundings and conditions; and**

[...]

Finding:

The proposed amendments would not change current development requirements. The Comprehensive Plan policies most related to community design are consolidated and streamlined in Chapter 2. Some policy statements that are better handled at the Development Code level are removed from the Comprehensive Plan; this enables the Development Code to stand out more clearly as the controlling document on community design standards, while also enabling the City to be more nimble in making future changes to the code that respond to changing needs, emerging technology, and other dynamic considerations in the built environment. This criterion is met.

- (e) If the amendment involves residential uses, then the appropriate school district or districts must be able to reasonably accommodate additional residential capacity by means determined by any affected school district.**

Finding:

The proposed change does not affect the maximum residential density and as such, would not directly pose a difference in projected school attendance from future families in this area as compared with the existing code language. The data from the Housing Needs Analysis do strongly show the need for additional residential development, however, any future changes to the Tualatin Development Code and Planning District map will require more specific information analyzing residential capacity and effects on school districts. This criterion is met.

- (f) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).**

Finding:

Discussion of State of Oregon Planning Goals and applicable Oregon Administrative Rules is found in Sections A and B of these findings and find consistency. No map amendments or amendments to residential densities or housing types or to intensities of permitted non-residential uses are proposed; therefore, the amendments will have no impact on transportation facilities. The Transportation System Plan remains intact. The PTA is consistent with the State of Oregon Planning Goals and applicable Oregon Administrative Rules; therefore this criterion is satisfied.

- (g) Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.**

Finding:

The proposed amendments will remain consistent with Titles 1-14 of the Metro Urban Growth Management Functional Plan as discussed in Section C of these findings. This criterion is met.

- (h) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.**

Finding:

The proposed changes do not include any direct change to the allowed residential density; as such, no transportation impact over and above what is allowed under the existing code is anticipated. This criterion is met.

- (i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.**

[...]

Finding:

The objectives and policies for potable water, sanitary sewer, and surface water management are retained as a single chapter in the proposed Comprehensive Plan, with policy directions more clearly highlighted. The functional requirements of the Tualatin Development Code with regard to implementing these objectives and policies is not changed. This criterion is met.



*Tualatin's vision
for the future*

//////
**COMPREHENSIVE
PLAN 2040**



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TECHNICAL APPENDICES

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Part 1
**ABOUT OUR
COMMUNITY**

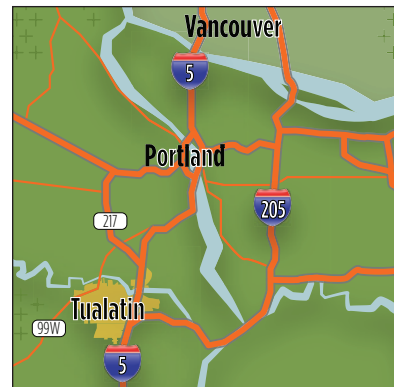
ABOUT OUR COMMUNITY

The City of Tualatin was incorporated in 1913 and takes pride in being known as a warm and welcoming community for residents, businesses, and retail shoppers alike. The community values a high quality of life and promotes local pride and a sense of ownership, involvement, and belonging.

The earliest known people to live in the place now known as Tualatin were the Atfalati or Tualatin people, part of the larger Kalapuyan people. The Donation Land Claim Act passed by Congress in 1850 abetted white settlers to lay claim to the land in current-day Tualatin. The names associated with these Donation Land Claims are still seen in local place names (Sweek, Hedges, Brown, Byrom). In the 20th century, many donation land claims that had been farmed were subdivided and sold, becoming the industrial, residential, and commercial subdivisions seen today.

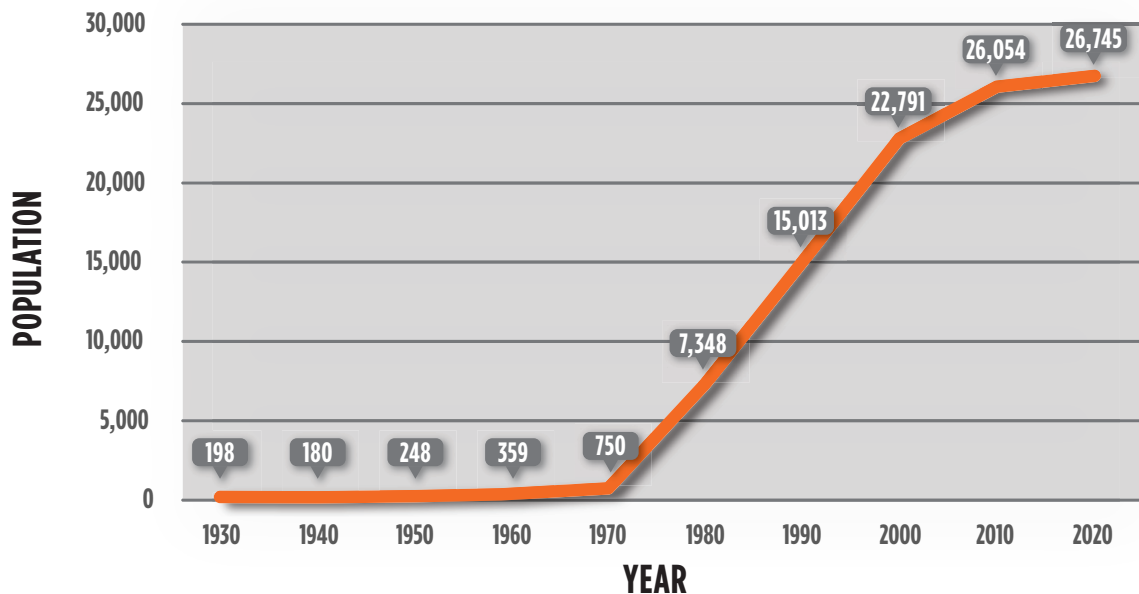
Location

Tualatin is a southern suburb of Portland, Oregon located along Interstate-5 between Interstate-205, Highway 99W, and Highway 217. The Westside Express Service (WES) commuter rail provides Tualatin residents and visitors access to the greater Portland Metropolitan region. Collectively, these major transportation facilities provide accessible, affordable, and easy movement of goods and people to, from, and within the region.



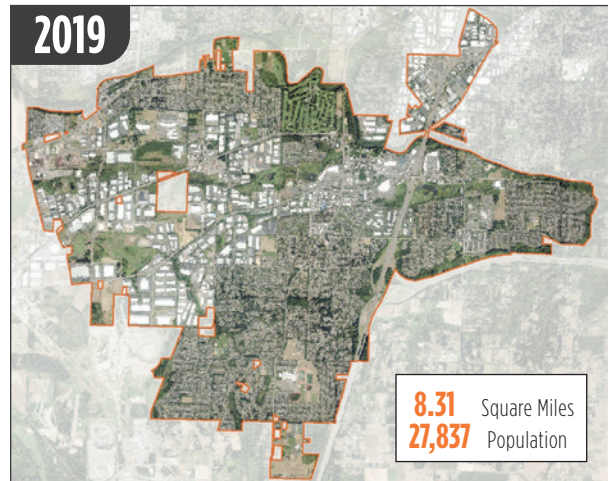
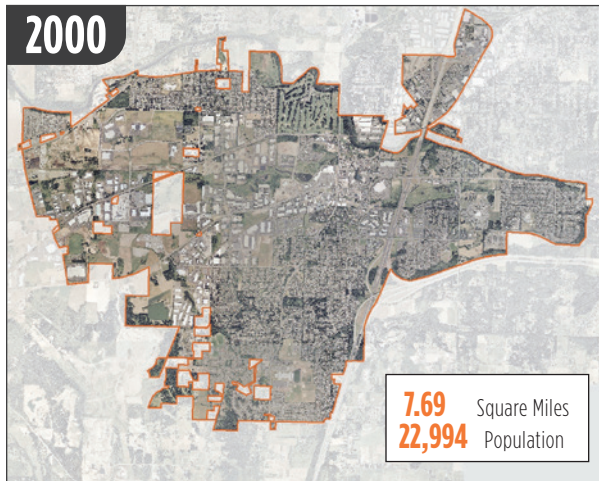
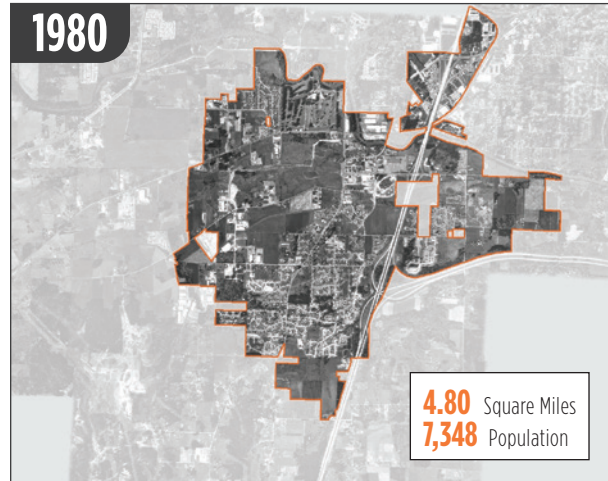
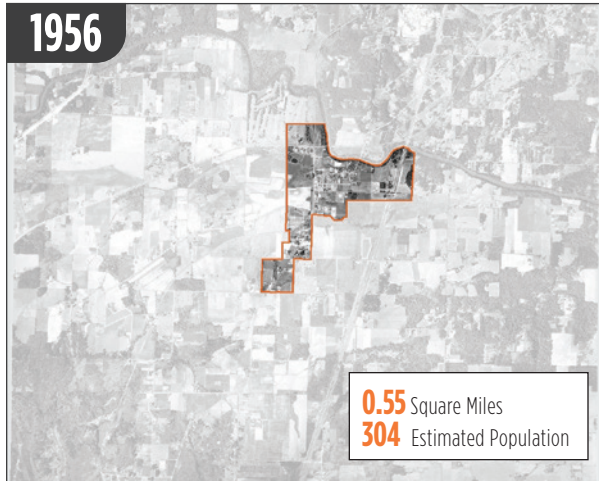
Population

Prior to major growth in the 1970's, Tualatin remained home to less than a thousand people. At the 1980 Census, shortly after the Tualatin Community Plan was written, the population was 7,348 residents. The 2019 PSU Population Research Center certified population estimate is 27,135 residents, representing nearly a four-fold increase in population over those four decades. Growth has slowed after the year 2000 as compared to the city's major growth period in the 1970's through 1990's. Continuing growth is anticipated through development in Tualatin's Urban Planning Area and through infill development.



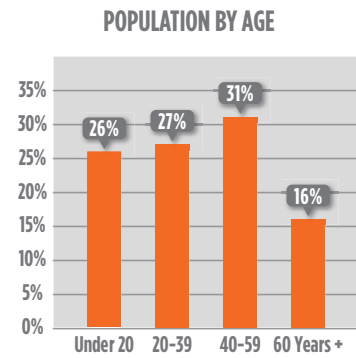
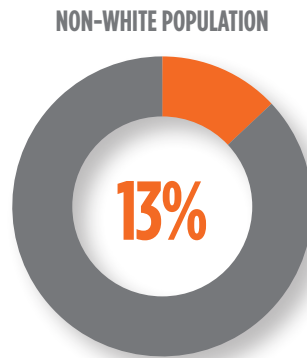
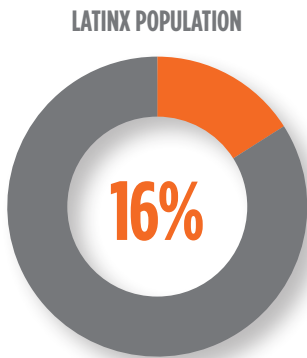
Growth

Throughout the years, the City of Tualatin has been one of the fastest growing cities in Oregon. Unlike many other sprawling regions, Tualatin continues to maintain a high standard of living, yet remains an affordable place to locate a family.



Demographics

Demographic trends provide a context for growth in a region; factors such as age, income, migration, and other trends show how communities have grown and how they will shape future growth. The *Housing Needs Analysis*, that was completed in December of 2019, identified key demographic trends that will influence Tualatin's future needs. The analysis found that Tualatin is more ethnically diverse than the Portland Region, with a Latinx population of 16% in 2017. The *Housing Needs Analysis* also found that Tualatin is less racial diverse than the Portland Region. Tualatin additionally has a slightly larger share of younger people than the Portland Region. About 26% of Tualatin's population and Washington County's population is under 20 years old, compared to 24% of the Portland Region's population.



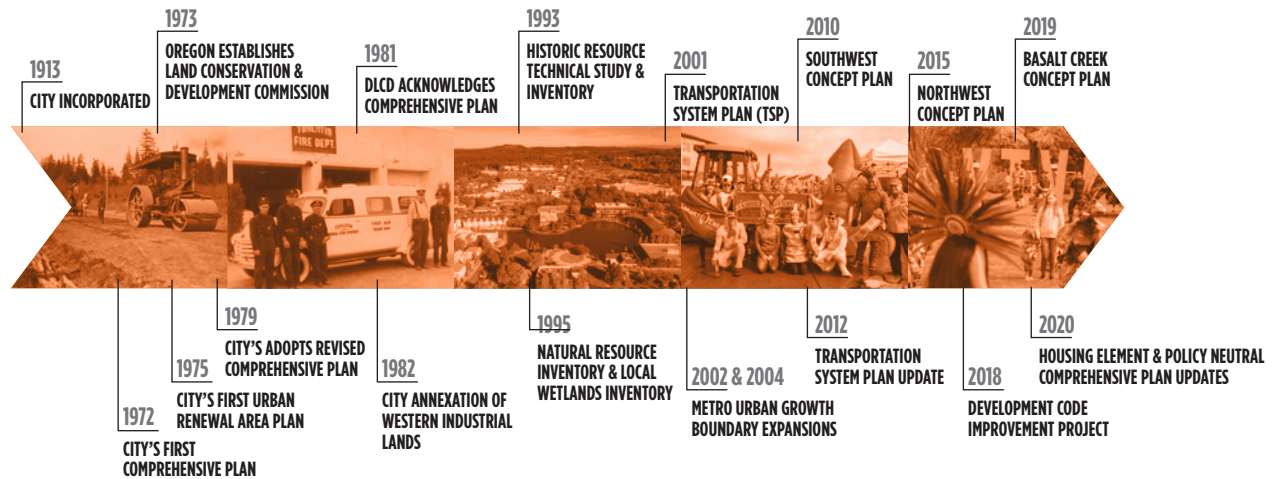
An aerial photograph of a university campus. In the foreground, there's a large, circular plaza with a blue and red geometric design. A lake is visible in the middle ground, surrounded by trees with autumn foliage. In the background, there are dense green forests and a large, snow-capped mountain peak under a clear blue sky. The text 'Part II' is written in a white, cursive font, and 'ABOUT THE COMPREHENSIVE PLAN' is written in large, bold, white, sans-serif capital letters across the center of the image.

Part II
**ABOUT THE
COMPREHENSIVE
PLAN**

INTRODUCTION

The general purpose of this Comprehensive Plan is to guide the physical development of the City is an official land use guide for City development. The Comprehensive Plan outlines the goals and policies, as well as significant projects and plan maps that guide future development. The Comprehensive Plan is then implemented by the zoning code, zoning maps, service coordinator agreements, annexations, Urban Renewal Areas, and development agreements. The Comprehensive Plan is used when making land use decisions, particularly those that include a change or exception to the established development regulations.

TIMELINE OF MAJOR COMPREHENSIVE PLAN UPDATES



(Ord. 590-83, 04-13-83; Ord. 592 83, §22, 06-13-83; renumbered by Ord. 844-91, §2, 10-14-91; Ord. 1191-05, 06-27-05; Ord. 1321-11 §2, 04-25-11; Ord. 1414-18, 12-10-2018)

Planning Area Description

This planning effort studied an area that is described on the Plan Map in Chapter 9 and referred to as the Study Area.

The study area corresponds to the Urban Growth Boundary (UGB) adopted by the Columbia Region Association of Governments (CRAG) in 1976 or as modified by Metro in 1981, 1986, 1991, 1998, 2002 and 2004. In the eastern and southern portions of the City the line follows the 1976 UGB and the Metro 2002 and 2004 UBG Expansion Decision and the Urban Reserve recommended by Metro in 2010. The western portion of the Study Area corresponds to a line generally following Cipole Road, Pacific Highway and the Bonneville Power Administration right-of-way, while the northern portion of the Study Area follows the natural divide of the Tualatin River and the political boundaries of the cities of Durham, Tigard, Lake Oswego and Rivergrove.

(Ord. 1191-05, 06-27-05; Ord. 1321-11 §3, 04-25-11)

Agency Coordination

Numerous public agencies have been involved in the planning process. This Plan, as well as Phase I Technical Memoranda, the data base for this Plan, and subsequent modifications to this Plan, were sent to the following public agencies for comment. This coordination is required by statewide planning legislation, and agency comments are on file at the Tualatin City Hall.

- Federal Environmental Protection Agency
- U.S. Army Corps of Engineers
- Oregon Division of State Lands
- Oregon Department of Transportation (Oregon State Highway Division)
- Oregon Department of Environmental Quality
- Land Conservation & Development Commission
- Columbia Region Association of Governments
- Metropolitan Service District (Metro)
- Portland Metropolitan Area Local Government Boundary Commission
- Tri-Met
- County Planning Commissions: Washington & Clackamas
- Cities: Durham, Lake Oswego, Rivergrove, Sherwood, Tigard, Wilsonville
- School Districts: Tigard-Tualatin 23 J & Sherwood 88
- Tualatin Valley Fire & Rescue (Tualatin Rural Fire Protection District)
- Clean Water Services (Unified Sewerage Agency)
- Verizon (General Telephone Company of the Northwest, Inc.)*
- Northwest Natural Gas Company*
- Portland General Electric Company*
- Comcast*

*Private utility companies included in coordination

(Ord. 1191-05; 06-27-05; Ord. 1414-18, 12-10-2018)

ADMINISTRATIVE PROVISIONS

Interpretation

Where differences exist between the Plan Map and Plan Text, the Plan Map controls intent unless, otherwise determined by the City Council.

Definitions

Definitions of some terms used within the Comprehensive Plan are included below. Where no definition has been provided, a dictionary definition may be presumed.

Acre. A measure of land area containing 43,560 square feet. Gross Acreage is the land area within the lot lines of a unit of land. Net Acreage is the land area within the lot lines of a unit of land after removing land for rights-of-way and tracts.

Annexation. The formal act of adding land to the corporate limits of a City.

Buildable Lands. Land within an Urban Growth Boundary that is vacant, has access to public streets, water and sewer services, and is not subject to natural hazards such as flooding, landslides, etc.

City. The City of Tualatin, Oregon; a municipal corporation.

Conditional Use. A land use category in a Planning District for land uses that may have an adverse impact on other land uses within that district. These uses require special approval procedures and may have conditions attached to their approval so they can be made compatible with surrounding land uses.

Dedication. The act of permanently devoting a portion of private land to a public purpose, which includes, but is not limited to, road right-of-way or a public park.

Definitions continued

Density:

Gross Residential Density. The number of dwelling units per gross acre. See also Acre.

Housing Density. The number of dwelling units per acre of land rounded to the nearest whole number.

Maximum Net Density. Maximum net density applies only to partition, subdivision, and architectural review applications reviewed through the Expedited Process set forth in House Bill 3065, Sections 6-11, 1995 Legislature, and is the land area within the lot lines of a unit of land after land has been removed for rights-of-way and tracts. House Bill 3065's reference to 80 percent of maximum net density in Section 7(1)(a)(E) is calculated by taking the gross acreage and subtracting land removed for rights-of-way and tracts and multiplying that net acreage figure by the maximum allowed density and then multiplying that figure by 80 percent.

Net Residential Density. The number of dwelling units per net acre. See also Acre.

Design Standards. Specific defined criteria formulated to guide the preparation of plans for buildings, landscaping, parks, etc.

Development Agreement. An agreement between either the City or the Tualatin Development Commission and a developer that clearly establishes the developer's responsibility regarding project phasing, the provision of public and private facilities, improvements, and any other mutually agreed to terms and requirements.

Floodplain. See, TDC Chapter 70 (Floodplain District).

Grade Crossing. A crossing of high-ways, railroad tracks, or pedestrian walks or combinations of these at the same ground elevation.

Greenway. A naturally landscaped area of land usually located adjacent to watercourses and roadways.

Growth Controls. A combination of regulations, public policy and capital expenditures designed to either limit growth or to direct growth into specific geographic areas.

Historic Resource. See, Chapter 31 and 68 definitions.

Housing Starts. The number of building permits issued for the construction of dwelling units for a specific period of time.

Land-Extensive. An industrial use characterized by large storage areas or large land areas needed for manufacturing processes and relatively few employees per acre.

Land Use Intensity. The relative concentration or activity generated on a parcel of land by a specific land use.

Moratorium. A temporary deferment or delay of construction activity, usually based on the lack of adequate capacity for public facilities such as schools, roads, and sewer and water systems.

Multi-Mode Transportation. A mix of transportation forms usually integrated as a system.



Definitions continued

Needed Housing. As defined by the State of Oregon, means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels, including at least the following housing types:

- a. Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
- b. Government assisted housing;
- c. Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490;
- d. Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and
- e. Housing for farmworkers.

Official Map. A legislatively adopted map indicating the exact location of public improvements such as streets, with the purpose of prohibiting uses within these locations that would prohibit future municipal use of the location.

Peak Hour. A specific period of time at which traffic counts are highest.

Planning District. See, Chapter 31 definitions.

Right-of-Way. A strip of land reserved for public uses, which includes, but is not limited to, roadways, sewer facilities, water facilities, and stormwater facilities.

Transportation Mode. A form of transportation such as the automobile mode, bus mode, light rail mode, etc.

Truck Route. A selected course of travel for trucks, primarily intended to route trucks away from residential neighborhoods.

Unincorporated Land. Land not within the corporate or city limits of a city.

Urban Growth Boundary. An adopted line at or outside the current City limits defining an area that would accommodate future City growth.

Urban Growth Management Agreement (UGMA). An agreement between the City and Clackamas County establishing a process for coordinating comprehensive planning and development in a geographically defined area composed of both area within city limits and unincorporated properties.



Urban Planning Area Agreement (UPAA). An agreement between the City and Washington County establishing a process for coordinating comprehensive planning and development in a geographically defined area composed of both area within city limits and unincorporated properties.

Transportation Mode. A form of transportation such as the automobile mode, bus mode, light rail mode, etc.

(Ord. 743-88, §34, 3-28-1988; Ord. 818-91, §1, §2 & §3, 1-14-91; Ord. 844-91, §1, 10-14-91; Ord. 849-91, §1 & §2, 11-25-91; Ord. 882-92, §1, 12-14-92; Ord. 890-93, §1, 4-12-93; Ord. 956-96, §1 & §2, 01-8-96; Ord. 988-97, §1, 12-8-97; Ord. 1026-99, §1, 08-9-99; Ord. 1277-09, §1, 03-9-09; Ord. 1310-10 §1, 09-13-10; Ord. 1321-11 §1, 04-25-11; Ord. 1339-12 §1, 01-23-12; Ord. 1414-18, 12-10-2018)

PLAN IMPLEMENTATION

Technical Memoranda

BACKGROUND AND SUPPORTING DOCUMENTS ADOPTED AS PART OF THE COMPREHENSIVE PLAN

TITLE	YEAR	ORDINANCE
<i>Economic Opportunities Analysis</i>	2019	<i>To be determined</i>
<i>Housing Needs Analysis</i>	2019	<i>To be determined</i>
<i>Parks and Recreation Master Plan</i>	2019	1427-19
<i>Sewer Master Plan</i>	2019	1427-19
<i>Water Master Plan</i>	2013	1359-13
<i>Transportation System Plan (TSP)</i>	2012	1354-13
<i>Natural Resource Inventory and Local Wetlands Inventory</i>	1995	979-97
<i>Historic Resource Technical Study and Inventory</i>	1993	844-91; 894-93
<i>Tualatin Drainage Plan</i>	1979	491-79

AREA-SPECIFIC CONCEPT PLANS		
<i>Basalt Creek Concept Plan</i>	2019	1418-19
<i>Southwest Tualatin Concept Plan</i>	2010	1321-11
<i>Northwest Tualatin Concept Plan</i>	2005	1191-05

(Ord. 1103-02, 03-25-02; Ord. 1191-05, 6-27-05, Ord. 1354-13 §2 & §3, 02-25-13)



Part III
**GOALS &
POLICIES**

Amigos

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.

Background

The first Statewide Planning Goal is Citizen Involvement. This goal provides that each community must adopt, implement and periodically review a citizen involvement program.

In 1976, the Tualatin City Council appointed a seven member Committee for Citizen Involvement (CCI) to draft a Citizen Involvement Program. This program was adopted by the City Council on April 12, 1976, and has been the basis for the City's citizen involvement activities. After the adoption of the Citizen Involvement Program, the City Council formed two new advisory committees to provide recommendations to the Council on planning matters. These new groups were the Tualatin Planning Advisory Committee (TPAC), which became the Planning Commission in 2012, and the Urban Renewal Advisory Committee (URAC). URAC provides planning assistance to the Tualatin Development Commission on matters within the Urban Renewal Area, and the Planning Commission provides planning recommendations for the general community. The City Council transferred the Citizen Involvement Program responsibility to the Tualatin Planning Advisory Committee in 1976. This responsibility was transferred to the Tualatin Planning Commission in 2012.

Another advisory group influencing the plan is the Tualatin Park Advisory Committee (TPARK). This committee over-views the City's park and recreation programs and thus has an interest in the park and recreation element of the Public Facilities Plan, which is also reflected on the community's General Land Use Plan. Both TPAC (changed to the Tualatin Planning Commission) and TPARK have met regularly to review the plan proposals and to take actions recommending this plan to the City Council. Meeting minutes and recordings are available for public review at the Tualatin City Hall. The powers, duties and organizational structure of TPAC (changed to the Tualatin Planning Commission) and TPARK are described in The Tualatin Municipal Code.

(Ord. 1119-02, 10-14-02; Ord. 1414-18, 12-10-2018)

Goals & Policies

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.





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.

Goals & Policies

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.

(Ord. 960-96, §2 & §3, 5-28-96; Ord. 963-96, §1, 6-24-96; Ord. 1097-02, 02-11-02; Ord. 1227-07 §1, 2-12-07)

GOAL 2.3

Balance the right of free speech, business needs, public wayfinding, 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.

(Ord. 960-96, §4, 5-28-96; Ord. 1120-02, 11-15-02; Ord. 1176-04, 11-22-04; Ord. 1216-06, 7-24-06; Ord. 1261-08 §1, 6-9-08.; Ord. 1302-10 §1, 5-24-10)

3 HOUSING & RESIDENTIAL GROWTH

Purpose

This 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 XX) and Housing Strategies (Appendix XX), 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.

A Housing Needs Analysis examines a city’s existing supply of buildable lands (Buildable Lands Inventory), and compares that with projected population growth, in order to identify housing needs for a 20 year period as well as housing and growth policy recommendations based on those needs. Tualatin’s housing and residential growth chapter also incorporates Oregon state and Portland metropolitan regional housing policy. The state’s housing policy guidance is provided by Oregon Statewide Planning Goal 10 and Oregon Administrative Rule (OAR) 660 Division 7. The Portland metropolitan region’s housing guidance is provided by Metro Urban Growth Management Functional Plan Title 7.

Since the Comprehensive Plan’s initial adoption in the late 1970s, to present, the City’s housing and residential growth have changed tremendously.

Since the Tualatin Comprehensive Plan’s initial adoption in the late 1970s, to present, the City’s housing and residential growth have changed tremendously as Tualatin has experienced periods of rapid growth on its way from a small town comprised of mostly single-family housing to a medium-sized city with a diverse mix of housing types. Looking forward, as Tualatin’s future housing needs and residential growth outlook continue to evolve, Tualatin is committed to regular periodic updates of its Buildable Lands Inventory and Housing Needs Analysis, which are incorporated by reference, and to the extent necessitated by these updates, updated Comprehensive Plan goals, policies, and strategic actions.

Goals & Policies

GOAL 3.1 HOUSING SUPPLY.

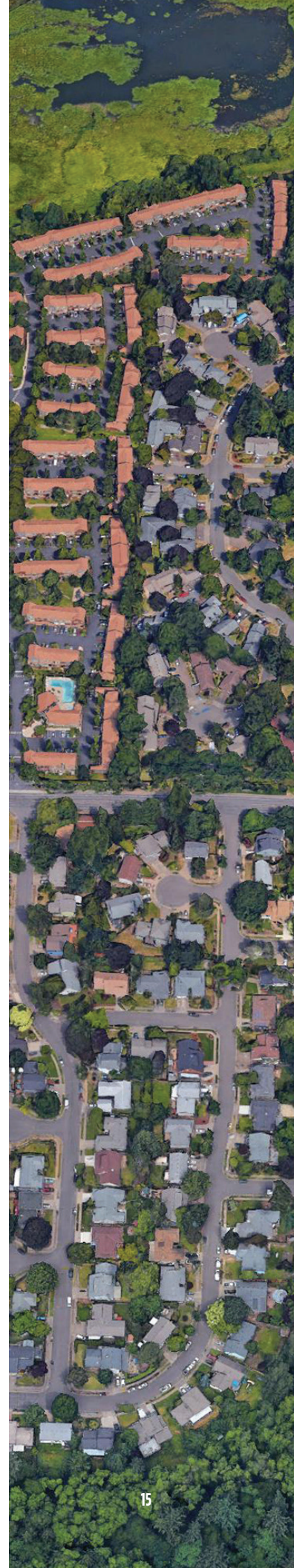
Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.

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 home-based 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.



Goals & Policies

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.

POLICY 3.1.7 COORDINATION. Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin's housing land supply needs.

Strategic Actions

- Evaluate opportunities to increase development densities to address deficiencies identified in the Housing Needs Analysis within Tualatin's existing zones by modifying the Development Code.
- Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
- Evaluate Tualatin's land supply every two years, and make regular updates to the City's Buildable Lands Inventory and Housing Needs Analysis.

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.

Strategic Actions

- Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
- Develop policies to prevent and address homelessness.
- Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
- Evaluate partnerships with organizations to establish a land bank or land trust.
- Evaluate system development charge financing opportunities.

GOAL 3.3 AFFORDABLE HOUSING.

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

Strategic Actions

- Evaluate how best to leverage funds from regional, state, and other sources to support development of affordable housing.
- Evaluate the establishment of local funding sources for affordable housing such as a construction excise tax.

Goals & Policies

GOAL 3.4 REDEVELOPMENT.

Encourage timely strategic planning and redevelopment in Tualatin to create new mixed-use residential and commercial planning districts.

POLICY 3.4.1 COORDINATION. Coordinate economic development planning and housing planning.

POLICY 3.4.2 MIXED-USE COMMERCIAL.

Support the application of mixed-use commercial designations that in areas of Tualatin that are suitable for a mix of office, retail commercial, and high-density housing.

Strategic Actions

- Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning 60% or MFI or less.
- Evaluate incentivizing redevelopment to include a portion of housing that addresses deficiencies identified in the Housing Needs Analysis.
- Evaluate policies and/or incentives to support redevelopment of underutilized commercial buildings for housing.

GOAL 3.5 HOUSING AND TRANSPORTATION.

Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.

POLICY 3.5.1 COORDINATED PLANNING.

Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.

Strategic Actions

- Evaluate development of a design and planning framework for neighborhoods that includes a mixture of housing types, neighborhood uses, and amenities, enabling Tualatin residents to access services and amenities through active modes.

GOAL 3.6 RESIDENTIAL GROWTH.

Residential growth by annexation or expansion to the Urban Planning Area or Urban Growth Boundary will be coordinated with local, state, and regional governments, districts, and stakeholders.

POLICY 3.6.1 CONSENT-DRIVEN ANNEXATION.

Only property owners may initiate annexation of property within Tualatin's Urban Planning Areas, including cases involving unincorporated "islands" of property surrounded by land annexed previously. Property owner petitions for annexation may be granted if the petition is in conformance with local, state and regional policies.

POLICY 3.6.2 COORDINATION. Coordination will be made with local, state, and regional governments, districts, and stakeholders on residential growth.

GOAL 3.7 RESIDENTIAL GROWTH AND THE ENVIRONMENT.

Plan for housing and residential growth to minimize and mitigate for environmental impacts.

POLICY 3.7.1 ENVIRONMENTAL PROTECTION.

Housing and residential growth policies will be evaluated for consistency with the environmental protection goals and policies of Chapter 7 (Parks, Open Space, and the Environment).



4 ECONOMY, COMMERCIAL & INDUSTRIAL DEVELOPMENT

Purpose

The purpose of this chapter is to guide employment uses, planning, and development in Tualatin.

Tualatin's Buildable Lands Inventory and Economic Opportunities Analysis provide a basis for understanding the current trends and projected demand for new commercial and industrial land.



Urban Renewal

Tualatin has employed Urban Renewal Areas in the Tualatin Central Urban Renewal Plan (1984) and Leveton Tax Increment Plan (1985). Future Urban Renewal Areas may be employed to spur economic development, support infrastructure, and provide housing opportunity accessible to job centers.

Goals & Policies

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 4.1.1 LOCATION. Locate and design areas that allow commercial development in a manner that increases access to goods and services while minimizing traffic impacts, including the location of commercial services where accessible through transit and active transportation modes, the encouragement of mixed use development, and small neighborhood commercial nodes.

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 4.1.3 DESIGN. Encourage functional and attractive commercial development through standards for site design and landscaping.

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

(Ord. 592-83, §27 & §29, 6-13-83; Ord. 827-91, §2, 3-25-91; Ord. 1026-99, §6, 8-9-99; Ord. 1062.00, §2, 12-11-00; Ord. 1062-00, 1-03-01; Ord. 1133-03, 3-24-03; Ord. 1191-05; 6-27-05; Ord. 1321-11 §5, 4-25-11; Ord. No. 1418-19, § 1, 4-22-19)

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.

Goals & Policies

POLICY 4.2.3 Cooperate with Washington County, Metro, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to growing industrial areas.

GOAL 4.3

Manage industrial impacts to the environment and other uses

POLICY 4.3.1 Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards.

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

POLICY 4.3.3 Protect adjacent land uses from noise and adverse environmental impacts by adopting industrial noise and environmental impact standards.

POLICY 4.3.4 Protect environmentally sensitive areas, including the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.

POLICY 4.3.5 Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.

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.

POLICY 4.3.7 Administer specific and enforceable architectural and landscape design standards for industrial development.

POLICY 4.3.8 Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

(Ord. 592-83, 6-13-83; Ord. 1212-06, 6-26-06; Ord. 1321-11 §6, 04-25-11)



5 OTHER LAND USES

Purpose

The purpose of this chapter is to guide the development of uses other than residential, industrial, commercial, open space, and mixed-use development, such as utilities and institutional uses.

Goals & Policies

GOAL 5.1

Location of public services and utilities. 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

Location of residential facilities, medical facilities, and religious institutions. 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.

(Ord. 964-96, §3, 6-24-96; Ord. 1216-06, 7-24-06)

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.

(Ord. No. 844-91, §1, 10-14-91)

Background

Tualatin's history is directly tied to the agricultural based economy which historically supported the majority of its residents. The development patterns from this agricultural base left a scattering of residential dwellings and structures on the landscape with a small core area for retail activities. This pattern continued until the 1970's when rapid growth came to the area. From the 1970's to 1991 the City experienced rapid growth in residential, commercial and industrial activities. The once thriving agricultural economic base was transformed into a suburban extension of the Portland Metropolitan area. Along with this economic prosperity came the loss of many of the historic resources which once identified the community.

Goals & Policies

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

POLICY 6.1.6 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 6.1.7 Identify and list additional properties to the current list of protected historic resources. Review the impacts on landmarks when public improvement projects are proposed.



CREDIT: AL STEWART PHOTOGRAPHY

Downtown Resources



1 WINONA GRANGE HALL

The Winona Grange was constructed as a Civic Building in 1940

2 ROBINSON STORE

The Robinson store was constructed in 1912 by John L. Smith, who contributed greatly to the development of Tualatin.

3 SWECK HOUSE

The Sweck house was constructed in 1858. John Sweck was responsible for platting the first town of Tualatin in 1888.

4 SMITH/BOONE HOUSE

This home was constructed in 1895 by John L. Smith for his sister and her husband, who was a descendant of Daniel Boone.

5 WESCH HOUSE

This house was constructed in 1890 by John Wesch, who was a saloon proprietor.

6 LITTLE WHITE HOUSE

This house was constructed in 1890 and was also owned by the John Wesch family.

7 TUALATIN METHODIST CHURCH

The church was constructed in 1926 on land donated by the John L. Smith family. It is now home to the Tualatin Heritage Center.

Goals & Policies

POLICY 6.1.8 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 6.1.9 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.

(Ord. No. 844-91, §3, 10-14-91. Ord. No. 894-93, §2, 5-24-93)



CREDIT: AL STEWART PHOTOGRAPHY

7 PARKS, OPEN SPACE & ENVIRONMENT

Purpose

The purpose of this chapter is to guide the development of recreational areas and trails, as well as the conservation of natural resources and open space areas.

Parks Background

Tualatin is fortunate to have significant natural features which provide the City with excellent opportunities for outdoor recreation in attractive settings. The Tualatin River and the area's many small creeks provide opportunities for water-oriented recreation and greenway loops connecting various parts of the City. Several forested and wetland areas remain undeveloped and available for the neighborhood park types of recreation as well as for natural areas. Because of Tualatin's rapid development, the City must aggressively promote the acquisition of park lands before they are developed for other uses.

It is the basic premise of this Plan that Tualatin should develop the highest-quality park and recreation system to offset the effects of large amounts of industrial and commercial growth that are proposed for the central portions of the City. While the City's commercial and industrial development will be reviewed through the City's Architectural Review process, an atmosphere of intensive development will remain, that can be partially offset by large amounts of open space land that are visible and accessible to the public. Additionally, the property values of this new commercial and industrial development should create a favorable financial environment, enabling the City to maintain a reasonable tax rate, while providing a high-quality recreation system.

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.

(Ord. 608-83, §1, 9-26-83; Ord. 948-95, §1, 8-14-95; Ord. 1427-19, §§ 11, 49, 11-25-19)

Goals

More detailed goals and objectives are found in the adopted Tualatin Parks and Recreation Master Plan.

GOAL 7.1

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

GOAL 7.2

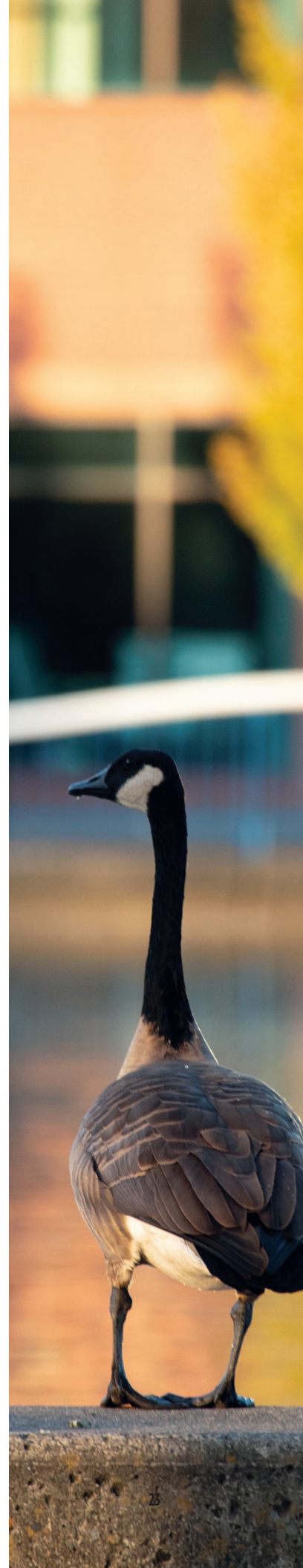
Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.

GOAL 7.3

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

GOAL 7.4

Activate parks and facilities through vibrant programs, events, and recreational opportunities for people of different ages, abilities, cultures, and interests.



Goals

GOAL 7.5

Support the arts through programs, parks, and public spaces that reflect Tualatin's identity, heritage, history, and expressive character.

GOAL 7.6

Promote Tualatin's unique identity, economic vitality, tourism through parks, natural resources, historic preservation, events, programs, and placemaking.

GOAL 7.7

Manage, administer, and maintain quality parks, facilities, and programs through outstanding customer service, stewardship, and sustainable practices.

Open Space & Environment Background

In October 1994, the City initiated preparation of the Wetland and Natural Areas Plan as Periodic Review Work Tasks 3 and 4 of the 1993 City of Tualatin Periodic Review as approved by the Oregon Land Conservation and Development Commission (LCDC). The purpose of the plan is to inventory natural resources in the Tualatin Planning Area, identify Significant Natural Resources and provide a plan that preserves, conserves or allows development of the resources. The natural resources include wetlands, stream and riparian areas, and open spaces which consist of upland forests and meadows, and unique geologic areas and features such as the Tonquin Scablands. The Plan recommends requirements for protecting Significant Natural Resources designated in the Natural Resource Protection Overlay District as Greenways and Natural Areas.

(Ord. 979-97, 7-14-97; Ord. 1427-19, § 13, 11-25-19)



THE NATURAL AREAS PLAN CONSISTS OF:

- *The City of Tualatin Natural Resource Inventory (including Tualatin's Planning Area) and Local Wetlands Inventory (December, 1995)*
- *Significant Natural Resource Criteria (TDC 72.011)*
- *Significant Natural Resource List (TDC 72.013) and Map 72-3*
- *Significant Natural Resource management programs such as the Natural Resource Protection Overlay District (NRPO) and shift of density provisions for residential Planning Districts*
- *Wetlands and Natural Areas Plan Designations Map 72-1*
- *Goal 5 Natural Resource Planning Analysis Conflicting Uses and Economic, Social, Environmental and Energy consequences of a decision to protect or not protect a significant resource (Winterowd Planning Services Report, 1997)*

Goals & Policies

GOAL 7.8

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

POLICY 7.8.1 Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.

GOAL 7.9

Balance natural resource protection and growth and development needs.

POLICY 7.9.1 Provide incentives and alternative development standards such as reduced minimum lot sizes and building setbacks for property owners to preserve the natural resource while accommodating growth and development.

POLICY 7.9.2 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.

POLICY 7.9.3 Except in Wetland Natural Areas, allow public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses.

POLICY 7.9.4 Except in Wetland Natural Areas, allow the replacement of existing structures with structures in the same location that do not disturb additional riparian surface.

(Ord. 9779-97, §7, 7-14-97; Ord. 1427-19, § 14, 11-25-19)

Parks

DEVELOPED. The only developed City park within the corporate City limits is the 23-acre Tualatin Community Park and a new 6.48-acre nature park. The Community Park provides for a broad range of activities for all ages and includes the Tualatin Community Center. Both parks are in the process of being improved.

UNDEVELOPED. There are eight existing City park sites which are currently being developed.

FUTURE. Conceived as recreational possibilities for neighborhood and broader community use, 14 sites were inventoried. These sites are scattered throughout the urbanized areas of the City. Each site is unique in its own fashion, i.e., setting, topography, views, vegetation, access, or natural wildlife resources.

School Recreational Facilities

These are areas suitable for play areas for small children and some field activities for older children and adults. These sites would have to be developed via a joint use agreement between the City and the Tigard School District.

EXISTING. Tualatin Elementary School.

FUTURE. New elementary school in south Tualatin and any additional elementary school sites.

Other Recreational Facilities

PRIVATE. The Tualatin Country Club golf course provides a major private recreational facility in the City.

PUBLIC. The City of Tigard maintains Cook Park across the Tualatin River, which is available to residents of Tualatin but has no direct access from Tualatin. The Tigard School District maintains a swim center at Tigard High School that is available for use by Tualatin residents.

Conservation Management Areas

These areas comprise some of the City's richest natural and scenic assets and should be maintained in their present rural character.

Briefly, these areas are:

- *The wetland marsh, bog and ponds.*
- *All the flood plain area generally below the 100-year flood line.*
- *All creek and drainageways.*
- *The Tualatin riverbank areas.*

Views

Unlike the more distinctly contoured geographic sections of other parts of the urban area, Tualatin does not have spectacular views. Views of scenic areas in Tualatin are very subtle.

FEATURES. The most important views are of the drainages, bogs and wetlands; the Tualatin River; and outstanding groups of trees.

LOCATION. The most important view areas are the marsh and wetlands running in an east-westerly direction. In the southern portion of the City, there are occasional views through the vegetation to Mt. Hood, Mt. Scott, Kerr Mountain, Bull Mountain and Cooper Mountain. Particularly important views of Mt. Hood occur when looking easterly along Nyberg, Sagert and Avery Streets.

PARKS, OPEN SPACE & ENVIRONMENT

Geology

UPLANDS. The southern half of the Study Area consists of irregular uplands varying from 250 feet to 550 feet in relief, with several small creeks draining to the north. These uplands grade into a northward-sloping terrace at an estimated elevation of 250 feet.

LOW-LYING AREAS. Columbia River Basalt underlies the valley and is covered with a fine-grain sedimentary material consisting of silts and clays. Flood-deposited sand, gravel and boulders occur over some parts of the area.

TUALATIN RIVER. The Tualatin River originates on the eastern slope of the Coast Range. The watershed averages 40 miles long and 25 miles wide, draining 711 square miles before entering the Willamette River. About half of the watershed is in the valley, where the stream is flat with wide flood plains.

DRAINAGES. Numerous drainages into the Tualatin River within the Study Area have required development of a Drainage Plan for the City of Tualatin. Major drainage basins within the Study Area are Hedges Creek and Nyberg Creek. Saum Creek and Athee Creek also have substantial drainage areas within the planning area. The majority of drainage structures within the City of Tualatin are open ditches and creeks combined with culvert at road crossings.

WETLANDS. Wetlands are mapped as areas of shallow groundwater tables subject to frequent inundation that have developed vegetation tolerant of abundant soil moisture. Wetlands are often transition areas between uplands and waterways. These areas commonly store flood waters, provide wildlife habitat, and supply primary protection to the adjacent waterway ecosystems. Hedges Creek Wetland is the largest wetland area in Washington County. The Army Corps of Engineers regulates any filling or dredging of the Hedges Creek Wetland.

Vegetation

Vegetation plays a crucial role in the natural processes. It furnishes living space and food for animals, cleanses the environment by acting as a filter for dust and air pollutants, and binds the soil to prevent erosion.

UPLANDS. Both, conifer forest and mixed conifer/deciduous forest are found on the upland areas. Cleared uplands support pasture or field crops.

LOWLANDS. Lowlands are characterized by riverbank forests, swamp or marsh.

Soils

Soil types have been mapped from aerial photographs obtained from the Soil Conservation Service. Soils are classified into eight broad groups designated by Roman Numerals I-VIII, indicating progressively greater limitations for crop production. Soil classification expresses the suitability of soils for most kinds of field crops.

FERTILITY. Over 95% of the soils within the Study Area are within Classes I-IV. The Tualatin Valley is a very fertile area with a long history of agricultural use.

SUITABILITY. Most of the soils in the Study Area are not suitable for farming due to the potential for erosion, high water tables, or their shallow, droughty nature.

Water Quality

In the past, the major water quality problem in the City has been pollution of Tualatin River waters. A 1976 report prepared for the Columbia Region Association of Governments by Portland State University states that “the lower Tualatin River appears to be nutrient enriched, eutrophic but not polluted.” The report states that the improved water quality is due primarily to summer low-flow augmentation now allowed by the Scoggins Dam and

improved sewage treatment facilities constructed along the River. Consequently, the City’s major water pollution problem has been solved. The City could have some water quality problems on Tualatin River tributaries due to erosion during construction. These problems are difficult to quantify. However, the City does have some control options over this potential problem.

Fish

A wide variety of fish live in the Tualatin River system. The river supports both migratory fish and resident fish populations.

MIGRATORY. Migration lasts from late August to early September. During low water periods, flow of the Tualatin River is diverted for irrigation and municipal water use upstream from the Oregon Iron and Steel Company Dam. When low flow periods extend into October and November,

migratory fish are prevented from entering the Tualatin River. Increased flow from impoundment of the Scoggins Dam has improved fish passage conditions.

RESIDENT. Warmwater fish caught near the City of Tualatin are primarily large-mouth bass, bluegill, brown bullhead and black crappies. Crayfish are a good indicator of water quality. The crayfish population declined during the late 1950's and early 1960's.

Wildlife

Within the Study Area, there are a variety of habitats that support diverse wildlife fauna. The habitats are composed of a mosaic of forest, grasslands, wetlands, and farm land. The diverse and little-disturbed habitats provide living space for a wide variety of wildlife species. The Technical Memoranda contains a detailed list of species of wildlife in the Study Area from the Oregon Department of Fish and Wildlife. The areas of particular importance to wildlife species are wetlands and riverbank habitats along the Tualatin River and its tributaries.

HEDGES CREEK. The large wetland directly west of the Tualatin City Center and south of the Southern Pacific Railroad line is one of the most important ecologically significant natural areas. This area has generated considerable interest because of its extensive wildlife and water fowl habitat in close proximity to Portland.

SAUM CREEK. Saum Creek, located at the eastern end of the Study Area, contains both deciduous and coniferous forest land and is characterized by forests along the Creek.

TUALATIN RIVER. The Tualatin River and its flood plain from the western boundary of the Study Area to just past its junction with Fanno Creek has been identified as a wetland and marsh area. The River itself is an important fish migration route. The river and its associated vegetation are important natural habitats.

TUALATIN RIVER NATIONAL WILDLIFE REFUGE. The U.S. Fish and Wildlife Service established the refuge to protect, enhance, and manage an area of high quality and diverse habitats for a variety of migratory birds and resident fish and wildlife. The 3,090-acre refuge is located in an area adjacent to the western city limits of Tualatin and includes the Rock Creek drainage and Onion Flats area adjoining SW Cipole Road. One tributary of Rock Creek originates within Tualatin's city limits in an area designated General Manufacturing. The refuge is of particular importance to Tualatin and the metropolitan region as a fish and wildlife habitat and valuable open space.

Noise Pollution

Noise created by traffic is currently the City's most serious noise problem. New industrial uses will increase industrial noise pollution potential.

RESIDENTIAL. The control of traffic sounds near residential property needs to be required by ordinance. This can be accomplished through various techniques such as buffering, setbacks and vehicular noise control ordinances.

INDUSTRIAL. The City's present industrial noise control ordinance is very restrictive and should be reviewed.

RAILROAD. Specific control measures for railroad noise and vibration should be the subject of a study before action is taken on this potential problem.

PARKS, OPEN SPACE & ENVIRONMENT

Air Pollution

The major source of air pollution in Tualatin is motor vehicle traffic. Industrial sources are minor. The Durham sewerage treatment plant is the largest single point source of pollution in the area.

EXISTING AIR QUALITY. Existing air quality in Tualatin is estimated to be well within allowable limits everywhere except in the immediate vicinity of Nyberg Road and the freeway.

FUTURE AIR QUALITY. Projections to 1990 suggest that concentrations of all pollutants will meet standards, due to increasingly effective emission controls on new vehicles.

High Ground Water

WETLANDS. The high groundwater area approximates the Tualatin River flood plain and encompasses all the present wetland area. There are many areas of high groundwater with levels at or near the surface of the ground. This is particularly true during the winter months, when the river level is high and the wetlands are filled with standing water.

WEAK SOILS. The high groundwater is particularly troublesome in sandy soils, as a “quick” condition may result during excavation for footings and utilities. Organic or plastic clays and peat (all weak soils) may be found almost anywhere throughout the high groundwater area, particularly near

present or past wetlands. Since weak soils can result in extraordinary construction requirements and methods, any new construction in the high groundwater area should include a detailed soils investigation and report by a qualified soils engineer or engineering geologist.

SPRINGS. Springs are prevalent along a line that approximates the southern boundary of the high groundwater area and at other areas identified in the Technical Memoranda. Any construction there requires special treatment to provide for drainage of the springs.

Flooding

The last three miles of the Tualatin River, about five and one-half miles downstream from the City of Tualatin, consists of a narrow gorge with a vertical drop of nearly 40 feet. Natural reefs occurring upstream limit the River’s ability to pass flood flows. The reefs create a natural dam, forcing water to back up and flood into the Tualatin Valley.

SEASON. Flooding usually occurs between mid-November and mid-February, due to rainfall and snow melt. Unlike most Oregon streams, the wide, flat flood plains of the Tualatin Valley store large volumes of water that cause the River to peak slowly and remain above flood stage for several days.

AFFECTED AREA. The core area of the City of Tualatin is highly vulnerable to flooding of the Tualatin River. A 100-year frequency flood would cause extensive flooding in the City of Tualatin. It would also flood a large area west and east of the City’s downtown and a large area in the northwest portion of the Study Area.

EXISTING FLOOD CONTROL. Present flood control projects on the Willamette River do not appreciably affect flood conditions of the City of Tualatin. Upstream flood control measures on the Tualatin River will provide only limited benefits to the Tualatin Valley, as the key physical constraints occur at the natural reefs downstream.



8 TRANSPORTATION

Purpose

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.

PUBLIC FACILITIES AND SERVICES

The following is a summary of the current condition of the transportation modes serving Tualatin from the 2012 Tualatin Transportation System Plan Update (TSP) Technical Memorandum, December 2012):

Pedestrian: Pedestrian facility needs include: fill sidewalk gaps on several arterials and collector streets; narrow or obstructed sidewalks; wide or angled crosswalks at intersections; and difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core). Most of the pedestrian crashes reported in the 5-year crash study time frame occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

Bicycle: Existing bicycle facilities in Tualatin have a few gaps and challenging connections such as: difficult left-turn maneuvers; constrained environment; difficult areas with low bike visibility; bike lanes outside of turn lanes; obstacles within the bike lanes; and gaps in the network. In addition to these needs, there are a number of high-crash locations. Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road, as well as the SW Nyberg Road interchange ramps at I-5.

Multi-Use Paths: Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed; once the system is complete, the multi-use path network will be more comprehensive.

Transit: TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. Because of the limitations of service during off-peak hours, non-commuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit: service connecting the west side of Tualatin to the downtown core; Park-and-rides in the west and south areas of Tualatin; extended service hours, including weekend service; and more direct connections to places other than downtown Portland.

Roadways: Some of the existing roadways do not meet City, County, or State design standards. Further, a number of major roadways intersect with other roadways at a skew. This creates sight distance limitations and, thus safety concerns.



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The two most highly-traveled roadways are SW Tualatin-Sherwood Road and SW Nyberg Road with over 20,000 vehicles per day. SW Tualatin Road and SW Boones Ferry Road corridors have 10,000 vehicles daily at multiple locations. Additionally, SW Tualatin-Sherwood Road carries a large amount of heavy vehicles, around 11.5 percent, with SW Boones Ferry Road carrying 8.4 percent heavy vehicles (compared with the average road in the Portland Metro area, which typically carries 2-4 percent heavy vehicles). Appendix B of the TSP Technical Memorandum (December 2012) provides a full description of existing (2011) roadway conditions, while Appendix C provides a description of future (2035) forecasted roadway conditions.

In the existing conditions analysis only two intersections—SW Martinazzi Avenue and SW Sagert Street, as well as SW Teton Avenue and SW Tualatin Road, were found to have greater congestion than mobility standards allow. In the future (2035) the number of intersections not meeting operations standards grew to twelve.

Key needs identified for the street system include: improved roadway connectivity; improved travel time along congested corridors; intersection improvements; and upgrading roadway geometries. Additionally, safety is a concern for the community, and safety issues were identified at the following intersections: SW Tualatin-Sherwood Road and SW Boones Ferry Road, and SW Nyberg Street and I-5 southbound off ramps.

Freight Routes: The needs of the freight system are consistent with those identified in the Street System Plan. Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system.

Rail: Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the

south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains. PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.

Pipelines and Transmission Systems: A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

Air: There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

Water: The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

Bikepaths and Footpaths: An existing bike and footpath system has been implemented in some sections of the City. Future extensions of the existing bike and footpath systems were proposed to provide the City with a complete network of trails. This system was mapped in over-lay fashion as part of the Technical Memoranda.

Background

The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals. To do this, the TSP looks at the needs of its residents, businesses, employees, and visitors - now (Year 2012), and what is expected for the future (Year 2035). TSPs are required by the state of Oregon for all cities with populations greater than 2,500 people. The current TSP (December 2012) is a major update of the TSP that was adopted in 2001, with analysis completed in 2000. The TSP considers the diverse needs of all users of the City's transportation network, and sets out recommendations that will serve the needs of transit riders, bicyclists, pedestrians, freight traffic, and drivers.

The TSP has been prepared in compliance with state, regional, and local plans and policies, including the Oregon Highway Plan (OHP), the state Transportation Planning Rule (TPR), Metro's Regional Transportation Plan (RTP), Metro's Regional Transportation Functional Plan (RTFP), Washington and Clackamas Counties Transportation System Plans, and Tualatin's Comprehensive Plan. The TSP presents a vision specific to the City's transportation future, while remaining consistent with these state, regional, and local plans. Plan elements will be implemented by the City, private developers, and regional, or state agencies.

The Comprehensive Plan and TSP work together to set the policy framework guiding the growth and operation of the city's transportation system, as well as a refined set of specific projects identified for implementation to improve particular elements of the overall system.

Regulatory Requirements. The TPR (OAR 660-012), developed by the state Department of Land Conservation and Development (DLCD) in accordance with state law, and Oregon Revised Statute (ORS) 197.712 guide preparation of the TSP and require that jurisdictions develop the following:

- A road plan for a network of arterial and collector roads;
- A public transit plan;
- A bicycle and pedestrian plan;
- An air, rail, water, and pipeline plan;
- A transportation financing plan;
- Policies and ordinances for implementing the TSP.

The TPR requires that alternate travel modes including cycling, walking, and transit, be given equal consideration with automobile travel and states that reasonable effort must be applied in the development and enhancement of alternate modes in Tualatin's future transportation system. Local jurisdictions must also coordinate their plans with relevant state, regional, and county plans and amend their own ordinances to implement the TSP.

Metro also requires that TSPs meet certain requirements that have been adopted in the RTP and RTFP. Local TSPs must:

- Establish an arterial street network, considering Metro's street design concepts and include a conceptual map of new streets;
- Implement access management standards;
- Include policies, standards, and projects that connect to transit stops;
- Develop a transit plan consistent with the regional transit functional plan;
- Develop pedestrian, bicycle, freight, parking, and transportation system management plans;
- Ensure that regional transportation needs are incorporated into the TSP;
- Include regional transportation goals for mode share and vehicles miles traveled.

STUDY AREA

In December 2002, Metro expanded the Portland Urban Growth Boundary (UGB). This expansion included lands bordering Tualatin's Planning Area boundary that are intended to develop in the future for industrial uses. Following studies of impacts of these expansions, the city's TSP (2001) was amended to incorporate these new lands.

Northwest Tualatin Concept Plan: The City of Tualatin, in conjunction with ODOT, initiated a study of a 23 acre area south of Highway 99W and west of SW Cipole Road in 2004. The Northwest Tualatin Concept plan addressed the impacts of developing this area for industrial uses. A technical analysis was prepared for the Concept Plan, following requirements of the TPR, that specifically addressed the transportation needs associated with developing the concept plan area at urban densities. Development of the Concept Plan was guided by input from an 11-member Technical Advisory Committee (TAC) that met four times during the planning process. The TAC included representatives from the City of Tualatin, ODOT, Washington County, Bonneville Power Administration (BPA), Metro, U.S. Fish and Wildlife Service (representing the Tualatin River National Wildlife Refuge), Portland General Electric (PGE), Clean Water Services (CWS), and TriMet. Mailing to stakeholders and a public open house were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Northwest Tualatin Concept Plan area were accepted by the City Council on June 13, 2005.

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Southwest Tualatin Concept Plan: The City of Tualatin, in conjunction with ODOT, initiated a study of a 431-acre area south of SW Tualatin-Sherwood Road and west of the Portland & Western railroad tracks in 2004. In 2010, the City analyzed this area plus an additional 183-acres south of the Concept Plan area. The Southwest Tualatin Concept Plan addressed the impacts of developing this area for industrial uses, particularly the portion of the area designated as a “regionally significant industrial area.” A technical analysis was prepared for the Concept Plan, following the requirements of the TPR that specifically addressed the transportation needs associated with developing the Concept Plan area at urban densities. Development of the Concept Plan was guided by input from a 31-member TAC that met 12 times during the planning process. The TAC included representatives from the Cities of Tualatin, Sherwood, and Wilsonville; Metro; ODOT; DLCD; Washington County; PGE; BPA; CWS; Oregon Department of Geology and Mineral Industries; Coffee Creek Correctional Facility; Tualatin Valley Fire & Rescue (TVF&R); TriMet; Genessee and Wyoming Railroad; and property owners from the Tonquin Industrial Group, the Itel properties area and from Tigard Sand & Gravel. Mailings to stakeholders and four public open houses were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Southwest Tualatin Concept Plan area were accepted by the City Council on October 11, 2010.

Basalt Creek Concept Plan: The study area for the current Tualatin TSP (2012) is comprised of the Tualatin Planning Area boundary, with one addition—the Basalt Creek planning area between Tualatin and Wilsonville. This area outside of the Planning Area Boundary, but within the study area, was included because of the transportation impact that it could have on the City’s transportation network associated with the potential development of residential and employment areas. The study area is shown on several of the TSP’s figures, including Figure 11-1 Functional Classification Plan.

(Ord. 1151-03, 11-10-03; Ord. 1103-02, 3-25-02; Ord. 1191-05, 6-27-05; Ord. 1321-11 §13, 4-25-11; Ord. 1354-13 §36, 02-25-13)

Goals and Objectives

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.

OBJECTIVES:

- Improve travel time reliability/provide travel information for all modes including freight and transit.
- Provide efficient and quick travel between points A and B.
- Provide connectivity within the City between popular destinations and residential areas.
- Accommodate future traffic, bicycle, pedestrian, and transit demand.
- Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and pedestrians.
- Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.
- Increase access to key destinations for all modes.

GOAL 8.2: SAFETY.

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

OBJECTIVES:

- Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.
- Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.
- Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.
- Provide a secure transportation system for all modes.

GOAL 8.3: VIBRANT COMMUNITY.

Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.

OBJECTIVES:

- Produce a plan that respects and preserves neighborhood values and identity.
- Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.
- Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.
- Support a livable community with family-friendly neighborhoods.
- Maintain a small-town feel.

GOAL 8.4: EQUITY.

Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

OBJECTIVES:

- Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.
- Consider access to transit for all users.

Goals and Objectives

GOAL 8.5: ECONOMY.

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

OBJECTIVES:

- Support a vibrant city center and community, accessible to all modes of transportation.
- Support employment centers by providing transportation options to major employers.
- Increase access to employment and commercial centers on foot, bike, or transit.
- Consider positive and negative effects of alternatives on adjacent residential and business areas.
- Accommodate freight movement.
- Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

GOAL 8.6: HEALTH/ENVIRONMENT.

Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

OBJECTIVES:

- Provide active transportation options to area schools to reduce childhood obesity.
- Promote active transportation modes to support a healthy public and children of all ages.
- Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.
- Consider air quality effects of potential transportation solutions. Protect park land and create an environmentally sustainable community.
- Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

GOAL 8.7: ABILITY TO BE IMPLEMENTED.

Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

OBJECTIVES:

- Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.
- Evaluate potential options for consistency with existing community, regional, and state goals and policies.
- Strive for broad community and political support.
- Optimize benefits over the life cycle of the potential option.
- Consider transportation options that make the best use of the existing network.
- Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

(Ord. 1103-02, 3-25-02; Ord. 1224-06 §2, 11-13-06; Ord. 1354-13 §36, 02-25-13)

FUNCTIONAL CLASSIFICATION PLAN.

A city’s functional classification plan defines the intended operations and character of roadways within the overall transportation system including standards for roadway and right-of-way width, access spacing, and pedestrian and bicycle facilities. The City of Tualatin’s functional classification system applies to roadways owned by the City, the County, and the State, and includes principal arterials, major arterials, minor arterials, major collectors, minor collectors, connector, and local roads. Figure 11-1 presents the updated functional classification plan for the City of Tualatin.

The arterial roadways carry a high number of vehicles including transit and freight vehicles, and provide mobility with few opportunities for local access. Collectors assemble traffic from a neighborhood or district and deliver it to the closest arterial street. Collectors serve shorter trip lengths than arterials and have more local access opportunities. Both arterials and collectors within Tualatin are owned by a variety of agencies including the City, ODOT, and Clackamas and Washington Counties. The roadway owners are responsible for maintenance and upkeep on the roadways and they make decisions on upgrades to their facilities. TSP Technical Memorandum (December 2012) describes the functional classifications and the purpose they are intended to serve in more detail; Appendix A, Plan and Policy Review, of the TSP Technical Memorandum provides a detailed description of the various policies associated with roadway ownership.

There are a number of existing freight and truck routes through the City designated by the City, the State, and the Federal government. These routes have specific design criteria and mobility standards to ensure that these roadways serve freight traffic.

POLICY AREA 8.8 FUNCTIONAL CLASSIFICATION POLICIES.

Functional classification policies support the City’s transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

POLICY 8.8.1 Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.

POLICY 8.8.2 Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.

TRANSPORTATION

STREET DESIGN STANDARDS.

Street design standards by functional classification are included in TDC Section 74.425.

The RTP's Regional Street Design System describes typical features of its street design designations. For comparison purposes, Metro's Regional Street Design System map has been recreated in Figure 11-2. The Tualatin TSP's street design standards for roadways shown on the RTP Regional Street Design System map are generally in conformance with the RTP's concepts, particularly in the areas of pedestrian and bicycle lanes, landscape strips, and medians or center turn lanes.

(Ord. 1151-03, 11-10-03; Ord. 1103-02, 3-25-02; Ord. 1191-05; 6-27-05; Ord. 1354-13 §36. 02-25-13)

STREET SYSTEM MODAL PLAN.

The street system modal plan consists of several sections: a listing of street urban upgrades and new streets, other intersection-specific or non-capacity streets projects, access management policies, and traffic operation standards. This modal plan is included in its entirety in the TSP Technical Memorandum (December 2012) and pertinent sections are included in this chapter of the Comprehensive Plan.

A summary of the limitations and needs identified for the street system include:

Improved roadway connectivity. New roadway connections should be explored to improve east-west connectivity south of SW Tualatin-Sherwood Road and north-south regional connectivity. Metro RTP policies related to a complete street system identify one-mile spacing between major arterial streets with collector streets or minor arterials spaced a half-mile apart.

Improved travel time along congested corridors. Focus on reducing vehicle delay on key corridors.

Intersection improvements. Address intersection delay and intersection issues in congested areas.

Upgrading roadway geometries. City design standards for roadway width, sidewalks, and bicycle facilities should be followed where specific deficiencies have been identified.

Safety issues. Safety is a concern for the community and issues were identified at the following intersections:

- SW Tualatin-Sherwood Road and SW Boones Ferry Road
- SW Nyberg Street and I-5 southbound off ramps.

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.

LOCAL STREETS PLAN.

The RTP calls for cities to identify all contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development and to prepare a conceptual new streets plan map. Figure 11-3 presents the City of Tualatin's Local Streets Plan. The intent of this map is to identify the locations of future street connections and desired connections within future development that promote a connected street system. The endpoints of the connections should be considered fixed, unless the Community Development Director or their designee determines that an alternate connection point is preferable due to safety, operations, improved connectivity concerns, or environmental impacts. The routes connecting endpoints may vary, as long as a reasonably direct route between the two points is provided.

ACCESS MANAGEMENT.

Access management is important to maintain traffic flow and ensure safety on the City's arterial street network, including SW Tualatin-Sherwood Road, Oregon Highway 99W (OR 99W), and other high-traffic routes. Limiting the number of points where traffic can enter and exit reduces potential conflict points, improves roadway performance, and reduces the need for capacity expansion. The City manages access through Chapter 75 of the TDC; that chapter details where access is permitted on arterial and collector roads within the City. Tualatin must coordinate with Washington and Clackamas Counties and ODOT to manage access on roads the City does not own, including SW Tualatin-Sherwood Road, SW Cipole Road, SW 65th Avenue, SW Borland Road, and sections of SW Boones Ferry Road. Chapter 75 of the TDC, most recently updated in 2012, has specific access standards for each arterial road within Tualatin. It provides recommendations for future changes on specific roads, as well as potential solutions for access issues.

POLICY AREA 8.10 ACCESS MANAGEMENT POLICIES.

The following establish the City’s policies on access management.

POLICY 8.10.1 No new driveways or streets on arterial roadways within the City, except where noted in the TDC, Chapter 75, usually when no alternative access is available.

POLICY 8.10.5 Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.

POLICY 8.10.2 Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.

POLICY 8.10.6 No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.

POLICY 8.10.3 Adhere to intersection spacing included in Chapter 75 of the TDC.

POLICY 8.10.7 On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

POLICY 8.10.4 Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.

TRAFFIC OPERATIONS STANDARDS.

This section includes a discussion of standards included in the OHP, ODOT’s Highway Design Manual (HDM), and the TPR and City documents for local roadways. Based on the preferred system for operational analysis, there are four intersections that do not meet jurisdictional standards after mitigation strategies are included. These intersections that experience operational constraints are in the SW Lower Boones Ferry Road/I-5 interchange area, and are due to the additional motor vehicle trips associated with the widening of SW Boones Ferry Road from SW Martinazzi Avenue to SW Lower Boones Ferry Road.

The first mitigation strategies developed explored transportation system management techniques (maximizing operations at intersections through signal timing adjustments and/or phasing adjustments). If system management techniques did not achieve acceptable jurisdictional operations, localized capacity improvements were explored (for example, a new turn pocket). Generally these improvements allowed for adequate signal operations under a mitigated scenario.

There were some intersections located in the downtown core area that were not able to meet jurisdictional standards without the implementation of significant capacity and/or roadway widening improvements. These types of major infrastructure improvements were deemed to be too impactful to the downtown core and were not included in the final preferred system improvements. The downtown Tualatin area is designated a Town Center by Metro, and using that designation, Town Centers are allowed to not meet jurisdictional standards. Alternate standards for Town Centers in the RTP are based on a two-hour peak hour. The standard volume to capacity ratio (v/c) for the first peak hour is 1.1, and for the second peak hour is 0.99. These intersections meet the RTP standards, and there is no need for additional alternate mobility standards.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

TRANSIT MODAL PLAN.

Transit Vision. Public transit in Tualatin is envisioned to be multi-faceted by including local and express bus service, commuter rail, potential high capacity transit, and local transit shuttle services. In addition, the community’s vision for public transit includes improvements in the quality of transit service, as well as land uses that better complement and encourage use of transit in downtown Tualatin. Figure 11-5 presents the updated transit system for the City of Tualatin.

TRANSPORTATION

Summary of Limitations and Needs for Transit. TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. According to the Conceptual Linking Tualatin Plan (Draft 2012), over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Because of the limitations of service during off-peak hours, non-commuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit:

- *Service connecting the west side of Tualatin to the downtown core;*
- *Park-and-rides in the west and south areas of Tualatin;*
- *Extended service hours, including weekend service;*
- *More direct connections to places other than downtown Portland.*

Additional needs for transit stops include direct and safe access to transit stops and bicyclist and pedestrian amenities at stops, especially where transit riders are able to transfer lines or modes.

POLICY AREA 8.11 TRANSIT POLICIES.

The following establish the City's policies on public transit:

POLICY 8.11.1 Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.

POLICY 8.11.2 Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.

POLICY 8.11.3 Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.

POLICY 8.11.4 Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.

POLICY 8.11.5 Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.

POLICY 8.11.6 Develop and improve pedestrian and bicycle connections and access to transit stops.

POLICY 8.11.7 Encourage higher-density development near high-capacity transit service.

POLICY 8.11.8 Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.

In addition to the transit policies included here, Bicycle and Pedestrian Policies, Policy 8.12.7 and Policy 8.12.8, are applicable to transit.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

PEDESTRIAN, BICYCLE, AND MULTI-USE PATH MODAL PLAN.

This modal plan describes pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street upgrades. Figure 11-4 presents the updated bicycle and pedestrian system for the City of Tualatin.

This section summarizes limitations and needs for bicycle and pedestrian facilities, and multi-use paths. A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B of the TSP Technical Memorandum (December 2012).

Bicycle Facility Needs. Existing bicycle facilities in Tualatin have a few gaps and challenging connections:

- *Difficult left-turn maneuvers;*
- *Difficult areas with low bike visibility;*
- *Bike lanes outside of turn lanes;*
- *Obstacles within the bike lanes;*
- *Gaps in the network; and*
- *In addition to these needs, there are a number of high-crash locations.*

Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road; as well as, the SW Nyberg Road interchange ramps at I-5.

Pedestrian Facility Needs. Pedestrian facility needs include filling sidewalk gaps on arterials and collector streets at:

- Sections of SW Herman Road;
- Sections of SW Grahams Ferry Road;
- Sections of SW Boones Ferry Road;
- SW Blake Street between SW 105th and SW 108th Avenues;
- SW Sagert Street overpass over I-5; and
- SW 105th Avenue between SW Paulina Drive and SW Blake Street.
- Narrow or obstructed sidewalks.
- Wide or angled crosswalks at intersections.
- Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core).

Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

MULTI-USE PATH NEEDS.

Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths; as well as, to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect. Signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

POLICY AREA 8.12 BICYCLE AND PEDESTRIAN POLICIES.

The following establish the City’s policies on bicycle and pedestrian facilities:

POLICY 8.12.1 Support Safe Routes to Schools (SRTS) for all Tualatin schools.

POLICY 8.12.2 Work with partner agencies to support and build trails.

Policy 8.12.3 Allow wider sidewalks downtown for strolling and outdoor cafes.

POLICY 8.12.4 Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).

POLICY 8.12.5 Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.

POLICY 8.12.6 Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.

POLICY 8.12.7 Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.

POLICY 8.12.8 Ensure that there are bicycle and pedestrian facilities at transit stations.

POLICY 8.12.9 Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.

POLICY 8.12.10 Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

Bicycle Boulevards. Currently, there are no existing bicycle boulevards in Tualatin, though Washington County has bicycle boulevard policies and design standards.

Bicycle boulevards are roadways that use a variety of design treatments to reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, to create a safer and more comfortable environment for all users. Bicycle boulevards may include a variety of applications ranging from minor street signing enhancements (such as shared lane markings) to larger scale projects (for example, bike-only access at intersections, traffic diverters). Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Traffic controls along a boulevard may assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes.

Bicycle boulevards work best in well-connected street grids, where riders can follow intuitive and reasonably direct routes. Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic. Bicycle boulevards are generally located on streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets passing through residential neighborhoods. Typically a bicycle boulevard would be located on a street where vehicles travel less than 30 miles per hour and average daily traffic volume is less than 3,000 vehicles (in both directions).

TRANSPORTATION

Proposed bicycle boulevards in Tualatin are shown on Figure 11-4. These are all low volume, low speed streets that connect neighborhoods with roadways and trails where bicycle infrastructure investments have been made. As a short-term action, the City should consider signing these roadways as bicycle routes, and monitor usage on an annual basis. As bicycle usage increases, and bicyclists and drivers become more used to sharing travel lanes, further investments could be considered to enhance safety for bicyclists.

(Ord. 1103-02, 3-25-2002; Ord. 1354-13 §36, 02-25-13; Ord. 1367-14 §1, 02-24-14)

FREIGHT PLAN.

Efficient truck movement plays a critical role in the economic wellbeing and development of Tualatin. Trucks must be able to access commercial, industrial, manufacturing, distribution, and other employment areas both in Tualatin and connecting to the regional system. Future commercial/industrial uses are expected to be located consistent with the land uses identified in the Comprehensive Plan, which matches the current planning district designations, as codified in the TDC.

The freight network illustrated in Figure 11-6 is largely consistent with the functional classification plan (Figure 11-1), which strives to connect industrial and manufacturing uses to the regional and state transportation network via a series of major and minor arterial roadways. The movement of raw materials and finished products via designated truck routes provides for efficient movement of goods while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Federally and state designated truck routes, part of the National Highway System (NHS), have been identified on I-5 and OR 99W. Metro identifies “road connectors” in the RTP freight network on SW 124th Avenue, SW Tualatin-Sherwood Road, SW Lower Boones Ferry Road, and SW Boones Ferry Road. The City of Tualatin designates additional truck routes on roadway facilities that connect commercial/industrial districts within the City to major arterials and, ultimately, to OR 99W, I-5, and I-205.

The needs of the freight system are consistent with those identified in the Street System Plan. Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system. All new roadways should be built to current City design standards to meet the operational needs of trucks on designated truck routes.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

RAIL PLAN.

Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north-south has two freight trains daily in addition to the WES trains described in the Transit section.

There are 13 gated public railroad crossings in Tualatin and a number of additional driveways or private roads that cross the railroad. The private crossings are stop controlled, but not signalized. Freight trains have the right-of-way at all intersections. The low number of trains does not present a large safety concern in the City, and recent Quiet Zone work done in conjunction with the north-south WES rail line opening added gates at all public crossings.

PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.

POLICY AREA 8.13 FREIGHT RAIL POLICIES.

The following establish the City’s policies on freight rail:

POLICY 8.13.1 Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods

POLICY 8.13.2 Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin’s roads.

POLICY 8.13.3 Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines.

PASSENGER RAIL POLICIES. The City of Tualatin’s policies on public transit are described in Policy Area 8.11 as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

WATER, PIPELINE, AND AIR PLAN.

This section includes the Water, Pipeline and Air Plans.

Water Plan. The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

Pipeline Plan. A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

Air Plan. There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

TRANSPORTATION DEMAND MANAGEMENT.

The TPR requires all cities with populations greater than 25,000 people to develop a Transportation Demand Management (TDM) Plan. The RTP also requires that TDM strategies be used to encourage alternative transportation modes and achieve higher vehicle occupancy targets. TDM measures are designed to change travel behavior in order to reduce the need for more road capacity and improve performance of the road system. Typical TDM projects include encouraging use of travel modes other than the auto, ride sharing, and measures to reduce the need for travel—such as telecommuting policies.

TDM policies and projects can be cost-effective ways to reduce congestion by encouraging the use of other modes, reducing the need for travel or reducing the number of vehicle miles driven. The City of Tualatin can implement a range of TDM measures to manage travel demand, in conjunction with partner organizations in many cases. Providing bicycle, pedestrian, and transit infrastructure can be effective means to encourage drivers to switch to other modes. Many of the pedestrian, bicycle, and transit improvements proposed in other sections of the TSP can be considered TDM measures as they encourage use of travel modes other than the auto. In addition to these infrastructure projects, a number of strategies are applicable to Tualatin, as discussed in detail in the TSP Technical Memorandum (December 2012).

POLICY AREA 8.14 TRANSPORTATION DEMAND MANAGEMENT POLICIES.

The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:

POLICY 8.14.1 Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.

POLICY 8.14.4 Support Washington County’s regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips

POLICY 8.14.2 Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs

POLICY 8.14.5 Promote the use and expansion of the Tualatin Shuttle program.

POLICY 8.14.3 Explore the use of new TDM strategies to realize more efficient use of the City’s transportation system

METRO MODAL TARGETS.

Metro in its 2035 RTP established modal targets for how residents in the region will make trips in 2040. These are separated out by regional designations. Tualatin has a number of designations within the City limits, as described in the following sections and shown in Figures 9-4 (Design Type Boundaries) and 11-2 (Metro Regional Street Design System).

Town Center. This designation is consistent with the Town Center Plan study area, centered on the Lake of the Commons and includes land south of the Tualatin River and west of I-5, including the Tualatin Community Park. The western boundary is SW 95th Avenue south to SW Tualatin-Sherwood Road, and then southern boundary is SW Tualatin-Sherwood Road to approximately SW Boones Ferry Road then continues east near SW Warm Springs Street.

TRANSPORTATION

Corridors. There are a number of corridors in Tualatin: SW Tualatin-Sherwood Road is a regional street, along with 99W, SW 124th Avenue, and SW Tualatin Road. SW Boones Ferry Road is a community street, and SW Tualatin-Sherwood Road/SW Nyberg Street in downtown are community boulevards. Regional arterials include 99W, SW 124th Avenue, SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Herman Road, SW Nyberg Street, SW Sagert Street, SW Borland Road, and SW 65th Avenue.

Employment Land. Most of western Tualatin is employment land south of SW Tualatin Road and west of the railroad tracks.

Parks and Natural Areas. Hedges Creek is designated a park and natural area, along with many of the other greenway areas including Nyberg Creek Greenway, Saum Creek, and other City parks.

Neighborhoods. Neighborhood areas include southern Tualatin near SW Boones Ferry Road, northern Tualatin north of SW Tualatin Road, and eastern Tualatin excluding the hospital area and the greenways and parks.

These designations have modal targets associated with them, as seen in Table 11-1. The non-drive-alone modal target for Tualatin is 45—55 percent in the Town Center and Station Community, and 40—45 percent for the employment land, parks and natural areas, and neighborhoods.

(Ord. 1103-02, 03-25-02; Ord. 1321-11 §15, 4-25-11; Ord. 1354-13 §36, 02-25-13)

TRANSPORTATION SYSTEM MANAGEMENT.

Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

(Ord. 1354-13 §36, 02-25-13)

IMPLEMENTATION.

The project table for each modal plan in the Tualatin TSP Technical Memorandum (December 2012) includes recommendations for applicable funding sources. Additionally, the relative importance of TSP projects are identified in the project tables, based on community goals, the magnitude of the deficiency or issue that the project addresses, and the ability to secure funding, conduct engineering, and build a project. Appendix E of the TSP Technical Memorandum (December 2012) provides a detailed description of transportation funding and improvement costs for all of the TSP's recommendations.

A variety of established federal, state, regional, and local funding sources are available to fund future transportation projects in the Tualatin TSP Technical Memorandum (December 2012), depending on the eligibility requirements. Implementation of TSP projects will depend on funding and community priorities.

Prioritization. Prioritization of projects within the TSP Technical Memorandum (December 2012) is separated into three categories: short-term, medium-term, and long-term. Short term projects are expected to be built within zero—five years, while medium-term are five—ten years, and long-term projects are expected to be built in the 10—20 year time frame. Prioritization is determined based on a combination of the most important projects to implement first, the ease of implementation, and the potential cost—some projects will take a number of years to identify and secure funding. Some projects will also need regional coordination and support, which may take time to secure an agreement. Prioritization is an estimate: long-term projects may be implemented sooner than 10—20 years due to funding becoming available, a high degree

PARKING PLAN.

The City owns several public parking lots in downtown Tualatin to support denser development in the City's core area. A separate taxing district has been created to support ongoing maintenance and operations of these parking lots. The City completed a study in 2011 which identified that the existing parking supply is sufficient to meet the parking demand in downtown Tualatin.

The RTPF requires parking policies and a parking plan in a TSP or other planning document. The current TDC includes parking minimums and is compliant with this requirement.

(Ord. 1354-13 §36, 02-25-13)

of community support or other factors. The suggested priority for projects in the TSP Technical Memorandum (December 2012) is a general guide and not a required timeframe.

The City will need to periodically update the TSP, and will review the need and timing for longer-term improvements at those times. Prioritizing specific near-term projects will occur annually when the City updates its five-year financial plan and prepares its capital improvement plan (CIP) for the following year. Future road improvements or related transportation projects listed or not listed in the TSP Technical Memorandum (December 2012) are not required to be reviewed and approved through a land use process.

The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

*Table 8-1
Metro Modal Targets*

2040 REGIONAL DESIGNATION	NON-DRIVE-ALONE MODAL TARGET
<ul style="list-style-type: none"> • <i>Regional Centers</i> • <i>Town Centers</i> • <i>Main Streets</i> • <i>Station Communities</i> • <i>Corridors</i> • <i>Passenger Intermodal Facilities</i> 	45-55%
<ul style="list-style-type: none"> • <i>Industrial Areas</i> • <i>Freight Intermodal Facilities</i> • <i>Employment Areas</i> • <i>Inner Neighborhoods</i> • <i>Outer Neighborhoods</i> 	40-45%

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.

WATER SERVICE AREAS.

The Tualatin Study Area was divided into four categories of water service availability. The four categories agreed closely with the four categories of sewer service. In addition to showing the degree of water service complexity and expense, the water service overlay depicts main transmission lines, reservoirs, water supply sources, and the approximate dividing line between the City's upper and lower water service levels.

Background

In 1979, the City of Tualatin adopted the Tualatin Community Plan. R. A. Wright Engineering Company prepared the water service element. In 1982, the Tualatin Community Plan was reviewed due to the annexation of approximately 900 acres west of the city limits. City staff reviewed the water sewer service element. In 1983 the City Council amended the Plan, including the water service element. The Plan was changed from covering only the city limits to covering the city limits and the area out to the Urban Growth Boundary (UGB)(an "Active Plan").

In accordance with the Urban Planning Area Agreement between the City and Washington County and an Intergovernmental Agreement between the City and the City of Portland, the City of Tualatin is responsible for providing water service in the City of Tualatin. The City of Tualatin obtains its water from the City of Portland.

In 1990 and 1999 minor amendments to TDC Chapter 12 were adopted. In 2000 and 2002 the City contracted with CH2M Hill to update the City's water master plan. The 2000 update reflected Tualatin's growth and refined the 1983 plan.

The 2003 "Report, Tualatin Water Master Plan Update," (the "Master Plan") was the basis for amending the Tualatin Development Code (TDC), Chapter 12, in 2003. The purpose of the 2003 Master Plan was to provide the City with a comprehensive water master plan for future development of the water system. The 2003 Master Plan included a description

of the existing water system, the planning criteria, a water system analysis and a capital improvement plan.

The 2003 Master Plan study area was the same as the Tualatin Community Plan, plus it included the Southwest Manufacturing Business Park.

The July 2013 Water Master Plan report was prepared as an update to the 2003 Master Plan. Its purpose is to be a comprehensive analysis of the City's water system, to identify system deficiencies, determine future water distribution system supply requirements and recommend water system facility improvements that correct system deficiencies and provide for future system expansion.

The July 2013 Water Master Plan anticipates demand as residential growth from redevelopment and infill, within the Town Center area, and industrial and employment growth in the Southwest Concept Plan Area.

The purpose of this section is to provide for:

- Reinforcement of the existing water system to provide adequate peak and fire-flow capabilities;
- Expansion of the distribution system as areas inside the Urban Growth Boundary are annexed to the City and are developed;
- Expansion of supply and storage facilities for present and future needs; and
- Financing the construction of the foregoing facilities.

(Ord. 592-83, §53, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §31 4-25-11; Ord. 1359-13 §1, 9-23-13).

Water Services Goals & 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 9.1.3 Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.

POLICY 9.1.4 Review and update the water system capital improvement program and funding sources as needed or during periodic review.

POLICY 9.1.5 Prohibit the extension of City water services outside the City's municipal boundaries, unless the water service is provided to an area inside an adjacent city.

(Ord. 1152-03, 12-8-03; 03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §32, 4-25-11; Ord. 1359-13 §2, 9-23-13).

DESIGN CRITERIA.

The proposed water supply and distribution system is designed to accommodate the maximum demand that the system is expected to experience. The maximum demand is composed of consumer flows and fire flows.

(Ord. 1152-03, 12-8-03).

POPULATION.

The July 2013 Water Master Plan projected a "build out population" of 29,396 residents; including estimates of 2,288 for redevelopment and infill and 1,048 for Town Center residential growth.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §3, 9-23-13).

CONSUMPTION.

Population projections, commercial and industrial zoning acreage, and historical water use data formed the basis for the July 2013 Water Master Plan's future water demand projection.

- *The future per capita residential average day demand was assumed to be 90 gallons per capita per day.*
- *The relationship between the average day demand and other flow rate demands in the system is called the peaking factor. A peaking factor of 2.2 was used in the July 2013 Water Master Plan's calculation of combined residential, commercial and industrial maximum day demand.*
- *Large volume users are typically large multi-family projects and specialized industrial uses. The 2003 Master Plan identified 16 large water uses and they represent about 30% of the total system demand.*
- *Unaccounted-for water is the difference between the total amount purchased wholesale from the Portland Water Bureau and the total amount billed to customers. It includes leakage losses, meter discrepancies, hydrant and main flushing, operation and maintenance uses, fire flow uses, unauthorized connections and unmetered miscellaneous uses.*

The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for residential uses was 2.65 million gallons per day. The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for commercial and industrial uses was 3.61 million gallons per day. The total system average day demand and maximum day demand were 6.47 and 14.24 million gallons per day, respectively.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §4, 9-23-13).

FIRE FLOWS.

Fire flow is the amount of water required to fight a fire for a specified period. The Insurance Services Office (ISO) Commercial Risk Services, Inc., classifies a city for insurance rating purposes on the basis of a maximum fire flow requirement of 3,500 gallons per minute (gpm). Fire flow requirements greater than 3,500 gpm are evaluated individually and are not used by the ISO to determine the public protection classification of a municipality. For fire flow analysis the total fire flow requirement is a combination of building fire flow requirements plus system maximum day demand.

Fire protection for the City's service area is provided by Tualatin Valley Fire & Rescue. The fire district has adopted fire flow requirements as defined in the 2010 State of Oregon Fire Code. A summary of fire flow recommendations based on the state fire code, fire flow criteria adopted by similar communities and fire flow guidelines as developed by the American Water Works Association is presented in Table 4-2 of the 2013 Master Plan.

Fire protection is not dependent on the water distribution system alone. Fire flows greater than 3,500 gpm can be reduced with individual fire suppression systems such as sprinklers, chemical and alarm systems and fire-resistant construction, onsite supply and other methods.

PUBLIC FACILITIES & SERVICES

Developments with fire flows greater than 3,500 gpm will need to supplement public water system flows through private systems such as those noted in the prior sentence. The July 2013 Master Plan's recommended minimum criteria for fire suppression flows for single family residential is 1,000 gpm, for multi-family is 2,000 gpm and, commercial, industrial and institutional uses is 3,500 gpm for a 3-hour duration.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §5, 9-23-13).

METHOD OF ANALYSIS.

The July 2013 Water Master Plan analyzed the water system based on criteria for water supply, source, distribution system piping, service pressures, storage and pumping facilities in conjunction with the water demand forecasts for 2031 and beyond in Section 3 of the Master Plan.

The analysis and recommendations in Section 4 of the Master Plan are based on performance guidelines developed in a review of State of Oregon requirements, American Water Works Association (AWWA) acceptable practice guidelines, Insurance Services Office, Inc. (ISO) guidelines and the operational practices of similar water providers. The distribution system analysis was performed using Innovyze's InfoWater hydraulic network analysis software and an updated system model that relied on geographical information system, updated reservoir and pump station data, and current control valve setting information.

(Ord. 1152-03, 12-08-03; Ord. 1359-13 §5, 9-23-13).

EXISTING SYSTEM.

The City of Tualatin entered into an agreement with the City of Portland in the early 1980's to obtain water from the Bull Run watershed via the Washington County Water Supply Line. In emergencies the City can obtain small quantities through interties with the cities of Tigard, Lake Oswego, Sherwood and Wilsonville. Water from the Willamette River can be used for domestic purposes if Tualatin's voters approve of its use. Water quality from the Bull Run Reservoir, the Portland Water Bureau Columbia South Shore wellfield and the Tualatin distribution system meets or exceeds all U.S. Environmental Protection Agency water quality requirements.

The City's water system is composed of three service levels (Levels A, B, and C) supplied by gravity and pumps and storage reservoirs. The system is primarily within public rights-of-way, is looped and is monitored and controlled by a central telemetry system.

Service Level A is the lowest in elevation and is supplied directly from the Supply Line and by gravity from the 1971 2.2 million gallon enclosed steel tank Avery Reservoir. A new reservoir site was acquired in 2003 southwest of the

SW Tualatin-Sherwood Road/SW Cipole Road inter-section. Service Level B is the second lowest in elevation and is supplied by gravity from the 1971 and 1989 2.2 and 2.8 million gallon enclosed steel tank reservoirs on SW Norwood Road. A new reservoir site was acquired in the 1990's southwest of the SW 108th Avenue/SW Cottonwood Street intersection. Service Level C is the highest in elevation and is supplied by gravity from the 1981 0.8 million gallon enclosed steel tank reservoir southeast of the Norwood Road overpass over I-5.

The City has three pump stations. Stations one and two pump a back-up supply from Level A to Level B. Station three pumps from Level B to the C reservoir.

The July 2013 Water Master Plan identifies 13.0 million gallons of water storage capacity in five reservoirs. The 2013 Master Plan recommends increased storage capacity in Service Areas A and B in the future.

(Ord. 592-83, §54, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §7; 9-23-13).

PROPOSED IMPROVEMENTS.

The water distribution and storage system with existing and proposed waterlines and reservoirs is illustrated in Map 12-1. The proposed short-term, medium-term and long-term capital improvements for the system recommended in the July 2013 Water Master Plan are in Master Plan Table 7-1 and shown mapped on Plate-1 in Appendix A of the Master Plan.

(Ord. 592-83, §55, 6-13-83; Ord. 1023-99, §8, 6-28-99; Ord. 1152-03, 12-8-03; Ord. 1359-13 §8, 9-23-13).

SOURCE OF SUPPLY.

The City's sole water supply is purchased wholesale from the Portland Water Bureau (PWB) through a 10-year wholesale water supply contract signed in 2006. Under the terms of the agreement, the City is obligated to purchase a minimum annual volume of water equal to 4.4 million gallons per day (mgd).

The City operates a single aquifer storage and recovery (ASR) facility. ASR operations allow the City to store surplus drinking water in a groundwater aquifer during low demand periods (fall through spring) and then recover the water from a groundwater well during high demand periods (summer). The aquifer has an effective recovery capacity of approximately 90 mg and is connected to Service Area B for both injection and recovery.

As a member of the Willamette River Water Coalition (WRWC), the City has access to surface water supply capacity from the Willamette River under OWRD Permit S-49240. In May 2002, the City Charter was amended to require that

before Willamette River water is used for drinking purposes, a vote must approve such use.

(Ord. 592-83, §56, 6-13-83; Ord. 1152-03, 12-08-03; Ord. 1359-13 §9, 9-23-13).

PRESSURE LEVELS.

The City of Tualatin has three service levels designated as A, B, and C on Map 12-1. The Bridgeport Service Area serves commercial customers in the Bridgeport Village shopping center.

Service Level A includes approximately the northern 50% of the City extending east and west covering elevations from 110 feet to about 200 feet. Service Level B includes approximately the middle 40% of the City extending east and west covering elevations from about 180 feet to 280 feet. Its southern extent is Ibach Street and Ibach Street extended west to the railroad tracks and extended east to I-5. There are isolated areas above 280 feet, but these contain a very limited number of houses. The boundaries of Service Level C are Ibach Street on the north, I-5 on the east, the UGB on the south and the railroad tracks on the west.

Substantial development has occurred over the years. Future development is expected to occur in Level A on the remaining vacant manufacturing lands, in the Town Center area (redevelopment), in the Durham Quarry area and east of I-5 (Redevelopment of the Trailer Park of Portland). Future development in Level B is expected in the area of Legacy Meridian Park Hospital and the SW Concept Plan Area. Future development in Level C is expected in the SW Grahams Ferry and SW 108th Avenue residential areas.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §10, 9-23-13).

Service Level A. Service Level A has adequate existing storage capacity but will require additional storage in the future. Increased storage volume needs in Service Area A are associated with the Town Center redevelopment and other redevelopment and infill.

(Ord. 592-83, §58, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §11, 9-23-13).

Service Level B. Service Level B has adequate existing storage capacity but will require additional storage in the future. Increased storage volume needs in Service Area B

are associated with expansion and development in the SW Concept Plan Area which is located largely in Service Area B.

(Ord. 592-83, §59, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §12, 9-23-13).

Service Level C. The 2013 Water Master Plan identifies the pending construction of the 1.0 mg C-2 Reservoir to serve Service Area C.

(Ord. 592-83, §60, 6-13-83; Ord. 797-90, §2, 2-26-90; Ord. 1152-03, 12-8-03; Ord. 1359-13 §13, 9-23-13).

STORAGE.

The City's Water System consists of five storage reservoirs with a combined storage capacity of 13.0 million gallons. The reservoirs are supplied both directly from the Portland Supply Main and from pump stations.

Service Areas A and B have adequate existing storage capacity but will require additional storage in the future associated with expansions and development in the Southwest Concept Plan area. Service Area C will be served by a new C-2 Reservoir and with the uncertainty of actual future development characteristics in the Service Area, the 2013 Master Plan does not recommend construction of additional storage within the planning period.

(Ord. 592-83, §61, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §14, 9-23-13). Editor's note— Ord. No. 1359-13, § 15, adopted September 23, 2013, repealed § 12.130.

METHOD OF FINANCING.

The financial plan was based on assumptions related to system revenue and cost growth and the capital improvement plan in the Master Plan. The City should review the funding possibilities for the proposed water system improvements in Table 7-1 of the July 2013 Water Master Plan.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §16, 9-23-13).

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SEWER SERVICE

To assist in determining areas most suited to urban development, a sewer service area overlay was prepared to illustrate the feasibility of providing sewer service throughout the Tualatin Planning Area. The Study Area was divided into four categories of sewer service availability in order of increasing complexity and expense of service. In addition, properties that can be served by existing pumping stations are considered to have gravity-flow service available.

Background

In 1979, the City of Tualatin adopted the Tualatin Community Plan. R. A. Wright Engineering Company prepared the sanitary sewer service element. In 1982, the Tualatin Community Plan was reviewed due to the annexation of approximately 900 acres west of the city limits. City staff reviewed the sanitary sewer service element. In 1983 the City Council amended the Plan, including the sewer service element.

In accordance with the Urban Planning Area Agreement between the City and Washington County and an Intergovernmental Agreement between Clean Water Services (CWS) and the City, the City is responsible for collecting the sewage and CWS is responsible for the major conveyance lines and treatment. CWS's Durham Advanced Waste Water Treatment Plant treats most of the sewage generated in the City limits. Waste generated in the City limits north of the Tualatin River and east of I-5 is treated at the City of Portland's Tryon Creek Waste Water Treatment Plant.

In 2002, the City contracted with CH2M Hill to update the City's sewer master plan ("Report, Tualatin Sewer Master Plan," December 2002). The update accurately reflected Tualatin's growth and refined CWS's recently completed county-wide master plan system evaluation ("2000 Sanitary Sewer System Master Plan Update"). The City's "Report, Tualatin Sewer Master Plan," December 2002 (the "Master Plan") was the basis for amending the Tualatin Development Code (TDC), Chapter 13 in 2003. The purposes of the City's "Master Plan" were to:

- Further develop the planning done by CWS for the Tualatin area as part of its county-wide planning effort in its 2000 update. Refine the evaluation, focus on Tualatin and address the City's specific planning projections.
- Evaluate and recommend current and future infrastructure needs to allow the sewer system to keep up with growth and provide planning level costs.
- Control and eliminate sanitary sewer overflows (SSOs), such as basement flooding, to the extent possible.
- Protect public health.
- Protect water quality of neighborhood creeks, ponds and the Tualatin River.
- Address regulatory requirements.
- Develop a plan that will result in cost-effective sewer service that meets the demands of residential, commercial and industrial customers.

The 2002 "Master Plan" study area was the same as the Tualatin Community Plan, plus it included the Southwest Tualatin Concept Plan Area. Northwest Tualatin Concept Plan 2005 identifies sewer service needs for the study area. This information is new and updates the 2003 Master Plan. In 2019, the City approved an updated Sewer Master Plan. The City also adopted the Basalt Creek Concept Plan; the 2019 Sewer Master Plan includes the Basalt Creek Plan Area.

(Ord. 592-83, §63, 6-13-83; Ord. 1150-03, 10-27-03; Ord. 1321-11 §34, 4-25-11; Ord. 1427-19, § 1, 11-25-19)

Sanitary Sewer System Goals & Policies

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 9.2.1 Provide a City sanitary sewer system in cooperation with Clean Water Services (CWS). The City is responsible for the collection system's smaller lines and the 65th Avenue pump station and CWS is responsible for the larger lines, pump stations and treatment facilities.

POLICY 9.2.2 Work with CWS to ensure the provisions of the intergovernmental agreement between the City and CWS are implemented.

POLICY 9.2.3 Prohibit the extension of sewer service to areas outside the City limits, unless it is provided to an area inside the city limits of an adjacent city.

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.

POLICY 9.2.6 Improve the existing sewer system to control and eliminate sanitary sewer overflows such as basement flooding to the extent possible.

POLICY 9.2.7 Review and update the “Tualatin Sewer Master Plan” on a regular basis in coordination with CWS.

POLICY 9.2.8 Perform a cost of service rate study and study funding methods to ensure sufficient City funds exist to construct planned improvements.

DESIGN CRITERIA.

The design of the sewage collection system was established in 1979 and 1983 when the initial system was planned and updated. Since 1983 the planned system has, essentially, been constructed. The 2019 Sewer Master Plan updates the 2002 Sewer Master Plan for the City of Tualatin. This includes updating the 2012 hydraulic model prepared by CWS, reviewing and updating land use assumptions to match City planning projections, updating existing and future system hydraulic capacity deficiencies, developing a concept plan for service to two expansion areas, and reviewing initial project concepts with the updated hydraulic model to develop an improvement list for future land scenarios. Modeling was conducted for current conditions (2017) and planning years 2025, 2035, and buildout.

(Ord. 1150-03, 10-27-03; Ord. 1427-19, § 3, 11-25-19)

DOMESTIC FLOWS.

Using parcel (tax lot) based data for land use, residential flow volumes were calculated by totaling the flow volumes for all residential parcels and dividing that total volume by the most recent population estimates for the City. Diurnal flow and infiltration and inflow (I/I) data were also used. This resulted in an estimated residential water use of 91 gallons per capita per day (gpcd). This value was used for all planning years for parcels currently zoned residential and developed. New residential development flows were calculated for 100 gpcd, based on current City development code requirements.

(Ord. 1150-03, 10-27-03; Ord. 1427-19, § 4, 11-25-19)

POLICY 9.2.9 Work with CWS to update CWS’s and the City’s plans and regulations once new sanitary sewer overflow (SSO) and capacity, management, operation and maintenance (CMOM) regulations are published in the Federal Register.

(Ord. 1150-03, 10-27-03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §35, 4-25-11; Ord. 1427-19, §§ 2, 50, 11-25-19)

NONDOMESTIC FLOWS.

The model addressed non-domestic flows similar to the domestic flows using parcel (tax lot) based data for land use, diurnal flow curves and infiltration and inflow data. Commercial flows were estimated in total gallons per day. The resulting daily flow rate for each parcel was input directly into the hydraulic model.

Certain industrial sites currently produce, or were expected to produce, large quantities of wastewater flow. They may significantly affect the performance of the collection system as a whole, and often do not follow standard diurnal flow patterns. The largest flow producers were identified and their diurnal curve data and daily permitted volume, if available, were used in the modeling.

(Ord. 1150-03, 10-27-03)

INFILTRATION/INFLOW.

The infiltration and inflow (I/I) data for the Sewer Master Plan was estimated based on the methodology used by Clean Water Services during the 2012 Durham model calibration task. A portion of the 5-year, 24-hour storm was routed through the service area and added to the average-day diurnal sanitary flows and base infiltration flows developed from monitoring data.

(Ord. 1150-03, 10-27-03; Ord. 1427-19, § 5, 11-25-19)

SANITARY SEWER OVERFLOWS.

In accordance with its National Pollutant Discharge Elimination System (NPDES) Permit for the Durham Waste Water Treatment Plant, Clean Water Services (CWS) must prohibit sanitary sewer overflows (SSO) for wet weather conditions up to and including the 5-year return interval, 24-hour duration winter storm event when the new SSO regulations become law in late 2003 or in 2004. The “Master Plan” addressed general capacity management issues, and uses the 5-year, 24-hour winter storm as the wastewater flow criteria.

(Ord. 1150-03, 10-27-03; Ord. 1427-19, § 6, 11-25-19)

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EXISTING SYSTEM.

The City of Tualatin's sewage waste is treated at Clean Water Services' Durham Advanced Waste Water Treatment Plant. The waste is collected and piped to the plant via a network of collectors, trunks and interceptors. The main interceptor transporting waste from Tualatin is the Lower Tualatin Interceptor which is primarily fed by gravity sewers. Five areas are served by pressure mains and pump stations. A brief description of the existing system follows and it is shown on Map 13-1.

Except for the five areas discussed below, the City is served by gravity lines. The main interceptors in this system are the Lower Tualatin Interceptor which conveys sewage from the City to the Durham Advanced Waste Water Treatment Plant, the Nyberg Trunk Line, which runs from the Lower Tualatin Interceptor east under I-5 serving the area east of I-5 and south of the river, the Bluff Cipole Trunk Line and Lateral which extends to the west from the Lower Tualatin Interceptor and the Tualatin-Sherwood Trunk which serves the area west of 99W and north of SW Tualatin Road. The Bluff Cipole Trunk Line is the main interceptor serving the western and southern portions of the Tualatin Planning Area. The five areas currently served by pump stations are as follows:

- *The area east of I-5 and north of the Tualatin River is served by a pump station located at 65th and Childs Road. The pump station discharges into the City of Lake Oswego sanitary sewer system. This area is served by Lake Oswego through a contract agreement with the City of Tualatin.*
- *The area along Nyberg Street and Borland Road east of I-5 is served by five pump stations. The pump stations pump sewage to the Nyberg Interceptor and then into the Lower Tualatin Interceptor.*
- *The area east of I-5 and south of Sagert Street is served by a pump station at the intersection of 65th and I-205. This pump station discharges into the gravity line on SW 65th at the intersection of 65th and Borland.*
- *The south portion of the area west of SW Boones Ferry Road and east of SW Grahams Ferry Road is served by a pump station at the south end of Victoria Woods Subdivision which discharges into the Bluff Cipole Lateral.*
- *The area east of SW Cipole Road, north of SW Herman Road and south of 99W is served by a pump station at SW Cipole Road and Cummins Creek.*

(Ord. 592-83, §64, 6-13-83; Ord. 1150-03, 10-27-03; Ord. 1427-19, § 7, 11-25-19)

PROPOSED SEWER SYSTEM.

The proposed sewage collection system is illustrated in Map 13-1. The majority of the trunk and interceptor lines were constructed, but some are not of sufficient capacity. The "Master Plan" reviewed the system and recommended improvements. The "Master Plan" focused on sewer system capacity deficiencies. Consistent with CWS's sewer design criteria, it compared peak hydraulic grade lines (HGL's) for each segment of the system with pipe slopes and ground surface elevations. City staff also identified locations requiring maintenance or replacement due to degradation and aging of the system.

Because the system is essentially built and several trunk and interceptor lines are too small, the "Master Plan's" recommendations primarily were to increase trunk and interceptor line sizes. New collection system pipes and at least one pump station will be needed to serve the Southwest Tualatin Concept Plan Area. The actual configuration will depend on individual development plans, land use type and location, site grading and other factors not known in 2010. The Southwest Tualatin Concept Plan and the Basalt Creek Planning areas have conceptual sewer and pump station layouts that will be dependent on development.

(Ord. 592-83, §65, 6-13-83; Ord. 635-84, §7, 6-11-84; Ord. 1150-03, 10-27-03; Ord. 1321-11 §36, 4-25-11; Ord. 1427-19, § 8, 11-25-19)

PROJECT LIST AND COST ESTIMATES.

Projects and cost estimates, including engineering and administration, for the major improvements in Tualatin's sewage collection system are contained in the Sewer Master Plan. No attempt has been made to adjust prices to a future

date. The cost figures include only City costs, not Clean Water Services.

(Ord. 592-83 §66, 6-13-83; Ord. 1150-03; Ord. 1191-05, 6-27-05; Ord. 1427-19, § 9, 11-25-19)

FINANCING METHODS.

Financing the improvements proposed in the Sewer Master Plan will be provided primarily by local improvement districts, connection charges system development charges and revenue bonds, and private investors for residential, commercial and industrial developments. Construction of interceptors and trunks may involve a combination of costs to developers, contributions from Tualatin's sewer fund, and assessments against properties benefited.

The City's sewer utility finances were reviewed in the Sewer Master Plan. It was estimated the capital expenditures for the recommended improvement projects will cause shortfalls. To meet the shortfalls the City can explore additional revenue sources such as revenue bonds. The specific requirements will be determined by a cost of service rate study. The City can also review sewer rates and system development charges with CWS to ensure revenues are sufficient to cover operating expenses, future capital projects and outstanding debt service. Ongoing rehabilitation and replacement projects to repair structural deficiencies as they develop should be considered for inclusion in capital budget planning.

(Ord. 592-83, §67, 6-13-84; Ord. 1150-03, 10-27-03; Ord. 1427-19, § 10, 11-25-19)

DRAINAGE PLAN AND SURFACE WATER MANAGEMENT

The Tualatin Drainage Plan defines and describes areas of inadequate drainage throughout the Tualatin Study Area. The Plan, which was originally prepared in 1972, will need to be updated as part of the City's planning revision work, but the overall drainage patterns have not changed. The City's core area and the area along Boones Ferry Road, south of the core area, are the most critical from the standpoint of drainage. The former will be dealt with in conjunction with Urban Renewal Area improvements.

Background

There are ten principal drainage basins for storm water and surface water in the Tualatin Planning Area. Except for a small drainage located in the south part of the City's planning area, the drainages flow to the Tualatin River. Hedges Creek, Nyberg Creek and Saum Creek are tributaries of the Tualatin River and are the larger drainages located within Tualatin's Planning Area.

Drainage, storm water and surface water runoff in the Tualatin Planning Area are addressed in the Tualatin Drainage Plan, the Surface Water Management Ordinance (SWM Ordinance) (Ord. 846-91), the Northwest Tualatin Concept Plan 2005, The Southwest Tualatin Concept Plan 2010 and TDC Chapter 74, Public Improvements.

The 1975 Tualatin Drainage Plan defines and describes the existing and planned drainage in the Tualatin Planning Area. The Tualatin Drainage Plan is periodically updated as drainage studies are prepared by the City or for development projects. In September of 1995, the City adopted the Hedges Creek Subbasin Plan (HCS Plan) and incorporated the drainage improvements and drainage pattern modifications in the Hedges Creek Subbasin into the Tualatin Drainage Plan. The HCS Plan consists of the drainage and storm water management activities and programs recommended in Chapter I of the Hedges Creek Subbasin Strategies (HCSS) Report prepared by the City and Clean Water Services (CWS).

CWS began subbasin planning work for the Hedges Creek Basin in 1990, based on two previous storm water and nonpoint source plans, the Tualatin Basinwide Report and Technical Guidelines and the CWS Surface Water Management Plan. The HCSS report incorporates the original Hedges Creek Subbasin Management Plan completed in October 1992 and the Hydraulic Study of the Hedges Creek Marsh report completed in October 1994.

The surface water management policies and requirements in the SWM Ordinance were adopted by the City and other jurisdictions in the Tualatin River Basin to implement CWS requirements for control of sedimentation and water quality.

The drainage and surface management development requirements of the Tualatin Drainage Plan and SWM Ordinance are implemented in TDC Chapter 74, Public Improvements.

(Ord. 1191-05, 6-27-05; Ord. 1321-11 §38, 4-25-11)

DRAINAGE PLAN.

The Tualatin Drainage Plan is the City's drainage plan. It was originally prepared by Robert A. Wright, Consulting Engineers in 1972 and adopted in 1975 (Ord. 280-75) and in 1979 as an element of the Tualatin Community Plan (Ord. 491-79). The Tualatin Drainage Plan is referenced in the Technical Memoranda. With the supporting technical material, the Tualatin Drainage Plan provides an overall view of the drainage system, its major problems and their solutions, and is the City's storm water and surface water drainage policy.

The Tualatin Drainage Plan was updated in the fall of 1995 by the Hedges Creek Subbasin Plan. The HCS Plan is outlined in Chapter 1 of the HCSS Report and implements the recommended drainage and storm water management activities and facilities. The HCS Plan relies on the technical data and analysis documented in the HCSS report. The HCSS Report and the HCS Plan identify the critical importance

of the Hedges Creek Marsh to drainage, storm water management and water quality in the subbasin. The HCS Plan provides for drainage improvements, storm water detention requirements and a number of non-structural activities for better management of water quantity and water quality in the Hedges Creek Subbasin.

Map 14-1 is from Figure I-1 of the HCS Plan. It shows the drainage pattern revisions and drainage system improvements for the Hedges Creek Subbasin. The drainage pattern revisions and drainage system improvements shown in Map 14-1 are incorporated into the Tualatin Drainage Plan.

The HCSS Report is a comprehensive technical document that provides data and analysis of storm water drainage in the Hedges Creek Subbasin. From an analysis of several alternatives, the report recommended specific management

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activities and facilities to control water quantity and quality problems associated with urban storm water runoff in the Hedges Creek Subbasin. The HCS Plan incorporates the report's recommended activities and facilities.

The Northwest Tualatin Concept Plan 2005 identifies storm water drainage options for the area west of Cipole Road and south of Pacific Highway 99W. The Southwest Tualatin Concept Plan 2010 identifies storm water drainage options for the area south of SW Tualatin-Sherwood Road and east of SW 124th Avenue.

(Ord. 1191-05, 6-27-05; Ord. 1321-11 §39, 4-25-11)

SURFACE WATER MANAGEMENT.

The Surface Water Management Ordinance (SWM Ordinance) (Ord. 846-91) establishes regulations for soil erosion control, surface water management and water quality. The purpose of the SWM Ordinance is to implement Oregon Department of Environmental Quality (DEQ) and Clean Water Services (CWS) requirements for surface water management and water quality in the Tualatin River basin by reducing sediment and other pollutants reaching the public storm and surface water system. The SWM Ordinance provides requirements for permits, onsite detention, water quality facilities, floodplain and floodway design standards, protection of sensitive areas and vegetated corridors, specifications for building and side sewers, maintenance and inspection of facilities, permit fees, enforcement of violations and other matters related to surface water management and maintaining water quality.

HCS Plan requirements for onsite storm water detention for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area portion of the Hedges Creek marsh are adopted in the SWM Ordinance.

(Ord. 979-97, §3, 7-14-97; Ord. 1321-11 §40, 4-25-11)

Surface Water Management Goals & Policies

GOAL 9.3

Provide a plan for routing surface drainage through the City, utilizing the natural drainages where possible. Update the plan as needed with drainage studies of problem areas and to respond to changes in the drainage pattern caused by urban development.

POLICY 9.3.1 Coordinate the City's Drainage Plan and Storm Water Management regulations with the City's Floodplain District, Wetland Protection District and Natural Resource Protection Overlay District regulations and with the plans of USA and other regional, state, and federal agencies to achieve consistency among the plans.

POLICY 9.3.2 Reduce sediment and other pollutants reaching the public storm and surface water system by implementing the Oregon Department of Environmental Quality (DEQ) and USA requirements for surface water management and water quality in the Tualatin River basin. Reduce soil erosion, manage surface water runoff and improve surface water quality.

POLICY 9.3.3 Identify and solve existing problems in the drainage system and plan for construction of drainage system improvements that support future development.

POLICY 9.3.4 Provide standards for surface water management and water quality by which development will be reviewed and approved. Review and update the standards as needed.

POLICY 9.3.5 Clearly indicate responsibilities for maintaining storm water management and water quality facilities.

POLICY 9.3.6 Enforce drainage and storm water management standards.

POLICY 9.3.7 Route storm water runoff from the upper Hedges Creek Subbasin through the Wetland Protected Area marsh which as a wetland provides important drainage, storm water management and water quality benefits.

POLICY 9.3.8 Protect the Wetland Protected Area marsh and its important drainage, storm water management and water quality functions in the Hedges Creek Subbasin.

POLICY 9.3.9 Require new development to provide onsite pollution reduction facilities when necessary to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.

POLICY 9.3.10 To reduce sedimentation and erosive storm water flow volumes, require onsite storm water detention facilities for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area marsh.

POLICY 9.3.11 Consider opportunities to construct regional pollution reduction facilities to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.

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POLICY 9.3.12 Restrict beaver dam activity in the Wetland Protected Area marsh to retain the drainage flow through the marsh area and to reduce flooding between Teton Avenue and Tualatin Road.

POLICY 9.3.13 As outlined in the HCS Plan, the City will assist CWS with non-structural activities including public education programs and water quality and management activity monitoring.

POLICY 9.3.14 Comply with Metro's Urban Growth Management Functional Plan, Title 3.

(Ord. 979-97, §4, 7-14-97; Ord. 1070-01, §1, 4-9-01; Ord. 1321-11 §41, 4-25-1

ELECTRICAL SERVICE.

The Study Area is well served with major Portland General Electric Co. (PGE) transmission lines. Line extensions to newly developing areas do not appear to be a problem.

GAS SERVICE.

The Tualatin area is well served by several large-capacity natural gas lines. The Northwest Natural Gas Co. has main trunk lines in the Bonneville Power Administration (BPA) right-of-way west of the Study Area. The City presently has a high percentage of natural gas use, which should be reviewed in light of probable future supply and cost.

TELEPHONE SERVICE.

SCHOOLS.

10 LAND USE DESIGNATIONS & ZONING

Purpose

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.

Background

This Plan section includes the Plan Map, (Map 9-1) classification of planning district boundaries, and brief descriptions of the land uses in each Plan area. The Map is based on an analysis of data contained in the background analyses and technical memoranda, Comprehensive Plan goals and policies, and the Statewide Planning Goals of the Land Conservation and Development Commission.

(Ord. 635-84, §4, 6-11-84; Ord. 1191-05, 6-27-05)

PLANNING DISTRICT BOUNDARIES.

The boundaries between planning districts, as portrayed on the Plan Map, are intended to follow property lines (or extensions thereof), roadways, or natural features such as creeks. Where such definition was not possible, the Map is drawn to scale and district boundaries can be determined by using this scale. It should be noted that property lines shown on the Plan Map were derived from County Assessor's Maps and are therefore relatively accurate. Consequently, the planning districts shown on the Plan shall be considered zoning districts, as normally termed. This eliminates the need for two sets of maps and simplifies the understanding of what land uses may be allowed on an individual property.

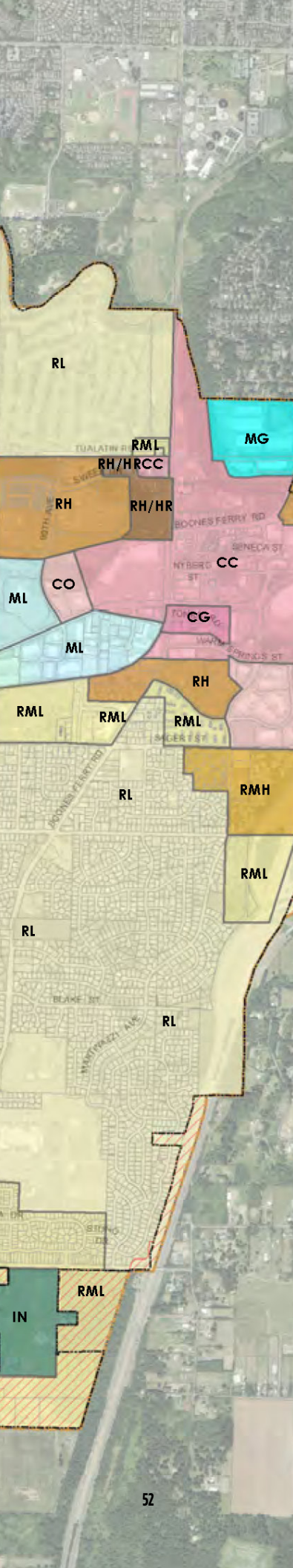
TUALATIN DESIGN TYPE BOUNDARIES.

Map 9-4. Tualatin Design Type Boundaries reflects the general location of the Design Types in the Urban Growth Management Functional Plan (UGMFP) (Metro Code, Chapter 3.07). The UGMFP, Title 1, says, "For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map: " Map 9-4 shows the location of the applicable Design Types consistent with the general locations shown on the 2040 Growth Concept Map. The boundaries are intended to follow the Planning District Boundaries, property lines, rights-of-way centerlines and water features.

Rural Reserves and Green Corridors. The City recognizes that green corridors, as described in the 2040 Growth Concept, are critical to interurban connectivity. If the City, at some future date, annexes an area that includes a green corridor, it will be the City's policy to do the following:

- Allow access, in a controlled manner, to the green corridor to maintain the function, capacity and level of service of the transportation facility and to enhance safety and minimize development pressures on rural reserve areas; and
- Provide appropriate vegetative screening and buffering of adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.

(Ord. 1026-99, §9, 8-9-99)



Planning District Objectives

This section describes the purpose of each planning district.

RESIDENTIAL PLANNING DISTRICTS:

Low Density Residential Planning District (RL). To provide areas of the City suitable for single-family dwellings and manufactured homes. Commonwall dwelling units and small lot subdivisions may be allowed by conditional use permit. Except for retirement housing and nursing and convalescent homes which shall not exceed ten dwelling units per net acre and small lot subdivisions and partitions and subdivisions affected by TDC 40.055, which shall not exceed 7.5 dwelling units per net acre, the maximum density of any residential use in this district shall not exceed 6.4 dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the District designated on the Plan Map.

Medium-Low Density Residential Planning District (RML). To provide areas of the City suitable for commonwall dwellings such as condominiums, townhouses, duplexes, triplexes, and other multi-family dwellings. Condominiums and small lot subdivisions may be allowed by conditional use permit. Owner occupancy of dwelling units shall be encouraged. Parks for manufactured dwellings shall be allowed in those portions of the district designated on the Plan Map. Except for retirement housing and nursing and convalescent homes which shall not exceed 15 dwelling units per net acre and manufactured dwelling parks with single-wide manufactured dwellings which shall not exceed 12 dwelling units per net acre, the maximum density of any residential use shall not exceed ten dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the District designated on the Plan Map.

COMMERCIAL PLANNING DISTRICTS:

Office Commercial Planning District (CO). To provide areas suitable for professional office uses adjacent to or across from residential areas. Restaurants may be allowed by conditional use permit when designed as an integral part of a major office complex. It is the intent of this district to provide for office development ranging in size from small buildings with one or two tenants to large complexes housing business headquarters offices. In the design of development in this district, care shall be taken to preserve significant natural resources and to provide extensive perimeter landscaping, especially adjacent to residential areas and streets.

Medium-High Density Residential Planning District (RMH). To provide areas of the City suitable for townhouses, garden apartments and condominium developments. Except for retirement housing and nursing and convalescent homes, which shall not exceed 22.5 dwelling units per net acre, the maximum density of any residential use shall not exceed 15 dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the district designated on the Plan Map.

High Density Residential Planning District (RH). To provide areas of the City suitable for townhouses, high density garden apartments and condominium developments. Except for retirement housing and nursing and convalescent homes, which shall not exceed 37.5 dwelling units per net acre, the maximum density of any residential use shall not exceed 25 dwelling units per net acre.

High Density Residential/High Rise Planning District (RH-HR). To provide areas of the City suitable for high density apartment or condominium tower development to provide a maximum amount of preserved open space. Except for retirement housing and nursing and convalescent homes, which shall not exceed 45 dwelling units per net acre, the maximum density of any residential use shall not exceed 30 dwelling units per net acre.

(Ord. 818-91, § 6 & 7, 1-14-91; Ord. 828-91, § 1, 3-25-91; Ord. 868-92, § 2, 5-11-92; Ord. 921-94, § 1, 4-25-94; Ord. 956-96, § 3, 1-8-96; Ord. 956-96, § 3, 2-8-96; Ord. 1026-99, § 4, 8-9-99; Ord. 1272-08 §1, 11-10-08)

Recreational Commercial Planning District (CR). To recognize the unique and valuable physical, scenic, cultural, and historic character of the Roamer's Rest area located between the Tualatin River and Pacific Highway (99W) north of the highway's intersection with Tualatin Road. It is intended to preserve that area by allowing and encouraging commercial and related uses that are oriented to the traveler on the highway or that are oriented toward and relate well with the river.

LAND USE DESIGNATIONS & ZONING

Central Commercial Planning District (CC). To provide areas for a full range of retail, professional and service uses of the kinds usually found in downtown areas patronized by pedestrians. Civic, social and cultural functions that serve the general community are also appropriate. The Central Commercial Planning District is almost entirely within the downtown portion of the urban renewal area. The Urban Renewal Plan contains extensive development policies and design standards that apply to this district. These policies and standards are intended to help create a village atmosphere in the downtown area. Multiple-family housing is appropriate in certain areas of this district, as specified in the Urban Renewal Plan.

General Commercial Planning District (CG). To provide areas suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office or central commercial areas. This district is particularly suitable for automobile/service-oriented businesses, excluding automobile, truck and machinery sales and rental, located along the freeway and major arterials. Because of their location, these uses are highly visible to large numbers of passing motorists. Commercial development along the freeway provides perhaps the only lasting impression of Tualatin for many travelers. Therefore, careful attention shall be given to site and structure design for development in this district, including signs, choice of materials, and landscaping, particularly in and around parking areas.

Mixed-Use Commercial Planning District (MUC). To provide areas suitable for a mix of office, retail commercial, and high-density housing. Development standards in this district shall encourage a range of complementary and integrated uses oriented toward pedestrian activity.

Mid Rise/Commercial Office Planning District (CO/MR). To provide areas suitable for professional Class A Mid Rise offices. The CO/MR District shall be applied to appropriate lands west of Interstate 5 and south of the Tualatin River. Since the potential application of this district extends over most of the City's incorporated area, considerations such as proximity to established residential districts and preservation of significant views and visual corridors shall be encouraged.

Neighborhood Commercial Planning District (CN). To provide locations for commercial uses within close proximity to residential areas. It is to provide for opportunities to serve the needs of residents for convenience shopping and services. Such uses will be limited to professional offices, services, and retail trade that are oriented to the day-to-day commercial needs of the residential neighborhood. Neighborhood commercial uses are intended to be pedestrian oriented and should serve to reduce automobile trips and energy consumption. The purpose is also to assure that such development is of a scale and design so that it is compatible with the residential environment and is an enhancement to neighborhood areas. It is not the purpose of this district to create large scale commercial facilities that will compete with similar uses, such as large grocery or department stores, located in the downtown area.

Medical Center Planning District (MC). To provide areas for major medical centers providing medical facilities and health care services for the residents of Tualatin and the surrounding area, and to provide limited supporting retail and service uses for the convenience of patients, patient visitors and staff. The Medical Center District shall be no less than 25 acres and front on an arterial as designated in the City's Transportation System Plan.

(Ord. 592-83, §28, 6-13-83; Ord. 783-89, §1, 10-23-89; Ord. 827-91, §3, 3-25-91; Ord. 1026-99, §5, 8-9-99; Ord. 1062.00, §3, 12-11-00; Ord. 1062-00, 1-3-01)

MANUFACTURING PLANNING DISTRICTS:

Light Manufacturing Planning District (ML). Suitable for warehousing, wholesaling and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration, or smoke. Also suitable, with appropriate restrictions, are the retail sale of products not allowed for sale in General Commercial areas, subject to the Special Commercial Setback from arterial streets and Commercial Services Overlay as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035, and office commercial uses where any portion of a legally created lot is within 60 feet of a CO Planning District boundary. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035. Rail access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.

The following uses within the Light Manufacturing District shall comply with the following size limits established by Metro. Retail sale, retail service and professional service uses shall be no greater than 5,000 square feet of sales or service area per outlet, or not greater than 20,000 square feet of sales or service area for multiple outlets in a single building or in multiple buildings that are part of the same development project, with the following exceptions:

- *Application of the Industrial Business Park Overlay District (TDC Chapter 69).*
- *The retail sale of products manufactured, assembled, packaged or wholesaled on the site is allowed provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.*
- *Within the Special Commercial Setback from arterial streets (TDC 60.035) the retail sale of home improvement materials and supplies is allowed provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035. Rail Access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.*

The purpose of this district is to provide sites for manufacturing uses that are more compatible with adjacent commercial and residential uses and would serve to buffer heavy manufacturing uses. The purpose is also to allow the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Certain heavier manufacturing uses may be allowed as conditional uses.

In accordance with the Industrial Business Park Overlay District, TDC Chapter 69, selected office and retail uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on Map 9-5 and selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035.

General Manufacturing Planning District (MG). Suitable for light manufacturing uses and also for a wide range of heavier manufacturing and processing activities. Such areas could be expected to be more unsightly and to have more adverse environmental effects. Rail access and screened open storage would be allowed in this area, conforming to defined architectural, landscape and environmental design standards. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.

The following uses within the General Manufacturing District shall comply with the following size limits established by Metro. Retail sale, retail service and professional service uses shall be no greater than 5,000 square feet of sales or service area per outlet, or not greater than 20,000 square feet of sales or service area for multiple outlets in a single building or in multiple buildings that are part of the same development project, with the following exceptions:

- *Application of the Industrial Business Park Overlay District (TDC Chapter 69).*
- *The retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, shall be no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.*
- *Within the Special Setbacks for Commercial Uses Area (TDC 61.035) the retail sale of home improvement materials and supplies is allowed provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.*

In accordance with the Industrial Business Park Overlay District, TDC Chapter 69, selected office and retail uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific

LAND USE DESIGNATIONS & ZONING

areas illustrated on Map 9-5 and allow selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.

The heaviest manufacturing uses that are environmentally adverse or pose a hazard to life and safety will not be allowed.

Manufacturing Business Park Planning District (MBP). The purpose of the MBP Planning District is to provide an environment for industrial development consistent with the Southwest Tualatin Concept Plan (accepted by the City in October 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary expansion decisions of 2002 and 2004.

The MBP Planning District will be a mix of light industrial and high-tech uses in a corporate campus setting, consistent with MBP Planning District development standards. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users. The remainder of the area is likely to include light industrial uses with some limited, local-serving commercial services.

The district is intended to provide for an esthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

Manufacturing Park Planning District (MP). The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses shall not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an esthetically attractive working environment with park or campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity.

It also is to protect existing and future sites for such uses by maintaining large lot configurations and limiting uses to those that are of a nature to not conflict with other industrial uses or surrounding residential areas.

It also is intended to provide for a limited amount of commercial uses designed for the employees of the primary uses and to provide for a limited amount of retail selling of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. z

(Ord. 592-83 §34, 6-13-83; Ord. 942-95, 3-27-95; Ord. 1003-98, 4-27-98; Ord. 1026-99, 8-9-99; Ord. 1046-00, 2-14-00; Ord. 1133-03, 3-24-03; Ord. 1212-06; 6-26-06; Ord. 1321-11 §7, 4-25-11)

OTHER PLANNING DISTRICTS:

Institutional Planning District (IN). The purpose of this district is to provide an environment exclusively for, and conducive to, the development and operation of religious institutions, schools, public parks, and related uses, in a manner that is harmonious with adjacent and nearby residential, commercial, or manufacturing planning districts and uses.

The district is intended to accommodate large-scale campus-style developments, owned and operated by governmental or nonprofit entities, consisting of multiple structures or facilities, which may serve multiple purposes and provide multiple services to the community.

Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner that is consistent with the intent of the planning district, and that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses.

The district may be applied to land that is able to accommodate large-scale campus-style development and operation of religious institutions, schools, public parks, and related uses, as follows:

- *Contiguous land one and one-half acre in size or greater;*
- *Access to a collector or arterial street;*
- *Adequate public facilities are available to the property.*

(Ord. 1216-06, 7-24-06)

List of Maps and Figures to be Re-numbered

Tualatin Development Code Maps and Figures	New Number in Comprehensive Plan
Map 9-1: Community Plan Map	Map 10-1: Community Plan Map
Map 9-2: Neighborhood Planning Areas	Map 10-2: Neighborhood Planning Areas
Map 9-3: Central Urban Renewal Area	Map 10-3: Central Tualatin Overlay Zone
Map 9-4: Design Type Boundaries	Map 10-4: Design Type Boundaries
Map 9-5: Commercial Setback & Commercial Services Overlay	Map 10-5: Commercial Setback & Commercial Services Overlay
Map 9-6: Agricultural Animals	Map 10-6: Conditional Use for Agricultural Animals
Figure 4-1: Comparison of Population and Housing Projects 1970 to 2000	<i>Delete</i>
Figure 11-1: Functional Classification and Traffic Signal Plan	Map 8-1: Functional Classification and Traffic Signal Plan
Figure 11-2: Metro Regional Street Design System	Map 8-2: Metro Regional Street Design System
Figure 11-3: Local Street Plan	Map 8-3: Local Street Plan
Figure 11-4: Bicycle and Pedestrian System	Map 8-4: Bicycle and Pedestrian System
Figure 11-5: Transit Plan	Map 8-5: Transit Plan
Figure 11-6: Freight Routes	Map 8-6: Freight Routes

City of Tualatin

Housing Needs Analysis

December 2019

Prepared for:

City of Tualatin

FINAL REPORT

ECONorthwest
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Acknowledgements

ECONorthwest prepared this report for the City of Tualatin. ECONorthwest and the City thank the many people who helped to develop the Tualatin Economic Opportunities Analysis.

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Executive Summary

Planning Goal 10 and OAR 660-008. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

The primary goals of the housing needs analysis were to (1) project the amount of land needed to accommodate the future housing needs of all types within the Tualatin Planning Area, (2) evaluate the existing residential land supply within the Tualatin Planning Area to determine if it is adequate to meet that need, (3) to fulfill state planning requirements for a twenty-year supply of residential land, and (4) identify policy and programmatic options for the City to meet identified housing needs.

What are the key housing needs in Tualatin?

Following are several key issues identified in the housing needs analysis:

- **Tualatin’s housing market is strongly impacted by the regional market in the Portland Region.** Tualatin is relatively small, accounting for 4.5% of Washington County’s population and 1.5% of the Portland Region’s population. Of the more than 23,800 people who work in Tualatin, 93% of workers commute into Tualatin from other areas, most notably Portland, Tigard, Beaverton, and Hillsboro. Nearly 11,000 residents of Tualatin commute out of the city for work, many of them to Portland.
- **Household incomes in Tualatin are similar to Washington County’s, and have not kept pace with housing prices.** Tualatin’s home sales and rental costs are comparable to other communities in the region. Tualatin has a larger share of multifamily housing compared to Washington County and the Portland Region (42% the City’s housing stock), and there are very few vacant units. Given these factors, Tualatin will continue to have demand for affordable, lower-income and middle-income housing.
- **Demographic and economic trends will drive demand for relatively affordable attached single-family housing and multifamily housing in Tualatin.** The key demographic trends that will affect Tualatin’s future housing needs are: (1) the aging of the Baby Boomers, (2) aging of the Millennials, and (3) continued growth in the Latinx population.
 - As the Baby Boomers age, growth of retirees will drive demand for housing types specific to seniors, such as small and easy-to-maintain dwellings, assisted living facilities, or age-restricted developments.
 - Tualatin’s ability to retain Millennials will depend on whether the city has opportunities for housing that both appeals to and is affordable to Millennials.
 - Growth in the number of Latinx households will result in increased demand for housing of all types, both for ownership and rentals, with an emphasis on

housing that is comparatively affordable. Latinx households are more likely to be larger than average, with more children and possibly with multigenerational households.

- **Tualatin has an existing lack of affordable housing.** Tualatin’s key challenge over the next 20 years is providing opportunities for development of relatively affordable housing of all types of housing, from lower-cost single-family housing to market-rate multifamily housing.
 - About 26% of Tualatin’s households had incomes less than \$41,000 and cannot afford a two-bedroom apartment at Washington County’s Fair Market Rent (FMR) of \$1,330 without cost burdening themselves.
 - In 2018, a household needed to earn \$25.58 an hour to afford a two-bedroom rental unit in Washington County.
 - Tualatin currently has a deficit of housing units that are affordable to households earning less than \$35,000.
 - About 37% of Tualatin’s households are cost burdened, with 56% of renters and 22% of owners paying more than 30% of their income on housing.

How much growth is Tualatin planning for?

A 20-year household forecast (in this instance, 2020 to 2040) is the foundation for estimating the number of new dwelling units needed. Exhibit 1 shows a household forecast for Tualatin for the 2020 to 2040 period. It shows that Tualatin will grow by about 1,014 households over the 20-year period (with 44% of households projected to locate in Basalt Creek).

Exhibit 1. Forecast of Household Growth, Tualatin city limits, 2020 to 2040

Source: Metro 2040 Population Distributed Forecast, Exhibit A. July 12, 2016.

10,791	11,362	571	5.3% increase
Households in 2020	Households in 2040	New households 2020 to 2040	0.26% Growth Rate

Exhibit 2. Forecast of Household Growth, Basalt Creek, 2020 to 2040

Source: Metro 2040 TAZ Forecast, Population Estimates (TAZ 980 and 981). November 6, 2015.

203	646	443	218% increase
Households in 2020	Households in 2040	New households 2020 to 2040	5.96% Growth Rate

How much buildable residential land does Tualatin currently have?

Exhibit 3 shows buildable residential acres by Plan Designation, after excluding constrained and unbuildable land. The results show that Tualatin has about 244 net buildable acres in residential Plan Designations. Of the 244 net acres, about 62% are located in Basalt Creek.

Exhibit 3. Buildable acres in vacant and partially vacant tax lots by Plan Designation, Tualatin Planning Area, 2018

Source: Metro BLI, ECONorthwest Analysis. Note: The numbers in the table may not sum to the total as a result of rounding.

Generalized Plan Designation	Total buildable acres	Buildable acres on vacant lots	Buildable acres on partially vacant lots
Residential			
Low Density Residential	79	11	68
Medium Low Density Residential	1	0	1
Medium High Density Residential	1	1	0
High Density High Rise Residential	0	0	0
High Density Residential	12	12	0
Commercial			
Mixed-Use Commercial Overlay Zone	0	0	0
Central Tualatin Overlay Zone	0	0	0
Basalt Creek Planning Area			
Low Density Residential	76	2	74
Medium Low Density Residential	69	49	20
High Density Residential	5	0	5
Neighborhood Commercial	0	0	0
Total	244	75	168

Exhibit 3 shows that Tualatin has 150 buildable acres in the Basalt Creek Planning Area. To analyze housing capacity and land sufficiency, this report uses the Basalt Creek Concept Plan’s estimate of buildable acres (which is 88 buildable acres). The analysis uses the Basalt Creek Concept Plans estimate of buildable acres (rather than the buildable lands inventory estimate) to remain consistent with this recently adopted Concept Plan and the Comprehensive Plan amendment.

How much housing will Tualatin need?

Tualatin will need to plan for about 1,014 new dwelling units to accommodate forecasted household growth between 2020 and 2040. About 406 dwelling units will be single-family detached types (40%), 152 will be single-family attached (15%), and 456 will be multifamily (45%).

This mix represents a shift from the existing mix of housing, in which about 53% of the housing stock in the 2013-2017 period was single-family detached housing. The shift in mix is in response to the need for a broader range of housing types with a wider range of price points

than are currently available in Tualatin’s housing stock, including housing types such as duplexes, townhouses, triplexes, and quadplexes, and apartments / condominiums.

How much land will be required for housing?

Exhibit 4 shows that Tualatin’s 96 acres of buildable land in its city limits and 88 acres in Basalt Creek (per the Basalt Creek Concept Plan) has the capacity to accommodate 1,207 new dwelling units. While Tualatin’s forecast for demand is for 1,014 new dwelling units, Tualatin has a deficit of capacity for 109 dwelling units in the Median High Density Plan Designation and 101 dwelling units in the High Density High-Rise Plan Designation (over the 2020 to 2040 period). The following summarizes Tualatin’s land sufficiency results by Plan Designations:

- **Low Density:** Tualatin has a surplus of capacity for about 57 dwelling units, or 10 gross acres of land to accommodate growth.
- **Medium Low Density:** Tualatin has a surplus of capacity for about 315 dwelling units, or 27 gross acres of land to accommodate growth.
- **Medium High Density:** Tualatin has a deficit of capacity for about 109 dwelling units, or seven gross acres of land to accommodate growth.
- **High Density:** Tualatin has a surplus of capacity for about 31 dwelling units, or two gross acres of land to accommodate growth.
- **High Density High-Rise:** Tualatin has a deficit of capacity for about 101 dwelling units, or four gross acres of land to accommodate growth.

Exhibit 4. Comparison of capacity of existing residential land with demand for new dwelling units and land surplus or deficit, Tualatin City Limits and Basalt Creek, 2020 to 2040

Source: Buildable Lands Inventory; Calculations by ECONorthwest. Note: DU is dwelling unit.

Residential Plan Designations	Capacity (Dwelling Units)	Demand for New Housing	Remaining Capacity (Supply minus Demand)	Land Surplus or (Deficit) Gross Acres
Low Density	523	466	57	10
Medium Low Density	386	71	315	27
Medium High Density	13	122	(109)	(7)
High Density	285	254	31	2
High Density High-Rise	-	101	(101)	(4)

What are the Key Findings of the Housing Needs Analysis?

The key findings of the Tualatin's Housing Needs Analysis are that:

- **Tualatin is planning for 1,014 new dwelling units.** The growth of 1,014 households will result in demand for 1,014 new dwelling units over the 20-year planning period, averaging 51 new dwelling units annually.
- **Tualatin will plan for more single-family attached and multifamily dwelling units in the future to meet the City's housing needs.** Historically, about 53% of Tualatin's housing was single-family detached. While 40% of new housing in Tualatin is forecast to be single-family detached, the City will need to provide opportunities for development of new single-family attached (15% of new housing) and multifamily units (45% of new housing).
 - The factors driving the shift in types of housing needed in Tualatin include changes in demographics and decreases in housing affordability. The aging of the Baby Boomers and the household formation of the Millennials will drive demand for renter- and owner-occupied housing, such as single-family detached housing, townhouses, duplexes, triplexes, quadplexes, and apartments. Both groups may prefer housing in walkable neighborhoods, with access to services.
 - Tualatin's existing deficit of housing affordable for low- and high-income households indicates a need for a wider range of housing types, for renters and homeowners. About 37% of Tualatin's households are cost burdened (paying more than 30% of their income on housing), including a cost burden rate of 56% for renter households.
 - Without diversification of housing types, lack of affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs. Under the current conditions, 307 of the forecasted new households will have incomes of \$40,700 (in 2018 dollars) or less. These households often cannot afford market-rate housing without government subsidy. More than 300 new households will have incomes between \$40,700 and \$97,680. These households will all need access to affordable housing, such as the housing types described above.
- **Tualatin has a small deficit of land for higher density single-family and multifamily housing.** Tualatin has a deficit of land for 109 dwelling units in the Medium High Density Plan Designation (about seven gross acres) and 101 units in the High Density High-Rise Plan Designation (about four gross acres).
- **Tualatin will need to meet the requirements of House Bill 2001.** The Legislature passed House Bill 2001 in the 2019 Legislative session. The bill requires cities within the Metro UGB to allow "middle" housing types in low-density residential zones. The bill defines middle housing types as: duplexes, triplexes, quadplexes, cottage clusters, and townhouses. To comply with House Bill 2001, Tualatin will need to:

- Allow cottage cluster as a housing type in the Residential Low Density zone. Tualatin may want to allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones. Tualatin will also need to include development standards in the Tualatin Development Code.
- Allow duplexes, townhouses, and multifamily housing as a permitted use in the Residential Low Density zone.

Following is a summary of ECONorthwest’s recommendations to Tualatin based on the analysis and conclusions in this report. The *Tualatin Housing Strategy* memorandum presents the full list of recommendations for Tualatin.

- **Ensure an adequate supply of land that is available and serviceable.** Tualatin should evaluate opportunities to increase residential development densities by modifying the Development Code, such as increasing densities and height limits in higher density zones. Tualatin should identify opportunities to re-zone land, from lower density usage to higher density usage, to provide additional opportunities for multifamily housing development. Tualatin should plan for long-term development of housing in Tualatin through 2040 and beyond by working with Metro on upcoming Growth Management reports.
- **Encourage development of a wider variety of housing types.** Tualatin should allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density zone and allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones (which already allow for the other housing types mentioned). These changes should be made in a way that makes the City’s zoning code compliant with House Bill 2001.
- **Support development and preservation of housing that is affordable for all households.** The City should develop policies to support development of housing affordable to people who live and work in Tualatin. The City should identify opportunities to leverage resources (including funding) from the Metro Bond to support development of housing affordable to households earning less than 60% of Median Family Income in Washington County (\$48,900 for a household size of four people). The City should develop policies to prevent and address homelessness, as well as to prevent and mitigate residential displacement resulting from redevelopment and increases in housing costs. These actions will require Tualatin to evaluate the adoption of a wide variety of housing policies such as creative financing opportunities for systems development charges, evaluating tax exemption programs, participating in a land bank, and other approaches to supporting development of housing affordable at all income levels.
- **Identify funding tools to support residential development.** The City should evaluate tools such as establishing a new Urban Renewal District and evaluate establishing a construction excise tax.
- **Identify redevelopment opportunities.** The City should identify districts within Tualatin with opportunities for redevelopment for both housing and employment

uses, as well as supporting redevelopment of underutilized commercial buildings for housing.

- **Ensure there are connections between planning for housing and other community planning.** Throughout the project, stakeholders emphasized the need to coordinate housing planning with economic development planning, transportation planning, and other community planning. Updates to the Tualatin Transportation System Plan should be coordinated with planning for housing growth. A key approach to accommodating new residential development is redevelopment that results in mixed-use districts, providing opportunities for more housing affordable to people working at businesses in Tualatin and living closer to work (thus reducing transportation issues). In addition, stakeholders would like to see the incorporation of services needed to meet daily needs of residents of neighborhoods without driving.

The *Tualatin Housing Strategy* memorandum presents more details about each of these topics and recommendations for specific actions to implement these recommendations.

1. Introduction

This report presents Tualatin’s Housing Needs Analysis for the 2020 to 2040 period. It is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing) and OAR 660 Division 8. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

Tualatin has changed considerably in the last two decades. Tualatin grew from 22,791 people in 2000 to 27,135 people in the 2013-2017 period. This is an addition of 4,344 people, or 19% growth. In this time, rates of housing cost burden increased from 26% to 37%, with renter cost burdened rates increasing from 30% to 56%. Median gross rents increased by \$386 (from \$768 in 2000 to \$1,154 in 2013-2017) and median home values increased by \$83,168 (from \$282,532 in 2000 to \$365,700 in 2013-2017).

This report provides Tualatin with a factual basis to update the Housing Element of the City’s Comprehensive Plan and Development Code, and to support future planning efforts related to housing and options for addressing unmet housing needs in Tualatin. This report provides information that informs future planning efforts, including development and redevelopment. It provides the City with information about the housing market in Tualatin and describes the factors that will affect future housing demand in Tualatin, such as changing demographics. This analysis will help decision makers understand whether Tualatin has enough land to accommodate growth over the next 20 years.

Framework for a Housing Needs Analysis

Economists view housing as a bundle of services for which people are willing to pay: shelter certainly, but also proximity to other attractions (job, shopping, parks and recreation), amenities (type and quality of fixtures and appliances, landscaping, views), prestige, and access to a range of services (i.e. medical, transportation) including public services (i.e. quality of schools). Because it is impossible to maximize all these services and simultaneously minimize costs, households must, and do, make tradeoffs. What they can get for their money is influenced both by economic forces and government policy. Moreover, different households will value what they can get differently. They will have different preferences, which in turn are a function of many factors like income, age of head of household, number of people and children in the household, number of workers and job locations, number of transportation vehicles, and so on.

Thus, housing choices of individual households are influenced in complex ways by dozens of factors. The housing market in Washington County and Tualatin are the result of the individual decisions of thousands of households. These points help to underscore the complexity of projecting what types of housing will be built in Tualatin between 2020 and 2040.

The complex nature of the housing market, demonstrated by the unprecedented boom and bust during the past decade, does not eliminate the need for some type of forecast of future housing

demand and need. This includes resulting implications for land demand and consumption. Such forecasts are inherently uncertain. Their usefulness for public policy often derives more from the explanation of their underlying assumptions about the dynamics of markets and policies than from the specific estimates of future demand and need. Thus, we start our housing analysis with a framework for thinking about housing and residential markets, and how public policy affects those markets.

Statewide Planning Goal 10

The passage of the Oregon Land Use Planning Act of 1974 (ORS Chapter 197) established the Land Conservation and Development Commission (LCDC) and the Department of Land Conservation and Development (DLCD). The Act required the Commission to develop and adopt a set of statewide planning goals. Goal 10 addresses housing in Oregon and provides guidelines for local governments to follow in developing their local comprehensive land use plans and implementing policies.

At a minimum, local housing policies must meet the requirements of Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008).¹ Goal 10 requires incorporated cities to complete an inventory of buildable residential lands. Goal 10 also requires cities to encourage the numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households. Jurisdictions located in the Metro UGB are also required to comply with Metropolitan Housing in OAR 660-007 and Title 7 of Metro’s Urban Growth Management Functional Plan in the Metro Code (3.07 Title 7).

Goal 10 defines needed housing types as “all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the city with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes.” ORS 197.303 defines needed housing types:

- (a) Housing that includes, but is not limited to, attached and detached single-family housing and multiple family housing for both owner and renter occupancy.
- (b) Government assisted housing.²
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490.
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions.
- (e) Housing for farmworkers.

¹ ORS 197.296 only applies to cities with populations over 25,000.

² Government assisted housing can be any housing type listed in ORS 197.303 (a), (c), or (d).

DLCD provides guidance on conducting a housing needs analysis in the document *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, referred to as the Workbook.

Tualatin must identify needs for all of the housing types listed above as well as adopt policies that increase the likelihood that needed housing types will be developed. This housing needs analysis was developed to meet the requirements of Goal 10 and its implementing administrative rules and statutes.

The Metropolitan Housing Rule

OAR 660-007 (the Metropolitan Housing rule) is designed to “assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary.” OAR 660-0070-005(12) provides a Metro-specific definition of needed housing:

"Needed Housing" defined. Until the beginning of the first periodic review of a local government's acknowledged comprehensive plan, "needed housing" means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels.

The Metropolitan Housing Rule also requires cities to develop residential plan designations:

(1) Plan designations that allow or require residential uses shall be assigned to all buildable land. Such designations may allow nonresidential uses as well as residential uses. Such designations may be considered to be "residential plan designations" for the purposes of this division. The plan designations assigned to buildable land shall be specific so as to accommodate the varying housing types and densities identified in OAR 660-007-0030 through 660-007-0037.

OAR 660-007 also specifies the mix and density of new residential construction for cities within the Metro Urban Growth Boundary (UGB):

“Provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing or justify an alternative percentage based on changing circumstances” (OAR 660-007-0030 (1)).

OAR 660-007-0035 sets specific density targets for cities in the Metro UGB. Tualatin’s average density target is eight dwelling units per net buildable acre.³

Metro Urban Growth Management Functional Plan

The Metro Urban Growth Management Functional Plan describes the policies that guide development for cities within the Metro UGB to implement the goals in the Metro 2040 Plan.

³ OAR 660-024-0010(6) defines Net Buildable Acres as follows: “Net Buildable Acre” consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.

Title 1: Housing Capacity

Title 1 of Metro's Urban Growth Management Functional Plan is intended to promote efficient land use within the Metro UGB by increasing the capacity to accommodate housing capacity. Each city is required to determine its housing capacity based on the minimum number of dwelling units allowed in each zoning district that allows residential development and maintain this capacity.

Title 1 requires that a city adopt minimum residential development density standards by March 2011. If the jurisdiction did not adopt a minimum density by March 2011, the jurisdiction must adopt a minimum density that is at least 80% of the maximum density.

Title 1 provides measures to decrease development capacity in selected areas by transferring the capacity to other areas of the community. This may be approved as long as the community's overall capacity is not reduced.

Metro's 2017 Compliance Report concludes that Tualatin is in compliance for the City's Title 1 responsibilities.

Title 7: Housing Choice

Title 7 of Metro's Urban Growth Management Functional Plan is designed to ensure the production of affordable housing in the Metro UGB. Each city and county within the Metro region is encouraged to voluntarily adopt an affordable housing production goal.

Each jurisdiction within the Metro region is required to ensure that their comprehensive plans and implementing ordinances include strategies to:

- Ensure the production of a diverse range of housing types,
- Maintain the existing supply of affordable housing, increase opportunities for new affordable housing dispersed throughout their boundaries, and
- Increase opportunities for households of all income levels to live in affordable housing (3.07.730)

Metro's 2017 Compliance Report concludes that Tualatin is in compliance for the City's Title 7 responsibilities.

Title 11: Planning for New Urban Areas

Title 11 of Metro's Urban Growth Management Functional Plan provides guidance on the conversion of land from rural to urban uses. Land brought into the Metro UGB is subject to the provisions of section 3.07.1130 of the Metro Code, which requires lands to be maintained at rural densities until the completion of a concept plan and annexation into the municipal boundary.

The concept plan requirements directly related to residential development are to prepare a plan that includes:

- (1) A mix and intensity of uses that make efficient use of public systems and facilities,
- (2) A range of housing for different types, tenure, and prices that addresses the housing needs of the governing city, and
- (3) Identify goals and strategies to meet the housing needs for the governing city in the expansion area.

Organization of this Report

The rest of this document is organized as follows:

- **Chapter 2. Residential Buildable Lands Inventory** presents the methodology and results of Tualatin's inventory of residential land.
- **Chapter 3. Historical and Recent Development Trends** summarizes the state, regional, and local housing market trends affecting Tualatin's housing market.
- **Chapter 4. Demographic and Other Factors Affecting Residential Development in Tualatin** presents factors that affect housing need in Tualatin, focusing on the key determinants of housing need: age, income, and household composition. This chapter also describes housing affordability in Tualatin relative to the larger region.
- **Chapter 5. Housing Need in Tualatin** presents the forecast for housing growth in Tualatin, describing housing need by density ranges and income levels.
- **Chapter 6. Residential Land Sufficiency within Tualatin** estimates Tualatin's residential land sufficiency needed to accommodate expected growth over the planning period.

2. Residential Buildable Lands Inventory

This chapter provides a summary of the residential buildable lands inventory (BLI) for the Tualatin Planning Area. This buildable lands inventory analysis complies with statewide planning Goal 10 policies that govern planning for residential uses. The detailed methodology used to complete the buildable lands inventory is presented in Appendix A.

First, the analysis established the residential land base (parcels or portion of parcels with appropriate zoning), classified parcels by buildable status, identified/deducted environmental constraints, and lastly summarized total buildable area by Plan Designation.

Definitions

ECONorthwest developed the buildable lands inventory with a tax lot database from Metro Regional Land Information Systems (RLIS). Maps produced for the buildable lands inventory used a combination of GIS data based on the Metro BLI for the 2018 Urban Growth Report, adopted maps, and visual verification to verify the accuracy of Metro data. The tax lot database is current as of 2016, accounting for changes and development updates through April 2019. The inventory builds from the database to estimate buildable land per plan designations that allow residential uses. The following definitions were used to identify buildable land for inclusion in the inventory:

- *Vacant land.* Tax lots designated as vacant by Metro based on the following criteria: (1) fully vacant based on Metro aerial photo; (2) tax lots with less than 2,000 square feet developed and developed area is less than 10% of lot; (3) lots 95% or more vacant from GIS vacant land inventory.
- *Partially vacant land.* Single-family tax lots that are 2.5 times larger than the minimum lot size with a building value less than \$300,000, or lots that are 5 times larger than the minimum lots size (no threshold for building value). These lots are considered to still have residential capacity. For this analysis, we classified these lots as Partially Vacant, and we assumed that 0.25 acres of the lot was developed, and the remaining land is available for development, less constraints.
- *Public or exempt land.* Lands in public or semi-public ownership are considered unavailable for residential development. This includes lands in Federal, State, County, or City ownership as well as lands owned by churches and other semi-public organizations and properties with conservation easements. These lands are identified using the Metro's definitions and categories.
- *Developed land.* Lands not classified as vacant, partially vacant, or public/exempt are considered developed. Developed land includes lots with redevelopment capacity, which are also included in the BLI. The unit capacity of developed but redevelopable lots is based on Metro's estimates.

Development Constraints

Consistent with state guidance on buildable lands inventories, ECONorthwest deducted the following constraints from the buildable lands inventory and classified those portions of tax lots that fall within the following areas as constrained, unbuildable land:

- *Lands within floodplains.* Flood Insurance Rate Maps from the Federal Emergency Management Agency (FEMA) were used to identify lands in floodways and 100-year floodplains, as well as lands identified in Metro’s Title 3 Stream and Floodplain Protection Plan.
- *Land within natural resource protection areas.* The Locally Significant Wetlands shapefile was used to identify areas within wetlands. Riparian corridors and other natural resource areas identified in Tualatin’s Natural Resource Protection Overlay District were all considered undevelopable. These areas are consistent with the City’s Development Code Chapter 72.
- *Land with slopes over 25%.* Lands with slopes over 25% are considered unsuitable for residential development.

Buildable Lands Inventory Results

Land Base

Exhibit 5 shows residential land in Tualatin by classification (development status). The results show that the Tualatin Planning Area has 2,556 total acres in residential Plan Designations. (This includes the areas of the Mixed-Use Commercial Overlay Zone and Central Tualatin Overlay Zone that allow residential uses). Of these 2,556 acres, about 2,193 acres (86%) are classified as Developed or Public (or Exempt) and do not have development capacity, and the remaining 364 acres (14%) are Vacant or Partially Vacant and have development capacity (not including development constraints).⁴

⁴ The buildable lands inventory results in Exhibit 5 does not account for development constraints (yet). Land with development constraints are not classified as buildable; we remove development constraints in Exhibit 6 and we present final buildable land results in Exhibit 7.

Exhibit 5. Residential acres by classification and Plan Designation, Tualatin Planning Area, 2019

Source: Metro BLI, ECONorthwest Analysis. *Note: The numbers in the table may not sum to the total as a result of rounding.*

Generalized Plan Designation	Vacant	Partially Vacant	Developed	Public or Exempt	Total Acres	Percent of Total
Residential						
Low Density Residential	26	138	1,063	510	1,737	68%
Medium Low Density Residential	-	2	168	68	238	9%
Medium High Density Residential	1	-	125	31	158	6%
High Density High Rise Residential	-	-	6	9	15	1%
High Density Residential	15	-	117	21	153	6%
Commercial						
Mixed-Use Commercial Overlay Zone	-	-	25	-	25	1%
Central Tualatin Overlay Zone	3	-	29	6	37	1%
Basalt Creek Planning Area						
Low Density Residential	2	99	11	-	113	4%
Medium Low Density Residential	49	23	-	-	72	3%
High Density Residential	-	5	-	-	5	0%
Neighborhood Commercial	-	1	4	-	4	0%
Total	95	268	1,548	645	2,556	100%

Exhibit 6 shows land in all residential Plan Designations by development and constraint status. After development constraints have been applied, about 68% of Tualatin’s total residential land (1,747 acres) has no development capacity (i.e., committed), 22% (566 acres) is constrained, and 10% (244 acres) are unconstrained and buildable.

Exhibit 6. Residential land by comprehensive Plan Designation and constraint status, Tualatin Planning Area, 2019

Source: Metro BLI, ECONorthwest Analysis. *Note: The numbers in the table may not sum to the total as a result of rounding.*

Generalized Plan Designation	Total acres	Committed acres	Constrained acres	Buildable acres
Residential				
Low Density Residential	1,737	1,292	365	79
Medium Low Density Residential	238	190	47	1
Medium High Density Residential	158	128	29	1
High Density High Rise Residential	15	4	11	0
High Density Residential	153	77	64	12
Commercial				
Mixed-Use Commercial Overlay Zone	25	20	5	0
Central Tualatin Overlay Zone	37	16	21	0
Basalt Creek Planning Area				
Low Density Residential	113	13	23	76
Medium Low Density Residential	72	2	1	69
High Density Residential	5	0	0	5
Neighborhood Commercial	4	4	0	0
Total	2,556	1,747	566	244

Vacant Buildable Land

Exhibit 7 shows buildable acres (e.g., acres in tax lots after constraints are deducted) for vacant and partially vacant land by Plan Designation. Of Tualatin’s 244 unconstrained buildable residential acres, about 31% are in tax lots classified as vacant, and 69% are in tax lots classified as partially vacant. About 32% of Tualatin’s buildable residential land is in the Low Density Residential Plan Designation and about 62% of Tualatin’s buildable residential land is located in the Basalt Creek Planning Area.

Exhibit 7. Buildable acres in vacant and partially vacant tax lots by Plan Designation and zoning, Tualatin Planning Area, 2019

Source: Metro BLI, ECONorthwest Analysis. Note: The numbers in the table may not sum to the total as a result of rounding.

Generalized Plan Designation	Total buildable acres	Buildable acres on vacant lots	Buildable acres on partially vacant lots
Residential			
Low Density Residential	79	11	68
Medium Low Density Residential	1	0	1
Medium High Density Residential	1	1	0
High Density High Rise Residential	0	0	0
High Density Residential	12	12	0
Commercial			
Mixed-Use Commercial Overlay Zone	0	0	0
Central Tualatin Overlay Zone	0	0	0
Basalt Creek Planning Area			
Low Density Residential	76	2	74
Medium Low Density Residential	69	49	20
High Density Residential	5	0	5
Neighborhood Commercial	0	0	0
Total	244	75	168

Exhibit 8 and 5 (upcoming pages) show the results of Tualatin’s residential BLI.

Exhibit 8. Residential Land by Development Status with Constraints, Tualatin Planning Area, 2019

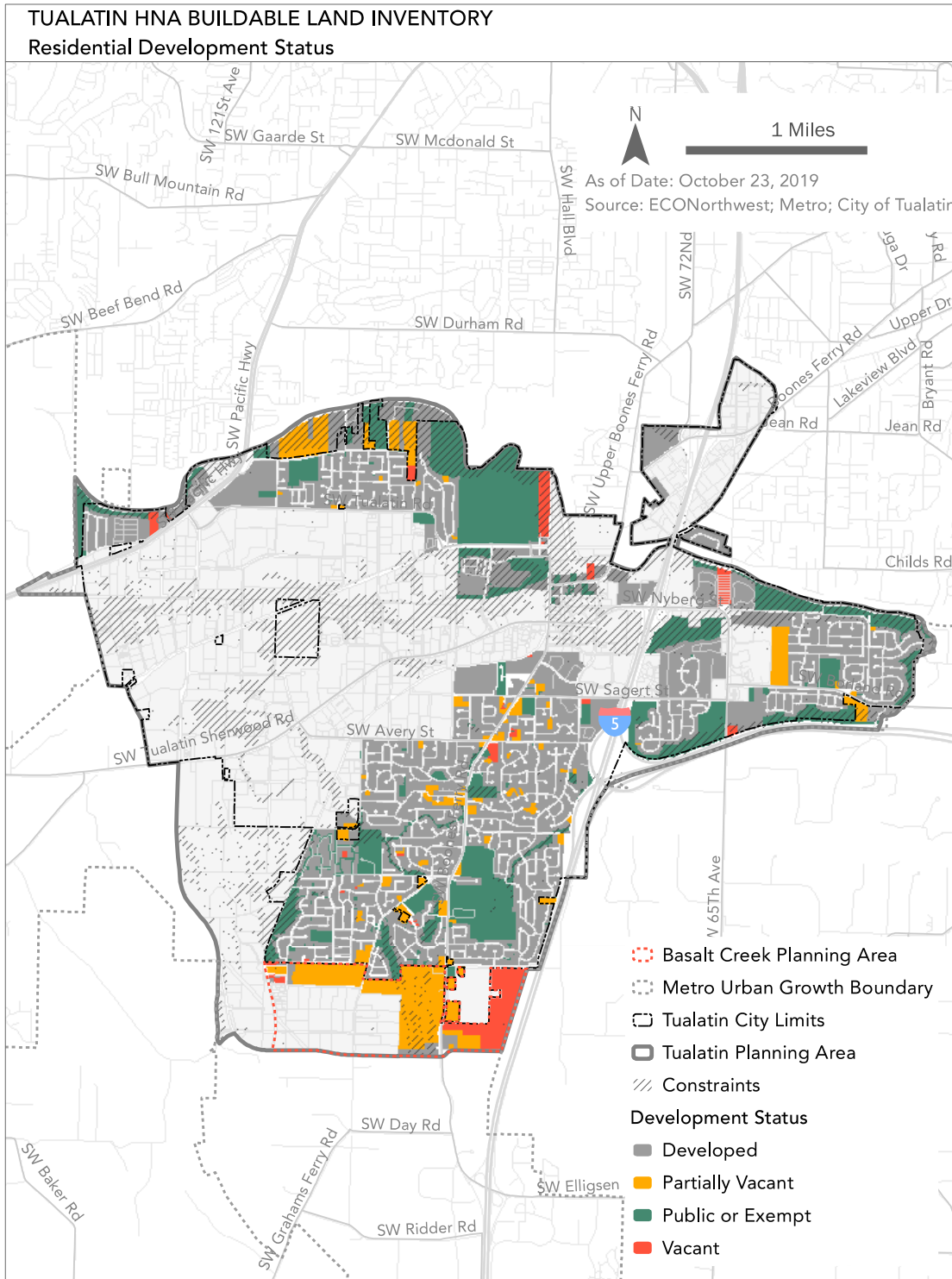
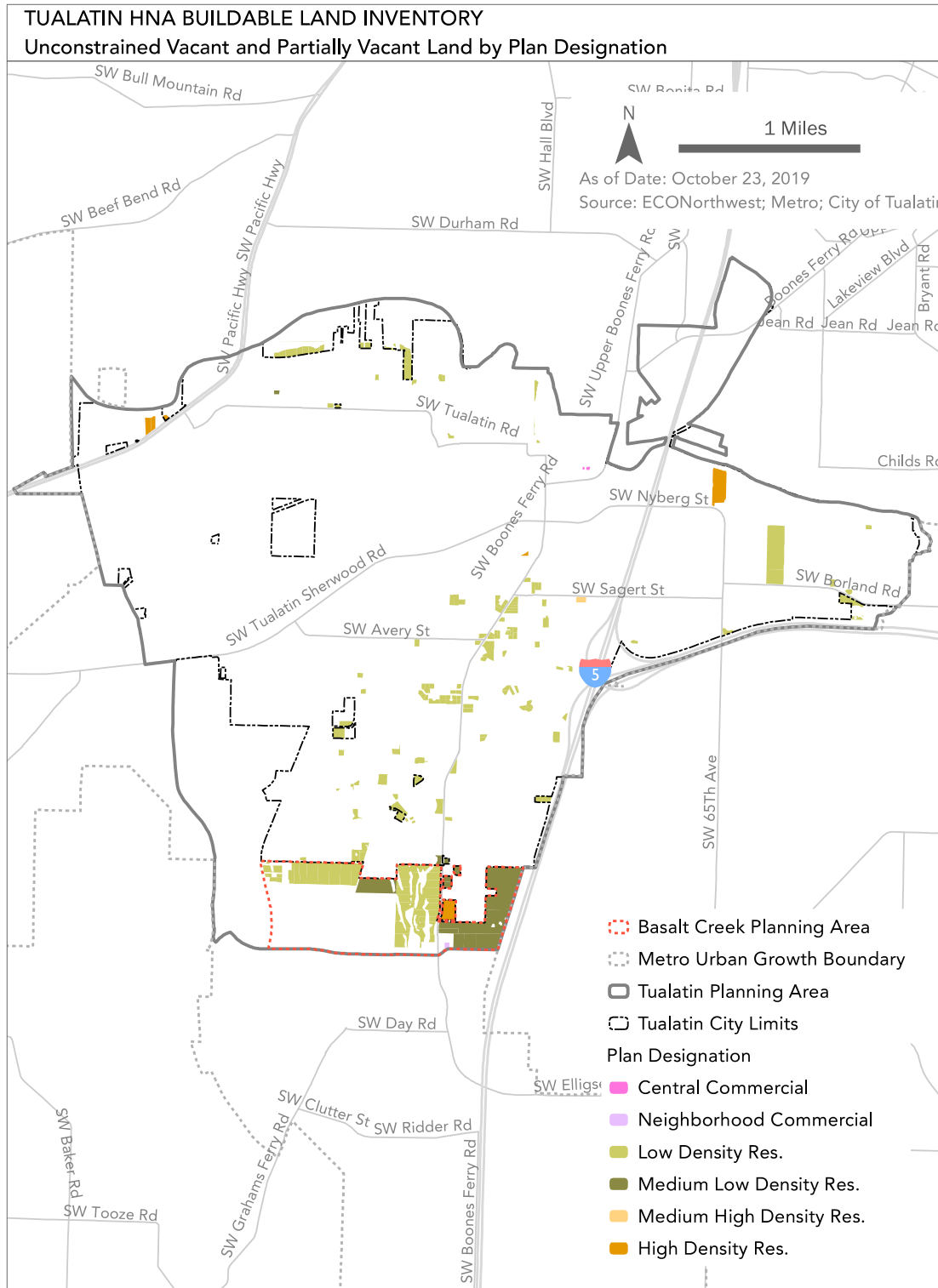


Exhibit 9. Unconstrained Vacant and Partially Vacant Residential Land, Tualatin Planning Area, 2019



3. Historical and Recent Development Trends

Analysis of historical development trends in Tualatin provides insight into the functioning of the local housing market. The mix of housing types and densities, in particular, are key variables in forecasting the capacity of residential land to accommodate new housing and to forecast future land need. The specific steps are described in Task 2 of the *DLCD Planning for Residential Lands Workbook* as:

1. Determine the time period for which the data will be analyzed.
2. Identify types of housing to address (all needed housing types).
3. Evaluate permit/subdivision data to calculate the actual mix, average actual gross density, and average actual net density of all housing types.

This Housing Needs Analysis examines changes in Tualatin's housing market from 2000 to 2017, as well as residential development from 2002 to 2017. We selected this time period because (1) the period provides information about Tualatin's housing market before and after the national housing market bubble's growth, deflation, and the more recent increase in housing costs and (2) data about Tualatin's housing market during this period is readily available from sources such as the Census and RLIS.

The Housing Needs Analysis presents information about residential development by housing type. There are multiple ways that housing types can be grouped. For example, they can be grouped by:

1. Structure type (e.g., single-family detached, apartments, etc.).
2. Tenure (e.g., distinguishing unit type by owner or renter units).
3. Housing affordability (e.g., subsidized housing or units affordable at given income levels).
4. Some combination of these categories.

For the purposes of this study, we grouped housing types based on: (1) whether the structure is stand-alone or attached to another structure and (2) the number of dwelling units in each structure. The housing types used in this analysis are consistent with needed housing types as defined in ORS 197.303:

- **Single-family detached** includes single-family detached units, manufactured homes on lots and in mobile home parks, and accessory dwelling units.
- **Single-family attached** is all structures with a common wall where each dwelling unit occupies a separate lot, such as row houses or townhouses.
- **Multifamily** is all attached structures (e.g., duplexes, triplexes, quadplexes, and structures with five or more units) other than single-family detached units, manufactured units, or single-family attached units.

In Tualatin, government-assisted housing (ORS 197.303(b)) and housing for farmworkers (ORS 197.303(e)) can be any of the housing types listed above.

Data Used in this Analysis

Throughout this analysis (including the subsequent Chapter 4), we used data from multiple sources, choosing data from well-recognized and reliable data sources. One of the key sources for housing and household data is the U.S. Census. This report primarily uses data from two Census sources, the Decennial and the American Community Survey:

- The **Decennial Census**, which is completed every ten years and is a survey of *all* households in the U.S. The Decennial Census is considered the best available data for information such as demographics (e.g., number of people, age distribution, or ethnic or racial composition), household characteristics (e.g., household size and composition), and housing occupancy characteristics. As of 2010, the Decennial Census does not collect more detailed household information, such as income, housing costs, housing characteristics, and other important household information. Decennial Census data is available for 2000 and 2010.
- The **American Community Survey (ACS)**, which is completed every year and is a *sample* of households in the U.S. From 2013 to 2017, the ACS sampled an average of 3.5 million households per year, or about 2.9% of the households in the nation. The ACS collects detailed information about households, including demographics (e.g., number of people, age distribution, ethnic or racial composition, country of origin, language spoken at home, and educational attainment), household characteristics (e.g., household size and composition), housing characteristics (e.g., type of housing unit, year unit built, or number of bedrooms), housing costs (e.g., rent, mortgage, utility, and insurance), housing value, income, and other characteristics.

This report uses data from the 2013-2017 ACS for Tualatin. Where information is available and relevant, we report information from the 2000 and 2010 Decennial Census. Among other data points, this report includes population, income, and housing price data from Redfin, the Bureau of Labor Services, and the United States Department of Housing and Urban Development. It uses the Oregon Department of Housing and Community Services affordable housing inventory and Oregon's Manufactured Dwelling Park inventory. It uses Metro's Regional Land Information System (RLIS) database, which provides tax lot data for jurisdictions within the three-county Metro Area (Clackamas County, Multnomah County, and Washington County).⁵

The foundation of the housing needs analysis is the population forecast for Tualatin from Metro's *2040 Household Distributed Forecast*.

⁵ We use RLIS tax lot data as a proxy for building permit data for Tualatin. The analysis period is 2000-2017, unless otherwise noted.

It is worth commenting on the methods used for the American Community Survey.⁶ The American Community Survey (ACS) is a national survey that uses continuous measurement methods. It uses a sample of about 3.54 million households to produce annually updated estimates for the same small areas (census tracts and block groups) formerly surveyed via the decennial census long-form sample. It is also important to keep in mind that all ACS data are estimates that are subject to sample variability. This variability is referred to as “sampling error” and is expressed as a band or “margin of error” (MOE) around the estimate.

This report uses Census and ACS data because, despite the inherent methodological limits, they represent the most thorough and accurate data available to assess housing needs. We consider these limitations in making interpretations of the data and have strived not to draw conclusions beyond the quality of the data.

Trends in Housing Mix

This section provides an overview of changes in the mix of housing types in Tualatin and compares Tualatin to Washington County and to Oregon. These trends demonstrate the types of housing developed in Tualatin historically. Unless otherwise noted, this chapter and the next chapter uses data from the 2000 and 2010 Decennial Census and the 2013-2017 American Community Survey 5-Year Estimates.

This section shows the following trends in housing mix in Tualatin:

- **About half (53%) of Tualatin’s housing stock is single-family detached housing units.** Forty-one percent of Tualatin’s housing stock is multifamily and 6% is single-family attached (e.g., townhouses, rowhouses, duplexes).
- **Since 2000, Tualatin’s housing mix has remained relatively static.** Tualatin’s housing stock grew by about 23% (about 2,112 new units) between 2000 and the 2013-2017 period.
- **Single-family housing accounted for the majority of new housing growth in Tualatin between 2000 and 2017.** Sixty percent of new housing built between 2000 and 2017 was single-family housing (detached and attached).

⁶ A thorough description of the ACS can be found in the Census Bureau’s publication “What Local Governments Need to Know.” <https://www.census.gov/library/publications/2009/acs/state-and-local.html>

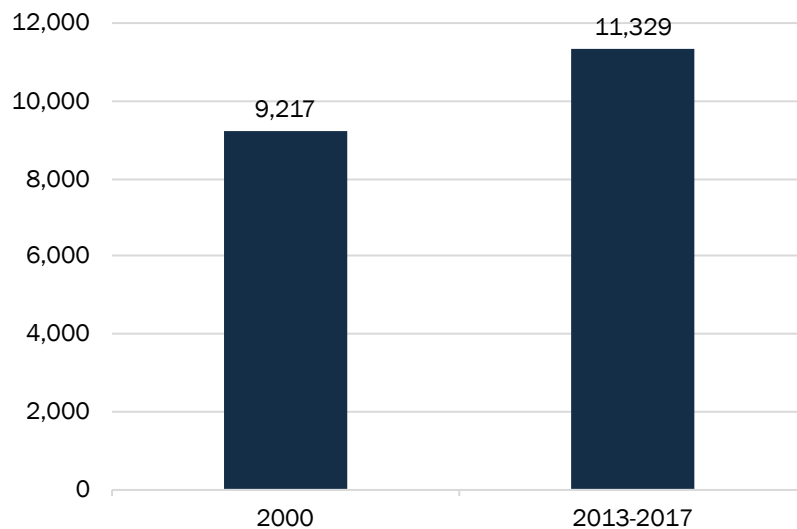
Housing Mix

The total number of dwelling units in Tualatin increased by 23% from 2000 to 2013-2017.

Tualatin added 2,112 units since 2000.

Exhibit 10. Total Dwelling Units, Tualatin, 2000 and 2013-2017

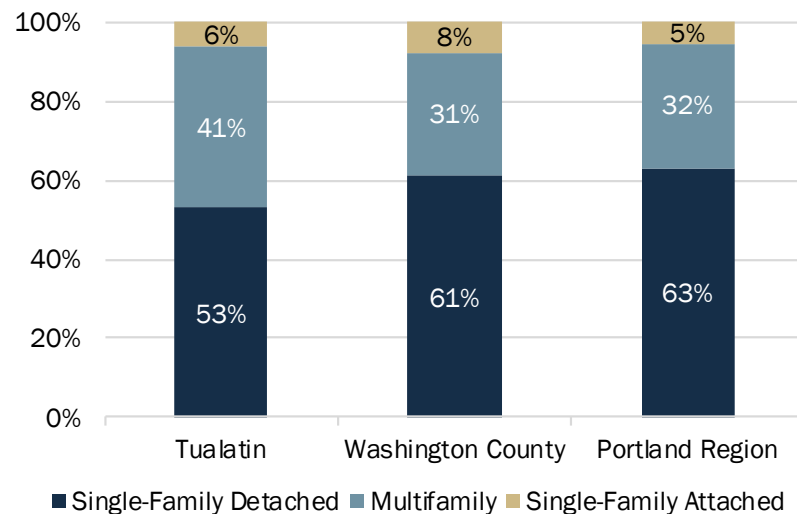
Source: U.S. Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2013-2017 ACS Table B25024.



Tualatin had a smaller share of single-family detached housing and a larger share of multifamily housing than Washington County and the Portland Region.

Exhibit 11. Housing Mix, Tualatin, Washington County, Portland Region, 2013-2017

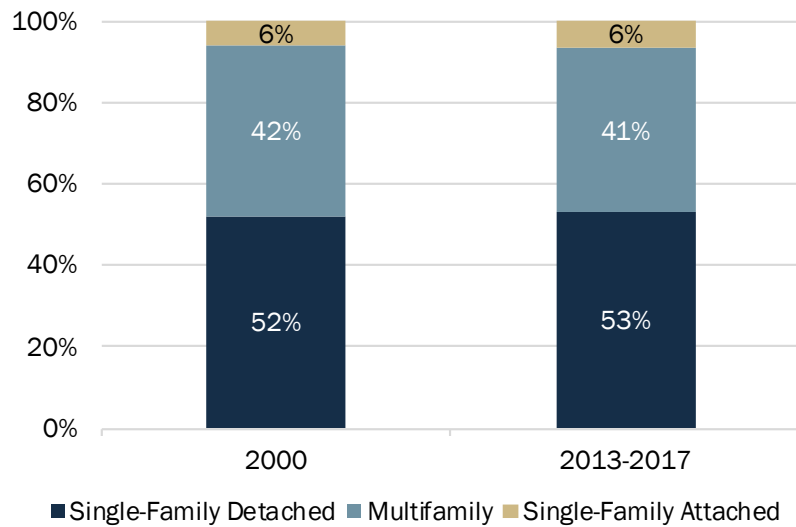
Source: U.S. Census Bureau, 2013-2017 ACS Table B25024.



From 2000 to 2013-2017, Tualatin's housing mix stayed about the same.

Exhibit 12. Change in Housing Mix, Tualatin, 2000 and 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2013-2017 ACS Table B25024.



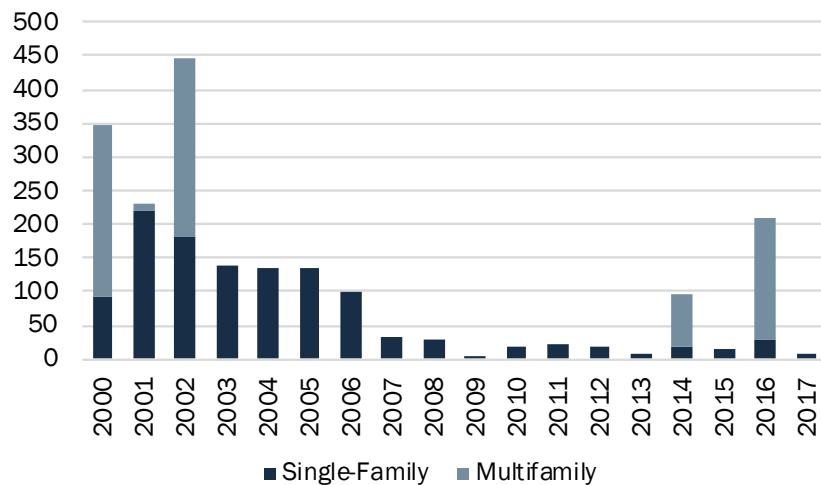
Dwelling Units Built

Over the 2000 to 2017 period, Tualatin added 1,996 dwelling units, with an annual average of 111 dwelling units.

Of these 1,996 units, about 60% were single-family units and 40% were multifamily units.

Exhibit 13. Units Built by Year and Type of Unit, Tualatin, 2000 through 2017

Source: RLIS.



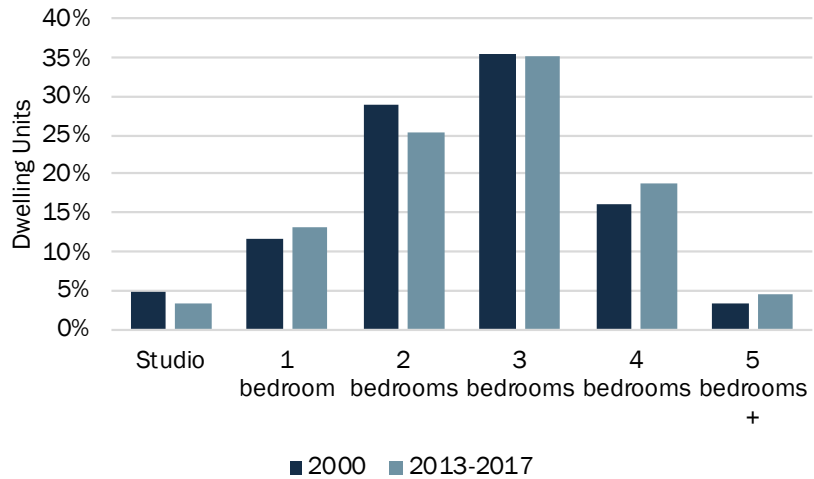
Size of Units

This section provides an overview of dwelling unit size in Tualatin.

In 2000, a larger share of dwelling units in Tualatin were three-bedroom units. As of the 2013-2017 period, this trend continues to persist.

Exhibit 14. Share of Units by Number of Bedrooms, Tualatin, 2000 and 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census, SF3 Table H041, and 2013-2017 ACS Table B25041. Note: The total number of units in 2000 is 9,217; the total number of units in the 2013-17 period is 11,329.

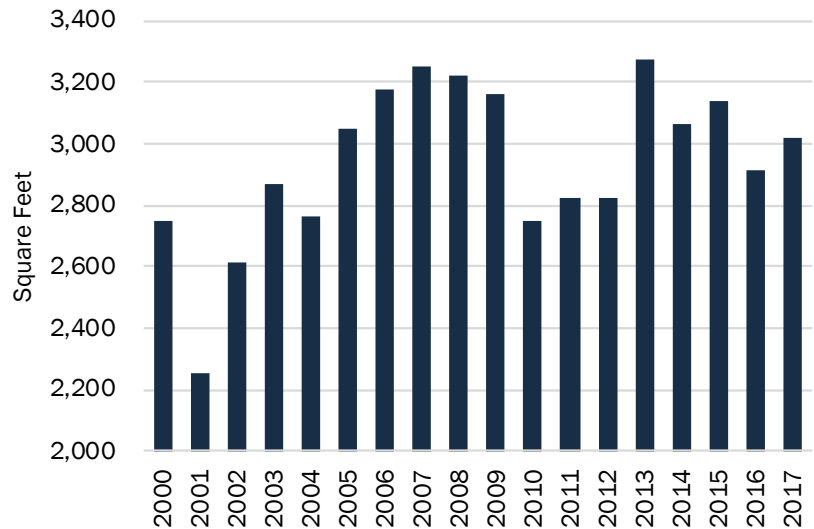


Single-family units built in Tualatin since 2000, averaged 2,773 sq. ft. per unit.

Single-family units built in Tualatin since 2014, averaged 3,015 sq. ft. per unit.

Exhibit 15. Average Size of Single-Family Units Built by Year, Tualatin, 2010 through 2017

Source: RLIS. Note: Single-family units include single-family detached and attached units.



Based on historical trends, condominiums in Tualatin were slightly smaller than single-family dwellings (Exhibit 15) and slightly larger than apartments.

Exhibit 16. Average Size of Multifamily Units Built by Year (including housing description), Tualatin, 2000, 2001, 2002, 2014, and 2016

Source: RLIS, Costar, and Washington County Assessor.

2000:	1,172 Sq. Ft. Condominium
2001:	1,562 Sq. Ft. Condominium
2002:	892 Sq. Ft. Apartment
2014:	1,322 Sq. Ft. Retirement Facility
2016:	977 Sq. Ft. Apartment

On average, a 2-bedroom multifamily unit in Tualatin is about 928 sq. ft.

Exhibit 17. Average Square Feet of Multifamily Units, Tualatin, 2019

Source: Costar. Note: "All Beds" represent the aggregate of multifamily units in Tualatin (recognizing that bedroom counts are unknown for some units).

Multifamily Unit by Bedroom Count	Average Sq. Ft. (2019)	Inventory (Units)
All Beds	856	3,905
Studio	445	249
1-Bedroom	649	1,206
2-Bedrooms	928	1,739
3-Bedrooms	1,144	608
4+ Bedrooms	1,255	4

Trends in Housing Density

Housing density is the density of housing by structure type, expressed in dwelling units per net or gross acre. The U.S. Census does not track residential development density thus, this study analyzes housing density based on Metro’s RLIS database for development between 2000 and 2017.

Between 2000 and 2017, Tualatin permitted 1,996 new dwelling units. Of the 1,996 new units, 1,207 units were single-family (60%) and 789 units were multifamily (40%). During this time, housing in Tualatin developed at an average net density of 8.7 dwelling units per net acre. Exhibit 18 shows average net residential development by structure type for the historical analysis period. Single-family housing (detached and attached) developed at 6.4 units per net acre and multifamily housing developed at 19.9 units per net acre.

Exhibit 18. Net Density by Unit Type and Zone, Tualatin, 2000 through 2017

Source: RLIS.

Note: Single-family includes single-family detached and single-family attached units because RLIS data does not distinguish between the type of single-family unit.

	Single-family (Detached and Attached)			Multifamily			Total, combined		
	Units	Acres	Net Density	Units	Acres	Net Density	Units	Acres	Net Density
Low Density Residential	976	172	5.7				976	172	5.7
Medium Low Density Residential	79	10	8.0	90	5	19.5	169	14	11.7
High Density Residential	152	6	23.4	699	35	19.9	851	42	20.5
Total	1,207	189	6.4	789	40	19.9	1,996	228	8.7

Trends in Tenure

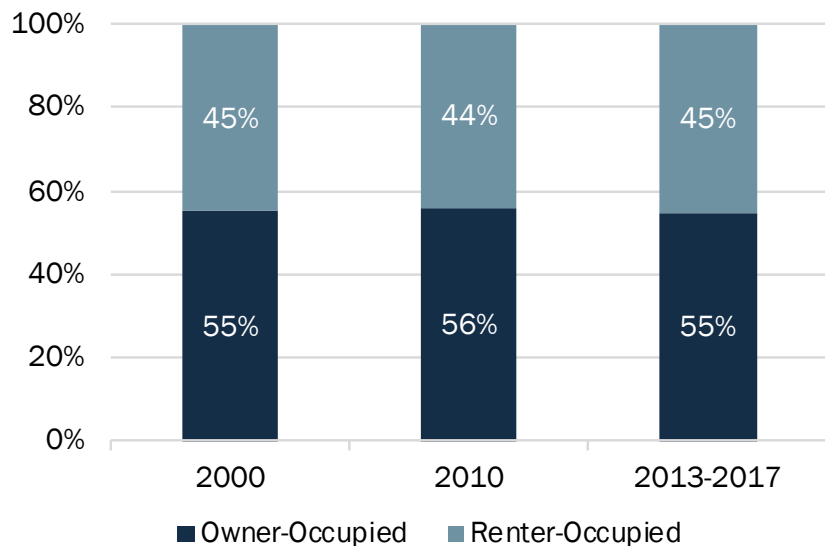
Housing tenure describes whether a dwelling unit is owner- or renter-occupied. This section shows:

- **Homeownership in Tualatin is lower than Washington County's and Oregon's rate.** About 55% of Tualatin's households own their own home. In comparison, 61% of Washington County households and 60% of Oregon households are homeowners.
- **Homeownership in Tualatin stayed about the same between 2000 and 2013-2017.** Homeownership hovered around 55% in 2000, 2010, and the 2013-2017 period.
- **Most of Tualatin homeowners (88%) live in single-family detached housing, while most of Tualatin's renters (82%) live in multifamily housing.**

The homeownership rate in Tualatin stayed about the same since 2000.

Exhibit 19. Tenure, Occupied Units, Tualatin, 2000, 2010, and 2013-2017

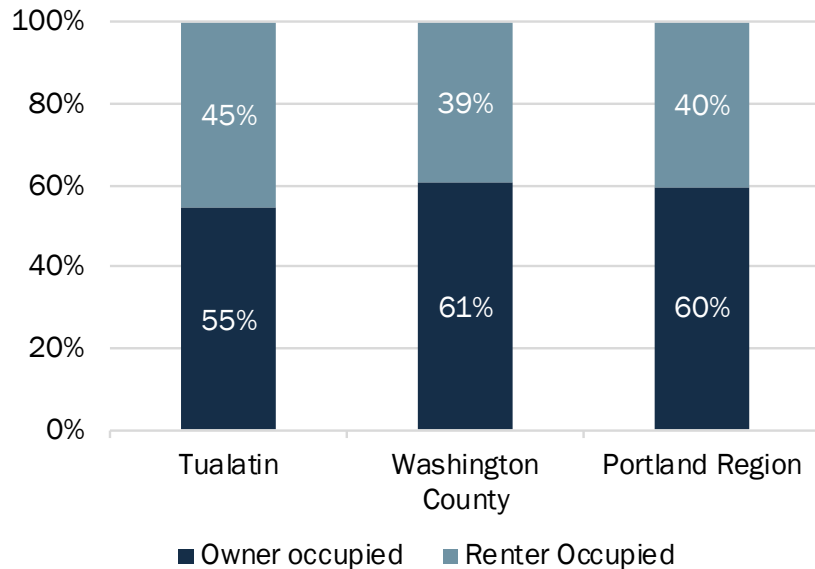
Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H004, 2010 Decennial Census SF1 Table H4, 2013-2017 ACS Table B24003.



Tualatin had a lower homeownership rate than Washington County and the Portland Region.

Exhibit 20. Tenure, Occupied Units, Tualatin, Washington County, and Portland Region, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates, Table B24003.

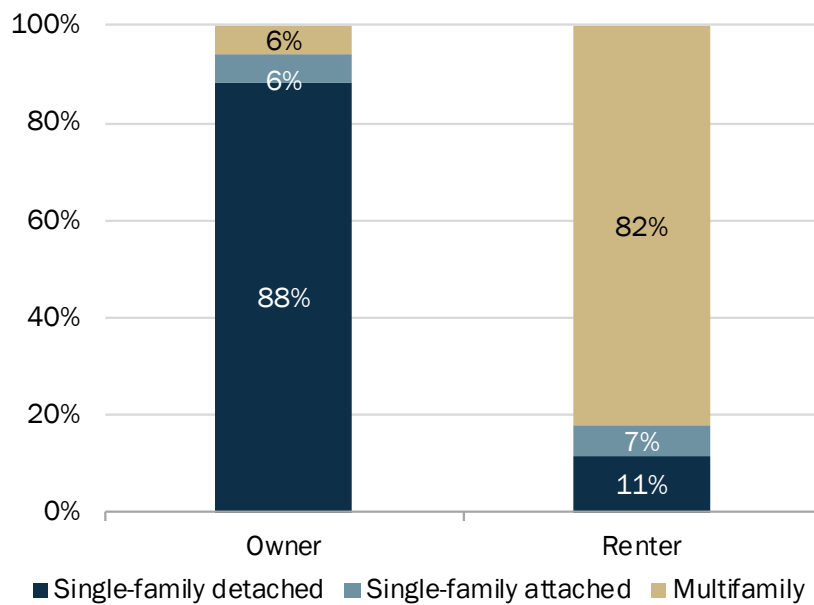


Most of Tualatin homeowners (88%) lived in single-family detached housing.

In comparison, most of Tualatin renters lived in multifamily housing.

Exhibit 21. Housing Units by Type and Tenure, Tualatin, 2013-2017

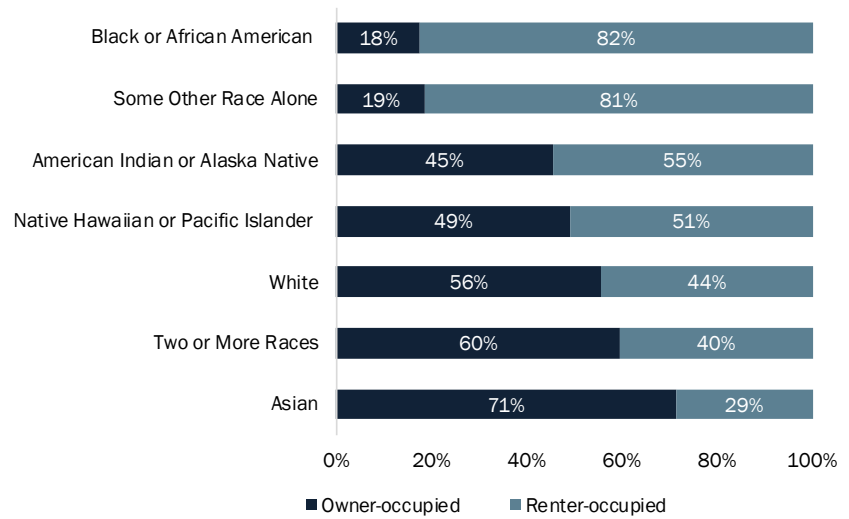
Source: U.S. Census Bureau, 2013-2017 ACS Table B25032.



A proportionately smaller share of households with an African American head of household were homeowners.

Exhibit 22. Tenure by Race of the Head of Household, Tualatin, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS Table B25003A-G.



Most households with a Latinx head of household were renters.

Exhibit 23. Tenure by Latinx Head of Household, Tualatin, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS Table B250031.



Vacancy Rates

Housing vacancy is a measure of housing that is available to prospective renters and buyers. It is also a measure of unutilized housing stock. The Census defines vacancy as: "Unoccupied housing units...determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The 2010 Census identified vacancy through an enumeration, separate from (but related to) the survey of households. Enumerators are obtained using information from property owners and managers, neighbors, rental agents, and others.

According to the 2013-2017 Census, the vacancy rate in Tualatin was 4.3%, compared to 4.8% for Washington County and 5.5% for the Portland Region.

Tualatin's vacancy rate declined from 2000 to the 2013-2017 period.

Exhibit 24. Vacancy Rate, Tualatin, 2000 and 2013-2017

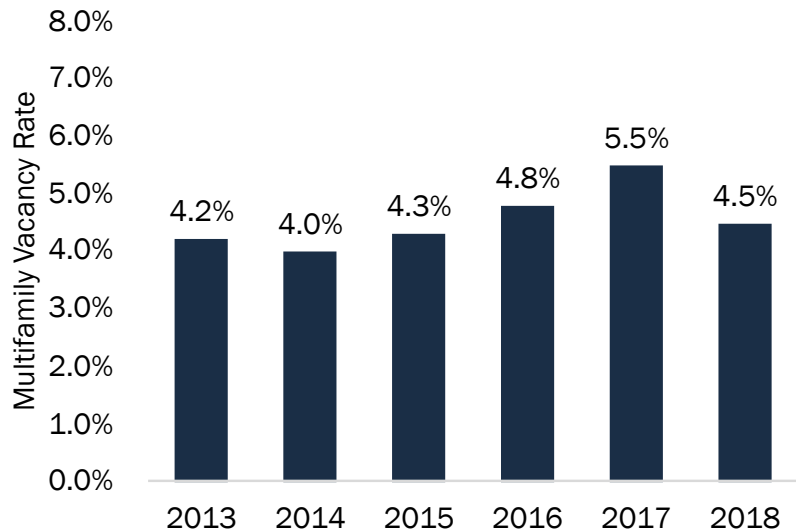
Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H005, 2013-2017 ACS Table B25004.

2000	6.2% Of Total Dwelling Units
2013-2017	4.3% Of Total Dwelling Units

Tualatin's average multifamily vacancy rate dipped to a low of 4% in 2014. In 2018, Tualatin's multifamily vacancy rate was 4.5%.

Exhibit 25. Average Multifamily Vacancy Rate, Tualatin, 2013 through 2018

Source: CoStar.



As of 2013-2017, less than half a percent of Tualatin's dwelling units were vacant for seasonal, recreational, or occasional use (e.g. short-term rentals or vacation homes).

Exhibit 26. Vacancy for Seasonal, Recreational, or Occasional Use, Tualatin, 2000 and 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H005, 2013-2017 ACS Table B25004.

2000	43 Units	0.5%
		Share of Total Dwelling Units
2013-2017	44 Units	0.4%
		Share of Total Dwelling Units

Rent-Restricted Housing

Governmental agencies offer subsidies to support housing development for low- and moderate-income households. Tualatin has three rent-restricted housing developments, with 604 subsidized units.

Exhibit 27. Government-Assisted Housing, Tualatin, December 2019

Source: Oregon Housing and Community Services, Affordable Housing Inventory in Oregon (data pulled December 2019).

Housing Developments	Total Units	Affordable Units	Population Served	Government Subsidy Type	Affordability Contract Expiration
Terrace View	100	100	Family	LIHTC 4%	January 2028
Tualatin Meadows	240	240	Family	LIHTC 4%	January 2031
Woodridge	264	264	Family	OHCS Grants	March 2049
Total	604	604			

In addition to these rent-restricted units, and as of August 5, 2019, households in Tualatin utilized 113 of Washington County Housing Authority's Housing Choice Vouchers.⁷

⁷ More information about Housing Choice Vouchers: https://www.hud.gov/program_offices/public_indian_housing/programs/hcv/about/fact_sheet

Manufactured Homes

Manufactured homes provide a source of affordable housing in Tualatin. They provide a form of homeownership that can be made available to low- and moderate-income households. Cities are required to plan for manufactured homes—both on lots and in parks (ORS 197.475-492).

Generally, manufactured homes in parks are owned by the occupants who pay rent for the space. Monthly housing costs are typically lower for a homeowner in a manufactured home park for several reasons, including the fact that property taxes levied on the value of the land are paid by the property owner, rather than the manufactured homeowner. The value of the manufactured home generally does not appreciate in the way a conventional home would, however. Manufactured homeowners in parks are also subject to the mercy of the property owner in terms of rent rates and increases. It is generally not within the means of a manufactured homeowner to relocate to another manufactured home to escape rent increases. Homeowners living in a park is desirable to some because it can provide a more secure community with on-site managers and amenities, such as laundry and recreation facilities.

OAR 197.480(4) requires cities to inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high-density residential development.⁸ Exhibit 28 presents the inventory of mobile and manufactured home parks within Tualatin as of early 2019.

Tualatin has two manufactured housing parks, with a total of 178 spaces within its city limits.

Exhibit 28. Inventory of Mobile/Manufactured Home Parks, Tualatin City Limits, March 2019

Source: Oregon Manufactured Dwelling Park Directory.

Name	Location	Type	Total Spaces	Vacant Spaces	Plan Designation
Angel Haven	18485 SW Pacific Dr	Senior	129	2	RML
Willow Glen	9700 SW Tualatin Rd	Family	49	1	RML
Total			178	3	

⁸ ORS 90.645 regulates rules about closure of manufactured dwelling parks. It requires that the landlord do the following for manufactured dwelling park tenants before closure of the park: give at least one year's notice of park closure, pay the tenant between \$5,000 to \$9,000 for each manufactured dwelling park space, and refrain from charging tenants demolition costs of abandoned manufactured homes.

4. Demographic and Other Factors Affecting Residential Development in Tualatin

Demographic trends are important for a thorough understanding of the dynamics of the Tualatin housing market. Tualatin exists in a regional economy; trends in the region impact the local housing market. This chapter documents demographic, socioeconomic, and other trends relevant to Tualatin at the national, state, and regional levels.

Demographic trends provide a context for growth in a region; factors such as age, income, migration, and other trends show how communities have grown and how they will shape future growth. To provide context, we compare Tualatin to Washington County and Oregon. We also compare Tualatin to nearby cities where appropriate. Characteristics such as age and ethnicity are indicators of how the population has grown in the past and provide insight into factors that may affect future growth.

A recommended approach to conducting a housing needs analysis is described in *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, the Department of Land Conservation and Development's guidebook on local housing needs studies. As described in the workbook, the specific steps in the housing needs analysis are:

1. Project the number of new housing units needed in the next 20 years.
2. Identify relevant national, state, and local demographic and economic trends and factors that may affect the 20-year projection of structure type mix.
3. Describe the demographic characteristics of the population and, if possible, the housing trends that relate to demand for different types of housing.
4. Determine the types of housing that are likely to be affordable to the projected households based on household income.
5. Determine the needed housing mix and density ranges for each Plan Designation and the average needed net density for all structure types.
6. Estimate the number of additional needed units by structure type.

This chapter presents data to address steps 2, 3, and 4 in this list. Chapter 5 presents data to address steps 1, 5, and 6 in this list.

Demographic and Socioeconomic Factors Affecting Housing Choice⁹

Analysts typically describe housing demand as the *preferences* for different types of housing (e.g., single-family detached or apartment), and *the ability to pay* for that housing (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income or wealth).

Many demographic and socioeconomic variables affect housing choice. However, the literature about housing markets finds that age of the householder, size of the household, and income are most strongly correlated with housing choice.

- **Age of householder** is the age of the person identified (in the Census) as the head of household. Households make different housing choices at different stages of life. This chapter discusses generational trends, such as housing preferences of Baby Boomers, people born from about 1946 to 1964, and Millennials, people born from about 1980 to 2000.
- **Size of household** is the number of people living in the household. Younger and older people are more likely to live in single-person households. People in their middle years are more likely to live in multiple person households (often with children).
- **Household income** is the household income. Income is probably the most important determinant of housing choice. Income is strongly related to the type of housing a household chooses (e.g., single-family detached, duplex, triplex, quadplex, or a building with more than five units) and to household tenure (e.g., rent or own).

⁹ The research in this chapter is based on numerous articles and sources of information about housing, including:

Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

D. Myers and S. Ryu, *Aging Baby Boomers and the Generational Housing Bubble*, Journal of the American Planning Association, Winter 2008.

George Galster. *People Versus Place, People and Place, or More? New Directions for Housing Policy*, Housing Policy Debate, 2017.

Herbert, Christopher and Hrabchak Molinsky. "Meeting the Housing Needs of an Aging Population," 2015.

J. McIlwain, *Housing in America: The New Decade*, Urban Land Institute, 2010.

L. Lachman and D. Brett, *Generation Y: America's New Housing Wave*, Urban Land Institute, 2010.

Schuetz, Jenny. *Who is the new face of American homeownership?* Brookings, 2017.

The American Planning Association, "Investing in Place; Two generations' view on the future of communities," 2014.

Transportation for America, "Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," 2014.

This chapter focuses on these factors, presenting data that suggests how changes to these factors may affect housing need in Tualatin over the next 20 years.

National Trends¹⁰

This brief summary on national housing trends builds on previous work by ECONorthwest, the Urban Land Institute (ULI) reports, and conclusions from *The State of the Nation's Housing, 2018* report from the Joint Center for Housing Studies of Harvard University. The Harvard report summarizes the national housing outlook as follows:

“By many metrics, the housing market is on sound footing. With the economy near full employment, household incomes are increasing and boosting housing demand. On the supply side, a decade of historically low single-family construction has left room for expansion of this important sector of the economy. Although multifamily construction appears to be slowing, vacancy rates are still low enough to support additional rentals. In fact, to the extent that growth in supply outpaces demand, a slowdown in rent growth should help to ease affordability concerns.”

However, challenges to a strong domestic housing market remain. High housing costs make housing unaffordable for many Americans, especially younger Americans. In addition to rising housing costs, wages have also failed to keep pace, worsening affordability pressures. Single-family and multifamily housing supplies remain tight, which compound affordability issues. *The State of the Nation's Housing* report emphasizes the importance of government assistance and intervention to keep housing affordable moving forward. Several challenges and trends shaping the housing market are summarized below:

- **Moderate new construction and tight housing supply, particularly for affordable housing.** New construction experienced its eighth year of gains in 2017 with 1.2 million units added to the national stock. Estimates for multifamily starts range between 350,000 to 400,000 (2017). The supply of for sale homes in 2017 averaged 3.9 months, below what is considered balanced (six months) and lower-cost homes are considered especially scarce. The State of the Nation's Housing report cites lack of skilled labor, higher building costs, scarce developable land, and the cost of local zoning and regulation as impediments to new construction.
- **Demand shift from renting to owning.** After years of decline, the national homeownership rate increased from a 50-year low of 62.9% in 2016 (Q2) to 63.7% in 2017 (Q2). Trends suggest homeownership among householders aged 65 and older have remained strong and homeownership rates among young adults have begun stabilizing after years of decline.
- **Housing affordability.** In 2016, almost one-third of American households spent more than 30% of their income on housing. This figure is down from the prior year,

¹⁰ These trends are based on information from: (1) The Joint Center for Housing Studies of Harvard University's publication "The State of the Nation's Housing 2018," (2) Urban Land Institute, "2018 Emerging Trends in Real Estate," and (3) the U.S. Census.

bolstered by a considerable drop in the owner share of cost-burdened households. Low-income households face an especially dire hurdle to afford housing. With such a large share of households exceeding the traditional standards for affordability, policymakers are focusing efforts on the severely cost-burdened. Among those earning less than \$15,000, more than 70% of households paid more than half of their income on housing.

- **Long-term growth and housing demand.** The Joint Center for Housing Studies forecasts that nationally, demand for new homes could total as many as 12 million units between 2017 and 2027. Much of the demand will come from Baby Boomers, Millennials,¹¹ and immigrants. The Urban Land Institute cites the trouble of overbuilding in the luxury sector while demand is in mid-priced single-family houses affordable to a larger buyer pool.
- **Growth in rehabilitation market.**¹² Aging housing stock and poor housing conditions are growing concerns for jurisdictions across the United States. With almost 80% of the nation's housing stock at least 20 years old (40% at least 50 years old), Americans are spending in excess of \$400 billion per year on residential renovations and repairs. As housing rehabilitation becomes the go-to solution to address housing conditions, the home remodeling market has grown more than 50% since the recession ended — generating 2.2% of national economic activity (in 2017).

Despite trends suggesting growth in the rehabilitation market, rising construction costs and complex regulatory requirements pose barriers to rehabilitation. Lower-income households or households on fixed-incomes may defer maintenance for years due to limited financial means, escalating rehabilitation costs. At a certain point, the cost of improvements may outweigh the value of the structure, which may necessitate new responses such as demolition or redevelopment.

- **Changes in housing preference.** Housing preference will be affected by changes in demographics; most notably, the aging of the Baby Boomers, housing demand from Millennials, and growth of immigrants.
 - *Baby Boomers.* The housing market will be affected by continued aging of the Baby Boomers, the oldest of whom were in their seventies in 2018 and the youngest of whom were in their fifties in 2018. Baby Boomers' housing choices will affect housing preference and homeownership. Addressing housing needs for those moving through their 60s, 70s, and 80s (and beyond) will require a

¹¹ According to the Pew Research Center, Millennials were born between the years of 1981 to 1996 (inclusive). Read more about generations and their definitions here: <http://www.pewresearch.org/fact-tank/2018/03/01/defining-generations-where-millennials-end-and-post-millennials-begin/>.

To generalize, and because there is no official generation of millennial, we define this cohort as individuals born between 1980 and 2000.

¹² These findings are copied from: Joint Center for Housing Studies. (2019). Improving America's Housing, Harvard University. https://www.jchs.harvard.edu/sites/default/files/Harvard_JCHS_Improving_Americas_Housing_2019.pdf

range of housing opportunities. For example, “the 82-to-86-year-old cohort dominates the assisted living and more intensive care sector” while new or near-retirees may prefer aging in place or active, age-targeted communities.¹³ Characteristics like immigration and ethnicity play a role too as “older Asians and Hispanics are more likely than whites or blacks to live in multigenerational households.”¹⁴ Senior households earning different incomes may make distinctive housing choices. For instance, low-income seniors may not have the financial resources to live out their years in a nursing home and may instead choose to downsize to smaller, more affordable units. Seniors living in close proximity to relatives may also choose to live in multigenerational households. Research shows that “older people in western countries prefer to live in their own familiar environment as long as possible,” but aging in place does not only mean growing old in their own homes.¹⁵ A broader definition exists which explains that aging in place also means “remaining in the current community and living in the residence of one’s choice.”¹⁶ Therefore, some Boomers are likely to stay in their home as long as they are able, and some will prefer to move into other housing products, such as multifamily housing or age-restricted housing developments, before they move into to a dependent living facility or into a familial home. Moreover, “the aging of the U.S. population, [including] the continued growth in the percentage of single-person households, and the demand for a wider range of housing choices in communities across the country is fueling interest in new forms of residential development, including tiny houses.”¹⁷

- *Millennials*. Over the last several decades, young adults increasingly lived in multi-generational housing – and increasingly more so than older demographics.¹⁸ Despite this trend, as Millennials age over the next 20 years, they will be forming households and families. In 2018, the oldest Millennials were in their late-30s and the youngest were in their late-teens. By 2040, Millennials will be between 40 and 60 years old.

At the beginning of the 2007-2009 recession, Millennials only started forming their own households. Today, Millennials are driving much of the growth in new households, albeit at slower rates than previous generations. From 2012 to 2017,

¹³ Urban Land Institute. Emerging Trends in Real Estate, United States and Canada. 2018.

¹⁴ Herbert, Christopher and Hrabchak Molinsky (2015). Meeting the Housing Needs of an Aging Population. https://shelterforce.org/2015/05/30/meeting_the_housing_needs_of_an_aging_population/

¹⁵ Vanleerberghe, Patricia, et al. The quality of life of older people aging in place: a literature review. 2017.

¹⁶ Ibid.

¹⁷ American Planning Association. Making Space for Tiny Houses, Quick Notes.

¹⁸ According to the Pew Research Center, in 1980, just 11% of adults aged 25 to 34 lived in a multi-generational family household and by 2008, 20% did (82% change). Comparatively, 17% of adults aged 65 and older lived in a multi-generational family household and by 2008, 20% did (18% change).

millennials formed an average of 2.1 million net new households each year. Twenty-six percent of Millennials aged 25 to 34 lived with their parents (or other relatives) in 2017.

Millennials' average wealth may remain far below Boomers and Gen Xers and student loan debt will continue to hinder consumer behavior and affect retirement savings. As of 2015, Millennial's comprised 28% of active home buyers, while Gen Xers comprised 32% and Boomers 31%.¹⁹ That said, "over the next 15 years, nearly \$24 trillion will be transferred in bequests," presenting new opportunities for Millennials (as well as Gen Xers).

- *Immigrants.* Research on foreign-born populations find that immigrants, more than native-born populations, prefer to live in multi-generational housing. Still, immigration and increased homeownership among minorities could also play a key role in accelerating household growth over the next 10 years. Current Population Survey estimates indicate that the number of foreign-born households rose by nearly 400,000 annually between 2001 and 2007, and they accounted for nearly 30% of overall household growth. Beginning in 2008, the influx of immigrants was stunted by the effects of the Great Recession. After a period of declines, however, the foreign born are again contributing to household growth. The Census Bureau's estimates of net immigration in 2017–2018 indicate that 1.2 million immigrants moved to the U.S. from abroad, down from 1.3 million immigrants in 2016-2017 but higher than the average annual pace of 850,000 during the period of 2009–2011. However, if recent Federal policies about immigration are successful, growth in undocumented and documented immigration could slow and cause a drag on household growth in the coming years.
- *Diversity.* The growing diversity of American households will have a large impact on the domestic housing markets. Over the coming decade, minorities will make up a larger share of young households and constitute an important source of demand for both rental housing and small homes. The growing gap in homeownership rates between whites and blacks, as well as the larger share of minority households that are cost burdened warrants consideration. Since 1994, the difference in homeownership rates between whites and blacks rose by 1.9 percentage points to 29.2% in 2017. Alternatively, the gap between white and Latinx homeownership rates and white and Asian homeownership rates both decreased during this period but remained sizable at 26.1 and 16.5 percentage points, respectively. Although homeownership rates are increasing for some minorities, large shares of minority households are more likely to live in high-cost metro areas. This, combined with lower incomes than white households,

¹⁹ Srinivas, Val and Goradia, Urval (2015). The future of wealth in the United States, Deloitte Insights. <https://www2.deloitte.com/insights/us/en/industry/investment-management/us-generational-wealth-trends.html>

leads to higher rates of cost burden for minorities—47% for blacks, 44% for Latinx, 37% for Asians/others, and 28% for whites in 2015.

- **Changes in housing characteristics.** The U.S. Census Bureau’s Characteristics of New Housing Report (2017) presents data that show trends in the characteristics of new housing for the nation, state, and local areas. Several long-term trends in the characteristics of housing are evident from the New Housing Report:²⁰
 - *Larger single-family units on smaller lots.* Between 1999 and 2017, the median size of new single-family dwellings increased by 20% nationally, from 2,028 sq. ft. to 2,426 sq. ft., and 20% in the western region from 2,001 sq. ft. in 1999 to 2,398 sq. ft. in 2017. Moreover, the percentage of new units smaller than 1,400 sq. ft. nationally, decreased by more than half, from 15% in 1999 to 6% in 2017. The percentage of units greater than 3,000 sq. ft. increased from 17% in 1999 to 25% of new one-family homes completed in 2017. In addition to larger homes, a move towards smaller lot sizes is seen nationally. Between 2009 and 2017, the percentage of lots less than 7,000 sq. ft. increased from 25% to 31% of lots.
 - *Larger multifamily units.* Between 1999 and 2017, the median size of new multiple family dwelling units increased by 5.3% nationally and 2.4% in the Western region. Nationally, the percentage of new multifamily units with more than 1,200 sq. ft. increased from 28% in 1999 to 33% in 2017 and increased from 25% to 28% in the Western region.
 - *Household amenities.* Across the U.S. and since 2013, an increasing number of new units had air-conditioning (fluctuating year by year at over 90% for both new single-family and multifamily units). In 2000, 93% of new single-family houses had two or more bathrooms, compared to 97% in 2017. The share of new multifamily units with two or more bathrooms decreased from 55% of new multifamily units to 45%. As of 2017, 65% of new single-family houses in the U.S. had one or more garages (from 69% in 2000).
 - *Shared amenities.* Housing with shared amenities are growing in popularity as it may improve space efficiencies and reduce per-unit costs / maintenance costs. Single-Room Occupancies (SROs)²¹, Cottage Clusters, co-housing developments, and multifamily products are common housing types that take advantage of this trend. Shared amenities may take many forms and include shared: bathrooms; kitchens and other home appliances (e.g. laundry facilities, outdoor grills);

²⁰ U.S. Census Bureau, Highlights of Annual 2017 Characteristics of New Housing. Retrieved from: <https://www.census.gov/construction/chars/highlights.html>.

²¹ Single-room occupancies are residential properties with multiple single room dwelling units occupied by a single individual. From: U.S. Department of Housing and Urban Development. (2001). *Understanding SRO*. <https://www.hudexchange.info/resources/documents/Understanding-SRO.pdf>

security systems; outdoor areas (e.g. green space, pathways, gardens, rooftop lounges); fitness rooms, swimming pools, and tennis courts; and free parking.²²

State Trends

Oregon's 2016-2020 Consolidated Plan includes a detailed housing needs analysis as well as strategies for addressing housing needs statewide. The plan concludes that “a growing gap between the number of Oregonians who need affordable housing and the availability of affordable homes has given rise to destabilizing rent increases, an alarming number of evictions of low- and fixed- income people, increasing homelessness, and serious housing instability throughout Oregon.”

It identified the following issues that describe housing need statewide:²³

- For housing to be considered affordable, a household should pay up to one-third of their income toward rent, leaving money left over for food, utilities, transportation, medicine, and other basic necessities. Today, one in two Oregon households pays more than one-third of their income toward rent, and one in three pays more than half of their income toward rent.
- More school children are experiencing housing instability and homelessness. The rate of K-12 homeless children increased by 12% from the 2013-2014 school year to the 2014-2015 school year.
- Oregon has 28,500 rental units that are affordable and available to renters with extremely low incomes. There are about 131,000 households that need those apartments, leaving a gap of 102,500 units.
- Housing instability is fueled by an unsteady, low-opportunity employment market. Over 400,000 Oregonians are employed in low-wage work. Low-wage work is a growing share of Oregon's economy. When wages are set far below the cost needed to raise a family, the demand for public services grows to record heights.
- Women are more likely than men to end up in low-wage jobs. Low wages, irregular hours, and part-time work compound issues.

²² Urbsworks. (n.d.). Housing Choices Guide Book: A Visual Guide to Compact Housing Types in Northwest Oregon. https://www.oregon.gov/lcd/Publications/Housing-Choices-Booklet_DIGITAL.pdf

Saiz, Albert and Salazar, Arianna. (n.d.). Real Trends: The Future of Real Estate in the United States. Center for Real Estate, Urban Economics Lab.

²³ These conclusions are copied directly from the report: Oregon's 2016-2020 Consolidated Plan <http://www.oregon.gov/ohcs/docs/Consolidated-Plan/2016-2020-Consolidated-Plan-Amendment.pdf>.

- People of color historically constitute a disproportionate share of the low-wage work force. About 45% of Latinx, and 50% of African Americans, are employed in low-wage industries.
- The majority of low-wage workers are adults over the age of 20, many of whom have earned a college degree, or some level of higher education.
- In 2019, minimum wage in Oregon²⁴ was \$11.25, \$12.50 in the Portland Metro, and \$11.00 for non-urban counties.

Oregon’s 2018 *Statewide Housing Plan* identified six housing priorities to address in communities across the State over 2019 to 2023, summarized below. It includes relevant data to help illustrate the rationale for each priority. The 2018 *Statewide Housing Plan* describes the Oregon Housing and Community Services’ (OHCS) goals and implementation strategies for achieving the goals.²⁵

- **Equity and Racial Justice.** *Advance equity and racial justice by identifying and addressing institutional and systemic barriers that have created and perpetuated patterns of disparity in housing and economic prosperity.*
 - Summary of the issue: In Oregon, 26% of people of color live below the poverty line in Oregon, compared to 15% of the White population.
 - 2019-2023 Goal: Communities of color will experience increased access to OHCS resources and achieve greater parity in housing stability, self-sufficiency and homeownership. OHCS will collaborate with its partners and stakeholders to create a shared understanding of racial equity and overcome systemic injustices faced by communities of color in housing discrimination, access to housing and economic prosperity.
- **Homelessness.** *Build a coordinated and concerted statewide effort to prevent and end homelessness, with a focus on ending unsheltered homelessness of Oregon’s children and veterans.*
 - Summary of the issue: According to the Point-in-Time count, approximately 14,000 Oregonians experienced homelessness in 2017, an increase of nearly 6% since 2015. Oregon’s unsheltered population increased faster than the sheltered population, and the state’s rate of unsheltered homelessness is the third highest in the nation, at 57%. The state’s rate of unsheltered homelessness among people in families with children is the second highest in the nation, at 52%.

²⁴ The 2016 Oregon Legislature, Senate Bill 1532, established a series of annual minimum wage rate increases beginning July 1, 2016 through July 1, 2022. <https://www.oregon.gov/boli/whd/omw/pages/minimum-wage-rate-summary.aspx>

²⁵ Priorities and factoids are copied directly from the report: Oregon Housing and Community Services (November 2018). *Breaking New Ground, Oregon’s Statewide Housing Plan, Draft*. <https://www.oregon.gov/ohcs/DO/shp/OregonStatewideHousingPlan-PublicReviewDraft-Web.pdf>

- 2019-2023 Goal: OHCS will drive toward impactful homelessness interventions by increasing the percentage of people who are able to retain permanent housing for at least six months after receiving homeless services to at least 85 percent. We will also collaborate with partners to end veterans' homelessness in Oregon and build a system in which every child has a safe and stable place to call home.
- **Permanent Supportive Housing.** *Invest in permanent supportive housing, a proven strategy to reduce chronic homelessness and reduce barriers to housing stability.*
 - Summary of the issue: Oregon needs about 12,388 units of permanent supportive housing to serve individuals and families with a range of needs and challenges.
 - 2019-2023 Goal: OHCS will increase our commitment to permanent supportive housing by funding the creation of 1,000 or more additional permanent supportive housing units to improve the future long-term housing stability for vulnerable Oregonians.
- **Affordable Rental Housing.** *Work to close the affordable rental housing gap and reduce housing cost burden for low-income Oregonians.*
 - Summary of the issue: Statewide, over 85,000 new units are needed to house those households earning below 30% of Median Family Income (MFI) in units affordable to them. The gap is even larger when accounting for the more than 16,000 units affordable at 30% of MFI, which are occupied by households at other income levels.
 - 2019-2023 Goal: OHCS will triple the existing pipeline of affordable rental housing — up to 25,000 homes in the development pipeline by 2023. Residents of affordable rental housing funded by OHCS will have reduced cost burden and more opportunities for prosperity and self-sufficiency.
- **Homeownership.** *Provide more low- and moderate-income Oregonians with the tools to successfully achieve and maintain homeownership, particularly in communities of color.*
 - Summary of the issue: In Oregon, homeownership rates for all categories of people of color are lower than for white Oregonians. For White non-Latinx Oregonians, the home ownership rate is 63%. For Latinx and non-White Oregonians, it is 42%. For many, homeownership rates have fallen between 2005 and 2016.
 - 2019-2023 Goal: OHCS will assist at least 6,500 households in becoming successful homeowners through mortgage lending products while sustaining efforts to help existing homeowners retain their homes. OHCS will increase the number of homebuyers of color in our homeownership programs by 50% as part of a concerted effort to bridge the homeownership gap for communities of color while building pathways to prosperity.
- **Rural Communities.** *Change the way OHCS does business in small towns and rural communities to be responsive to the unique housing and service needs and unlock the opportunities for housing development.*

- Summary of the issue: While housing costs may be lower in rural areas, incomes are lower as well: median family income is \$42,750 for rural counties versus \$54,420 for urban counties. Additionally, the median home values in rural Oregon are 30% higher than in the rural United States and median rents are 16% higher.
- 2019-2023 Goal: OHCS will collaborate with small towns and rural communities to increase the supply of affordable and market-rate housing. As a result of tailored services, partnerships among housing and service providers, private industry and local governments will flourish, leading to improved capacity, leveraging of resources and a doubling of the housing development pipeline.

Regional and Local Demographic Trends that may affect housing need in Tualatin.

Demographic trends that might affect the key assumptions used in the baseline analysis of housing need are: (1) the aging population, (2) changes in household size and composition, and (3) increases in diversity.

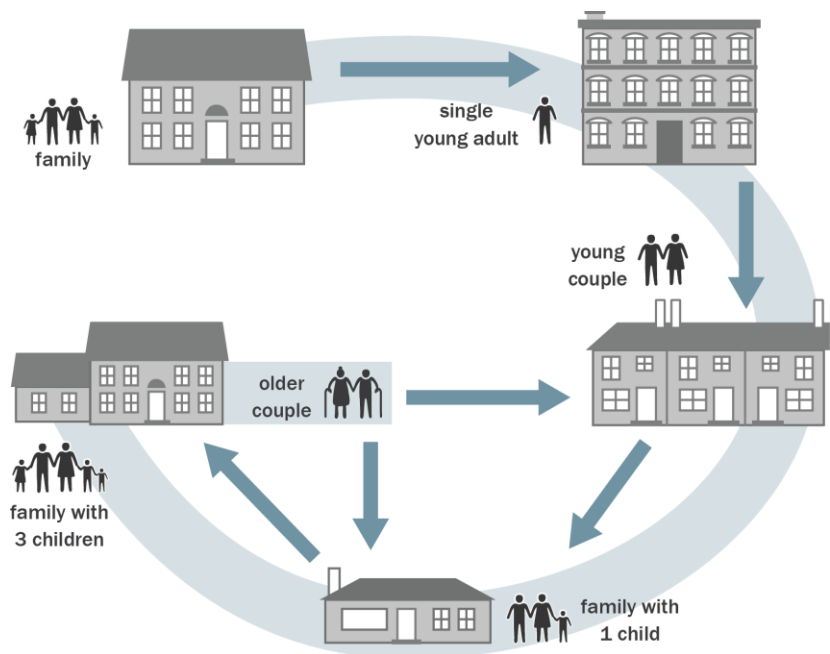
An individual’s housing needs change throughout their life, with changes in income, family composition, and age. The types of housing needed by a 20-year-old college student differ from the needs of a 40-year-old parent with children, or an 80-year-old single adult. As Tualatin’s population ages, different types of housing will be needed to accommodate older residents. The housing characteristics by age data below reveal this cycle in action in Tualatin.

Housing needs and preferences change in predictable ways over time, such as with changes in marital status and size of family.

Families of different sizes need different types of housing.

Exhibit 29. Effect of demographic changes on housing need

Source: ECONorthwest, adapted from Clark, William A.V. and Frans M. Dieleman. 1996. Households and Housing. New Brunswick, NJ: Center for Urban Policy Research.



Growing Population

Tualatin’s population growth will drive future demand for housing in the City over the planning period. The population forecast in Exhibit 31 is Tualatin’s official population forecast, from the Oregon Population Forecast Program. Tualatin must use this forecast as the basis for forecasting housing growth over the 2020 to 2040 period.

Tualatin’s population grew by 81% between 1990 and the 2013-2017 period. Tualatin added 12,122 new residents, at an average annual growth rate of 2.2%.

Exhibit 30. Population Growth and Change, Tualatin, Washington County, Portland Region, Oregon, and the United States, 1990, 2000, 2010, and 2018

Source: U.S. Decennial Census 1990, 2000, 2010, and 2018 Quick Facts. Portland State University 2018 Certified Population Estimates. Note: the Portland Region is the aggregate of Clackamas, Multnomah, and Washington Counties.

	1990	2000	2010	2018	Change 1990 to 2018		
					Number	Percent	AAGR
U.S.	248,709,873	281,421,906	308,745,538	327,167,434	78,457,561	32%	1.0%
Oregon	2,842,321	3,421,399	3,831,074	4,195,300	1,352,979	48%	1.5%
Portland Region	1,174,291	1,444,219	1,641,036	1,839,005	664,714	57%	1.7%
Washington County	311,554	445,342	529,710	606,280	294,726	95%	2.5%
Tualatin	15,013	22,791	26,054	27,055	12,042	80%	2.2%

Tualatin city limits is projected to grow by 627 people between 2020 and 2040, at an average annual growth rate of 0.12%.²⁶

Exhibit 31. Forecast of Population Growth, Tualatin city limits, 2020 to 2040

Source: Metro 2040 Population Distributed Forecast, Exhibit A. July 12, 2016.

26,745	27,372	627	2.3% increase
Residents in 2020	Residents in 2040	New residents 2020 to 2040	0.12% Growth Rate

Tualatin’s Basalt Creek is project to grow by 1,080 people between 2020 and 2040, at an average annual growth rate of 5.68%.²⁷

Exhibit 32. Forecast of Population Growth, Basalt Creek, 2020 to 2040

Source: Metro 2040 TAZ Forecast, Population Estimates (TAZ 980 and 981). November 6, 2015.

535	1,616	1,080	202% increase
Residents in 2020	Residents in 2040	New residents 2020 to 2040	5.68% Growth Rate

²⁶ This forecast of population growth is based on Tualatin’s (city limits) official population forecast from Metro 2040 Population Distributed Forecast (2016). ECONorthwest extrapolated the population forecast for 2015 (to 2020) using an average annual growth rate.

²⁷ This forecast of population growth is based on Basalt Creek’s official population forecast from Metro 2040 TAZ Population Forecast (2015). ECONorthwest extrapolated the population forecast for 2015 (to 2020) using an average annual growth rate.

Aging Population

This section shows two key characteristics of Tualatin’s population, with implications for future housing demand in Tualatin:

- **Seniors.** Tualatin currently has a smaller share of people over 60 years old than Washington County. As Tualatin’s senior population grows, it will have increasing demand for housing that is suitable for older demographics.

Demand for housing for seniors will grow over the planning period, as the Baby Boomers continue to age and retire. The Washington County forecast share of residents aged 60 years and older will account for 24% of its population in 2040, compared to around 18% in the 2013-2017 period.

The impact of growth in seniors in Tualatin will depend, in part, on whether older people already living in Tualatin continue to reside there as they retire. National surveys show that, in general, most retirees prefer to age in place by continuing to live in their current home and community as long as possible.²⁸ Tualatin may be attractive to newly retiring seniors because of its location within the Portland Metro region.

Growth in the number of seniors will result in demand for housing types specific to seniors, such as small and easy-to-maintain dwellings, assisted living facilities, or age-restricted developments. Senior households will make a variety of housing choices, including: remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, moving in with family, or moving into group housing (such as assisted living facilities or nursing homes), as their health declines. The challenges aging seniors face in continuing to live in their community include changes in healthcare needs, loss of mobility, the difficulty of home maintenance, financial concerns, and increases in property taxes.²⁹

- **Tualatin has a slightly larger share of younger people than the Portland Region.** About 26% of Tualatin’s population and Washington County’s population is under 20 years old, compared to 24% of the Portland Region’s population. The forecast for population growth in Washington County shows the percent of people under 20 years staying static at 24% of the population in 2013-2017 to 2040.

People currently aged 20 to 40 are referred to as the Millennial generation and account for the largest share of population in Oregon.³⁰ By 2040, they will be about 40 to 60 years of age. The forecast for Washington County shows a slight shift in Millennials from about 29% of the population in 2020 to about 25% of the population in 2040.

²⁸ A survey conducted by the AARP indicates that 90% of people 50 years and older want to stay in their current home and community as they age. See <http://www.aarp.org/research>.

²⁹ “Aging in Place: A toolkit for Local Governments” by M. Scott Ball.

³⁰ Pew Research Center. (March 2018). “Defining generations: Where Millennials end and post-Millennials begin” by Michael Dimock. Retrieved from: <http://www.pewresearch.org/fact-tank/2018/03/01/defining-generations-where-millennials-end-and-post-millennials-begin/>.

Tualatin's ability to attract people in this age group will depend, in large part, on whether the city has opportunities for housing that both appeals to and is affordable to Millennials. Again, Tualatin is attractive because of the amenities of the Portland Metro region.

The long-term housing preference of Millennials is uncertain. Research suggests that Millennials' housing preferences may be similar to the Baby Boomers, with a preference for smaller, less costly units. Recent surveys about housing preference suggest that Millennials want affordable single-family homes in areas that offer transportation alternatives to cars, such as suburbs or small cities with walkable neighborhoods.³¹

A recent survey of people living in the Portland region shows that Millennials prefer single-family detached housing. The survey finds that housing price is the most important factor in choosing housing for younger residents.³² The survey results suggest Millennials are more likely than other groups to prefer housing in an urban neighborhood or town center.

Growth in Millennials in Tualatin will result in increased demand for both affordable single-family detached housing (such as small single-family detached units like cottages), as well as increased demand for affordable townhouses and multifamily housing. Growth in this population will result in increased demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable.

³¹ The American Planning Association, "Investing in Place; Two generations' view on the future of communities." 2014.

"Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," Transportation for America.

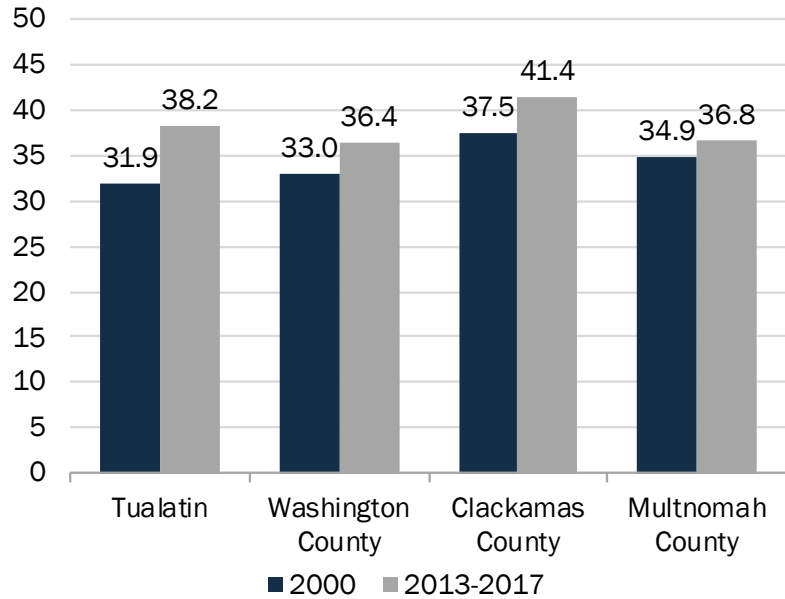
"Survey Says: Home Trends and Buyer Preferences," National Association of Home Builders International Builders

³² Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

From 2000 to 2013-2017, Tualatin's population grew older on average.

Exhibit 33. Median Age, Tualatin, Washington County, Clackamas County, and Multnomah County, 2000 and 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census Table B01002, 2013-2017 ACS, Table B01002.

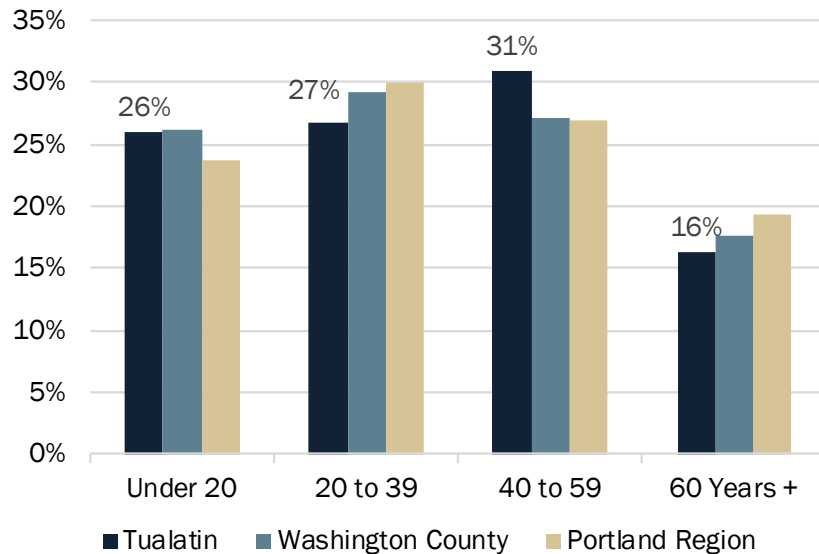


In the 2013-2017 period, about 58% of Tualatin's residents were between the ages of 20 and 59 years.

Tualatin had a slightly smaller share of people over the age of 60 than Washington County and Portland Region.

Exhibit 34. Population Distribution by Age, Tualatin, Washington County, and Portland Region, 2013-2017

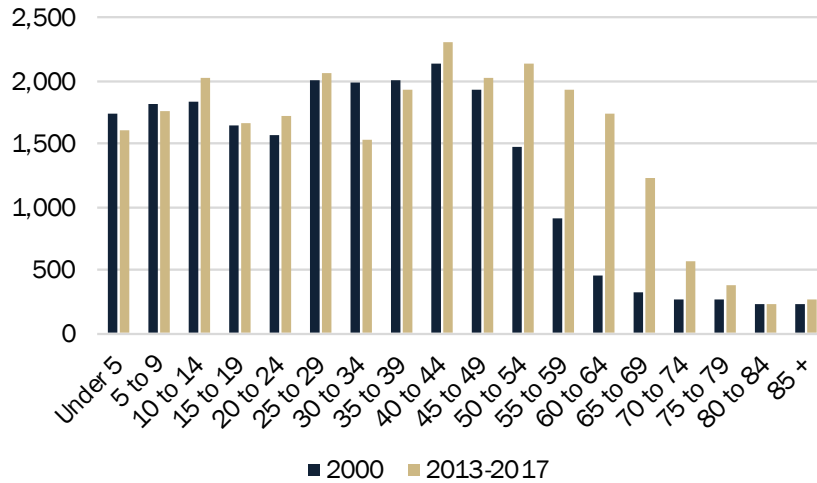
Source: U.S. Census Bureau, 2013-2017 ACS, Table B01001.



The number of senior residents in Tualatin grew between 2000 and the 2013-2017 period.

Exhibit 35. Population Distribution by Age, Tualatin, 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census Table P012 and 2013-2017 ACS, Table B01001.



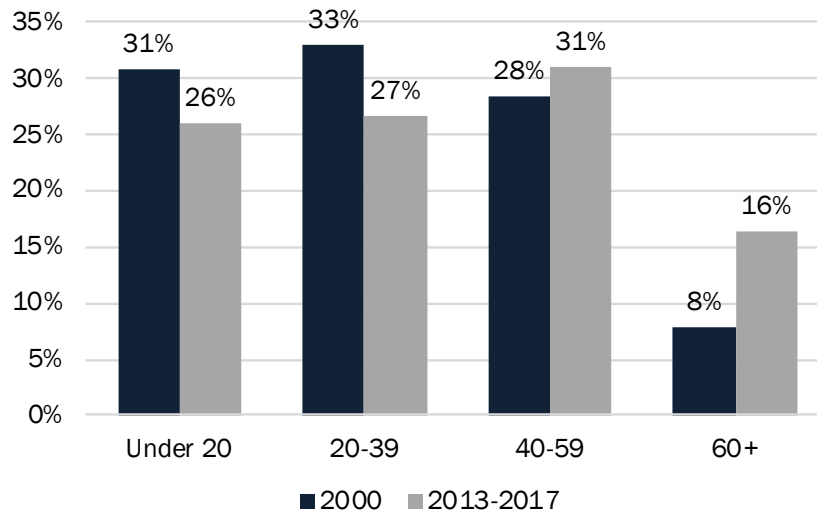
Between 2000 and 2013-2017, the share of Tualatin’s population aged 60 years and older doubled.

Tualatin’s population aged 60 years and older grew by 2,643 people between 2000 and 2013-2017.

This increase can be explained in part through aging of the Baby Boomers across the Portland Region. Development of senior housing in Tualatin likely attracted seniors to Tualatin, increasing the percentage of people over 60 years old in the city.

Exhibit 36. Population Composition by Age, Tualatin, 2000 and 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census Table P012 and 2013-2017 ACS, Table B01001.



Between 2020 and 2040, Washington County’s population over 60 years old is forecast to grow the fastest, by 62%.

Exhibit 37. Fastest-growing Age Groups, Washington County, 2020 to 2040

Source: Portland State University, Population Research Center, Washington County Forecast, June 2017.

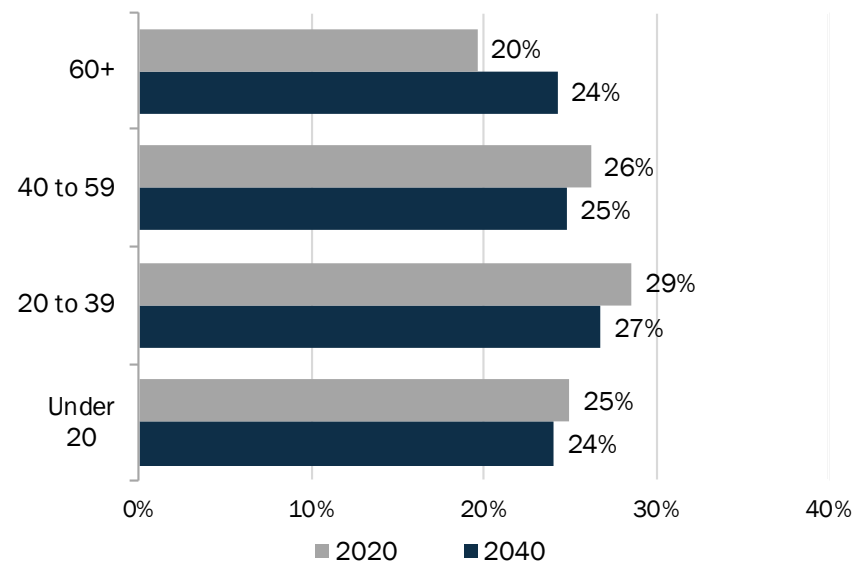
23%	23%	24%	62%
36,773	40,023	38,953	75,217
People	People	People	People
Under 20	20-39 Yrs	40-59 Yrs	60+ Yrs

Between 2020 and 2040, the share of Washington County residents over the age of 40 will make up 49% of the county's total population.

Of the age cohorts shown in Exhibit 38, the share of residents over 60 years of age will increase by 2040, while the share of all other age cohorts will decrease.

Exhibit 38. Population Growth by Age Group, Washington County, 2020 to 2040

Source: Portland State University, Population Research Center, Washington County Forecast, June 2017.



Increased Ethnic Diversity

Tualatin is becoming more ethnically diverse. The Latinx population grew from 12% of Tualatin's population in 2000 to 16% of the population in the 2013-2017 period, adding about 1,774 new Latinx residents. Tualatin is more ethnically diverse than the Portland Region.

The U.S. Census Bureau forecasts that at the national level, the Latinx population will continue growing faster than most other non-Latinx population between 2020 and 2040. The Census forecasts that the Latinx population will increase 93% from 2016 to 2060 and foreign-born Latinx population will increase by about 40% in that same time.³³

Continued growth in the Latinx population will affect Tualatin's housing needs in a variety of ways.³⁴ Growth in first and, to a lesser extent, second and third generation Latinx immigrants, will increase demand for larger dwelling units to accommodate the, on average, larger household sizes for these households. Foreign-born households, including Latinx immigrants, are more likely to include multiple generations, requiring more space than smaller household

³³ U.S. Census Bureau, *Demographic Turning Points for the United States: Population Projections for 2020 to 2060*, pg. 7, https://www.census.gov/content/dam/Census/library/publications/2018/demo/P25_1144.pdf

³⁴ Pew Research Center. *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*, February 7, 2013, Appendix 8, <http://www.pewsocialtrends.org/2013/02/07/appendix-1-detailed-demographic-tables/>. National Association of Hispanic Real Estate Professionals. *2017 State of Hispanic Homeownership Report*, 2017.

sizes. As Latinx households integrate over generations, household size typically decreases, and housing needs become similar to housing needs for all households.

According to the *State of Hispanic Homeownership* report from the National Association of Hispanic Real Estate Professionals³⁵, Latinx accounted for 28.6% of the nation’s household formation in 2017. Household formations, for Latinx homeowners specifically, accounted for 15% of the nation’s net homeownership growth. The rate of homeownership for Latinx increased from 45.4% in 2014³⁶ to 46.2% in 2017. The only demographic that increased their rate of homeownership from 2016 to 2017 was for Latinx households.

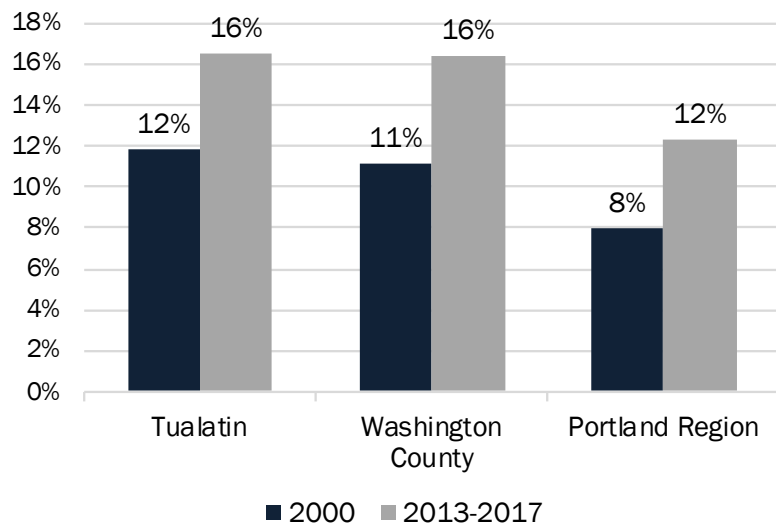
The *State of Hispanic Homeownership* report also cites the lack of affordable housing products as a substantial barrier to homeownership. The report finds that Latinx households are more likely than non-Latinx households to be nuclear households, comprised of married couples with children, and multiple-generation households in the same home, such as parents and adult children living together. These housing preferences—affordability and larger household size—will influence the housing market as the Latinx population continues to grow.³⁷ Accordingly, growth in Latinx households will result in increased demand for housing of all types, both for ownership and rentals, with an emphasis on housing that is comparatively affordable.

The share of Tualatin’s population that is Latinx increased by 4% (1,774 people) from 2000 to 2013-2017.

Tualatin was more ethnically diverse than the Portland Region.

Exhibit 39. Latinx Population as a Percent of the Total Population, Tualatin, Washington County, Portland Region, 2000, 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2013-2017 ACS Table B03002.



³⁵ National Association of Hispanic Real Estate Professionals (2017). *2017 State of Hispanic Homeownership Report*.

³⁶ Ibid.

³⁷ Ibid.

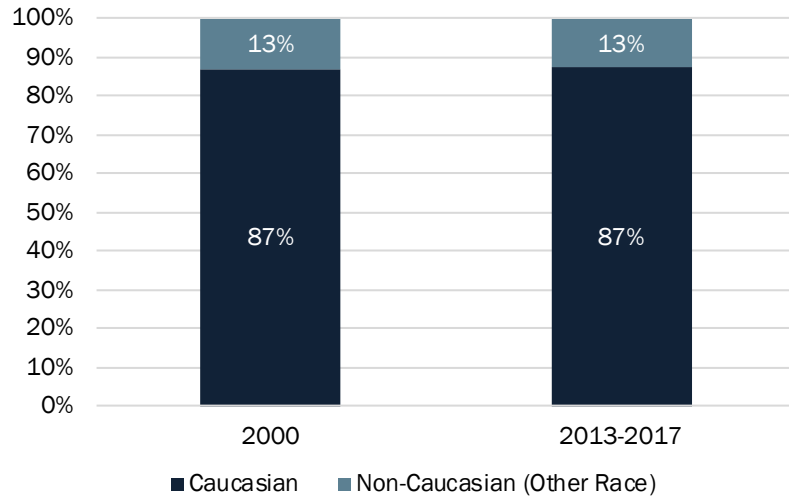
Racial Diversity³⁸

The non-Caucasian population is defined as the share of the population that identifies as a race other than “White alone” according to Census definitions. Racial diversity in Tualatin did not increase between 2000 and the 2013-2017 period and. In the 2013-2017 period, Tualatin was less racially diverse than both the county and region.

The share of the non-white population in Tualatin stayed the same from 2000 to 2013-2017.

Exhibit 40. Non-Caucasian Population as a Percent of Total Population, Tualatin, 2000 and 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2013-2017 ACS Table B02001.

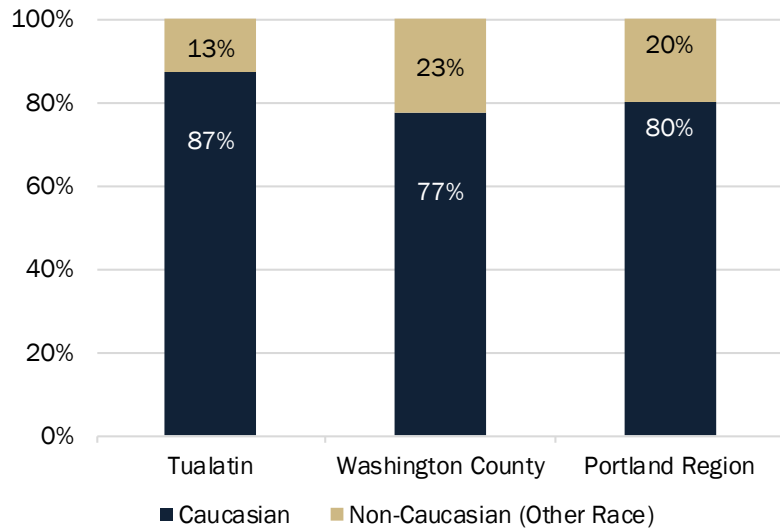


³⁸ The US Census Bureau considers race and ethnicity as two distinct concepts. The Census applies two categories for ethnicity, which are Hispanic or Latino (i.e., Latinx) and Not Hispanic or Latino (i.e., Non-Latinx). Latinx is an ethnicity and not a race, meaning individuals who identify as Latinx may be of any race. The share of the population that identifies as Latinx should not be added to percentages for racial categories.

In the 2013-2017 period, Tualatin was less racially diverse than Washington County and the Portland Region.

Exhibit 41. Non-Caucasian Population as a Percent of Total Population, Tualatin, Washington County, and the Portland Region 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS Table B02001.



Homelessness

Washington County's point-in-time homeless count decreased by about 4% (22 people) from 2017 to 2018.

Between 2015 and 2018, individuals who were homeless (and sheltered) decreased 17%. Individuals who were homeless (and unsheltered) decreased 9%.

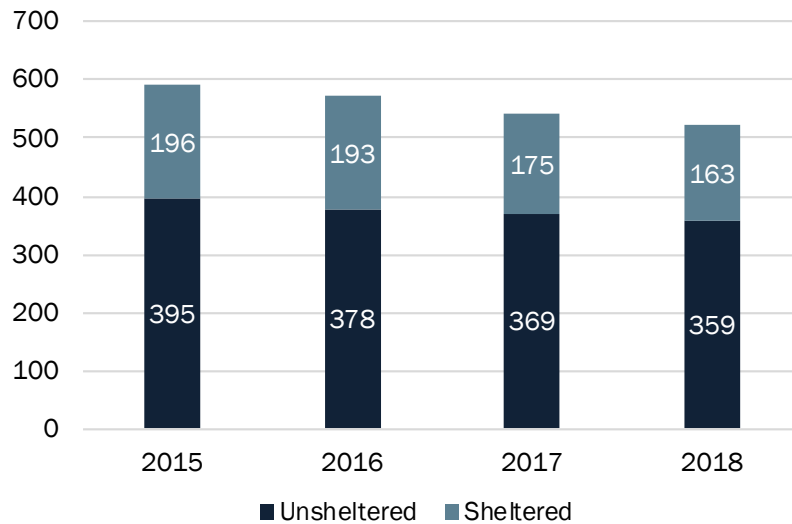
Exhibit 42. Number of Persons Homeless, Washington County, Point-in-Time Count, 2017 and 2018

Source: Washington County, Point in Time Count, January 2017, 2018

544 Persons **522 Persons**
2017 2018

Exhibit 43. Number of Persons Homeless by Living Situation, Washington County, Point-in-Time Count, 2015 through 2018

Source: Washington County, Point in Time Count, January 2015, 2016, 2017, 2018



Household Size and Composition

Tualatin’s households are smaller than Washington County’s households. Tualatin’s household composition shows that households in Tualatin are similar to Washington County and Portland Region averages.

Tualatin’s average household size was smaller than Washington County’s and Clackamas County’s, but larger than Multnomah County’s.

Exhibit 44. Average Household Size, Tualatin, Washington County, Clackamas County, Multnomah County, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25010.



According to the two most recent Decennial Censuses, Tualatin’s average household size (for householder identifying as Latinx) decreased by 0.27 person.

Exhibit 45. Average Household Size for Latinx Householder, Tualatin, 2000 and 2010

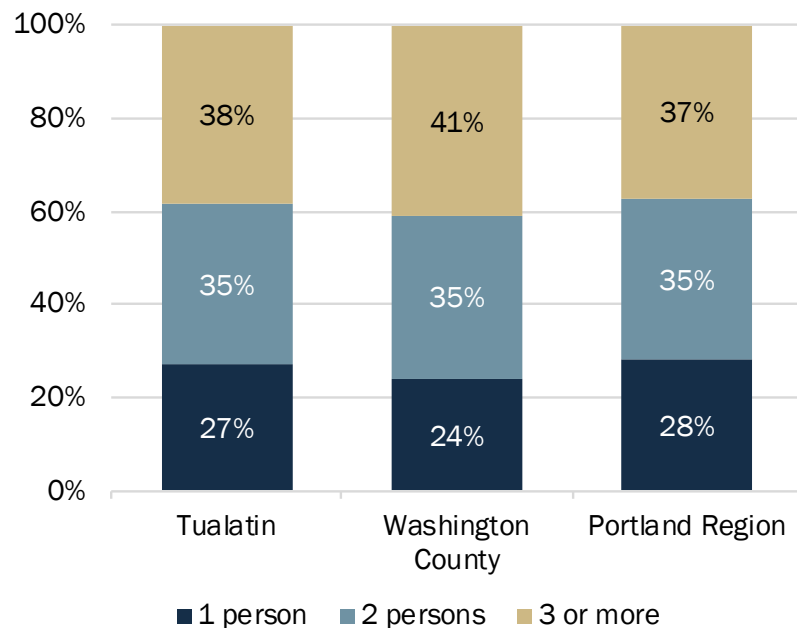
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25010.



About 62% of Tualatin’s households were 1- or 2-person households, compared to 59% of Washington County’s and 63% of the Portland Region’s households.

Exhibit 46. Household Size, Tualatin, Washington County, and Portland Region, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25010.

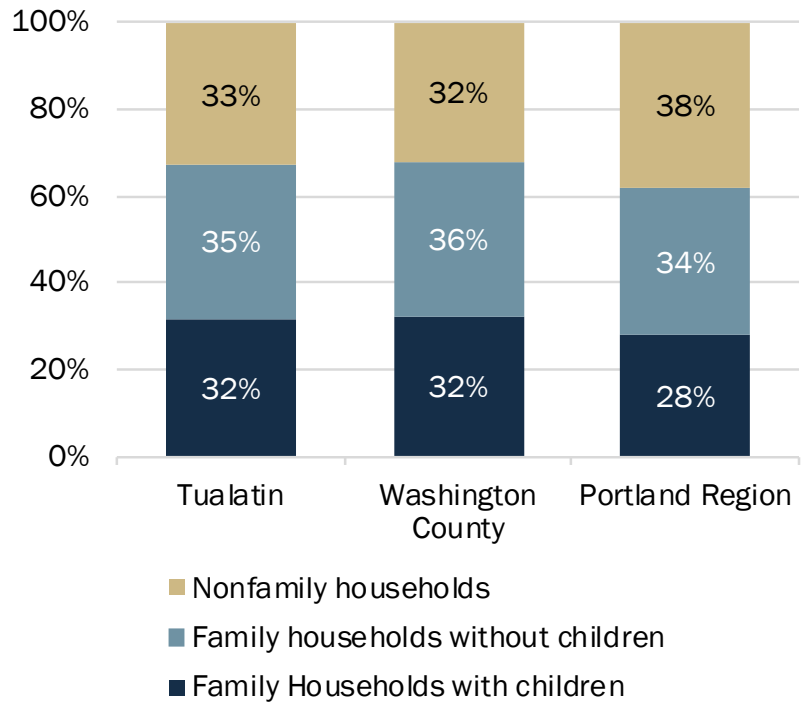


Tualatin had a similar household composition to Washington County. Compared to the Portland Region, Tualatin had a smaller share of nonfamily households and a larger share of family households with children.

About a third of Tualatin's households were non-family households (i.e. 1-person households and households composed of roommates).

Exhibit 47. Household Composition, Tualatin, Washington County, and Portland Region, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table DP02.



Households, with a Latinx head of household, were more likely to have more than one occupant per room in the 2013-2017 period, compared to all households and households with a Caucasian head of household.

Exhibit 48. Occupants per Room, Tualatin, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25014.

2.2%

All Households

1.8%

Households, with White (alone) head of household

11.3%

Households, with Latinx head of household

Income of Tualatin Residents

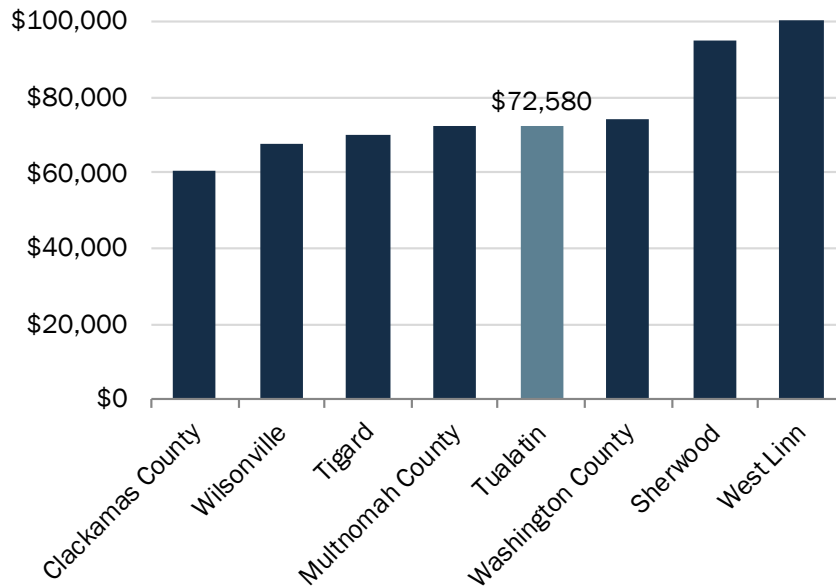
Income is one of the key determinants in housing choice and households' ability to afford housing. Income for residents living in Tualatin was lower than the Washington County median income and the state's.

Over the 2013-2017 period, Tualatin's median household income (MHI) was below that of Washington County's.

Tualatin's MHI was \$1,453 lower than Washington County's MHI (\$74,033).

Exhibit 49. Median Household Income, Tualatin, Washington County, and Comparison regions, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25119.



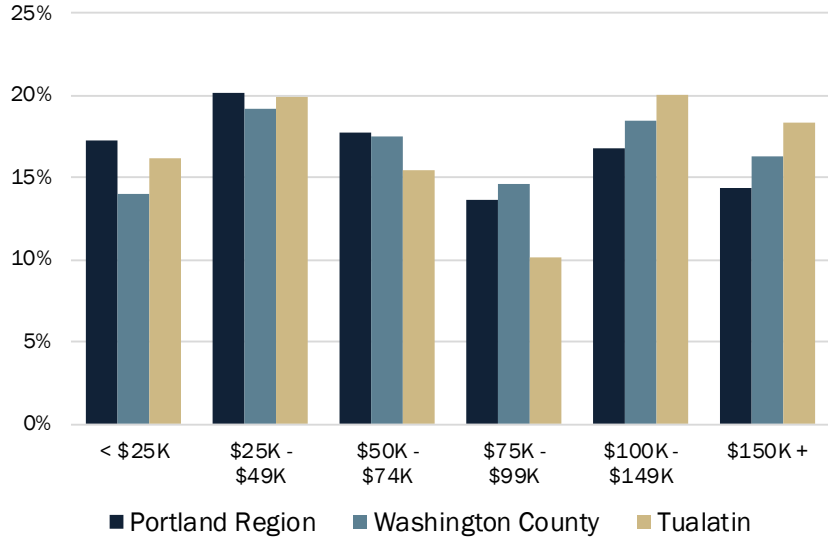
Tualatin had a larger share of higher-earning households.

About 38% of Tualatin’s households earned more than \$100,000 per year, compared to 35% of Washington County households and 31% of the Portland Region’s households.

About 36% of Tualatin’s households earned \$50,000 or less per year, compared to 33% of Washington County’s households and 37% of the Portland Region’s households.

Exhibit 50. Household Income, Tualatin, Washington County, and Portland Region, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19001.

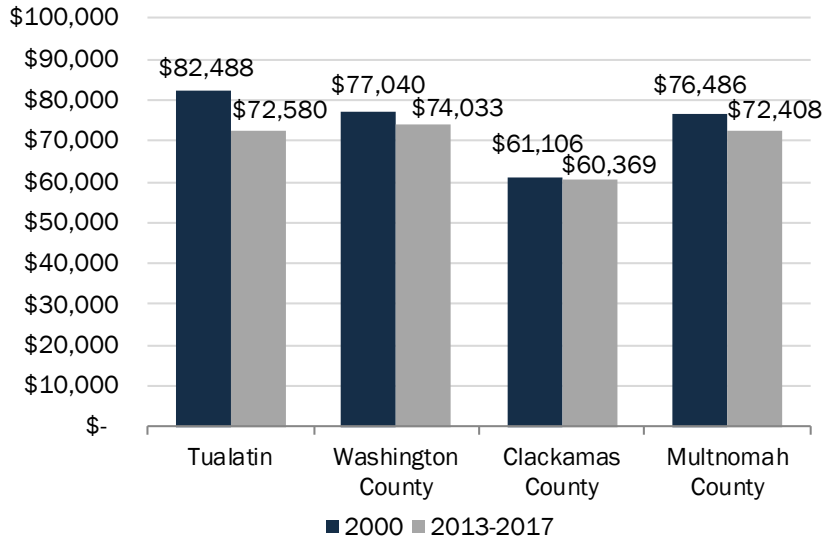


After adjusting for inflation, Tualatin’s median household income (MHI) decreased by 12%, from \$82,488 in 2000 to \$72,580 in 2013-2017.

In this same time, Washington County’s MHI decreased by 4%, Clackamas County’s MHI decreased by 1%, and Multnomah County’s MHI decreased by 5%.

Exhibit 51. Change in Median Household Income (Inflation-adjusted 2017 dollars), Tualatin, Washington County, Clackamas County, and Multnomah County, 2000 and 2013-2017

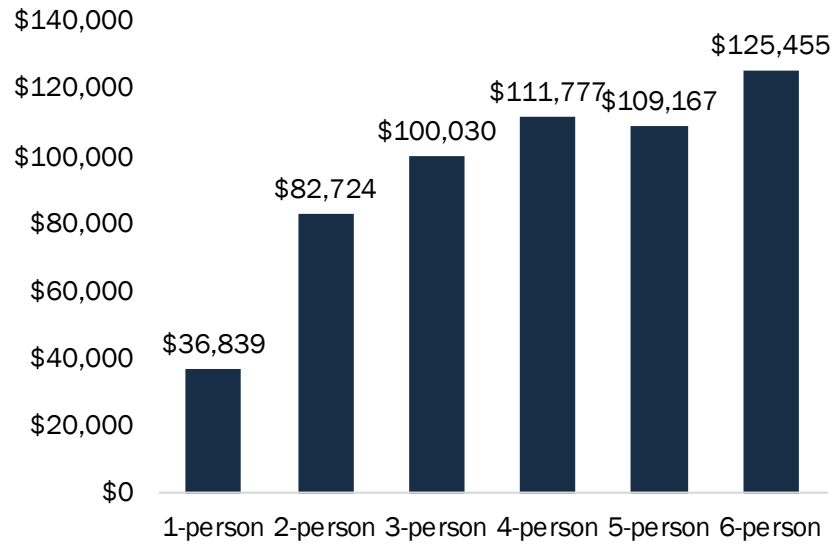
Source: U.S. Census Bureau, 2000 Decennial Census, Table HCT012; 2013-2017 ACS 5-year estimate, Table B25119; Bureau of Labor Statistics Inflation Calculator.



The median household income for a 4-person household was 3x the median household income for a 1-person household.

Exhibit 52. Median Household Income by Household Size, Tualatin, 2013-2017

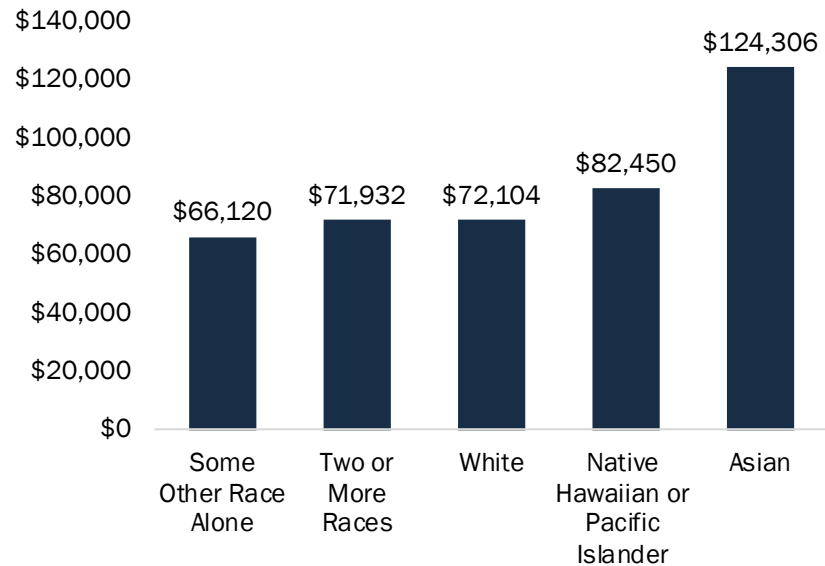
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25119.



Median household income, of households with an Asian head of household, were proportionately higher in Tualatin.

Exhibit 53. Median Household Income by Race of the Head of Household, Tualatin, 2013-2017

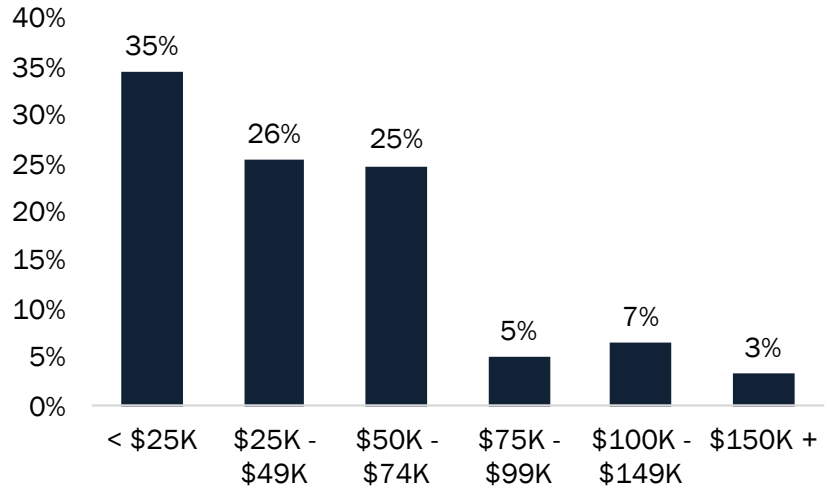
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19013A-G. Note: data was not available for heads of households identifying as a Black / African American or as American Indian and Alaska Native.



Most households with a Latinx head of household earned less than \$50,000 per year.

Exhibit 54. Household Income by Latinx Head of Household, Tualatin, 2013-2017

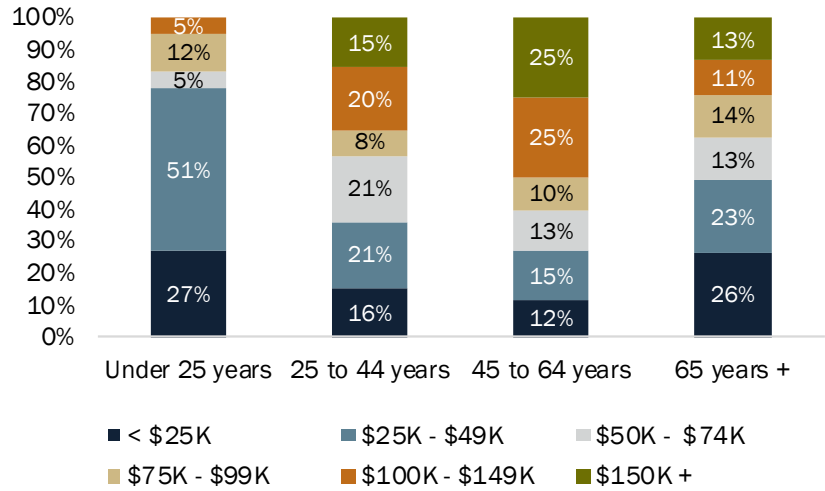
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19001I.



In the 2013-2017 period, 78% of households with a householder 25 and younger and 49% of households with a householder 65 years and older earned less than \$50,000 per year.

Exhibit 55. Household Income by Age of Householder, Tualatin, 2013-2017

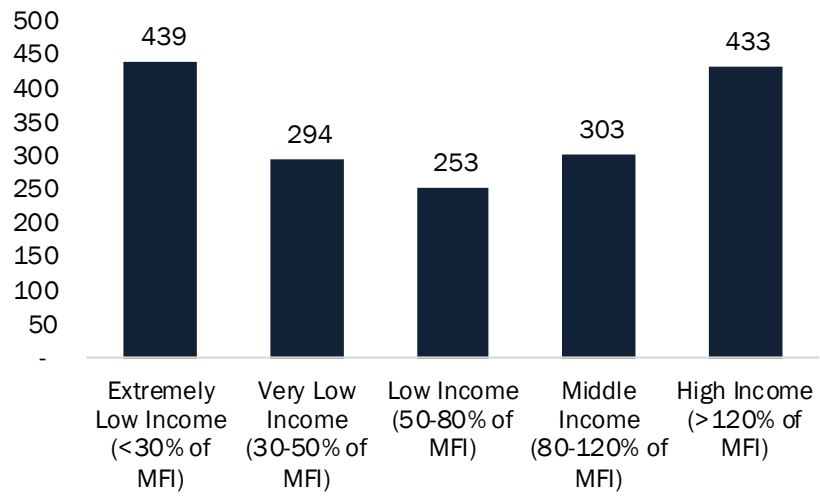
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19037.



About a quarter of households with a householder aged 65 years and older) were extremely low income in the 2013-2017 period. About a quarter of those households were high income.

Exhibit 56. Median Family Income (\$81,400) by Age of Householder (Aged 65 Years and Older), Tualatin, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table XXXX. Note: Median Family Income for Washington County was \$81,400 (U.S. Department of Housing and Urban Development).



Commuting Trends

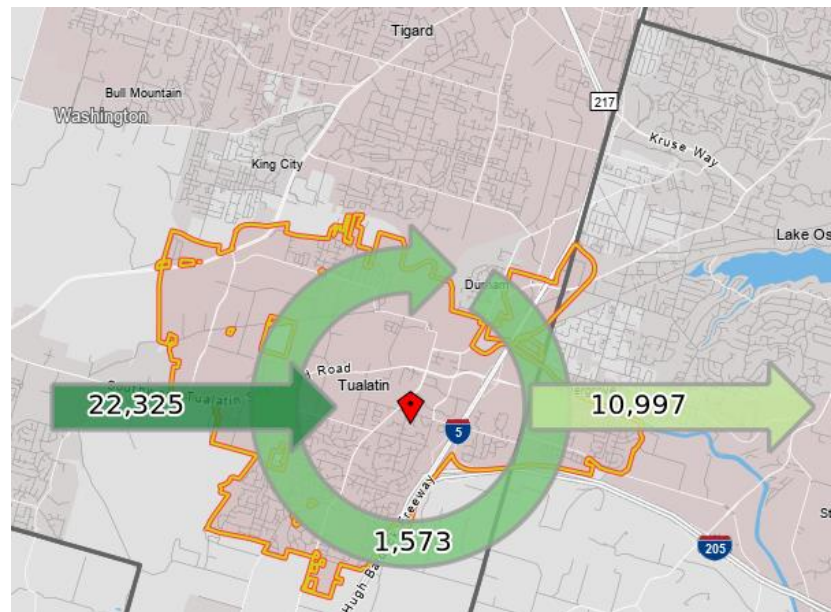
Tualatin is part of the complex, interconnected economy of the Portland Region. Of the more than 23,800 people who work in Tualatin, 93% of workers commute into Tualatin from other areas, most notably Portland, Tigard, Beaverton, and Hillsboro. Almost 11,000 residents of Tualatin commute out of the city for work, many of them to Portland.

Tualatin is part of an interconnected regional economy.

More than 22,000 people commuted into Tualatin for work, and nearly 11,000 people living in Tualatin commuted out of the city for work.

Exhibit 57. Commuting Flows, Tualatin, 2015

Source: U.S. Census Bureau, Census On the Map.



About 7% of people who worked at businesses located in Tualatin also lived in Tualatin.

The remainder commuted from Portland and other parts of the Region.

Exhibit 58. Places Where Workers at Businesses in Tualatin Live, 2015

Source: U.S. Census Bureau, Census On the Map.



About 27% of Tualatin residents worked in Portland.

A little over 12% of Tualatin residents lived and worked in Tualatin.

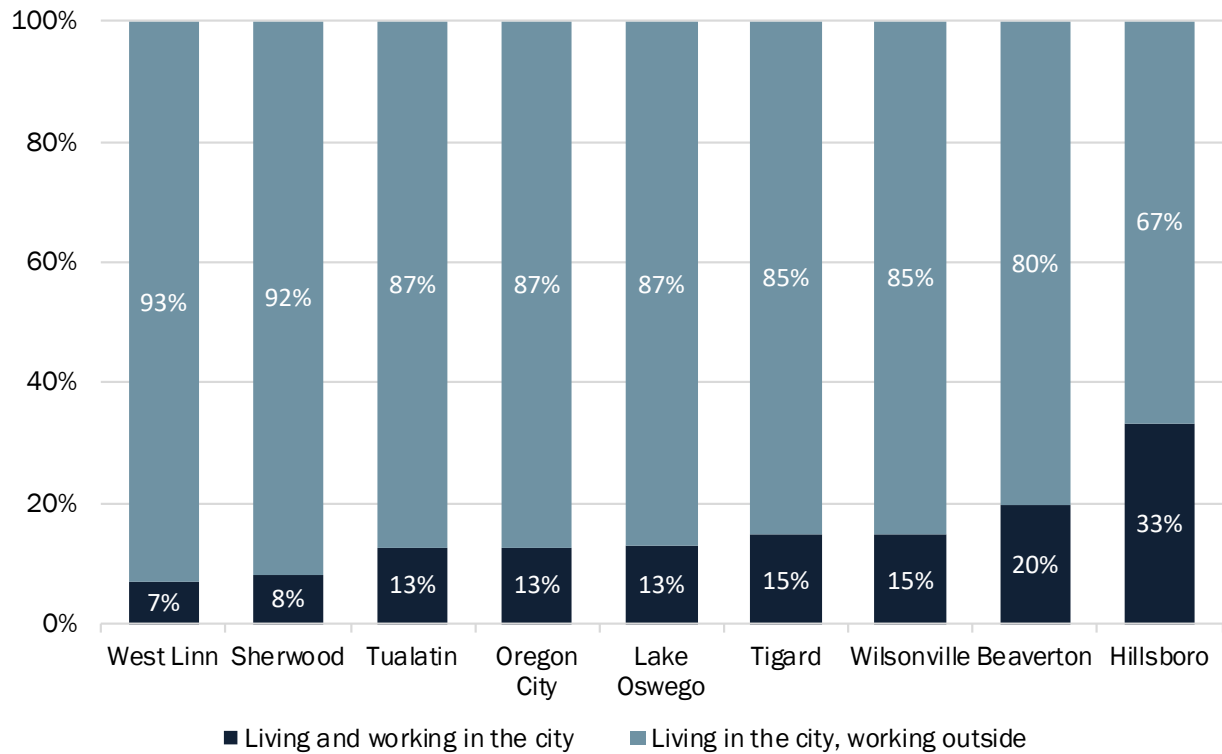
Exhibit 59. Places Where Tualatin Residents were Employed, 2015

Source: U.S. Census Bureau, Census On the Map.



Exhibit 60. Commuting Flows of Residents, Tualatin Relative to Comparison Geographies, 2015

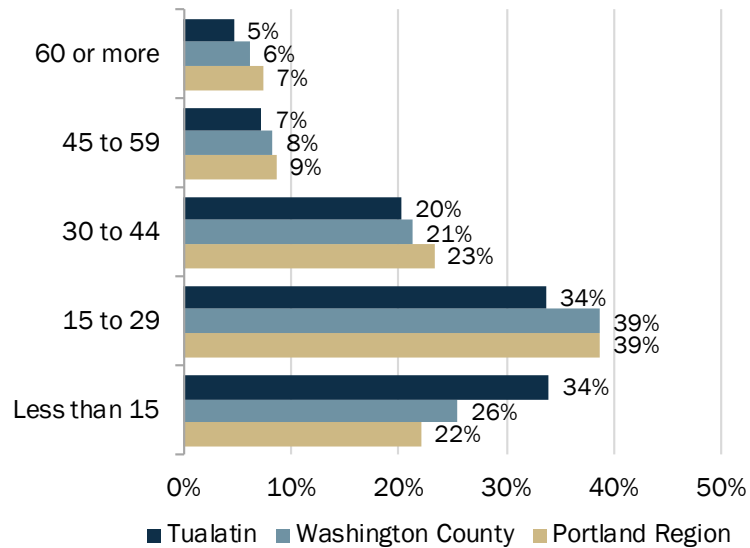
Source: U.S. Census Bureau, Census On the Map.



Most of Tualatin residents (68%) had a commute time that took less than 30 minutes.

Exhibit 61. Commute Time by Place of Residence, Tualatin, Washington County, and Portland Region, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B08303.



Regional and Local Trends Affecting Affordability in Tualatin

This section describes changes in sales prices, rents, and housing affordability in Tualatin. It uses cities in the region, as well as Washington County and Oregon, as comparisons.

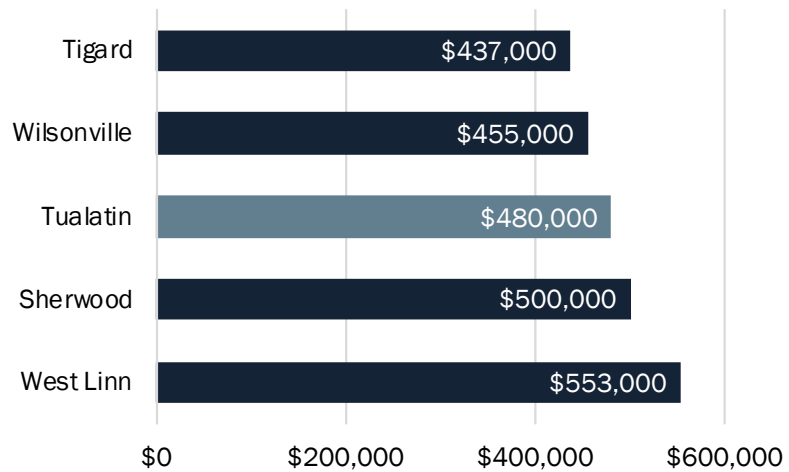
Changes in Housing Costs

With a median sale price of \$480,000 in February 2019, Tualatin’s housing sales were slightly higher than some comparison cities in this analysis, but below sale prices of other cities. Tualatin’s housing prices grew along with comparison cities over the January 2015 to February 2019 analysis period.

Tualatin’s median home sale price was within range of comparison cities.

Exhibit 62. Median Home Sale Price, Tualatin and Comparison Cities, February 2019

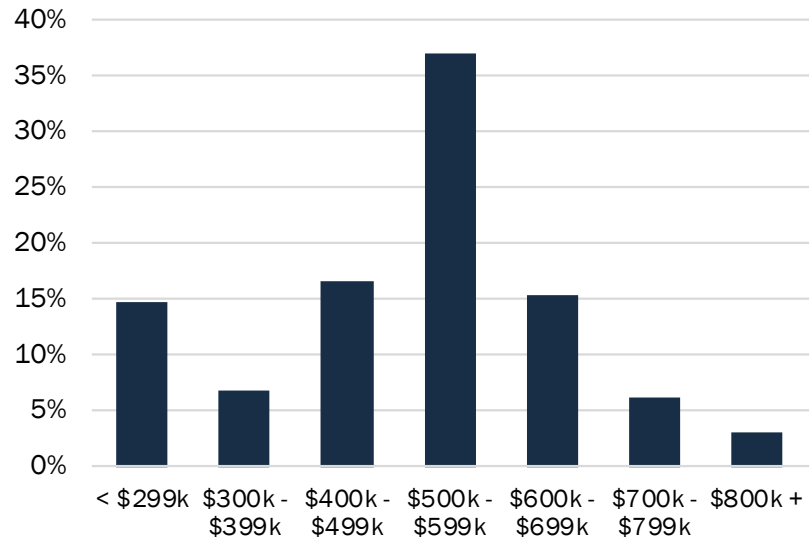
Source: Redfin.



In 2017 through 2018, more than half of the homes (62%) in Tualatin sold for more than \$500,000.

Exhibit 63. Distribution of Home Sale Prices, Tualatin, 2017–2018

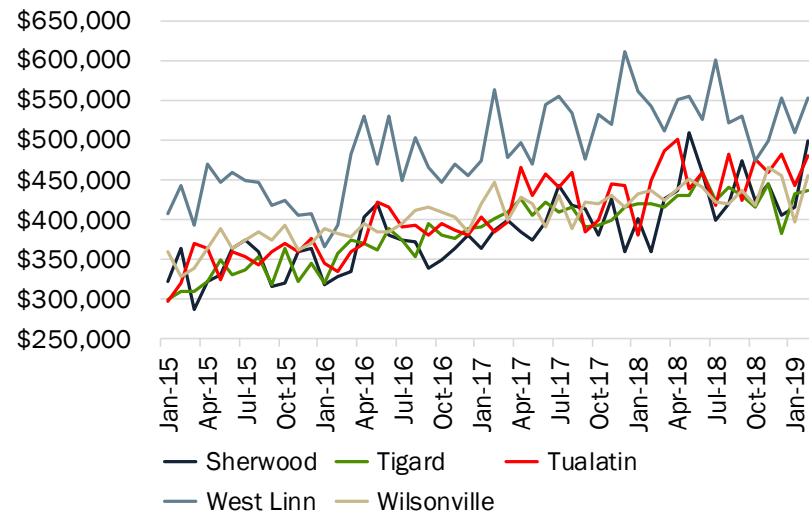
Source: RLIS.



Between January 2015 and February 2019, home sale prices in Tualatin followed similar trends to other nearby cities (with West Linn as an outlier).

Exhibit 64. Median Sale Price, Tualatin and Comparison Cities, January 2016–February 2019

Source: Redfin.



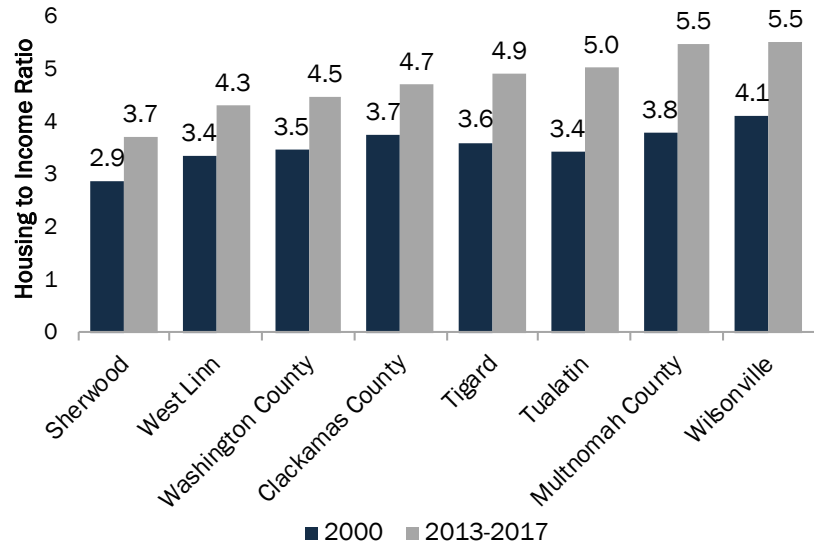
Since 2000, housing costs in Tualatin increased faster than incomes.

The household reported median value of a house in Tualatin was 3.4 times the median household income (MHI) in 2000 and 5.0 times MHI in 2016.

The decline of housing affordability was more extreme than in Washington County overall.

Exhibit 65. Ratio of Median Housing Value to Median Household Income, Tualatin, Washington County, and Comparison Jurisdictions, 2000 to 2013–2017³⁹

Source: U.S. Census Bureau, 2000 Decennial Census, Tables HCT012 and H085, and 2012–2016 ACS, Tables B19013 and B25077.



³⁹ This ratio compares the median value of housing in Tualatin (and other places) to the median household income. Inflation-adjusted median owner values in Tualatin increased from \$282,532 in 2000 to \$365,700 in 2013–2017. Over the same period, inflation-adjusted median income decreased from \$82,488 to \$72,580.

Rental Costs

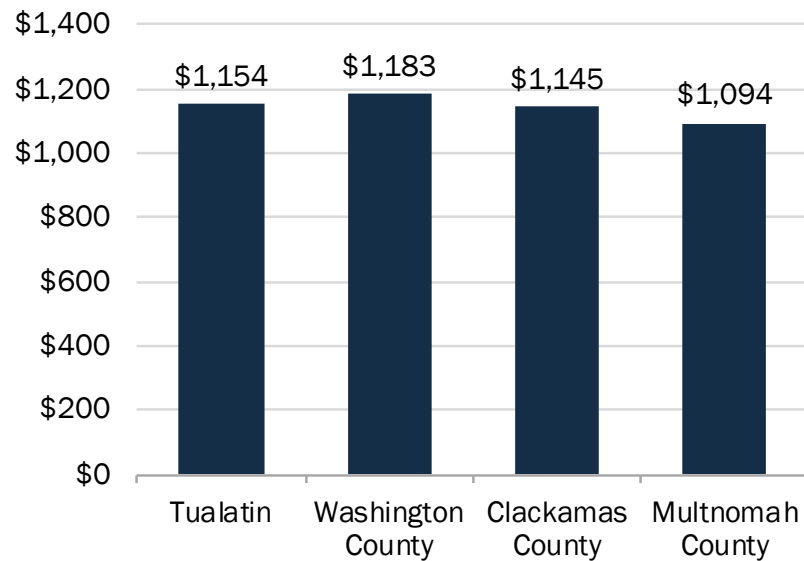
Median multifamily rents in Tualatin and Washington County are about \$1,200. The following charts show gross rent (which includes the cost of rent plus utilities) for Tualatin in comparison to Washington County and the Portland Region.

The median gross rent in Tualatin was \$1,154 in the 2013-2017 period.

Rent in Tualatin was comparable to that of comparison regions.

Exhibit 66. Median Gross Rent, Tualatin, Washington County, Clackamas County, and Multnomah County, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25064.

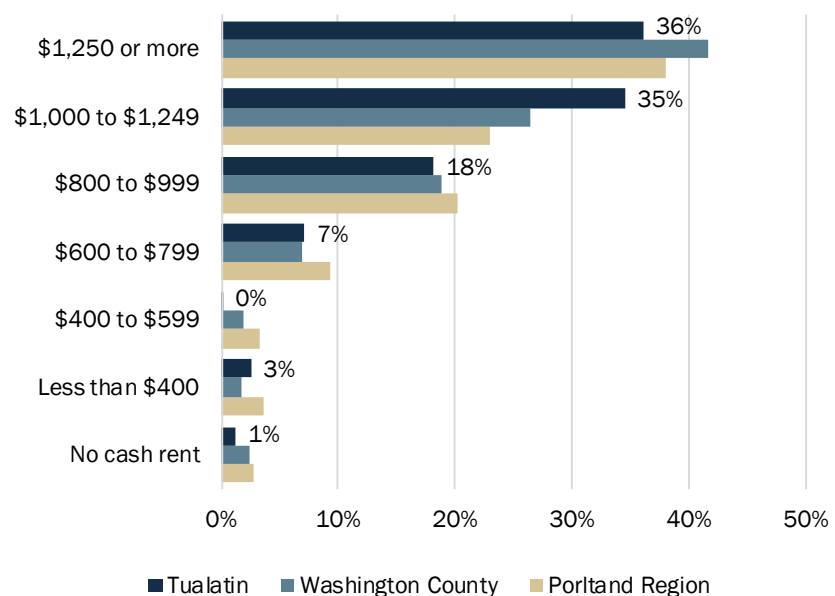


Most renters in Tualatin paid more than \$1,000 per month in rent.

About 36% of Tualatin's renters paid \$1,250 or more in gross rent per month, a smaller share than renters across Washington County (42%) and the Portland Region (38%).

Exhibit 67. Gross Rent, Tualatin, Washington County, and Portland Region, 2013-2017

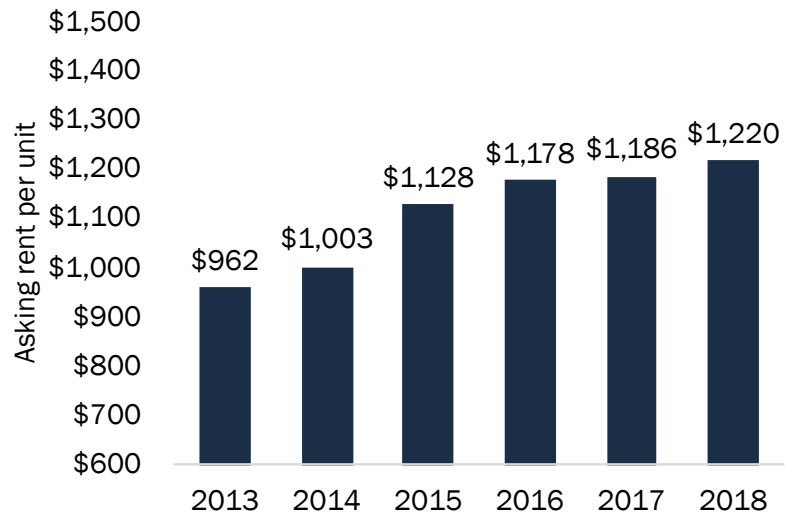
Source: U.S. Census Bureau, 2013-2017 ACS Table B25063.



Tualatin's average asking multifamily rent per unit increased by \$372, from \$848 in 2010 to \$1,220 in 2018.

Exhibit 68. Average Asking Multifamily Rent Per Unit, Tualatin, 2013 through 2018

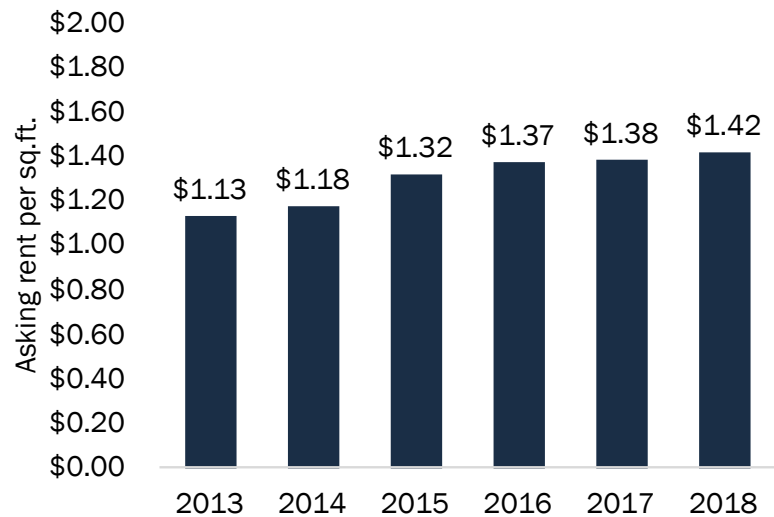
Source: CoStar.



Tualatin's average asking multifamily rent per square foot had increased since 2013.

Exhibit 69. Average Asking Multifamily Rent per Square Foot, Tualatin, 2013 through 2018

Source: CoStar.



Housing Affordability

A typical standard used to determine housing affordability is that a household should pay no more than a certain percentage of household income for housing, including payments and interest or rent, utilities, and insurance. The Department of Housing and Urban Development’s guidelines indicate that households paying more than 30% of their income on housing experience “cost burden,” and households paying more than 50% of their income on housing experience “severe cost burden.” Using cost burden as an indicator is one method of determining how well a city is meeting the Goal 10 requirement to provide housing that is affordable to all households in a community.

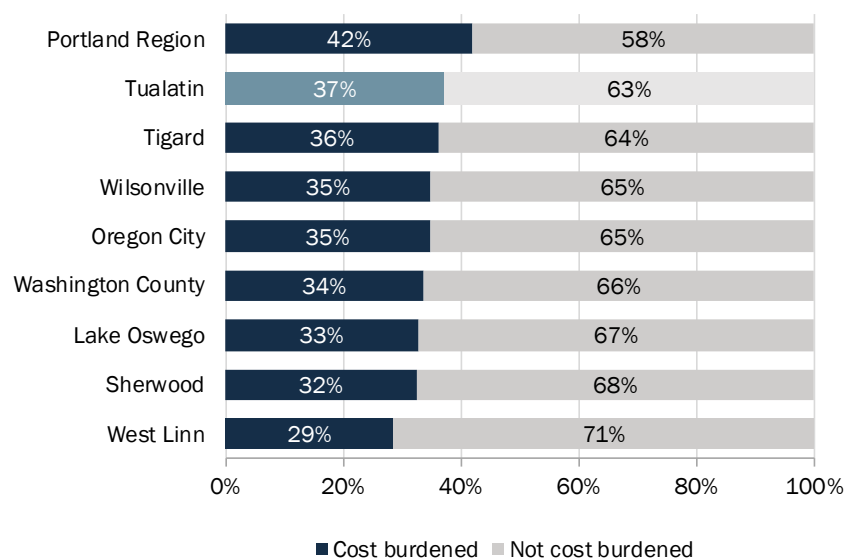
About 37% of Tualatin’s households (renters and homeowners) are cost burdened, of which 16% are severely cost burdened. About 56% of renter households (households who rent) are cost burdened, compared with 22% of homeowners (households who own their own home). Twenty-five percent of households in Tualatin are rent burdened households.⁴⁰ Overall, Tualatin has a slightly larger share of cost-burdened households than Washington County but a lower share of cost-burdened households than the Portland Region.

Overall, about 37% of all households in Tualatin were cost burdened.

In the 2013-2017 period, Tualatin had one of the highest rates of cost burdened households relative to other comparison areas.

Exhibit 70. Housing Cost Burden, Tualatin, Washington County, and Comparison Areas, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS Tables B25091 and B25070.

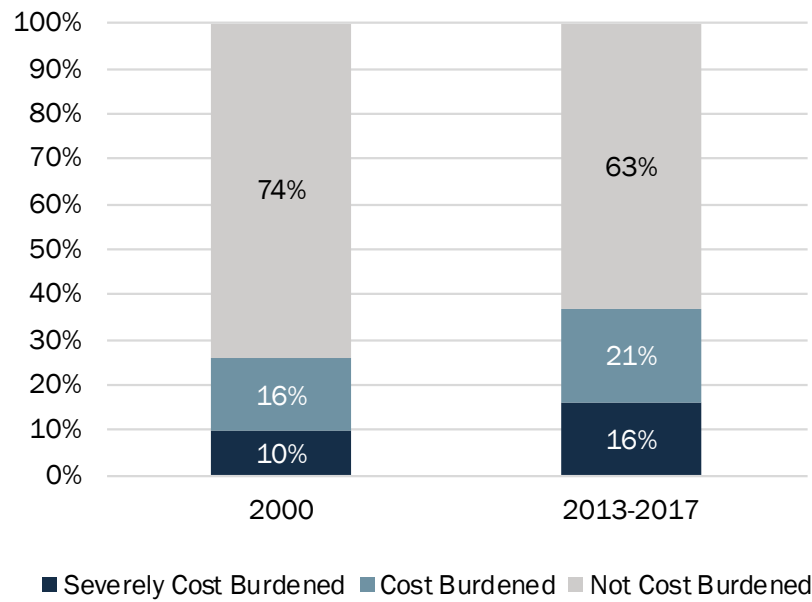


⁴⁰ Cities with populations >10,000 are required, per HB 4006, to assess “rent burden” if more than 50% of renters are cost burdened. In Tualatin as of the 2013-2017 period, 56% of total renter households were cost burdened. Upon further assessment, we find that a quarter (25%) of Tualatin’s households (renters and homeowners) were cost burdened renters (households that rent housing and pay more than 30% of their income on housing).

From 2000 to the 2013-2017 period, the share of cost burdened and severely cost burdened households in Tualatin grew by 11%.

Exhibit 71. Change in Housing Cost Burden, Tualatin, 2000 to 2013-2017

Source: U.S. Census Bureau, 2000 Decennial Census, Tables H069 and H094 and 2013-2017 ACS Tables B25091 and B25070.

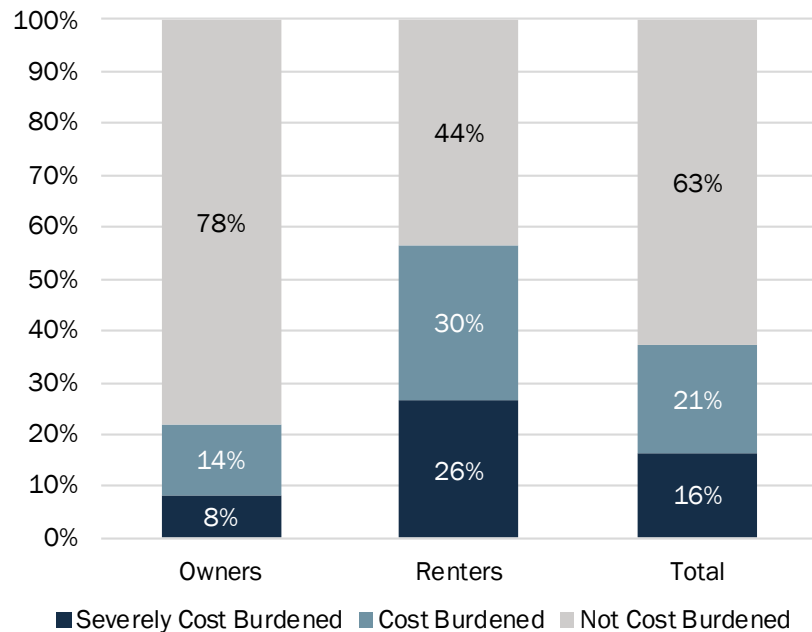


Renters were more likely to be cost burdened than homeowners.

In the 2013-2017 period, about 56% of Tualatin’s renters were cost burdened or severely cost burdened, compared to 22% of homeowners.

Exhibit 72. Housing Cost Burden by Tenure, Tualatin, 2013-2017

Source: U.S. Census Bureau, 2013-2017 ACS Tables B25091 and B25070.

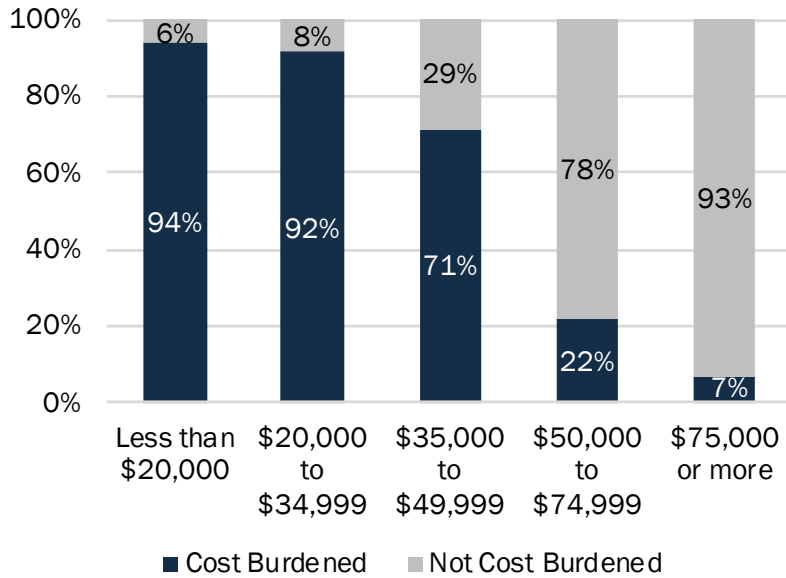


Nearly all renter households earning less than \$35,000 per year were cost burdened.

Most households earning between \$35,000 and \$50,000 per year were cost burdened.

Exhibit 73. Cost Burdened Renter Households, by Household Income, Tualatin, 2013-2017

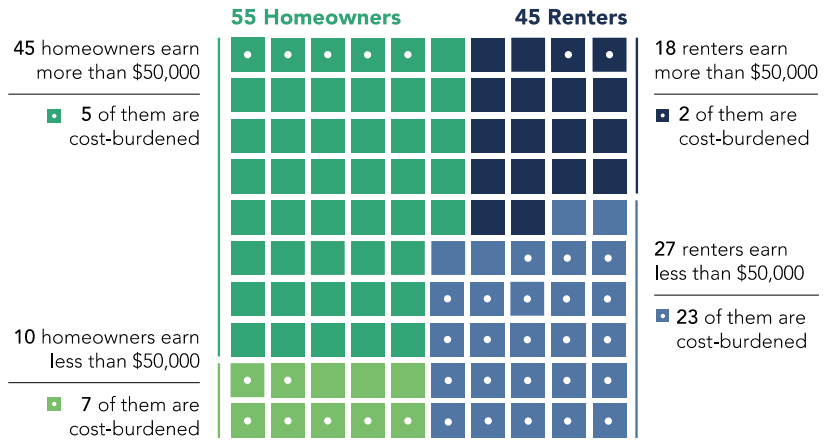
Source: U.S. Census Bureau, 2013-2017 ACS Table B25074.



If all of Tualatin's households were 100 residents, 27 households would be renters earning \$50,000 or less per year; 23 of these households (85%) would be cost burdened.

Exhibit 74. Illustration of Cost Burden: If all of Tualatin's Households were 100 Residents

Source: U.S. Census Bureau, 2013-2017 ACS Table S2503.



Another measure of cost burden is considering housing costs plus transportation costs. When examining housing and transportation cost burden, a household is considered cost burdened if they spend more than 45% of gross income on housing and transportation costs combined. Metro's 2014 *Metro Urban Growth Report* contains extensive documentation of housing and transportation cost burden.

Tualatin residents spend between 34% and 40% of their income on housing plus transportation costs.

Compared to the Metro Region, Tualatin residents spend a similar percentage of their income on housing and transportation costs.

Exhibit 75. Average Cost of Transportation and Housing as a Percent of Income, Tualatin and the Metro Region, 2010 and 2035⁴¹

Source: 2014 Metro Urban Growth Report, Appendix 12.

2010	40% \$2,541 per month Tualatin	39% \$2,300 per month Metro UGB
	2035	34% \$2,723 per month Tualatin

Using Metro's definition for cost burdened, about 15% of households in Tualatin are forecast to be cost burdened by 2035, comparable with the region.

Exhibit 76. Percent of Households with Housing and Transportation Cost Burden, Tualatin and the Metro Region, 2010 and 2035

Source: 2015 Metro Urban Growth Report, Appendix 12.

2010	20% 2,046 households Tualatin	17% 104,100 households Metro UGB
	2035	15% 1,838 households Tualatin

⁴¹ 2035 estimates use Metro's Medium Growth forecast.

While cost burden is a common measure of housing affordability, it does have some limitations. Two important limitations are:

- A household is defined as cost burdened if the housing costs exceed 30% of their income, regardless of actual income. The remaining 70% of income is expected to be spent on non-discretionary expenses, such as food or medical care, and on discretionary expenses. Households with higher incomes may be able to pay more than 30% of their income on housing without impacting the household’s ability to pay for necessary non-discretionary expenses.
- Cost burden compares income to housing costs and does not account for accumulated wealth. As a result, the estimate of how much a household can afford to pay for housing does not include the impact of a household’s accumulated wealth. For example, a household of retired people may have relatively low income but may have accumulated assets (such as profits from selling another house) that allow them to purchase a house that would be considered unaffordable to them based on the cost burden indicator.

Another way of exploring the issue of financial need is to review housing affordability at varying levels of household income.

Fair Market Rent for a 2-bedroom apartment in Washington County was \$1,330 in 2018.

Exhibit 77. HUD Fair Market Rent (FMR) by Unit Type, Washington County, 2018

Source: U.S. Department of Housing and Urban Development.

\$1,026	\$1,132	\$1,330	\$1,935	\$2,343
Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom

A household must earn at least \$25.58 per hour to afford a two-bedroom unit at Fair Market Rent (\$1,330) in Washington County.

Exhibit 78. Affordable Housing Wage, Washington County, 2018

Source: U.S. Department of Housing and Urban Development; Oregon Bureau of Labor and Industries.

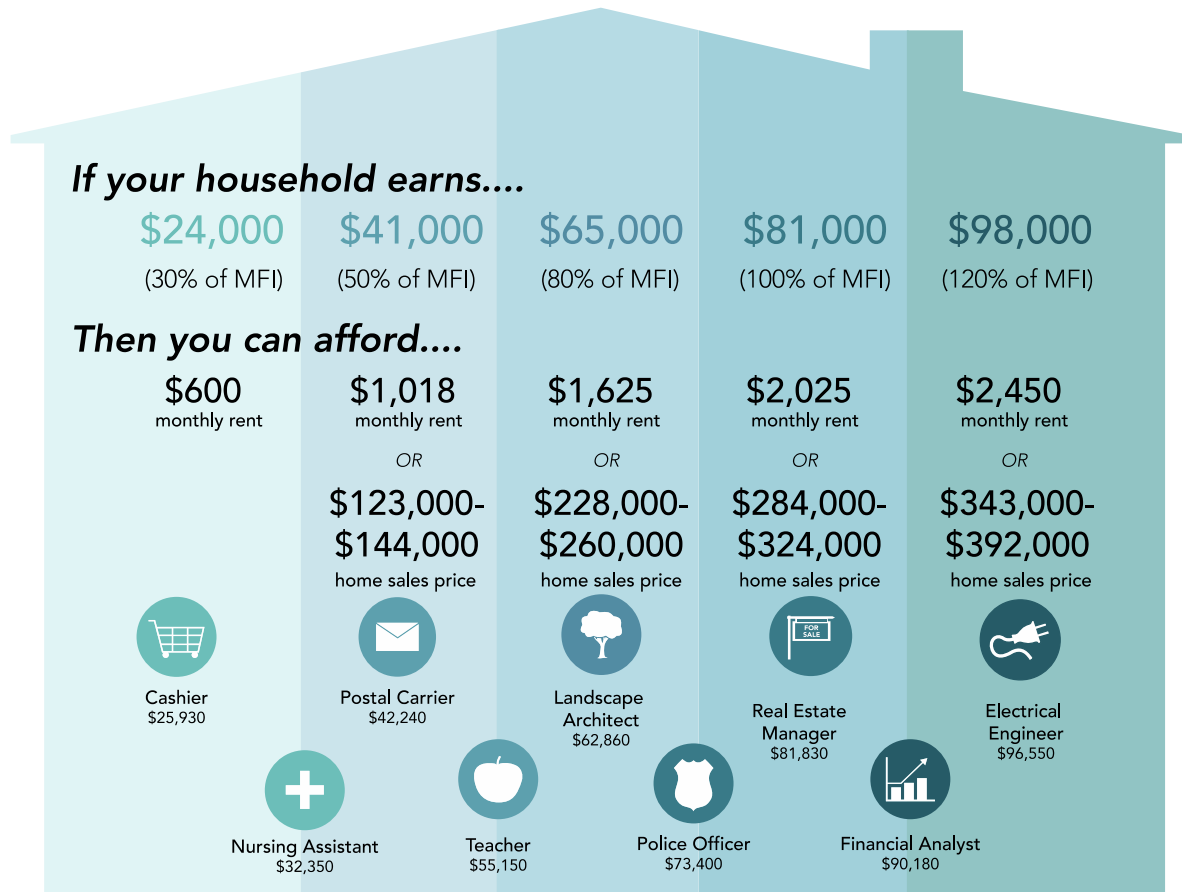
\$25.58 per hour

Affordable Housing Wage for two-bedroom Unit in Washington County

Illustrated in Exhibit 79, a household earning median family income in Washington County (about \$81,000 per year) can afford a monthly rent of about \$2,025 or a home roughly valued between \$284,000 and \$324,000.

Exhibit 79. Financially Attainable Housing, by Median Family Income (MFI) for Washington County (\$81,400), Tualatin, 2018

Source: U.S. Department of Housing and Urban Development, Washington, 2018. Bureau of Labor Services, 2017, for Portland MSA.



About 26% of Tualatin's households had incomes less than \$41,000 and cannot afford a two-bedroom apartment at Washington County's Fair Market Rent (FMR) of \$1,330.

Exhibit 80. Share of Households, by Median Family Income (MFI) for Washington County (\$81,400), Tualatin, 2018

Source: U.S. Department of Housing and Urban Development, Washington County, 2018. U.S. Census Bureau, 2013-2017 ACS Table 19001.

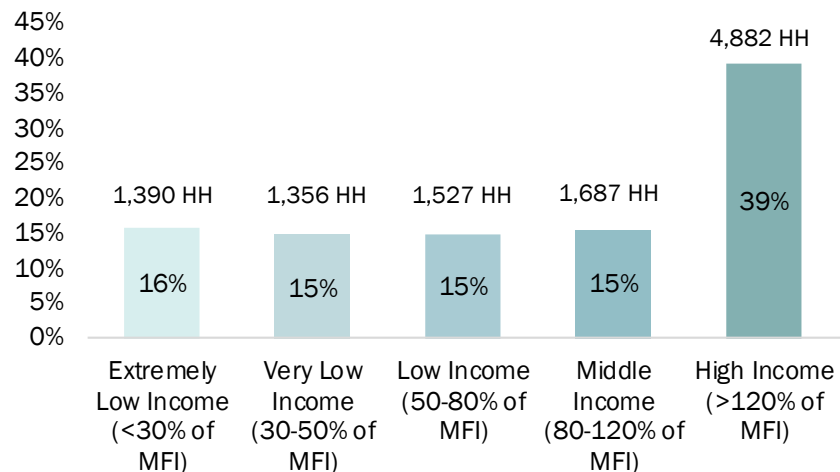
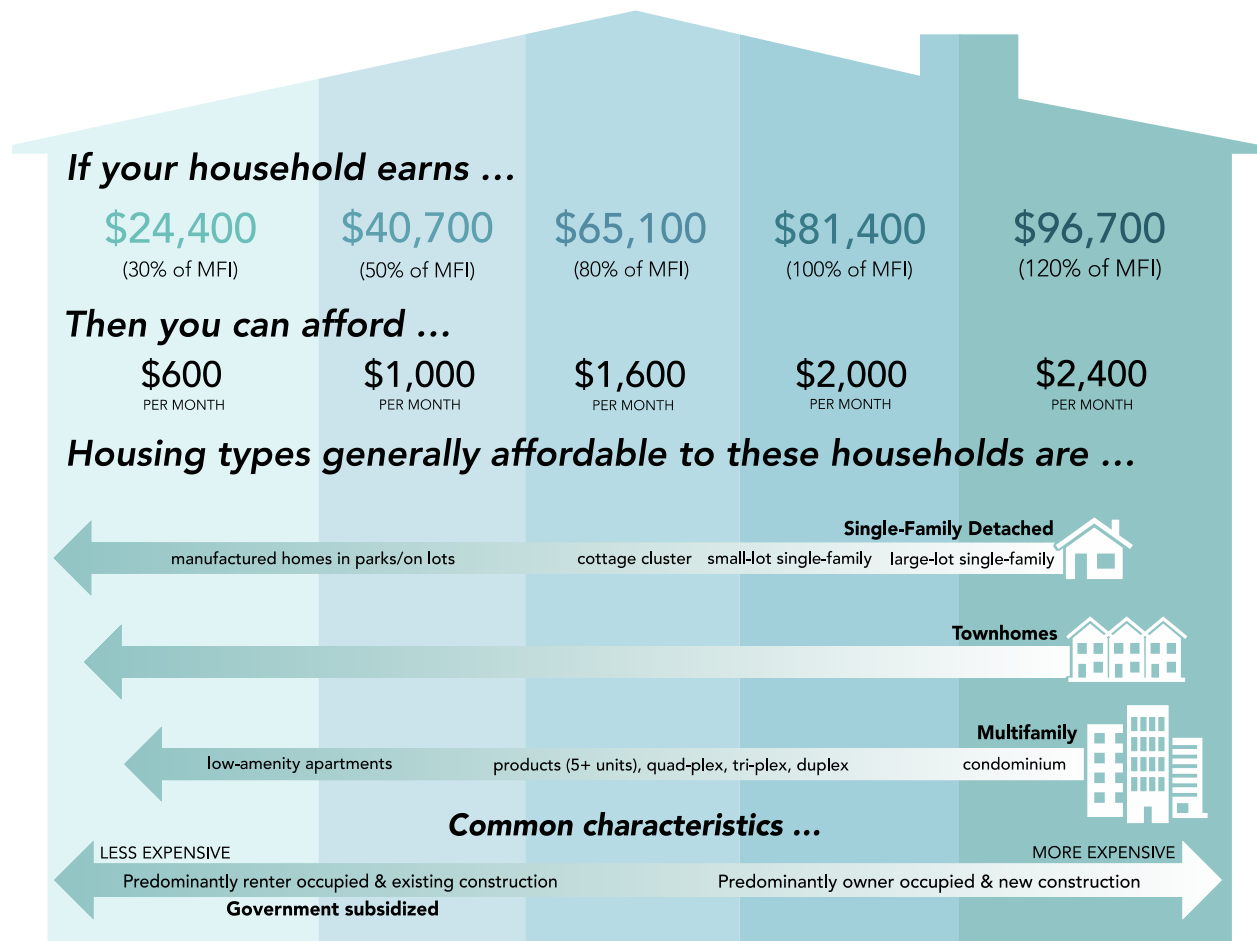


Exhibit 81 illustrates the types of financially attainable housing by income level in Washington County. Generally speaking, lower-income households will be renters occupying existing housing. Newly built housing will be a combination of renters (most likely in multifamily housing) and homeowners. The types of housing affordable for the lowest income households is limited to subsidized housing, manufactured housing, lower-cost single-family housing, and multifamily housing (apartments). The range of financially attainable housing increases with increased income.

Exhibit 81. Types of Financially Attainable Housing by Median Family Income (MFI) for Washington County (\$81,400), Tualatin, 2018

Source: U.S. Department of Housing and Urban Development, Washington County, 2018.



While Exhibit 63 presented a distribution of home sale prices in Tualatin from homes sold in 2017–2018, Exhibit 82 presents a distribution of home sale prices by affordability range for Tualatin in 2016–2018. Most housing sold in Tualatin in 2016, 2017, 2018 these years were affordable to households earning between 150% and 200% of the Median Family Income (MFI), or a household income of about \$122,100 to \$162,800. If housing prices continue to rise as they have in Exhibit 82, Tualatin may need to consider policies to support development of housing affordable for homeownership for households earning 80% to 150% of MFI, such as allowing smaller lot and smaller unit single-family detached housing or townhouses or policies to lower the costs of housing development such as SDC waivers or other financial support for development of housing affordable for homeownership.

Exhibit 82. Distribution of Home Sale Prices by Affordability Range, Tualatin, 2016, 2017, 2018

Source: RLIS. Note: 2018 data is through September 2018.

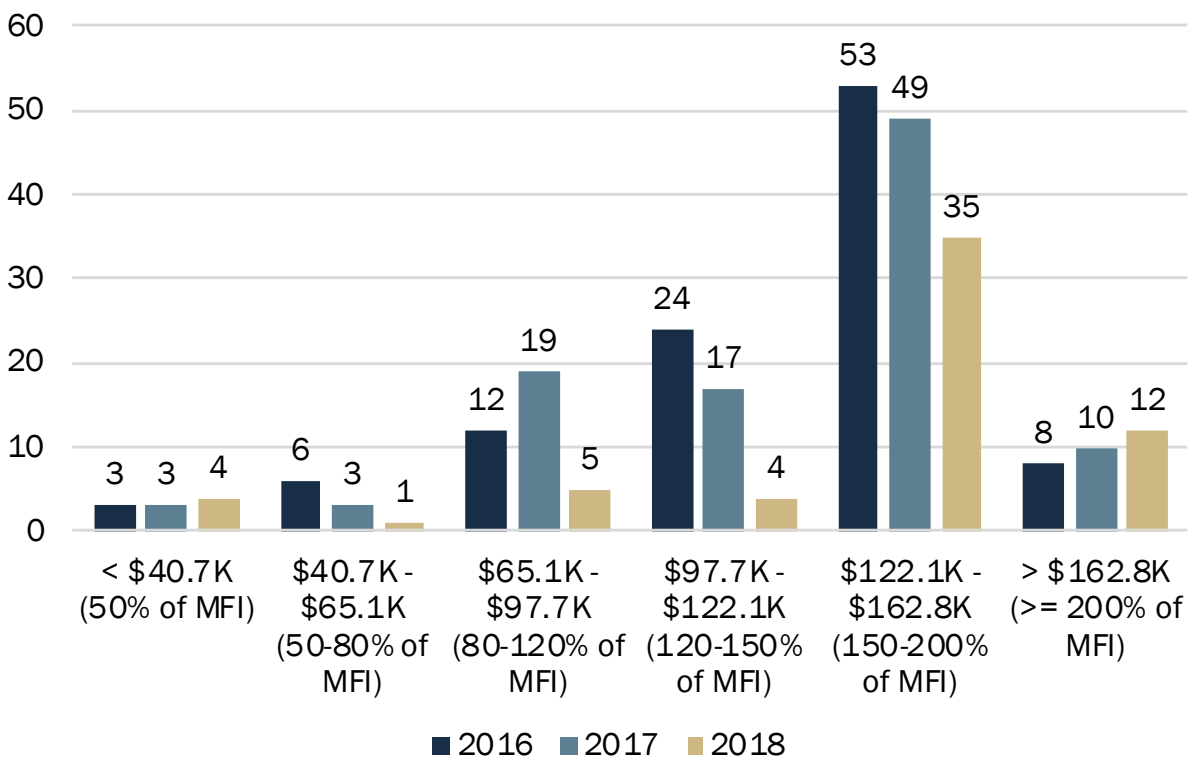
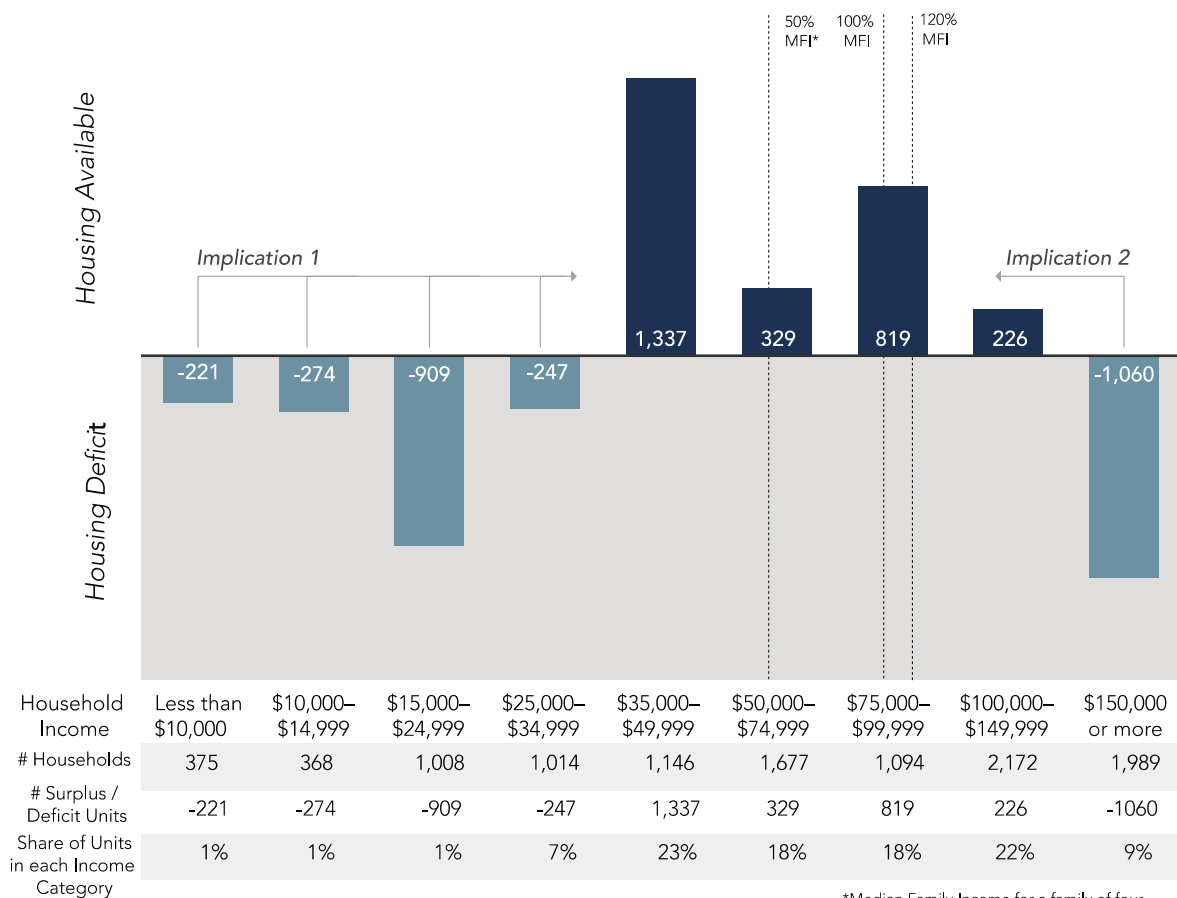


Exhibit 83 compares the number of households by income with the number of units affordable to those households in Tualatin. Tualatin currently has a deficit of housing affordable to households earning less than \$35,000. The types of housing that Tualatin has a deficit of are more affordable housing types such as: government-subsidized housing, multifamily products, and more affordable single-family homes (e.g. tiny homes, cottages, manufactured housing). Tualatin also shows a need for higher amenity housing types for households earning more than \$150,000 per year or more. Higher amenity housing types include single-family detached housing, single-family attached housing (e.g. townhomes and rowhouses), and higher-end multifamily products (including condominiums).

Exhibit 83. Affordable Housing Costs and Units by Income Level, Tualatin, 2018

Source: U.S. Census Bureau, 2013-2017 ACS. Note: MFI is Median Family Income, determined by HUD for the Portland MSA. Portland MSA's MFI in 2018 was \$81,400.



*Median Family Income for a family of four.

Implication 1

Some lower-income households live in housing that is more expensive than they can afford because affordable housing is not available. These households are cost burdened.

Implication 2

Some higher-income households choose housing that costs less than they can afford. This may be the result of the household's preference or it may be the result of a lack of higher-cost and higher-amenity housing that would better suit their preferences.

Exhibit 58 shows that 7% of the people who work in Tualatin also live in Tualatin. One of the key questions for Tualatin is whether people who work at businesses in Tualatin can afford housing in Tualatin.

Tualatin has 0.7 residents for every job (Exhibit 84).⁴² In comparison, Washington County has 1.6 residents for every job and the Portland Region (Clackamas, Multnomah, and Washington County) has 1.4 residents for every job. The large number of jobs relative to the number of residents in Tualatin was an important part of the discussion in the development of the Housing Needs Analysis, with concerns focusing on the impacts of commuting on Tualatin’s transportation system and negative impacts on quality of life in Tualatin (such as heavy traffic congestion).

Tualatin has more jobs per capita than Washington County and the Portland Region.

Exhibit 84. Ratio of Residents to Jobs, Tualatin, 2017

Source: Bureau of Labor Services, Quarterly Census of Employment and Wages.

	Employees	Residents	Residents for every Job
Tualatin	38,838	26,960	0.7
Washington County	595,860	337,127	1.6
Portland Region	1,811,860	1,259,773	1.4

Exhibit 85 shows affordable housing costs for workers at businesses in Tualatin. For example, a household with one individual employed in furniture manufacturing (earning about \$39,000 per year) can afford neither the average multifamily rents in Tualatin (\$1,220 per month) nor the median housing sale price in Tualatin (about \$480,000 as of February 2019) is affordable.

However, Exhibit 85 reflects housing affordability costs for one worker per household. This analysis recognizes that most multi-person households have more than one person employed, and many have dual incomes. According to Census and Oregon Employment Department data, Washington County and Tualatin both have about 1.4 jobs per household, including both full-time and part-time jobs. This shows that most multi-person households in Tualatin have more than one worker. **It is not necessarily reasonable to expect one worker to be able to afford housing costs in Tualatin alone (or any other city in the Portland region), given the prevalence of dual-income households.**

⁴² Ratios rely on population estimates from Portland State University’s Population Research Center (2017) and Bureau of Economic Analysis (2017).

Exhibit 85. Housing affordability for workers at existing jobs in Tualatin, 2017

Source: Oregon Employment Department. Note: Average multifamily rent in Tualatin is \$1,220 (Costar, 2018) and median housing price is \$480,000 (Redfin, February 2019).

Industry / Sector	Average Wage per Employee (Tualatin)	Affordable Average Monthly Rent	Can a person in this industry afford average multifamily rent in Tualatin?	Affordable Housing Price (Approximate)	Can a person in this industry afford the median housing price in Tualatin?
Agriculture, Forestry, & Mining	\$58,960	\$1,474	Yes	\$206,359	No
Construction	\$67,726	\$1,693	Yes	\$237,039	No
Manufacturing (Mfg.)	\$76,654	\$1,916	Yes	\$268,287	No
Food, Beverage, & Apparel Mfg.	\$105,489	\$2,637	Yes	\$369,211	No
Wood, Paper, & Material Product Mfg.	\$55,784	\$1,395	Yes	\$195,242	No
Metal Mfg.	\$51,311	\$1,283	Yes	\$179,587	No
Machinery Mfg.	\$105,837	\$2,646	Yes	\$370,430	No
Computer & Electronic Product Mfg.	\$60,545	\$1,514	Yes	\$211,908	No
Electrical Equipment, Appliance, & Component Mfg.	\$70,665	\$1,767	Yes	\$247,328	No
Transportation Equipment Mfg.	\$69,047	\$1,726	Yes	\$241,665	No
Furniture & Related Product Mfg.	\$39,324	\$983	No	\$137,634	No
Miscellaneous Mfg.	\$59,538	\$1,488	Yes	\$208,384	No
Wholesale Trade	\$60,767	\$1,519	Yes	\$212,683	No
Retail Trade	\$28,260	\$707	No	\$98,911	No
Transportation, Warehousing & Utilities	\$61,459	\$1,536	Yes	\$215,108	No
Information	\$93,233	\$2,331	Yes	\$326,315	No
Finance & Insurance	\$79,155	\$1,979	Yes	\$277,042	No
Real Estate, Rental & Leasing	\$52,102	\$1,303	Yes	\$182,357	No
Professional, Scientific, & Technical Services	\$66,277	\$1,657	Yes	\$231,969	No
Management of Companies & Enterprises	\$73,374	\$1,834	Yes	\$256,808	No
Administrative & Waste Management Services	\$34,561	\$864	No	\$120,964	No
Private Educational Services	\$24,952	\$624	No	\$87,334	No
Health Care & Social Assistance	\$62,746	\$1,569	Yes	\$219,610	No
Arts, Entertainment, & Recreation	\$18,144	\$454	No	\$63,504	No
Accommodation & Food Services	\$20,334	\$508	No	\$71,170	No
Other Services, Except Public Administration	\$40,441	\$1,011	No	\$141,543	No
Government	\$55,058	\$1,376	Yes	\$192,703	No

Exhibit 86 displays housing affordability of workers in Tualatin’s current target industries. Tualatin’s target industries were identified in their Economic Opportunities Analysis (2019). These industries may change as the Economic Opportunities Analysis is revised.

Exhibit 86. Housing Affordability for workers at target industries in Washington County, 2017

Source: Oregon Employment Department. Note1: Average multifamily rent in Tualatin is \$1,220 (Costar, 2018) and median housing price is \$480,000 (Redfin, February 2019). Note2: Advanced manufacturing uses the average wage for all manufacturing subsectors and Distribution and Electric Commerce uses the average wage for the transportation, warehousing, and utilities sector.

Industry / Sector	Average Wage per Employee (Washington County)	Affordable Average Monthly Rent	Can a person in this industry afford average multifamily rent in Tualatin?	Affordable Housing Price	Can a person in this industry afford the median housing price in Tualatin?
Food Processing & Manufacturing	\$66,166	\$1,654	Yes	\$231,581	No
Furniture Manufacturing	\$44,797	\$1,120	No	\$156,790	No
Plastics Manufacturing	\$50,725	\$1,268	Yes	\$177,538	No
Information Technology & Analytical Instruments	\$95,907	\$2,398	Yes	\$335,675	No
Distribution and Electronic Commerce	\$50,314	\$1,258	Yes	\$176,099	No
Advanced Manufacturing	\$110,756	\$2,769	Yes	\$387,646	No
Business Services	\$89,380	\$2,235	Yes	\$312,830	No

Summary of the Factors Affecting Tualatin's Housing Needs

The purpose of the analysis thus far has been to provide background on the kinds of factors that influence housing choice. While the number and interrelationships among these factors ensure that generalizations about housing choice are difficult to make and prone to inaccuracies, it is a crucial step to informing the types of housing that will be needed in the future.

There is no question that age affects housing type and tenure. Mobility, the ability to move freely and easily from one community to another, is substantially higher for people aged 20 to 34. People in that age group will also have, on average, less income than people who are older and they are less likely to have children. These factors mean that younger households are much more likely to be renters, and renters are more likely to be in multifamily housing.

The data illustrates what more detailed research has shown and what most people understand intuitively: life cycle and housing choice interact in ways that are predictable in the aggregate; age of the household head is correlated with household size and income; household size and age of household head affect housing preferences; and income affects the ability of a household to afford a preferred housing type. The connection between socioeconomic and demographic factors and housing choice is often described informally by giving names to households with certain combinations of characteristics: the "traditional family," the "never-marrieds," the "dinks" (dual-income, no kids), and the "empty-nesters."⁴³ Thus, simply looking at the long wave of demographic trends can provide good information for estimating future housing demand.

⁴³ See *Planning for Residential Growth: A Workbook for Oregon's Urban Areas* (June 1997).

Still, one is ultimately left with the need to make a qualitative assessment of the future housing market. The following is a discussion of how demographic and housing trends are likely to affect housing in Tualatin over the next 20 years:

- **Growth in housing will be driven by growth in households.** Households in Tualatin’s city limits are forecast to grow from 10,791 households to 11,362 households, an increase of 571 households between 2020 and 2040.⁴⁴ In that same time, households in Basalt Creek are forecast to grow from 203 households to 646 households, an increase of 443 households. Together, Tualatin city limits and Basalt Creek will grow by 1,014 households between 2020 and 2040. Tualatin is planning for 1,014 new dwelling units to meet the needs of its forecasted new households.
- **Housing affordability is a growing challenge in Tualatin.** It is a challenge in most of the region in general, and Tualatin is affected by these regional trends. Housing prices are increasing faster than incomes in Tualatin and Washington County, which is consistent with state and national challenges. Tualatin has a large share of multifamily housing (about 41% of the City’s housing stock), but over half of renter households are cost burdened. Tualatin’s key challenge over the next 20 years is providing opportunities for development of relatively affordable housing of all types, such as lower-cost single-family housing, townhouses and duplexes, market-rate multifamily housing, and government-subsidized affordable housing.
- **Without substantial changes in housing policy, on average, future housing will look a lot like past housing.** That is the assumption that underlies any trend forecast, and one that is important when trying to address demand for new housing.

The City’s residential policies can impact the amount of change in Tualatin’s housing market, to some degree. If the City adopts policies to increase opportunities to build smaller-scale single-family and multifamily housing types (particularly single-family attached that is comparatively affordable to moderate-income households), a larger percentage of new housing developed over the next 20 years in Tualatin may begin to address the city’s needs. Examples of policies that the City could adopt to achieve this outcome include: allowing a wider range of housing types (e.g., duplex or townhouses) in single-family zones, ensuring that there is sufficient land zoned to allow single-family attached and multifamily housing development, supporting development of government-assisted affordable housing, and encouraging multifamily residential development in downtown. The degree of change in Tualatin’s housing market, however, will depend on market demand for these types of housing in Washington County.

- **If the future differs from the past, it is likely to move in the direction, on average, of smaller units and more diverse housing types.** Most of the evidence suggests that the bulk of the change will be in the direction of smaller average house and lot sizes for

⁴⁴ This forecast is based on Metro’s 2040 *Population Distributed Forecast* (2016) for Tualatin from 2015 (extrapolated to 2020) to 2040 period, shown in Exhibit 31.

single-family housing. This includes providing opportunities for development of smaller single-family detached homes, townhomes, and multifamily housing.

Key demographic and economic trends that will affect Tualatin's future housing needs are: (1) the aging of the Baby Boomers, (2) the aging of the Millennials, and (3) the continued growth in Latinx population.

- *The Baby Boomer's population is continuing to age.* By 2040, people 60 years and older will account for 24% of the population in Washington County (up from 20% in 2020). The changes that affect Tualatin's housing demand as the population ages are that household sizes and homeownership rates decrease. The majority of Baby Boomers are expected to remain in their homes as long as possible, downsizing or moving when illness or other issues cause them to move. Demand for specialized senior housing, such as age-restricted housing or housing in a continuum of care from independent living to nursing home care, may grow in Tualatin.
- *Millennials will continue to form households and make a variety of housing choices.* As Millennials age and form households, generally speaking, their household sizes will increase, and their homeownership rates will peak by about age 55. Between 2020 and 2040, Millennials (and the generation after) will be a key driver in demand for housing for families with children. The ability to attract Millennials will depend on the City's availability of affordable renter and ownership housing. It will also depend on the location of new housing in Tualatin as many Millennials prefer to live in more urban environments.⁴⁵ The decline in homeownership among the Millennial generation has more to do with financial barriers rather than the preference to rent.⁴⁶
- *Latinx population will continue to grow.* The U.S. Census projects that by about 2040, the Latinx population will account for one-quarter of the nation's population. The share of Latinx population in the Western U.S. is likely to be higher. The Latinx population currently accounts for about 16% of Tualatin's population. In addition, the Latinx population is generally younger than the U.S. average, with many Latinx people belonging to the Millennial generation.

The Latinx population growth will be an important driver in growth of housing demand, both for owner- and renter-occupied housing. Growth in the Latinx population will drive demand for housing for families with children. Given the lower income for Latinx households, especially first-generation immigrants,

⁴⁵ Choi, Hyun June; Zhu, Jun; Goodman, Laurie; Ganesh, Bhargavi; Strohach, Sarah. (2018). Millennial Homeownership, Why is it So Low, and How Can We Increase It? Urban Institute. https://www.urban.org/research/publication/millennial-homeownership/view/full_report

⁴⁶ Ibid.

growth in this group will also drive demand for affordable housing, both for ownership and renting.⁴⁷

In summary, an aging population, increasing housing costs (although lower than the Region), housing affordability concerns for Millennials and the Latinx populations, and other variables are factors that support the conclusion of need for a broader array of housing choices. Growth of retirees will drive demand for small single-family detached houses and townhomes for homeownership, townhome and multifamily rentals, age-restricted housing, and assisted-living facilities. Growth in Millennials and Latinx populations will drive demand for affordable housing types, including demand for affordable single-family units (many of which may be ownership units), for affordable multifamily units (many of which may be rental units), and for dwellings with a larger number of bedrooms.

- **No amount of analysis is likely to make the distant future completely certain: the purpose of the housing forecasting in this study is to get an approximate idea about the future (so policy choices can be made today).** Economic forecasters regard any economic forecast more than three (or at most five) years out as highly speculative. At one year, one is protected from being disastrously wrong by the sheer inertia of the economic machine. A variety of factors or events could, however, cause growth forecasts to be substantially different.

⁴⁷ The following articles describe housing preferences and household income trends for Latinx families, including differences in income levels for first, second, and third generation households. In short, Latinx households have lower median incomes than the national averages. First and second generation Latinx households have median incomes below the average for all Latinx households. Latinx households have a strong preference for homeownership, but availability of mortgages and availability of affordable housing are key barriers to homeownership for this group.

Pew Research Center. *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*, February 7, 2012.

National Association of Hispanic Real Estate Professionals. *2014 State of Hispanic Homeownership Report*, 2014.

5. Housing Need in Tualatin

Project New Housing Units Needed in the Next 20 Years

The results of the housing needs analysis are based on: (1) Metro’s official household forecast for growth in Tualatin over the 20-year planning period, (2) information about Tualatin’s housing market relative to Washington County and the Portland Region, and (3) the demographic composition of Tualatin’s existing population and expected long-term changes in the demographics of Washington County.

Forecast for Housing Growth

A 20-year household forecast (in this instance for 2020 to 2040) is the foundation for estimating needed new dwelling units. The forecast for Tualatin is based on Metro’s 2040 Household Distributed Forecast, 2016 and Metro’s 2040 TAZ Forecast for households, 2015. Tualatin city limits will grow from 10,994 households in 2020⁴⁸ to 12,008 households in 2040, an increase of 1,014 households.⁴⁹

To accommodate new households, Exhibit 87 shows that Tualatin will have demand for 1,014 new dwelling units over the 20-year period, with an annual average of 51 dwelling units.

Exhibit 87. Forecast of demand for new dwelling units, Tualatin Planning Area (city limits and Basalt Creek), 2020 to 2040

Source: Metro’s 2040 Household Distributed Forecast, July 12, 2016. Metro’s 2040 TAZ Forecast for households, November 6, 2015. Calculations by ECONorthwest. Note: DU is dwelling unit.

Variable	New DU City Limits	New DU Basalt Creek	New DU Tualatin Planning Area
Household Forecast 2020	10,791	203	10,994
Household Forecast 2040	11,362	646	12,008
Total New Dwelling Units (2020-2040)	571	443	1,014
Annual Average of New Dwelling Units	29	22	51

⁴⁸ Metro’s 2040 Household Distributed Forecast shows that in 2015, the Tualatin city limits had 10,653 households. The Metro forecast shows Tualatin growing to 11,362 households in 2040, an average annual growth rate of 0.26% for the 25-year period. Using this growth rate, ECONorthwest extrapolated the forecast to 2020 (10,791 households).

In addition, ECONorthwest included the forecast for new households in the Basalt Creek Planning Area. The forecast for households in Basalt Creek derive from Metro’s 2040 TAZ Forecast for households (TAZ 980 and 981). The Metro forecast shows Basalt Creek growing to 646 households in 2040, an average annual growth rate of 5.96% for the 25-year period. Using this growth rate, ECONorthwest extrapolated the forecast from 2015 (152 households) to 2020 (203 households).

⁴⁹ This forecast is based on Tualatin city limits’ official household forecast from Metro for the 2020 to 2040 period.

Housing Units Needed Over the Next 20 Years

Exhibit 87 presents a forecast of new housing in Tualatin for the 2020 to 2040 period. This section determines the needed mix and density for the development of new housing developed over this 20-year period in Tualatin.

Exhibit 89 shows that over the next 20-years, the need for new housing developed in Tualatin will generally include a wider range of housing types across the affordability spectrum. This conclusion is consistent with housing need in other in the Portland Region and most cities across the State. This conclusion is based on the following information, found in Chapter 3 and 4 of this report.

- Tualatin’s housing mix is predominately single-family detached and multifamily. In the 2013-2017 period, 53% of Tualatin’s housing was single-family detached, 41% was multifamily, and 6% was single-family attached. In comparison, the mix of housing for the entire Portland Region was 63% single-family detached, 32% multifamily, and 5% single-family attached.
- Demographic changes across the Portland Region (and in Tualatin) suggest increases in demand for single-family attached housing and multifamily housing. The key demographic trends that will affect Tualatin’s future housing needs are the aging of the Baby Boomers, household formation of Millennial households, and growth of Latinx households.
- Tualatin households have incomes about the same as those for the Portland Region. Tualatin’s median household income was \$72,580, about \$1,500 lower than Washington County’s median. Approximately 36% of Tualatin households earn less than \$50,000 per year, compared to 33% in Washington County and 37% in the Portland Region.
- About 37% of Tualatin’s households are cost burdened (paying 30% or more of their household income on housing costs), compared to 42% of households in the Portland Region and 34% in Washington County.⁵⁰ About 56% of Tualatin’s renters are cost burdened and about 22% of Tualatin’s homeowners are cost burdened.
- About 45% of Tualatin’s households are renters, 82% of whom live in multifamily housing. Median rents in Tualatin are \$1,154 per month, compared to the \$1,183 median rent for Washington County as a whole.

A household earning 60% of Tualatin’s median household income (\$43,548) could afford about \$1,089 per month in rent. A household with median income in Tualatin (\$72,580) could afford \$1,815 rent per month, compared with the median gross rent of \$1,154. About 41% of Tualatin’s housing stock is multifamily, compared to 32% of the housing in the Portland Region.

⁵⁰ The Department of Housing and Urban Development’s guidelines indicate that households paying more than 30% of their income on housing experience “cost burden,” and households paying more than 50% of their income on housing experience “severe cost burden.”

- Housing sales prices increased in Tualatin over the last four years. From February 2015 to February 2019, the median housing sale price increased by \$160,000 (50%), from \$320,000 to \$480,000. A household would need to earn \$120,000 to \$160,000 to afford the median sales price in Tualatin. About 36% of Tualatin's households have incomes at or above this amount.
- Tualatin needs more affordable housing types for homeowners and renters. A household earning 100% of Tualatin's median household income of \$72,580 could afford about \$1,815 per month in rent, compared with the median gross rent of about \$1,154. This household could afford to own a home roughly valued between \$254,000 and \$290,000, which is less than the median home sales price of about \$480,000 in Tualatin.⁵¹

While a household could begin to afford Tualatin's median rents at about 65% of Tualatin's median household income, the rates of cost burden among renters suggest that Tualatin does not have a sufficient number of affordable rental units. A household can start to afford median home sale prices at about 190% of Tualatin's median household income.

These factors suggest that Tualatin needs a broader range of housing types with a wider range of price points than are currently available in Tualatin's housing stock. This includes providing opportunity for development of housing types such as: single-family detached housing (e.g., small homes like cottages or small-lot detached units, traditional detached homes, and high-amenity detached homes), townhouses, and multifamily products (duplexes, triplexes, quadplexes, and apartments and condominiums).

Tualatin evaluated several scenarios to forecast housing growth (Exhibit 88). The scenario selected, and described below, was a combination between Scenario 2 and Scenario 3 (referred to here as Scenario 4). Scenario 4 was 40% single-family detached, 15% multifamily, and 45% multifamily.

⁵¹ In 2016, 2017, and 2018, 19 homes in Tualatin sold within the \$254,000 and \$290,000 price range (out of 268 homes).

Exhibit 88. Forecast of demand for new dwelling units, Tualatin Planning Area (city limits and Basalt Creek), 2020 to 2040

Source: Calculations by ECONorthwest. Note: DU is dwelling unit.

Variable	Mix of New Dwelling Units (2020-2040)			
	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Needed new dwelling units (2020-2040)	1,014	1,014	1,014	1,014
Dwelling units by structure type				
Single-family detached				
Percent single-family detached DU	50%	45%	35%	40%
equals Total new single-family detached DU	507	456	355	406
Single-family attached				
Percent single-family attached DU	9%	10%	15%	15%
equals Total new single-family attached DU	91	102	152	152
Multifamily				
Percent multifamily	41%	45%	50%	45%
Total new multifamily	416	456	507	456
equals Total new dwelling units (2020-2040)	1,014	1,014	1,014	1,014

Exhibit 89 shows the final forecast for housing growth in the Tualatin city limits during the 2020 to 2040 period. The projection is based on the following assumptions:

- Tualatin’s official forecast for population growth shows that the city will add 1,014 households over the 20-year period. Exhibit 89 shows Metro’s forecast for growth of 1,014 new dwelling units over the 20-year planning period.
- The assumptions about the mix of housing in Exhibit 89 are consistent with the requirements of OAR 660-007⁵²:
 - **About 40% of new housing will be single-family detached**, a category which includes manufactured housing. In 2013-2017, 53% of Tualatin’s housing was single-family detached.
 - **Nearly 15% of new housing will be single-family attached**. In 2013-2017, 6% of Tualatin’s housing was single-family attached.
 - **About 45% of new housing will be multifamily**. In 2013-2017, 41% of Tualatin’s housing was multifamily.

⁵² OAR 660-007-0030(1) requires that most Metro cities “...provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing...”

Tualatin will have demand for 1,014 new dwelling units over the 20-year period, 40% of which will be single-family detached housing.

Exhibit 89. Forecast of demand for new dwelling units, Tualatin Planning Area, 2020 to 2040

Source: Calculations by ECONorthwest.

Variable	Mix of New Dwelling Units (2020-2040)
Needed new dwelling units (2020-2040)	1,014
Dwelling units by structure type	
Single-family detached	
Percent single-family detached DU	40%
equals Total new single-family detached DU	406
Single-family attached	
Percent single-family attached DU	15%
equals Total new single-family attached DU	152
Multifamily	
Percent multifamily	45%
Total new multifamily	456
equals Total new dwelling units (2020-2040)	1,014

The forecast of new units does not include dwellings that will be demolished and replaced. This analysis does not factor those units in; however, it assumes they will be replaced at the same site and will not create additional demand for residential land.

Exhibit 90 allocates needed housing to Plan Designations in Tualatin. The allocation is based, in part, on the types of housing allowed in the zoning designations in each Plan Designation.

Exhibit 90 shows:

- **Low Residential (RL)** land will accommodate single-family detached housing, including manufactured houses. Low density will also accommodate duplexes, triplexes, quadplexes, cottage clusters, and townhouses based on the requirements of House Bill 2001.
- **Medium Low Residential (RML)** land will accommodate duplexes, townhomes (or rowhouses), and manufactured homes in manufactured housing parks. For consistency with the housing types allowed in Low Residential, this analysis assumes that RML will also allow triplexes and quadplexes.
- **Medium High Residential (RMH)** land will accommodate duplexes, townhomes (or rowhouses), and multifamily housing.
- **High Density Residential (RH)** land will accommodate duplexes, townhomes (or rowhouses), and multifamily housing.
- **High Density High Rise Residential (RH-HR)** land will accommodate duplexes, townhomes (or rowhouses), and multifamily housing.

Exhibit 90. Allocation of needed housing by housing type and Plan Designation, Tualatin Planning Area, 2020 to 2040

Source: ECONorthwest.

Housing Type	Residential Plan Designations					Total
	Low Density	Medium Low Density	Medium High Density	High Density	High High-Rise	
Dwelling Units						
Single-family detached	406	-	-	-	-	406
Single-family attached	30	41	20	61	-	152
Multifamily	30	30	102	193	101	456
Total	466	71	122	254	101	1,014
Percent of Units						
Single-family detached	40%	0%	0%	0%	0%	40%
Single-family attached	3%	4%	2%	6%	0%	15%
Multifamily	3%	3%	10%	19%	10%	45%
Total	46%	7%	12%	25%	10%	100%

Exhibit 91 presents assumptions about future housing density based on historical densities in Tualatin shown in Exhibit 18. Exhibit 91 converts between net acres and gross acres⁵³ to account for land needed for rights-of-way by Plan Designation in Tualatin, based on Metro’s methodology of existing rights-of-way.⁵⁴

- **Low Residential (RL):** Average density in this Plan Designation was historically 5.7 dwelling units per gross acre in tax lots smaller than 0.38 acres and no land is needed for rights-of-ways based on Metro’s assumptions. For lots between 0.38 and 1.0 acres the future density will be 5.1 dwelling units per gross acre, and for lots larger than 1.0 acres the future density will be 4.6 dwelling units per gross acre.
- **Medium Low Residential (RML):** Average density in this Plan Designation was historically 11.7 dwelling units per gross acre in tax lots smaller than 0.38 acres and no land is needed for rights-of-ways based on Metro’s assumptions. For lots between 0.38 and 1.0 acres the future density will be 10.5 dwelling units per gross acre, and for lots larger than 1.0 acres the future density will be 9.5 dwelling units per gross acre.
- **Medium High Residential (RMH):** Average density in this Plan Designation was historically 16.1 dwelling units per gross acre in tax lots smaller than 0.38 acres and no land is needed for rights-of-ways based on Metro’s assumptions. For lots between 0.38

⁵³ OAR 660-024-0010(6) uses the following definition of net buildable acre. “Net Buildable Acre” “...consists of 43,560 square feet of residentially designated buildable land after excluding future rights-of-way for streets and roads.” While the administrative rule does not include a definition of a gross buildable acre, using the definition above, a gross buildable acre will include areas used for rights-of-way for streets and roads. Areas used for rights-of-way are considered unbuildable.

⁵⁴ Metro’s methodology about net-to-gross assumptions are that: (1) tax lots under 3/8 acre assume 0% set aside for future streets; (2) tax lots between 3/8 acre and 1 acre assume a 10% set aside for future streets; and (3) tax lots greater than an acre assumes an 18.5% set aside for future streets. The analysis assumes an 18.5% assumption for future streets.

and 1.0 acres the future density will be 14.5 dwelling units per gross acre, and for lots larger than 1.0 acres the future density will be 13.1 dwelling units per gross acre.

- **High Density Residential (RH):** Average density in this Plan Designation was historically 20.5 dwelling units per gross acre in tax lots smaller than 0.38 acres and no land is needed for rights-of-ways based on Metro’s assumptions. For lots between 0.38 and 1.0 acres the future density will be 18.4 dwelling units per gross acre and, for lots larger than 1.0 acres the future density will be 16.7 dwelling units per gross acre.
- **High Density High Rise Residential (RH-HR):** Average density in this Plan Designation was historically 28.0 dwelling units per gross acre in tax lots smaller than 0.38 acres and no land is needed for rights-of-ways based on Metro’s assumptions. For lots between 0.38 and 1.0 acres the future density will be 15.2 dwelling units per gross acre, and for lots larger than 1.0 acres the future density will be 22.8 dwelling units per gross acre.

Exhibit 91. Assumed future density of housing built in the Tualatin Planning Area, 2020 to 2040

Source: ECONorthwest. Note: DU is dwelling unit.

Residential Plan Designations	Tax Lots Smaller than 0.38 acre			Tax Lots > 0.38 and < 1.0 acre			Tax Lots larger than 1.0 acre		
	Net Density (DU/net acre)	% for Rights-of-Way	Gross Density (DU/gross acre)	Net Density (DU/net acre)	% for Rights-of-Way	Gross Density (DU/gross acre)	Net Density (DU/net acre)	% for Rights-of-Way	Gross Density (DU/gross acre)
Low Density	5.7	0%	5.7	5.7	10%	5.1	5.7	18.5%	4.6
Medium Low Density	11.7	0%	11.7	11.7	10%	10.5	11.7	18.5%	9.5
Medium High Density	16.1	0%	16.1	16.1	10%	14.5	16.1	18.5%	13.1
High Density	20.5	0%	20.5	20.5	10%	18.4	20.5	18.5%	16.7
High Density / High-Rise	28.0	0%	28.0	28.0	10%	25.2	28.0	18.5%	22.8

Through the Housing Strategy, Tualatin may consider increasing densities in specific zones. For example, the City may consider increasing the allowed densities in High Density / High-Rise (and adjusting related zoning standards, such as building heights) to allow higher density multifamily housing than is currently allowed in Tualatin.

Needed Housing by Income Level

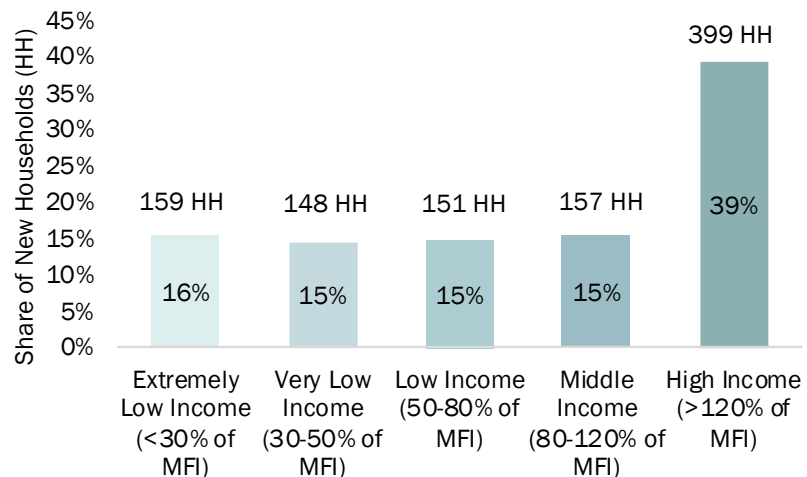
The next step in the housing needs analysis is to develop an estimate of need for housing by income and housing type. This analysis requires an estimate of the income distribution of current and future households in the community. Estimates presented in this section are based on (1) secondary data from the Census, and (2) analysis by ECONorthwest.

The analysis in Exhibit 92 is based on American Community Survey data about income levels for existing households in Tualatin. Income is categorized into market segments consistent with HUD income level categories, using Washington County’s 2018 Median Family Income (MFI) of \$81,400. The Exhibit is based on existing household income distribution, assuming that approximately the same percentage of households will be in each market segment in the future.

About a third of Tualatin’s future households are forecast to be extremely or very low income and nearly 40% are forecast to have high incomes.

Exhibit 92. Future (New) Households, by Median Family Income (MFI) for Washington County (\$69,600), Tualatin Planning Area, 2018

Source: U.S. Department of Housing and Urban Development, Washington County, 2018. U.S. Census Bureau, 2013-2017 ACS Table 19001.



Need for Government-Assisted and Manufactured Housing

ORS 197.303, 197.307, 197.312, and 197.314 requires cities to plan for government-assisted housing, manufactured housing on lots, and manufactured housing in parks.

- **Government-assisted housing.** Government subsidies can apply to all housing types (e.g., single-family detached, apartments, etc.). Tualatin allows development of government-assisted housing in all residential Plan Designations, with the same development standards for market-rate housing. This analysis assumes that Tualatin will continue to allow government housing in all of its residential Plan Designations. Because government assisted housing is similar in character to other housing (with the exception being the subsidies), it is not necessary to develop separate forecasts for government-subsidized housing.
- **Farmworker housing.** Farmworker housing can apply to all housing types and the City allows development of farmworker housing in all residential Plan Designations, with the same development standards as market-rate housing. This analysis assumes that Tualatin will continue to allow this housing in all of its residential Plan Designations. Because it is similar in character to other housing (with the possible exception of government subsidies, if population restricted), it is not necessary to develop separate forecasts for farmworker housing.
- **Manufactured housing on lots.** Tualatin allows manufactured homes on lots in Low Density Residential zones.
- **Manufactured housing in parks.** Tualatin allows manufactured homes in parks in Medium Low Density zones. According to the Oregon Housing and Community Services' Manufactured Dwelling Park Directory,⁵⁵ Tualatin has two manufactured home parks with 178 spaces.
- ORS 197.480(2) requires Tualatin to project need for mobile home or manufactured dwelling parks based on: (1) population projections, (2) household income levels, (3) housing market trends, and (4) an inventory of manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high density residential.
 - Exhibit 87 shows that Tualatin will grow by 1,014 dwelling units over the 2020 to 2040 period.
 - Analysis of housing affordability shows that about 31% of Tualatin's new households will be considered very low or extremely low income, earning 50% or less of the region's median family income. One type of housing affordable to these households is manufactured housing.

⁵⁵ Oregon Housing and Community Services, Oregon Manufactured Dwelling Park Directory, <http://o.hcs.state.or.us/MDPCRParcs/ParkDirQuery.jsp>

- Manufactured homes in manufactured housing parks accounts for about 2% (about 178 dwelling units) of Tualatin’s current housing stock.
- National, state, and regional trends since 2000 showed that manufactured housing parks are closing, rather than being created. For example, between 2000 and 2015, Oregon had 68 manufactured parks close, with more than 2,700 spaces. Discussions with several stakeholders familiar with manufactured home park trends suggest that over the same period, few to no new manufactured home parks have opened in Oregon.
- The households most likely to live in manufactured homes in parks are those with incomes between \$24,420 and \$40,700 (30% to 50% of MFI), which include 15% of Tualatin’s households. However, households in other income categories may live in manufactured homes in parks.

Manufactured home subdivision development is an allowed use in the Medium Low Density Plan Designation. The national and state trends of closure of manufactured home parks, and the fact that no new manufactured home parks have opened in Oregon in over the last 15 years, demonstrate that development of new manufactured home parks or subdivisions in Tualatin is unlikely.

Our conclusion from this analysis is that development of new manufactured home parks or subdivisions in Tualatin over the 2020 to 2040 planning period is unlikely, although manufactured homes may continue to locate on lots in the Low Density Plan Designation. The forecast of housing assumes that no new manufactured home parks will be opened in Tualatin over the 2020 to 2040 period. The forecast for new dwelling units includes new manufactured homes on lots in the category of single-family detached housing.

- Over the next 20 years (or longer) one or both of Tualatin’s manufactured housing parks may close. This may be a result of the manufactured home park landowners selling or redeveloping their land for uses with higher rates of return, rather than lack of demand for spaces in manufactured home parks. Manufactured home parks contribute to the supply of low-cost affordable housing options, especially for affordable homeownership.

While there is statewide regulation of the closure of manufactured home parks designed to lessen the financial difficulties of this closure for park residents,⁵⁶ the City has a role to play in ensuring that there are opportunities for housing for the displaced residents. The City’s primary roles are to ensure that there is sufficient land zoned for new multifamily housing and to reduce barriers to residential

⁵⁶ ORS 90.645 regulates rules about closure of manufactured dwelling parks. It requires that the landlord must do the following for manufactured dwelling park tenants before closure of the park: give at least one year’s notice of park closure, pay the tenant between \$5,000 to \$9,000 for each manufactured dwelling park space, and cannot charge tenants for demolition costs of abandoned manufactured homes.

development to allow for development of new, relatively affordable housing (i.e. housing affordable to households earning less than 80% of MFI and especially those earning less than 60% of MFI). The City may use a range of policies to encourage development of relatively affordable housing, such as allowing a wider range of moderate density housing (e.g., duplexes or cottages) in Low Density Plan Designation, removing barriers to multifamily housing development, using tax credits to support affordable housing production, developing an inclusionary zoning policy, or partnering with a developer of government-subsidized affordable housing.

6. Residential Land Sufficiency within Tualatin

This chapter presents an evaluation of the sufficiency of vacant residential land in Tualatin to accommodate expected residential growth over the 2020 to 2040 period. This chapter includes an estimate of residential development capacity (measured in new dwelling units) and an estimate of Tualatin’s ability to accommodate needed new housing units for the 2020 to 2040 period, based on the analysis in the housing needs analysis. The chapter ends with a discussion of the conclusions and recommendations for the housing needs analysis.

Capacity Analysis

The buildable lands inventory summarized in Chapter 2 (and presented in full in Appendix A) provides a *supply* analysis (buildable land by type), and Chapter 5 provided a *demand* analysis (population and growth leading to demand for more residential development). The comparison of supply and demand allows the determination of land sufficiency.

There are two ways to calculate estimates of supply and demand into common units of measurement to allow their comparison: (1) housing demand can be converted into acres, or (2) residential land supply can be converted into dwelling units. A complication of either approach is that not all land has the same characteristics. Factors such as zone, slope, parcel size, and shape can affect the ability of land to accommodate housing. Methods that recognize this fact are more robust and produce more realistic results. This analysis uses the second approach: it estimates the ability of vacant residential lands within the UGB to accommodate new housing. This analysis, sometimes called a “capacity analysis,”⁵⁷ can be used to evaluate different ways that vacant residential land may build out by applying different assumptions.

⁵⁷ There is ambiguity in the term *capacity analysis*. It would not be unreasonable for one to say that the “capacity” of vacant land is the maximum number of dwellings that could be built based on density limits defined legally by plan designation or zoning, and that development usually occurs—for physical and market reasons—at something less than full capacity. For that reason, we have used the longer phrase to describe our analysis: “estimating how many new dwelling units the vacant residential land in the UGB is likely to accommodate.” That phrase is, however, cumbersome, and it is common in Oregon and elsewhere to refer to that type of analysis as “capacity analysis,” so we use that shorthand occasionally in this memorandum.

Tualatin Capacity Analysis Results

The capacity analysis estimates the development potential of vacant residential land to accommodate new housing, based on the needed densities shown in Exhibit 91. Exhibit 95 shows that **Tualatin city limit's (Exhibit 93) and Basalt Creek's (Exhibit 94) buildable land has capacity to accommodate approximately 1,207 new dwelling units**, based on the following assumptions:

- **Buildable residential land.** The capacity estimates start with the number of buildable acres in residential Plan Designations, per the buildable lands inventory, for city limits. It starts with the number of buildable acres in residential Plan Designations, per the Basalt Creek Concept Plan, for Basalt Creek.
- **Needed densities.** The capacity analysis assumes development will occur at assumed future densities. Those densities were derived from the densities shown in Exhibit 91.
- **Average net density.** Exhibit 93 shows capacity and densities in gross acres. OAR 660-007 requires that Tualatin provide opportunity for development of housing at an overall average density of eight dwelling units per net acre. The average density of dwelling units in Exhibit 93 is 7.9 dwelling units per net acre and 6.7 dwelling units per gross acre. The average net density of dwelling units in Exhibit 95 is approximately 7.9 dwelling units per net acres and 6.6 dwelling units per gross acre.

Exhibit 93. Estimate of residential capacity on unconstrained vacant and partially vacant buildable land, Tualatin City Limits, 2018

Source: Buildable Lands Inventory; Calculations by ECONorthwest. Note: DU is dwelling unit.

Residential Plan Designations	Tax Lots Smaller than 0.38 acre			Tax Lots > 0.38 and < 1.0 acre			Tax Lots larger than 1.0 acre			Total, combined	
	Buildable Acres	Density Assumption (DU/gross acre)	Capacity (Dwelling Units)	Buildable Acres	Density Assumption (DU/gross acre)	Capacity (Dwelling Units)	Buildable Acres	Density Assumption (DU/gross acre)	Capacity (Dwelling Units)	Buildable Acres	Capacity (Dwelling Units)
Low Density	18	5.7	100	17	5.1	85	44	4.6	204	79	389
Medium Low Density	0	11.7	5	1	10.5	7	0	9.5	-	1	12
Medium High Density	0	16.1	-	0	14.5	-	1	13.1	13	1	13
High Density	0	20.5	6	0	18.4	7	12	16.7	205	13	218
High High-Rise	0	28.0	-	0	25.2	-	0	22.8	-	0	-
Total	18	-	111	18	-	99	58	-	422	94	632

Exhibit 94. Estimate of residential capacity on unconstrained vacant and partially vacant buildable land, Basalt Creek, 2018

Source: Basalt Creek Concept Plan. Note: this table uses the Basalt Creek Concept Plan's estimate for capacity and of buildable land; it does not rely on historic net densities by Plan Designation to calculate capacity on buildable lands. Historic net densities in Basalt Creek were not increased as they were in the estimate of capacity for Tualatin city limits. The amount of buildable land in Exhibit 90 is based on the Basalt Creek Concept Plan and is different than the amount of buildable land shown in Exhibit 7 of the Buildable Lands Inventory.

Residential Plan Designations	Dwelling Units	Buildable Acres from Basalt Creek Concept Plan	Density Assumption (DU per Gross Acre)
Low Density	134	24.8	5.4
Medium Low Density	374	59.8	6.3
High Density	67	3.4	19.9
Total	575	88	6.5

Exhibit 95. Estimate of residential capacity on unconstrained vacant and partially vacant buildable land, Tualatin Planning Area, 2018

Source: Buildable Lands Inventory; Calculations by ECONorthwest. Note1: DU is dwelling unit. Note2: Capacity in Basalt Creek uses the Basalt Creek Concept Plan's estimate of capacity (Exhibit 94).

Residential Plan Designations	Dwelling Units		
	Capacity (in City Limits)	Capacity (in Basalt Creek Concept Plan)	Capacity (Total)
Low Density	389	134	523
Medium Low Density	12	374	386
Medium High Density	13	-	13
High Density	218	67	285
High Density / High-Rise	-	-	-
Total	632	575	1,207

The amount of buildable land in Basalt Creek in the BLI (Exhibit 7) is more than the amount of buildable land from the Basalt Creek Concept Plan (Exhibit 94). The reason for the difference in capacity is primarily differences in assumptions about land constraints to development of vacant land. The Concept Plan assumed that more land would have soft constraints (that would decrease development capacity) and be unbuildable than the buildable lands inventory for this analysis.

Exhibit 96 shows an estimate of the additional capacity for development in Basalt Creek, if buildout occurs at densities consistent with development in Tualatin (the densities shown in Exhibit 91) and the amount of buildable land is consistent with the buildable lands inventory in this report (Exhibit 7). Under those conditions, Basalt Creek has capacity for 1,339 dwelling units, which is 764 dwelling units beyond the capacity in the Basalt Creek Concept Plan.

Exhibit 96. Estimate of additional residential capacity on unconstrained vacant and partially vacant buildable land, Basalt Creek, 2018

Source: Buildable Lands Inventory; Calculations by ECONorthwest. Note: DU is dwelling unit.

Residential Plan Designations	Capacity for Dwelling Units (using BLI)	Capacity for Dwelling Units (using Concept Plan)	Additional Capacity Potentially Available
Low Density	433	134	299
Medium Low Density	804	374	430
High Density	102	67	35
Total	1,339	575	764

Residential Land Sufficiency

The next step in the analysis of the sufficiency of residential land within Tualatin is to compare the demand for housing by Plan Designation (Exhibit 90) with the capacity of land by Plan Designation (Exhibit 95), which does **not** include the potential additional capacity in Basalt Creek discussed in Exhibit 96.

Exhibit 97 shows that Tualatin has sufficient land to accommodate development in the Low Density Plan Designation, Medium Low Density Plan Designation, and High Density Plan Designation – with a surplus of capacity for 57 dwelling units, 315 dwelling units, and 31 dwelling units respectively. Tualatin has a deficit of capacity for 109 dwelling units in the Medium High Plan Designation and a deficit of capacity for 101 dwelling units in the High Density High-Rise Plan Designation. **The land sufficiency results are inclusive of capacity of land in Basalt Creek but are not inclusive of capacity which may become available as redevelopment occurs.**

Exhibit 97. Comparison of capacity of existing residential land with demand for new dwelling units and land surplus or deficit, Tualatin City Limits and Basalt Creek, 2020 to 2040

Source: Buildable Lands Inventory; Calculations by ECONorthwest. Note: DU is dwelling unit.

Residential Plan Designations	Capacity (Dwelling Units)	Demand for New Housing	Remaining Capacity (Supply minus Demand)	Land Surplus or (Deficit) Gross Acres
Low Density	523	466	57	10
Medium Low Density	386	71	315	27
Medium High Density	13	122	(109)	(7)
High Density	285	254	31	2
High Density High-Rise	-	101	(101)	(4)

Tualatin’s surplus of Low Density Residential capacity (57 dwelling units) means that the City has an approximate surplus of 10 gross acres of Low Density land (at 5.7 dwelling units per gross acre). Tualatin’s surplus of Medium Low Density Residential capacity (315 dwelling units) means that the City has an approximate surplus of 27 gross acres of Medium Low Density land (at 11.7 dwelling units per gross acre).⁵⁸ Tualatin’s surplus of High Density Residential capacity (31 dwelling units) means that the City has an approximate surplus of two gross acres of High Density Land (at 20.5 dwelling units per gross acre).

This estimate of capacity does **not** include the potential additional capacity in Basalt Creek, shown in Exhibit 96. If Basalt Creek builds out with more housing than shown in the Concept Plan (shown in Exhibit 94), then Tualatin has about 764 dwelling units of additional capacity, all in Low Density, Medium Low Density, and High Density Plan Designations.

⁵⁸ This estimate of land is approximate, as densities in Medium Low Density may range from 11.7 to 9.5 dwelling units per gross acre depending on parcel size, as shown in Exhibit 91.

Conclusions and Recommendations

The key findings of the Tualatin Housing Needs Analysis are that:

- **Growth in housing will be driven by growth in households.** Households in Tualatin’s city limits is forecast to grow from 10,791 households to 11,362 households, an increase of 571 households between 2020 and 2040. In that same time, households in Basalt Creek are forecast to grow from 203 households to 646 households, an increase of 443 households.
- **To accommodate households in Tualatin city limits and Basalt Creek, Tualatin is planning for 1,014 new dwelling units.** To accommodate the 1,014 dwelling units over the 20-year planning period, Tualatin will average 51 new dwelling units annually.
- **Tualatin will plan for more single-family attached and multifamily dwelling units in the future to meet the City’s housing needs.** Historically, about 53% of Tualatin’s housing was single-family detached. New housing in Tualatin is forecast to be 40% single-family detached, 15% single-family attached, and 45% multifamily.
 - The factors driving the shift in types of housing needed in Tualatin include changes in demographics and decreases in housing affordability. The aging of senior populations and the household formation of young adults will drive demand for renter- and owner-occupied housing, such as small single-family detached housing, townhouses, duplexes, and apartments / condominiums. Both groups may prefer housing in walkable neighborhoods, with access to services.
 - Tualatin’s existing deficit of housing that is affordable for low- and high-income households indicates a need for a wider range of housing types, for renters and homeowners. About 37% of Tualatin’s households have affordability problems, including a cost burden rate of 56% for renter households.
 - Without diversification of housing types, lack of affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs. Under the current conditions, 307 of the forecasted new households will have incomes of \$40,700 (in 2018 dollars) or less (50% of MFI income or less). These households cannot afford market rate housing without government subsidy. Another 151 new households will have incomes between \$40,700 and \$65,120 (50% to 80% of MFI). These households will all need access to affordable housing, such as the housing types described above.
- **Tualatin cannot accommodate all of its housing needs.** Tualatin has a deficit of land in the Medium High Density and High Density High Rise Plan Designations, of 7 acres and 4 acres respectively. The deficits shown in Exhibit 97 may be addressed in multiple ways, such as by re-zoning land, increasing densities allowed in Plan Designations with deficits, or by accommodating housing in Plan Designations with surpluses.

- **Tualatin will need to meet the requirements of House Bill 2001.** The Legislature passed House Bill 2001 in the 2019 Legislative session. The bill requires cities within the Metro UGB to allow “middle” housing types in low-density residential zones. The bill defines middle housing types as: duplexes, triplexes, quadplexes, cottage clusters, and townhouses. To comply with House Bill 2001, Tualatin will need to:
 - Allow cottage cluster as a housing type in the Residential Low Density zone. Tualatin may want to allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones. Tualatin will also need to include development standards in the Tualatin Development Code.
 - Allow duplexes, townhouses, and multifamily housing as a permitted use in the Residential Low Density zone.

Following is a summary of ECONorthwest’s recommendations to Tualatin based on the analysis and conclusions in this report. The *Tualatin Housing Strategy* memorandum presents the full list of recommendations for Tualatin.

- **Ensure an adequate supply of land that is available and serviceable.** Tualatin should evaluate opportunities to increase residential development densities by modifying the Development Code, such as increasing densities and height limits in higher density zones. Tualatin should identify opportunities to re-zone land, from lower density usage to higher density usage, to provide additional opportunities for multifamily housing development. Tualatin should plan for long-term development of housing in Tualatin through 2040 and beyond by working with Metro on upcoming Growth Management reports.
- **Encourage development of a wider variety of housing types.** Tualatin should allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density zone and allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones (which already allow for the other housing types mentioned). These changes should be made in a way that makes the City’s zoning code compliant with House Bill 2001.
- **Support development and preservation of housing that is affordable for all households.** The City should develop policies to support development of housing affordable to people who live and work in Tualatin. The City should identify opportunities to leverage resources (including funding) from the Metro Bond to support development of housing affordable to households earning less than 60% of Median Family Income in Washington County (\$48,900 for a household size of four people). The City should develop policies to prevent and address homelessness, as well as to prevent and mitigate residential displacement resulting from redevelopment and increases in housing costs. These actions will require Tualatin to evaluate adoption of a wide variety of housing policies such as creative financing opportunities for systems development charges, evaluating tax exemption programs, participating in a land bank, and other approaches to supporting development of housing affordable at all income levels.

- **Identify funding tools to support residential development.** The City should evaluate tools such as establishing a new Urban Renewal District and evaluate establishing a construction excise tax.
- **Identify redevelopment opportunities.** The City should identify districts within Tualatin with opportunities for redevelopment for both housing and employment uses, as well as supporting redevelopment of underutilized commercial buildings for housing.
- **Ensure there are connections between planning for housing and other community planning.** Throughout the project, stakeholders emphasized the need to coordinate housing planning with economic development planning, transportation planning, and other community planning. Updates to the Tualatin Transportation System Plan should be coordinated with planning for housing growth. A key approach to accommodating new residential development is redevelopment that results in mixed-use districts, providing opportunities for more housing affordable to people working at businesses in Tualatin and living closer to work (thus reducing transportation issues). In addition, stakeholders would like to see the incorporation of services needed to meet daily needs of residents of neighborhoods without driving.

The *Tualatin Housing Strategy* memorandum presents more details about each of these topics and recommendations for specific actions to implement these recommendations.

Appendix A – Residential Buildable Lands Inventory

The general structure of the standard method BLI analysis is based on the DLCD HB 2709 workbook “*Planning for Residential Growth – A Workbook for Oregon’s Urban Areas,*” which specifically addresses residential lands.⁵⁹ The steps and sub-steps in the supply inventory are:

1. Calculate the gross vacant acres by plan designation, including fully vacant and partially vacant parcels.
2. Calculate gross buildable vacant acres by plan designation by subtracting unbuildable acres from total acres.
3. Calculate net buildable acres by plan designation, subtracting land for future public facilities from gross buildable vacant acres.
4. Calculate total net buildable acres by plan designation by adding redevelopable acres to net buildable acres.

The methods used for this study are consistent with many others completed by ECONorthwest that have been acknowledged by DLCD and LCDC.

Overview of the Methodology

The BLI for Tualatin is based on the data and methods used by Metro. In addition, ECONorthwest’s approach updated Metro’s results to account for new development (the Metro 2018 UGR is based on 2016 data) and other potential local conditions, such as unique environmental constraints.

Study Area

The BLI for Tualatin includes all residential land designated in the comprehensive plans within city limits and designated planning areas (referred to as Tualatin Planning Area). ECONorthwest used the most recent tax lot shapefile from Metro’s Regional Land Information System (RLIS) for the analysis.

Inventory Steps

The BLI consisted of several steps:

1. Generating UGB “land base”
2. Classifying land by development status

⁵⁹ We note that Newberg is not required to comply with ORS 197.296.

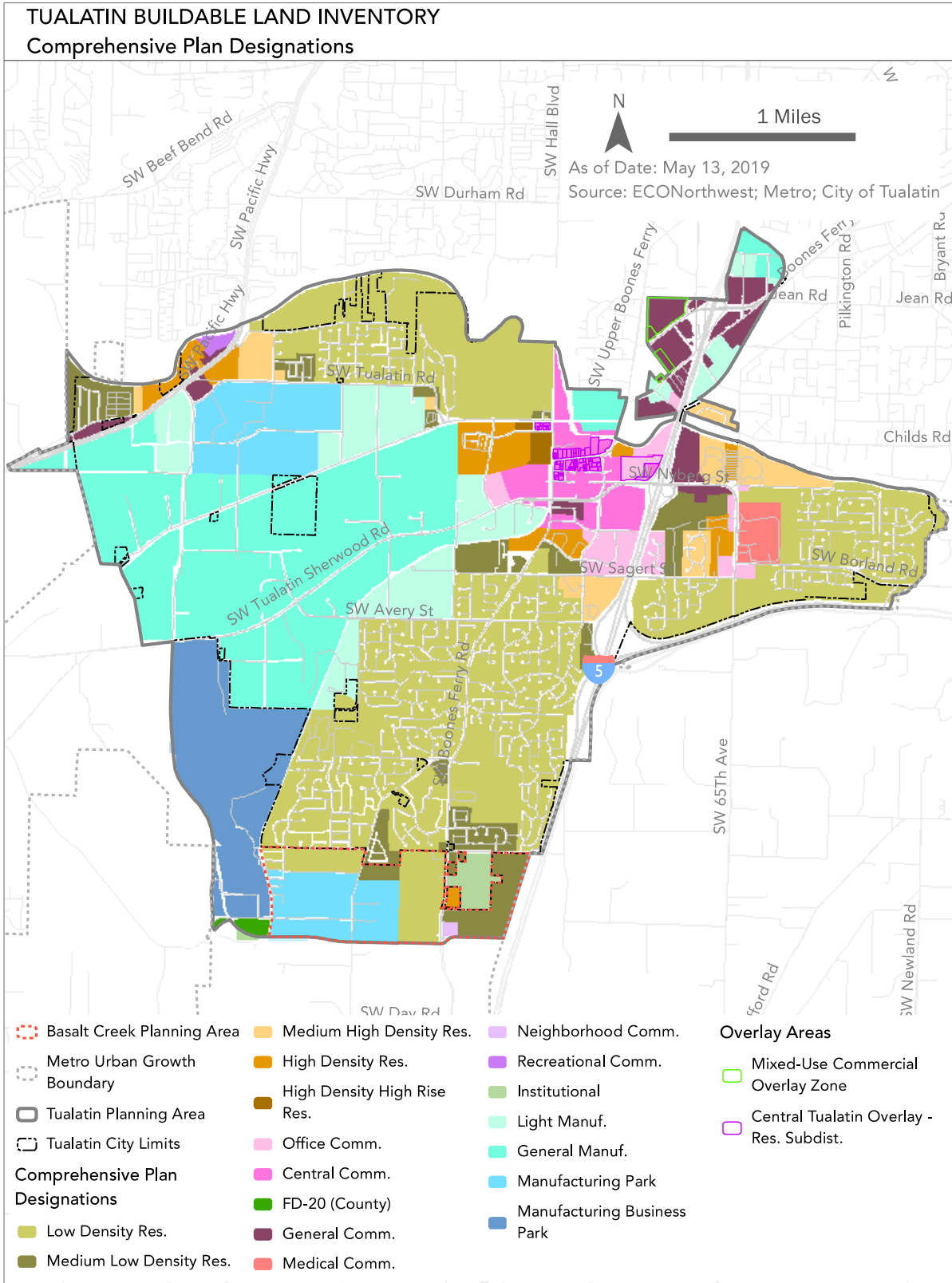
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

Step 1: Generate “land base.”

Per Goal 10 this involves selecting all of the tax lots with residential and other non-employment Plan Designations where residential uses are planned for and allowed by the implementing zones. The City provided ECO with their Comprehensive Plan GIS files and indicated what designations should be included within the inventory.

Exhibit 98 (on the following page) shows Comprehensive Plan designations for the City of Tualatin. This BLI includes lands in the Low Density Residential, Medium Low Density Residential, Medium High Density Residential, High Density Residential, and High Density High Rise Residential Plan Designations. The BLI also includes areas that allow residential use in the Basalt Creek Planning Area, Mixed-Use Commercial Overlay Zone, and Central Tualatin Overlay.

Exhibit 98. Comprehensive Plan Designations, Tualatin Planning Area, 2019



Step 2: Classify lands.

In this step, ECONorthwest classified each tax lot with a plan designation that allows residential uses into one of four mutually exclusive categories based on development status:

- Vacant
- Partially Vacant
- Public or Exempt
- Developed

ECONorthwest used the classification determined through Metro’s model: Vacant, Ignore, and Developed. In addition, ECO included a new classification for partially vacant lots. The definitions for each classification are listed below.

Development Status	Definition	Statutory Authority
Vacant	Tax lots designated as vacant by Metro based on the following criteria: 1) Fully vacant based on Metro aerial photo 2) Tax lots with less than 2,000 square feet developed AND developed area is less than 10% of lot 3) Lots 95% or more vacant from GIS vacant land inventory	OAR 660-008-0006(2) “Buildable Land” means residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available and necessary for residential uses.
Partially Vacant	Single-family tax lots that are 2.5 times larger than the minimum lot size and a building value less than \$300,000 or lots that are 5 times larger than the minimum lots size (no threshold for building value). These lots are considered to still have residential capacity. For this analysis, we are classifying these lots as Partially Vacant. We assume that 0.25 acres of the lot is developed, and the remaining land is available for development, less constraints.	OAR 660-008-0006(2)
Ignore (Public or Exempt uses)	Lands in public or semi-public ownership are considered unavailable for residential development. This includes lands in Federal, State, County, or City ownership as well as lands owned by churches and other semi-public organizations and properties with conservation easements. These lands are identified using the Metro’s definitions and categories.	OAR 660-008-0005(2) - Publicly owned land is generally not considered available for residential uses.
Developed	Lands not classified as vacant, partially vacant, or public/exempt are considered developed. Developed land includes lots with redevelopment capacity, which are also included in BLI. The unit capacity of developed but redevelopable lots is based on Metro’s estimates.	OAR 660-008-0006(2) “Buildable Land” means residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available and necessary for residential uses.

Step 3: Identify constraints

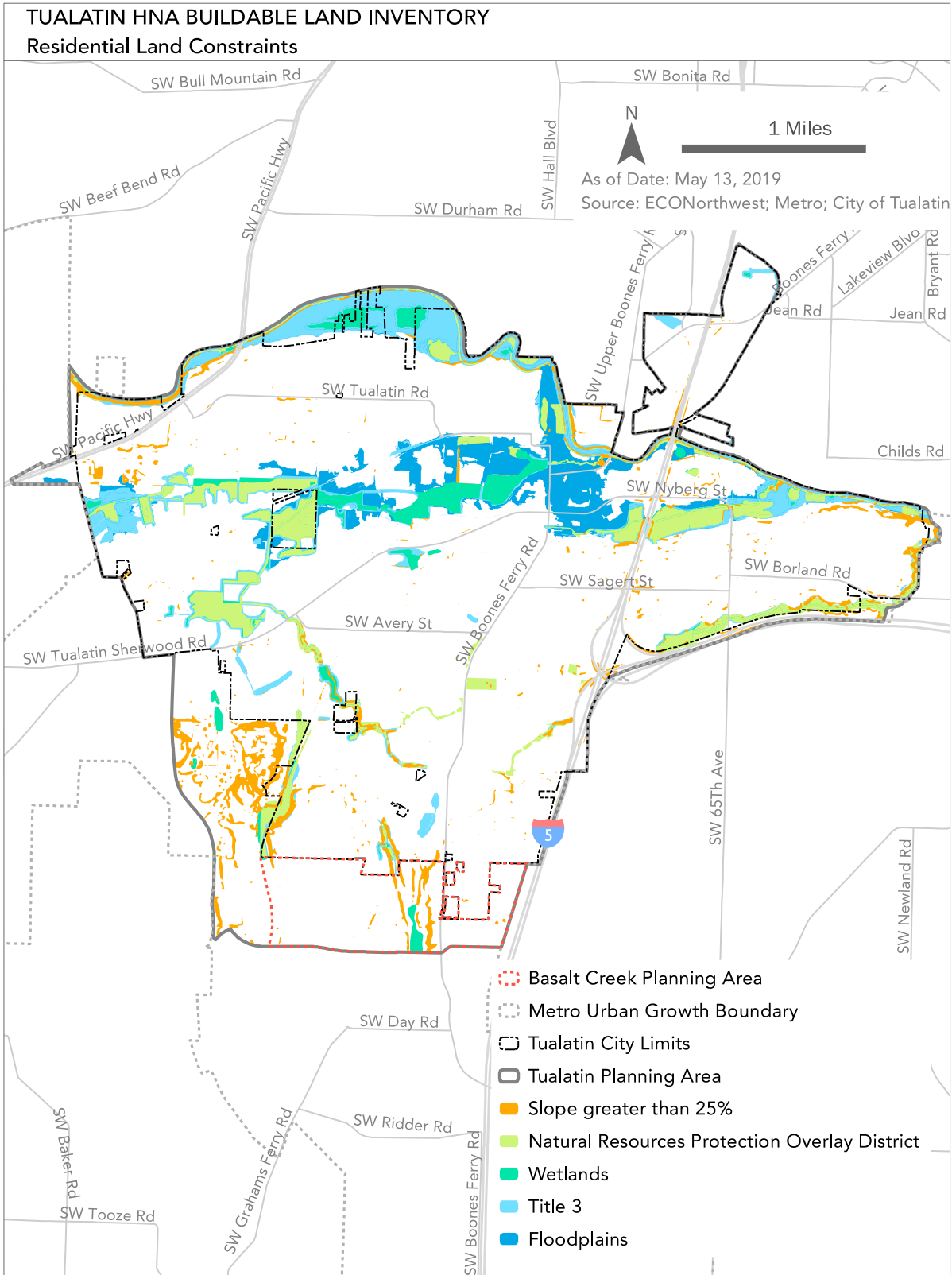
Consistent with OAR 660-008-0005(2) guidance on residential buildable lands inventories, ECO deducted certain lands with development constraints from vacant lands. We used some of the constraints established in Metro’s methodology, with modifications to fit local considerations in Tualatin. These constraints are summarized in the table below.

Constraint	Statutory Authority	Threshold
Goal 5 Natural Resource Constraints		
Natural Resources Protection Overlay District	OAR 660-008-0005(2)	Areas in the NRPOD
Riparian Corridors	OAR 660-015-0000(5)	Areas protected by the Stream and Floodplain Plan
Wetlands		
Natural Hazard Constraints		
100 Year Floodplain	OAR 660-008-0005(2)	Lands within FEMA FIRM 100-year floodplain
Steep Slopes	OAR 660-008-0005(2)	Slopes greater than 25%

The lack of access to water, sewer, power, road or other key infrastructure cannot be considered a prohibitive constraint unless it is an extreme condition. This is because tax lots that are currently unserviced could potentially become serviced over the 20-year planning period.

Exhibit 99 maps the development constraints used for the residential BLI.

Exhibit 99. Development Constraints, Tualatin Planning Area, 2019



Step 4: Verification

ECO used a multi-step verification process. The first verification step will included a “rapid visual assessment” of land classifications using GIS and recent aerial photos. The rapid visual assessment involves reviewing classifications overlaid on recent aerial photographs to verify uses on the ground. ECO reviewed all tax lots included in the inventory using the rapid visual assessment methodology. The second round of verification involved City staff verifying the rapid visual assessment output. ECO amended the BLI based on City staff review and comments, particularly related to vacant land developed since 2016.

Step 5: Tabulation and mapping

The results are presented in tabular and map format. The Tualatin Residential BLI includes all residential land designated in the Comprehensive Plan within the Tualatin Planning Area. From a practical perspective, this means that ECONorthwest inventoried all lands within tax lots identified by Metro that fall within the Tualatin Planning Area. The inventory then builds from the tax lot-level database to estimates of buildable land by Plan Designation.

DATE: December 4, 2019
TO: Tualatin Housing Needs Analysis Project Advisory Committees
CC: Karen Perl Fox, Steve Koper, and Jonathan Taylor
FROM: Beth Goodman and Sadie DiNatale, ECONorthwest
SUBJECT: FINAL: TUALATIN HOUSING STRATEGY

The City of Tualatin contracted ECONorthwest to develop a Housing Needs Analysis and a Housing Strategy for Tualatin. The Housing Needs Analysis (HNA) will determine whether the City of Tualatin has enough land to accommodate twenty years of population and housing growth. It will characterize housing affordability problems and identify gaps in housing affordability in Tualatin. The HNA will provide the basis for an update to the City's Comprehensive Plan Housing Element, as well as for the development of an action plan to implement the housing policies (i.e., the Housing Strategy).

The HNA uses a planning period of 2020–2040. Tualatin is planning for minimum growth of 1,014 new dwelling units within the Tualatin city limits and the Basalt Creek area over the 2020–2040 planning period. Tualatin's vacant unconstrained buildable land has capacity for development of 1,207 new dwelling units at full build-out, not including redevelopment capacity. Build-out of Tualatin's vacant land could occur within the 2020–2040 period, or it could take longer. While the HNA works with the forecasted growth of 1,014 new dwelling units through 2040, the City may consider potential residential growth beyond this forecast in its housing policies, including build-out of all vacant land and redevelopment resulting in additional housing

The results of the HNA show that Tualatin has a deficit of land designated for housing in the Medium High Density Residential and the High Density / High-Rise Residential comprehensive plan designations. The City will need to develop policies to meet this deficit, such as redevelopment or rezoning land to meet these housing needs.

A key objective of the HNA and accompanying 2020 Housing Strategy is to identify options for changes to the City's Comprehensive Plan and land use regulations needed to address housing and residential land needs. This memorandum presents a housing strategy for Tualatin, based on the results of the HNA and discussions with the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC). This Housing Strategy presents a comprehensive package of interrelated policy changes that the CAC recommends the City address.

This Housing Strategy recognizes that the City does not build housing. The strategy focuses on land use tools to ensure there is adequate land planned and zoned to meet the range of housing needs and opportunities for a variety of housing types, whether they be priced at market rate or subsidized. To the extent possible, this strategy strives to provide opportunities for lower-cost market-rate housing to achieve more housing affordability without complete reliance on subsidies and to include subsidized housing as an important tool to meet the need at the lower end of the income spectrum (low, very low, and extremely low) in the mix of strategies.

The Housing Strategy addresses the needs of households with middle, low, very low, or extremely low income. The following describes these households, based on information from the Tualatin Housing Needs Analysis.

- **Very low-income and extremely low-income households** are those who have an income of 50% or less of Washington County’s median family income (MFI)¹ which is an annual household income of about \$41,000 or less for a family of four. About 31% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,018 or less.² Development of housing affordable to households at this income level is generally accomplished through development of income-restricted housing.
- **Low-income households** are those who have an income between 50% and 80% of Washington County’s MFI, or an income between \$41,000 and \$65,000 for a family of four. About 15% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,018 to \$1,625. Households with an income below 60% of MFI typically qualify for some types of income-restricted housing. The private housing market often struggles to develop housing affordable to households in this group, especially for the lower-income households in the group.
- **Middle-income households** are those who have an income between 80% and 120% of Washington County’s MFI, or an income between \$65,000 and \$98,000 for a family of four. About 15% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,625 to \$2,400. The private housing market may develop housing affordable to households in this group.

Through the technical analysis of the HNA and input from the CAC and TAC, the City identified six strategic priorities to meet housing needs identified in the HNA. Strategic priorities are described in greater detail in the section below. Appendix A presents the full text of Tualatin’s existing Comprehensive Plan policies for housing. Appendix B presents the information provided to the CAC in the memorandum “Housing Policy Tools to Address Needs” (May 16, 2019).

Tualatin’s Housing Strategy

The Tualatin Housing Strategy is organized around six broad strategic priorities: (1) ensure an adequate supply of land that is available and serviceable; (2) encourage development of a wider variety of housing types; (3) identify strategies to support affordable housing; (4) evaluate funding tools to support residential development; (5) identify redevelopment opportunities; and (6) ensure there are connections between planning for housing and other planning (such as transportation planning, water and wastewater planning, or economic development planning). The broad goal of the Tualatin Housing Strategy is to help the City manage the land within the

¹ Median family income is determined by the U.S. Department of Housing and Urban Development. In 2018, Washington County’s MFI was \$81,400.

² This assumes that households pay less than 30% of their gross income on housing costs, including rent or mortgage, utilities, home insurance, and property taxes.

Tualatin planning area to meet current and future housing needs while maintaining the character and quality of life in Tualatin and protecting public interests such as housing affordability, health, safety, and municipal revenues.

The Tualatin CAC convened seven times between March 2019 and September 2019. The CAC discussed housing at the meetings in March, May, August, and September. The Tualatin TAC met four times between April 2019 and September 2019 and discussed housing at all four meetings (while some meetings included discussions of other topics, as well). The CAC and TAC provided input into the development of the Housing Strategy through discussions at meetings and opportunities for input on written documents.

The recommendations from the CAC in this strategy consider key findings from the HNA, such as the following examples. The City has a long-term deficit of residential land. The housing market is not building enough housing that is affordable to households with annual incomes less than \$35,000 based on U.S. Census American Community Survey data. The housing market in Tualatin also has a deficit of housing affordable to households earning more than \$150,000.³ The composition of Tualatin's population is becoming older and more diverse. This document presents a comprehensive strategy that provides a variety of opportunities to meet the housing needs of Tualatin's residents at all income levels.

Many of the actions described in the Tualatin Housing Strategy will require legislative amendments to the City's Comprehensive Plan and/or Development Code. These actions will be subject to standard notification and hearing procedures. After the Housing Needs Analysis is completed, the Planning Commission and City Council will prioritize the actions suggested in this memorandum, along with other actions suggested for Tualatin through 2040. Implementation of high priority actions will begin in 2020, based on City Council direction.

³ This analysis is based on Exhibit 79 in the Tualatin Housing Needs Analysis.

Summary of Actions

The table below summarizes the strategies, actions, and recommendations made by the CAC. The priority shown in the table is based on discussions with the CAC about the actions they view to be in need of prompt attention. Low-priority actions represent actions that the CAC thinks are important but that may be executed later in the Tualatin 2040 process. At some level, all of the actions in this strategy are a high priority for the CAC.

Strategies, Actions, and Recommendations	Priority
Strategy 1: Ensure an adequate supply of land that is available and serviceable.	
<p>Action 1.1. Evaluate opportunities to increase development densities within Tualatin’s existing zones by modifying the Development Code.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.1a: Evaluate increasing densities in the Residential High and Residential High Density / High Rise residential designations by allowing buildings that are five to eight stories tall. ▪ Recommendation 1.1b: Conduct an audit of the City’s Development Code to identify barriers to residential development (e.g., lot size, setbacks, and lot coverage ratio) and identify alternatives for lowering or eliminating the barriers. ▪ Recommendation 1.1c: Evaluate off-street parking requirements for multifamily housing to identify opportunities for reduction in parking requirements, especially for housing developed for groups who have fewer cars. ▪ Recommendation 1.1d: Adopt a Planned Unit Development (PUD) ordinance to allow flexibility in both development standards and housing types. 	High
<p>Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.2a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes employment and residential uses. ▪ Recommendation 1.2b: Evaluate opportunities to re-zone Residential Low Density and Residential Medium Low Density residential land for higher-density housing. ▪ Recommendation 1.2c: Evaluate merging High Density zone and the High Density / High Rise zone into one zone and evaluate increasing the maximum density and maximum height limit allowed. 	High
<p>Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.3a: Identify opportunities to increase coordination between transportation planning and residential growth to manage congestion from growth. ▪ Recommendation 1.3b: Identify opportunities to increase transit service. 	Medium
<p>Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.4a: Actively work with Metro staff on upcoming Regional Growth Management reports. Coordinate Tualatin’s planning with regional plans. ▪ Recommendation 1.4b: Develop and implement a system to monitor the supply of residential land every two years. ▪ Recommendation 1.4c: Reevaluate Tualatin’s housing needs and land sufficiency on a schedule tied to the Metro Growth Management cycle. ▪ Recommendation 1.4d: When needed in the future, work with Metro on potential expansion of the Metro UGB to include the Stafford area. 	High

Strategies, Actions, and Recommendations	Priority
Strategy 2: Encourage development of a wider variety of housing types.	
<p>Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.1a: Allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density residential zone. ▪ Recommendation 2.1b: Allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones, at densities appropriate for the zones. 	Medium
<p>Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.2a: Identify opportunities for more mixed-use development. 	Medium
<p>Action 2.3. Identify opportunities to allow and support development of additional innovative housing types.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.3a: Evaluate allowing and supporting development of other housing types in Tualatin, such as single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and higher-amenity housing on larger lots. 	Low
Strategy 3: Support development and preservation of housing that is affordable for all households.	
<p>Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).</p> <ul style="list-style-type: none"> ▪ Recommendation 3.1a: Develop policies to support development of housing affordable to households with incomes below 60% of MFI as part of the City's program to leverage funds from the Metro Housing Bond. 	High
<p>Action 3.2. Develop policies to support development of housing affordable to people who have income between 60% and 120% of MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.2a: Emphasize growth of jobs that pay at or above average wages, as part of the City's economic development strategy. ▪ Recommendation 3.2b: Identify opportunities to partner with or support employers who are interested in developing an employer-assisted housing program. 	Medium
<p>Action 3.3. Develop policies to prevent and address homelessness.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.3a: Develop policies to prevent and address homelessness. 	Low
<p>Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.4a: Develop policies to prevent displacement of existing residents. ▪ Recommendation 3.4b: Develop policies to prevent loss of existing affordable housing. 	Low
<p>Action 3.5. Partner with organizations to establish a land bank or land trust.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.5a: Determine whether to participate in a land bank or land trust, such as the Proud Ground Community Land Trust. 	Low
<p>Action 3.6. Evaluate creative system development charge financing opportunities.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.6a: Evaluate options for potential changes to SDCs and TDTs to support development of affordable housing. 	Medium
<p>Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.7a: Evaluate tax exemption options to support development of affordable housing or mixed-use housing. 	Medium

Strategies, Actions, and Recommendations	Priority
<p>Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.8a: Determine whether the City will need to add staff to implement the policies in the housing strategy. 	Low
Strategy 4: Identify funding tools to support residential development.	
<p>Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.1a: Evaluate opportunities, such as housing development incentives (in Strategy 3), to use leveraged funding from the Metro Housing Bond to support the development of affordable housing. 	High
<p>Action 4.2. Evaluate establishing an urban renewal district.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.2a: Continue the evaluation of establishing a new urban renewal district and consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of MFI. 	High
<p>Action 4.3. Evaluate implementation of a construction excise tax.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.3a: Evaluate implementation of a CET, starting with an analysis of the financial capacity of a CET. 	Medium
Strategy 5: Identify redevelopment opportunities.	
<p>Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 5.1a: Identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment. 	High
<p>Action 5.2. Support redevelopment of underutilized commercial buildings for housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 5.2a: Identify underutilized commercial areas that are ripe for redevelopment and work with landowners and developers to support redevelopment. 	Medium
Strategy 6: Ensure there are connections between planning for housing and other community planning.	
<p>Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing. ▪ Recommendation 6.1b: Evaluate opportunities to expand transit and improve transportation connectivity in Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin's Town Center. ▪ Recommendation 6.1c: Evaluate opportunities for planning transit-oriented development. ▪ Recommendation 6.1d: Develop a bicycle and pedestrian plan for Tualatin to increase connectivity within Tualatin. 	High
<p>Action 6.2. Coordinate planning for economic development planning with housing planning.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.2a: Ensure the City includes housing planning for housing that is affordable to people who work at businesses in Tualatin. 	Medium
<p>Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.3a: Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life. 	Low
<p>Action 6.4. Support sustainable development practices.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.4a: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable. 	Low

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

This strategy is about ensuring an adequate land supply — not only a twenty-year supply (as Goal 10 requires) but also a pipeline of serviced land that is available for immediate development. The following recommended strategies and actions are intended to ensure an adequate supply of residential land through a combination of changes to the Tualatin Development Code, rezoning land, and long-term regional planning for housing. Efficient use of Tualatin’s residential land is key to ensuring that Tualatin has adequate opportunities to grow from 2020 to 2040, and beyond.

Issue Statement

Tualatin’s vacant unconstrained residential land can accommodate about 1,900 new dwelling units, including land within the city limits and Basalt Creek. Development of all of Tualatin’s vacant unconstrained land may occur over a period longer than the twenty-year planning period of this project. The forecast for housing growth over the 2020 to 2040 period is 1,041 new dwelling units.

The results of the HNA show that Tualatin has a surplus of capacity for new housing in the Low Density Residential, Medium Low Density Residential, and High Density Residential Plan Designations but a deficit in the Medium High Density Residential and High Density / High-Rise Residential plan designations. Tualatin has a deficit of 109 dwelling units (about 7 gross acres of land) in the Medium High Density Residential designation and a deficit of 101 dwelling units (about 4 gross acres of land) in the High Density / High-Rise Residential designation.

Tualatin has enough land within its planning area to accommodate the forecast for new housing. The existing zoning, however, leads to deficits of land in the Medium High Density Residential and High Density / High-Rise Residential Plan Designations. Oregon’s statewide planning system requires cities that do not have enough land within their urban growth boundary (UGB) or in selected plan designations to evaluate and implement policies to increase land use efficiently, expand the UGB, or both.

Tualatin is part of the Metro UGB and cannot expand its planning area on its own. However, Tualatin can increase land use efficiency within its planning area by increasing allowable development densities, rezoning land, or planning for redevelopment to meet the needs in the Medium High Density Residential and High Density / High-Rise Residential plan designations. In addition, Tualatin can monitor growth to ensure that the city continues to have sufficient land for residential growth, and it can work with Metro and other regional partners on future expansions of the Metro UGB to accommodate additional residential development in Tualatin.

Tualatin needs land that is vacant with urban services that support residential development, such as municipal water service, sewer and wastewater service, stormwater management systems, and transportation connections with adequate capacity to accommodate growth.

Goal

Ensure that sufficient land is designated and has urban services to support development so the supply is adequate for all needed housing types at the needed densities. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

Recommended Actions

Action 1.1. Evaluate opportunities to increase development densities within Tualatin's existing zones by modifying the Development Code.

This approach seeks to increase housing capacity by increasing allowable density in residential zones. In short, it gives developers the option of building to higher densities. Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development, add tax revenue that benefits the City (as more units can be built), and make the provision of services more cost effective.

This action will look at increasing allowed densities in the Comprehensive Plan and decreasing minimum lot size standards and/or allowable densities in all residential zones.

Tualatin could modify the density ranges outlined in the Tualatin Development Code. These are currently:

- Residential Low-Density (RL): 1–6.4 dwelling units per acre
- Residential Medium Low–Density (RML): 6–10 dwelling units per acre
- Residential Medium High–Density (RMH): 11–15 dwelling units per acre
- Residential High-Density (RH): 16–25 dwelling units per acre
- Residential High-Density/High-Rise (RH/HR): 26–30 dwelling units per acre

With respect to zoning, Tualatin presently has the following zoning standards:

- P is permitted, C is conditional, and N is not permitted
- Minimum Lot size is in square feet and maximum density is in dwelling units per acre (du/ac)

Zone	Single-Family Detached	Manufactured Home on a Lot	Accessory Dwelling Unit	Manufactured Home Park	Duplex	Townhouse	Multi-family
Residential Low (RL)							
Allowed Uses	P	P	P	N	C	C	C
Minimum Lot Size	6,500 average	6,500 average	-		6,000	6,000	6,000

Zone	Single-Family Detached	Manufactured Home on a Lot	Accessory Dwelling Unit	Manufactured Home Park	Duplex	Townhouse	Multi-family
Maximum Density	6.4 du/ac	6.4 du/ac	Accessory to lot with single family dwelling		6.4 du/ac	6.4 du/ac	6.4 du/ac
Residential Medium Low-Density (RML)							
Allowed Uses	C	N	P	P	P	P	P
Minimum Lot Size	4,500				4,356*	1,400	4,356*
Maximum Density	10 du/ac			12 du/ac	10 du/ac	10 du/ac	10 du/ac
Residential Medium High-Density (RMH)							
Allowed uses	N	N	N	N	P	P	P
Minimum Lot Size					2,904*	1,400	2,904*
Maximum Density					15 du/ac	15 du/ac	15 du/ac
Residential High-Density (RH)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					1,742*	1,400	1,742*
Maximum Density					25 du/ac	25 du/ac	25 du/ac
Residential High-Density/High-Rise (RH/HR)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					1,452	1,452	1,452*
Maximum Density					30 du/ac	30 du/ac	30 du/ac
Mixed-Use Commercial Overlay Zone (MUCOD)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					None	None	None
Maximum Density					50 du/ac	50 du/ac	50 du/ac
Central Tualatin Overlay Zone (RH/HR)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size (Core Area)					5,000	5,000	5,000
Minimum Lot Size (Noncore Area)					25,000	25,000	25,000
Maximum Density					25 du/ac	25 du/ac	25 du/ac

*Note: The lot sizes for duplex and multifamily units are based on development on more than one acre. Development on less than one acre has a different standard for minimum lot size.

Changes to lot size standards are legislative changes to the Comprehensive Plan and/or zoning code. As such, this process should be initiated with the Planning Commission and include opportunities for public input.

Recommendation 1.1a: Tualatin should evaluate increasing densities in the residential High and Residential High Density / High Rise designations by allowing buildings that are five to eight stories tall (or higher). The City could increase densities to 60 to 100 dwelling units per acre. Alternatively, the City could allow the zoning standards to dictate the number of new dwelling units, based on standards such as building height limitations, parking requirements per unit, lot coverage ratios, setback requirements, and other zoning standards.

Recommendation 1.1b: Tualatin should conduct an audit of the City's Development Code to identify barriers to residential development (e.g., lot size, setbacks, and lot coverage ratio) and identify alternatives for lowering or eliminating the barriers. For example, the code audit could include these evaluating dimensional standards in all zones to understand the potential impact of development of vacant land (especially smaller or irregularly shaped lots) to identify barriers to infill development.

Recommendation 1.1c: Tualatin should evaluate off-street parking requirements for multifamily housing to identify opportunities for reduction in parking requirements, especially for housing developed for groups who have fewer cars, such as seniors or low-income affordable housing, close proximity to transit stop, and/or additional provision of bicycle parking. The City could consider changes that allow for alternative ways to meet parking requirements or reduce (or eliminate) parking requirements:

- Requiring off-street parking, but not necessarily requiring parking garages.
- Allowing some on-street parking within a set distance of the development to account for some off-street parking requirements.
- Requiring less off-street parking when close (such as within ¼ mile) of a transit stop.
- Requiring additional provision of bicycle parking to reduce parking requirements for the building.

Recommendation 1.1d: Adopt a (Planned Unit Development) PUD ordinance to allow flexibility in both development standards and housing types (subject to a maximum density) in exchange for provision of protected open space through a land use application process; this would require a hearing on the proposed development with the Planning Commission.

Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.⁴

The community desires rezoning to promote the opportunity of housing redevelopment and development. This action seeks to address the deficit of land in the Medium High Density Residential designation (about 7 gross acres of land) and in the High Density / High-Rise Residential designation (about 4 gross acres of land). The action also seeks to provide additional opportunities for the development of multifamily housing; this may contribute, to providing more opportunities for people who work at businesses in Tualatin to also live in Tualatin.

Recommendation 1.2a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes employment and residential uses. The City should exclude industrial sanctuary land (i.e., land in the Southwest Tualatin Concept Plan area) from this evaluation, as this land has been identified as regionally significant industrial areas.

Recommendation 1.2b: Evaluate opportunities to rezone Residential Low Density and Residential Medium Low Density residential land for higher-density housing.

Recommendation 1.2c: Evaluate merging the High Density zone and the High Density / High Rise zones into one zone, and evaluate increasing the maximum density and maximum height limit allowed in the revised zone, consistent with Action 1.1.

Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.

The City already coordinates land use planning with the Capital Improvement Plan to ensure that infrastructure is available to support residential development, especially in newly urbanizing areas and areas identified as high priority for development. Some types of infrastructure development, especially transportation and transit infrastructure, have lagged behind growth in Tualatin and in the broader region, resulting in automotive congestion and insufficient transit service, as discussed in Strategy 6.

Recommendation 1.3a: Identify opportunities to increase coordination between transportation planning and residential growth to manage and reduce congestion resulting from new growth.

Recommendation 1.3b: Identify opportunities to increase transit service between Tualatin and other cities within the Portland region (such as the ongoing planning for the Southwest Corridor) and transit within Tualatin.

⁴ An alternative to this strategy suggested by a committee member was revising the City's zoning system to the following categories of land use: Suburban Residential (replaces the RL and RML zones) with a maximum of 10 dwelling unit per acre and maximum building height of 45 feet; Urban Residential (replaces the RMH and RH zones) with a minimum density of 15 dwelling units per acre and maximum building height of 65 feet; and Urban II (includes the RH/HR zone) with a minimum density of 30 dwelling units per acre and maximum building height of 100 feet.

Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.

The Housing Needs Analysis plans for the 2020 to 2040 period. It is based on Metro's current forecasts for household growth in Tualatin. The Economic Opportunities Analysis shows that employment will continue to grow in Tualatin at a substantially faster pace than households over the next twenty years.

Tualatin has capacity for residential development beyond the forecasted growth over the next twenty years and may be planning for additional capacity for residential growth through policies to increase multifamily building height and density standards (Action 1.1), increased mixed-use development, (Action 1.2) and redevelopment (Action 5.1). Even so, if Tualatin wants to provide more opportunities for development of housing to allow people to live and work in Tualatin, the City will need to identify additional opportunities for residential development beyond the Tualatin planning area.

A key part of this planning is working with Metro on regional planning for housing and employment in and around Tualatin. The City would be well served by having information to share with Metro about new development, the City's planning efforts to provide opportunities for people to work and live in Tualatin, and economic development plans.

[Recommendation 1.4a:](#) Actively work with Metro staff on upcoming Regional Growth Management reports to ensure that Tualatin's population and employment forecasts are planned for similar growth rates. Coordinate Tualatin's planning with regional plans.

[Recommendation 1.4b:](#) Develop and implement a system to monitor the supply of residential land every two years. This includes monitoring residential development (through permits) as well as land consumption (e.g., development on vacant or land for redevelopment). The reports resulting from growth monitoring can be used for working with Metro to better understand Tualatin's opportunities for growth.

[Recommendation 1.4c:](#) Reevaluate Tualatin's housing needs and land sufficiency on a regular basis tied to the Metro Growth Management cycle (i.e., every six years), as part of the City's coordination with Metro. This recommendation is consistent with new requirements in ORS 197.296 (2)(a)(B)(ii), which was updated through House Bill 2003 to require Metro cities to update their housing needs analysis every six years.

[Recommendation 1.4d:](#) As Tualatin continues to grow and eventually cannot accommodate residential growth within the City, work with Metro on potential expansion of the Metro UGB to include the Stafford area.

Strategy 2: Encourage Development of a Wider Variety of Housing Types

This strategy focuses on actions that are intended to ensure new residential structures developed in Tualatin are diverse and include missing middle, workforce housing, low to moderate-income senior housing and other housing products to achieve housing affordability for households and to meet Tualatin's twenty-year housing needs.

Issue Statement

Continued increases in housing costs may increase demand for denser housing (e.g., multifamily housing, single-family attached housing, and compact single-family detached housing). To the extent that denser housing types are more affordable than larger housing types (i.e., single-family detached units on larger lots, such as 2,500 square foot dwelling units on lots larger than 5,000 square feet), continued increases in housing costs will increase demand for denser housing.

Tualatin's housing mix in the 2013–2017 period⁵ was 53% single-family detached, 6% single-family attached and 41% multifamily. Of the multifamily housing, about 5% are low-density multifamily housing types such as duplexes, triplexes, and quadplexes. The HNA assumes that the housing mix of new dwelling units in Tualatin will be about 40% single-family detached, 15% single-family attached and 45% multifamily.

To achieve this mix, Tualatin will need to implement policies that allow a wider variety of middle-density housing types (e.g., cottage clusters, townhouses, duplexes, triplexes, and quadplexes), as well as higher-density housing types (e.g., apartment buildings taller than four stories and mixed-use buildings).

In addition, Tualatin will allow for development of housing that is affordable to workers in Tualatin⁶ and is located in proximity to employment opportunities to attract needed labor force for its industrial and commercial zones and mixed-use overlay zones. These types of housing include (but are not limited to) live-work units, "skinny" single-family detached housing, townhouses, cottage housing, duplexes and triplexes, and less costly types of multifamily housing.

Goal

Allow and encourage the development of a broader diversity of housing types, including middle-density housing types and higher-density housing types.

⁵ Based on 2013–2017 ACS five-year estimates for Tualatin.

⁶ The average wage in Tualatin was \$57,300 in 2017. Housing that is affordable to a worker with that wage would have a housing cost of no more than \$1,430 per month. Some workers make less than the average wage and would require housing affordable to lower incomes, as described in Strategy 3.

A single worker with a job paying the average wage could afford a dwelling with a sales price of no more than \$230,000. Given that the average sales price in Tualatin in early 2019 was \$480,000, housing affordable at the average wage in Tualatin is likely to be rental housing. If the household has two full-time workers with jobs paying the average wage, the household may be able to purchase a dwelling in Tualatin.

Recommended Actions

Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.

Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types.

This approach could be implemented through the local zoning or development code. These housing types would be listed as outright allowable uses in appropriate residential zones. These housing types may provide additional affordability and allow more residential units than would be achieved by detached homes alone.

The City has already partially implemented this strategy. The City already allows one accessory dwelling unit for existing single-family units. Tualatin allows duplexes, townhouses, and multifamily housing as a conditional use in the Residential Low Density residential zone. Tualatin allows duplexes, townhouses, and multifamily housing as a permitted use in the Medium-Low Density and Medium-High Density residential zones.

This strategy would move Tualatin toward compliance with the potential requirements of House Bill 2001, which passed during the 2019 legislative session. The bill requires cities within the Metro UGB to allow middle housing types in low-density residential zones. The bill defines middle housing types as:

- (A) duplexes,
- (B) triplexes,
- (C) quadplexes,
- (D) cottage clusters, and
- (E) townhouses.

To comply with House Bill 2001, Tualatin will need to:

- Allow cottage cluster as a housing type in the Residential Low Density residential zone. Tualatin may want to allow cottage cluster housing in the Medium-Low Density and Medium-High Density residential zones. Tualatin will also need to include development standards in the Tualatin Development Code.
- Allow duplexes, townhouses, and multifamily housing as a permitted use in the Residential Low Density residential zone.

[Recommendations 2.1a: Allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density residential zone.](#) Tualatin will also need to revise the Development Code to include development standards for these housing types. As part of implementation of House Bill 2001, the Oregon Department of Land Conservation and Development (DLCD) will be developing a model code for cities to accommodate these housing types. Given that the model code may not be available before December 2020 and the deadline for adoption of policies to meet the requirement

of House Bill 2001 is June 30, 2022, Tualatin should begin the process to identify changes necessary to implement House Bill 2001 before the model code is available.

[Recommendations 2.1b:](#) Allow cottage cluster housing in the Medium-Low Density and Medium-High Density residential zones, at densities appropriate for the zones.

Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.

One way to provide additional opportunities for housing development, especially multifamily housing development, is through planning for mixed-use development. Tualatin defines mixed-use development as “a tract of land or building or structure with two or more different uses such as, but not limited to residential, office, retail, manufacturing, public or entertainment, in a compact urban form.”

The Economic Opportunities Analysis shows that Tualatin has a small amount of vacant unconstrained commercial land (11 acres). Strategy 5 (redevelopment) recommends identifying opportunities for redevelopment, especially for mixed-use development. Both the Economic Opportunities Analysis and Housing Needs Analysis document the fact that most people who work in Tualatin live elsewhere and that there are relatively few opportunities for housing for people who want to live and work in Tualatin.

One way to increase opportunities for this type of housing is to increase the overall amount of housing affordable to people who work at jobs in Tualatin, much of which will be multifamily housing and should be located near employment centers in Tualatin. Increasing opportunities for mixed-use development can address both of these issues.

[Recommendation 2.2a:](#) Identify opportunities for more mixed-use development, either through rezoning land to a mixed-use zone and/or through redevelopment (consistent with Action 5.1).

Action 2.3. Identify opportunities to allow and support development of innovative housing types.

Some housing types have traditionally not been present in Tualatin, either because they are not allowed or because the market is not developing them. Some innovative housing types may include single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and other innovative housing types.

In addition, growth of seniors is increasing demand for single-level single-family detached units to allow seniors to remain in Tualatin as they age. While this type of unit is allowed in Tualatin, little of this housing has been developed over recent years.

Tualatin's land base does not provide opportunity for development of higher-amenity housing on larger lots. This type of housing generally appeals to households with higher incomes. When Tualatin is evaluating opportunities for UGB expansion, there may be opportunities for development of this type of housing in areas where developing higher-density housing is challenging or undesirable, such as on hillsides.

[Recommendation 2.3a: Evaluate allowing and supporting development of other housing types in Tualatin, such as single-room occupancy \(more than four unrelated living in the same dwelling with shared kitchen and bathrooms\); reuse of cargo containers for housing; tiny homes \(dwelling units between 100 and 500 square feet\); and higher amenity housing on larger lots.](#)

Strategy 3: Support development and preservation of housing that is affordable for all households

The following recommended strategy and actions are intended to use a deliberate set of mandates and incentives to support the development of new affordable housing and preserve existing affordable housing.

Issue Statement

Availability of housing that is affordable to households at all income levels is a key issue in Tualatin. For the purposes of this strategy, affordable housing is defined as 1) housing for very low-income and extremely low-income households at 50% or below the median family income (MFI)⁷ (\$41,000 in 2018); 2) housing for low-income households with incomes between 50% and 80% of the MFI (\$41,000 to \$65,000 in 2018); and 3) housing for middle-income households with incomes between 80% and 120% of the MFI (\$65,000 to \$98,000 in 2018).

The City's policy options for providing opportunities to build housing, especially affordable housing (both market-rate and government-subsidized affordable housing) are limited. The most substantial ways the City can encourage development of housing is through ensuring that

⁷ Based on U.S. Department of Housing and Urban Development Median Family Income of \$81,400 for Washington County in 2018.

enough land is zoned for residential development, in addition to assembling and purchasing land for affordable housing development, eliminating barriers to residential development where possible, and providing infrastructure in a cost-effective way.

Based on the actions identified below and the priorities set by decision makers, the City should develop a comprehensive housing strategy that supports the development of long-term (30–60 years) affordable housing that is government-subsidized which is developed by nonprofits, private developers, and/or in partnership between any of the following: public, nonprofit, and/or private developers. The Tualatin Housing Program will use a variety of tools, such as those described in this memorandum, to lower barriers to and encourage affordable housing development.

Goal

The goal of this strategy is to promote more lower-cost housing, with a focus on low and middle-income housing, creating mixed-income neighborhoods. This focus is to ensure that there is housing that is affordable to workers at businesses in Tualatin.

Recommended Actions

Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).

Evaluate policies to support development of low-income housing that would be affordable to households earning less than 80% of the MFI in Washington County (\$65,000 for a household size of four people), many of whom may be eligible for income-restricted housing, which is commonly known as low-income housing. These policies will leverage funds from the Metro Housing Bond (discussed in Strategy 4). Some examples of support include:

- Reducing or waiving systems development charges (SDCs) and Transportation Development Tax (TDT) fees (see Action 3.6).
- Evaluating adoption of a tax exemption program (see Action 3.7).
- Providing density bonuses for development of housing affordable to households with incomes below 60% of the MFI.
- Participating in a land bank for housing affordable to households with incomes below 60% of the MFI (see Action 3.5).
- Evaluating adoption of an inclusionary zoning program to require market-rate development to include some housing affordable to households with incomes below 80% of the MFI.
- Developing an expedited review process for development of affordable housing projects that target housing affordability at 60% of the MFI.

- Partnering with Washington County Housing Services and Oregon Housing and Community Services (OHCS) to identify resources for developing additional housing affordable for household with incomes of below 60% of the MFI.

[Recommendation 3.1a: Develop policies to support development of housing affordable to households with incomes below 60% of the MFI, as part of the City’s program to leverage funds from the Metro Housing Bond.](#)

Action 3.2 Develop policies to support development of housing affordable to people who have incomes between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.

Workforce housing is housing that is affordable to households earning between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four in Washington County). An important part of this action is coordinating with economic development planning. In 2017, the average wage for jobs in Tualatin was \$57,300.

Action 3.1 includes housing policies for households earning between 60% and 120% of the MFI. Some additional ways that the City may support development of housing affordable to households with incomes between 60% and 120% of the MFI are:

- Coordinating planning for economic development with planning for residential development to emphasize the growth of jobs that pay at or above Tualatin’s average wage (\$57,300 in 2017).
- Supporting and potentially partnering with employers who are interested in developing an employer-assisted housing program to provide grants or loans to support rehabilitation or new housing development.
- Partnering with Washington County Housing Services and Oregon Housing and Community Services (OHCS) to identify resources for developing additional housing affordable for household with incomes between 80% and 120% of the MFI.
- Participating in a land bank for housing affordable to households with incomes between 80% and 120% of the MFI (see Action 3.5).

[Recommendation 3.2a: Emphasize growth of jobs that pay at or above average wages, as part of the City’s Economic Development Strategy.](#)

[Recommendation 3.2b: Identify opportunities to partner with or support employers who are interested in developing an employer-assisted housing program.](#)

Action 3.3. Develop policies to prevent and address homelessness.

Households earning less than 30% of the MFI (\$24,000 or less for a family of four) are at risk of becoming homeless. They can afford monthly rent of \$600 or less. About 16% of households in Tualatin currently fit into this income category. Tualatin has a deficit of about 1,400 units affordable to households with incomes of \$25,000 or less.

Tualatin can use approaches similar to those in Action 3.1 to support development of housing affordable to these households, including using funds from the Metro Housing Bond. Tualatin can also take the following actions to prevent and address homelessness:

- Develop a strategic plan to address homelessness and strengthen partnerships between the City and service providers who assist people experiencing homelessness.
- Partner with service providers to expand rapid rehousing and permanent supportive housing programs.
- Partner with service providers to support the creation of overnight shelters that provide safe sleeping options for people who are unsheltered. Work with service providers to explore alternatives to congregate shelters.

There are many other actions that Tualatin can take to prevent and address homelessness, such as expansion of transportation options, increasing outreach to the homeless population, partnering with service providers of mental health services, supporting a crisis intervention team, and other services.

[Recommendation 3.3a: Develop policies to prevent and address homelessness.](#)

Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.

Redevelopment and development of new housing can increase housing costs and displace existing residents. Housing that is currently affordable to households, such as those earning below 60% of the MFI (less than \$48,900 for a household of four) or between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four), can become unaffordable as a result of redevelopment and overall increases in housing costs in Tualatin, making it harder for existing residents of Tualatin and people working at businesses in Tualatin to afford to live in Tualatin.

- Identify funding to allocate to housing programs that prevent and alleviate the risk of displacement, such as the funding sources identified in Strategy 4, to fund programs such as the ones below.
- Evaluate the feasibility of developing a housing preservation and development program to assist with capital repairs, façade improvements, or weatherization. Tualatin may consider criteria for funding, such as the property must be regulated affordable or at risk of converting to market rate. Tualatin could consider offering funds to low-cost market-rate properties in need of major structural repairs (in return for the property owner maintaining existing rent levels).
- Partner with organizations to support programs that preserve market-rate housing and affordable housing. These partnerships can include programs such as provision of grants or low-interest loans to support rehabilitation of existing, older single-family detached homes in poor condition, and/or extending existing Low Income Housing Tax Credit projects for an additional term or converting to long-term affordable housing
- Limit condominium conversions. Develop and evaluate requirements for multifamily building owners who want to convert the apartment units to condominiums. Limitations may restrict the conditions under which conversion is allowed, (e.g., based on vacancy rates or tenant consent). Limitations could require that tenants be offered a right of first refusal to purchase their unit, should the owner want to convert their property to a condominium.
- Work with agencies who offer Fair Housing education and enforcement. Provide landlords and tenants with education of rights and responsibilities under Fair Housing Act and provide resources for enforcement actions where Fair Housing law has been violated. Tualatin could provide resources/information about the Housing Choice Voucher Program to reduce the extent to which landlords discriminate against voucher recipients in Tualatin.

[Recommendation 3.4a: Develop policies to prevent displacement of existing residents.](#)

[Recommendation 3.4b: Develop policies to prevent loss of existing affordable housing.](#)

Action 3.5. Partner with organizations to establish a land bank or land trust.

A land bank supports housing affordability by reducing or eliminating land or acquisition costs from a developer's total development budget. Land banks take several forms, but many are administered by a nonprofit or government entity with a mission of managing a portfolio of properties to support a public or community purpose over many years or decades. The land banking process involves key procedural steps, including (1) strategic land and property acquisition, (2) restoration of the property (e.g., clear blight, clear title), and (3) resale to a buyer.

A land trust is similar to land banking in that they participate in strategic land and property acquisition and restoration of the property (e.g., clear blight, clear title). Though instead of ultimately selling the property (land and buildings), the land trust holds the land in perpetuity and sells or leases the buildings. A land trust is typically a private or nonprofit organization that leases or sells the buildings (e.g., dwelling units) sited on the land but owns and manages the land permanently. A land trust can support housing affordability by leasing the dwelling units on their land to income-qualified renters. If the land trust prefers to pursue homeownership objectives, they can enact a deed covenant prior to selling the dwelling units to safeguard lasting affordability for homeowners.

The City's role in a land bank or land trust may include:

- Identifying opportunities to assist with assembly of land into a single tax lot or multiple adjacent tax lots in certain cases (i.e., mixed-use development with more than one developer involved) to support development of affordable housing.
- Identifying surplus publicly-owned properties that could be used for affordable housing and partner with developers of affordable housing (consistent with Actions 3.1 or 3.2).

[Recommendation 3.5a: Determine whether to participate in a land bank or land trust, such as the Proud Ground Community Land Trust, and determine the City's role in the land banking process.](#)

Action 3.6. Evaluate creative system development charge financing opportunities.

Opportunities to change the way that the City collects system development charges (SDC) and the Transportation Development Tax (TDT) include (1) reducing or waiving system development charges for residential development that meets Tualatin's housing needs or goals (such as the development of housing affordable to households earning less than 60% of the MFI [\$48,900 for a household of four]); (2) implementing an SDC financing credit program to incentivize needed housing types; (3) developing a sliding scale of SDC based on the size of the units, charging lower SDC for smaller units; (4) implementing a sole source system development charge program; (5) vesting SDC rates on submission of the complete land use review application to determine the SDC early in the development process; and (6) collecting SDC at completion of construction (prior to issuance of a certificate of occupancy) rather than at issuance of the building permit.

[Recommendation 3.6a: Review options for potential changes to SDC and TDT to determine if one or more of the options above is appropriate for Tualatin and implement changes to SDCs and the TDT, as appropriate.](#)

Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.

Tax exemption programs typically provide exemptions from property taxes for ten years, and for some, up to twenty years. Tax exemption programs include the following:

Program	Vertical Housing Development Zones (VHDZs)	Multiunit Housing (a.k.a. MUPTe)	Low-Income Rental Housing/Nonprofit Corporation Low-Income Housing	Tax Exemption for Newly Rehabilitated or Constructed Multiunit Rental Housing
Eligible Projects/ Properties	Must include at least one “equalized floor” of residential; at least 50% of the street-facing ground floor area must be committed to nonresidential use. Can be new construction or rehabilitation. City can add other criteria.	Housing subject to a housing assistance contract with a public agency; OR housing that meets City-established criteria for design elements benefitting the general public and number of units. May be new construction, addition of units, or conversion of an existing building to residential use.	New rental housing exclusively for low-income households (at or below 60% MFI); rental housing for low-income persons (at or below 60% MFI) that is owned, being purchased, and/or operated by a nonprofit; or land held for affordable housing development.	Newly rehabilitated or constructed multiunit rental housing. Rental units affordable to households with an annual income at or below 120% of MFI.
Eligible Areas	Within designated areas. City may designate any area it chooses. ⁸	Within designated areas. City may designate core areas. Alternatively, the City can designate the entire city and limit the program to affordable housing.	Anywhere in the city	Anywhere in the city
Duration of Tax Exemption/ Abatement	Exemption is for 10 years (this is set in statute, not by the City).	Exemption is for up to 10 years, except for low-income housing, exemption can be extended for as long as the housing is subject to the public assistance contract.	For the low-income rental housing program, exemption lasts 20 years.	City must establish a schedule that provides longer exemptions for projects with more qualifying units, with a maximum of 10 years.
Best Suited for	Encouraging mixed-use development in locations where ground floor commercial uses are essential to the vision and mixed-use is not economically feasible yet.	Encouraging multifamily housing in strategic locations or supporting development of housing affordable households with income of 80% of MFI or lower.	Reducing operating costs for regulated affordable housing affordable at 60% MFI or below.	Incentivizing market-rate/moderate-income multifamily housing development citywide.

Recommendation 3.7a: Review tax exemption options to support development of affordable housing or mixed-use housing to determine if one or more of the options

⁸ The prior statutes governing the VHDZ program specified certain types of areas where VHDZs could be designated. The current version of the statute leaves this decision entirely up to the City. However, logically, the zoning would need to allow both residential and nonresidential uses in order to allow development that could be eligible for VHDZ tax abatement.

above is appropriate for Tualatin and implement the tax exemption program(s) identified as appropriate for Tualatin.

Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.

The Housing Strategy presented in this memorandum, and especially the actions presented in Strategy 3 and Strategy 4, will take substantial staff time to evaluate and implement. The City may need additional staffing to implement the Housing Strategy.

Recommendation 3.8a: As the City Council sets priorities for implementation of the Housing Strategy, the Council should work with the City Manager and Community Development Director to determine whether the City will need to add staff to implement the policies in the Housing Strategy.

Strategy 4: Identify Funding Tools to Support Residential Development

The following recommended strategy and actions are intended to consider a range of funding tools that Tualatin may implement and use to support residential development.

Issue Statement

Funding for affordable housing and the infrastructure that serves residential land is becoming increasingly difficult. Cities have adopted a broad range of tools to support affordable housing. The nature of those tools is dependent on local factors: tax base, council support, competing priorities, etc.

Funding affordable housing programs from existing revenue sources may be challenging. Supplemental tools will be necessary if the City wants to support residential development.

Goal

Explore creative and sound ways to support development of affordable housing and infrastructure development.

Recommended Actions

Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.

Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing. The Metro Housing Bond is for \$652.8 million, the majority of it will support development of at least 3,900 new affordable units. Most of the new units will be affordable to households with income below 60% of the MFI (\$48,600 for a family of four) or less. Funds from the bond measure can be used for building new affordable units, housing purchase and rehabilitating existing housing, buying land for new affordable housing, and producing affordable homeownership units.

Washington County has been allocated \$118.9 million from the bond. The County's draft Local Implementation Strategy allocates Tualatin \$17.5 million for new construction of about 175 units

of housing affordable for individuals and families. In addition, the County anticipates \$30.6 million in additional funds for Tualatin to support this housing development from sources such as Low Income Housing Tax Credits (LIHTC), private resources such as loans from private banks, property tax exemptions, Washington County HOME Partnership Investment Program funds, Washing County Housing Production Opportunity Fund, and resources from partner jurisdictions (such as fee waivers or exemptions, donated or discounted land, grants, or other resources).

The programs discussed in Strategy 3 (especially in Actions 3.1, 3.4, and 3.7) are ways that the City can support and leverage funding from the Metro Housing Bond. In addition, Actions 4.2 (Urban Renewal) and 4.3 (CET) can also leverage funding from the Metro Housing Bond.

[Recommendation 4.1a: Evaluate opportunities, such as housing development incentives \(from Strategy 3\), to use leveraged funding from the Metro Housing Bond to support the development of affordable housing.](#)

Action 4.2. Evaluate establishing an urban renewal district.

As the City evaluates establishing a new urban renewal district (which is currently an ongoing process within the City), evaluate opportunities to support development of affordable housing programs (Strategy 3) funded through urban renewal. The City should also evaluate development of infrastructure (Strategy 1) and redevelopment opportunities (Strategy 5) to support residential development.

Tax increment finance revenues (TIFs) are generated by the increase in total assessed value in an urban renewal district (from the time the district is first established). As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off the bonds. Over the long term (most districts are established for a period of twenty or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments:

- Redevelopment projects, such as mixed-use or infill housing developments
- Economic development strategies, such as capital improvement loans for small or start-up businesses that can be linked to family-wage jobs
- Streetscape improvements, including new lighting, trees, and sidewalks
- Land assembly for public as well as private reuse
- Transportation enhancements, including intersection improvements
- Historic preservation projects
- Parks and open spaces

As the City continues its ongoing evaluation of establishing a new urban renewal district, the City should consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of the MFI (\$48,600 for a household of four). Cities primarily use urban renewal funds to support the development of affordable housing by purchasing land and accepting development proposals on that land. Cities typically require some percentage of housing to be affordable, or they make the inclusion of affordable housing a criterion for the evaluation of development proposals.

In addition, cities use urban renewal funds to directly invest in infrastructure projects that benefit housing development.

[Recommendation 4.2a](#): As the City continues its ongoing evaluation of establishing a new urban renewal district, the City should consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of the MFI.

Action 4.3. Evaluate implementation of a construction excise tax.

The construction excise tax (CET) is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533, which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction.

The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:

- 50% must be used for developer incentives (e.g., fee and SDC waivers, tax abatements, etc.).
- 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction.
- 15% flows to Oregon Housing and Community Services for homeowner programs.

If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives, while the remaining 50% is unrestricted. The rate may exceed 1% if levied on commercial or industrial uses.

[Recommendation 4.3a](#): Evaluate implementation of a CET, starting with an analysis of the financial capacity of a CET based on historical construction rates and the amount of the CET. The fiscal potential will provide a foundation that (1) helps determine whether a CET would generate enough revenue to make an impact, and (2) helps focus discussion on how the City could generate the best return on investment of CET funds.

Strategy 5: Identify Redevelopment Opportunities

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

Issue Statement

Tualatin has a deficit of land for housing, a deficit of 109 dwelling units in the Medium High Density Residential designation and a deficit of 101 dwelling units in the High Density / High-Rise Residential designation. Some (or perhaps all) of this deficit could be accommodated through redevelopment of existing areas within Tualatin, where there are opportunities to increase the intensity of land uses. Redevelopment may also provide opportunities for the development of mixed-use areas that are more walkable, have amenities that households frequently access (e.g., schools, medical facilities, parks, retail, restaurants, and other services), and have access to transit, consistent with the actions in Strategy 6.

Redevelopment may require actions from other strategies, such as increasing allowable densities, up-zoning, density bonuses for affordable housing, land assembly, reduced parking requirements, tax abatement programs to support housing development, and funding support such as an urban renewal district.

As the City plans for redevelopment, it should be sensitive to the potential for displacement of existing residents. Action 3.4 includes measures to mitigate displacement resulting from redevelopment.

Goal

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

Recommended Actions

Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.

A key finding of the Housing Needs Analysis is that Tualatin has limited land for development of multifamily housing and projects deficits of land to accommodate new housing in the Medium High Density and High Density / High Rise plan designations. The Economic Opportunities Analysis finds that Tualatin has limited land for commercial development and projects a substantial deficit of land to accommodate new housing.

The City should identify three to four areas within Tualatin for redevelopment into mixed-use areas, with a mixture of higher-density housing and employment uses such as retail, office, and commercial services. For example, some areas that may be appropriate for redevelopment include the Commons, areas near key transit stops, and the area west of 6th Street/east of 90th Street/north of Sagert Street. In selecting areas ripe for redevelopment, the City should consider whether economic conditions support redevelopment and landowner attitudes to redevelopment, and it should also set criteria based on transportation and transit connections and proximity to existing employment centers.

The City should engage the community in developing a vision for redeveloping the selected areas. The planning to implement this vision could be developed through redevelopment plans that show how the property will be redeveloped into a vibrant area with a mixture of uses, connections with Tualatin's automotive and pedestrian/bicycle transportation networks, and a variety of housing types. The redevelopment plans should include working with landowners to ensure they are supportive of the plans, as well as involving stakeholder and citizen input into the vision for the district and development of the redevelopment plans.

The City should consider opportunities to support redevelopment, such as urban renewal (Action 4.2), to address infrastructure deficiencies or to support development of affordable housing, funding from the Metro Housing Bond (Action 4.1) for affordable housing development, land banking (Action 3.5), opportunities to reduce SDCs (Action 3.6), and property tax exemptions (Action 3.7) to support housing development.

[Recommendation 5.1a: Initiate a process to identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.](#)

Action 5.2. Support redevelopment of underutilized commercial buildings for housing.

Tualatin has several underutilized commercial buildings, such as stores that have closed, that may be appropriate for redevelopment. The City should work with landowners to evaluate opportunities for redeveloping vacant buildings for new housing.

The City should consider opportunities to support redevelopment of underutilized commercial buildings, such as urban renewal, to address infrastructure deficiencies or support development of affordable housing, such as the Metro Housing Bond (Action 4.1) or property tax abatements (Action 3.7).

[Recommendation 5.2a: Identify underutilized commercial areas that are ripe for redevelopment and work with landowners and developers to support redevelopment.](#)

Strategy 6: Ensure There are Connections between Planning for Housing and Other Community Planning

This strategy focuses on actions that are intended to ensure coordination between planning for housing and other community planning, such as transportation planning or neighborhood planning.

Issue Statement

Discussions of residential development led to discussions of the design of neighborhoods and connectivity in Tualatin and a desire for more deliberate planning of new residential development to integrate multiple modes of transportation, access to parks and schools, and retail and services in or near neighborhoods. Given that large parts of Tualatin are already built out, this type of planning will need to consider long-term redevelopment opportunities to retrofit the existing built environment into neighborhoods with these characteristics.

This type of planning should occur with attention paid to equity issues, ensuring that neighborhoods with these characteristics are developed in a way that does not displace existing households and provides opportunity for housing for all residents of Tualatin, regardless of income, age, or race/ethnicity. This implies development of neighborhoods with a mixture of incomes, homeowners and renters, and a mixture of housing types (i.e., both single-family detached housing and attached or multifamily housing).

Goal

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

Recommended Actions

Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth

The next update to the Transportation System Plan (TSP) should coordinate planning for housing, as well as employment growth, with transportation planning, providing for opportunities for more intensive multifamily development where there is sufficient capacity for automotive and transit capacity. The redevelopment areas (Action 5.1) should be planned for in areas where there is higher capacity for automotive and transit, as well as being connected by pedestrian and bicycle trails.

The update to the TSP ensures there are additional opportunities to decrease dependence on automotive transportation, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). The TSP update should also identify opportunities to address capacity issues on Tualatin's roads to ease congestion and make traveling by car within and outside of Tualatin easier.

[Recommendation 6.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing, such as increased focus on development in](#)

walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit).

[Recommendation 6.1b](#): Evaluate opportunities to expand transit and improve transportation connectivity in Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin’s Town Center and vital services, and out to the neighborhoods.

[Recommendation 6.1c](#): Evaluate opportunities for planning transit-oriented development as transit becomes more available in Tualatin, consistent with redevelopment planning.

[Recommendation 6.1d](#): Develop a bicycle and pedestrian plan for Tualatin to increase connectivity within Tualatin.

Action 6.2. Coordinate planning for economic development with housing planning.

Tualatin has a jobs-housing imbalance, with more jobs than residents in Tualatin. The other strategies in this memorandum are intended to support development of housing that is affordable to people who work at businesses in Tualatin (the average wage was \$57,300 in 2017), such as Action 3.2. The City should evaluate opportunities to support development of housing that is affordable to workers at businesses in Tualatin to ensure that people who work in Tualatin have the opportunity to live in Tualatin. As part of this evaluation, the City should identify opportunities for residential development closer to jobs in Tualatin, to make it easier for people to walk, bicycle, or use transit to get to work. These opportunities are parts of the strategies throughout this memorandum.

[Recommendation 6.2a](#): Ensure the City includes housing planning for housing that is affordable to people who work at businesses in Tualatin.

Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.

The City should develop a framework for development of mixed-use neighborhoods that results in neighborhoods where residents have easy, convenient access to many of the places and services they use daily without relying heavily on a car. The framework would include the following elements: walkable neighborhoods with access to transit, nearby parks (i.e., within one-quarter mile), neighborhood retail and restaurants, and near schools. The neighborhood would have higher concentrations of people and would be complete with sidewalks, bike lanes, and bus routes that support a variety of transportation options. The design of the neighborhood should integrate design standards that promote public safety. In larger cities, these are referred to as “twenty-minute neighborhoods,” but given Tualatin’s smaller size, the scale might be more like “ten-minute neighborhoods.”

[Recommendation 6.3a](#): Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life.

Action 6.4. Support sustainable development practices.

Sustainable development practices are environmentally responsible and resource-efficient building practices that range from building design, building construction, and building operations and maintenance. Examples of sustainable building practices include certification programs such as Leadership in Energy and Environmental Design (LEED) or National Green Building Standard.

The City could support sustainable development practices by offering incentives for certified buildings, or the City could require that new buildings adhere to specified sustainable building practices.

The trade-off with some types of sustainable building practices is that they can increase development costs (especially over the short run) and may make it more difficult to develop housing affordable for middle and lower-income households. Over the long run, some sustainable building practices pay for themselves with decreased operational costs (such as energy-efficient features that reduce heating and cooling costs).

[Recommendation 6.4a: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.](#)

Appendix A: Tualatin's Existing Comprehensive Plan Policies

Section 4.050 General Growth Objectives.

The following are general objectives used as a guide to formulate the Plan. The objectives are positive statements to describe the Plan's intent to:

- (1) Provide a plan that will accommodate a population range of 22,000 to 29,000 people.
- (2) Cooperate with the Metropolitan Service District to reach regional consensus on population growth projections within the Tualatin area.
- (3) Conform to Metropolitan Service District (Metro) procedures for initiating amendments to the Metro Urban Growth Boundary.
- (4) Provide a plan that will create an environment for the orderly and efficient transition from rural to urban land uses.
- (5) Convert agricultural land only if needed for urban uses.
- (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.
- (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.
- (8) Define the urban growth boundary.
- (9) Prepare a plan providing a variety of living and working environments.
- (10) Encourage the highest quality physical design for future development.
- (11) Coordinate development plans with regional, state, and federal agencies to assure consistency with statutes, rules, and standards concerning air, noise, water quality, and solid waste. Cooperate with the U.S. Fish and Wildlife Service to minimize adverse impacts to the Tualatin River National Wildlife Refuge from development in adjacent areas of Tualatin.
- (12) Adopt measures protecting life and property from natural hazards such as flooding, high groundwater, weak foundation soils and steep slopes.
- (13) Develop regulations to control sedimentation of creeks and streams caused by erosion during development of property.
- (14) Develop a separate growth program that controls the rate of community growth and is acceptable to the Land Conservation and Development Commission.
- (15) Arrange the various land uses in a manner that is energy efficient.

- (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.
- (17) Maintain for as long a period as possible a physical separation of non-urban land around the City so as to maintain its physical and emotional identity within urban areas of the region.
- (18) Fully develop the industrial area located in Washington County west of the City only when adequate transportation facilities are available and the area has been annexed to the City and served with water and sewer services.
- (19) Cooperate with Washington County to study the methods available for providing transportation, water and sewer service to the industrial area west of the City, designating this area as a special study area.
- (20) Initiate annexation of property within the Urban Growth Boundary planned for residential development only when petitioned to do so by owners of the affected property, including cases involving unincorporated "islands" of property surrounded by land annexed previously.
- (21) Territories to be annexed shall be in the Metro Urban Growth Boundary.
- (22) Address [Metro's Urban Growth Management Functional Plan, Title 13](#), Nature in Neighborhoods, through the conservation, protection and restoration of fish and wildlife habitat, including Metro's Regionally Significant Fish and Wildlife Habitat, through the Tualatin Basin Natural Resource Coordinating Committee and the Tualatin Basin Program.

(a) Support and implement the elements of the Tualatin Basin Program to:

- (i) Develop and adopt local policies and regulations to implement the provisions of the Tualatin Basin Program.
- (ii) Adopt low impact development (LID) provisions to reduce environmental impacts of new development and remove barriers to their utilization.
- (iii) Coordinate with Clean Water Services (CWS) to implement their Healthy Streams Action Plan and other programs such as their Stormwater Management Plan and Design and Construction Standards.
- (iv) Coordinate with CWS, Metro and others to develop and support the funding, voluntary and educational components of the Tualatin Basin Program.
- (v) Coordinate with CWS, Metro and others to develop and support the monitoring and adaptive management components of the Tualatin Basin Program.

(b) Continue active participation in the Tualatin Basin Natural Resources Coordinating Committee and the Steering Committee to support and implement the Tualatin Basin Program.

(c) Coordinate with CWS and Metro to update Metro's Regionally Significant Fish and Wildlife Habitat Inventory Map. Changes to the Inventory Map will be on-going as on-site inventories are conducted as part of private and public construction projects.

(d) Support and implement provisions allowing public access to planned public facilities.

Section 5.030 General Objectives.

The following are general objectives used to guide the development of the residential housing element of the Plan. They describe the Plan's intent to:

- (1) Provide for the housing needs of existing and future City residents.
- (2) Provide housing opportunities for residents with varied income levels and tastes that are esthetically and functionally compatible with the existing community housing stock.
- (3) Cooperate with the Housing Authority of Washington County and the Housing Division of Clackamas County to identify sites, projects and developers to provide the City's fair share of assisted housing units for low and moderate income households, and participate in the region's Housing Opportunity Plan.
- (4) Locate higher density development where it is convenient to the City's commercial core, near schools, adjacent to arterial and collector streets and, as much as possible, in areas with existing multi-family housing and provide residential opportunities in selected commercial areas through the Mixed Use Commercial Overlay District.
- (5) Provide areas that are suitable for manufactured dwelling parks and areas that are suitable for subdivisions that will accommodate manufactured homes.
- (6) Provide areas that will accommodate small-lot subdivisions.
- (7) Develop specific and enforceable design standards for multi-family developments, town-houses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.
- (8) Encourage owner occupancy of multi-family developments and other housing units within the City.
- (9) Encourage subdividers and other residential developers to consider the need for solar access on residential construction sites.

(10) Provide for the raising of agricultural animals and agricultural structures in areas that are presently used for this purpose and that are not buildable due to their location in the 100-year flood plain.

(11) Require that all residential development adjacent to Expressways be buffered from the noise of such Expressways through the use of soundproofing devices such as walls, berms or distance. Density transfer to accommodate these techniques is acceptable.

(12) Encourage the development of attached housing in accordance with the RML Planning District in the area of the Norwood Expressway/Boones Ferry Road intersection.

(13) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

(15) Protect adjacent land uses from noise impacts by adopting industrial noise standards.

(16) Protect the Tonquin Scablands from adverse impacts of adjacent development. This includes the main Scabland area in the vicinity of the Burlington Northern Railroad tracks which is preserved through the use of the Wetlands Protection District and the Greenway and Riverbank Protection District. This also includes other elements of the Scabland formations found farther to the east. These latter areas will be preserved on a case-by-case basis as development occurs through preservation in their natural state, allowing residential density transfer through the small lot subdivision, common wall housing, and condominium conditional use processes.

(17) Protect wooded areas identified on the Natural Features Map found in the Technical Memorandum by requiring their preservation in a natural state, by integrating the major trees into the design of the parking lots, buildings, or landscaping areas of multi-family complexes and non-residential uses, or in low density areas through the small lot, common wall, or condominium conditional use. If it is necessary to remove a portion or all of the trees, the replacement landscape features shall be subject to approval through the Architectural Review process, except for conventional single family subdivisions.

Appendix B: Housing Policy Tools to Address Needs

This appendix presents the information provided to the CAC in the memorandum Housing Policy Tools to Address Needs (dated May 16, 2019).

The City of Tualatin contracted ECONorthwest to develop a Housing Needs Analysis and a Housing Strategy for Tualatin. The Housing Needs Analysis will determine whether the City of Tualatin has enough land to accommodate 20-years of population and housing growth. It will characterize housing affordability problems and identify gaps in housing affordability in Tualatin. The Housing Needs Analysis will provide the basis for an update to the City's Comprehensive Plan Housing Element, as well as development of an action plan to implement the housing policies (i.e. the Housing Strategy).

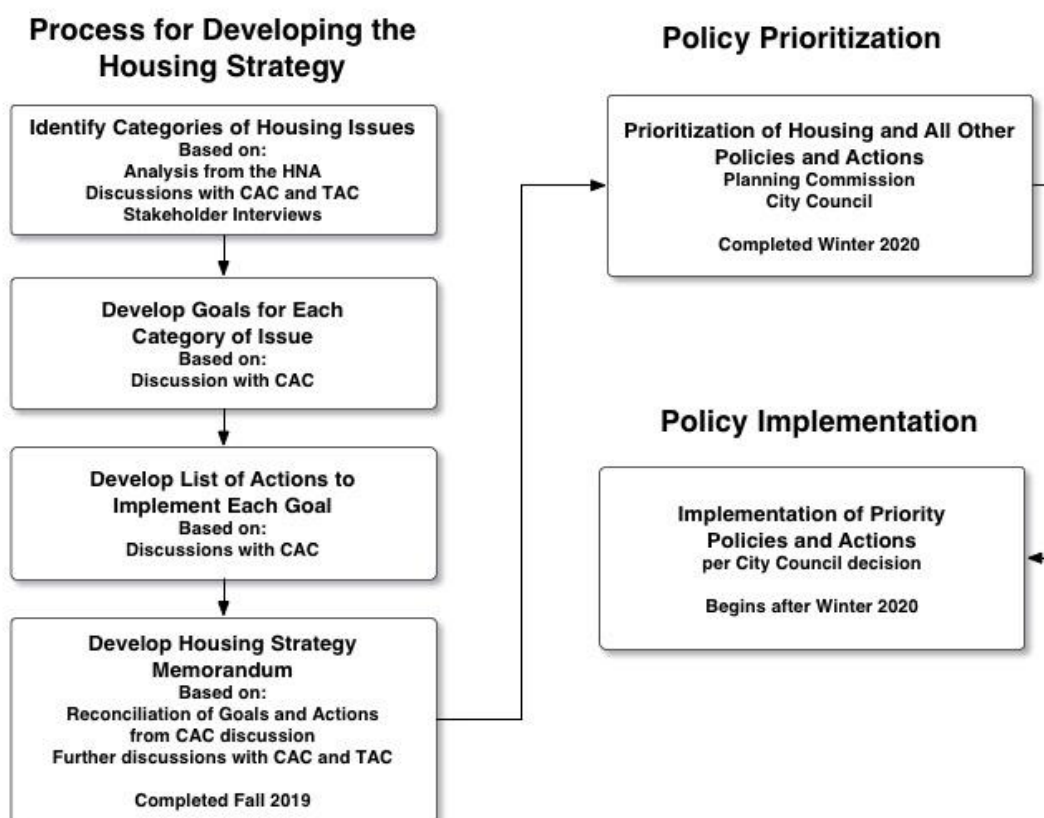
This memorandum provides a range of housing policy options for the City of Tualatin to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- Land Use Regulations
- Increase Housing Types
- Financial Assistance to Homeowners and Renters
- Lower Development or Operational Costs
- Funding Sources to Support Residential Development

The intention of this memorandum is to provide a toolbox of potential policies and actions that the City can use to address strategic issues. Exhibit 1 illustrates the process for developing the housing strategy and incorporating the strategy into the broader Tualatin 2040 process. Through this project, the CAC and TAC will provide feedback and recommendations that will be used to develop the Tualatin Housing Strategy. The May 23 CAC meeting will begin this process with the following steps: (1) identify categories of housing issues, (2) develop goal(s) to address each category of issue, and (3) developing a list of actions to implement each goal. At a subsequent CAC meeting, we will discuss one or more drafts of the Housing Strategy memorandum, which will document the housing issues, goals, and actions.

After the conclusion of this project, the Housing Strategy will be combined with other policies and actions and will be prioritized by the Tualatin Planning Commission and City Council. The policies and actions will be implemented per the Tualatin City Council's direction once prioritization is completed.

Exhibit 1. Process for developing and implementing the housing strategy



Options for Housing Policy Tools

This memorandum provides the City with information about potential policies that could be implemented in Tualatin to address the City’s housing needs. Implementing some of the strategies in this memorandum may be beyond Tualatin’s current staff or financial resources.

For many of the policy tools described below, we give an approximate scale of impact. **The purpose of the scale of impact is to provide some context for whether the policy tool generally results in a little or a lot of change in the housing market.** The scale of impact depends on conditions in the City, such as other the City’s other existing (or newly implemented) housing policies, the land supply, and housing market conditions. We define the scale of impact as follows:

- A **small** impact may not directly result in development of new housing or it may result in development of a small amount of new housing, such as 1% to 3% of the needed housing (which is 10 to 30 dwelling units for Tualatin). In terms of housing affordability, a small impact may not improve housing affordability in and of itself. A policy with a small impact may be necessary but not sufficient to increase housing affordability.
- A **moderate** impact is likely to directly result in development of new housing, such as 3% to 5% of needed housing (which is 30 to 50 dwelling units for Tualatin). In terms of

housing affordability, a moderate impact may not improve housing affordability in and of itself. A policy with a moderate impact may be necessary but not sufficient to increase housing affordability.

- A **large** impact is likely to directly result in development of new housing, such as 5% to 10% (or more) of needed housing (which is 50 to 100 dwelling units for Tualatin). In terms of housing affordability, a **large** impact may improve housing affordability in and of itself. A policy with a large impact may still need to work with other policies to increase housing affordability.

Land Use Regulations

The following policies focus on ways in which the City can modify its current land use regulations in order to increase housing affordability and available housing stock. Policies are broken into two categories: those that affect regulatory changes, and those which increase the land available for housing.

Strategy Name	Description	Scale of Impact
Regulatory Changes		
Administrative and Procedural Reforms	<p>Regulatory delay can be a major cost-inducing factor in development. Oregon has specific requirements for review of development applications. However, complicated projects frequently require additional analysis such as traffic impact studies, etc.</p> <p>A key consideration in these types of reforms is how to streamline the review process and still achieve the intended objectives of local development policies.</p>	<p>Scale of Impact - Small. The level of impact on production of housing and housing affordability will be small and will depend on the changes made to the city's procedures. Streamlining procedures may be necessary but not sufficient to increase housing production on its own.</p>
Expedited / Fast-tracked Building Permit	<p>Expedite building permits for pre-approved development types or building characteristics (e.g. green buildings).</p> <p>City of Bend offers expedited review and permitting for affordable housing. Any residential or mixed-use development that receives local, state or federal affordable housing funding is eligible to receive a written decision by the Planning Department within two weeks of the date of submittal. For projects that require more complex planning review, a decision will be written or the first public hearing will be held within six weeks of the date of submittal.</p>	<p>Scale of Impact - Small. Expedited permit processing will benefit a limited number of projects. It may be necessary but not sufficient to increase housing production on its own.</p>
Streamline Zoning Code and other Ordinances	<p>Complexity of zoning, subdivision, and other ordinances can make development more difficult, time consuming, and costly. Streamlining development regulations can result in increased development.</p> <p>As part of the streamlining process, cities may evaluate potential barriers to affordable workforce housing and multifamily housing. Potential barriers may include: height limitations, complexity of planned unit development regulations, parking requirements, and other zoning standards.</p> <p>Many of the remaining tools in this section focus on changes to the zoning code.</p>	<p>Scale of Impact - Small to moderate. The level of impact on production of housing and housing affordability will depend on the changes made to the zoning code and other ordinances.</p>

Strategy Name	Description	Scale of Impact
Allow Small Residential Lots	<p>Small residential lots are generally less than 5,000 sq. ft. and sometimes closer to 2,000 sq. ft. This policy allows individual small lots within a subdivision. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances.</p> <p>This policy is intended to increase density and lower housing costs. Small-lots limit sprawl, contribute to a more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types.</p> <p>Cities across Oregon allow small residential lots, including many cities in the Metro area.</p>	<p>Scale of Impact – Small to moderate. Cities have adopted minimum lot sizes as small as 2,000 sq. ft. However, it is uncommon to see entire subdivisions of lots this small. Small lots typically get mixed in with other lot sizes. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Mandate Maximum Lot Sizes	<p>This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.</p> <p>This approach ensures minimum densities in residential zones by limiting lot size. It places bounds on building at less than maximum allowable density. Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources, and reduce sprawl development.</p> <p>This tool is used by some cities but is used less frequently than mandating minimum lot sizes.</p>	<p>Scale of Impact—Small to moderate. Mandating maximum lot size may be most appropriate in areas where the market is building at substantially lower densities than are allowed or in cities that do not have minimum densities.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Strategy Name	Description	Scale of Impact
Mandate Minimum Residential Densities	<p>This policy is typically applied in single-family residential zones and places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multifamily zones, they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones.</p> <p>This policy increases land-holding capacity. Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. They reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective.</p> <p>Mandating minimum density is generally most effective in medium and high density zones where single-family detached housing is allowed. The minimum density ensures that low-density single-family housing is not built where higher-density multifamily housing could be built.</p>	<p>Scale of Impact—Small to moderate. Increasing minimum densities and ensuring clear urban conversion plans may have a small to moderate impact depending on the observed amount of “underbuild” and the minimum density standard.</p> <p>For cities that allow single-family detached housing in high density zones, this policy can result in a moderate or larger impact.</p>
Increase Allowable Residential Densities	<p>This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development codes. This strategy is most commonly applied to multifamily residential zones.</p> <p>For cities with maximum densities, consider removing maximum allowable densities. This change may be most relevant.</p> <p>Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective.</p>	<p>Scale of Impact—Small to moderate. This tool can be most effective in increasing densities where very low density is currently allowed or in areas where a city wants to encourage higher density development.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Strategy Name	Description	Scale of Impact
Allow Clustered Residential Development	<p>Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.</p>	<p>Scale of Impact—Moderate. Clustering can increase density, however, if other areas of the site that could otherwise be developed are not developed, the scale of impact can be reduced.</p>
Reduced Parking Requirements	<p>Jurisdictions can reduce or eliminate minimum off-street parking requirements, as well as provide flexibility in meeting parking requirements. Reducing parking requirements positively impact development of any type of housing, from single-family detached to multifamily housing.</p> <p>Reduced parking requirements are most frequently used in conjunction of development of subsidized affordable housing, but cities like Portland have reduced or eliminated parking requirements for market-based multifamily housing in specific circumstances.</p> <p>City of Bend offers parking reductions for affordable housing and transit proximity. Parking for affordable housing units is 1 space per unit regardless of size, compared to 1 space per studio or 1 bedroom unit, 1.5 spaces per 2-bedroom unit, and 2 spaces per 3- or more bedroom unit for market-rate multifamily development or 2 spaces per market rate detached dwelling unit. Affordable housing units must meet the same eligibility criteria as for other City of Bend affordable housing incentives</p> <p>City of Portland offers parking exceptions for affordable housing and sites adjacent to transit. The City of Portland allows housing developments that meet the inclusionary zoning requirements to reduce parking requirements to zero if located near frequent transit service, and to exclude the affordable housing units from parking requirements for developments located further from frequent transit service. The City also allows market rate housing developments located near frequent transit service to provide little or no parking, depending on the number of units in the development.</p>	<p>Scale of Impact—Small to moderate.</p> <p>The City could require the developer to prove the need and public benefit or reducing parking requirements to increase housing affordability.</p> <p>Reducing parking requirements can have a moderate to large impact on housing affordability if little or no parking is required.</p>

Strategy Name	Description	Scale of Impact
Reduce Street Width Standards	<p>This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. This strategy could be applied to alleys, when required, to ensure that alleys are relatively narrow to reduce development and maintenance costs.</p> <p>Narrower streets make more land available to housing and economic-based development. Narrower streets can also reduce long-term street maintenance costs.</p>	<p>Scale of Impact—Small. This policy is most effective in cities that require relatively wide streets.</p>
Preserving Existing Housing Supply	<p>Housing preservation ordinances typically condition the demolition or replacement of certain housing types on the replacement of such housing elsewhere, fees in lieu of replacement, or payment for relocation expenses of existing tenants. Preservation of existing housing may focus on preservation of smaller, more affordable housing. Approaches include:</p> <ul style="list-style-type: none"> • Housing preservation ordinances • Housing replacement ordinances • Manufactured home preservation • Single-room-occupancy ordinances • Regulating demolitions 	<p>Scale of Impact—Small to moderate. Preserving small existing housing can make a difference in the availability of affordable housing in a city but it is limited by the existing stock housing, especially smaller, more affordable housing. Cities with older housing stock are more likely to benefit from this policy.</p>

Strategy Name	Description	Scale of Impact
Inclusionary Zoning	<p>Inclusionary zoning policies tie development approval to, or provide regulatory incentives for, the provision of low- and moderate-income housing as part of a proposed development. Mandatory inclusionary zoning requires developers to provide a certain percentage of low-income housing. Incentive-based inclusionary zoning provides density or other types of incentives.</p> <p>The price of low-income housing passed on to purchasers of market-rate housing. Inclusionary zoning impedes the "filtering" process where residents purchase new housing, freeing existing housing for lower-income residents.</p> <p>Oregon's inclusionary zoning laws apply to structures with 20 or more multifamily units, with inclusion of units that are affordable at 80% of the median family income of the city.</p> <p>The City of Portland has implemented an inclusionary zoning program. While Portland's inclusionary zoning program is resulting in production of affordable multifamily units, there is considerable discussion and disagreement about the impact of number of multifamily units being built and potential changes in the location of units.</p>	<p>Scale of Impact—Small to moderate. Inclusionary zoning has recently been made legal in Oregon. The scale of impact would depend on the inclusionary zoning policies adopted by the city.</p>

Increasing Land Available for Housing		
<p>Re-designate or rezone land for housing</p>	<p>The types of land rezoned for housing are vacant or partially vacant low-density residential and employment land rezoned to multifamily or mixed use. In rezoning land, it is important to choose land in a compatible location, such as land that can be a buffer between an established neighborhood and other denser uses or land adjacent to existing commercial uses. When rezoning employment land, it is best to select land with limited employment capacity (i.e., smaller parcels) in areas where multifamily housing would be compatible (i.e., along transit corridors or in employment centers that would benefit from new housing). This policy change increases opportunity for comparatively affordable multifamily housing and provides opportunities for mixing residential and other compatible uses.</p> <p>Cities across Oregon frequently re-zone and re-designate land to address deficits of land for new housing.</p>	<p>Scale of Impact - Small to large. Scale of impact depends on the amount and location of land rezoned and the densities allowed on the rezoned land.</p>
<p>Encourage multifamily residential development in commercial zones</p>	<p>This tool seeks to encourage denser multifamily housing as part of mixed-use projects in commercial zones. Such policies lower or eliminate barriers to residential development in commercial or mixed-use zones. They include: eliminating requirements for non-residential uses in commercial zones (e.g., requirements for ground floor retail) or requiring minimum residential densities. This policy can increase opportunities for multifamily development on commercial or mixed-use zones or increase the density of that development.</p> <p>Cities across Oregon frequently encourage multifamily housing development in commercial zones, either as stand-alone residential buildings or as mixed-use buildings.</p>	<p>Scale of Impact – Small to moderate. Many cities already encourage multifamily housing in commercial zones. Further encouraging multifamily housing in commercial zones would likely have a small impact, as multifamily housing is allowed in many of the commercial areas where it would be desirable. Unless it is publicly subsidized, mixed-use development generally results in relatively costly housing because ground floor commercial development is relatively expensive.</p>

<p>Transfer or Purchase of Development Rights</p>	<p>This policy is intended to move development from sensitive areas to more appropriate areas. Development rights are transferred to “receiving zones” and can be traded and can increase overall densities. This policy is usually implemented through a subsection of the zoning code and identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed).</p> <p>Transfer of development rights is done less frequently in Oregon, as cities generally zone land for higher density housing where they would like it to occur. This policy is frequently used by cities outside of Oregon.</p>	<p>Scale of Impact - Small to moderate. Actual impact will depend on the extent to which the policy is used. TDRs may have little impact on overall densities since overall density is not changed; rather it is moved around. TDRs can be used to encourage higher densities in selected areas.</p>
<p>Provide Density Bonuses to Developers</p>	<p>The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired areas, provided certain requirements are met. This strategy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.</p> <p>Bonus densities can also be used to encourage development of low-income or workforce affordable housing. An affordable housing bonus would allow for more housing units to be built than allowed by zoning if the proposed project provides a certain number of affordable units.</p> <p>City of Bend offers affordable housing density and height bonuses. Qualifying affordable housing projects are eligible for a 10-foot building height bonus for multifamily housing when affordable housing units are gained and for a density bonus. The density increase is based on the percentage of affordable housing units within the proposed development: if 10% of the units are affordable, the maximum density is 110% of the standard maximum density. The maximum density bonus is 50% above the base density. Qualifying projects must be affordable to households at or below 60% of the AMI for rental housing and at or below 80% of the AMI for ownership housing, and require development agreements and restrictions to ensure continued affordability.</p> <p>Ashland has four different density bonuses, one of which is for development of affordable housing at higher densities and another for energy-efficient housing. Affordable housing projects meeting eligibility requirements (including rental housing affordable to households at or below 60% of AMI or ownership housing affordable to households at or below 80% of AMI for a minimum of 30 years) receive a density bonus</p>	<p>Scale of Impact – Small to moderate. Cities provide density bonuses on a case-by-case basis, which results in a small and sometimes moderate impact in many cities. Density bonuses can have a greater impact on housing affordability when the bonus increases the number of affordable units developed.</p>

	<p>of two units for each affordable housing unit provided, up to a maximum of a 35% increase in density.</p> <p>Kirkland Washington offers density bonuses for duplex, triplex, and cottage homes. Cottage homes (limited to 1,500 square feet of floor area) and two- and three-unit homes (up to 1,000 square feet of floor area average per unit) are allowed at double the density of detached dwelling units in the underlying zone.</p>	
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Increase Housing Types

The following policies focus on ways in which the City can increase the types of housing available in order to increase housing affordability. Policies focus on increasing housing density or the number of residents within existing City lots.

Strategy Name	Description	Scale of Impact
Allow Duplexes, Cottage housing, Townhomes, Row Houses, and Tri- and Quad-Plexes in low density zones	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p> <p>House Bill 2001 may require cities to allow some of these housing types in single-family zones.</p>	<p>Scale of Impact – Small to moderate. Allowing these types of housing in more zoning districts may provide relatively few number of new, relatively affordable, housing opportunities.</p>
Allow Cottage housing, Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses, Cottage Courts, Duplex/Townhouse Courts, & Garden Apartments in	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p>	<p>Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in medium density zones, as well as the types</p>

Strategy Name	Description	Scale of Impact
medium density zones		of housing newly allowed in the medium density zone.
Allow Stacked Townhouses, Garden Apartments and larger-scale Apartments in high density zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in high density zones, as well as the types of housing newly allowed in the high density zone.
Allow Live-Work housing or Mixed-use housing in commercial zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities.
Remove barriers to Development of Accessory Dwelling Units (ADUs) in single-family zones	As of July 1, 2018, ORS 197.312 requires cities to allow at least one ADU for each detached single-family dwelling in areas zoned for detached single-family dwellings. Jurisdictions can make development of ADUs more likely by limiting restrictive standards and procedures, such as reducing systems development charges for ADUs, reducing or eliminating parking requirements, or allowing ADUs regardless of where the primary dwelling is owner-occupied.	Scale of Impact - Small. Oregon law recently changed to require cities to allow ADUs.

Strategy Name	Description	Scale of Impact
Allow small or “tiny” homes	<p>“Tiny” homes are typically dwellings that are 500 square feet or smaller. Some tiny houses are as small as 100 to 150 square feet. They include stand-alone units or very small multifamily units.</p> <p>Tiny homes can be sited in a variety of ways: locating them in RV parks (they are similar in many respects to Park Model RVs), tiny home subdivisions, or allowing them as accessory dwelling units.</p> <p>Smaller homes allow for smaller lots, increasing land use efficiency. They provide opportunities for affordable housing, especially for homeowners.</p> <p>Portland and Eugene allow tiny homes as temporary shelter for people experiencing homelessness.</p>	<p>Scale of Impact - Small: Scale of impact depends on regulation of tiny homes, where they are allowed, and market demand for tiny homes.</p>

Lower Development or Operational Costs

The following policies focus on ways in which the City and other entities involved in development can provide financial assistance to lower development or operational costs in a city in order to increase housing affordability and available housing stock.

Strategy Name	Description	Scale of Impact
Programs or policies to lower the cost of development		
Parcel assembly	<p>Parcel assembly involves the city’s ability to purchase lands for the purpose of land aggregation or site assembly. It can directly address the issues related to limited multifamily lands being available in appropriate locations (e.g., near arterials and commercial services). Typical goals of parcel assembly programs are: (1) to provide sites for rental apartments in appropriate locations close to services and (2) to reduce the cost of developing multifamily rental units</p> <p>Parcel assembly can lower the cost of multifamily development because the City is able to purchase land in strategic locations over time. Parcel assembly is often associated with development of affordable housing (affordable to households with income below 60% of MFI), where the City partners with nonprofit affordable housing developers.</p> <p>Parcel assembly can be critically important role for cities to kick start quality affordable housing and work force housing projects that can be positive catalysts too for market rate development.</p>	<p>Scale of Impact - Small to large. Parcel assembly is most likely to have an effect on a localized area, providing a few opportunities for new multifamily housing development over time.</p>

Strategy Name	Description	Scale of Impact
Land Banking	<p>Land banks support housing development by reducing or eliminating land cost from development, with the goal of increasing the affordability of housing. They can take several forms. Many are administered by a non-profit or non-governmental entity with a mission of managing a portfolio of properties to support affordable housing development over many years or decades. Ideally, a land bank is set up to manage financial and administrative resources, including strategic property disposal, for the explicit purpose of supporting affordable housing development. Cities can partner with non-profits or sometimes manage their own land banks. Cities may also donate, sell, or lease publicly-owned land for the development of affordable housing even without a formal 'land bank' organization.</p> <p>Land banks are purposed for short-term ownership of lands. Lands acquired are often vacant, blighted, or environmentally-contaminated. Land banks may also acquire lands with title defects or of which derelict structures sit. Lands are eventually transferred to a new owner for reuse and redevelopment.</p>	<p>Scale of Impact - Small to large. A land bank will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>
Land Trusts	<p>A land trust is typically a nonprofit organization that owns land and sells or leases the housing on the land to income-qualified buyers. Because the land is not included in the housing price for tenants / buyers, land trusts can achieve below-market pricing. Land trusts are most commonly used as a method for supporting affordable home ownership goals.</p> <p>Land trusts are purposed for long-term stewardship of lands and buildings. Lands / buildings acquired may have need for remediation or redevelopment. Lands / buildings may have also been acquired to preserve affordability, prevent deferred maintenance, or protect against foreclosure</p> <p>Proud Ground (Portland Metro Area) was founded in 1999 and has grown into one of the largest community land trusts in the country. The organization focuses on affordable homeownership and controls ground leases associated with 270 homes in Multnomah, Washington, Clackamas, and Clark County.</p>	<p>Scale of Impact - Small to large. A land trust will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>

Strategy Name	Description	Scale of Impact
Public Land Disposition	<p>The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. Land acquired with funding sources such as tax increment, EB-5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below market rates for various projects to help achieve redevelopment objectives. This increases development feasibility by reducing development costs and gives the public sector leverage to achieve its goals via a development agreement process with the developer. Funding can come from Tax Increment, CDBG/HUD 108, or EB-5.</p> <p>Cities across Oregon use publicly land to support affordable and market-rate of housing development. In some cases, municipalities put surplus public land into land banks or land trusts.</p> <p>Tri-Met is evaluating re-use of construction staging sites for future affordable housing and/or transit-orient development sites.</p> <p>Cottage Grove is working with the school district to discuss and plan for use of surplus school district land for future housing development.</p>	<p>Scale of Impact – Small to moderate. Depends on whether the City has surplus land that would be appropriate for future housing development.</p>

Strategy Name	Description	Scale of Impact
<p>Reduced / Waived Building Permit fee, Planning fees, or SDCs</p>	<p>Programs that reduce various development fees as an incentive to induce qualifying types of development or building features. There are a number of avenues to seek reduced or waived fees. For example, stormwater improvements can be made through the Commercial Stormwater Fee Reduction. There are commonly used tools, often implemented in conjunction with development agreements or other development negotiation processes.</p> <p>City of Portland offers SDC exemptions for affordable housing. Portland’s SDC Exemption Program exempts developers of qualifying affordable housing projects from paying SDCs levied by the City of Portland for transportation, water, parks and environmental services. Eligible rental projects must serve households earning at or below 60% of the AMI for a 60-year period. Portland also offers SDC waivers for development of ADUs.</p> <p>City of McMinnville offers SDC exemptions and reduced permit fees for affordable housing. Building and planning permit fees for new or remodel housing construction projects are reduced by 50% for eligible projects and SDCs for transportation, wastewater and parks are exempted at 100%. Reductions/exemptions are prorated for mixed use or mixed-income developments. The property must be utilized for housing for low-income persons for at least 10 years or the SDCs must be paid to the city.</p>	<p>Scale of Impact - Small.</p>
<p>SDC Financing Credits</p>	<p>May help to offset an SDC charge, which is a one-time fee that is issued when there is new development or a change in use.</p> <p>SDC financing enables developers to stretch their SDC payment over time, thereby reducing upfront costs. Alternately, credits allow developers to make necessary improvements to the site in lieu of paying SDCs. Note that the City can control its own SDCs, but often small cities manage them on behalf of other jurisdictions including the County and special districts. SDCs are granted when the project makes lasting improvements, such as improving roads, reducing number of trips, create or improve parks or recreational centers, and permanently removing water services.</p>	<p>Scale of Impact – Small to moderate. The City may consider changes in SDCs to allow financing but the City would want to ensure that the impact should be spread-out and non-negatively impact one entity.</p>

Strategy Name	Description	Scale of Impact
Sole Source SDCs	Retains SDCs paid by developers within a limited geographic area that directly benefits from new development, rather than being available for use city-wide. This enables SDC-eligible improvements within the area that generates those funds to keep them for these improvements. Improvements within smaller areas can enhance the catalytic and redevelopment value of the area. This tool can also be blended with other resources such as LIDs and Urban Renewal (Tax Increment Financing). Funding can come from an SDC fund or general fund. In some cases, there may be no financial impact. The housing can come in the form of student, low-income, or workforce housing.	Scale of Impact – Small to moderate. Depends on how the tool is implemented and whether it is used with other tools, such as LIDs or Urban Renewal.
Fees or Other Dedicated Revenue	Directs user fees into an enterprise fund that provides dedicated revenue to fund specific projects. Examples of those types of funds can include parking revenue funds, stormwater/sewer funds, street funds, etc. The City could also use this program to raise private sector funds for a district parking garage wherein the City could facilitate a program allowing developers to pay fees-in-lieu or “parking credits” that developers would purchase from the City for access “entitlement” into the shared supply. The shared supply could meet initial parking need when the development comes online while also maintaining the flexibility to adjust to parking need over time as elasticity in the demand patterns develop in the district and influences like alternative modes are accounted for. Funding can come from residents, businesses, and developers. Also, these fees or revenues allow for new revenue streams into the City.	

Strategy Name	Description	Scale of Impact
Reimbursement District	<p>A Reimbursement District is a cost sharing mechanism, typically Initiated by a developer. The purpose is to provide a reimbursement method to the developer of an infrastructure improvement, through fees paid by property owners at the time the property benefits from the improvement. A developer applies to create a Reimbursement District by demonstrating benefit to properties beyond their own. In addition, the size of the improvement must be measurably greater than would otherwise be ordinarily required for the improvement</p> <p>Eligible Reimbursement District projects typically include (but are not limited to) construction or connections of a sewer, water, storm water or street improvements. Applications typically include: a fee sufficient to cover the cost of administrative review, a description of the project, properties that would be impacted, and a detailed methodology and calculation of how the estimated costs would be reimbursed by payments from benefitted properties over a specified timeframe. A report from the City Engineer is generated in review of the submitted application. After a public hearing process, the council will approve, reject or modify the proposal. The approval of a Reimbursement District results in a resolution and distribution of notice among benefitted properties before construction can begin.</p> <p>Benefitted properties must pay the Reimbursement Fee when they make a physical connection to the improvement (or in the case of a sewer project, when the benefitted property creates an impervious surface that drains into the public sewer) within the Reimbursement District Area. Reimbursement fees are collected by the City and are distributed to the developer for the duration of the Reimbursement District, which are typically 10-15 years.</p> <p>Paid by benefitted properties at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system.</p>	<p>Scale of Impact – Small to moderate.</p>
Linkage Fees	<p>Linkage fees are charges on new development, usually commercial and / or industrial development only, which can be used to fund affordable housing. To implement them, a city must undertake a nexus study that identifies a legal connection between new jobs housed in the developments, the wages those jobs will pay, and the availability of housing affordable to those employees.</p> <ul style="list-style-type: none"> • Can be used for acquisition and rehabilitation of existing affordable units. • Can be used for new construction. 	<p>Scale of Impact – Small to moderate.</p>

Strategy Name	Description	Scale of Impact
Tax abatement programs that decrease operational costs by decreasing property taxes		
Vertical Housing Tax Abatement (Locally Enabled and Managed)	<p>The 2017 Legislature passed legislation moving the administration of Vertical Housing Program from Oregon Housing and Community Services (OHCS) to the local City and County beginning Oct 6th, 2017. OHCS no longer administers this program.</p> <p>The legislation subsidizes "mixed-use" projects to encourage dense development or redevelopment by providing a partial property tax exemption on increased property value for qualified developments. The exemption varies in accordance with the number of residential floors on a mixed-use project with a maximum property tax exemption of 80 percent over 10 years. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area is median income or below).</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>

<p>Multiple-Unit Limited Tax Exemption Program (Locally Enabled and Managed)</p>	<p>Through the multifamily tax exemption, a jurisdiction can incent diverse housing options in urban centers lacking in housing choices or workforce housing units. Through a competitive process, multi-unit projects can receive a property tax exemption for up to ten-years on structural improvements to the property. Though the state enables the program, each City has an opportunity to shape the program to achieve its goals by controlling the geography of where the exemption is available, application process and fees, program requirements, criteria (return on investment, sustainability, inclusion of community space, percentage affordable or workforce housing, etc.), and program cap. The City can select projects on a case-by-case basis through a competitive process.</p> <p>The passing of HB 2377 - Multiunit Rental Housing Tax Exemption allows cities and counties to create a property tax exemption for newly rehabilitated or newly constructed multi-unit rental housing within their boundaries depending on the number of units made available to low-income households, for up to 10 consecutive years. The bill was crafted to strengthen the connection to affordability by requiring cities and counties to establish a schedule in which the number of years an exemption is provided increases directly with the percentage of units rented to households with an annual income at or below 120 percent of MFI, and at monthly rates that are affordable to such households. While not specifically referenced in the measure, ORS 308.701 defines “Multi-unit rental housing” as: “(a) residential property consisting of four or more dwelling units” and; “does not include assisted living facilities.”</p> <p>All new multifamily units that are built or renovated that offer rent below 120% of AMI are potentially eligible for this tax exemption. In a city with an AMI of \$55,000 (common outside of Portland), that's rent of \$1,650 per month or less. The tax exemption is for all taxing districts which is administered by the City. Due to this, smaller jurisdictions may have more trouble managing this program. Local taxing jurisdictions that agree to participate—cities, school districts, counties, etc.</p> <p>The City of Eugene offers a ten-year Multi-Unit Property Tax Exemption (MUPTE) for projects in its eastern downtown core. Eugene’s criteria for granting MUPTE include: Project must provide 5 or more units of housing (not including student housing), development must meet minimum density standards, development must comply with minimum green building requirements, a portion of construction and other contracting requirements must</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>
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Strategy Name	Description	Scale of Impact
	<p>be through local business, the development must provide 30% of the units affordable at 100% of AMI or pay a fee of 10% of the value of the tax abatement toward supporting moderate income housing development, demonstrate that the project would not be financially feasible without the exemption by providing 10-year pro forma with and without MUPTTE and comply with other criteria.</p> <p>The City of Salem’s Multi-Unit Housing Tax Incentive Program (MUHTIP) was adopted in 2012 to spur the construction of “transit supportive”⁹ multi-unit housing in the city’s downtown core. In order to qualify for the exemption, projects must consist of at least two dwelling units, be located in the city’s “core area,” and include at least one public benefit.</p>	
<p>Nonprofit Corporation Low Income Housing Tax Exemption</p> <p>and</p> <p>Low-Income Rental Housing Tax Exemption</p>	<p>Note: These are two separate tax exemptions available under statute (ORS 307.515 to 307.523 / ORS 307.540 to 307.548). They are grouped together for their similarities (but differences are noted).</p> <p>Land and improvement tax exemption used to reduce operating costs for regulated affordable housing affordable at 60% AMI or below. Requires the City to adopt standards and guidelines for applications and enforcement mechanisms.</p> <p>The low-income rental housing program exemption lasts 20 years. The nonprofit corporation low-income housing program must be applied for every year but can continue as long as the property meets the criteria. Rents must reflect the full value of the property tax abatement and City can add additional criteria.</p> <p>There is no requirement that construction must be complete prior to application. Programs both work well in tandem with other incentives, such as land banking.</p>	<p>Scale of Impact – Small to moderate. The exemption reduces operating costs, meaning it is a tool more useful to property owners of affordable housing projects. Developers, who do not own and operate their own projects, may be less inclined to use the program.</p>

⁹ City of Salem, “Multi Unit Housing Tax Incentive Program,” <https://www.cityofsalem.net/Pages/multi-unit-housing-tax-incentive-program.aspx>.

Funding Sources to Support Residential Development

The following policies focus on ways to pay for the costs of implementing the affordable housing programs and infrastructure development.

Strategy Name	Description	Scale of Impact
Urban Renewal / Tax Increment Finance (TIF)	<p>Tax increment finance revenues are generated by the increase in total assessed value in an urban renewal district from the time the district is first established. As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off bonds. Over the long term (most districts are established for a period of 20 or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments:</p> <ul style="list-style-type: none"> • Redevelopment projects, such as mixed-use or infill housing developments • Economic development strategies, such as capital improvement loans for small or startup businesses which can be linked to family-wage jobs • Streetscape improvements, including new lighting, trees, and sidewalks • Land assembly for public as well as private re-use • Transportation enhancements, including intersection improvements • Historic preservation projects • Parks and open spaces <p>Urban renewal is a commonly used tool to support housing development in cities across Oregon.</p>	<p>Scale of Impact – Moderate to Large. Urban Renewal funding is a flexible tool that allows cities to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs). Portland used Urban Renewal to catalyze redevelopment across the City, including the Pearl District and South Waterfront.</p>

<p>Construction Excise Tax (CET)</p>	<p>Funds land use planning throughout the region by taxing construction permits. CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533 which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction. The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:</p> <ul style="list-style-type: none"> • 50% must be used for developer incentives (e.g. fee and SDC waivers, tax abatements, etc.) • 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction. • 15% flows to Oregon Housing and Community Services for homeowner programs. <p>If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives and the remaining 50% are unrestricted. The rate may exceed 1% if levied on commercial or industrial uses. The City of Portland's CET went into effect in 2016. It levies a 1% CET on residential, commercial, and industrial development valued at \$100,000 or more, with all revenues going toward affordable housing. The revenues pay for production of housing at or below 60% AMI, developer incentives for inclusionary zoning, along with state homeownership programs.</p> <p>City of Bend adopted a CET of 0.3% on residential, commercial, and industrial development in 2006, with revenues dedicated to loans to fund developments by profit and nonprofit affordable housing developers. The fee has raised \$11 million as of 2016, allowing the City to lend money to fund 615 units. The fund has leveraged \$63 million in state and federal funding and \$14 million in equity.</p> <p>The City of Milwaukie adopted a CET on commercial, residential, and industrial development in November of 2017. The City exempted deed-restricted affordable</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>
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	<p>housing, ADUs, and improvements less than \$100,000 from paying the CET. The adopting ordinance allocates funds as required by state statutes, specifying that flexible funds from the commercial improvements will be used 50% toward housing available to those making up to 120% of MFI, and 50% for economic development programs in areas with sub-area plans (such as Downtown and Riverfront, and the City's urban renewal areas).</p>	
<p>General Fund and General Obligation (GO) Bonds</p>	<p>Allows funding for a project that is not dependent on revenue from the project to back the bond.</p> <p>City can use general fund monies on hand or can issue bonds backed by the full faith and credit of the city to pay for desired public improvements.</p> <p>Property taxes are increased to pay back the GO bonds.</p> <p>City of Portland passed \$258 million bond for affordable housing in 2016. The goal of the bond is to build or preserve up to 1,300 units in the next five to seven years. The city issued a request for information to solicit interest in acquiring properties or land under the affordable housing bond. The city is looking for opportunities to acquire existing properties of 20 or more units, or vacant land that is appropriately zoned for 20+ housing units, and is looking for both traditional and nontraditional development opportunities.</p>	<p>Scale of Impact – Moderate to large. GO Bonds can be used to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs).</p>
<p>Local Improvement District (LID)</p>	<p>Enables a group of property owners to share the cost of a project or infrastructural improvement.</p> <p>A special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open space. For residential property, the estimated assessment cannot exceed the pre-improvement value of the property based on assessor records.</p> <p>An ordinance must be passed through a public hearing process which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs and the portion of those costs in which property owners will be responsible to pay for. The public hearing process allows for LIDs to be challenged by property owners.</p> <p>The City collects the funds and regardless if the actual cost is greater than the estimated cost (on which the assessment was based), the City may make a deficit assessment for the additional cost, which would be prorated among all benefitted properties. Another public hearing would be held, in the event that an additional assessment were placed property owners (due to underestimation).</p>	<p>Scale of Impact – Depends on the amount of funding available and Bonding capacity.</p>

General Fund Grants or Loans	A city can use general fund or tax increment dollars to directly invest in a specific affordable housing projects. These grants or loans can serve as gap funding to improve development feasibility. There are several options for using general fund grants or loans, including the potential for bonds to generate upfront revenue that is repaid over time, as recently approved in the City of Portland. Another option is to use general fund dollars to contribute to other programs that are successfully operating, such as non-profit land trusts or even other government agencies that have the administrative capacity to maintain compliance requirements over time, using intergovernmental agreements.	Scale of Impact – Depends on the amount of funding available.
Transient Lodging Tax (TLT)	Generates revenue by primarily taxing tourists and guests using temporary lodging services. Taxes for temporary lodging at hotels, motels, campgrounds, and other temporary lodgings. Oregon has a statewide TLT and cities and counties can also charge a local TLT subject to certain limitations. The statutes specify that 70% must be used for tourism promotion or tourism related facilities and 30% is unrestricted in use, and there cannot be a reduction of the total percent of room tax. The state tax is specified at 1.8%; local government tax rates vary as local governments set the rate for their jurisdiction by ordinance. Cities and counties may impose taxes on transient lodging. Alternatively, some cities have an agreement for the county to impose the tax and cities share in a percent of the revenue.	Scale of Impact – Small. The amount of funding from TLT is likely to be relatively small, given that only 30% of TLT funds have unrestricted use.
CDBG	The Community Development Block Grants program is a flexible program that provides annual grants on a formula basis to both local governments and States. Grants are awarded on a 1, 2, or 3-year period. It is required that at least 70% of the CDGB funds are used for activities that benefit low- and moderate- income. Additionally, each activity must address any threats to health or welfare in the community (for which other funding is unavailable). These funds can be used for acquisition and rehabilitation of existing affordable units, as well as new construction that prioritizes community development efforts.	Scale of Impact – Depends on the amount of funding available.

City of Tualatin

2040: Policy Priorities

December 2019 Final



ACKNOWLEDGMENTS

HNA / EOA Community Advisory Committee Members, Interpreters and Project Consultants	Stakeholders and Groups	City Staff and Technical Advisory Committee Members
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ACKNOWLEDGMENTS

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APPENDIX B: STAKEHOLDER AND COMMUNITY FEEDBACK SUMMARY (APG)

APPENDIX C: HOUSING STRATEGY (ECONORTHWEST)

APPENDIX D: ECONOMIC STRATEGY (ECONORTHWEST)

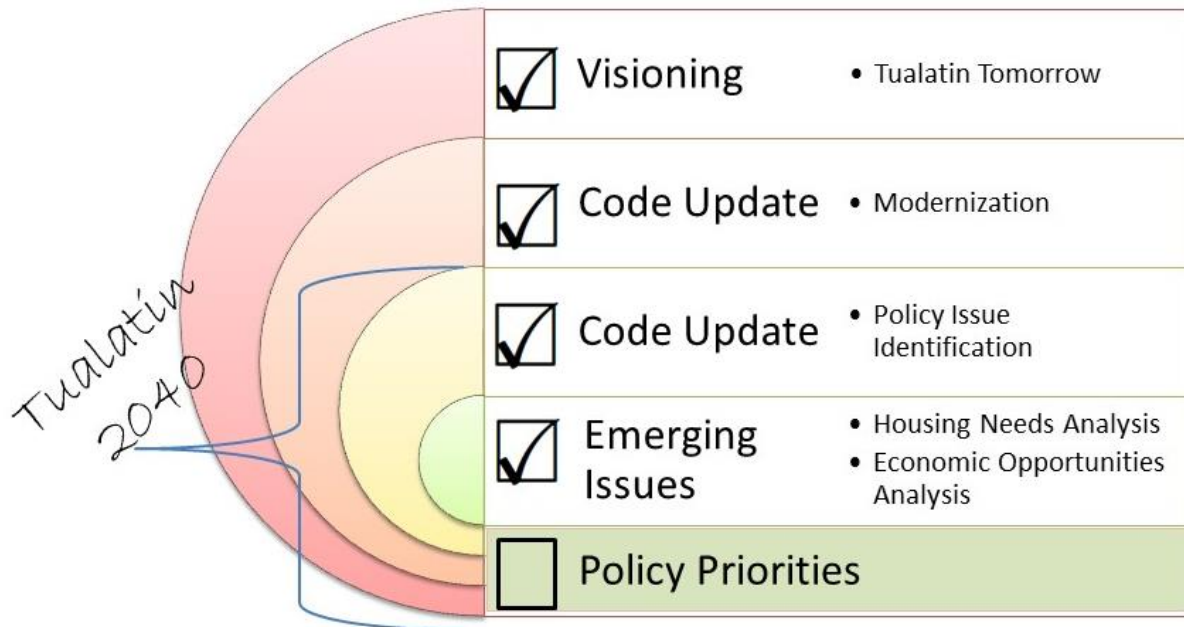
INTRODUCTION / EXECUTIVE SUMMARY

In the past 30 years, Tualatin and the region experienced dramatic change. However, the documents that guide current and future development in Tualatin, the Comprehensive Plan and Development Code, have not been comprehensively updated in decades.

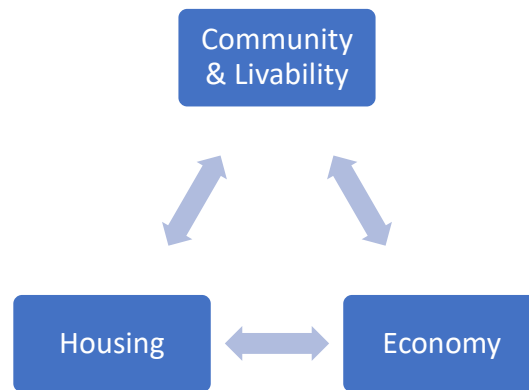
Building upon Tualatin Tomorrow (vision setting) and Phase I Tualatin Development Code Improvement Project (policy-neutral code clean up), Tualatin 2040 took a 20-year look ahead to review housing and economic data to inform a non-neutral policy analysis to identify where regulations do not meet our community’s vision.

Technical documents such as a Housing Needs Analysis (HNA) and Economic Opportunities Analysis (EOA) and strategies for each were developed in coordination with ECONorthwest, technical advisors, and a Community Advisory Committee. The policy analysis was conducted by Angelo Planning in coordination with stakeholder interview and an extensive public outreach at community events and online. Tualatin 2040 will end in City Council acceptance of policies and strategies that address the City’s needs.

In 2020 staff development of a work plan will be undertaken to identify the actions, resources, timing, and responsibility for updating the Comprehensive Plan and Development Code to move towards achieving Tualatin’s vision identified in Tualatin Tomorrow.



The policy strategies and priorities identified in this Plan are organized into three general areas, based on feedback from the community: **Community and Livability**, **Housing** and **Economy**.



Community and Livability is a broad policy topic area that is further divided into six subtopic areas. The priorities are based on feedback from stakeholder interviews conducted by project consultant Angelo Planning Group and City staff as well as input from the broader community.

Community and Livability

- A. Housing and Livability
- B. Transportation and Parking
- C. Civic Identity and Downtown and Community Design
- D. Employment, Industrial, Commercial & Institutional Development
- E. Parks, Open Space and the Environment
- F. Community Engagement, Equity, Diversity and Inclusion

The **Housing** and **Economy** policy strategies and priorities are based on feedback from the Community Advisory Committee (CAC) and draw upon from the Housing Strategy and Economic Development Strategy documents developed by project consultant ECONorthwest with CAC input.

Housing Policy Strategies

- 1. Ensure an adequate supply of land that is available and serviceable
- 2. Encourage development of a wider variety of housing types
- 3. Support development and preservation of housing that is affordable for all households
- 4. Identify funding tools to support residential development
- 5. Identify redevelopment opportunities
- 6. Ensure there are connections between planning for housing and other community planning

Economic Policy Strategies

- 1. Ensure an adequate supply of land that is available and serviceable
- 2. Identify redevelopment opportunities
- 3. Support business retention, growth, and attraction
- 4. Ensure there are connections between planning for economic development and other community planning

High Priorities by Topic

1: COMMUNITY AND LIVABILITY POLICY PRIORITIES (HIGH PRIORITY BASED ON STAKEHOLDER FEEDBACK¹)

Housing and Livability

Housing affordability was a major topic of discussion and a concern for all stakeholders and some noted the need for the City to have a plan for housing.

Greater diversity of Housing Types in Tualatin was broadly supported; many felt a wider variety of options (other than single-family homes) would provide more affordable options. Alternative housing types discussed with stakeholders were **townhomes/rowhouses, mixed-use development, duplexes, triplexes, and accessory dwelling units (ADU)**. Most stakeholders were in favor of the full range of housing types. One stakeholder noted that small lot and zero lot line subdivisions could provide higher density that doesn't feel cramped.

Basalt Creek was mentioned by a number of stakeholders. Others noted that the proposed zoning allows for a good diversity of housing (low density residential, medium low density residential and some high density residential, but that lots should be 3,000 or 4,000 square foot lots.

Transportation and Parking

A common concern amongst stakeholders was **congestion** and traffic in town. **Transit and access** were also important topics amongst stakeholders. Many expressed the desire for greater **transit access** and service in town, throughout Tualatin, neighboring communities, and to Portland. Further, there was excitement for the proposed **SW Corridor Max Line**. One stakeholder expressed frustration about the lack of transit access to essential services especially for those people who are transit-dependent. The importance of having transit services near affordable housing was also mentioned. **WES** is very limited; it needs to be extended/expanded to reach more areas and one stakeholder suggested a Tualatin–WES shuttle to business parks.

Walkability of Tualatin was another popular topic amongst stakeholders. Many said they walk in the community, but primarily within their neighborhoods to avoid major roads because of the **uncomfortable pedestrian environment**. The major roads which were noted as providing **poor pedestrian connectivity** between downtown and the City's residential neighborhoods. A few

¹ The stakeholder feedback was organized into High, Medium, Low categories based on adjectives to describe a frequency or quantity of how often a topic was discussed. Policies with High Support are described with key words such as "major," "broad," "most," "a number of," and "many."

stakeholders suggested encouraging neighborhood commercial areas as a way of alleviating congestion downtown and improving walkability. Some noted the need for boulevard street design with wide sidewalks.

Civic Identity and Downtown and Community Design

A robust Downtown was hoped for by community members. When asked what brings people downtown, responses included shopping, retail stores, and the library. However, most stakeholders requested more attractions and businesses downtown and shared ideas of how that could be achieved. Some stakeholders also noted their preference to have fewer “chain” businesses in town and believed that the City should encourage more local businesses through incentives and other approaches to attract the “right” local businesses to downtown.

“Third Places” - both public (e.g. community center and arts center) and private (e.g. local coffee shop) were suggested as needs by many stakeholders.

Meeting spaces and the importance of the need in the community was stressed by stakeholders. Most stakeholders stressed the lack of meeting spaces for a variety of needs from hosting Girl Scouts meetings to the State of City address.

Tualatin River/ Lake at the Commons were cited as underutilized assets downtown due to their lack of visibility by many stakeholders. There was interest in making The Commons a more interesting place to go with businesses and activities that help bring people there.

Employment, Industrial, and Institutional Development

Industrial and employment land concerns were expressed by many stakeholders, who expressed their understanding of the **importance of the industrial** and manufacturing areas in Tualatin and significance of their presence. However, most community members felt these areas primarily provide employment to those out of town and lack local employees, which many stakeholders believed contributes to traffic in Tualatin.

Parks, Open Space and the Environment

Parks, trails, gathering spaces were praised by many stakeholders, who said they were frequent users of, **Tualatin’s parks and trails**. Other open space areas such as public plazas and other **gathering spaces** were noted as more limited; many stakeholders noted a need for more of these facilities in Tualatin. However, a few stakeholders noted that adding more park land and greenspaces comes at a price and wondered whether current parks were being fully utilized.

A Community Center that is more robust was requested by many stakeholders, with a wider variety of classes, lessons, groups etc. for a broader range of ages beyond what is currently offered at the Juanita Pohl Center.

Community Engagement, Equity, Diversity and Inclusion

Outreach and engagement and the need to broaden it to get more community members involved in local projects is not an easy task but one that was desired by a number of stakeholders, stating that it is important to reach and engage a **broader group** than the existing strong group of dedicated “**champions**” in the community.

Interconnections and healthy communities - everything interconnected – transportation, housing, parks, gathering places, etc. – was desired by a number of stakeholders.

Welcoming diversity in the community was noted as an important value to many stakeholders.

Diverse groups and community engagement and the need to engage and provide more visibility for diverse groups throughout the community, and to continue (and improve) inclusivity was cited by a number of stakeholders, who wanted the City to be sure to hear from a wide range of community members. For example, include signs in Spanish around the City, so all feel included.

2: CAC PRIORITIZED AND RECOMMENDED HOUSING POLICY STRATEGIES (WITH ACTIONS)

High Priority Housing Policy Strategies

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

Action 1.1. Evaluate opportunities to increase development densities, by modifying the development code, within Tualatin’s existing zones.

Action 1.2. Evaluate opportunities to re-zone land to provide additional opportunities for multifamily housing development.

Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond

Strategy 3: Support development and preservation of housing that is affordable for all households.

Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of Median Family Income in Washington County (\$48,900 or less for a household size of four people).

Strategy 4: Identify funding tools to support residential development.

Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.

Action 4.2. Evaluate establishing an Urban Renewal district.

Strategy 5: Identify redevelopment opportunities.

Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.

Strategy 6: Ensure there are connections between planning for housing and other community planning.

Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth.

TOPIC 3: CAC PRIORITIZED AND RECOMMENDED ECONOMIC POLICY STRATEGIES (WITH ACTIONS)

High Priority Economic Policy Strategies

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

Action 1.1. Evaluate opportunities to increase mixed-use development.

Action 1.3. Identify opportunities to make more efficient use of commercial land.

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

Strategy 2: Identify redevelopment opportunities.

Action 2.2. Revise the Tualatin Town Center Plan to focus on opportunities to support redevelopment.

Action 2.4. Develop policies to support redevelopment and mixed-use development.

Strategy 3: Support business retention, growth and attraction.

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

Strategy 4: Ensure there are connections between planning for economic development and other community planning.

Action 4.1. Ensure that updates to the Transportation System Plan coordinate with planning for employment and business growth.

- 40+ people attended **“Under One Roof”** event to discuss severely rent burdened needs
- 15 individual and 1 large group **Stakeholder Interviews**
- 7 meetings with a **Community Advisory Committee** (16 members)
- 4 meetings with a **Technical Advisory Committee** (internal/external city staff and private sector professionals)
- **3 volunteers** helped deliver event posters to **30+ community locations**

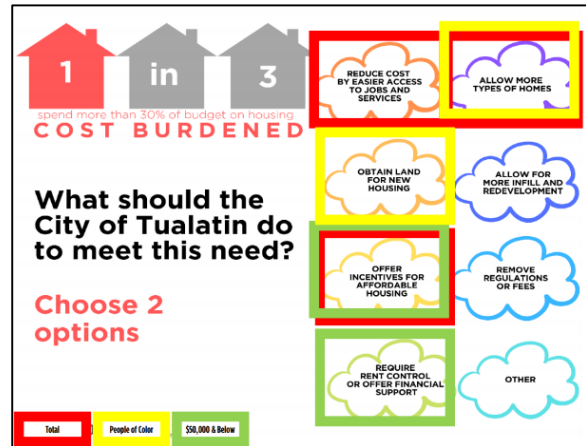


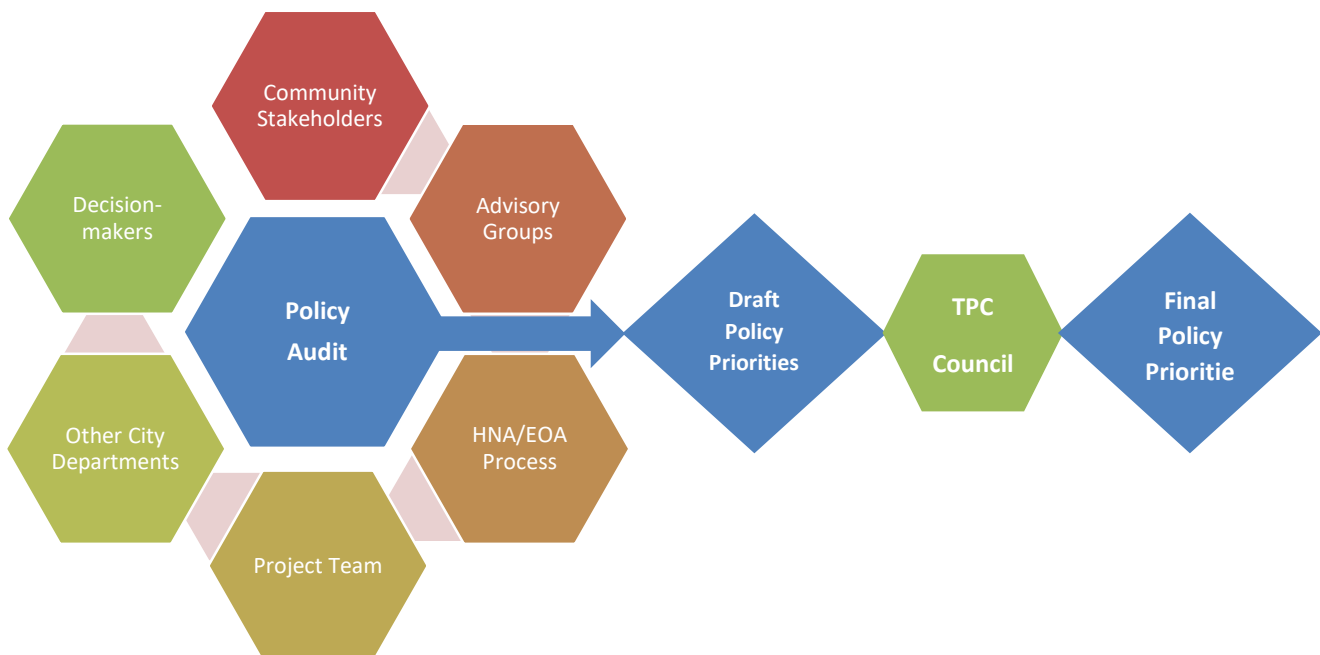
Figure 2 Example of open house and in-person survey interview question with responses broken out by race and income.

Further information can be found in **Appendices A and B.**

Policy Priorities

This **draft Policy Priorities** identifies a wide range of possible action items (e.g., code updates) and is intended to provide a starting point for Planning Commission recommendation and City Council decision-making. The final Policy Priorities document will be crafted based on direction from City Council. Figure 3 summarizes the process to date, as well as next steps.

Figure 3: Policy Audit and Prioritization Plan Process



1: COMMUNITY AND LIVABILITY

What We Heard from the Community about Community and Livability

Topic 1 includes feedback that was gained from the broader community and includes feedback from Stakeholders, which was comprised of both meetings with interested groups and individual interviews. Stakeholders were given the opportunity to comment on a wide variety of topics, but were asked specifically: “What land use topics and issues do you think should be City priorities?” and “Do you think the City’s current policies still speak to Tualatin’s priorities or should something change?” The feedback gained from these interactions (summarized in **Appendix B**) is grouped into the following six subtopic areas, and ranked “high,” “medium,” or “low” based on how frequently or often a topic was mentioned:

- Housing and Livability
- Transportation and Parking
- Civic Identity and Downtown and Community Design
- Employment, Industrial, Commercial & Institutional Development
- Parks, Open Space and the Environment
- Community Engagement, Equity, Diversity and Inclusion

The stakeholder feedback which is summarized in Table 1 was organized into High, Medium, Low categories based on adjectives to describe a frequency or quantity of how often a topic was discussed.

High Support	Policies Priorities with High Support are described with key words such as “major,” “broad,” “most,” “a number of,” and “many”
Medium Support	Policies Priorities with Medium Support are described with key words such as “some,” “several,” and “common”
Low Support	Policies Priorities with Low Support were suggested by one participant (or if no quantity was noted)

TABLE 1: STAKEHOLDER FEEDBACK ON COMMUNITY AND LIVABILITY POLICIES

Housing and Livability
<p>Housing affordability was a major topic of discussion and a concern for all stakeholders and some noted the need for the City to have a plan for housing.</p>
<p>Greater diversity of Housing Types in Tualatin was broadly supported; many felt a wider variety of options (other than single-family homes) would provide more affordable options. Alternative housing types discussed with stakeholders were townhomes/rowhouses, mixed-use development, duplexes, triplexes, and accessory dwelling units (ADU). Most stakeholders were</p>

in favor of the full range of housing types. One stakeholder noted that small lot and zero lot line subdivisions could provide higher density that doesn't feel cramped.

Basalt Creek was mentioned by a number of stakeholders. Others noted that the proposed zoning allows for a good diversity of housing (low density residential, medium low density residential and some high density residential, but that lots should be 3,000 or 4,000 square foot lots.

Cost factors such as land costs were noted factors impacting the cost of housing and the lack of available land to develop in Tualatin, for both large and small lots by stakeholders who are part of the development community. They noted how cost of development (land, fees, construction materials, etc.) is affecting development operations and impacting affordability, acknowledging that this is a **regional concern**.

Preservation of neighborhood character was cited as a **concern** by some stakeholders. One stakeholder felt that Tualatin is a suburban town, people live there because they want to live in the suburbs. Others noted that the "densification" of existing single-family residential neighborhoods has potential to ruin **neighborhood character**. There was also concern expressed about large house sizes ("McMansions") making housing unaffordable.

Increase in height limits was suggested by some stakeholders, including the need for high rise apartments (6-8 stories) located next to transportation options.

Affordable Housing types including a discussion of affordable housing types; several stakeholders mentioned a need for living options for the aging population in Tualatin. A lack of **senior housing** and **multi-generational housing** options were noted. Interest in having more single story (ranch style) homes was also expressed. Several stakeholders mentioned that there are limited locations to downsize within Tualatin. Some stakeholders noted a jobs/household composition mismatch. **Workforce housing**, and more affordable housing for employees of Tualatin's industrial and commercial businesses, was highlighted as a concern. The lack of workforce housing was also underscored as a factor in creating traffic congestion.

Basalt Creek and significant concerns about the **environmental impacts** of development in the area were expressed by one stakeholder.

Transportation and Parking

A common concern amongst stakeholders was **congestion** and traffic in town. **Transit and access** were also important topics amongst stakeholders. Many expressed the desire for greater **transit access** and service in town, throughout Tualatin, neighboring communities, and to Portland. Further, there was excitement for the proposed **SW Corridor Max Line**. One stakeholder expressed frustration about the lack of transit access to essential services especially for those people who are transit-dependent. The importance of having transit services near affordable

housing was also mentioned. **WES** is very limited; it needs to be extended/expanded to reach more areas and one stakeholder suggested a Tualatin–WES shuttle to business parks.

Walkability of Tualatin was another popular topic amongst stakeholders. Many said they walk in the community, but primarily within their neighborhoods to avoid major roads because of the **uncomfortable pedestrian environment**. The major roads which were noted as providing **poor pedestrian connectivity** between downtown and the City’s residential neighborhoods. A few stakeholders suggested encouraging neighborhood commercial areas as a way of alleviating congestion downtown and improving walkability. Some noted the need for boulevard street design with wide sidewalks.

Congestion and Traffic was a common concern amongst stakeholders was **congestion** and traffic in town. Many attributed the traffic to employees of local businesses commuting from out of town. One stakeholder mentioned concerns about potential increase in traffic and congestion with more residential development of land available for annexation. Two stakeholders mentioned the potential benefits of a **bypass** if it would alleviate traffic, but not a road widening that would only bring more traffic.

ADA Accessibility of the City’s pedestrian infrastructure was cited as a concern by some stakeholders. Examples included height and location of pedestrian signal push buttons and pedestrian light times. Others noted the trail designs lack lighting.

A Bike-Friendly Community was desired by several stakeholders, providing more facilities and improving comfort for cyclists outside of the City’s trails system. One stakeholder noted that currently it doesn’t feel safe as there is not a huge awareness of bicyclists in Tualatin. The need for a complete and connected bicycle system was also noted.

Need for adequate parking at multi-family housing so there is minimal reliance on street parking, especially if smaller multifamily units such as duplexes or triplexes are incorporated into single family neighborhoods was identified by several stakeholders. Another stakeholder suggested garages shouldn’t count toward parking requirements, because so few are used for parking. However, others noted that parking issues need creative solutions including reduction of parking in some places.

Keeping sidewalks clear of debris and increasing awareness around property owner responsibility to do so after snowfall and leaf clean-up, primarily because of their effect on the ADA accessibility of sidewalks in those conditions was suggested by one stakeholder Another suggested the current requirement for 3-foot wide planter strips is inadequate and should be increased to 4-feet in width to avoid sidewalks buckling as tree roots grow.

Civic Identity and Downtown and Community Design

A robust Downtown was hoped for by community members. When asked what brings people downtown, responses included shopping, retail stores, and the library. However, most stakeholders requested more attractions and businesses downtown and shared ideas of how that could be achieved. Some stakeholders also noted their preference to have fewer “chain” businesses in town and believed that the City should encourage more local businesses through incentives and other approaches to attract the “right” local businesses to downtown.

“**Third Places**” - both public (e.g. community center and arts center) and private (e.g. local coffee shop) were suggested as needs by many stakeholders.

Meeting spaces and the importance of the need in the community was stressed by stakeholders. Most stakeholders stressed the lack of meeting spaces for a variety of needs from hosting Girl Scouts meetings to the State of City address.

Tualatin River/ Lake at the Commons were cited as underutilized assets downtown due to their lack of visibility by many stakeholders. There was interest in making The Commons a more interesting place to go with businesses and activities that help bring people there.

Downtown Identity/ Character and the **lack of identity** or distinct character was a common theme, with stakeholders asking where is downtown Tualatin?

A City Hall/Performance Space located in the downtown to encourage activity downtown was suggested by several stakeholders. The City of Wilsonville was mentioned by several as good model for what a Tualatin City Hall could look like. Another suggestion for an attraction downtown was a **performance space** for the local community theatre group.

A Farmers Market was attended by several stakeholders when was operating, whom would support it returning to downtown.

Signs/ sign code and concern about signs noting that the City’s **sign code** was outdated was expressed by some stakeholders.

An Auto-Centric Downtown and the negative impact of parking and traffic on downtown walkability was commented on by stakeholders.

Empty Storefronts and their poor condition were cited as a concern by stakeholders. In particular, various ideas for potential use of the **Haggen’s building** were suggested including community center / theater, meeting spaces, City Hall, mixed uses (residential and commercial).

Family Friendly Entertainment and the need for more options was cited by stakeholders with young children, even though the parks are excellent.

Food Carts were also mentioned by one stakeholder who believed they should be allowed throughout the community with less restrictions than what are currently in place. They stressed the importance of food trucks as a proven way to help new businesses owners succeed, which they believe the City should encourage. Further, several stakeholders suggested Tualatin allow small **neighborhood commercial areas**.

Employment, Industrial, and Institutional Development

Industrial and employment land concerns were expressed by many stakeholders, who expressed their understanding of the **importance of the industrial** and manufacturing areas in Tualatin and significance of their presence. However, most community members felt these areas primarily provide employment to those out of town and lack local employees, which many stakeholders believed contributes to traffic in Tualatin.

More positive community impact on the part of industrial/manufacturing businesses on the community through avenues such as local hires, internship and scholarship programs for local youth was desired by several stakeholders.

Workforce housing was identified as a need by stakeholders who felt that the lack of affordable housing was impacting the employment based for Tualatin's industrial and commercial businesses, and that local jobs aren't paying enough for people to live locally which generates **traffic**.

Parks, Open Space and the Environment

Parks, trails, gathering spaces were praised by many stakeholders, who said they were frequent users of, **Tualatin's parks and trails**. Other open space areas such as public plazas and other **gathering spaces** were noted as more limited; many stakeholders noted a need for more of these facilities in Tualatin. However, a few stakeholders noted that adding more park land and greenspaces comes at a price and wondered whether current parks were being fully utilized.

A Community Center that is more robust was requested by many stakeholders, with a wider variety of classes, lessons, groups etc. for a broader range of ages beyond what is currently offered at the Juanita Pohl Center.

Water Quality and concerns about the possible lack of natural resource preservation in the area was mentioned by several stakeholders. Clean Water Services (CWS) is the primary entity that is focused on water quality; however, the City should consider stakeholders values and a community priority to consider for enhancing strengthening partnership with CWS. The need for more environmentally friendly landscaping requirements was also noted.

Basalt Creek was cited by several stakeholders as a resource that needs preservation.

Family oriented and family friendly parks, events, and activities were stressed as important assets, focus, and value of the community as the community consists of many families.

Stricter environmental regulations than the baseline CWS standards, an approach that the City of Wilsonville has taken, was favored by one stakeholder, who also expressed concerns about the impacts of urbanization on **natural resources** and areas in annexation land. Further, they mentioned the City’s Stormwater Management Plan is outdated a felt it should be updated to reflect current conditions.

Community Engagement, Equity, Diversity and Inclusion

Outreach and engagement and the need to broaden it to get more community members involved in local projects is not an easy task but one that was desired by a number of stakeholders, stating that it is important to reach and engage a **broader group** than the existing strong group of dedicated “**champions**” in the community.

Interconnections and healthy communities - everything interconnected – transportation, housing, parks, gathering places, etc. – was desired by a number of stakeholders.

Welcoming diversity in the community was noted as an important value to many stakeholders.

Diverse groups and community engagement and the need to engage and provide **more visibility for diverse groups** throughout the community, and to continue (and improve) inclusivity was cited by a number of stakeholders, who wanted to the City to be sure to hear from a wide range of community members. For example, include signs in Spanish around the City, so all feel included.

Enhance Citizen Involvement Organizations (CIOs) could be more robust and encourage more engagement throughout the community. This comment was made by several stakeholders. One suggestion was for a citizen involvement advisory committee for the entire City.

Providing a variety of housing for a variety of income levels and ages was hoped for by some stakeholders who thought it would promote more diversity in Tualatin.

Better communication between the City and the Tigard-Tualatin School District about significant changes to local schools that impact parking, traffic around town, or other significant impacts to the community was suggested by one stakeholder. Another emphasized that community engagement efforts need to spread the word to all, even those **outside City boundaries** when policies/plans directly impact them.

Equity and inclusion policies in the Comprehensive Plan should be more robust and given a higher consideration during a future update of the Comprehensive Plan was noted by one stakeholder.

2: HOUSING

What We Heard from the Community about Housing

Housing affordability and the need for the City to take an active role in this area was a common theme, as well as the need for a wider **diversity of housing types** in Tualatin. Table 2 below summarizes the Community Advisory Committee’s specific recommended policy actions relative to Housing and their priority, which is based on the Housing Strategy found in **Appendix C**. These topics actions were echoed by the Stakeholders that were interviewed and other community members (see **Appendix B**).

TABLE 2: CAC PRIORITIZED AND RECOMMENDED HOUSING POLICY STRATEGIES (WITH ACTIONS)

High Priority
<p>Strategy 1: Ensure an adequate supply of land that is available and serviceable.</p> <p>Action 1.1. Evaluate opportunities to increase development densities within Tualatin’s existing zones by modifying the Development Code.</p> <p>Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.</p> <p>Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.</p>
<p>Strategy 3: Support development and preservation of housing that is affordable for all households.</p> <p>Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).</p>
<p>Strategy 4: Identify funding tools to support residential development.</p> <p>Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.</p> <p>Action 4.2. Evaluate establishing an urban renewal district.</p>
<p>Strategy 5: Identify redevelopment opportunities.</p> <p>Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.</p>
<p>Strategy 6: Ensure there are connections between planning for housing and other community planning.</p> <p>Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth.</p>

Medium Priority

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

Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.

Strategy 2: Encourage development of a wider variety of housing types.

Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.

Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.

Strategy 3: Support development and preservation of housing that is affordable for all households.

Action 3.2. Develop policies to support development of housing affordable to people who have income between 60% and 120% of MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.

Action 3.6. Evaluate creative system development charge financing opportunities.

Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.

Strategy 4: Identify funding tools to support residential development.

Action 4.3. Evaluate implementation of a construction excise tax.

Strategy 5: Identify redevelopment opportunities.

Action 5.2. Support redevelopment of underutilized commercial buildings for housing.

Strategy 6: Ensure there are connections between planning for housing and other community planning.

Action 6.2. Coordinate planning for economic development planning with housing planning.

Low Priority

Strategy 2: Encourage development of a wider variety of housing types.

Action 2.3. Identify opportunities to allow and support development of additional innovative housing types.

Strategy 3: Support development and preservation of housing that is affordable for all households.

Action 3.3. Develop policies to prevent and address homelessness.

Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.

Action 3.5. Partner with organizations to establish a land bank or land trust.

Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.

Strategy 6: Ensure there are connections between planning for housing and other community planning.

Action 6.3. Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life.

Action 6.4. Support sustainable development practices.

3: ECONOMY

What We Heard from the Community about the Economy

The **importance of the industrial and manufacturing areas** in Tualatin was a common theme but community members also expressed concerns about **traffic**. Interest in increasing local employment opportunities that would enable people to both live and work in Tualatin was also heard. Table 3 below summarizes the Community Advisory Committee’s specific recommended policy actions relative to the Economy and their priority, which is based on the Economic Strategy found in **Appendix D**. These topics actions were echoed by the Stakeholders that were interviewed and other community members (see **Appendix B**).

TABLE 3: CAC PRIORITIZED AND RECOMMENDED ECONOMIC POLICY STRATEGIES (WITH ACTIONS)

High Priority
Strategy 1: Ensure an adequate supply of land that is available and serviceable. Action 1.1. Evaluate opportunities to increase mixed-use development. Action 1.3. Identify opportunities to make more efficient use of commercial land. Action 1.6. Plan for long-term development in Tualatin through 2040 and beyond.
Strategy 2: Identify redevelopment opportunities. Action 2.2. Revise the Tualatin Town Center Plan to focus on opportunities to support redevelopment. Action 2.4. Develop policies to support redevelopment and mixed-use development.
Strategy 3: Support business retention, growth and attraction. Action 3.3. Support growth of and retain entrepreneurial businesses in Tualatin.
Strategy 4: Ensure there are connections between planning for economic development and other community planning. Action 4.1. Ensure that updates to the Transportation System Plan coordinate with planning for employment and business growth.

Medium Priority

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

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

Strategy 2: Identify redevelopment opportunities.

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

Strategy 3: Support business retention, growth and attraction.

Action 3.1. Revise the Economic Development Strategy, develop a clear vision for economic development, and create an action plan to implement the vision.

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.

Action 4.3. Develop a design and planning framework for "ten-minute neighborhoods" that include a mixture of uses.

Action 4.4. Identify opportunities to support workforce development.

Low Priority

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

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

Action 1.5. Work with landowners ensure land is development-ready and certified as shovel ready by Business Oregon.

Strategy 2: Identify redevelopment opportunities.

Action 2.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.

Strategy 3: Support business retention, growth and attraction.

Action 3.2. Support growth of existing businesses in Tualatin.

Action 3.6. Ensure that Tualatin has sufficient staff capacity to implement the economic development priorities set by the City Council.

Strategy 4: Ensure there are connections between planning for economic development and other community planning.

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

Action 4.5. Evaluate development of a civic center with a range of uses.

CONCLUSION / NEXT STEPS

As mentioned above, this document identifies a wide range of possible action items (e.g., code updates) -- more than could be reasonably accomplished in a single project or within a few years. Adoption or acceptance of a **final Policy Priorities document**, based on the presented community feedback and City Council direction, will provide a roadmap for the creation of a **2020 Work Plan** for the Tualatin Community Development Department and its Planning and Economic Development Divisions. It is also anticipated that in addition to this work plan, the Department would create a **Five-Year Action Plan** that would inform future work planning.

APPENDICES

APPENDIX A: COMMUNITY ENGAGEMENT SUMMARY

APPENDIX B: STAKEHOLDER AND COMMUNITY FEEDBACK SUMMARY (APG)

APPENDIX C: HOUSING STRATEGY (ECONORTHWEST)

APPENDIX D: ECONOMIC STRATEGY (ECONORTHWEST)

APPENDIX A: COMMUNITY ENGAGEMENT SUMMARY

Project Information dissemination

A website which can be found at <https://www.tualatin2040.com/> was developed at the inception of the Tualatin 2040 project and has been updated regularly with information about the project and its schedule, a wide range of opportunities for public engagement, meetings open to the public, and to keep the public and interested parties well informed as the project progressed. The site includes a robust library of project documents, updates, presentations, agendas, meeting summaries and more.

Policy Issue Identification Outreach Effort

Early on in the project City staff and consultant Angelo Planning Group (APG) held a joint meeting for five City Advisory groups to gain early input from them. In addition, the project management team (PMT) for the Tualatin 2040 reached out and presented at monthly meetings of all six Citizen Involvement Organizations (CIOs), the Core Area Parking District Board, and the Library Advisory Committee, as well as Task Forces and the Business Advisory Council to let them know about the many opportunities for public engagement in the Tualatin 2040 project.

Stakeholders' participation included meetings with **interested groups** and **individual interviews**.

Joint meeting	March 12, 2019 meeting with members from the following groups: <ul style="list-style-type: none">○ Tualatin Planning Commission (TPC)○ Architectural Review Board (ARB)○ Tualatin Parks Advisory Committee (TPARK)○ Tualatin Arts Advisory Committee (TAAC)○ Youth Advisory Council (YAC)
CIO meetings	<ul style="list-style-type: none">○ Martinazzi CIO○ East Tualatin CIO○ Midwest CIO○ Byrom CIO○ Commercial CIO○ Riverpark CIO
Individual interviews	<ul style="list-style-type: none">○ Participants representing a diverse group of stakeholders including residents (owners and renters), business owners, developers, parents with young children and seniors and persons with disabilities○ APG conducted twelve one-on-one stakeholder interviews from April 1 to April 3, 2019

	<ul style="list-style-type: none"> ○ City staff conducted two additional interviews -- one on April 9, 2019 with two participants and one on April 29, 2019 with one participant
Group stakeholder interview	<ul style="list-style-type: none"> ○ Tualatin Aging Task Force on May 13, 2019 facilitated by APG and assisted by City staff

Conversations with participants ranged from very specific to general topics. Participants did not need to have specific knowledge of the Tualatin Development Code to participate. A set of questions were provided to prompt discussions; however, participants were free to focus on the topics more important to them. The questions included the following:

- What land use topics and issues do you think should be City priorities?
- Do you think the City’s current policies still speak to Tualatin’s priorities or should something change?
- Are the regulations in the Development Code implementing the policies and the community’s priorities? Are the built results turning out the way you want?
- If choices must be made about what chapters of the TDC to update first, what do think should be done first?

Advisory Committees for Housing Needs Analysis (HNA) and Economic Opportunity Analysis (EOA):

A 16-member Community Advisory Committee (CAC) was convened by the City in March 2019 to provide policy input on the HNA, EOA and related strategy documents. The Community Advisory Committee met seven times with the last meeting held on September 26, 2019. The CAC provided input to help guide the City’s housing and economic policy with a focus on policy analysis and developing strategies and actions that could lead to possible changes to the comprehensive plan and development code regulations.

A Technical Advisory Committee (TAC) was convened by the City in April 2019 to provide technical input on the HNA, EOA and related strategy documents and to reach out to external agencies and experts for coordination and expertise as appropriate and needed. The Technical Advisory Committee met four times with the last meeting held September 25, 2019. The TAC focused on the technical approach and methodology for the Housing Needs Analysis (HNA) and Economic Needs Analysis (EOA). They will provide review and input for analyses, reports, and strategies. The core TAC was comprised of City staff with expertise related to City planning and development code regulation. The TAC also included county, regional and state agencies and experts in the housing and economic development field.

Open house (July – August 2019)

Interacted with 232 people, 73 in-person and 159 online. Asked for demographic and income information to inform engagement efforts. Responses to the survey questions are broken out by total responses, income (\$50,000 and below), and race (People of Color). Compared to Tualatin's Census numbers, the traditional public engagement structure (Community Advisory Committee and stakeholder interviews) interacted with an older, higher income, and more white community, than online and in-person outreach. Compared to the Census, the Latinx community and residents younger than 18 years old were under-represented, although these groups did participate through in-person surveys where demographic information was not requested.

- Top three (3) actions for the City of Tualatin to meet affordable housing needs: offer incentives for affordable housing, improve connections to jobs and services to lessen costs, and allow more types of homes. For households making \$50,000 and below, rent control and incentives for affordable housing were of greater interest. For People of Color, allowing more types of homes and obtain land for new housing were of greater interest.
- Top three (3) desired choices for new housing types: small homes, townhomes, and cottage courtyard/business-home (tie). For households making \$50,000 and below, small homes and cottage courtyards were of greater interest. For People of Color, business-home and small homes were of greater interest.
- Top three (3) non-housing priority topics: improving connectivity, increasing and protecting green space, and increasing opportunities for jobs and entertainment. For households making \$50,000 and below, increasing and protecting green space, and increasing opportunities for jobs and entertainment, were of greater interest. For People of Color, improving connectivity and increasing opportunities for jobs and entertainment, were of greater interest.

Under One Roof luncheon (September 2019)

Interacted with around 40 community members, representing a diverse range from affordable housing residents, to housing service providers, to elected officials. We received our first request to use Spanish translation services, which have been offered at all Tualatin 2040 community meetings.

- The panel of experts recommended the following actions for the City of Tualatin to address affordable housing needs: land is costly so review what land is already in public control, reform the zoning (especially parking and density), and be ready for not-in-my-backyard (NIMBY) concerns.
- Affordable housing is complex and a coalition is needed, similar to the panel at the meeting (Community Action + Washington County Department of Housing Services + Community Partners for Affordable Housing), but also to include advocates within the community.
- The major theme from stakeholder feedback was a desire to achieve a greater efficiency in how we use land. This could be done by improving connections to community amenities by access (transportation) or increasing the location of jobs, businesses, services, and green spaces near homes.

- During question and answer, community members asked a range of housing questions – housing vouchers, shared/transitional housing, tiny homes, mobile or manufactured homes, and immediate assistance. Read the full meeting summary ([link](#)) for responses.

APPENDIX B: STAKEHOLDER AND COMMUNITY FEEDBACK SUMMARY (APG)

What We Learned

Participating stakeholders shared their thoughts on a wide range of topics. For the summary we have organized the input into the following key topic areas:

- Housing and Livability
- Transportation and Parking
- Civic Identity and Downtown
- Employment and Industrial Development
- Parks, Open Space and the Environment
- Community Engagement
- Equity, Diversity and Inclusion

While all of the topics were discussed the first two – **Housing and Livability** and **Transportation and Parking** -- were the top priorities for most of the stakeholders.

Housing and Livability

- Housing **affordability** was a major topic of discussion and a concern for all stakeholders and some noted the need for the City to have a plan for housing.
- There was broad support for a wider **diversity of housing types** in Tualatin; many felt a wider variety of options (other than single-family homes) would provide more affordable options.
- Some stakeholders expressed **concern**. One stakeholder felt that Tualatin is a suburban town, people live there because they want to live in the suburbs. Others noted that the “densification” of existing single-family residential neighborhoods has potential to ruin **neighborhood character**.
- Some alternative housing types discussed with stakeholders were **townhomes/rowhouses, mixed-use development, duplexes, triplexes, and accessory dwelling units (ADU)**. Most stakeholders were in favor of the full range of housing types. One stakeholder noted that small lot and zero lot line subdivisions could provide higher density that doesn’t feel cramped.
- Some stakeholders stressed the need for high rise apartments (6-8 stories) located next to transportation options and felt that the City’s **height limits** were too low. There was also concern expressed about large house sizes (“McMansions”) making housing unaffordable.
- During the discussion of affordable housing types, several stakeholders mentioned a need for living options for the aging population in Tualatin. A lack of **senior housing** and **multi-generational housing** options were noted. Interest in having more single story (ranch style) homes was also expressed. Several stakeholders mentioned that there are limited locations to downsize within Tualatin.

- Some stakeholders noted a jobs/household composition mismatch. **Workforce housing**, and more affordable housing for employees of Tualatin’s industrial and commercial businesses, was highlighted as a concern. The lack of workforce housing was also underscored as a factor in creating traffic congestion.
- Stakeholders who are part of the development community noted factors impacting the cost of housing such as **land costs** and the lack of available land to develop in Tualatin, for both large and small lots. They noted how cost of development (land, fees, construction materials, etc.) is affecting development operations and impacting affordability, acknowledging that this is a **regional concern**.
- A number of stakeholders mentioned **Basalt Creek**. One stakeholder expressed significant concerns about the environmental impacts of development in Basalt Creek. Others noted that the proposed zoning allows for a good diversity of housing (low density residential, medium low density residential and some high density residential, but that lots should be 3,000 or 4,000 square foot lots.

Transportation and Parking

- A common concern amongst stakeholders was **congestion** and traffic in town. Many attributed the traffic to employees of local businesses commuting from out of town. One stakeholder mentioned concerns about potential increase in traffic and congestion with more residential development of land available for annexation. Two stakeholders mentioned the potential benefits of a **bypass** if it would alleviate traffic, but not a road widening that would only bring more traffic.
- Transit was another important topic amongst stakeholders. Many expressed the desire for greater **transit access** and service in town, throughout Tualatin, neighboring communities, and to Portland. Further, there was excitement for the proposed **SW Corridor Max Line**. One stakeholder expressed frustration about the lack of transit access to essential services especially for those people who are transit-dependent. The importance of having transit services near affordable housing was also mentioned. **WES** is very limited; it needs to be extended/expanded to reach more areas and one stakeholder suggested a Tualatin–WES shuttle to business parks.
- Walkability of Tualatin was another popular topic amongst stakeholders. Many said they walk in the community, but primarily within their neighborhoods to avoid major roads because of the **uncomfortable pedestrian environment**. The major roads which were noted as providing **poor pedestrian connectivity** between downtown and the City’s residential neighborhoods. A few stakeholders suggested encouraging neighborhood commercial areas as a way of alleviating congestion downtown and improving walkability. Some noted the need for boulevard street design with wide sidewalks.
- Some stakeholders had concerns about **ADA accessibility** of the City’s pedestrian infrastructure. Examples included height and location of pedestrian signal push buttons and pedestrian light times. Others noted the trail designs lack lighting.

- Several stakeholders stressed the desire for a **more bike friendly** community, providing more facilities and improving comfort for cyclists outside of the City’s trails system. One stakeholder noted that currently it doesn’t feel safe as there is not a huge awareness of bicyclists in Tualatin. The need for a complete and connected bicycle system was also noted.
- Several stakeholders commented on the need for **adequate parking** at multi-family housing so there is minimal reliance on street parking, especially if smaller multifamily units such as duplexes or triplexes are incorporated into single family neighborhoods. Another stakeholder suggested garages shouldn’t count toward parking requirements, because so few are used for parking. However, others noted that parking issues need creative solutions including reduction of parking in some places.
- One stakeholder suggested raising awareness around property owner responsibility to **clear sidewalks** after snowfall and leaf clean-up, primarily because of their effect on the ADA accessibility of sidewalks in those conditions. Another suggested the current requirement for 3-foot wide planter strips is inadequate and should be increased to 4-feet in width to avoid sidewalks buckling as tree roots grow.

Civic Identity and Downtown

- Discussions with community members revealed hopes for a more **robust downtown** Tualatin. When asked what brings people downtown, responses included shopping, retail stores, and the library. However, most stakeholders requested more attractions and businesses downtown and shared ideas of how that could be achieved. Some stakeholders also noted their preference to have fewer “chain” businesses in town and believed that the City should encourage more local businesses through incentives and other approaches to attract the “right” local businesses to downtown.
- Stakeholders commented on the **auto-centric** nature of downtown, and the negative impact of parking and traffic on downtown walkability.
- A common theme when discussing downtown was the **lack of identity** or distinct character, with stakeholders asking where is downtown Tualatin?
- Many stakeholders suggested incorporating more “**3rd places**” in Tualatin, both public (e.g. community center and arts center) and private (e.g. local coffee shop).
- Stakeholders also stressed the importance of the need for **meeting spaces** in the community. Most stakeholders stressed the lack of meeting spaces for a variety of needs from hosting Girl Scouts meetings to the State of City address.
- Stakeholders with young children noted that while the parks are excellent, there is a need for more **family-friendly entertainment** opportunities.
- Stakeholders also expressed concerns with the many **empty storefronts** in downtown and their poor condition. In particular, various ideas for potential use of the **Haggen’s building** were

suggested including community center / theater, meeting spaces, City Hall, mixed uses (residential and commercial).

- Several stakeholders suggested that a **City Hall** be located in the downtown to encourage activity downtown. The City of Wilsonville was mentioned by several as good model for what a Tualatin City Hall could look like. Another suggestion for an attraction downtown was a **performance space** for the local community theatre group.
- Several stakeholders mentioned attending the downtown **farmers market** when it was operating and would support the farmers market returning to downtown.
- Many stakeholders felt that the **Tualatin River** and the **Lake at the Commons** are underutilized assets downtown due to their lack of visibility. There was interest in making The Commons a more interesting place to go with businesses and activities that help bring people there.
- **Food carts** were also mentioned by one stakeholder who believed they should be allowed throughout the community with less restrictions than what are currently in place. They stressed the importance of food trucks as a proven way to help new businesses owners succeed, which they believe the City should encourage. Further, several stakeholders suggested Tualatin allow small **neighborhood commercial areas**.
- Some stakeholders expressed concern about signs noting that the City's **sign code** was outdated.

Employment and Industrial Development

- Many stakeholders expressed their understanding of the **importance of the industrial** and manufacturing areas in Tualatin and significance of their presence. However, most community members felt these areas primarily provide employment to those out of town and lack local employees, which many stakeholders believed contributes to traffic in Tualatin.
- Also, stakeholders mentioned lack of affordable housing impacting the employment based for Tualatin's industrial and commercial businesses. Concern that local jobs aren't paying enough for people to live locally which generates **traffic**.
- Several stakeholders expressed the desire for the industrial/manufacturing businesses to have a **more positive impact** on the community through avenues such as local hires, internship and scholarship programs for local youth.

Parks, Open Space and the Environment

- Many stakeholders praised, and said they were frequent users of, **Tualatin's parks and trails**. Other open space areas such as public plazas and other **gathering spaces** were noted as more limited; many stakeholders noted a need for more of these facilities in Tualatin. However, a few stakeholders noted that adding more park land and greenspaces comes at a price and wondered whether current parks were being fully utilized.

- **Family friendly** parks, events, and activities were stressed as important assets, focus, and value of the community as the community consists of many families.
- Also, many stakeholders requested a more robust **community center** with a wider variety of classes, lessons, groups etc. for a broader range of ages beyond what is currently offered at the Juanita Pohl Center.
- Several stakeholders were concerned about the possible lack of preservation of **water quality** in the area. Clean Water Services (CWS) is the primary entity that is focused on water quality; however, the City should consider stakeholders values and a community priority to consider for enhancing strengthening partnership with CWS. The need for more environmentally friendly landscaping requirements was also noted.
- One stakeholder was in favor of enforcing stricter regulations than the baseline CWS standards, an approach that the City of Wilsonville has taken. They also expressed concerns about the impacts of urbanization on **natural resources** and areas in annexation land. Further, they mentioned the City’s Stormwater Management Plan is outdated a felt it should be updated to reflect current conditions.
- Several stakeholders noted the need to preserve **Basalt Creek**.

Community Engagement

- A number of stakeholders recognized that getting more community members involved in local projects is not an easy task, but it is important to reach and engage a **broader group** than the existing strong group of dedicated “**champions**” in the community.
- Several stakeholders noted that the **Citizen Involvement Organizations (CIOs)** could be more robust and encourage more engagement throughout the community. One suggestion was for a citizen involvement advisory committee for the entire City.
- One stakeholder suggested **greater communication** between the City and the **Tigard-Tualatin School District** about significant changes to local schools that impact parking, traffic around town, or other significant impacts to the community. Another emphasized that community engagement efforts need to spread the word to all, even those **outside City boundaries** when policies/plans directly impact them.

Equity, Diversity and Inclusion

- A number of stakeholders noted the desire for **healthy communities** - everything interconnected – transportation, housing, parks, gathering places, etc.
- Some stakeholders hoped that by providing **housing for a variety of income levels** and ages it would promote more diversity in Tualatin.
- A number of stakeholders noted the need to engage and provide **more visibility for diverse groups** throughout the community, and to continue (and improve) inclusivity in **community**

engagement, be sure to hear from a wide range of community members. For example, include signs in Spanish around the City, so all feel included.

- One stakeholder noted that the existing **equity and inclusion policies** in the Comprehensive Plan are thin, should be more robust and a higher consideration during the update of the Comprehensive Plan.
- Many stakeholders noted that importance of encouraging and **welcoming diversity** in the community.

DATE: December 4, 2019
TO: Tualatin Housing Needs Analysis Project Advisory Committees
CC: Karen Perl Fox, Steve Koper, and Jonathan Taylor
FROM: Beth Goodman and Sadie DiNatale, ECONorthwest
SUBJECT: FINAL: TUALATIN HOUSING STRATEGY

The City of Tualatin contracted ECONorthwest to develop a Housing Needs Analysis and a Housing Strategy for Tualatin. The Housing Needs Analysis (HNA) will determine whether the City of Tualatin has enough land to accommodate twenty years of population and housing growth. It will characterize housing affordability problems and identify gaps in housing affordability in Tualatin. The HNA will provide the basis for an update to the City's Comprehensive Plan Housing Element, as well as for the development of an action plan to implement the housing policies (i.e., the Housing Strategy).

The HNA uses a planning period of 2020–2040. Tualatin is planning for minimum growth of 1,014 new dwelling units within the Tualatin city limits and the Basalt Creek area over the 2020–2040 planning period. Tualatin's vacant unconstrained buildable land has capacity for development of 1,207 new dwelling units at full build-out, not including redevelopment capacity. Build-out of Tualatin's vacant land could occur within the 2020–2040 period, or it could take longer. While the HNA works with the forecasted growth of 1,014 new dwelling units through 2040, the City may consider potential residential growth beyond this forecast in its housing policies, including build-out of all vacant land and redevelopment resulting in additional housing

The results of the HNA show that Tualatin has a deficit of land designated for housing in the Medium High Density Residential and the High Density / High-Rise Residential comprehensive plan designations. The City will need to develop policies to meet this deficit, such as redevelopment or rezoning land to meet these housing needs.

A key objective of the HNA and accompanying 2020 Housing Strategy is to identify options for changes to the City's Comprehensive Plan and land use regulations needed to address housing and residential land needs. This memorandum presents a housing strategy for Tualatin, based on the results of the HNA and discussions with the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC). This Housing Strategy presents a comprehensive package of interrelated policy changes that the CAC recommends the City address.

This Housing Strategy recognizes that the City does not build housing. The strategy focuses on land use tools to ensure there is adequate land planned and zoned to meet the range of housing needs and opportunities for a variety of housing types, whether they be priced at market rate or subsidized. To the extent possible, this strategy strives to provide opportunities for lower-cost market-rate housing to achieve more housing affordability without complete reliance on subsidies and to include subsidized housing as an important tool to meet the need at the lower end of the income spectrum (low, very low, and extremely low) in the mix of strategies.

The Housing Strategy addresses the needs of households with middle, low, very low, or extremely low income. The following describes these households, based on information from the Tualatin Housing Needs Analysis.

- **Very low-income and extremely low-income households** are those who have an income of 50% or less of Washington County’s median family income (MFI)² which is an annual household income of about \$41,000 or less for a family of four. About 31% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,018 or less.³ Development of housing affordable to households at this income level is generally accomplished through development of income-restricted housing.
- **Low-income households** are those who have an income between 50% and 80% of Washington County’s MFI, or an income between \$41,000 and \$65,000 for a family of four. About 15% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,018 to \$1,625. Households with an income below 60% of MFI typically qualify for some types of income-restricted housing. The private housing market often struggles to develop housing affordable to households in this group, especially for the lower-income households in the group.
- **Middle-income households** are those who have an income between 80% and 120% of Washington County’s MFI, or an income between \$65,000 and \$98,000 for a family of four. About 15% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,625 to \$2,400. The private housing market may develop housing affordable to households in this group.

Through the technical analysis of the HNA and input from the CAC and TAC, the City identified six strategic priorities to meet housing needs identified in the HNA. Strategic priorities are described in greater detail in the section below. Appendix A presents the full text of Tualatin’s existing Comprehensive Plan policies for housing. Appendix B presents the information provided to the CAC in the memorandum “Housing Policy Tools to Address Needs” (May 16, 2019).

Tualatin’s Housing Strategy

The Tualatin Housing Strategy is organized around six broad strategic priorities: (1) ensure an adequate supply of land that is available and serviceable; (2) encourage development of a wider variety of housing types; (3) identify strategies to support affordable housing; (4) evaluate funding tools to support residential development; (5) identify redevelopment opportunities;

² Median family income is determined by the U.S. Department of Housing and Urban Development. In 2018, Washington County’s MFI was \$81,400.

³ This assumes that households pay less than 30% of their gross income on housing costs, including rent or mortgage, utilities, home insurance, and property taxes.

and (6) ensure there are connections between planning for housing and other planning (such as transportation planning, water and wastewater planning, or economic development planning). The broad goal of the Tualatin Housing Strategy is to help the City manage the land within the Tualatin planning area to meet current and future housing needs while maintaining the character and quality of life in Tualatin and protecting public interests such as housing affordability, health, safety, and municipal revenues.

The Tualatin CAC convened seven times between March 2019 and September 2019. The CAC discussed housing at the meetings in March, May, August, and September. The Tualatin TAC met four times between April 2019 and September 2019 and discussed housing at all four meetings (while some meetings included discussions of other topics, as well). The CAC and TAC provided input into the development of the Housing Strategy through discussions at meetings and opportunities for input on written documents.

The recommendations from the CAC in this strategy consider key findings from the HNA, such as the following examples. The City has a long-term deficit of residential land. The housing market is not building enough housing that is affordable to households with annual incomes less than \$35,000 based on U.S. Census American Community Survey data. The housing market in Tualatin also has a deficit of housing affordable to households earning more than \$150,000.⁴ The composition of Tualatin's population is becoming older and more diverse. This document presents a comprehensive strategy that provides a variety of opportunities to meet the housing needs of Tualatin's residents at all income levels.

Many of the actions described in the Tualatin Housing Strategy will require legislative amendments to the City's Comprehensive Plan and/or Development Code. These actions will be subject to standard notification and hearing procedures. After the Housing Needs Analysis is completed, the Planning Commission and City Council will prioritize the actions suggested in this memorandum, along with other actions suggested for Tualatin through 2040. Implementation of high priority actions will begin in 2020, based on City Council direction.

⁴ This analysis is based on Exhibit 79 in the Tualatin Housing Needs Analysis.

Summary of Actions

The table below summarizes the strategies, actions, and recommendations made by the CAC. The priority shown in the table is based on discussions with the CAC about the actions they view to be in need of prompt attention. Low-priority actions represent actions that the CAC thinks are important but that may be executed later in the Tualatin 2040 process. At some level, all of the actions in this strategy are a high priority for the CAC.

Strategies, Actions, and Recommendations	Priority
Strategy 1: Ensure an adequate supply of land that is available and serviceable.	
<p>Action 1.1. Evaluate opportunities to increase development densities within Tualatin’s existing zones by modifying the Development Code.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.1a: Evaluate increasing densities in the Residential High and Residential High Density / High Rise residential designations by allowing buildings that are five to eight stories tall. ▪ Recommendation 1.1b: Conduct an audit of the City’s Development Code to identify barriers to residential development (e.g., lot size, setbacks, and lot coverage ratio) and identify alternatives for lowering or eliminating the barriers. ▪ Recommendation 1.1c: Evaluate off-street parking requirements for multifamily housing to identify opportunities for reduction in parking requirements, especially for housing developed for groups who have fewer cars. ▪ Recommendation 1.1d: Adopt a Planned Unit Development (PUD) ordinance to allow flexibility in both development standards and housing types. 	High
<p>Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.2a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes employment and residential uses. ▪ Recommendation 1.2b: Evaluate opportunities to re-zone Residential Low Density and Residential Medium Low Density residential land for higher-density housing. ▪ Recommendation 1.2c: Evaluate merging High Density zone and the High Density / High Rise zone into one zone and evaluate increasing the maximum density and maximum height limit allowed. 	High
<p>Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.3a: Identify opportunities to increase coordination between transportation planning and residential growth to manage congestion from growth. ▪ Recommendation 1.3b: Identify opportunities to increase transit service. 	Medium
<p>Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.4a: Actively work with Metro staff on upcoming Regional Growth Management reports. Coordinate Tualatin’s planning with regional plans. ▪ Recommendation 1.4b: Develop and implement a system to monitor the supply of residential land every two years. ▪ Recommendation 1.4c: Reevaluate Tualatin’s housing needs and land sufficiency on a schedule tied to the Metro Growth Management cycle. ▪ Recommendation 1.4d: When needed in the future, work with Metro on potential expansion of the Metro UGB to include the Stafford area. 	High

Strategies, Actions, and Recommendations	Priority
Strategy 2: Encourage development of a wider variety of housing types.	
<p>Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.1a: Allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density residential zone. ▪ Recommendation 2.1b: Allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones, at densities appropriate for the zones. 	Medium
<p>Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.2a: Identify opportunities for more mixed-use development. 	Medium
<p>Action 2.3. Identify opportunities to allow and support development of additional innovative housing types.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.3a: Evaluate allowing and supporting development of other housing types in Tualatin, such as single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and higher-amenity housing on larger lots. 	Low
Strategy 3: Support development and preservation of housing that is affordable for all households.	
<p>Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).</p> <ul style="list-style-type: none"> ▪ Recommendation 3.1a: Develop policies to support development of housing affordable to households with incomes below 60% of MFI as part of the City's program to leverage funds from the Metro Housing Bond. 	High
<p>Action 3.2. Develop policies to support development of housing affordable to people who have income between 60% and 120% of MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.2a: Emphasize growth of jobs that pay at or above average wages, as part of the City's economic development strategy. ▪ Recommendation 3.2b: Identify opportunities to partner with or support employers who are interested in developing an employer-assisted housing program. 	Medium
<p>Action 3.3. Develop policies to prevent and address homelessness.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.3a: Develop policies to prevent and address homelessness. 	Low
<p>Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.4a: Develop policies to prevent displacement of existing residents. ▪ Recommendation 3.4b: Develop policies to prevent loss of existing affordable housing. 	Low
<p>Action 3.5. Partner with organizations to establish a land bank or land trust.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.5a: Determine whether to participate in a land bank or land trust, such as the Proud Ground Community Land Trust. 	Low
<p>Action 3.6. Evaluate creative system development charge financing opportunities.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.6a: Evaluate options for potential changes to SDCs and TDTs to support development of affordable housing. 	Medium
<p>Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.7a: Evaluate tax exemption options to support development of affordable housing or mixed-use housing. 	Medium

Strategies, Actions, and Recommendations	Priority
<p>Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.8a: Determine whether the City will need to add staff to implement the policies in the housing strategy. 	Low
Strategy 4: Identify funding tools to support residential development.	
<p>Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.1a: Evaluate opportunities, such as housing development incentives (in Strategy 3), to use leveraged funding from the Metro Housing Bond to support the development of affordable housing. 	High
<p>Action 4.2. Evaluate establishing an urban renewal district.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.2a: Continue the evaluation of establishing a new urban renewal district and consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of MFI. 	High
<p>Action 4.3. Evaluate implementation of a construction excise tax.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.3a: Evaluate implementation of a CET, starting with an analysis of the financial capacity of a CET. 	Medium
Strategy 5: Identify redevelopment opportunities.	
<p>Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 5.1a: Identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment. 	High
<p>Action 5.2. Support redevelopment of underutilized commercial buildings for housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 5.2a: Identify underutilized commercial areas that are ripe for redevelopment and work with landowners and developers to support redevelopment. 	Medium
Strategy 6: Ensure there are connections between planning for housing and other community planning.	
<p>Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing. ▪ Recommendation 6.1b: Evaluate opportunities to expand transit and improve transportation connectivity in Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin's Town Center. ▪ Recommendation 6.1c: Evaluate opportunities for planning transit-oriented development. ▪ Recommendation 6.1d: Develop a bicycle and pedestrian plan for Tualatin to increase connectivity within Tualatin. 	High
<p>Action 6.2. Coordinate planning for economic development planning with housing planning.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.2a: Ensure the City includes housing planning for housing that is affordable to people who work at businesses in Tualatin. 	Medium
<p>Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.3a: Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life. 	Low
<p>Action 6.4. Support sustainable development practices.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.4a: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable. 	Low

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

This strategy is about ensuring an adequate land supply — not only a twenty-year supply (as Goal 10 requires) but also a pipeline of serviced land that is available for immediate development. The following recommended strategies and actions are intended to ensure an adequate supply of residential land through a combination of changes to the Tualatin Development Code, rezoning land, and long-term regional planning for housing. Efficient use of Tualatin’s residential land is key to ensuring that Tualatin has adequate opportunities to grow from 2020 to 2040, and beyond.

Issue Statement

Tualatin’s vacant unconstrained residential land can accommodate about 1,900 new dwelling units, including land within the city limits and Basalt Creek. Development of all of Tualatin’s vacant unconstrained land may occur over a period longer than the twenty-year planning period of this project. The forecast for housing growth over the 2020 to 2040 period is 1,041 new dwelling units.

The results of the HNA show that Tualatin has a surplus of capacity for new housing in the Low Density Residential, Medium Low Density Residential, and High Density Residential Plan Designations but a deficit in the Medium High Density Residential and High Density / High-Rise Residential plan designations. Tualatin has a deficit of 109 dwelling units (about 7 gross acres of land) in the Medium High Density Residential designation and a deficit of 101 dwelling units (about 4 gross acres of land) in the High Density / High-Rise Residential designation.

Tualatin has enough land within its planning area to accommodate the forecast for new housing. The existing zoning, however, leads to deficits of land in the Medium High Density Residential and High Density / High-Rise Residential Plan Designations. Oregon’s statewide planning system requires cities that do not have enough land within their urban growth boundary (UGB) or in selected plan designations to evaluate and implement policies to increase land use efficiently, expand the UGB, or both.

Tualatin is part of the Metro UGB and cannot expand its planning area on its own. However, Tualatin can increase land use efficiency within its planning area by increasing allowable development densities, rezoning land, or planning for redevelopment to meet the needs in the Medium High Density Residential and High Density / High-Rise Residential plan designations. In addition, Tualatin can monitor growth to ensure that the city continues to have sufficient land for residential growth, and it can work with Metro and other regional partners on future expansions of the Metro UGB to accommodate additional residential development in Tualatin.

Tualatin needs land that is vacant with urban services that support residential development, such as municipal water service, sewer and wastewater service, stormwater management systems, and transportation connections with adequate capacity to accommodate growth.

Goal

Ensure that sufficient land is designated and has urban services to support development so the supply is adequate for all needed housing types at the needed densities. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

Recommended Actions

Action 1.1. Evaluate opportunities to increase development densities within Tualatin's existing zones by modifying the Development Code.

This approach seeks to increase housing capacity by increasing allowable density in residential zones. In short, it gives developers the option of building to higher densities. Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development, add tax revenue that benefits the City (as more units can be built), and make the provision of services more cost effective.

This action will look at increasing allowed densities in the Comprehensive Plan and decreasing minimum lot size standards and/or allowable densities in all residential zones.

Tualatin could modify the density ranges outlined in the Tualatin Development Code. These are currently:

- Residential Low-Density (RL): 1–6.4 dwelling units per acre
- Residential Medium Low–Density (RML): 6–10 dwelling units per acre
- Residential Medium High–Density (RMH): 11–15 dwelling units per acre
- Residential High-Density (RH): 16–25 dwelling units per acre
- Residential High-Density/High-Rise (RH/HR): 26–30 dwelling units per acre

With respect to zoning, Tualatin presently has the following zoning standards:

- P is permitted, C is conditional, and N is not permitted
- Minimum Lot size is in square feet and maximum density is in dwelling units per acre (du/ac)

Zone	Single-Family Detached	Manufactured Home on a Lot	Accessory Dwelling Unit	Manufactured Home Park	Duplex	Townhouse	Multi-family
Residential Low (RL)							
Allowed Uses	P	P	P	N	C	C	C
Minimum Lot Size	6,500 average	6,500 average	-		6,000	6,000	6,000

Zone	Single-Family Detached	Manufactured Home on a Lot	Accessory Dwelling Unit	Manufactured Home Park	Duplex	Townhouse	Multi-family
Maximum Density	6.4 du/ac	6.4 du/ac	Accessory to lot with single family dwelling		6.4 du/ac	6.4 du/ac	6.4 du/ac
Residential Medium Low-Density (RML)							
Allowed Uses	C	N	P	P	P	P	P
Minimum Lot Size	4,500				4,356*	1,400	4,356*
Maximum Density	10 du/ac			12 du/ac	10 du/ac	10 du/ac	10 du/ac
Residential Medium High-Density (RMH)							
Allowed uses	N	N	N	N	P	P	P
Minimum Lot Size					2,904*	1,400	2,904*
Maximum Density					15 du/ac	15 du/ac	15 du/ac
Residential High-Density (RH)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					1,742*	1,400	1,742*
Maximum Density					25 du/ac	25 du/ac	25 du/ac
Residential High-Density/High-Rise (RH/HR)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					1,452	1,452	1,452*
Maximum Density					30 du/ac	30 du/ac	30 du/ac
Mixed-Use Commercial Overlay Zone (MUCOD)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					None	None	None
Maximum Density					50 du/ac	50 du/ac	50 du/ac
Central Tualatin Overlay Zone (RH/HR)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size (Core Area)					5,000	5,000	5,000
Minimum Lot Size (Noncore Area)					25,000	25,000	25,000
Maximum Density					25 du/ac	25 du/ac	25 du/ac

*Note: The lot sizes for duplex and multifamily units are based on development on more than one acre. Development on less than one acre has a different standard for minimum lot size.

Changes to lot size standards are legislative changes to the Comprehensive Plan and/or zoning code. As such, this process should be initiated with the Planning Commission and include opportunities for public input.

Recommendation 1.1a: Tualatin should evaluate increasing densities in the residential High and Residential High Density / High Rise designations by allowing buildings that are five to eight stories tall (or higher). The City could increase densities to 60 to 100 dwelling units per acre. Alternatively, the City could allow the zoning standards to dictate the number of new dwelling units, based on standards such as building height limitations, parking requirements per unit, lot coverage ratios, setback requirements, and other zoning standards.

Recommendation 1.1b: Tualatin should conduct an audit of the City's Development Code to identify barriers to residential development (e.g., lot size, setbacks, and lot coverage ratio) and identify alternatives for lowering or eliminating the barriers. For example, the code audit could include these evaluating dimensional standards in all zones to understand the potential impact of development of vacant land (especially smaller or irregularly shaped lots) to identify barriers to infill development.

Recommendation 1.1c: Tualatin should evaluate off-street parking requirements for multifamily housing to identify opportunities for reduction in parking requirements, especially for housing developed for groups who have fewer cars, such as seniors or low-income affordable housing, close proximity to transit stop, and/or additional provision of bicycle parking. The City could consider changes that allow for alternative ways to meet parking requirements or reduce (or eliminate) parking requirements:

- Requiring off-street parking, but not necessarily requiring parking garages.
- Allowing some on-street parking within a set distance of the development to account for some off-street parking requirements.
- Requiring less off-street parking when close (such as within ¼ mile) of a transit stop.
- Requiring additional provision of bicycle parking to reduce parking requirements for the building.

Recommendation 1.1d: Adopt a (Planned Unit Development) PUD ordinance to allow flexibility in both development standards and housing types (subject to a maximum density) in exchange for provision of protected open space through a land use application process; this would require a hearing on the proposed development with the Planning Commission.

Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.⁵

The community desires rezoning to promote the opportunity of housing redevelopment and development. This action seeks to address the deficit of land in the Medium High Density Residential designation (about 7 gross acres of land) and in the High Density / High-Rise Residential designation (about 4 gross acres of land). The action also seeks to provide additional opportunities for the development of multifamily housing; this may contribute, to providing more opportunities for people who work at businesses in Tualatin to also live in Tualatin.

Recommendation 1.2a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes employment and residential uses. The City should exclude industrial sanctuary land (i.e., land in the Southwest Tualatin Concept Plan area) from this evaluation, as this land has been identified as regionally significant industrial areas.

Recommendation 1.2b: Evaluate opportunities to rezone Residential Low Density and Residential Medium Low Density residential land for higher-density housing.

Recommendation 1.2c: Evaluate merging the High Density zone and the High Density / High Rise zones into one zone, and evaluate increasing the maximum density and maximum height limit allowed in the revised zone, consistent with Action 1.1.

Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.

The City already coordinates land use planning with the Capital Improvement Plan to ensure that infrastructure is available to support residential development, especially in newly urbanizing areas and areas identified as high priority for development. Some types of infrastructure development, especially transportation and transit infrastructure, have lagged behind growth in Tualatin and in the broader region, resulting in automotive congestion and insufficient transit service, as discussed in Strategy 6.

Recommendation 1.3a: Identify opportunities to increase coordination between transportation planning and residential growth to manage and reduce congestion resulting from new growth.

⁵ An alternative to this strategy suggested by a committee member was revising the City's zoning system to the following categories of land use: Suburban Residential (replaces the RL and RML zones) with a maximum of 10 dwelling unit per acre and maximum building height of 45 feet; Urban Residential (replaces the RMH and RH zones) with a minimum density of 15 dwelling units per acre and maximum building height of 65 feet; and Urban II (includes the RH/HR zone) with a minimum density of 30 dwelling units per acre and maximum building height of 100 feet.

Recommendation 1.3b: Identify opportunities to increase transit service between Tualatin and other cities within the Portland region (such as the ongoing planning for the Southwest Corridor) and transit within Tualatin.

Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.

The Housing Needs Analysis plans for the 2020 to 2040 period. It is based on Metro's current forecasts for household growth in Tualatin. The Economic Opportunities Analysis shows that employment will continue to grow in Tualatin at a substantially faster pace than households over the next twenty years.

Tualatin has capacity for residential development beyond the forecasted growth over the next twenty years and may be planning for additional capacity for residential growth through policies to increase multifamily building height and density standards (Action 1.1), increased mixed-use development, (Action 1.2) and redevelopment (Action 5.1). Even so, if Tualatin wants to provide more opportunities for development of housing to allow people to live and work in Tualatin, the City will need to identify additional opportunities for residential development beyond the Tualatin planning area.

A key part of this planning is working with Metro on regional planning for housing and employment in and around Tualatin. The City would be well served by having information to share with Metro about new development, the City's planning efforts to provide opportunities for people to work and live in Tualatin, and economic development plans.

[Recommendation 1.4a:](#) Actively work with Metro staff on upcoming Regional Growth Management reports to ensure that Tualatin's population and employment forecasts are planned for similar growth rates. Coordinate Tualatin's planning with regional plans.

[Recommendation 1.4b:](#) Develop and implement a system to monitor the supply of residential land every two years. This includes monitoring residential development (through permits) as well as land consumption (e.g., development on vacant or land for redevelopment). The reports resulting from growth monitoring can be used for working with Metro to better understand Tualatin's opportunities for growth.

[Recommendation 1.4c:](#) Reevaluate Tualatin's housing needs and land sufficiency on a regular basis tied to the Metro Growth Management cycle (i.e., every six years), as part of the City's coordination with Metro. This recommendation is consistent with new requirements in ORS 197.296 (2)(a)(B)(ii), which was updated through House Bill 2003 to require Metro cities to update their housing needs analysis every six years.

[Recommendation 1.4d:](#) As Tualatin continues to grow and eventually cannot accommodate residential growth within the City, work with Metro on potential expansion of the Metro UGB to include the Stafford area.

Strategy 2: Encourage Development of a Wider Variety of Housing Types

This strategy focuses on actions that are intended to ensure new residential structures developed in Tualatin are diverse and include missing middle, workforce housing, low to moderate-income senior housing and other housing products to achieve housing affordability for households and to meet Tualatin's twenty-year housing needs.

Issue Statement

Continued increases in housing costs may increase demand for denser housing (e.g., multifamily housing, single-family attached housing, and compact single-family detached housing). To the extent that denser housing types are more affordable than larger housing types (i.e., single-family detached units on larger lots, such as 2,500 square foot dwelling units on lots larger than 5,000 square feet), continued increases in housing costs will increase demand for denser housing.

Tualatin's housing mix in the 2013–2017 period⁶ was 53% single-family detached, 6% single-family attached and 41% multifamily. Of the multifamily housing, about 5% are low-density multifamily housing types such as duplexes, triplexes, and quadplexes. The HNA assumes that the housing mix of new dwelling units in Tualatin will be about 40% single-family detached, 15% single-family attached and 45% multifamily.

To achieve this mix, Tualatin will need to implement policies that allow a wider variety of middle-density housing types (e.g., cottage clusters, townhouses, duplexes, triplexes, and quadplexes), as well as higher-density housing types (e.g., apartment buildings taller than four stories and mixed-use buildings).

In addition, Tualatin will allow for development of housing that is affordable to workers in Tualatin⁷ and is located in proximity to employment opportunities to attract needed labor force for its industrial and commercial zones and mixed-use overlay zones. These types of housing include (but are not limited to) live-work units, "skinny" single-family detached housing, townhouses, cottage housing, duplexes and triplexes, and less costly types of multifamily housing.

⁶ Based on 2013–2017 ACS five-year estimates for Tualatin.

⁷ The average wage in Tualatin was \$57,300 in 2017. Housing that is affordable to a worker with that wage would have a housing cost of no more than \$1,430 per month. Some workers make less than the average wage and would require housing affordable to lower incomes, as described in Strategy 3.

A single worker with a job paying the average wage could afford a dwelling with a sales price of no more than \$230,000. Given that the average sales price in Tualatin in early 2019 was \$480,000, housing affordable at the average wage in Tualatin is likely to be rental housing. If the household has two full-time workers with jobs paying the average wage, the household may be able to purchase a dwelling in Tualatin.

Goal

Allow and encourage the development of a broader diversity of housing types, including middle-density housing types and higher-density housing types.

Recommended Actions

Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.

Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types.

This approach could be implemented through the local zoning or development code. These housing types would be listed as outright allowable uses in appropriate residential zones. These housing types may provide additional affordability and allow more residential units than would be achieved by detached homes alone.

The City has already partially implemented this strategy. The City already allows one accessory dwelling unit for existing single-family units. Tualatin allows duplexes, townhouses, and multifamily housing as a conditional use in the Residential Low Density residential zone. Tualatin allows duplexes, townhouses, and multifamily housing as a permitted use in the Medium-Low Density and Medium-High Density residential zones.

This strategy would move Tualatin toward compliance with the potential requirements of House Bill 2001, which passed during the 2019 legislative session. The bill requires cities within the Metro UGB to allow middle housing types in low-density residential zones. The bill defines middle housing types as:

- (A) duplexes,
- (B) triplexes,
- (C) quadplexes,
- (D) cottage clusters, and
- (E) townhouses.

To comply with House Bill 2001, Tualatin will need to:

- Allow cottage cluster as a housing type in the Residential Low Density residential zone. Tualatin may want to allow cottage cluster housing in the Medium-Low Density and Medium-High Density residential zones. Tualatin will also need to include development standards in the Tualatin Development Code.
- Allow duplexes, townhouses, and multifamily housing as a permitted use in the Residential Low Density residential zone.

[Recommendations 2.1a: Allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density residential zone. Tualatin will also need to](#)

revise the Development Code to include development standards for these housing types. As part of implementation of House Bill 2001, the Oregon Department of Land Conservation and Development (DLCD) will be developing a model code for cities to accommodate these housing types. Given that the model code may not be available before December 2020 and the deadline for adoption of policies to meet the requirement of House Bill 2001 is June 30, 2022, Tualatin should begin the process to identify changes necessary to implement House Bill 2001 before the model code is available.

Recommendations 2.1b: Allow cottage cluster housing in the Medium-Low Density and Medium-High Density residential zones, at densities appropriate for the zones.

Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.

One way to provide additional opportunities for housing development, especially multifamily housing development, is through planning for mixed-use development. Tualatin defines mixed-use development as “a tract of land or building or structure with two or more different uses such as, but not limited to residential, office, retail, manufacturing, public or entertainment, in a compact urban form.”

The Economic Opportunities Analysis shows that Tualatin has a small amount of vacant unconstrained commercial land (11 acres). Strategy 5 (redevelopment) recommends identifying opportunities for redevelopment, especially for mixed-use development. Both the Economic Opportunities Analysis and Housing Needs Analysis document the fact that most people who work in Tualatin live elsewhere and that there are relatively few opportunities for housing for people who want to live and work in Tualatin.

One way to increase opportunities for this type of housing is to increase the overall amount of housing affordable to people who work at jobs in Tualatin, much of which will be multifamily housing and should be located near employment centers in Tualatin. Increasing opportunities for mixed-use development can address both of these issues.

Recommendation 2.2a: Identify opportunities for more mixed-use development, either through rezoning land to a mixed-use zone and/or through redevelopment (consistent with Action 5.1).

Action 2.3. Identify opportunities to allow and support development of innovative housing types.

Some housing types have traditionally not been present in Tualatin, either because they are not allowed or because the market is not developing them. Some innovative housing types may include single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and other innovative housing types.

In addition, growth of seniors is increasing demand for single-level single-family detached units to allow seniors to remain in Tualatin as they age. While this type of unit is allowed in Tualatin, little of this housing has been developed over recent years.

Tualatin's land base does not provide opportunity for development of higher-amenity housing on larger lots. This type of housing generally appeals to households with higher incomes. When Tualatin is evaluating opportunities for UGB expansion, there may be opportunities for development of this type of housing in areas where developing higher-density housing is challenging or undesirable, such as on hillsides.

[Recommendation 2.3a](#): Evaluate allowing and supporting development of other housing types in Tualatin, such as single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and higher amenity housing on larger lots.

Strategy 3: Support development and preservation of housing that is affordable for all households

The following recommended strategy and actions are intended to use a deliberate set of mandates and incentives to support the development of new affordable housing and preserve existing affordable housing.

Issue Statement

Availability of housing that is affordable to households at all income levels is a key issue in Tualatin. For the purposes of this strategy, affordable housing is defined as 1) housing for very low-income and extremely low-income households at 50% or below the median family income (MFI)⁸ (\$41,000 in 2018); 2) housing for low-income households with incomes between 50% and

⁸ Based on U.S. Department of Housing and Urban Development Median Family Income of \$81,400 for Washington County in 2018.

80% of the MFI (\$41,000 to \$65,000 in 2018); and 3) housing for middle-income households with incomes between 80% and 120% of the MFI (\$65,000 to \$98,000 in 2018).

The City's policy options for providing opportunities to build housing, especially affordable housing (both market-rate and government-subsidized affordable housing) are limited. The most substantial ways the City can encourage development of housing is through ensuring that enough land is zoned for residential development, in addition to assembling and purchasing land for affordable housing development, eliminating barriers to residential development where possible, and providing infrastructure in a cost-effective way.

Based on the actions identified below and the priorities set by decision makers, the City should develop a comprehensive housing strategy that supports the development of long-term (30–60 years) affordable housing that is government-subsidized which is developed by nonprofits, private developers, and/or in partnership between any of the following: public, nonprofit, and/or private developers. The Tualatin Housing Program will use a variety of tools, such as those described in this memorandum, to lower barriers to and encourage affordable housing development.

Goal

The goal of this strategy is to promote more lower-cost housing, with a focus on low and middle-income housing, creating mixed-income neighborhoods. This focus is to ensure that there is housing that is affordable to workers at businesses in Tualatin.

Recommended Actions

Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).

Evaluate policies to support development of low-income housing that would be affordable to households earning less than 80% of the MFI in Washington County (\$65,000 for a household size of four people), many of whom may be eligible for income-restricted housing, which is commonly known as low-income housing. These policies will leverage funds from the Metro Housing Bond (discussed in Strategy 4). Some examples of support include:

- Reducing or waiving systems development charges (SDCs) and Transportation Development Tax (TDT) fees (see Action 3.6).
- Evaluating adoption of a tax exemption program (see Action 3.7).
- Providing density bonuses for development of housing affordable to households with incomes below 60% of the MFI.
- Participating in a land bank for housing affordable to households with incomes below 60% of the MFI (see Action 3.5).

- Evaluating adoption of an inclusionary zoning program to require market-rate development to include some housing affordable to households with incomes below 80% of the MFI.
- Developing an expedited review process for development of affordable housing projects that target housing affordability at 60% of the MFI.
- Partnering with Washington County Housing Services and Oregon Housing and Community Services (OHCS) to identify resources for developing additional housing affordable for household with incomes of below 60% of the MFI.

[Recommendation 3.1a:](#) Develop policies to support development of housing affordable to households with incomes below 60% of the MFI, as part of the City’s program to leverage funds from the Metro Housing Bond.

Action 3.2 Develop policies to support development of housing affordable to people who have incomes between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.

Workforce housing is housing that is affordable to households earning between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four in Washington County). An important part of this action is coordinating with economic development planning. In 2017, the average wage for jobs in Tualatin was \$57,300.

Action 3.1 includes housing policies for households earning between 60% and 120% of the MFI. Some additional ways that the City may support development of housing affordable to households with incomes between 60% and 120% of the MFI are:

- Coordinating planning for economic development with planning for residential development to emphasize the growth of jobs that pay at or above Tualatin’s average wage (\$57,300 in 2017).
- Supporting and potentially partnering with employers who are interested in developing an employer-assisted housing program to provide grants or loans to support rehabilitation or new housing development.
- Partnering with Washington County Housing Services and Oregon Housing and Community Services (OHCS) to identify resources for developing additional housing affordable for household with incomes between 80% and 120% of the MFI.
- Participating in a land bank for housing affordable to households with incomes between 80% and 120% of the MFI (see Action 3.5).

[Recommendation 3.2a:](#) Emphasize growth of jobs that pay at or above average wages, as part of the City’s Economic Development Strategy.

[Recommendation 3.2b:](#) Identify opportunities to partner with or support employers who are interested in developing an employer-assisted housing program.

Action 3.3. Develop policies to prevent and address homelessness.

Households earning less than 30% of the MFI (\$24,000 or less for a family of four) are at risk of becoming homeless. They can afford monthly rent of \$600 or less. About 16% of households in Tualatin currently fit into this income category. Tualatin has a deficit of about 1,400 units affordable to households with incomes of \$25,000 or less.

Tualatin can use approaches similar to those in Action 3.1 to support development of housing affordable to these households, including using funds from the Metro Housing Bond. Tualatin can also take the following actions to prevent and address homelessness:

- Develop a strategic plan to address homelessness and strengthen partnerships between the City and service providers who assist people experiencing homelessness.
- Partner with service providers to expand rapid rehousing and permanent supportive housing programs.
- Partner with service providers to support the creation of overnight shelters that provide safe sleeping options for people who are unsheltered. Work with service providers to explore alternatives to congregate shelters.

There are many other actions that Tualatin can take to prevent and address homelessness, such as expansion of transportation options, increasing outreach to the homeless population, partnering with service providers of mental health services, supporting a crisis intervention team, and other services.

[Recommendation 3.3a: Develop policies to prevent and address homelessness.](#)

Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.

Redevelopment and development of new housing can increase housing costs and displace existing residents. Housing that is currently affordable to households, such as those earning below 60% of the MFI (less than \$48,900 for a household of four) or between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four), can become unaffordable as a result of redevelopment and overall increases in housing costs in Tualatin, making it harder for existing residents of Tualatin and people working at businesses in Tualatin to afford to live in Tualatin.

- Identify funding to allocate to housing programs that prevent and alleviate the risk of displacement, such as the funding sources identified in Strategy 4, to fund programs such as the ones below.
- Evaluate the feasibility of developing a housing preservation and development program to assist with capital repairs, façade improvements, or weatherization. Tualatin may consider criteria for funding, such as the property must be regulated affordable or at risk of converting to market rate. Tualatin could consider offering funds to low-cost market-rate properties in need of major structural repairs (in return for the property owner maintaining existing rent levels).
- Partner with organizations to support programs that preserve market-rate housing and affordable housing. These partnerships can include programs such as provision of grants or low-interest loans to support rehabilitation of existing, older single-family detached homes in poor condition, and/or extending existing Low Income Housing Tax Credit projects for an additional term or converting to long-term affordable housing
- Limit condominium conversions. Develop and evaluate requirements for multifamily building owners who want to convert the apartment units to condominiums. Limitations may restrict the conditions under which conversion is allowed, (e.g., based on vacancy rates or tenant consent). Limitations could require that tenants be offered a right of first refusal to purchase their unit, should the owner want to convert their property to a condominium.
- Work with agencies who offer Fair Housing education and enforcement. Provide landlords and tenants with education of rights and responsibilities under Fair Housing Act and provide resources for enforcement actions where Fair Housing law has been violated. Tualatin could provide resources/information about the Housing Choice Voucher Program to reduce the extent to which landlords discriminate against voucher recipients in Tualatin.

[Recommendation 3.4a: Develop policies to prevent displacement of existing residents.](#)

[Recommendation 3.4b: Develop policies to prevent loss of existing affordable housing.](#)

Action 3.5. Partner with organizations to establish a land bank or land trust.

A land bank supports housing affordability by reducing or eliminating land or acquisition costs from a developer's total development budget. Land banks take several forms, but many are administered by a nonprofit or government entity with a mission of managing a portfolio of properties to support a public or community purpose over many years or decades. The land banking process involves key procedural steps, including (1) strategic land and property acquisition, (2) restoration of the property (e.g., clear blight, clear title), and (3) resale to a buyer.

A land trust is similar to land banking in that they participate in strategic land and property acquisition and restoration of the property (e.g., clear blight, clear title). Though instead of ultimately selling the property (land and buildings), the land trust holds the land in perpetuity and sells or leases the buildings. A land trust is typically a private or nonprofit organization that leases or sells the buildings (e.g., dwelling units) sited on the land but owns and manages the land permanently. A land trust can support housing affordability by leasing the dwelling units on their land to income-qualified renters. If the land trust prefers to pursue homeownership objectives, they can enact a deed covenant prior to selling the dwelling units to safeguard lasting affordability for homeowners.

The City's role in a land bank or land trust may include:

- Identifying opportunities to assist with assembly of land into a single tax lot or multiple adjacent tax lots in certain cases (i.e., mixed-use development with more than one developer involved) to support development of affordable housing.
- Identifying surplus publicly-owned properties that could be used for affordable housing and partner with developers of affordable housing (consistent with Actions 3.1 or 3.2).

[Recommendation 3.5a: Determine whether to participate in a land bank or land trust, such as the Proud Ground Community Land Trust, and determine the City's role in the land banking process.](#)

Action 3.6. Evaluate creative system development charge financing opportunities.

Opportunities to change the way that the City collects system development charges (SDC) and the Transportation Development Tax (TDT) include (1) reducing or waiving system development charges for residential development that meets Tualatin's housing needs or goals (such as the development of housing affordable to households earning less than 60% of the MFI [\$48,900 for a household of four]); (2) implementing an SDC financing credit program to incentivize needed housing types; (3) developing a sliding scale of SDC based on the size of the units, charging lower SDC for smaller units; (4) implementing a sole source system development charge program; (5) vesting SDC rates on submission of the complete land use review application to determine the SDC early in the development process; and (6) collecting SDC at completion of construction (prior to issuance of a certificate of occupancy) rather than at issuance of the building permit.

[Recommendation 3.6a: Review options for potential changes to SDC and TDT to determine if one or more of the options above is appropriate for Tualatin and implement changes to SDCs and the TDT, as appropriate.](#)

Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.

Tax exemption programs typically provide exemptions from property taxes for ten years, and for some, up to twenty years. Tax exemption programs include the following:

Program	Vertical Housing Development Zones (VHDZs)	Multiunit Housing (a.k.a. MUPTe)	Low-Income Rental Housing/Nonprofit Corporation Low-Income Housing	Tax Exemption for Newly Rehabilitated or Constructed Multiunit Rental Housing
Eligible Projects/ Properties	Must include at least one “equalized floor” of residential; at least 50% of the street-facing ground floor area must be committed to nonresidential use. Can be new construction or rehabilitation. City can add other criteria.	Housing subject to a housing assistance contract with a public agency; OR housing that meets City-established criteria for design elements benefitting the general public and number of units. May be new construction, addition of units, or conversion of an existing building to residential use.	New rental housing exclusively for low-income households (at or below 60% MFI); rental housing for low-income persons (at or below 60% MFI) that is owned, being purchased, and/or operated by a nonprofit; or land held for affordable housing development.	Newly rehabilitated or constructed multiunit rental housing. Rental units affordable to households with an annual income at or below 120% of MFI.
Eligible Areas	Within designated areas. City may designate any area it chooses. ⁹	Within designated areas. City may designate core areas. Alternatively, the City can designate the entire city and limit the program to affordable housing.	Anywhere in the city	Anywhere in the city
Duration of Tax Exemption/ Abatement	Exemption is for 10 years (this is set in statute, not by the City).	Exemption is for up to 10 years, except for low-income housing, exemption can be extended for as long as the housing is subject to the public assistance contract.	For the low-income rental housing program, exemption lasts 20 years.	City must establish a schedule that provides longer exemptions for projects with more qualifying units, with a maximum of 10 years.
Best Suited for	Encouraging mixed-use development in locations where ground floor commercial uses are essential to the vision and mixed-use is not economically feasible yet.	Encouraging multifamily housing in strategic locations or supporting development of housing affordable households with income of 80% of MFI or lower.	Reducing operating costs for regulated affordable housing affordable at 60% MFI or below.	Incentivizing market-rate/moderate-income multifamily housing development citywide.

⁹ The prior statutes governing the VHDZ program specified certain types of areas where VHDZs could be designated. The current version of the statute leaves this decision entirely up to the City. However, logically, the zoning would need to allow both residential and nonresidential uses in order to allow development that could be eligible for VHDZ tax abatement.

Recommendation 3.7a: Review tax exemption options to support development of affordable housing or mixed-use housing to determine if one or more of the options above is appropriate for Tualatin and implement the tax exemption program(s) identified as appropriate for Tualatin.

Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.

The Housing Strategy presented in this memorandum, and especially the actions presented in Strategy 3 and Strategy 4, will take substantial staff time to evaluate and implement. The City may need additional staffing to implement the Housing Strategy.

Recommendation 3.8a: As the City Council sets priorities for implementation of the Housing Strategy, the Council should work with the City Manager and Community Development Director to determine whether the City will need to add staff to implement the policies in the Housing Strategy.

Strategy 4: Identify Funding Tools to Support Residential Development

The following recommended strategy and actions are intended to consider a range of funding tools that Tualatin may implement and use to support residential development.

Issue Statement

Funding for affordable housing and the infrastructure that serves residential land is becoming increasingly difficult. Cities have adopted a broad range of tools to support affordable housing. The nature of those tools is dependent on local factors: tax base, council support, competing priorities, etc.

Funding affordable housing programs from existing revenue sources may be challenging. Supplemental tools will be necessary if the City wants to support residential development.

Goal

Explore creative and sound ways to support development of affordable housing and infrastructure development.

Recommended Actions

Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.

Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing. The Metro Housing Bond is for \$652.8 million, the majority of it will support development of at least 3,900 new affordable units. Most of the new units will be affordable to households with income below 60% of the MFI (\$48,600 for a family of four) or less. Funds from the bond measure can be used for building new affordable units, housing purchase and rehabilitating existing housing, buying land for new affordable housing, and producing affordable homeownership units.

Washington County has been allocated \$118.9 million from the bond. The County's draft Local Implementation Strategy allocates Tualatin \$17.5 million for new construction of about 175 units of housing affordable for individuals and families. In addition, the County anticipates \$30.6 million in additional funds for Tualatin to support this housing development from sources such as Low Income Housing Tax Credits (LIHTC), private resources such as loans from private banks, property tax exemptions, Washington County HOME Partnership Investment Program funds, Washington County Housing Production Opportunity Fund, and resources from partner jurisdictions (such as fee waivers or exemptions, donated or discounted land, grants, or other resources).

The programs discussed in Strategy 3 (especially in Actions 3.1, 3.4, and 3.7) are ways that the City can support and leverage funding from the Metro Housing Bond. In addition, Actions 4.2 (Urban Renewal) and 4.3 (CET) can also leverage funding from the Metro Housing Bond.

[Recommendation 4.1a: Evaluate opportunities, such as housing development incentives \(from Strategy 3\), to use leveraged funding from the Metro Housing Bond to support the development of affordable housing.](#)

Action 4.2. Evaluate establishing an urban renewal district.

As the City evaluates establishing a new urban renewal district (which is currently an ongoing process within the City), evaluate opportunities to support development of affordable housing programs (Strategy 3) funded through urban renewal. The City should also evaluate development of infrastructure (Strategy 1) and redevelopment opportunities (Strategy 5) to support residential development.

Tax increment finance revenues (TIFs) are generated by the increase in total assessed value in an urban renewal district (from the time the district is first established). As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off the bonds. Over the long term (most districts are established for a period of twenty or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments:

- Redevelopment projects, such as mixed-use or infill housing developments
- Economic development strategies, such as capital improvement loans for small or start-up businesses that can be linked to family-wage jobs
- Streetscape improvements, including new lighting, trees, and sidewalks
- Land assembly for public as well as private reuse
- Transportation enhancements, including intersection improvements
- Historic preservation projects
- Parks and open spaces

- As the City continues its ongoing evaluation of establishing a new urban renewal district, the City should consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of the MFI (\$48,600 for a household of four). Cities primarily use urban renewal funds to support the development of affordable housing by purchasing land and accepting development proposals on that land. Cities typically require some percentage of housing to be affordable, or they make the inclusion of affordable housing a criterion for the evaluation of development proposals.

In addition, cities use urban renewal funds to directly invest in infrastructure projects that benefit housing development.

[Recommendation 4.2a:](#) As the City continues its ongoing evaluation of establishing a new urban renewal district, the City should consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of the MFI.

Action 4.3. Evaluate implementation of a construction excise tax.

The construction excise tax (CET) is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533, which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction.

The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:

- 50% must be used for developer incentives (e.g., fee and SDC waivers, tax abatements, etc.).
- 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction.
- 15% flows to Oregon Housing and Community Services for homeowner programs.

If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives, while the remaining 50% is unrestricted. The rate may exceed 1% if levied on commercial or industrial uses.

[Recommendation 4.3a:](#) Evaluate implementation of a CET, starting with an analysis of the financial capacity of a CET based on historical construction rates and the amount of the CET. The fiscal potential will provide a foundation that (1) helps determine whether a CET would generate enough revenue to make an impact, and (2) helps focus discussion on how the City could generate the best return on investment of CET funds.

Strategy 5: Identify Redevelopment Opportunities

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

Issue Statement

Tualatin has a deficit of land for housing, a deficit of 109 dwelling units in the Medium High Density Residential designation and a deficit of 101 dwelling units in the High Density / High-Rise Residential designation. Some (or perhaps all) of this deficit could be accommodated through redevelopment of existing areas within Tualatin, where there are opportunities to increase the intensity of land uses. Redevelopment may also provide opportunities for the development of mixed-use areas that are more walkable, have amenities that households frequently access (e.g., schools, medical facilities, parks, retail, restaurants, and other services), and have access to transit, consistent with the actions in Strategy 6.

Redevelopment may require actions from other strategies, such as increasing allowable densities, up-zoning, density bonuses for affordable housing, land assembly, reduced parking requirements, tax abatement programs to support housing development, and funding support such as an urban renewal district.

As the City plans for redevelopment, it should be sensitive to the potential for displacement of existing residents. Action 3.4 includes measures to mitigate displacement resulting from redevelopment.

Goal

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

Recommended Actions

Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.

A key finding of the Housing Needs Analysis is that Tualatin has limited land for development of multifamily housing and projects deficits of land to accommodate new housing in the Medium High Density and High Density / High Rise plan designations. The Economic Opportunities Analysis finds that Tualatin has limited land for commercial development and projects a substantial deficit of land to accommodate new housing.

The City should identify three to four areas within Tualatin for redevelopment into mixed-use areas, with a mixture of higher-density housing and employment uses such as retail, office, and commercial services. For example, some areas that may be appropriate for redevelopment include the Commons, areas near key transit stops, and the area west of 6th Street/east of 90th Street/north of Sagert Street. In selecting areas ripe for redevelopment, the City should consider whether economic conditions support redevelopment and landowner attitudes to redevelopment, and it should also set criteria based on transportation and transit connections and proximity to existing employment centers.

The City should engage the community in developing a vision for redeveloping the selected areas. The planning to implement this vision could be developed through redevelopment plans that show how the property will be redeveloped into a vibrant area with a mixture of uses, connections with Tualatin's automotive and pedestrian/bicycle transportation networks, and a variety of housing types. The redevelopment plans should include working with landowners to ensure they are supportive of the plans, as well as involving stakeholder and citizen input into the vision for the district and development of the redevelopment plans.

The City should consider opportunities to support redevelopment, such as urban renewal (Action 4.2), to address infrastructure deficiencies or to support development of affordable housing, funding from the Metro Housing Bond (Action 4.1) for affordable housing development, land banking (Action 3.5), opportunities to reduce SDCs (Action 3.6), and property tax exemptions (Action 3.7) to support housing development.

[Recommendation 5.1a: Initiate a process to identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.](#)

Action 5.2. Support redevelopment of underutilized commercial buildings for housing.

Tualatin has several underutilized commercial buildings, such as stores that have closed, that may be appropriate for redevelopment. The City should work with landowners to evaluate opportunities for redeveloping vacant buildings for new housing.

The City should consider opportunities to support redevelopment of underutilized commercial buildings, such as urban renewal, to address infrastructure deficiencies or support development of affordable housing, such as the Metro Housing Bond (Action 4.1) or property tax abatements (Action 3.7).

[Recommendation 5.2a: Identify underutilized commercial areas that are ripe for redevelopment and work with landowners and developers to support redevelopment.](#)

Strategy 6: Ensure There are Connections between Planning for Housing and Other Community Planning

This strategy focuses on actions that are intended to ensure coordination between planning for housing and other community planning, such as transportation planning or neighborhood planning.

Issue Statement

Discussions of residential development led to discussions of the design of neighborhoods and connectivity in Tualatin and a desire for more deliberate planning of new residential development to integrate multiple modes of transportation, access to parks and schools, and retail and services in or near neighborhoods. Given that large parts of Tualatin are already built out, this type of planning will need to consider long-term redevelopment opportunities to retrofit the existing built environment into neighborhoods with these characteristics.

This type of planning should occur with attention paid to equity issues, ensuring that neighborhoods with these characteristics are developed in a way that does not displace existing households and provides opportunity for housing for all residents of Tualatin, regardless of income, age, or race/ethnicity. This implies development of neighborhoods with a mixture of incomes, homeowners and renters, and a mixture of housing types (i.e., both single-family detached housing and attached or multifamily housing).

Goal

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

Recommended Actions

Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth

The next update to the Transportation System Plan (TSP) should coordinate planning for housing, as well as employment growth, with transportation planning, providing for opportunities for more intensive multifamily development where there is sufficient capacity for automotive and transit capacity. The redevelopment areas (Action 5.1) should be planned for in areas where there is higher capacity for automotive and transit, as well as being connected by pedestrian and bicycle trails.

The update to the TSP ensures there are additional opportunities to decrease dependence on automotive transportation, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). The TSP update should also identify opportunities to address capacity issues on Tualatin's roads to ease congestion and make traveling by car within and outside of Tualatin easier.

[Recommendation 6.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing, such as increased focus on development in](#)

walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit).

[Recommendation 6.1b](#): Evaluate opportunities to expand transit and improve transportation connectivity in Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin’s Town Center and vital services, and out to the neighborhoods.

[Recommendation 6.1c](#): Evaluate opportunities for planning transit-oriented development as transit becomes more available in Tualatin, consistent with redevelopment planning.

[Recommendation 6.1d](#): Develop a bicycle and pedestrian plan for Tualatin to increase connectivity within Tualatin.

Action 6.2. Coordinate planning for economic development with housing planning.

Tualatin has a jobs-housing imbalance, with more jobs than residents in Tualatin. The other strategies in this memorandum are intended to support development of housing that is affordable to people who work at businesses in Tualatin (the average wage was \$57,300 in 2017), such as Action 3.2. The City should evaluate opportunities to support development of housing that is affordable to workers at businesses in Tualatin to ensure that people who work in Tualatin have the opportunity to live in Tualatin. As part of this evaluation, the City should identify opportunities for residential development closer to jobs in Tualatin, to make it easier for people to walk, bicycle, or use transit to get to work. These opportunities are parts of the strategies throughout this memorandum.

[Recommendation 6.2a](#): Ensure the City includes housing planning for housing that is affordable to people who work at businesses in Tualatin.

Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.

The City should develop a framework for development of mixed-use neighborhoods that results in neighborhoods where residents have easy, convenient access to many of the places and services they use daily without relying heavily on a car. The framework would include the following elements: walkable neighborhoods with access to transit, nearby parks (i.e., within one-quarter mile), neighborhood retail and restaurants, and near schools. The neighborhood would have higher concentrations of people and would be complete with sidewalks, bike lanes, and bus routes that support a variety of transportation options. The design of the neighborhood should integrate design standards that promote public safety. In larger cities, these are referred to as “twenty-minute neighborhoods,” but given Tualatin’s smaller size, the scale might be more like “ten-minute neighborhoods.”

[Recommendation 6.3a](#): Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life.

Action 6.4. Support sustainable development practices.

Sustainable development practices are environmentally responsible and resource-efficient building practices that range from building design, building construction, and building operations and maintenance. Examples of sustainable building practices include certification programs such as Leadership in Energy and Environmental Design (LEED) or National Green Building Standard.

The City could support sustainable development practices by offering incentives for certified buildings, or the City could require that new buildings adhere to specified sustainable building practices.

The trade-off with some types of sustainable building practices is that they can increase development costs (especially over the short run) and may make it more difficult to develop housing affordable for middle and lower-income households. Over the long run, some sustainable building practices pay for themselves with decreased operational costs (such as energy-efficient features that reduce heating and cooling costs).

[Recommendation 6.4a: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.](#)

Appendix A: Tualatin's Existing Comprehensive Plan Policies

Section 4.050 General Growth Objectives.

The following are general objectives used as a guide to formulate the Plan. The objectives are positive statements to describe the Plan's intent to:

- (1) Provide a plan that will accommodate a population range of 22,000 to 29,000 people.
- (2) Cooperate with the Metropolitan Service District to reach regional consensus on population growth projections within the Tualatin area.
- (3) Conform to Metropolitan Service District (Metro) procedures for initiating amendments to the Metro Urban Growth Boundary.
- (4) Provide a plan that will create an environment for the orderly and efficient transition from rural to urban land uses.
- (5) Convert agricultural land only if needed for urban uses.
- (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.
- (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.
- (8) Define the urban growth boundary.
- (9) Prepare a plan providing a variety of living and working environments.
- (10) Encourage the highest quality physical design for future development.
- (11) Coordinate development plans with regional, state, and federal agencies to assure consistency with statutes, rules, and standards concerning air, noise, water quality, and solid waste. Cooperate with the U.S. Fish and Wildlife Service to minimize adverse impacts to the Tualatin River National Wildlife Refuge from development in adjacent areas of Tualatin.
- (12) Adopt measures protecting life and property from natural hazards such as flooding, high groundwater, weak foundation soils and steep slopes.
- (13) Develop regulations to control sedimentation of creeks and streams caused by erosion during development of property.
- (14) Develop a separate growth program that controls the rate of community growth and is acceptable to the Land Conservation and Development Commission.
- (15) Arrange the various land uses in a manner that is energy efficient.

- (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.
- (17) Maintain for as long a period as possible a physical separation of non-urban land around the City so as to maintain its physical and emotional identity within urban areas of the region.
- (18) Fully develop the industrial area located in Washington County west of the City only when adequate transportation facilities are available and the area has been annexed to the City and served with water and sewer services.
- (19) Cooperate with Washington County to study the methods available for providing transportation, water and sewer service to the industrial area west of the City, designating this area as a special study area.
- (20) Initiate annexation of property within the Urban Growth Boundary planned for residential development only when petitioned to do so by owners of the affected property, including cases involving unincorporated "islands" of property surrounded by land annexed previously.
- (21) Territories to be annexed shall be in the Metro Urban Growth Boundary.
- (22) Address [Metro's Urban Growth Management Functional Plan, Title 13](#), Nature in Neighborhoods, through the conservation, protection and restoration of fish and wildlife habitat, including Metro's Regionally Significant Fish and Wildlife Habitat, through the Tualatin Basin Natural Resource Coordinating Committee and the Tualatin Basin Program.

(a) Support and implement the elements of the Tualatin Basin Program to:

- (i) Develop and adopt local policies and regulations to implement the provisions of the Tualatin Basin Program.
- (ii) Adopt low impact development (LID) provisions to reduce environmental impacts of new development and remove barriers to their utilization.
- (iii) Coordinate with Clean Water Services (CWS) to implement their Healthy Streams Action Plan and other programs such as their Stormwater Management Plan and Design and Construction Standards.
- (iv) Coordinate with CWS, Metro and others to develop and support the funding, voluntary and educational components of the Tualatin Basin Program.
- (v) Coordinate with CWS, Metro and others to develop and support the monitoring and adaptive management components of the Tualatin Basin Program.

(b) Continue active participation in the Tualatin Basin Natural Resources Coordinating Committee and the Steering Committee to support and implement the Tualatin Basin Program.

(c) Coordinate with CWS and Metro to update Metro's Regionally Significant Fish and Wildlife Habitat Inventory Map. Changes to the Inventory Map will be on-going as on-site inventories are conducted as part of private and public construction projects.

(d) Support and implement provisions allowing public access to planned public facilities.

Section 5.030 General Objectives.

The following are general objectives used to guide the development of the residential housing element of the Plan. They describe the Plan's intent to:

- (1) Provide for the housing needs of existing and future City residents.
- (2) Provide housing opportunities for residents with varied income levels and tastes that are esthetically and functionally compatible with the existing community housing stock.
- (3) Cooperate with the Housing Authority of Washington County and the Housing Division of Clackamas County to identify sites, projects and developers to provide the City's fair share of assisted housing units for low and moderate income households, and participate in the region's Housing Opportunity Plan.
- (4) Locate higher density development where it is convenient to the City's commercial core, near schools, adjacent to arterial and collector streets and, as much as possible, in areas with existing multi-family housing and provide residential opportunities in selected commercial areas through the Mixed Use Commercial Overlay District.
- (5) Provide areas that are suitable for manufactured dwelling parks and areas that are suitable for subdivisions that will accommodate manufactured homes.
- (6) Provide areas that will accommodate small-lot subdivisions.
- (7) Develop specific and enforceable design standards for multi-family developments, town-houses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.
- (8) Encourage owner occupancy of multi-family developments and other housing units within the City.
- (9) Encourage subdividers and other residential developers to consider the need for solar access on residential construction sites.

(10) Provide for the raising of agricultural animals and agricultural structures in areas that are presently used for this purpose and that are not buildable due to their location in the 100-year flood plain.

(11) Require that all residential development adjacent to Expressways be buffered from the noise of such Expressways through the use of soundproofing devices such as walls, berms or distance. Density transfer to accommodate these techniques is acceptable.

(12) Encourage the development of attached housing in accordance with the RML Planning District in the area of the Norwood Expressway/Boones Ferry Road intersection.

(13) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

(15) Protect adjacent land uses from noise impacts by adopting industrial noise standards.

(16) Protect the Tonquin Scablands from adverse impacts of adjacent development. This includes the main Scabland area in the vicinity of the Burlington Northern Railroad tracks which is preserved through the use of the Wetlands Protection District and the Greenway and Riverbank Protection District. This also includes other elements of the Scabland formations found farther to the east. These latter areas will be preserved on a case-by-case basis as development occurs through preservation in their natural state, allowing residential density transfer through the small lot subdivision, common wall housing, and condominium conditional use processes.

(17) Protect wooded areas identified on the Natural Features Map found in the Technical Memorandum by requiring their preservation in a natural state, by integrating the major trees into the design of the parking lots, buildings, or landscaping areas of multi-family complexes and non-residential uses, or in low density areas through the small lot, common wall, or condominium conditional use. If it is necessary to remove a portion or all of the trees, the replacement landscape features shall be subject to approval through the Architectural Review process, except for conventional single family subdivisions.

Appendix B: Housing Policy Tools to Address Needs

This appendix presents the information provided to the CAC in the memorandum *Housing Policy Tools to Address Needs* (dated May 16, 2019).

The City of Tualatin contracted ECONorthwest to develop a Housing Needs Analysis and a Housing Strategy for Tualatin. The Housing Needs Analysis will determine whether the City of Tualatin has enough land to accommodate 20-years of population and housing growth. It will characterize housing affordability problems and identify gaps in housing affordability in Tualatin. The Housing Needs Analysis will provide the basis for an update to the City's Comprehensive Plan Housing Element, as well as development of an action plan to implement the housing policies (i.e. the Housing Strategy).

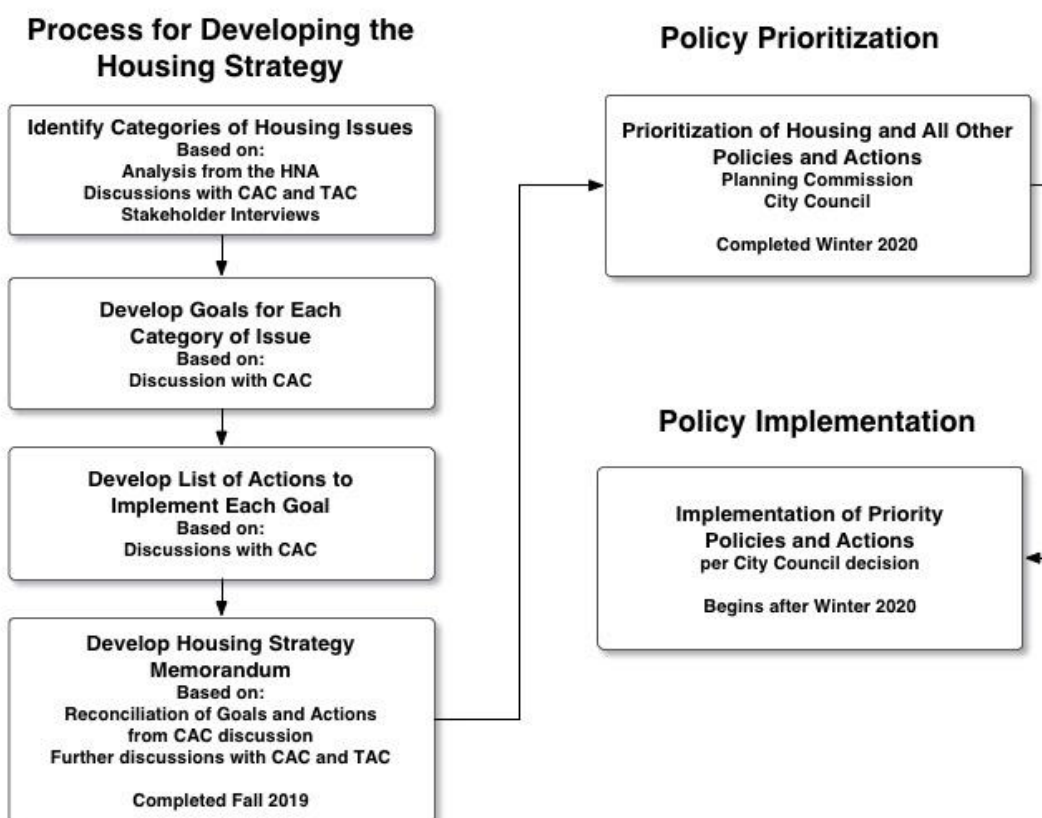
This memorandum provides a range of housing policy options for the City of Tualatin to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- Land Use Regulations
- Increase Housing Types
- Financial Assistance to Homeowners and Renters
- Lower Development or Operational Costs
- Funding Sources to Support Residential Development

The intention of this memorandum is to provide a toolbox of potential policies and actions that the City can use to address strategic issues. **Exhibit 1** illustrates the process for developing the housing strategy and incorporating the strategy into the broader Tualatin 2040 process. Through this project, the CAC and TAC will provide feedback and recommendations that will be used to develop the Tualatin Housing Strategy. The May 23 CAC meeting will begin this process with the following steps: (1) identify categories of housing issues, (2) develop goal(s) to address each category of issue, and (3) developing a list of actions to implement each goal. At a subsequent CAC meeting, we will discuss one or more drafts of the Housing Strategy memorandum, which will document the housing issues, goals, and actions.

After the conclusion of this project, the Housing Strategy will be combined with other policies and actions and will be prioritized by the Tualatin Planning Commission and City Council. The policies and actions will be implemented per the Tualatin City Council's direction once prioritization is completed.

Exhibit 1. Process for developing and implementing the housing strategy



Options for Housing Policy Tools

This memorandum provides the City with information about potential policies that could be implemented in Tualatin to address the City’s housing needs. Implementing some of the strategies in this memorandum may be beyond Tualatin’s current staff or financial resources.

For many of the policy tools described below, we give an approximate scale of impact. **The purpose of the scale of impact is to provide some context for whether the policy tool generally results in a little or a lot of change in the housing market.** The scale of impact depends on conditions in the City, such as other the City’s other existing (or newly implemented) housing policies, the land supply, and housing market conditions. We define the scale of impact as follows:

- A **small** impact may not directly result in development of new housing or it may result in development of a small amount of new housing, such as 1% to 3% of the needed housing (which is 10 to 30 dwelling units for Tualatin). In terms of housing affordability, a small impact may not improve housing affordability in and of itself. A policy with a small impact may be necessary but not sufficient to increase housing affordability.
- A **moderate** impact is likely to directly result in development of new housing, such as 3% to 5% of needed housing (which is 30 to 50 dwelling units for Tualatin). In terms of

housing affordability, a moderate impact may not improve housing affordability in and of itself. A policy with a moderate impact may be necessary but not sufficient to increase housing affordability.

- A **large** impact is likely to directly result in development of new housing, such as 5% to 10% (or more) of needed housing (which is 50 to 100 dwelling units for Tualatin). In terms of housing affordability, a **large** impact may improve housing affordability in and of itself. A policy with a large impact may still need to work with other policies to increase housing affordability.

Land Use Regulations

The following policies focus on ways in which the City can modify its current land use regulations in order to increase housing affordability and available housing stock. Policies are broken into two categories: those that affect regulatory changes, and those which increase the land available for housing.

Strategy Name	Description	Scale of Impact
Regulatory Changes		
Administrative and Procedural Reforms	<p>Regulatory delay can be a major cost-inducing factor in development. Oregon has specific requirements for review of development applications. However, complicated projects frequently require additional analysis such as traffic impact studies, etc.</p> <p>A key consideration in these types of reforms is how to streamline the review process and still achieve the intended objectives of local development policies.</p>	<p>Scale of Impact - Small. The level of impact on production of housing and housing affordability will be small and will depend on the changes made to the city's procedures. Streamlining procedures may be necessary but not sufficient to increase housing production on its own.</p>
Expedited / Fast-tracked Building Permit	<p>Expedite building permits for pre-approved development types or building characteristics (e.g. green buildings).</p> <p>City of Bend offers expedited review and permitting for affordable housing. Any residential or mixed-use development that receives local, state or federal affordable housing funding is eligible to receive a written decision by the Planning Department within two weeks of the date of submittal. For projects that require more complex planning review, a decision will be written or the first public hearing will be held within six weeks of the date of submittal.</p>	<p>Scale of Impact - Small. Expedited permit processing will benefit a limited number of projects. It may be necessary but not sufficient to increase housing production on its own.</p>
Streamline Zoning Code and other Ordinances	<p>Complexity of zoning, subdivision, and other ordinances can make development more difficult, time consuming, and costly. Streamlining development regulations can result in increased development.</p> <p>As part of the streamlining process, cities may evaluate potential barriers to affordable workforce housing and multifamily housing. Potential barriers may include: height limitations, complexity of planned unit development regulations, parking requirements, and other zoning standards.</p> <p>Many of the remaining tools in this section focus on changes to the zoning code.</p>	<p>Scale of Impact - Small to moderate. The level of impact on production of housing and housing affordability will depend on the changes made to the zoning code and other ordinances.</p>

Strategy Name	Description	Scale of Impact
<p>Allow Small Residential Lots</p>	<p>Small residential lots are generally less than 5,000 sq. ft. and sometimes closer to 2,000 sq. ft. This policy allows individual small lots within a subdivision. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances.</p> <p>This policy is intended to increase density and lower housing costs. Small-lots limit sprawl, contribute to a more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types.</p> <p>Cities across Oregon allow small residential lots, including many cities in the Metro area.</p>	<p>Scale of Impact – Small to moderate. Cities have adopted minimum lot sizes as small as 2,000 sq. ft. However, it is uncommon to see entire subdivisions of lots this small. Small lots typically get mixed in with other lot sizes. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
<p>Mandate Maximum Lot Sizes</p>	<p>This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.</p> <p>This approach ensures minimum densities in residential zones by limiting lot size. It places bounds on building at less than maximum allowable density. Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources, and reduce sprawl development.</p> <p>This tool is used by some cities but is used less frequently than mandating minimum lot sizes.</p>	<p>Scale of Impact—Small to moderate. Mandating maximum lot size may be most appropriate in areas where the market is building at substantially lower densities than are allowed or in cities that do not have minimum densities.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Strategy Name	Description	Scale of Impact
Mandate Minimum Residential Densities	<p>This policy is typically applied in single-family residential zones and places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multifamily zones, they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones.</p> <p>This policy increases land-holding capacity. Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. They reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective.</p> <p>Mandating minimum density is generally most effective in medium and high density zones where single-family detached housing is allowed. The minimum density ensures that low-density single-family housing is not built where higher-density multifamily housing could be built.</p>	<p>Scale of Impact—Small to moderate. Increasing minimum densities and ensuring clear urban conversion plans may have a small to moderate impact depending on the observed amount of “underbuild” and the minimum density standard.</p> <p>For cities that allow single-family detached housing in high density zones, this policy can result in a moderate or larger impact.</p>
Increase Allowable Residential Densities	<p>This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development codes. This strategy is most commonly applied to multifamily residential zones.</p> <p>For cities with maximum densities, consider removing maximum allowable densities. This change may be most relevant.</p> <p>Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective.</p>	<p>Scale of Impact—Small to moderate. This tool can be most effective in increasing densities where very low density is currently allowed or in areas where a city wants to encourage higher density development.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Allow Clustered Residential Development	<p>Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.</p>	<p>Scale of Impact—Moderate. Clustering can increase density, however, if other areas of the site that could otherwise be developed are not developed, the scale of impact can be reduced.</p>

Strategy Name	Description	Scale of Impact
Reduced Parking Requirements	<p>Jurisdictions can reduce or eliminate minimum off-street parking requirements, as well as provide flexibility in meeting parking requirements. Reducing parking requirements positively impact development of any type of housing, from single-family detached to multifamily housing.</p> <p>Reduced parking requirements are most frequently used in conjunction of development of subsidized affordable housing, but cities like Portland have reduced or eliminated parking requirements for market-based multifamily housing in specific circumstances.</p> <p>City of Bend offers parking reductions for affordable housing and transit proximity. Parking for affordable housing units is 1 space per unit regardless of size, compared to 1 space per studio or 1 bedroom unit, 1.5 spaces per 2-bedroom unit, and 2 spaces per 3- or more bedroom unit for market-rate multifamily development or 2 spaces per market rate detached dwelling unit. Affordable housing units must meet the same eligibility criteria as for other City of Bend affordable housing incentives</p> <p>City of Portland offers parking exceptions for affordable housing and sites adjacent to transit. The City of Portland allows housing developments that meet the inclusionary zoning requirements to reduce parking requirements to zero if located near frequent transit service, and to exclude the affordable housing units from parking requirements for developments located further from frequent transit service. The City also allows market rate housing developments located near frequent transit service to provide little or no parking, depending on the number of units in the development.</p>	<p>Scale of Impact—Small to moderate.</p> <p>The City could require the developer to prove the need and public benefit or reducing parking requirements to increase housing affordability.</p> <p>Reducing parking requirements can have a moderate to large impact on housing affordability if little or no parking is required.</p>
Reduce Street Width Standards	<p>This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. This strategy could be applied to alleys, when required, to ensure that alleys are relatively narrow to reduce development and maintenance costs.</p> <p>Narrower streets make more land available to housing and economic-based development. Narrower streets can also reduce long-term street maintenance costs.</p>	<p>Scale of Impact—Small. This policy is most effective in cities that require relatively wide streets.</p>

Strategy Name	Description	Scale of Impact
Preserving Existing Housing Supply	<p>Housing preservation ordinances typically condition the demolition or replacement of certain housing types on the replacement of such housing elsewhere, fees in lieu of replacement, or payment for relocation expenses of existing tenants. Preservation of existing housing may focus on preservation of smaller, more affordable housing. Approaches include:</p> <ul style="list-style-type: none"> • Housing preservation ordinances • Housing replacement ordinances • Manufactured home preservation • Single-room-occupancy ordinances • Regulating demolitions 	<p>Scale of Impact—Small to moderate. Preserving small existing housing can make a difference in the availability of affordable housing in a city but it is limited by the existing stock housing, especially smaller, more affordable housing. Cities with older housing stock are more likely to benefit from this policy.</p>
Inclusionary Zoning	<p>Inclusionary zoning policies tie development approval to, or provide regulatory incentives for, the provision of low- and moderate-income housing as part of a proposed development. Mandatory inclusionary zoning requires developers to provide a certain percentage of low-income housing. Incentive-based inclusionary zoning provides density or other types of incentives.</p> <p>The price of low-income housing passed on to purchasers of market-rate housing. Inclusionary zoning impedes the "filtering" process where residents purchase new housing, freeing existing housing for lower-income residents.</p> <p>Oregon's inclusionary zoning laws apply to structures with 20 or more multifamily units, with inclusion of units that are affordable at 80% of the median family income of the city.</p> <p>The City of Portland has implemented an inclusionary zoning program. While Portland's inclusionary zoning program is resulting in production of affordable multifamily units, there is considerable discussion and disagreement about the impact of number of multifamily units being built and potential changes in the location of units.</p>	<p>Scale of Impact—Small to moderate. Inclusionary zoning has recently been made legal in Oregon. The scale of impact would depend on the inclusionary zoning policies adopted by the city.</p>

Increasing Land Available for Housing		
<p>Re-designate or rezone land for housing</p>	<p>The types of land rezoned for housing are vacant or partially vacant low-density residential and employment land rezoned to multifamily or mixed use. In rezoning land, it is important to choose land in a compatible location, such as land that can be a buffer between an established neighborhood and other denser uses or land adjacent to existing commercial uses. When rezoning employment land, it is best to select land with limited employment capacity (i.e., smaller parcels) in areas where multifamily housing would be compatible (i.e., along transit corridors or in employment centers that would benefit from new housing).</p> <p>This policy change increases opportunity for comparatively affordable multifamily housing and provides opportunities for mixing residential and other compatible uses.</p> <p>Cities across Oregon frequently re-zone and re-designate land to address deficits of land for new housing.</p>	<p>Scale of Impact - Small to large. Scale of impact depends on the amount and location of land rezoned and the densities allowed on the rezoned land.</p>
<p>Encourage multifamily residential development in commercial zones</p>	<p>This tool seeks to encourage denser multifamily housing as part of mixed-use projects in commercial zones. Such policies lower or eliminate barriers to residential development in commercial or mixed-use zones. They include: eliminating requirements for non-residential uses in commercial zones (e.g., requirements for ground floor retail) or requiring minimum residential densities.</p> <p>This policy can increase opportunities for multifamily development on commercial or mixed-use zones or increase the density of that development.</p> <p>Cities across Oregon frequently encourage multifamily housing development in commercial zones, either as stand-alone residential buildings or as mixed-use buildings.</p>	<p>Scale of Impact – Small to moderate. Many cities already encourage multifamily housing in commercial zones. Further encouraging multifamily housing in commercial zones would likely have a small impact, as multifamily housing is allowed in many of the commercial areas where it would be desirable. Unless it is publicly subsidized, mixed-use development generally results in relatively costly housing because ground floor commercial development is relatively expensive.</p>
<p>Transfer or Purchase of Development Rights</p>	<p>This policy is intended to move development from sensitive areas to more appropriate areas. Development rights are transferred to “receiving zones” and can be traded and can increase overall densities. This policy is usually implemented through a subsection of the zoning code and identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed).</p> <p>Transfer of development rights is done less frequently in Oregon, as cities generally zone land for higher density housing where they would like it to occur. This policy is frequently used by cities outside of Oregon.</p>	<p>Scale of Impact - Small to moderate. Actual impact will depend on the extent to which the policy is used. TDRs may have little impact on overall densities since overall density is not changed; rather it is moved around. TDRs can be used to encourage higher densities in selected areas.</p>

<p>Provide Density Bonuses to Developers</p>	<p>The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired areas, provided certain requirements are met. This strategy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.</p> <p>Bonus densities can also be used to encourage development of low-income or workforce affordable housing. An affordable housing bonus would allow for more housing units to be built than allowed by zoning if the proposed project provides a certain number of affordable units.</p> <p>City of Bend offers affordable housing density and height bonuses. Qualifying affordable housing projects are eligible for a 10-foot building height bonus for multifamily housing when affordable housing units are gained and for a density bonus. The density increase is based on the percentage of affordable housing units within the proposed development: if 10% of the units are affordable, the maximum density is 110% of the standard maximum density. The maximum density bonus is 50% above the base density. Qualifying projects must be affordable to households at or below 60% of the AMI for rental housing and at or below 80% of the AMI for ownership housing, and require development agreements and restrictions to ensure continued affordability.</p> <p>Ashland has four different density bonuses, one of which is for development of affordable housing at higher densities and another for energy-efficient housing. Affordable housing projects meeting eligibility requirements (including rental housing affordable to households at or below 60% of AMI or ownership housing affordable to households at or below 80% of AMI for a minimum of 30 years) receive a density bonus of two units for each affordable housing unit provided, up to a maximum of a 35% increase in density.</p> <p>Kirkland Washington offers density bonuses for duplex, triplex, and cottage homes. Cottage homes (limited to 1,500 square feet of floor area) and two- and three-unit homes (up to 1,000 square feet of floor area average per unit) are allowed at double the density of detached dwelling units in the underlying zone.</p>	<p>Scale of Impact – Small to moderate. Cities provide density bonuses on a case-by-case basis, which results in a small and sometimes moderate impact in many cities. Density bonuses can have a greater impact on housing affordability when the bonus increases the number of affordable units developed.</p>
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Increase Housing Types

The following policies focus on ways in which the City can increase the types of housing available in order to increase housing affordability. Policies focus on increasing housing density or the number of residents within existing City lots.

Strategy Name	Description	Scale of Impact
<p>Allow Duplexes, Cottage housing, Townhomes, Row Houses, and Tri- and Quad-Plexes in low density zones</p>	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p> <p>House Bill 2001 may require cities to allow some of these housing types in single-family zones.</p>	<p>Scale of Impact – Small to moderate. Allowing these types of housing in more zoning districts may provide relatively few number of new, relatively affordable, housing opportunities.</p>
<p>Allow Cottage housing, Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses, Cottage Courts, Duplex/Townhouse Courts, & Garden Apartments in medium density zones</p>	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p>	<p>Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in medium density zones, as well as the types of housing newly allowed in the medium density zone.</p>
<p>Allow Stacked Townhouses, Garden Apartments and larger-scale Apartments in high density zones</p>	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p>	<p>Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in high density zones, as well as the types of housing newly allowed in the high density zone.</p>

Strategy Name	Description	Scale of Impact
Allow Live-Work housing or Mixed-use housing in commercial zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities.
Remove barriers to Development of Accessory Dwelling Units (ADUs) in single-family zones	As of July 1, 2018, ORS 197.312 requires cities to allow at least one ADU for each detached single-family dwelling in areas zoned for detached single-family dwellings. Jurisdictions can make development of ADUs more likely by limiting restrictive standards and procedures, such as reducing systems development charges for ADUs, reducing or eliminating parking requirements, or allowing ADUs regardless of where the primary dwelling is owner-occupied.	Scale of Impact - Small. Oregon law recently changed to require cities to allow ADUs.
Allow small or “tiny” homes	“Tiny” homes are typically dwellings that are 500 square feet or smaller. Some tiny houses are as small as 100 to 150 square feet. They include stand-alone units or very small multifamily units. Tiny homes can be sited in a variety of ways: locating them in RV parks (they are similar in many respects to Park Model RVs), tiny home subdivisions, or allowing them as accessory dwelling units. Smaller homes allow for smaller lots, increasing land use efficiency. They provide opportunities for affordable housing, especially for homeowners. Portland and Eugene allow tiny homes as temporary shelter for people experiencing homelessness.	Scale of Impact - Small: Scale of impact depends on regulation of tiny homes, where they are allowed, and market demand for tiny homes.

Lower Development or Operational Costs

The following policies focus on ways in which the City and other entities involved in development can provide financial assistance to lower development or operational costs in a city in order to increase housing affordability and available housing stock.

Strategy Name	Description	Scale of Impact
Programs or policies to lower the cost of development		
Parcel assembly	<p>Parcel assembly involves the city's ability to purchase lands for the purpose of land aggregation or site assembly. It can directly address the issues related to limited multifamily lands being available in appropriate locations (e.g., near arterials and commercial services). Typical goals of parcel assembly programs are: (1) to provide sites for rental apartments in appropriate locations close to services and (2) to reduce the cost of developing multifamily rental units</p> <p>Parcel assembly can lower the cost of multifamily development because the City is able to purchase land in strategic locations over time. Parcel assembly is often associated with development of affordable housing (affordable to households with income below 60% of MFI), where the City partners with nonprofit affordable housing developers.</p> <p>Parcel assembly can be critically important role for cities to kick start quality affordable housing and work force housing projects that can be positive catalysts too for market rate development.</p>	<p>Scale of Impact - Small to large. Parcel assembly is most likely to have an effect on a localized area, providing a few opportunities for new multifamily housing development over time.</p>
Land Banking	<p>Land banks support housing development by reducing or eliminating land cost from development, with the goal of increasing the affordability of housing. They can take several forms. Many are administered by a non-profit or non-governmental entity with a mission of managing a portfolio of properties to support affordable housing development over many years or decades. Ideally, a land bank is set up to manage financial and administrative resources, including strategic property disposal, for the explicit purpose of supporting affordable housing development. Cities can partner with non-profits or sometimes manage their own land banks. Cities may also donate, sell, or lease publicly-owned land for the development of affordable housing even without a formal 'land bank' organization.</p> <p>Land banks are purposed for short-term ownership of lands. Lands acquired are often vacant, blighted, or environmentally-contaminated. Land banks may also acquire lands with title defects or of which derelict structures sit. Lands are eventually transferred to a new owner for reuse and redevelopment.</p>	<p>Scale of Impact - Small to large. A land bank will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>

Strategy Name	Description	Scale of Impact
Land Trusts	<p>A land trust is typically a nonprofit organization that owns land and sells or leases the housing on the land to income-qualified buyers. Because the land is not included in the housing price for tenants / buyers, land trusts can achieve below-market pricing. Land trusts are most commonly used as a method for supporting affordable home ownership goals.</p> <p>Land trusts are purposed for long-term stewardship of lands and buildings. Lands / buildings acquired may have need for remediation or redevelopment. Lands / buildings may have also been acquired to preserve affordability, prevent deferred maintenance, or protect against foreclosure</p> <p>Proud Ground (Portland Metro Area) was founded in 1999 and has grown into one of the largest community land trusts in the country. The organization focuses on affordable homeownership and controls ground leases associated with 270 homes in Multnomah, Washington, Clackamas, and Clark County.</p>	<p>Scale of Impact - Small to large. A land trust will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>
Public Land Disposition	<p>The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. Land acquired with funding sources such as tax increment, EB-5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below market rates for various projects to help achieve redevelopment objectives. This increases development feasibility by reducing development costs and gives the public sector leverage to achieve its goals via a development agreement process with the developer. Funding can come from Tax Increment, CDBG/HUD 108, or EB-5.</p> <p>Cities across Oregon use publicly land to support affordable and market-rate of housing development. In some cases, municipalities put surplus public land into land banks or land trusts.</p> <p>Tri-Met is evaluating re-use of construction staging sites for future affordable housing and/or transit-orient development sites.</p> <p>Cottage Grove is working with the school district to discuss and plan for use of surplus school district land for future housing development.</p>	<p>Scale of Impact – Small to moderate. Depends on whether the City has surplus land that would be appropriate for future housing development.</p>

Strategy Name	Description	Scale of Impact
Reduced / Waived Building Permit fee, Planning fees, or SDCs	<p>Programs that reduce various development fees as an incentive to induce qualifying types of development or building features. There are a number of avenues to seek reduced or waived fees. For example, stormwater improvements can be made through the Commercial Stormwater Fee Reduction. There are commonly used tools, often implemented in conjunction with development agreements or other development negotiation processes.</p> <p>City of Portland offers SDC exemptions for affordable housing. Portland's SDC Exemption Program exempts developers of qualifying affordable housing projects from paying SDCs levied by the City of Portland for transportation, water, parks and environmental services. Eligible rental projects must serve households earning at or below 60% of the AMI for a 60-year period. Portland also offers SDC waivers for development of ADUs.</p> <p>City of McMinnville offers SDC exemptions and reduced permit fees for affordable housing. Building and planning permit fees for new or remodel housing construction projects are reduced by 50% for eligible projects and SDCs for transportation, wastewater and parks are exempted at 100%. Reductions/exemptions are prorated for mixed use or mixed-income developments. The property must be utilized for housing for low-income persons for at least 10 years or the SDCs must be paid to the city.</p>	Scale of Impact - Small.
SDC Financing Credits	<p>May help to offset an SDC charge, which is a one-time fee that is issued when there is new development or a change in use.</p> <p>SDC financing enables developers to stretch their SDC payment over time, thereby reducing upfront costs. Alternately, credits allow developers to make necessary improvements to the site in lieu of paying SDCs. Note that the City can control its own SDCs, but often small cities manage them on behalf of other jurisdictions including the County and special districts. SDCs are granted when the project makes lasting improvements, such as improving roads, reducing number of trips, create or improve parks or recreational centers, and permanently removing water services.</p>	Scale of Impact – Small to moderate. The City may consider changes in SDCs to allow financing but the City would want to ensure that the impact should be spread-out and non-negatively impact one entity.
Sole Source SDCs	Retains SDCs paid by developers within a limited geographic area that directly benefits from new development, rather than being available for use city-wide. This enables SDC-eligible improvements within the area that generates those funds to keep them for these improvements. Improvements within smaller areas can enhance the catalytic and redevelopment value of the area. This tool can also be blended with other resources such as LIDs and Urban Renewal (Tax Increment Financing). Funding can come from an SDC fund or general fund. In some cases, there may be no financial impact. The housing can come in the form of student, low-income, or workforce housing.	Scale of Impact – Small to moderate. Depends on how the tool is implemented and whether it is used with other tools, such as LIDs or Urban Renewal.

Strategy Name	Description	Scale of Impact
Fees or Other Dedicated Revenue	<p>Directs user fees into an enterprise fund that provides dedicated revenue to fund specific projects. Examples of those types of funds can include parking revenue funds, stormwater/sewer funds, street funds, etc. The City could also use this program to raise private sector funds for a district parking garage wherein the City could facilitate a program allowing developers to pay fees-in-lieu or “parking credits” that developers would purchase from the City for access “entitlement” into the shared supply. The shared supply could meet initial parking need when the development comes online while also maintaining the flexibility to adjust to parking need over time as elasticity in the demand patterns develop in the district and influences like alternative modes are accounted for. Funding can come from residents, businesses, and developers. Also, these fees or revenues allow for new revenue streams into the City.</p>	
Reimbursement District	<p>A Reimbursement District is a cost sharing mechanism, typically Initiated by a developer. The purpose is to provide a reimbursement method to the developer of an infrastructure improvement, through fees paid by property owners at the time the property benefits from the improvement. A developer applies to create a Reimbursement District by demonstrating benefit to properties beyond their own. In addition, the size of the improvement must be measurably greater than would otherwise be ordinarily required for the improvement</p> <p>Eligible Reimbursement District projects typically include (but are not limited to) construction or connections of a sewer, water, storm water or street improvements. Applications typically include: a fee sufficient to cover the cost of administrative review, a description of the project, properties that would be impacted, and a detailed methodology and calculation of how the estimated costs would be reimbursed by payments from benefitted properties over a specified timeframe. A report from the City Engineer is generated in review of the submitted application. After a public hearing process, the council will approve, reject or modify the proposal. The approval of a Reimbursement District results in a resolution and distribution of notice among benefitted properties before construction can begin.</p> <p>Benefitted properties must pay the Reimbursement Fee when they make a physical connection to the improvement (or in the case of a sewer project, when the benefitted property creates an impervious surface that drains into the public sewer) within the Reimbursement District Area. Reimbursement fees are collected by the City and are distributed to the developer for the duration of the Reimbursement District, which are typically 10-15 years.</p> <p>Paid by benefitted properties at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system.</p>	<p>Scale of Impact – Small to moderate.</p>

Strategy Name	Description	Scale of Impact
Linkage Fees	<p>Linkage fees are charges on new development, usually commercial and / or industrial development only, which can be used to fund affordable housing. To implement them, a city must undertake a nexus study that identifies a legal connection between new jobs housed in the developments, the wages those jobs will pay, and the availability of housing affordable to those employees.</p> <ul style="list-style-type: none"> • Can be used for acquisition and rehabilitation of existing affordable units. • Can be used for new construction. 	Scale of Impact – Small to moderate.
Tax abatement programs that decrease operational costs by decreasing property taxes		
Vertical Housing Tax Abatement (Locally Enabled and Managed)	<p>The 2017 Legislature passed legislation moving the administration of Vertical Housing Program from Oregon Housing and Community Services (OHCS) to the local City and County beginning Oct 6th, 2017. OHCS no longer administers this program.</p> <p>The legislation subsidizes "mixed-use" projects to encourage dense development or redevelopment by providing a partial property tax exemption on increased property value for qualified developments. The exemption varies in accordance with the number of residential floors on a mixed-use project with a maximum property tax exemption of 80 percent over 10 years. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area is median income or below).</p>	Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.

<p>Multiple-Unit Limited Tax Exemption Program (Locally Enabled and Managed)</p>	<p>Through the multifamily tax exemption, a jurisdiction can incent diverse housing options in urban centers lacking in housing choices or workforce housing units. Through a competitive process, multi-unit projects can receive a property tax exemption for up to ten-years on structural improvements to the property. Though the state enables the program, each City has an opportunity to shape the program to achieve its goals by controlling the geography of where the exemption is available, application process and fees, program requirements, criteria (return on investment, sustainability, inclusion of community space, percentage affordable or workforce housing, etc.), and program cap. The City can select projects on a case-by-case basis through a competitive process.</p> <p>The passing of HB 2377 - Multiunit Rental Housing Tax Exemption allows cities and counties to create a property tax exemption for newly rehabilitated or newly constructed multi-unit rental housing within their boundaries depending on the number of units made available to low-income households, for up to 10 consecutive years. The bill was crafted to strengthen the connection to affordability by requiring cities and counties to establish a schedule in which the number of years an exemption is provided increases directly with the percentage of units rented to households with an annual income at or below 120 percent of MFI, and at monthly rates that are affordable to such households. While not specifically referenced in the measure, ORS 308.701 defines “Multi-unit rental housing” as: “(a) residential property consisting of four or more dwelling units” and; “does not include assisted living facilities.”</p> <p>All new multifamily units that are built or renovated that offer rent below 120% of AMI are potentially eligible for this tax exemption. In a city with an AMI of \$55,000 (common outside of Portland), that's rent of \$1,650 per month or less. The tax exemption is for all taxing districts which is administered by the City. Due to this, smaller jurisdictions may have more trouble managing this program.</p> <p>Local taxing jurisdictions that agree to participate—cities, school districts, counties, etc.</p> <p>The City of Eugene offers a ten-year Multi-Unit Property Tax Exemption (MUPTE) for projects in its eastern downtown core. Eugene’s criteria for granting MUPTE include: Project must provide 5 or more units of housing (not including student housing), development must meet minimum density standards, development must comply with minimum green building requirements, a portion of construction and other contracting requirements must be through local business, the development must provide 30% of the units affordable at 100% of AMI or pay a fee of 10% of the value of the tax abatement toward supporting moderate income housing development, demonstrate that the project would not be financially feasible without the exemption by providing 10-year pro forma with and without MUPTE and comply with other criteria.</p> <p>The City of Salem’s Multi-Unit Housing Tax Incentive Program (MUHTIP) was adopted in 2012 to spur the construction of “transit supportive”10 multi-unit housing in the city’s downtown core. In order to qualify for the exemption, projects must consist of at least</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>
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Strategy Name	Description	Scale of Impact
	two dwelling units, be located in the city's "core area," and include at least one public benefit.	
<p>Nonprofit Corporation Low Income Housing Tax Exemption</p> <p>and</p> <p>Low-Income Rental Housing Tax Exemption</p>	<p>Note: These are two separate tax exemptions available under statute (ORS 307.515 to 307.523 / ORS 307.540 to 307.548). They are grouped together for their similarities (but differences are noted).</p> <p>Land and improvement tax exemption used to reduce operating costs for regulated affordable housing affordable at 60% AMI or below. Requires the City to adopt standards and guidelines for applications and enforcement mechanisms.</p> <p>The low-income rental housing program exemption lasts 20 years. The nonprofit corporation low-income housing program must be applied for every year but can continue as long as the property meets the criteria. Rents must reflect the full value of the property tax abatement and City can add additional criteria.</p> <p>There is no requirement that construction must be complete prior to application. Programs both work well in tandem with other incentives, such as land banking.</p>	<p>Scale of Impact – Small to moderate. The exemption reduces operating costs, meaning it is a tool more useful to property owners of affordable housing projects. Developers, who do not own and operate their own projects, may be less inclined to use the program.</p>

¹⁰ City of Salem, "Multi Unit Housing Tax Incentive Program," <https://www.cityofsalem.net/Pages/multi-unit-housing-tax-incentive-program.aspx>.

Funding Sources to Support Residential Development

The following policies focus on ways to pay for the costs of implementing the affordable housing programs and infrastructure development.

Strategy Name	Description	Scale of Impact
Urban Renewal / Tax Increment Finance (TIF)	<p>Tax increment finance revenues are generated by the increase in total assessed value in an urban renewal district from the time the district is first established. As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off bonds. Over the long term (most districts are established for a period of 20 or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments:</p> <ul style="list-style-type: none"> • Redevelopment projects, such as mixed-use or infill housing developments • Economic development strategies, such as capital improvement loans for small or startup businesses which can be linked to family-wage jobs • Streetscape improvements, including new lighting, trees, and sidewalks • Land assembly for public as well as private re-use • Transportation enhancements, including intersection improvements • Historic preservation projects • Parks and open spaces <p>Urban renewal is a commonly used tool to support housing development in cities across Oregon.</p>	<p>Scale of Impact – Moderate to Large. Urban Renewal funding is a flexible tool that allows cities to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs). Portland used Urban Renewal to catalyze redevelopment across the City, including the Pearl District and South Waterfront.</p>

<p>Construction Excise Tax (CET)</p>	<p>Funds land use planning throughout the region by taxing construction permits.</p> <p>CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533 which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction. The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:</p> <ul style="list-style-type: none"> • 50% must be used for developer incentives (e.g. fee and SDC waivers, tax abatements, etc.) • 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction. • 15% flows to Oregon Housing and Community Services for homeowner programs. <p>If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives and the remaining 50% are unrestricted. The rate may exceed 1% if levied on commercial or industrial uses.</p> <p>The City of Portland’s CET went into effect in 2016. It levies a 1% CET on residential, commercial, and industrial development valued at \$100,000 or more, with all revenues going toward affordable housing. The revenues pay for production of housing at or below 60% AMI, developer incentives for inclusionary zoning, along with state homeownership programs.</p> <p>City of Bend adopted a CET of 0.3% on residential, commercial, and industrial development in 2006, with revenues dedicated to loans to fund developments by profit and nonprofit affordable housing developers. The fee has raised \$11 million as of 2016, allowing the City to lend money to fund 615 units. The fund has leveraged \$63 million in state and federal funding and \$14 million in equity.</p> <p>The City of Milwaukie adopted a CET on commercial, residential, and industrial development in November of 2017. The City exempted deed-restricted affordable housing, ADUs, and improvements less than \$100,000 from paying the CET. The adopting ordinance allocates funds as required by state statutes, specifying that flexible funds from the commercial improvements will be used 50% toward housing available to those making up to 120% of MFI, and 50% for economic development programs in areas with sub-area plans (such as Downtown and Riverfront, and the City’s urban renewal areas).</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>
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<p>General Fund and General Obligation (GO) Bonds</p>	<p>Allows funding for a project that is not dependent on revenue from the project to back the bond.</p> <p>City can use general fund monies on hand or can issue bonds backed by the full faith and credit of the city to pay for desired public improvements.</p> <p>Property taxes are increased to pay back the GO bonds.</p> <p>City of Portland passed \$258 million bond for affordable housing in 2016. The goal of the bond is to build or preserve up to 1,300 units in the next five to seven years. The city issued a request for information to solicit interest in acquiring properties or land under the affordable housing bond. The city is looking for opportunities to acquire existing properties of 20 or more units, or vacant land that is appropriately zoned for 20+ housing units, and is looking for both traditional and nontraditional development opportunities.</p>	<p>Scale of Impact – Moderate to large. GO Bonds can be used to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs).</p>
<p>Local Improvement District (LID)</p>	<p>Enables a group of property owners to share the cost of a project or infrastructural improvement.</p> <p>A special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open space. For residential property, the estimated assessment cannot exceed the pre-improvement value of the property based on assessor records.</p> <p>An ordinance must be passed through a public hearing process which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs and the portion of those costs in which property owners will be responsible to pay for. The public hearing process allows for LIDs to be challenged by property owners.</p> <p>The City collects the funds and regardless if the actual cost is greater than the estimated cost (on which the assessment was based), the City may make a deficit assessment for the additional cost, which would be prorated among all benefitted properties. Another public hearing would be held, in the event that an additional assessment were placed property owners (due to underestimation).</p>	<p>Scale of Impact – Depends on the amount of funding available and Bonding capacity.</p>
<p>General Fund Grants or Loans</p>	<p>A city can use general fund or tax increment dollars to directly invest in a specific affordable housing projects. These grants or loans can serve as gap funding to improve development feasibility. There are several options for using general fund grants or loans, including the potential for bonds to generate upfront revenue that is repaid over time, as recently approved in the City of Portland. Another option is to use general fund dollars to contribute to other programs that are successfully operating, such as non-profit land trusts or even other government agencies that have the administrative capacity to maintain compliance requirements over time, using intergovernmental agreements.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>

<p>Transient Lodging Tax (TLT)</p>	<p>Generates revenue by primarily taxing tourists and guests using temporary lodging services. Taxes for temporary lodging at hotels, motels, campgrounds, and other temporary lodgings. Oregon has a statewide TLT and cities and counties can also charge a local TLT subject to certain limitations. The statutes specify that 70% must be used for tourism promotion or tourism related facilities and 30% is unrestricted in use, and there cannot be a reduction of the total percent of room tax. The state tax is specified at 1.8%; local government tax rates vary as local governments set the rate for their jurisdiction by ordinance. Cities and counties may impose taxes on transient lodging. Alternatively, some cities have an agreement for the county to impose the tax and cities share in a percent of the revenue.</p>	<p>Scale of Impact – Small. The amount of funding from TLT is likely to be relatively small, given that only 30% of TLT funds have unrestricted use.</p>
<p>CDBG</p>	<p>The Community Development Block Grants program is a flexible program that provides annual grants on a formula basis to both local governments and States. Grants are awarded on a 1, 2, or 3-year period. It is required that at least 70% of the CDGB funds are used for activities that benefit low- and moderate- income. Additionally, each activity must address any threats to health or welfare in the community (for which other funding is unavailable). These funds can be used for acquisition and rehabilitation of existing affordable units, as well as new construction that prioritizes community development efforts.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>

DATE: December 4, 2019
TO: Tualatin Project Advisory Committees
CC: Karen Perl Fox, Steve Koper, and Jonathan Taylor
FROM: Beth Goodman and Sadie DiNatale, ECONorthwest
SUBJECT: FINAL: TUALATIN ECONOMIC DEVELOPMENT STRATEGY

The City of Tualatin contracted ECONorthwest to develop an Economic Opportunities Analysis and an Economic Development Strategy for Tualatin. The Economic Opportunities Analysis (EOA) will determine whether the City of Tualatin has enough land to accommodate twenty years of commercial and industrial job growth. The EOA will provide the basis for an update to the City's Comprehensive Plan Economic Element, as well as development of an action plan to implement the economic development policies (i.e., the Economic Development Strategy).

The EOA uses a planning period of 2020–2040. Tualatin is planning for growth of about 12,800 new jobs within the Tualatin planning area over the twenty-year planning period. The preliminary results of the EOA show that Tualatin has a deficit of land designated for employment in the Commercial and Industrial Comprehensive Plan Designations.

A key objective of the EOA and accompanying Economic Development Strategy is to identify options for changes to the City's Comprehensive Plan and land use regulations needed to address commercial and industrial land needs. This memorandum presents an economic development strategy for Tualatin, based on the results of the EOA and discussions with the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC). The economic development strategy presents a comprehensive package of interrelated policy changes that the CAC recommends the City address.

This Economic Development Strategy focuses on land use tools to ensure there is adequate land planned and zoned to provide opportunities for employment growth on sites with a variety of characteristics (e.g., site sizes, locations, visibility, and other characteristics).

Through the technical analysis of the EOA and input from the CAC and TAC, the City identified four strategic priorities to address issues identified in the EOA. The strategic priorities are: (1) ensuring an adequate supply of land that is available and serviceable; (2) identifying redevelopment opportunities; (3) supporting business retention, growth, and attraction; and (4) ensuring there are connections between planning for economic development and other community planning. Strategic priorities are described in greater detail in the section below.

Appendix A presents the full text of Tualatin's existing Comprehensive Plan policies for commercial and industrial development. Appendix B presents the information about economic development tools commonly used in other cities in Oregon.

Tualatin's Economic Development Strategy

Tualatin's Economic Development Strategy is organized around four broad strategic priorities: (1) ensure an adequate supply of land that is available and serviceable; (2) identify redevelopment opportunities; (3) support business retention, growth, and attraction; and (4) ensure there are connections between planning for economic development and other planning (such as transportation planning, water and wastewater planning, and economic development planning). The broad goal of the Tualatin Economic Development Strategy is to help the City manage the land within the Tualatin planning area to support and manage economic growth while maintaining the character and quality of life in Tualatin and protecting public interests such as health, safety, and municipal revenues.

The Tualatin CAC convened seven times between March 2019 and September 2019. The CAC discussed economic development at the meetings in June, August, and September. The Tualatin TAC met four times between April 2019 and September 2019 and discussed economic development at the June, August, and September meetings (while some meetings included discussions of other topics, as well). The CAC and TAC provided input on the development of the Economic Development Strategy through discussions at meetings and opportunities for input on written documents.

The recommendations from the CAC in this strategy consider key findings from the EOA, such as the following examples. The City has a long-term deficit of commercial and industrial land for growth over the 2020 to 2040 period. This document presents a comprehensive strategy that provides a variety of policies to support business retention, growth, and attraction in Tualatin.

Many of the actions described in the Tualatin Economic Development Strategy will require legislative amendments to the City's Comprehensive Plan and/or Development Code. These actions will be subject to standard notification and hearing procedures. After the economic opportunities analysis is completed, the Planning Commission and City Council will prioritize the actions suggested in this memorandum, along with other actions suggested for Tualatin in 2040. Implementation of high priority actions will begin in 2020, based on City Council direction.

Summary of Actions

The table below summarizes the strategies, actions, and recommendations made by the CAC. The priority shown in the table is based on discussions with the CAC about the actions they view as being in need of prompt attention. Low-priority actions represent actions that the CAC thinks are important but that may be executed later on in the Tualatin 2040 process. At some level, all of the actions in this strategy are a high priority for the CAC.

Strategy, Action, and Recommendations	Priority
Strategy 1: Ensure an adequate supply of land that is available and serviceable.	
Action 1.1. Evaluate opportunities to increase mixed-use development. <ul style="list-style-type: none"> ▪ Recommendation 1.1a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes commercial and residential uses. ▪ Recommendation 1.1b: Evaluate opportunities to develop an employment zone that allows for greater mixture of industrial and commercial uses, limiting retail commercial uses. 	High
Action 1.2. Identify opportunities to make more efficient use of industrial land. <ul style="list-style-type: none"> ▪ Recommendation 1.2a: Prohibit new development that require substantial amounts of land but result in little employment. ▪ Recommendation 1.2b: Evaluate reducing or eliminating the minimum lot size from 20,000 square feet. 	Medium
Action 1.3. Identify opportunities to make more efficient use of commercial land. <ul style="list-style-type: none"> ▪ Recommendation 1.3a: Evaluate reducing or eliminating the minimum lot size from 10,000 square feet in commercial zones and allow additional development standards to determine minimum lot size. ▪ Recommendation 1.3b: Evaluate increasing building height limits in commercial development centers, including for retail development. 	High
Action 1.4. Plan for infrastructure development to support commercial and industrial development. <ul style="list-style-type: none"> ▪ Recommendation 1.4a: Prioritize infrastructure projects, especially transportation projects that are necessary to support employment growth, with the goal of managing and reducing congestion resulting from new growth. ▪ Recommendation 1.4b: Seek support from regional partners for development and improvement of transportation infrastructure that serves employment centers in Tualatin. ▪ Recommendation 1.4c: Identify opportunities to increase transit service between Tualatin and other cities within the Portland region. ▪ Recommendation 1.4d: Identify options to extend transit service within Tualatin to employment centers. 	Low
Action 1.5. Work with landowners ensure land is development-ready and certified as shovel ready by Business Oregon. <ul style="list-style-type: none"> ▪ Recommendation 1.5a: Encourage and assist landowners to get their sites certified through the Business Oregon Certified Shovel Ready program. ▪ Recommendation 1.5b: Continue to work with landowners to ensure that development sites are listed on Business Oregon’s prospector site. 	Low

Strategy, Action, and Recommendations	Priority
<p>Action 1.6. Plan for long-term development in Tualatin through 2040 and beyond.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.6a: Actively work with Metro staff to ensure that Tualatin’s population and employment forecasts are planned for similar growth rates and to coordinate Tualatin’s planning with regional plans. ▪ Recommendation 1.6b: Develop and implement a system to monitor the supply of commercial and industrial land every two years. ▪ Recommendation 1.6c: Reevaluate Tualatin’s economic opportunities and land sufficiency every three years. 	High
Strategy 2: Identify redevelopment opportunities.	
<p>Action 2.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.1a: Initiate a process to identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment. 	Low
<p>Action 2.2. Revise the Tualatin Town Center Plan to focus on opportunities to support redevelopment.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.2a: Develop a community vision and planning for the Town Center, with a focus on redevelopment to support development of housing and employment uses. ▪ Recommendation 2.2b: Evaluate opportunities to redevelop City-owned properties to create catalytic projects that include a mix of housing and retail and office uses. 	High
<p>Action 2.3. Identify opportunities to redevelop and intensify uses in industrial areas.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.3a: Identify opportunities for industrial redevelopment and work with property owners to support redevelopment, which may require changes to zoning to allow different types of industrial buildings (i.e., vertical buildings) or infrastructure investments to provide additional urban services. 	Medium
<p>Action 2.4. Develop policies to support redevelopment and mixed-use development.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.4a: Evaluate the redevelopment potential of publicly owned properties, such as parking lots. ▪ Recommendation 2.4b: Continue to evaluate establishing new urban renewal districts to support development of commercial, industrial, and residential businesses, especially mixed-use districts. 	High
Strategy 3: Support business retention, growth, and attraction.	
<p>Action 3.1. Revise the Economic Development Strategy, develop a clear vision for economic development, and create an action plan to implement the vision.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.1a: Establish an Economic Development Commission to guide development of the economic development strategy. ▪ Recommendation 3.1b: Develop an action-oriented five-year economic development action plan that includes a community vision. 	Medium
<p>Action 3.2 Support growth of existing businesses in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.2a: Continue to identify opportunities to support existing businesses in Tualatin, through working with partners such as the Tualatin Chamber of Commerce to identify and resolve issues that are barriers to the businesses growing and staying in Tualatin. 	Low
<p>Action 3.3. Support growth of and retain entrepreneurial businesses in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.3a: Continue to identify opportunities to support growth and retention of entrepreneurial businesses in Tualatin. 	High

Strategy, Action, and Recommendations	Priority
<p>Action 3.4. Identify opportunities to attract or grow businesses with pay at or above Tualatin's average wage.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.4a: Identify partnerships and incentive programs to grow, retain, and attract businesses with wages at or above the City's average wage of \$57,300. 	Medium
<p>Action 3.5. Evaluate use of incentives to retain, grow, and attract businesses.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.5a: Evaluate the outcomes the City wants to achieve through offering economic development incentives and the incentives the City could offer. 	Medium
<p>Action 3.6. Ensure that Tualatin has sufficient staff capacity to implement the economic development priorities set by the City Council.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.6a: Council should work with the City Manager, Community Development Director, and Economic Development Manager to determine whether the City will need to add staff to implement the policies in the Economic Development Strategy. ▪ Recommendation 3.6b: City staff should work with City Council members and stakeholders to ensure they understand economic development processes and tools/policies to support economic development. 	Low
Strategy 4: Ensure there are connections between planning for economic development and other community planning.	
<p>Action 4.1. Ensure that updates to the Transportation System Plan coordinate with planning for employment and business growth.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for mixed-use and commercial development, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). ▪ Recommendation 4.1b: Evaluate opportunities to expand transit and improve transportation connectivity (both capacity and access on I-5 and regional connector roads) for freight and automobiles between Tualatin and other cities within the Portland region. ▪ Recommendation 4.1c: Evaluate opportunities to expand transit and improve transportation connectivity within Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin's Town Center and vital services and out to the neighborhoods. ▪ Recommendation 4.1d: Evaluate opportunities for planning transit-oriented development, as transit becomes more available in Tualatin, consistent for redevelopment planning. ▪ Recommendation 4.1e: Develop a bicycle and pedestrian plan for Tualatin to increase these types of connectivity within Tualatin. 	High
<p>Action 4.2. Coordinate planning for economic development planning with housing planning.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.2a: Ensure the City plans for housing that is affordable to people who work at businesses in Tualatin. 	Low
<p>Action 4.3. Develop a design and planning framework for "ten-minute neighborhoods" that include a mixture of uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.3a: Develop a framework for mixed-use neighborhoods that include the elements that residents need for day-to-day life. 	Medium
<p>Action 4.4. Identify opportunities to support workforce development.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.4a: Work with businesses and partners in education to ensure there are workforce training opportunities in Tualatin. 	Medium
<p>Action 4.5. Evaluate development of a civic center with a range of uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.5a: Evaluate development of a civic center with a range of uses in Tualatin. 	Low

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

This strategy is about ensuring an adequate land supply, which includes a twenty-year supply and a pipeline of serviced land that is available for immediate development (referred to as a “short-term” supply of employment land). Employment land supply should include sites with a variety of characteristics (e.g., site sizes, locations, visibility, and other characteristics). Efficient use of Tualatin’s employment land is key to ensuring that Tualatin has adequate opportunities to grow from 2020 to 2040, and beyond. In the Portland region, the average size of new development sites for employment is generally between 5 and 15 acres in size.

Issue Statement

Tualatin’s forecast for commercial and industrial employment growth and land demand shows that Tualatin has a deficit of land (74 gross acres) in Industrial Plan Designations and a deficit (175 acres) in Commercial Plan Designations (including retail, office, and other commercial services).

Tualatin is part of the Metro Urban Growth Boundary (UGB) and cannot expand its planning area on its own. Tualatin can, however, increase land use efficiency within its planning area through changing zoning standards (e.g., limiting uses with lower employment density), allowing and encouraging more mixed-use development, and planning for redevelopment (see Strategy 2). This is a common issue and opportunity in Tualatin for both housing and economic development, which provides an opportunity for the City to develop solutions for both.

Tualatin needs land that is vacant but also has urban services that support commercial and industrial development, such as municipal water services, sewer and wastewater services, stormwater management systems, and transportation connections with adequate capacity to accommodate growth. Tualatin can monitor growth to ensure that the City has enough land in the short-term land supply (available for development within one year of application for a building permit) and shovel-ready land (available for development within 180 days of application for a building permit). Tualatin can work with Metro and other regional partners on future expansions of the Metro UGB to accommodate additional employment land development in Tualatin.

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.

- “Short-term supply” means suitable land that is ready for construction usually within one year of an application for a building permit or request for service extension.

Recommended Actions

Action 1.1: Evaluate opportunities to increase mixed-use development.

Tualatin has a deficit of industrial land (74 gross acres) and commercial land (175 gross acres). In addition, Tualatin has a deficit of residential land in the Medium High Density Residential designation (about 7 gross acres of land) and in the High Density / High-Rise Residential designation (about 4 gross acres of land). One way to address these land deficits is to allow and encourage mixed-use development.

Tualatin can identify additional opportunities for development of commercial and residential mixed-use development (consistent with recommendation Action 1.2 in the Housing Strategy). In identifying opportunities for mixed-use, the City should coordinate planning for new mixed-use areas with Action 5.1 in the Housing Strategy, to identify three to four areas within Tualatin for redevelopment as mixed-use areas (Action 2.1 addresses need for redevelopment). The mixed-use areas could serve multiple purposes in Tualatin; they could function as places to live and/or work, as destinations for residents in other parts of Tualatin, or as recreational experiences for visitors. In addition, feedback from the CAC shows that the community wants rezoning and redevelopment to promote the opportunities for commercial and industrial development, especially mixed-use development.

In addition, Tualatin could develop an employment zone that allows for a greater mixture of industrial and commercial uses, limiting retail commercial uses. Areas for this type of employment zone might include Basalt Creek or the Leveton area. These mixed-use zones should allow for greater density in the form of taller buildings, smaller lot sizes, and other opportunities for increased development capacity.

[Recommendation 1.1a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes commercial and residential uses. The City should exclude industrial sanctuary land \(i.e., land in the Southwest Tualatin Concept Plan area\) from this evaluation, as this land has been identified as regionally significant industrial areas.](#)

[Recommendation 1.1b: Evaluate opportunities to develop an employment zone that allows for greater mixture of industrial and commercial uses, limiting retail commercial uses.](#)

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

Tualatin has a deficit of 74 acres of industrial land. One way to make the most efficient use of industrial land in Tualatin is changing the zoning ordinance to focus uses on key target industries and allow for denser development.

The City should consider no longer allowing development of new businesses that require substantial amounts of land but result in little employment and have low employment densities. Such uses include warehouse and distribution, vehicle storage, or self-storage units. Existing businesses of these types should be allowed to continue to operate.

The City should consider reducing or eliminating the minimum lot size from 20,000 square feet, especially in areas that have existing small lots already. These standards may be necessary in regionally significant industrial areas (RSIA).

[Recommendation 1.2a:](#) Prohibit new development that requires substantial amounts of land but results in little employment and has low employment densities, such as warehouse and distribution.

[Recommendation 1.2b:](#) Evaluate reducing or eliminating the minimum lot size from 20,000 square feet, especially in areas that have existing small lots.

Action 1.3: Identify opportunities to make more efficient use of commercial land.

Tualatin has a deficit of 175 acres of commercial land. One way to make the most efficient use of industrial land in Tualatin is by changing the zoning code to make more efficient use of commercial areas. For example, Tualatin could reduce or eliminate the minimum lot size to 10,000 square feet (from the three-acre minimum lot size the Mid-Rise Office Commercial zone). Tualatin could also increase building height limits to allow taller buildings in key commercial development centers (currently most commercial zones allow 35 to 45 feet, with the Mid-Rise Office Commercial zone allowing buildings as tall as 75 feet).

In addition, promoting mixtures of uses (consistent with Action 1.1) that integrate employment and housing can help promote efficient use of land. The large deficit of commercial land, however, will require rezoning land for new commercial uses or redeveloping existing land to allow new commercial uses (consistent with Action 2.1).

[Recommendation 1.3a:](#) Evaluate reducing or eliminating the minimum lot size from 10,000 square feet in commercial zones. Allow additional development standards, such as requirements for parking and circulation or setbacks, to determine minimum lot size.

[Recommendation 1.3b:](#) Evaluate increasing building height limits in commercial development centers, including for retail development.

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

The City already coordinates land use planning with the Capital Improvement Plan to ensure that infrastructure is available to support commercial and industrial development, especially in newly urbanizing areas and areas identified as high priority for development. Some types of infrastructure development, especially transportation and transit infrastructure, have lagged behind growth in Tualatin and in the broader region, resulting in automotive congestion and insufficient transit service, as discussed in Strategy 4 and in Strategy 6 of the Housing Strategy.

[Recommendation 1.4a:](#) Prioritize infrastructure projects, especially transportation projects that are necessary to support employment growth, with the goal of managing and reducing congestion resulting from new growth.

[Recommendation 1.4b](#): Seek regional support for development and improvement of transportation infrastructure by working with Washington County, Metro, adjacent communities, and ODOT, to advocate for and support improvements to key regional transportation facilities that serve employment areas in Tualatin.

[Recommendation 1.4c](#): Identify opportunities to increase transit service between Tualatin and other cities within the Portland region (such as the ongoing planning for the Southwest Corridor) and transit within Tualatin.

[Recommendation 1.4d](#): Identify options to extend transit service to employment centers to expand transportation options for workers in Tualatin, such as a local bus service like Wilsonville's SMART.

Action 1.5: Work with landowners ensure land is development-ready and certified as shovel ready by Business Oregon.

The *Regional Industrial Site Readiness Inventory (2017 update)* identifies large sites (those over 25 buildable acres) and their development-ready status across the Portland Metro Region. The report categorizes sites within the Portland Metro Region based on site size (focusing on sites with 25 or more net buildable acres), development-ready status (based on the status of urban infrastructure provision and brownfield remediation status), and the willingness of the owner to sell or develop the site.

Tier 1 sites are those with at least 25 net buildable acres that are development ready within 180 days (6 months) and have an owner who is willing to sell or develop the site. Tualatin has no Tier 1 sites. There are four sites in Tualatin that qualify for Tier 2 or Tier 3 status, identified as being ready for development between 7 to 30 months (for Tier 2 sites) and more than 30 months (for Tier 3 sites).

In addition, the *Regional Industrial Site Readiness Inventory* also identifies four sites in Tualatin that are smaller than 25 buildable acres. While these smaller sites are not part of the inventory of Tier 1 through Tier 3 sites, they play an important role in providing opportunities for business development in Tualatin. Many of the inquiries to Greater Portland Inc. for development sites for new businesses are for sites smaller than 25 acres.

For areas with existing or planned infrastructure (consistent with Action 1.4), the City can encourage and assist landowners in getting their sites certified as shovel-ready through the Business Oregon Certified Shovel Ready program. A site is shovel-ready if it is specifically zoned for industrial or traded-sector uses, has the infrastructure necessary to support development (or can have it within 180 days), and is available for development within 180 days or less.

Shovel-ready sites and other development sites can be listed on Business Oregon's Oregon Prospector website to market sites to potential developers and businesses. The Oregon Prospector website reports information about site location, size, access to infrastructure, and

other characteristics that developers need to know prior to making locational decisions. There is one site in Tualatin currently listed on Oregon Prospector.

[Recommendation 1.5a:](#) Encourage and assist landowners in getting their sites certified through the Business Oregon Certified Shovel Ready program. The economic developer should work directly with the local landowners on the certification process.

[Recommendation 1.5b:](#) Continue to work with landowners to ensure that development sites are listed on Business Oregon's Oregon Prospector website.

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

The Economic Opportunity Analysis plans for the 2020 to 2040 period. It shows that employment will continue to grow in Tualatin at a substantially faster pace than households over the next twenty years. One of the key issues discussed through the Economic Opportunity Analysis and Housing Needs Analysis is the existing and likely future imbalance of employment and housing, where people who work at businesses in Tualatin have limited opportunities to live in Tualatin.

A key part of long-range planning is working with Metro on regional planning for housing and employment in and around Tualatin. The City would be well-served by having information to share with Metro about new development, the City's planning efforts to provide opportunities for people to work and live in Tualatin, and economic development plans.

[Recommendation 1.6a:](#) Actively work with Metro staff on upcoming Regional Growth Management reports to ensure that Tualatin's population and employment forecasts are planned for similar growth rates and to coordinate Tualatin's planning with regional plans.

[Recommendation 1.6b:](#) Develop and implement a system to monitor the supply of commercial and industrial land every two years. This includes monitoring employment development (through permits) as well as land consumption (e.g., development on vacant or redevelopable lands). The reports resulting from growth monitoring can be used in working with Metro to better understand Tualatin's opportunities for growth and characterize needs for expansion to accommodate employment growth.

[Recommendation 1.6c:](#) Reevaluate Tualatin's economic opportunities and land sufficiency every three years.

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.

Issue Statement

Tualatin has a deficit of industrial and commercial land that comprises 74 and 175 gross acres, respectively. Some of this deficit could be accommodated through redevelopment of existing areas within Tualatin, where there are opportunities to increase the intensity of land uses. Redevelopment opportunities may also provide opportunities for the development of mixed-use areas that are more walkable, have frequently accessed amenities (e.g., schools, medical facilities, parks, retail, restaurants, and other services), have access to transit, and accommodate new housing, consistent with the actions in Strategy 4.

Redevelopment may require actions from other strategies, such as increasing allowable densities, rezoning, land assembly, tax abatement programs to support employment growth development, and funding support such as urban renewal or local improvement district.

Goal

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

Recommended Actions

Action 2.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.

This action is consistent with the Housing Strategy Action 5.1. Tualatin has deficits of land for development of commercial uses, as well as for development of multifamily housing to accommodate new housing in the Medium High Density and High Density / High-Rise Plan Designations.

The City should identify three to four areas within Tualatin for redevelopment into mixed-use areas, with a mixture of higher-density housing and employment uses such as retail, office, and commercial services. For example, some areas that may be appropriate for redevelopment include the Commons, areas near key transit stops, and the area west of 6th Street/east of 90th Street/north of Sagert Street. In selecting areas ripe for redevelopment, the City should consider whether economic conditions support redevelopment, landowner attitudes to redevelopment, and set criteria for selecting redevelopment areas based on considerations such as transportation and transit connections and proximity to existing employment centers.

The City should engage the community in developing a vision for redeveloping the selected areas. The planning to implement this vision could be achieved through a redevelopment plan that shows how the property will be redeveloped into a vibrant area with a mixture of uses, connections with Tualatin's automotive and pedestrian/bicycle transportation networks, and a variety of housing types. The redevelopment plans should include working with landowners to

ensure they are supportive of redevelopment plans, as well as stakeholder and citizen involvement and input into the vision for the district and development of the redevelopment plans.

The City should consider opportunities to support redevelopment, such as use or urban renewal (Action 2.4) to address infrastructure deficiencies, as well as approaches to overcome barriers to redevelopment.

[Recommendation 2.1a: Initiate a process to identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.](#)

Action 2.2: Revise the Tualatin Town Center Plan to focus on opportunities to support redevelopment.

The Tualatin Town Center Plan was intended to guide development in Tualatin’s downtown area, which is centered around the Lake of the Commons and includes about 364 acres of land. The existing Town Center Plan was developed in the mid-2000s and was not adopted.

An update of the Town Center Plan could focus on opportunities for redevelopment, including identifying changes to zoning necessary to allow and encourage development of both housing and employment uses. The update should include development of a community vision for the future of Town Center to guide changes to zoning and other policy, as well as City investments in Town Center.

In conjunction with the update to the Tualatin Town Center Plan, the Tualatin Development Commission could act as developer for redevelopment of City-owned properties (such as surface parking lots) to create catalytic projects that include a mix of housing (both market-rate and affordable housing) and retail and office uses.

[Recommendation 2.2a: Develop a community vision and planning for Town Center, with a focus on redevelopment to support development of housing and employment uses.](#)

[Recommendation 2.2b: Evaluate opportunities to redevelop City-owned properties to create catalytic projects that include a mix of housing \(both market-rate and affordable housing\) and retail and office uses.](#)

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

Redevelopment often focuses on commercial and residential redevelopment. Industrial redevelopment (where industrial land is redeveloped for new industrial uses) is less common in smaller cities like Tualatin because the costs of redevelopment often exceed the value of land for new industrial uses or rents are not high enough to support industrial redevelopment. In the Portland region, however, redevelopment is occurring in industrial areas, possibly as a result of the higher achievable rents and desirability of locations in Portland and other industrial centers.

There may be opportunities for industrial redevelopment for new industrial uses in Tualatin over the twenty-year planning period. These opportunities may include sites with excellent access to I-5 or other regional roads, where redevelopment costs are lower (i.e., brownfield remediation is not required), or at Tigard Sand and Gravel’s gravel mine, once the company is done with mining operations.

[Recommendation 2.3a: Identify opportunities for industrial redevelopment and work with property owners to support redevelopment, which may require changes to zoning to allow different types of industrial buildings \(i.e., vertical buildings\) or infrastructure investments to provide additional urban services. This action is consistent with Action 1.2.](#)

Action 2.4: Develop policies to support redevelopment and mixed-use development.

The costs of redevelopment and of mixed-use development can make these types of development financially infeasible or at least very difficult. Given the deficit of land for commercial and industrial development, Tualatin will need to support redevelopment. Supporting mixed-use development is key to accommodating the need for higher-density multifamily housing and providing opportunities for people to live and work in Tualatin. The City should evaluate opportunities to support redevelopment and mixed-use development within Tualatin. Some examples include:

- Use publicly owned properties, such as parking lots, to assemble land for development of catalytic projects that support additional development and further other community objectives, such as housing affordable to workers with incomes of about \$50,000 (about 60% of the median family income, based on the Housing Needs Analysis) or a business incubator or shared workspace to support growth of small businesses.
- Assist with assembly of land to support redevelopment that includes multiple properties.
- Continue to evaluate establishing new urban renewal districts, consistent with Action 4.2 in the Housing Strategy. For economic development purposes, urban renewal is often used for projects to improve districts (i.e., street beautification or façade programs), providing low-interest loans to businesses (i.e., loans to support expansion of businesses that provide jobs at or above the City average), or infrastructure improvements needed to support commercial or industrial development.

[Recommendation 2.4a: Evaluate the redevelopment potential of publicly owned properties, such as parking lots.](#)

[Recommendation 2.4b: Continue to evaluate establishing new urban renewal districts to support the development of commercial, industrial, and residential businesses, especially mixed-use districts.](#)

Strategy 3: Support Business Retention, Growth, and Attraction

Economic development generally occurs through three broad approaches: retention of existing businesses, growth of existing and small businesses (such as entrepreneurs), and attraction of new businesses from outside of the City. This strategy describes economic development efforts to support growth of economic activity and employment.

Issue Statement

The main focus of economic development is retaining and growing businesses. These businesses both provide employment for people living in Tualatin and the surrounding region and pay property taxes that help balance the City's tax base. Generally speaking, the costs to serve residential lands is often greater than the cost to serve employment lands, because residents use more services (such as schools, police, fire, governance and leadership, infrastructure maintenance, etc.) at a higher rate than employment. As the City works to balance development of housing and employment, the City should consider the long-term fiscal health and sustainability of the City by encouraging continued employment growth while also encouraging additional residential growth to provide opportunities for people to live and work in Tualatin.

This strategy is about actions that support retention and expansion of existing businesses, growth and creation of entrepreneurial businesses, and attraction of new businesses that align with Tualatin's values as a community. The types of businesses the City wants to attract most are non-polluting businesses with wages at or above the Washington County average, focusing on growth of businesses that have sufficient wages for their workers to afford to live and work in Tualatin.

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.

Recommended Actions

Action 3.1: Revise the economic development strategy, develop a clear vision for economic development, and create an action plan to implement the vision.

Tualatin has an existing economic development strategy, last updated in 2014. The City plans to update the Economic Development Strategy, based on the City's new Economic Opportunities Analysis. Discussions with stakeholders suggest it is important that updating the Economic Development Strategy include development of a clear vision for economic development, as the starting place for the Economic Development Strategy. **The vision should identify community aspirations for economic development and the City's role in economic development.**

The revised document should be an action-oriented five-year economic development action plan that includes a community vision for economic growth in Tualatin. The factual basis for the Action Plan is the information gathered about on local and regional economic trends

gathered through the Economic Opportunity Analysis, from policies and objectives established for the Comprehensive Plan (this document) and with feedback and input from stakeholders. The Action Plan would present detailed actions for executing the economic development policies based on the priorities established by the Tualatin City Council.

Development of this strategy could be guided by an Economic Development Committee composed of elected and appointed officials, business owners and managers in Tualatin, people involved in economic development in Tualatin (i.e., the Tualatin Chamber of Commerce) and the Portland region, and residents of Tualatin.

[Recommendation 3.1a: Establish an Economic Development Commission to guide development of the economic development strategy.](#)

[Recommendation 3.1b: Develop an action-oriented five-year economic development action plan that includes a community vision for economic growth in Tualatin.](#)

Action 3.2: Support growth of existing businesses in Tualatin.

Business retention is a key part of successful economic development. Working with partners such as the Tualatin Chamber of Commerce and the Tualatin Commercial Citizen Involvement Organization, the City should continue to reach out to businesses in Tualatin to identify and resolve issues related to growing their business and remaining in Tualatin. Issues that businesses in Tualatin have already identified include difficulties retaining workforce (given potentially long commutes and difficulty in finding qualified workers), increasing concerns about transportation and freight access and congestion, and a lack of incentives to support development. Issues related to transportation (commuting and freight access) are discussed in Action 4.1 and incentives to support development are discussed in Action 3.5. This document does not propose actions related to workforce quality, but this is likely an issue that would be addressed in the Economic Development Action Plan in Action 3.1b.

City staff can also support existing businesses by sharing technical resources, maintaining open communications with local businesspeople, and providing available staff support for economic development projects initiated by the business community.

[Recommendation 3.2a: Continue to identify opportunities to support existing businesses in Tualatin through working with partners such as the Tualatin Chamber of Commerce to identify and resolve issues that are barriers to the businesses growing and staying in Tualatin.](#)

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

Small businesses, many of which are entrepreneurial, account for the majority of businesses in Tualatin. Businesses with five or fewer employees in Tualatin account for 64% of private employment and businesses with fewer than twenty employees account for 89% of private employment. The City should identify opportunities to support small and entrepreneurial businesses to grow and retain them in Tualatin. Some approaches to this include:

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- Form partnerships with organizations that assist entrepreneurial businesses, such as Tualatin Chamber of Commerce, Tualatin Commercial Citizen Involvement Organization, Westside Economic Alliance, Greater Portland Inc., Business Oregon, and Federal agencies such as the Economic Development Administration. These partnerships can help Tualatin identify resources to assist businesses and find solutions.
 - Identify opportunities to support growth of small businesses and entrepreneurs, such as business incubators or buildings with co-working space for small businesses.
 - Support and encourage home-based businesses and identify barriers in the City's policies to growth of home-based businesses.
 - Support or organize community events that involve local businesses, such as revitalization of the farmer's market or organizing events like Portland's Sunday Parkway.

[Recommendation 3.3a: Continue to identify opportunities to support growth and retention of entrepreneurial businesses in Tualatin.](#)

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

Tualatin's average wage was \$57,300 in 2017, compared with the Washington County average of \$70,300 in 2018. One of the areas of significant concern in development of the Economic Opportunities Analysis and Housing Needs Analysis was ensuring that workers in Tualatin can afford to both live and work in Tualatin. A worker earning the average wage in Tualatin can afford rents of about \$1,400 per month, which is above the average multifamily rent of \$1,200 in 2018. Affording the median housing sale price in Tualatin (about \$480,000 as of February 2019) requires a household income between \$120,000 and \$160,000, which will most frequently require a household with two full-time workers.

Attracting businesses that pay wages at or above the City's average wage will require deliberate effort on the City's part, such as developing incentive programs that attract or retain businesses (e.g., low-interest loans, fee waivers, and other incentives). The City will need to work with organizations that support business growth, retention, and attraction, such as Tualatin Chamber of Commerce, Tualatin Commercial Citizen Involvement Organization, Westside Economic Alliance, Greater Portland Inc., Business Oregon, and federal agencies (e.g., the Economic Development Administration). These partnership may include marketing Tualatin to attract new businesses.

Examples of these businesses that often pay above average wages include those identified as target industries in Tualatin's Economic Opportunities Analysis, such as advanced manufacturing, food processing, plastics manufacturing, information technology and analytical systems, and business services.

[Recommendation 3.4a: Identify partnerships and incentive programs to grow, retain, and attract businesses with wages at or above the City’s average wage of \\$57,300.](#)

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

Cities often offer incentives to retain, grow, and attract businesses. In addition to having businesses stay in the community, cities use incentives to achieve goals such as attracting higher paying jobs, increasing the diversity of jobs or businesses, attracting businesses that pay high property taxes (such as manufacturers or data centers), or other desirable attributes. In Action 3.4, this memorandum identifies a goal of attracting businesses with higher paying jobs. Through the development of the Economic Development Action Plan (Action 3.1), the City may identify other business attributes or economic development goals it wants to achieve through offering incentives.

The City should evaluate use of incentives to achieve these goals, such as:

- Expedited entitlement and permitting process (e.g., 66-day review process for industrial projects).
- Financial assistance for business expansion or attraction, such as low-interest loans or grants.
- Public/private partnerships to support redevelopment of mixed-use development.
- Assist with assembly of land to support redevelopment that includes multiple properties.
- Property tax exemption, such as the Strategic Investment Program, which grants a fifteen-year property tax exemption for large capital-intensive facilities.
- Systems development charge (SDC) financing opportunities (consistent with Action 3.5 in the Housing Strategy).
- Development of or participation in a business incubator, shared workspace, start-up accelerators, or other forms of business mentoring.
- Work with partners (such as Tualatin Chamber of Commerce, Westside Economic Alliance, Greater Portland Inc., and Business Oregon) to market Tualatin’s businesses and their product, across the state, nationally, and internationally.
- Street improvements and beautification.

[Recommendation 3.5a: Evaluate the outcomes the City wants to achieve through offering economic development incentives and the incentives the City could offer. This evaluation should be part of the development of the Economic Development Action Plan in Action 3.1.](#)

Action 3.6. Ensure that Tualatin has sufficient staff capacity to implement the economic development priorities set by the City Council.

The Economic Development Strategy presented in this memorandum, and especially the actions presented in Strategy 2 and Strategy 3, will take substantial staff time to evaluate and implement. The City may need additional staffing to implement the Economic Development Strategy.

Recommendation 3.6a: As the City Council allocates resources toward economic development efforts and sets priorities for implementation of the Economic Development Strategy, the Council should work with the City Manager, Community Development Director, and Economic Development Manager to determine whether the City will need to add staff to implement the policies in the Economic Development Strategy.

Recommendation 3.6b: City staff should work with City Council members and stakeholders to ensure they understand economic development processes and tools/policies to support economic development.

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

This strategy focuses on actions that are intended to ensure coordination between planning for economic development and other community planning, such as housing, transportation planning, or other urban infrastructure planning (such as water or wastewater systems), and natural resources and parks planning.

Issue Statement

Discussions of economic development lead to discussions of transportation issues in Tualatin and a desire to ensure a job-housing balance in Tualatin. Transportation issues include heavy congestion on Tualatin's roadways, including access to I-5, arterial roads connecting Tualatin within the region, and local roadways. In addition, Tualatin is not well served with transit. Tualatin is served with the West Side Express Service (WES) train and two TriMet bus lines. The Max line is expected to extend to Bridgeport Village.

In addition, Tualatin has more employees than residents. Between 2007 and 2017, the population grew by about 0.35% per year, compared with employment growth of 2.9% per year. The forecast for population growth over the next twenty years is substantially lower than employment growth, with a household growth forecast of about 0.4% per year and an employment forecast growth about 1.4% per year. The Housing Needs Analysis shows that Tualatin has opportunities for residential growth beyond the forecast for growth. Success in housing development as a part of redevelopment and mixed-use development (Strategy 2) will further increase the amount of housing that could be developed in Tualatin beyond the forecast for new growth.

Jobs with at least average wages pay enough to live in rental housing in Tualatin. The average wage for employment in Tualatin in 2017 was over \$57,000, which is sufficient to afford a monthly rent of about \$1,425. The average multifamily rent in Tualatin was nearly \$1,200 in 2017. As a result, a person earning around the average wage can afford rent of about \$1,425 and the average multifamily rent in Tualatin.

However, the average sale price for a unit in Tualatin in early 2019 was \$480,000, which would require a wage between \$120,000 and \$160,000 to afford homeownership. None of the industries in Tualatin have an average pay this high, and only one-quarter of households in Tualatin and Washington County have household incomes high enough to afford the average sale price. As a result, people who work in Tualatin can own a newly purchased home in Tualatin if they have substantially higher-than-average wages or if there is more than one worker per household, which is common with an average of 1.4 jobs per household in Tualatin.

Reasons for working in Tualatin and living outside the city likely extend beyond housing affordability. People choose to commute for a variety of reasons: preference for another community, family and friends living in another community, choosing a location that allows the other worker(s) in the household an easier commute, long-term homeownership in another community, and other reasons.

The result of so much commuting is congestion on Tualatin's roads and the region's highways. Planning for new employment growth will require coordination with transportation planning. It will also require coordination with water, waste-water, and storm-water planning. Through this project and the Housing Needs Analysis, it requires coordination with planning for housing and neighborhood growth.

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.

Recommended Actions

Action 4.1. Ensure that updates to the Transportation System Plan coordinate with planning for employment and business growth.

The next update to the Tualatin Transportation System Plan (TSP) should coordinate planning for employment and business growth with transportation planning, providing opportunities for more intensive employment development (or redevelopment) where there is sufficient capacity for automotive and transit capacity. The redevelopment areas (Action 2.1) should be planned for in areas where there is higher capacity for freight access, automotive and transit access, and with connections to pedestrian and bicycle trails.

The update to the TSP should ensure there are additional opportunities to decrease dependence on automotive transportation, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). The TSP update should also identify opportunities to address

capacity issues on Tualatin's roads to ease congestion and make traveling by car within Tualatin and to areas outside of Tualatin easier. This action and the recommendations below are consistent with those in the Housing Strategy Action 6.1.

Recommendation 4.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for mixed-use and commercial development, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit).

Recommendation 4.1b: Evaluate opportunities to expand transit and improve transportation connectivity (both capacity and access on I-5 and regional connector roads) for freight and automobiles between Tualatin and other cities within the Portland region.

Recommendation 4.1c: Evaluate opportunities to expand transit and improve transportation connectivity within Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin's Town Center and vital services and out to the neighborhoods.

Recommendation 4.1d: Evaluate opportunities for planning transit-oriented development, as transit becomes more available in Tualatin, consistent for redevelopment planning.

Recommendation 4.1e: Develop a bicycle and pedestrian plan for Tualatin to increase these types of connectivity within Tualatin.

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

Tualatin has a job-housing imbalance, with more jobs than residents in Tualatin. The other strategies in this memorandum are intended to support development of housing that is affordable to people who work at businesses in Tualatin (the average wage was \$57,300 in 2017), such as Action 3.4. This action and the recommendation below are consistent with those in the Housing Strategy Action 6.2.

Recommendation 4.2a: Ensure the City plans for housing that is affordable to people who work at businesses in Tualatin.

Action 4.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.

The City should develop a framework for development of mixed-use neighborhoods that results in neighborhoods where residents have easy, convenient access to many of the places and services they use daily without relying heavily on a car. The framework would include the following elements: walkable neighborhoods with access to transit, nearby parks (i.e., within one-quarter mile), neighborhood retail and restaurants, and nearby schools. The neighborhood would have higher concentrations of people and would be complete with the sidewalks, bike lanes, and bus routes that support a variety of transportation options. The design of the neighborhood should integrate design standards that promote public safety. In larger cities, these are referred to as “twenty-minute neighborhoods,” but given Tualatin’s smaller size, the scale might be more like ten-minute neighborhoods. This action and the recommendation below are consistent with those in the Housing Strategy Action 6.2.

[Recommendation 4.3a: Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life.](#)

Action 4.4. Identify opportunities to support workforce development.

Ability to attract and retain qualified and trained workers is one of the key barriers to development identified by existing businesses in Tualatin. These partners could include Tualatin High School, Portland Community College, Portland State University, and WorkSource Oregon. The City could play a convening role to work with businesses to understand their workforce training needs, then work with these partners to offer classes in Tualatin to provide this training. This training could be offered in existing facilities (such as at the high school) or in newly built facilities that are part of one or more mixed-use areas.

[Recommendation 4.4a: Work with businesses and partners in education to ensure there are workforce training opportunities in Tualatin, identifying opportunities to integrate workforce training in mixed-use areas.](#)

Action 4.5. Evaluate development of a civic center with a range of uses.

Evaluate development of a civic center with a range of uses, include a performing arts center, convention center, historic museum, welcome center for visitors, and other uses to enhance life and business in Tualatin.

[Recommendation 4.5a: Evaluate development of a civic center with a range of uses in Tualatin.](#)

Appendix A: Tualatin's Existing Comprehensive Plan Policies

Section 4.050 General Growth Objectives.

The following are general objectives used as a guide to formulate the Plan. The objectives are positive statements to describe the Plan's intent to:

- (1) Provide a plan that will accommodate a population range of 22,000 to 29,000 people.
- (2) Cooperate with the Metropolitan Service District to reach regional consensus on population growth projections within the Tualatin area.
- (3) Conform to Metropolitan Service District (Metro) procedures for initiating amendments to the Metro Urban Growth Boundary.
- (4) Provide a plan that will create an environment for the orderly and efficient transition from rural to urban land uses.
- (5) Convert agricultural land only if needed for urban uses.
- (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.
- (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.
- (8) Define the urban growth boundary.
- (9) Prepare a plan providing a variety of living and working environments.
- (10) Encourage the highest quality physical design for future development.
- (11) Coordinate development plans with regional, state, and federal agencies to assure consistency with statutes, rules, and standards concerning air, noise, water quality, and solid waste. Cooperate with the U.S. Fish and Wildlife Service to minimize adverse impacts to the Tualatin River National Wildlife Refuge from development in adjacent areas of Tualatin.
- (12) Adopt measures protecting life and property from natural hazards such as flooding, high groundwater, weak foundation soils and steep slopes.
- (13) Develop regulations to control sedimentation of creeks and streams caused by erosion during development of property.
- (14) Develop a separate growth program that controls the rate of community growth and is acceptable to the Land Conservation and Development Commission.
- (15) Arrange the various land uses in a manner that is energy efficient.

(16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.

(17) Maintain for as long a period as possible a physical separation of non-urban land around the City so as to maintain its physical and emotional identity within urban areas of the region.

(18) Fully develop the industrial area located in Washington County west of the City only when adequate transportation facilities are available and the area has been annexed to the City and served with water and sewer services.

(19) Cooperate with Washington County to study the methods available for providing transportation, water and sewer service to the industrial area west of the City, designating this area as a special study area.

(20) Initiate annexation of property within the Urban Growth Boundary planned for residential development only when petitioned to do so by owners of the affected property, including cases involving unincorporated "islands" of property surrounded by land annexed previously.

(21) Territories to be annexed shall be in the Metro Urban Growth Boundary.

(22) Address Metro's Urban Growth Management Functional Plan, Title 13, Nature in Neighborhoods, through the conservation, protection and restoration of fish and wildlife habitat, including Metro's Regionally Significant Fish and Wildlife Habitat, through the Tualatin Basin Natural Resource Coordinating Committee and the Tualatin Basin Program.

(a) Support and implement the elements of the Tualatin Basin Program to:

(i) Develop and adopt local policies and regulations to implement the provisions of the Tualatin Basin Program.

(ii) Adopt low impact development (LID) provisions to reduce environmental impacts of new development and remove barriers to their utilization.

(iii) Coordinate with Clean Water Services (CWS) to implement their Healthy Streams Action Plan and other programs such as their Stormwater Management Plan and Design and Construction Standards.

(iv) Coordinate with CWS, Metro and others to develop and support the funding, voluntary and educational components of the Tualatin Basin Program.

(v) Coordinate with CWS, Metro and others to develop and support the monitoring and adaptive management components of the Tualatin Basin Program.

(b) Continue active participation in the Tualatin Basin Natural Resources Coordinating Committee and the Steering Committee to support and implement the Tualatin Basin Program.

(c) Coordinate with CWS and Metro to update Metro's Regionally Significant Fish and Wildlife Habitat Inventory Map. Changes to the Inventory Map will be on-going as on-site inventories are conducted as part of private and public construction projects.

(d) Support and implement provisions allowing public access to planned public facilities.

Section 6.030 Objectives.

The following are general objectives used to guide the development of this Plan:

- (1) Encourage commercial development.
- (2) Provide increased employment opportunities.
- (3) Provide shopping opportunities for surrounding communities.
- (4) Locate and design commercial areas to minimize traffic congestion and maximize access.
- (5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.
- (6) Encourage developers to consider solar access when designing commercial development projects.
- (7) Provide for limited and carefully designed neighborhood commercial centers.
- (8) Provide for the continued development of major medical services facilities in the City of Tualatin, especially at the Meridian Park Hospital site. The Medical Center Planning District shall be applied only to a property, or a group of contiguous properties, of no less than 25 acres and shall have frontage on an arterial as designated in TDC Chapter 11, Tualatin Community Plan.
- (9) To work with the applicable jurisdictions and agencies to develop the Durham Quarry Site and Durham Quarry Area with high quality development. It is appropriate to apply an overlay district on the Durham Quarry Site and Durham Quarry Area to allow mixed commercial/residential uses. It is appropriate to enter into an intergovernmental

agreement with the City of Tigard and Washington County to allow the City of Tualatin to review and decide land use applications and building permit applications for the portion of the Durham Quarry Site in the City of Tigard.

Section 7.030 Objectives.

The following are general objectives used to guide development of the Plan and that should guide implementation of the Plan's recommendations:

- (1) Encourage new industrial development.
- (2) Provide increased local employment opportunity, moving from 12 percent local employment to 25 percent, while at the same time making the City, and in particular the Western Industrial District, a major regional employment center.
- (3) Improve the financial capability of the City, through an increase in the tax base and the use of creative financing tools.
- (4) Preserve and protect, with limited exceptions, the City's existing industrial land.
- (5) Cooperate with Washington County, Metro, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to the Western Industrial District.
- (6) Fully develop the Western Industrial District and the Southwest Tualatin Concept Plan Area (SWCP), providing full transportation, sewer, and water services prior to or as development occurs.
- (7) Improve traffic access to the Western Industrial District and SWCP area from the Interstate 5 freeway and State Highway 99W through regional improvements identified in the 2035 Regional Transportation Plan.
- (8) Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards by 1987.
- (9) Construct a north/south major arterial street between Tualatin Road and Tualatin-Sherwood Road and SW Tonquin Road in the 124th Avenue alignment to serve the industrial area.
- (10) Rebuild the Tualatin Road/Pacific Highway intersection to allow for substantially greater traffic flows.
- (11) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.
- (12) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.

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- (13) Protect adjacent land uses from noise impacts by adopting industrial noise standards.
- (14) Continue to protect the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.
- (15) Continue to administer specific and enforceable architectural and landscape design standards for industrial development.
- (16) Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.
- (17) Protect wooded areas identified on the Natural Features Map found in the Technical Memorandum 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, the replacement landscape features shall be subject to approval through the Architectural Review process.

Appendix B: Potential Economic Development Actions

This appendix presents potential economic development actions that cities take to increase economic activities. The purpose of this appendix is to provide information and ideas to Tualatin staff and stakeholders, as they develop economic development policies and actions to implement those policies. This appendix is not intended to be adopted into the Tualatin Comprehensive Plan.

A wide range of economic development policies and actions are available to cities for influencing the level and type of economic development. It is useful to make a distinction between economic development policies, which are typically adopted by ordinance into local comprehensive land use plans, and a local economic development strategy. While policies and economic development strategies should be aiming to achieve the same outcomes, they are not the same thing. The key differences are: (1) economic development strategies are typically presented in the form of a strategic plan that covers a five-year time horizon while policies use the longer 20-year horizon in most comprehensive plans; (2) strategies are more broad reaching and may identify actions that extend outside the capacity of local government while policies focus on land use and infrastructure; and (3) strategies are more agile in the sense that they provide a framework rather than legal guidance.

While many of the actions identified in this appendix could be included either as policies or strategies, the focus is primarily on policies and actions that implement those policies.

Local economic development policy usually has a fundamental goal of supporting businesses that align with a jurisdiction's long-term vision for the community.¹¹ Economic development broadly focuses on three strategies: (1) business recruitment; (2) business retention and expansion (BRE); and (3) innovation and entrepreneurship. Historically, many cities focused on recruitment as their foundational strategy; however, many cities and economic development are rethinking this approach and local governments are increasingly implementing policies that focus on support for entrepreneurs, especially those starting new businesses.¹²

Recent research on the effectiveness of local economic development efforts support this focus on innovation and entrepreneurship to attract new, young businesses. Providing support for institutions and firms where innovation happens allows for businesses to grow and new

¹¹ Based on Leigh and Blakley's definition for sustainable economic development as follows, "Local economic development is achieved when a community's standard of living can be preserved and increased through a process of human and physical development that is based on principles of equity and sustainability. There are three essential elements in this definition, detailed below: First economic development establishes a minimum standard of living for all and increases the standard over time. Second, economic development reduces inequality. Third, economic development promotes and encourages sustainable resource use and production." Leigh, N. and Blakeley, E. *Planning Local Economic Development: Theory and Practice*. 2013.

¹² Kauffman Foundation. "Entrepreneurship's Role in Economic Development." *Entrepreneurship Policy Digest*. June 2014.

businesses to form as industries evolve. Local jurisdictions can specifically provide support for accelerators and incubators, especially those that provide connections between research institutions, established firms, and entrepreneurs. Entrepreneurs are also increasingly mobile with improved access to high-speed internet. Local jurisdictions can promote quality of life and access to amenities as a way to attract these new businesses.¹³ Moreover, every start up is also a BRE opportunity.

Economic development is also about collaboration and identifying partnerships that can make the most of the resources available for economic development activities. Local jurisdictions should focus on their role in economic development, as there are factors that the jurisdiction can and cannot control. As identified in a 2017 University of Oregon report on the “Perceptions and Needs of Economic Development Programs in Oregon,” organizations and jurisdictions involved in economic development activity supported the importance of coordination between entities, but that implementation of coordinating efforts is difficult due to lack of capacity, unbalanced effort, or trust issues.¹⁴ To help overcome these barriers to coordinating economic development efforts, a key component to developing local economic development policies is identifying which policies and actions that the City is well-suited to be a lead partner, and those better suited for a partner organization to lead. It is important to develop policies and actions that identify other organizations as the lead partner. Successful implementation of these policies and actions will depend on an understanding of an organization’s capacity and access to resources.

The focus of the actions listed in this Appendix is primarily on the City’s role: what resources can the City commit to economic development and what roles are most appropriate for the City. Following are foundational assumptions about the City’s role:

- The City plays a limited role in economic and business development.
- The City is one of several organizations that provide and maintain infrastructure.
- The City has limited staff and financial resources that can be invested in appropriate economic development activities.
- The City has an obligation to adopt an economic development strategy, policies to manage employment lands, and maintain a 20-year supply of commercial and industrial sites under Goal 9 and OAR 660-009.
- The City could be an ideal organization to coordinate BRE and entrepreneurship activities or to house staff that are coordinating BRE and entrepreneurship activities.

¹³ Leigh, N. and Blakeley, E. *Planning Local Economic Development: Theory and Practice*. 2013.

¹⁴ University of Oregon, Department of Planning, Public Policy & Management, Community Services Center. “Perceptions and Needs of Economic Development Programs in Oregon.” Final Report. December 2017.

The policy and action examples provided in this appendix are organized by broad policy categories, with cross-references to the factors of production that influence business location and expansion. The factors of production are discussed in detail the EOA document. While it is important to understand how the factors of production influence economic development activity, it is more useful to group policies and actions in broad categories such as, Land Use, Public Facilities, Business Assistance, etc.

The effectiveness of any individual actions or combination of actions depends on local circumstances and desired outcomes. Local strategies should be customized not only to meet locally defined objectives, but also to recognize economic opportunities and limitations (as defined in the Economic Opportunity Analysis). Positive outcomes are not guaranteed: even good programs can result in limited or modest results. It is important to remember that effective economic development requires a long-term view—immediate results are not guaranteed. Thus, maintaining a focus on implementation is essential.

Economic development is a team activity—no single entity can implement all the activities that are necessary for a robust economic development program. Many municipal economic development strategies include actions that rely on other entities to implement. For example, many municipal strategies we have reviewed include strategies and actions around workforce development. Workforce development is not a municipal service, so cities must coordinate with external entities for this function. The main points here are (1) be deliberate about policies / strategies /actions that rely on external partners, and (2) if these are included in the plan, be sure that resources are committed to execute them—understanding that coordination is time-consuming and challenging.

Table B-1 identifies a range of potential economic development strategies that the Tualatin could consider implementing. These strategies range from those closely associated with the basic functions of government (provision of buildable land and public services) to those sometimes viewed as outside the primary functions of government (such as financial incentives and business assistance). The primary action categories in Table B-1 are Land Use, Public Facilities, Business Assistance, Workforce, and Other. As stated above, it is important for Tualatin to identify the policies and actions they are well-suited to lead, and where collaboration with, and leadership from, partner organizations is necessary. Table B-1 also includes suggestions for potential partners and whether Tualatin should take on a lead or support role.

Table B-1. Potential economic development actions

Category/Policy Examples	Description and Examples	Potential Partners	City Lead or Support Role	Relevant Factors of Production
Land Use	Policies regarding the amount and location of available land and allowed uses.			
Provide adequate supply of land	Provide an adequate supply of development sites to accommodate anticipated employment growth with the public and private services, sizes, zoning, and other characteristics needed by firms likely to locate in Tualatin.	County, adjacent cities, State, landowners, and key stakeholders	Lead	Land, infrastructure
Zoning Code	Conduct an audit of the city's zoning code and a review of other development regulations to ensure that the regulations support the goals of economic development	County, if they manage land within the city's planning area but outside of the city limits	Lead	Land, Regulation
Increase the efficiency of the permitting process and simplify city land-use policies	Take actions to reduce costs and time for development permits. Adopt development codes and land use plans that are clear and concise.	County, if they assist with the permitting or building inspection process	Lead	Regulation, taxes, financial incentives
Public Facilities	Policies regarding the level and quality of public and private infrastructure and services.			
Provide adequate infrastructure to support employment growth	Provide adequate public services (i.e. roads, transportation, water, and sewer) and take action to assure adequate private utilities (i.e. electricity and communications) are provided to existing businesses and development sites. One way to pay for adequate infrastructure is through use of urban renewal, shown in the table below.	Public works department, special service districts, utilities, State and Federal partners who may provide grants, developers and landowners	Lead	Local infrastructure, Access to markets, suitable land to serve
Focused public investment	Provide public and private infrastructure to identified development or redevelopment sites.	Public works department, special service districts, utilities, State and Federal partners who may provide grants, developers and landowners	Lead	Regulation, taxes
Communications infrastructure	Actions to provide high-speed communication infrastructure, such as developing a local fiber optic network.	Communication utilities and public works department	Lead/Support	Local infrastructure, Access to markets

Category/Policy Examples	Description and Examples	Potential Partners	City Lead or Support Role	Relevant Factors of Production
Business Assistance	Policies to assist existing businesses and attract new businesses.			
Business retention and growth	Targeted assistance to businesses facing financial difficulty or thinking of moving out of the community. Assistance would vary depending on a given business' problems and could range from business loans to upgrades in infrastructure to assistance in finding a new location within the community.	Chamber of Commerce, Business Oregon, Regional ED Corporation An agent of the City of Tualatin should be direction involved in BRE efforts to highlight the city's issues and provide accountability.	Support	Local infrastructure, Access to markets, Materials, Regulation, Taxes, Financial incentives, Industry clusters
Recruitment and marketing	Establish a program to market the community as a location for business in general, and target relocating firms to diversify and strengthen the local economy. Take steps to provide readily available development sites, an efficient permitting process, well-trained workforce, and perception of high quality of life.	Chamber of Commerce, Business Oregon, Regional ED Corporation	Support	Labor, Land, Local infrastructure, Regulation, Taxes, Industry clusters, Quality of life
Development districts (enterprise zones, renewal districts, etc.)	Establish districts with tax abatements, loans, assist with infrastructure, reduced regulation, or other incentives available to businesses in the district that meet specified criteria and help achieve community goals.	Taxing districts, special districts, and the county Business Oregon can play a secondary role	Lead	Local infrastructure, Regulation, Taxes, Financial incentives, Quality of life
Business clusters	Help develop business clusters through business recruitment and business retention policies. Encourage siting of businesses to provide shared services to the business clusters, businesses that support the prison and hospital and agricultural industry, including retail and commercial services.	Business Oregon, Educational/research institutions Because clusters are regional, regional institutions such as GPI, the Columbia-Willamette Workforce Collaborative, and the Technology Association of Oregon should lead this approach.	Support	Industry clusters, Innovative capacity

Category/Policy Examples	Description and Examples	Potential Partners	City Lead or Support Role	Relevant Factors of Production
Public/private partnerships	Make public land or facilities available, public lease commitment in proposed development, provide parking, and other support services.	Developers, businesses, and landowners	Lead and/or Support	Land, Financial incentives
Financial assistance	Tax abatement, waivers, loans, grants, and financing for firms meeting specified criteria. Can be targeted as desired to support goal such as recruitment, retention, expansion, family-wage jobs, or sustainable industry.	County, special service districts, other taxing districts	Lead	Regulation, Taxes, Financial incentives
Business incubators	Help develop low-cost space for use by new and expanding firms with shared office services, access to equipment, networking opportunities, and business development information. Designate land for live-work opportunities.	Education/research institutions, Chamber of Commerce, Small Business Administration (Federal)	Support	Entrepreneurship, Innovative capacity, Access to markets
Business/start-up accelerators	Provide similar services and opportunities as a business incubator but using a specific timeframe for businesses to meet certain benchmarks. Help connect businesses with funding at the end of the time period of the program to continue product development.	Education/research institutions, Chamber of Commerce, Small Business Administration (Federal), venture capitalists	Support	Entrepreneurship, Innovative capacity, Access to markets
Mentoring and advice	Provide low-cost mentors and advice for local small businesses in the area of management, marketing, accounting, financing, and other business skills.	Chamber of Commerce, local businesses, and other potential mentors	Support	Entrepreneurship, Innovative capacity
Export promotion	Assist businesses in identifying and expanding into new products and export markets; represent local firms at trade shows and missions.	State, Chamber of Commerce, regional economic development partners	Support	Entrepreneurship, Innovative capacity, Access to markets

Category/Policy Examples	Description and Examples	Potential Partners	City Lead or Support Role	Relevant Factors of Production
Workforce				
Policies to improve the quality of the workforce available to local firms.				
Job training	Create opportunities for training in general or implement training programs for specific jobs or specific population groups (i.e. dislocated workers).	School districts, education/research institutions, businesses	Support	Labor
Job access	Provide transit/shuttle service to bring workers to job sites.	Businesses, transit agency	Lead	Labor, Local infrastructure
Jobs/housing balance	Make land available for a variety of low-cost housing types for lower income households, ranging from single-family housing types to multifamily housing.	Developers, landowners, businesses, affordable housing developers, other housing agencies or developers	Support Lead, if urban renewal or other tools are at the City's disposal	Land, Labor, Quality of life
Other				
Regional collaboration	Coordinate economic development efforts with the County, the State, and local jurisdictions, utilities, and agencies so that clear and consistent policies and objectives are developed.	Regional economic development partners, county, nearby cities, Business Oregon	Lead initiation of the coordination, participatory in the coordination process	Innovative capacity
Quality of life	Maintain and enhance quality of life through good schools, cultural programs, recreational opportunities, adequate health care facilities, affordable housing, neighborhood protection, and environmental amenities.	School district, recreational districts, hospitals and medical providers, affordable housing providers, and other stakeholders	Lead on city programs, support on other programs	Local infrastructure, Labor, Land, Quality of life

Source: ECONorthwest.

Tualatin Comprehensive Plan Proposed Draft 11-19-20

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PART I: ABOUT TUALATIN

Part I contained in design copy.

PART II: ABOUT THE COMPREHENSIVE PLAN**A. INTRODUCTION**

Purpose. The general purpose of this Comprehensive Plan is to guide the physical development of the City is an official land use guide for City development. The Comprehensive Plan outlines the goals and policies, as well as significant projects and plan maps that guide future development. The Comprehensive Plan is then implemented by the zoning code, zoning maps, service coordinator agreements, annexations, Urban Renewal Areas, and development agreements. The Comprehensive Plan is used when making land use decisions, particularly those that include a change or exception to the established development regulations.

Timeline of Major Comprehensive Plan Updates:

- 1913: City incorporated
- 1972: City's first Comprehensive Plan
- 1975: City's first Urban Renewal Area plan
- 1973: Oregon establishes Land Conservation and Development Commission
- 1979: City adopts revised Comprehensive Plan
- 1981: DLCDC acknowledges Comprehensive Plan
- 1982: City annexation of western industrial lands
- 1993: Historic Resource Technical Study and Inventory
- 1995: Natural Resource Inventory and Local Wetlands Inventory
- 2001 Transportation System Plan (TSP)
- 2002 and 2004: Metro Urban Growth Boundary expansions
- 2012 Transportation System Plan Update
- 2010: Southwest Concept Plan
- 2015: Northwest Tualatin Concept Plan
- 2018: Tualatin Development Code Improvement Project
- 2019: Basalt Creek Concept Plan
- 2020: Update to Housing Element and policy-neutral update to remainder of Comprehensive Plans to highlight goals and policies.

(Ord. 590-83, 04-13-83; Ord. 592 83, §22, 06-13-83; Ord. 1191-05, 06-27-05; Ord. 1321-11 §2, 04-25-11; Ord. 1414-18, 12-10-2018)

(Ord. 1414-18, 12-10-2018)

(Renumbered by Ord. 844-91, §2, 10-14-91; Ord. 1191-05, 06-27-05; Ord. 1414-18, 12-10-2018)

Planning Area Description.

This planning effort studied an area that is described on the Plan Map in Chapter 9 and referred to as the Study Area.

The study area corresponds to the Urban Growth Boundary (UGB) adopted by the Columbia Region Association of Governments (CRAG) in 1976 or as modified by Metro in 1981, 1986, 1991, 1998, 2002 and 2004. In the eastern and southern portions of the City the line follows the 1976 UGB and the Metro 2002 and 2004 UGB Expansion Decision and the Urban Reserve recommended by Metro in 2010. The western portion of the Study Area corresponds to a line generally following Cipole Road, Pacific Highway and the Bonneville Power Administration right-of-way, while the northern portion of the Study Area follows the natural divide of the Tualatin River and the political boundaries of the cities of Durham, Tigard, Lake Oswego and Rivergrove.

(Ord. 1191-05, 06-27-05; Ord. 1321-11 §3, 04-25-11)

Agency Coordination.

- (1) Numerous public agencies have been involved in the planning process. This Plan, as well as Phase I Technical Memoranda, the data base for this Plan, and subsequent modifications to this Plan, were sent to the following public agencies for comment. This coordination is required by statewide planning legislation, and agency comments are on file at the Tualatin City Hall.
 - (a) Land Conservation and Development Commission.
 - (b) Columbia Region Association of Governments.
 - (c) Metropolitan Service District (Metro).
 - (d) Portland Metropolitan Area Local Government Boundary Commission.
 - (e) Tri-Met.
 - (f) Washington County Planning Commission.
 - (g) Clackamas County Planning Commission.
 - (h) Cities of Durham, Lake Oswego, Rivergrove, Sherwood, Tigard, Wilsonville.
 - (i) Tigard-Tualatin School District 23 J.
 - (j) Sherwood School District 88.
 - (k) Tualatin Valley Fire and Rescue (Tualatin Rural Fire Protection District).
 - (l) Clean Water Services (Unified Sewerage Agency).
 - (m) Oregon State Highway Division (Oregon Department of Transportation).
 - (n) Oregon Department of Environmental Quality.

- (o) Federal Environmental Protection Agency.
 - (p) U.S. Army Corps of Engineers.
 - (q) Oregon Division of State Lands.
- (2) Additionally, the planning process included the following private utility companies:
- (a) Verizon (General Telephone Company of the Northwest, Inc.)
 - (b) Northwest Natural Gas Company.
 - (c) Portland General Electric Company.
 - (d) Comcast

(Ord. 1191-05; 06-27-05; Ord. 1414-18, 12-10-2018)

ADMINISTRATION PROVISIONS

Interpretation.

Where differences exist between the Plan Map and Plan Text, the Plan Map controls Plan intent unless, otherwise determined by the City Council.

Definitions.

Definitions of some terms used within the Comprehensive Plan are included below. Where no definition has been provided, a dictionary definition may be presumed.

Acre. A measure of land area containing 43,560 square feet. Gross Acreage is the land area within the lot lines of a unit of land. Net Acreage is the land area within the lot lines of a unit of land after removing land for rights-of-way and tracts.

Annexation. The formal act of adding land to the corporate limits of a City.

Buildable Lands. Land within an Urban Growth Boundary that is vacant, has access to public streets, water and sewer services, and is not subject to natural hazards such as flooding, landslides, etc.

City. The City of Tualatin, Oregon; a municipal corporation.

Conditional Use. A land use category in a Planning District for land uses that may have an adverse impact on other land uses within that district. These uses require special approval procedures and may have conditions attached to their approval so they can be made compatible with surrounding land uses.

Dedication. The act of permanently de-voting a portion of private land to a public purpose, which includes, but is not limited to, road right-of-way or a public park.

Density:

Gross Residential Density. The number of dwelling units per gross acre. See also Acre.

Housing Density. The number of dwelling units per acre of land rounded to the nearest whole number.

Maximum Net Density. Maximum net density applies only to partition, subdivision, and architectural review applications reviewed through the Expedited Process set forth in House Bill 3065, Sections 6-11, 1995 Legislature, and is the land area within the lot lines of a unit of land after land has been removed for rights-of-way and tracts. House Bill 3065's reference to 80 percent of maximum net density in Section 7(1)(a)(E) is calculated by taking the gross acreage and subtracting land removed for rights-of-way and tracts and multiplying that net acreage figure by the maximum allowed density and then multiplying that figure by 80 percent.

Net Residential Density. The number of dwelling units per net acre. See also Acre.

Design Standards. Specific defined criteria formulated to guide the preparation of plans for buildings, landscaping, parks, etc.

Development Agreement. An agreement between either the City or the Tualatin Development Commission and a developer that clearly establishes the developer's responsibility regarding project phasing, the provision of public and private facilities, improvements, and any other mutually agreed to terms and requirements.

Floodplain. See, TDC Chapter 70 (Floodplain District).

Grade Crossing. A crossing of high-ways, railroad tracks, or pedestrian walks or combinations of these at the same ground elevation.

Greenway. A naturally landscaped area of land usually located adjacent to watercourses and roadways.

Growth Controls. A combination of regulations, public policy and capital expenditures designed to either limit growth or to direct growth into specific geographic areas.

Historic Resource. See, Chapter 31 and 68 definitions.

Housing Starts. The number of building permits issued for the construction of dwelling units for a specific period of time.

Land-Extensive. An industrial use characterized by large storage areas or large land areas needed for manufacturing processes and relatively few employees per acre.

Land Use Intensity. The relative concentration or activity generated on a parcel of land by a specific land use.

Moratorium. A temporary deferment or delay of construction activity, usually based on the lack of adequate capacity for public facilities such as schools, roads, and sewer and water systems.

Multi-Mode Transportation. A mix of transportation forms usually integrated as a system.

Needed Housing. As defined by the State of Oregon, means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels, including at least the following housing types:

- (a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
- (b) Government assisted housing;
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and

(e) Housing for farmworkers.

Official Map. A legislatively adopted map indicating the exact location of public improvements such as streets, with the purpose of prohibiting uses within these locations that would prohibit future municipal use of the location.

Peak Hour. A specific period of time at which traffic counts are highest.

Planning District. See, Chapter 31 definitions.

Right-of-Way. A strip of land reserved for public uses, which includes, but is not limited to, roadways, sewer facilities, water facilities, and stormwater facilities.

Transportation Mode. A form of transportation such as the automobile mode, bus mode, light rail mode, etc.

Truck Route. A selected course of travel for trucks, primarily intended to route trucks away from residential neighborhoods.

Unincorporated Land. Land not within the corporate or city limits of a city.

Urban Growth Boundary. An adopted line at or outside the current City limits defining an area that would accommodate future City growth.

Urban Growth Management Agreement (UGMA). An agreement between the City and Clackamas County establishing a process for coordinating comprehensive planning and development in a geographically defined area composed of both area within city limits and unincorporated properties.

Urban Planning Area Agreement (UPAA). An agreement between the City and Washington County establishing a process for coordinating comprehensive planning and development in a geographically defined area composed of both area within city limits and unincorporated properties.

(Ord. 743-88, §34, 3-28-1988; Ord. 818-91, §1, two & 3, 1-14-91; Ord. 844-91, §1, 10-14-91; Ord. 849-91, §1 & 2, 11-25-91; Ord. 882-92, §1, 12-14-92; Ord. 890-93, §1, 4-12-93; Ord. 956-96, §1 & 2, 01-8-96; Ord. 988-97, §1, 12-8-97; Ord. 1026-99, §1, 08-9-99; Ord. 1277-09, §1, 03-9-09; Ord. 1310-10 §1, 09-13-10; Ord. 1321-11 §1, 04-25-11; Ord. 1339-12 §1, 01-23-12; Ord. 1414-18, 12-10-2018)

B. PLAN IMPLEMENTATION

Background.

(Ord. 1103-02, 03-25-02; Ord. 1191-05, 6-27-05, Ord. 1354-13 §2, 02-25-13)

TECHNICAL MEMORANDA

Background and Supporting Documents Adopted as part of the Comprehensive Plan		
Title	Year	Ordinance
Economic Opportunities Analysis	2019	TBD
Housing Needs Analysis	2019	TBD
Parks and Recreation Master Plan	2019	1427-19
Sewer Master Plan	2019	1427-19
Water Master Plan	2013	1359-13
Transportation System Plan (TSP)	2012	1354-13
Natural Resource Inventory and Local Wetlands Inventory	1995	979-97
Historic Resource Technical Study and Inventory	1993	844-91; 894-93
Tualatin Drainage Plan	1979	491-79

Area-Specific Concept Plans		
Title	Year	Ordinance
Basalt Creek Concept Plan	2019	1418-19
Southwest Tualatin Concept Plan	2010	1321-11
Northwest Tualatin Concept Plan	2005	1191-05

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(Ord. 1103-02, 03-25-02; Ord. 1354-13 §3, 02-25-13)

PART III: GOALS AND POLICIES:

CHAPTER 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.

Citizen Involvement.

- (1) The first Statewide Planning Goal is the Citizen Involvement
- (2) Goal. This goal provides that each community must adopt, implement and periodically review a citizen involvement program. In 1976, the Tualatin City Council appointed a seven member Committee for Citizen Involvement (CCI) to draft a Citizen Involvement Program. This program was adopted by the City Council on April 12, 1976, and has been the basis for the City's citizen involvement activities. After the adoption of the Citizen Involvement Program, the City Council formed two new advisory committees to provide recommendations to the Council on planning matters. These new groups were the Tualatin Planning Advisory Committee (TPAC), which became the Planning Commission in 2012, and the Urban Renewal Advisory Committee (URAC). URAC provides planning assistance to the Tualatin Development Commission on matters within the Urban Renewal Area, and the Planning Commission provides planning recommendations for the general community.
- (2) The City Council transferred the Citizen Involvement Program responsibility to the Tualatin Planning Advisory Committee in 1976. This responsibility was transferred to the Tualatin Planning Commission in 2012.
- (3) Another advisory group influencing the plan is the Tualatin Park Advisory Committee (TPARK). This committee over-sees the City's park and recreation pro-grams and thus has an interest in the park and recreation element of the Public Facilities Plan, which is also reflected on the community's General Land Use Plan. Both TPAC (changed to the Tualatin Planning Commission) and TPARK have met regularly to review the plan proposals and to take actions recommending this plan to the City Council. Meeting minutes and recordings are available for public review at the Tualatin City Hall. The powers, duties and organizational structure of TPAC (changed to the Tualatin Planning Commission) and TPARK are described in The Tualatin Municipal Code.

(Ord. 1119-02, 10-14-02; Ord. 1414-18, 12-10-2018)

Goals and Policies.

- **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.

CHAPTER 2 - COMMUNITY DESIGN

Purpose.

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.

Goals and Policies.

- **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.

(Ord. 1097-02, 02-11-02)

(Ord. 960-96, §2, 5-28-96)

(Ord. 960-96, §3, 5-28-96)

(Ord. 963-96, §1, 6-24-96; Ord. 1227-07 §1, 2-12-07)

- **Goal 2.3:** Balance the right of free speech, business needs, public wayfinding, 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.

(Ord. 960-96, §4, 5-28-96; Ord. 1120-02, 11-15-02; Ord. 1176-04, 11-22-04; Ord. 1216-06, 7-24-06; Ord. 1261-08 §1, 6-9-08.; Ord. 1302-10 §1, 5-24-10)

CHAPTER 3- HOUSING AND RESIDENTIAL GROWTH

Purpose

This 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 XX](#)) and Housing Strategies ([Appendix XX](#)), 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.

A Housing Needs Analysis examines a city's existing supply of buildable lands (Buildable Lands Inventory), and compares that with projected population growth, in order to identify housing needs for a 20 year period as well as housing and growth policy recommendations based on those needs. Tualatin's housing and residential growth chapter also incorporates Oregon state and Portland metropolitan regional housing policy. The state's housing policy guidance is provided by Oregon Statewide Planning Goal 10 and Oregon Administrative Rule (OAR) 660 Division 7. The Portland metropolitan region's housing guidance is provided by Metro Urban Growth Management Functional Plan Title 7.

Since the Tualatin Comprehensive Plan's initial adoption in the late 1970s, to present, the City's housing and residential growth have changed tremendously as Tualatin has experienced periods of rapid growth on its way from a small town comprised of mostly single-family housing to a medium-sized city with a diverse mix of housing types. Looking forward, as Tualatin's future housing needs and residential growth outlook continue to evolve, Tualatin is committed to regular periodic updates of its Buildable Lands Inventory and Housing Needs Analysis, which are incorporated by reference, and to the extent necessitated by these updates, updated Comprehensive Plan goals, policies, and strategic actions.

Goals and Policies

- **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 home-based 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.
- **Policy 3.1.7 Coordination.** Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin's housing land supply needs.

- **Strategic Actions:**
 - Evaluate opportunities to increase development densities to address deficiencies identified in the Housing Needs Analysis within Tualatin's existing zones by modifying the Development Code.
 - Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
 - Evaluate Tualatin's land supply every two years, and make regular updates to the City's Buildable Lands Inventory and Housing Needs Analysis.

- **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.

 - **Strategic Actions:**
 - Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
 - Develop policies to prevent and address homelessness.
 - Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
 - Evaluate partnerships with organizations to establish a land bank or land trust.
 - Evaluate system development charge financing opportunities.

- **Goal 3.3: Affordable Housing.** Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.

- **Strategic Actions:**
 - Evaluate how best to leverage funds from regional, state, and other sources to support development of affordable housing.
 - Evaluate the establishment of local funding sources for affordable housing such as a construction excise tax.
- **Goal 3.4: Redevelopment.** Encourage timely strategic planning and redevelopment in Tualatin to create new mixed-use residential and commercial planning districts.
 - **Policy 3.4.1 Coordination.** Coordinate economic development planning and housing planning.
 - **Policy 3.4.2 Mixed-use commercial.** Support the application of mixed-use commercial designations that in areas of Tualatin that are suitable for a mix of office, retail commercial, and high-density housing.
 - **Strategic Actions:**
 - Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning 60% or MFI or less.
 - Evaluate incentivizing redevelopment to include a portion of housing that addresses deficiencies identified in the Housing Needs Analysis.
 - Evaluate policies and/or incentives to support redevelopment of underutilized commercial buildings for housing.
- **Goal 3.5: Housing and transportation.** Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.
 - **Policy 3.5.1 Coordinated planning.** Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.
 - **Strategic Actions:**
 - Evaluate development of a design and planning framework for neighborhoods that includes a mixture of housing types, neighborhood uses, and amenities, enabling Tualatin residents to access services and amenities through active modes.
- **Goal 3.6: Residential growth.** Residential growth by annexation or expansion to the Urban Planning Area or Urban Growth Boundary will be coordinated with local, state, and regional governments, districts, and stakeholders.
 - **Policy 3.6.1 Consent-driven annexation.** Only property owners may initiate annexation of property within Tualatin's Urban Planning Areas, including cases involving unincorporated "islands" of property surrounded by land annexed previously. Property owner petitions for annexation may be granted if the petition is in conformance with local, state and regional policies.

- **Policy 3.6.2 Coordination.** Coordination will be made with local, state, and regional governments, districts, and stakeholders on residential growth.
- **Goal 3.7 Residential growth, and the environment.** Plan for housing and residential growth to minimize and mitigate for environmental impacts.
 - **Policy 3.7.1 Environmental protection.** Housing and residential growth policies will be evaluated for consistency with the environmental protection goals and policies of Chapter 7 (Parks, Open Space, and the Environment).

CHAPTER 4 – ECONOMY, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Purpose. The purpose of this chapter is to guide employment uses, planning, and development in Tualatin.

Tualatin’s Buildable Lands Inventory and Economic Opportunities Analysis provide a basis for understanding the current trends and projected demand for new commercial and industrial land.

Goals and Policies.

- **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 4.1.1 Location.** Locate and design areas that allow commercial development in a manner that increases access to goods and services while minimizing traffic impacts, including the location of commercial services where accessible through transit and active transportation modes, the encouragement of mixed use development, and small neighborhood commercial nodes.
 - **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 4.1.3 Design.** Encourage functional and attractive commercial development through standards for site design and landscaping.
 - **Policy 4.1.4 Mixed Use.** Encourage mixed use commercial and residential development.

(Ord. 592-83, §27, 6-13-83; Ord. 827-91, §2, 3-25-91; Ord. 1062.00, §2, 12-11-00; Ord. 1133-03, 3-24-03; Ord. 1062-00, 1-03-01)

(Ord. 1191-05; 6-27-05; Ord. 1321-11 §5, 4-25-11; Ord. No. 1418-19, § 1, 4-22-19)

(Ord. 592-83, §29, 6-13-83. Ord. 1026-99, §6, 8-9-99)

MANUFACTURING PLANNING DISTRICTS

- **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.
- **Policy 4.2.3** Cooperate with Washington County, Metro, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to growing industrial areas.

- **Goal 4.3** Manage industrial impacts to the environment and other uses
 - **Policy 4.3.1** Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards.
 - **Policy 4.3.2** Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.
 - **Policy 4.3.3** Protect adjacent land uses from noise and adverse environmental impacts by adopting industrial noise and environmental impact standards.
 - **Policy 4.3.4** Protect environmentally sensitive areas, including the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.
 - **Policy 4.3.5** Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.
 - **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.
 - **Policy 4.3.7** Administer specific and enforceable architectural and landscape design standards for industrial development.
 - **Policy 4.3.8** Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

(Ord. 592-83, 6-13-83; Ord. 1212-06, 6-26-06; Ord. 1321-11 §6, 04-25-11)

(Ord. 592-83, 6-13-83; Ord. 1212-06, 6-26-06; Ord. 1321-11 §6, 04-25-11)

URBAN RENEWAL

Tualatin has employed Urban Renewal Areas in the Tualatin Central Urban Renewal Plan (1984) and Leveton Tax Increment Plan (1985). Future Urban Renewal Areas may be employed to spur economic development, support infrastructure, and provide housing opportunity accessible to job centers.

CHAPTER 5- OTHER LAND USE

Purpose. The purpose of this chapter is to guide the development of uses other than residential, industrial, commercial, open space, and mixed-use development, such as utilities and institutional uses

(Ord. 849-91, §4, 11-25-91; Ord. 1216-06, 7-24-06)

- **Goal 8.1 Location of public services and utilities.** Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.
 - **Policy 8.1.1 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 8.1.2 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 8.1.3 Compatibility.** Encourage attractive design, screening, and use of landscaping to moderate visual impacts of utilities and public facilities with their urban design context.
 - **Policy 8.1.4 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 8.1.5 Child care siting.** Allow the location of child care facilities within commercial, residential, and light industrial areas consistent with state law.
 - **Policy 8.1.6 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 8.1.7 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 8.2** Location of residential facilities, medical facilities, and religious institutions. Allow flexibility to allow residential facilities, medical facilities, and religious institutions in residential, commercial, and mixed use areas while managing impacts between uses.
 - **Policy 8.2.1** 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 8.2.2** Allow residential facilities and residential homes as permitted uses in all residential planning districts.
 - **Policy 8.2.3** Limit the siting of residential facilities, retirement homes, and medical services in industrial areas.
 - **Policy 8.2.4** Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.

(Ord. 964-96, §3, 6-24-96)

(Ord. 1216-06, 7-24-06)

CHAPTER 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.

(Ord. No. 844-91, §1, 10-14-91)

- **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 6.1.5** Integrate the management of historic resources into public and private land management and development processes.
 - **Policy 6.1.6** 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 6.1.7** 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 6.1.8** 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 6.1.9 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.

(Ord. No. 844-91, §3, 10-14-91. Ord. No. 894-93, §2, 5-24-93)

CHAPTER 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.

Natural Resources.

Renewable and nonrenewable natural resources were listed along with an inventory of soil types, air pollution potentials, and noise pollution potentials.

- (1) *Geology.*
 - (a) *Uplands.* The southern half of the Study Area consists of irregular uplands varying from 250 feet to 550 feet in relief, with several small creeks draining to the north. These uplands grade into a northward-sloping terrace at an estimated elevation of 250 feet.
 - (b) *Low-Lying Areas.* Columbia River Basalt underlies the valley and is covered with a fine-grain sedimentary material consisting of silts and clays. Flood-deposited sand, gravel and boulders occur over some parts of the area.
 - (c) *Tualatin River.* The Tualatin River originates on the eastern slope of the Coast Range. The watershed averages 40 miles long and 25 miles wide, draining 711 square miles before entering the Willamette River. About 1/2 of the watershed is in the valley, where the stream is flat with wide flood plains.
 - (d) *Drainages.* Numerous minor drainages into the Tualatin River within the Study Area have required the development of a Drainage Plan for the City of Tualatin. Major drainage basins within the Study Area are Hedges Creek and Nyberg Creek. Saum Creek and Athee Creek also have substantial drainage areas within the planning area. The majority of drainage structures within the City of Tualatin are open ditches and creeks combined with culverts at road crossings.
 - (e) *Wetlands.* Wetlands are mapped as areas of shallow groundwater tables subject to frequent inundation that have developed vegetation tolerant of abundant soil moisture. Wetlands are often transition areas between uplands and waterways. These areas commonly store flood waters, provide wildlife habitat, and supply primary protection to the adjacent waterway ecosystems. Hedges Creek Wetland is the largest wetland area in Washington County. The Army Corps of Engineers regulates any filling or dredging of the Hedges Creek Wetland.
- (2) *Fish.* A wide variety of fish live in the Tualatin River system. The river supports both migratory fish and resident fish populations.
 - (a) *Migratory.* Migration lasts from late August to early September. During low water periods, flow of the Tualatin River is diverted for irrigation and municipal water use upstream from the Oregon Iron and Steel Company Dam. When low flow periods extend into October and November, migratory fish are prevented from entering the Tualatin River. Increased flow from impoundment of the Scoggins Dam has improved fish passage conditions.

- (b) *Resident.* Warmwater fish caught near the City of Tualatin are primarily large-mouth bass, bluegill, brown bullhead and black crappies. Crayfish are a good indicator of water quality. The crayfish population declined during the late 1950's and early 1960's.
- (3) *Wildlife.* Within the Study Area, there are a variety of habitats that support diverse wildlife fauna. The habitats are composed of a mosaic of forest, grasslands, wetlands, and farm land. The diverse and little-disturbed habitats provide living space for a wide variety of wildlife species. The Technical Memoranda contains a detailed list of species of wildlife in the Study Area from the Oregon Department of Fish and Wildlife. The areas of particular importance to wildlife species are wetlands and riverbank habitats along the Tualatin River and its tributaries.
- (a) *Hedges Creek.* The large wetland directly west of the Tualatin City Center and south of the Southern Pacific Railroad line is one of the most important ecologically significant natural areas. This area has generated considerable interest because of its extensive wildlife and water fowl habitat in close proximity to Portland.
- (b) *Saum Creek.* Saum Creek, located at the eastern end of the Study Area, contains both deciduous and coniferous forest land and is characterized by forests along the Creek.
- (c) *Tualatin River.* The Tualatin River and its flood plain from the western boundary of the Study Area to just past its junction with Fanno Creek has been identified as a wetland and marsh area. The River itself is an important fish migration route. The river and its associated vegetation are important natural habitats.
- (d) *Tualatin River National Wildlife Refuge.* The U.S. Fish and Wildlife Service established the refuge to protect, enhance, and manage an area of high quality and diverse habitats for a variety of migratory birds and resident fish and wildlife. The 3090-acre refuge is located in an area adjacent to the western city limits of Tualatin and includes the Rock Creek drainage and Onion Flats area adjoining SW Cipole Road. One tributary of Rock Creek originates within Tualatin's city limits in an area designated General Manufacturing. The refuge is of particular importance to Tualatin and the metropolitan region as a fish and wildlife habitat and valuable open space.
- (4) *Vegetation.* Vegetation plays a crucial role in the natural processes. It furnishes living space and food for animals, cleanses the environment by acting as a filter for dust and air pollutants, and binds the soil to prevent erosion.
- (a) *Uplands.* Both, conifer forest and mixed conifer/deciduous forest are found on the upland areas. Cleared uplands support pasture or field crops.
- (b) *Lowlands.* Lowlands are characterized by riverbank forests, swamp or marsh.
- (5) *Soils.* Soil types have been mapped from aerial photographs obtained from the Soil Conservation Service. Soils are classified into eight broad groups designated by Roman Numerals I through VIII, indicating progressively greater limitations for crop production. Soil classification expresses the suitability of soils for most kinds of field crops.

- (a) *Fertility.* Over 95 percent of the soils within the Study Area are within Classes I through IV. The Tualatin Valley is a very fertile area with a long history of agricultural use.
- (b) *Suitability.* Most of the soils in the Study Area are not suitable for farming due to the potential for erosion, high water tables, or their shallow, droughty nature.
- (6) *Water Quality.* In the past, the major water quality problem in the City has been pollution of Tualatin River waters. A 1976 report prepared for the Columbia Region Association of Governments by Portland State University states that "the lower Tualatin River appears to be nutrient enriched, eutrophic but not polluted." The report states that the improved water quality is due primarily to summer low-flow augmentation now allowed by the new Scoggins Dam and improved sewage treatment facilities recently constructed along the River. Consequently, the City's major water pollution problem has been solved. The City could have some water quality problems on Tualatin River tributaries due to erosion during construction. These problems are difficult to quantify. However, the City does have some control options over this potential problem.

(Ord. 937-95, §1, 1-9-95)

Natural Hazards.

- (1) *Flooding.* The last three miles of the Tualatin River, about five and one-half miles downstream from the City of Tualatin, consists of a narrow gorge with a vertical drop of nearly 40 feet. Natural reefs occurring upstream limit the River's ability to pass flood flows. The reefs create a natural dam, forcing water to back up and flood into the Tualatin Valley.
 - (a) *Season.* Flooding usually occurs between mid-November and mid-February, due to rainfall and snow melt. Unlike most Oregon streams, the wide, flat flood plains of the Tualatin Valley store large volumes of water that cause the River to peak slowly and remain above flood stage for several days.
 - (b) *Affected Area.* The core area of the City of Tualatin is highly vulnerable to flooding of the Tualatin River. A 100-year frequency flood would cause extensive flooding in the City of Tualatin. It would also flood a large area west and east of the City's downtown and a large area in the northwest portion of the Study Area.
 - (c) *Existing Flood Control.* Present flood control projects on the Willamette River do not appreciably affect flood conditions of the City of Tualatin. Upstream flood control measures on the Tualatin River will provide only limited benefits to the Tualatin Valley, as the key physical constraints occur at the natural reefs downstream.
- (2) *Air Pollution.* The major source of air pollution in Tualatin is motor vehicle traffic. Industrial sources are minor. The Durham sewerage treatment plant is the largest single point source of pollution in the area.

- (a) *Existing Air Quality.* Existing air quality in Tualatin is estimated to be well within allowable limits everywhere except in the immediate vicinity of Nyberg Road and the freeway.
 - (b) *Future Air Quality.* Projections to 1990 suggest that concentrations of all pollutants will meet standards, due to increasingly effective emission controls on new vehicles.
- (3) *Noise Pollution.*
- (a) Noise created by traffic is currently the City's most serious noise problem. New industrial uses will increase industrial noise pollution potential.
 - (b) *Residential.* The control of traffic sounds near residential property needs to be required by ordinance. This can be accomplished through various techniques such as buffering, setbacks and vehicular noise control ordinances.
 - (c) *Industrial.* The City's present industrial noise control ordinance is very restrictive and should be reviewed.
 - (d) *Railroad.* Specific control measures for railroad noise and vibration should be the subject of a study before action is taken on this potential problem.
- (4) *High Groundwater.*
- (a) *Wetlands.* The high groundwater area approximates the Tualatin River flood plain and encompasses all the present wetland area. There are many areas of high groundwater with levels at or near the surface of the ground. This is particularly true during the winter months, when the river level is high and the wetlands are filled with standing water.
 - (b) *Weak soils.* The high groundwater is particularly troublesome in sandy soils, as a "quick" condition may result during excavation for footings and utilities. Organic or plastic clays and peat (all weak soils) may be found almost anywhere throughout the high groundwater area, particularly near present or past wetlands. Since weak soils can result in extraordinary construction requirements and methods, any new construction in the high groundwater area should include a detailed soils investigation and report by a qualified soils engineer or engineering geologist.
 - (c) *Springs.* Springs are prevalent along a line that approximates the southern boundary of the high groundwater area and at other areas identified in the Technical Memoranda. Any construction there requires special treatment to provide for drainage of the springs.

Parks.

- (a) *Developed.* The only developed City park within the corporate City limits is the 23-acre Tualatin Community Park and a new 6.48-acre nature park. The Community Park provides for a broad range of activities for all ages and includes the Tualatin Community Center. Both parks are in the process of being improved.

- (b) *Undeveloped.* There are eight existing City park sites which are currently being developed.
 - (c) *Future.* Conceived as recreational possibilities for neighborhood and broader community use, 14 sites were inventoried. These sites are scattered throughout the urbanized areas of the City. Each site is unique in its own fashion, i.e., setting, topography, views, vegetation, access, or natural wildlife resources.
- (10) *Conservation Management Areas.* These areas comprise some of the City's richest natural and scenic assets and should be maintained in their present rural character. Briefly, these areas are:
- (a) The wetland marsh, bog and ponds.
 - (b) All the flood plain area generally below the 100-year flood line.
 - (c) All creek and drainageways.
 - (d) The Tualatin riverbank areas.
- (12) *School Recreational Facilities.*
- (a) These are areas suitable for play areas for small children and some field activities for older children and adults. These sites would have to be developed via a joint use agreement between the City and the Tigard School District.
 - (b) *Existing.* Tualatin Elementary School.
 - (c) *Future.* New elementary school in south Tualatin and any additional elementary school sites.
- (13) *Other Recreational Facilities.*
- (a) *Private.* The Tualatin Country Club golf course provides a major private recreational facility in the City.
 - (b) *Public.* The City of Tigard maintains Cook Park across the Tualatin River, which is available to residents of Tualatin but has no direct access from Tualatin. The Tigard School District maintains a swim center at Tigard High School that is available for use by Tualatin residents.
- (14) *Views.*
- (a) Unlike the more distinctly contoured geographic sections of other parts of the urban area, Tualatin does not have spectacular views. Views of scenic areas in Tualatin are very subtle.
 - (b) *Features.* The most important views are of the drainages, bogs and wetlands; the Tualatin River; and outstanding groups of trees.
 - (c) *Location.* The most important view areas are the marsh and wetlands running in an east-westerly direction. In the southern portion of the City, there are occasional views through the vegetation to Mt. Hood, Mt. Scott, Kerr Mountain, Bull Mountain and Cooper Mountain. Particularly important views of Mt. Hood occur when looking easterly along Nyberg, Sagert and Avery Streets.

PARKS AND RECREATION

Background.

- (1) Tualatin is fortunate to have significant natural features which provide the City with excellent opportunities for outdoor recreation in attractive settings. The Tualatin River and the area's many small creeks provide opportunities for water-oriented recreation and greenway loops connecting various parts of the City. Several forested and wetland areas remain undeveloped and available for the neighborhood park types of recreation as well as for natural areas. Because of Tualatin's rapid development, the City must aggressively promote the acquisition of park lands before they are developed for other uses.
- (2) It is the basic premise of this Plan that Tualatin should develop the highest-quality park and recreation system to offset the effects of large amounts of industrial and commercial growth that are proposed for the central portions of the City. While the City's commercial and industrial development will be reviewed through the City's Architectural Review process, an atmosphere of intensive development will remain that can be partially offset by large amounts of open space land that are visible and accessible to the public. Additionally, the property values of this new commercial and industrial development should create a favorable financial environment, enabling the City to maintain a reasonable tax rate, while providing a high-quality recreation system.
- (3) 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.

(Ord. 608-83, §1, 9-26-83; Ord. 948-95, §1, 8-14-95; Ord. [1427-19](#), §§ 11, 49, 11-25-19)

Parks and Recreation Master Plan Goals.

More detailed goals and objectives are found in the adopted Tualatin Parks and Recreation 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 4: Activate parks and facilities through vibrant programs, events, and recreational opportunities for people of different ages, abilities, cultures, and interests.

- Goal 5: Support the arts through programs, parks, and public spaces that reflect Tualatin's identity, heritage, history, and expressive character.
- Goal 6: Promote Tualatin's unique identity, economic vitality, tourism through parks, natural resources, historic preservation, events, programs, and placemaking.
- Goal 7: Manage, administer, and maintain quality parks, facilities, and programs through outstanding customer service, stewardship, and sustainable practices.

Natural Resources: Wetlands and Natural Areas Plan.

- (1) In October 1994, the City initiated preparation of the Wetland and Natural Areas Plan as Periodic Review Work Tasks 3 and 4 of the 1993 City of Tualatin Periodic Review as approved by the Oregon Land Conservation and Development Commission (LCDC). The purpose of the plan is to inventory natural resources in the Tualatin Planning Area, identify Significant Natural Resources and provide a plan that preserves, conserves or allows development of the resources. The natural resources include wetlands, stream and riparian areas, and open spaces which consist of upland forests and meadows, and unique geologic areas and features such as the Tonquin Scablands. The Plan recommends requirements for protecting Significant Natural Resources designated in the Natural Resource Protection Overlay District as Greenways and Natural Areas.
- (2) The Wetlands and Natural Areas Plan consists of:
 - (a) An inventory of natural resources within Tualatin's Planning Area, The City of Tualatin Natural Resource Inventory and Local Wetlands Inventory (December, 1995).
 - (b) Significant Natural Resource Criteria. (TDC 72.011)
 - (c) Significant Natural Resource List (TDC 72.013) and Map 72-3.
 - (d) Significant Natural Resource management programs such as the TDC Chapter 15.110 Objectives, the Natural Resource Protection Overlay District (NRPO), and shift of density provisions for residential Planning Districts.
 - (e) Wetlands and Natural Areas Plan Designations Map, (Natural Resource Protection Overlay District Map 72-1, TDC).
 - (f) Goal 5 Natural Resource Planning Analysis Conflicting Uses and Economic, Social, Environmental and Energy consequences of a decision to protect or not protect a significant resource. (Winterowd Planning Services Report, 1997).

(Ord. 979-97, 7-14-97; Ord. [1427-19](#) , § 13, 11-25-19)

Goals and Policies

- **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.

- **Policy 7.1.1** Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.
- **Goal 7.2** Balance natural resource protection and growth and development needs.
 - **Policy 7.2.1** Provide incentives and alternative development standards such as reduced minimum lot sizes and building setbacks for property owners to preserve the natural resource while accommodating growth and development.
 - **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.
 - **Policy 7.2.3** Except in Wetland Natural Areas, allow public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses.
 - **Policy 7.2.4** Except in Wetland Natural Areas, allow the replacement of existing structures with structures in the same location that do not disturb additional riparian surface.

The following are the objectives of the Wetlands and Natural Areas Plan. The objectives are to:

(Ord. 9779-97, §7, 7-14-97; Ord. [1427-19](#), § 14, 11-25-19)

CHAPTER 8 - TRANSPORTATION

Purpose. 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.

Public Facilities and Services.

- (1) *Transportation.* The following is a summary of the current condition of the transportation modes serving Tualatin from the 2012 Tualatin Transportation System Plan Update (TSP) Technical Memorandum, December 2012):
 - (a) *Pedestrian:* Pedestrian facility needs include: fill sidewalk gaps on several arterials and collector streets; narrow or obstructed sidewalks; wide or angled crosswalks at intersections; and difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core). Most of the pedestrian crashes reported in the 5-year crash study time frame occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.
 - (b) *Bicycle:* Existing bicycle facilities in Tualatin have a few gaps and challenging connections such as: difficult left-turn maneuvers; constrained environment; difficult areas with low bike visibility; bike lanes outside of turn lanes; obstacles within the bike lanes; and gaps in the network. In addition to these needs, there are a number of high-crash locations. Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road, as well as the SW Nyberg Road interchange ramps at I-5.
 - (c) *Multi-Use Paths:* Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed; once the system is complete, the multi-use path network will be more comprehensive.
 - (d) *Transit:* TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. Because of the limitations of service during off-peak hours, non-commuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit: service connecting the west side of Tualatin

to the downtown core; Park-and-rides in the west and south areas of Tualatin; extended service hours, including weekend service; and more direct connections to places other than downtown Portland.

- (e) *Roadways:* Some of the existing roadways do not meet City, County, or State design standards. Further, a number of major roadways intersect with other roadways at a skew. This creates sight distance limitations and, thus safety concerns.

The two most highly-traveled roadways are SW Tualatin-Sherwood Road and SW Nyberg Road with over 20,000 vehicles per day. SW Tualatin Road and SW Boones Ferry Road corridors have 10,000 vehicles daily at multiple locations. Additionally, SW Tualatin-Sherwood Road carries a large amount of heavy vehicles, around 11.5 percent, with SW Boones Ferry Road carrying 8.4 percent heavy vehicles (compared with the average road in the Portland Metro area, which typically carries 2-4 percent heavy vehicles). Appendix B of the TSP Technical Memorandum (December 2012) provides a full description of existing (2011) roadway conditions, while Appendix C provides a description of future (2035) forecasted roadway conditions.

In the existing conditions analysis only two intersections—SW Martinazzi Avenue and SW Sagert Street, as well as SW Teton Avenue and SW Tualatin Road, were found to have greater congestion than mobility standards allow. In the future (2035) the number of intersections not meeting operations standards grew to twelve.

Key needs identified for the street system include: improved roadway connectivity; improved travel time along congested corridors; intersection improvements; and upgrading roadway geometries. Additionally, safety is a concern for the community, and safety issues were identified at the following intersections: SW Tualatin-Sherwood Road and SW Boones Ferry Road, and SW Nyberg Street and I-5 southbound off ramps.

- (f) *Freight Routes:* The needs of the freight system are consistent with those identified in the Street System Plan. Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system.
- (g) *Rail:* Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains. PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.
- (h) *Pipelines and Transmission Systems:* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to

increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

- (i) *Air*: There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.
 - (j) *Water*: The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.
- (11) *Bikepaths and Footpaths*.
- (a) An existing bike and footpath system has been implemented in some sections of the City.
 - (b) Future extensions of the existing bike and footpath systems were proposed to provide the City with a complete network of trails. This system was mapped in over-lay fashion as part of the Technical Memoranda.

Background.

The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals. To do this, the TSP looks at the needs of its residents, businesses, employees, and visitors - now (Year 2012), and what is expected for the future (Year 2035). TSPs are required by the state of Oregon for all cities with populations greater than 2,500 people. The current TSP (December 2012) is a major update of the TSP that was adopted in 2001, with analysis completed in 2000. The TSP considers the diverse needs of all users of the City's transportation network, and sets out recommendations that will serve the needs of transit riders, bicyclists, pedestrians, freight traffic, and drivers.

The TSP has been prepared in compliance with state, regional, and local plans and policies, including the Oregon Highway Plan (OHP), the state Transportation Planning Rule (TPR), Metro's Regional Transportation Plan (RTP), Metro's Regional Transportation Functional Plan (RTFP), Washington and Clackamas Counties Transportation System Plans, and Tualatin's Comprehensive Plan. The TSP presents a vision specific to the City's transportation future, while remaining consistent with these state, regional, and local plans. Plan elements will be implemented by the City, private developers, and regional, or state agencies.

The Comprehensive Plan and TSP work together to set the policy framework guiding the growth and operation of the city's transportation system, as well as a refined set of

specific projects identified for implementation to improve particular elements of the overall system. *Regulatory Requirements.* The TPR (OAR 660-012), developed by the state Department of Land Conservation and Development (DLCD) in accordance with state law, and Oregon Revised Statute (ORS) 197.712 guide preparation of the TSP and require that jurisdictions develop the following:

- (a) A road plan for a network of arterial and collector roads;
- (b) A public transit plan;
- (c) A bicycle and pedestrian plan;
- (d) An air, rail, water, and pipeline plan;
- (e) A transportation financing plan;
- (f) Policies and ordinances for implementing the TSP.

The TPR requires that alternate travel modes including cycling, walking, and transit, be given equal consideration with automobile travel and states that reasonable effort must be applied in the development and enhancement of alternate modes in Tualatin's future transportation system. Local jurisdictions must also coordinate their plans with relevant state, regional, and county plans and amend their own ordinances to implement the TSP.

Metro also requires that TSPs meet certain requirements that have been adopted in the RTP and RTFP. Local TSPs must:

- (a) Establish an arterial street network, considering Metro's street design concepts and include a conceptual map of new streets;
- (b) Implement access management standards;
- (c) Include policies, standards, and projects that connect to transit stops;
- (d) Develop a transit plan consistent with the regional transit functional plan;
- (e) Develop pedestrian, bicycle, freight, parking, and transportation system management plans;
- (f) Ensure that regional transportation needs are incorporated into the TSP;
- (g) Include regional transportation goals for mode share and vehicles miles traveled.

Study Area. In December 2002, Metro expanded the Portland Urban Growth Boundary (UGB). This expansion included lands bordering Tualatin's Planning Area boundary that are intended to develop in the future for industrial uses. Following studies of impacts of these expansions, the city's TSP (2001) was amended to incorporate these new lands.

- (a) The City of Tualatin, in conjunction with ODOT, initiated a study of a 23 acre area south of Highway 99W and west of SW Cipole Road in 2004. The Northwest Tualatin Concept plan addressed the impacts of developing this area for industrial uses. A technical analysis was prepared for the Concept Plan, following

requirements of the TPR, that specifically addressed the transportation needs associated with developing the concept plan area at urban densities. Development of the Concept Plan was guided by input from an 11-member Technical Advisory Committee (TAC) that met four times during the planning process. The TAC included representatives from the City of Tualatin, ODOT, Washington County, Bonneville Power Administration (BPA), Metro, U.S. Fish and Wildlife Service (representing the Tualatin River National Wildlife Refuge), Portland General Electric (PGE), Clean Water Services (CWS), and TriMet. Mailing to stakeholders and a public open house were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Northwest Tualatin Concept Plan area were accepted by the City Council on June 13, 2005.

- (b) The City of Tualatin, in conjunction with ODOT, initiated a study of a 431-acre area south of SW Tualatin-Sherwood Road and west of the Portland & Western railroad tracks in 2004. In 2010, the City analyzed this area plus an additional 183-acres south of the Concept Plan area. The Southwest Tualatin Concept Plan addressed the impacts of developing this area for industrial uses, particularly the portion of the area designated as a "regionally significant industrial area." A technical analysis was prepared for the Concept Plan, following the requirements of the TPR that specifically addressed the transportation needs associated with developing the Concept Plan area at urban densities. Development of the Concept Plan was guided by input from a 31-member TAC that met 12 times during the planning process. The TAC included representatives from the Cities of Tualatin, Sherwood, and Wilsonville; Metro; ODOT; DLCD; Washington County; PGE; BPA; CWS; Oregon Department of Geology and Mineral Industries; Coffee Creek Correctional Facility; Tualatin Valley Fire & Rescue (TVF&R); TriMet; Genessee and Wyoming Railroad; and property owners from the Tonquin Industrial Group, the Itel properties area and from Tigard Sand & Gravel. Mailings to stakeholders and four public open houses were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Southwest Tualatin Concept Plan area were accepted by the City Council on October 11, 2010.
- (c) The study area for the current Tualatin TSP (2012) is comprised of the Tualatin Planning Area boundary, with one addition—the Basalt Creek planning area between Tualatin and Wilsonville. This area outside of the Planning Area Boundary, but within the study area, was included because of the transportation impact that it could have on the City's transportation network associated with the potential development of residential and employment areas. The study area is shown on several of the TSP's figures, including Figure 11-1 Functional Classification Plan.

(Ord. 1151-03, 11-10-03; Ord. 1103-02, 3-25-02; Ord. 1191-05, 6-27-05; Ord. 1321-11 §13, 4-25-11; Ord. 1354-13 §36, 02-25-13)

Goals and Objectives.

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.

Objectives:

- (a) Improve travel time reliability/provide travel information for all modes including freight and transit.
- (b) Provide efficient and quick travel between points A and B.
- (c) Provide connectivity within the City between popular destinations and residential areas.
- (d) Accommodate future traffic, bicycle, pedestrian, and transit demand.
- (e) Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and pedestrians.
- (f) Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.
- (g) Increase access to key destinations for all modes.

Goal 8.2: Safety. Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.

Objectives:

- (a) Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.
- (b) Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.
- (c) Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.
- (d) Provide a secure transportation system for all modes.

Goal 8.3: Vibrant Community. Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.

Objectives:

- (a) Produce a plan that respects and preserves neighborhood values and identity.
- (b) Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.
- (c) Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.
- (d) Support a livable community with family-friendly neighborhoods.

- (e) Maintain a small-town feel.

Goal 8.4: Equity. Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:

- (a) Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.
- (b) Consider access to transit for all users.

Goal 8.5: Economy. Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:

- (a) Support a vibrant city center and community, accessible to all modes of transportation.
- (b) Support employment centers by providing transportation options to major employers.
- (c) Increase access to employment and commercial centers on foot, bike, or transit.
- (d) Consider positive and negative effects of alternatives on adjacent residential and business areas.
- (e) Accommodate freight movement.
- (f) Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

Goal 8.6: Health/Environment. Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:

- (a) Provide active transportation options to area schools to reduce childhood obesity.
- (b) Promote active transportation modes to support a healthy public and children of all ages.
- (c) Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.
- (d) Consider air quality effects of potential transportation solutions. Protect park land and create an environmentally sustainable community.
- (e) Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

Goal 8.7: Ability to Be Implemented. Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:

- (a) Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.
- (b) Evaluate potential options for consistency with existing community, regional, and state goals and policies.
- (c) Strive for broad community and political support.
- (d) Optimize benefits over the life cycle of the potential option.
- (e) Consider transportation options that make the best use of the existing network.
- (f) Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

(Ord. 1103-02, 3-25-02; Ord. 1224-06 §2, 11-13-06; Ord. 1354-13 §36, 02-25-13)

Functional Classification Plan.

- (1) A city's functional classification plan defines the intended operations and character of roadways within the overall transportation system including standards for roadway and right-of-way width, access spacing, and pedestrian and bicycle facilities. The City of Tualatin's functional classification system applies to roadways owned by the City, the County, and the State, and includes principal arterials, major arterials, minor arterials, major collectors, minor collectors, connector, and local roads. Figure 11-1 presents the updated functional classification plan for the City of Tualatin.

The arterial roadways carry a high number of vehicles including transit and freight vehicles, and provide mobility with few opportunities for local access. Collectors assemble traffic from a neighborhood or district and deliver it to the closest arterial street. Collectors serve shorter trip lengths than arterials and have more local access opportunities. Both arterials and collectors within Tualatin are owned by a variety of agencies including the City, ODOT, and Clackamas and Washington Counties. The roadway owners are responsible for maintenance and upkeep on the roadways and they make decisions on upgrades to their facilities. TSP Technical Memorandum (December 2012) describes the functional classifications and the purpose they are intended to serve in more detail; Appendix A, Plan and Policy Review, of the TSP Technical Memorandum provides a detailed description of the various policies associated with roadway ownership.

There are a number of existing freight and truck routes through the City designated by the City, the State, and the Federal government. These routes have specific design criteria and mobility standards to ensure that these roadways serve freight traffic.

Policy Area 8.8 Functional Classification Policies. Functional classification policies support the City's transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

Policy 8.8.1 Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.

Policy 8.8.2 Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.

Street Design Standards. Street design standards by functional classification are included in TDC Section 74.425.

The RTP's Regional Street Design System describes typical features of its street design designations. For comparison purposes, Metro's Regional Street Design System map has been recreated in Figure 11-2. The Tualatin TSP's street design standards for roadways shown on the RTP Regional Street Design System map are generally in conformance with the RTP's concepts, particularly in the areas of pedestrian and bicycle lanes, landscape strips, and medians or center turn lanes.

(Ord. 1151-03, 11-10-03; Ord. 1103-02, 3-25-02; Ord. 1191-05; 6-27-05; Ord. 1354-13 §36. 02-25-13)

Street System Modal Plan. The street system modal plan consists of several sections: a listing of street urban upgrades and new streets, other intersection-specific or non-capacity streets projects, access management policies, and traffic operation standards. This modal plan is included in its entirety in the TSP Technical Memorandum (December 2012) and pertinent sections are included in this chapter of the Comprehensive Plan.

- (2) Summary of Limitations and Needs of Street System. Key needs identified for the street system include:
 - (a) Improved Roadway connectivity. New roadway connections should be explored to improve east-west connectivity south of SW Tualatin-Sherwood Road and north-south regional connectivity. Metro RTP policies related to a complete street system identify one-mile spacing between major arterial streets with collector streets or minor arterials spaced a half-mile apart.
 - (b) Improved travel time along congested corridors. Focus on reducing vehicle delay on key corridors.
 - (c) Intersection improvements. Address intersection delay and intersection issues in congested areas.
 - (d) Upgrading roadway geometries. City design standards for roadway width, sidewalks, and bicycle facilities should be followed where specific deficiencies have been identified.

- (e) Additionally, safety is a concern for the community. Safety issues were identified at the following intersections:
 - (i) SW Tualatin-Sherwood Road and SW Boones Ferry Road
 - (ii) SW Nyberg Street and I-5 southbound off ramps.

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.

- (4) *Local Streets Plan.* The RTP calls for cities to identify all contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development and to prepare a conceptual new streets plan map. Figure 11-3 presents the City of Tualatin's Local Streets Plan. The intent of this map is to identify the locations of future street connections and desired connections within future development that promote a connected street system. The endpoints of the connections should be considered fixed, unless the Community Development Director or their designee determines that an alternate connection point is preferable due to safety, operations, improved connectivity concerns, or environmental impacts. The routes connecting endpoints may vary, as long as a reasonably direct route between the two points is provided.
- (5) *Access Management.* Access management is important to maintain traffic flow and ensure safety on the City's arterial street network, including SW Tualatin-Sherwood Road, Oregon Highway 99W (OR 99W), and other high-traffic routes. Limiting the number of points where traffic can enter and exit reduces potential conflict points, improves roadway performance, and reduces the need for capacity expansion. The City manages access through Chapter 75 of the TDC; that chapter details where access is permitted on arterial and collector roads within the City. Tualatin must coordinate with Washington and Clackamas Counties and ODOT to manage access on roads the City does not own, including SW Tualatin-Sherwood Road, SW Cipole Road, SW 65th Avenue, SW Borland Road, and sections of SW Boones Ferry Road. Chapter 75 of the TDC, most recently updated in 2012, has specific access standards for each arterial road within Tualatin. It provides recommendations for future changes on specific roads, as well as potential solutions for access issues.

Policy Area 8.10 Access Management Policies. Access management policies are:

Policy 8.10.1 No new driveways or streets on arterial roadways within the City, except where noted in the TDC, Chapter 75, usually when no alternative access is available.

Policy 8.10.2 Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.

Policy 8.10.3 Adhere to intersection spacing included in Chapter 75 of the TDC.

Policy 8.10.4 Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.

Policy 8.10.5 Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.

Policy 8.10.6 No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.

Policy 8.10.7 On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

- (6) *Traffic Operations Standards.* This section includes a discussion of standards included in the OHP, ODOT's Highway Design Manual (HDM), and the TPR and City documents for local roadways. Based on the preferred system for operational analysis, there are four intersections that do not meet jurisdictional standards after mitigation strategies are included. These intersections that experience operational constraints are in the SW Lower Boones Ferry Road/I-5 interchange area, and are due to the additional motor vehicle trips associated with the widening of SW Boones Ferry Road from SW Martinazzi Avenue to SW Lower Boones Ferry Road.

The first mitigation strategies developed explored transportation system management techniques (maximizing operations at intersections through signal timing adjustments and/or phasing adjustments). If system management techniques did not achieve acceptable jurisdictional operations, localized capacity improvements were explored (for example, a new turn pocket). Generally these improvements allowed for adequate signal operations under a mitigated scenario.

There were some intersections located in the downtown core area that were not able to meet jurisdictional standards without the implementation of significant capacity and/or roadway widening improvements. These types of major infrastructure improvements were deemed to be too impactful to the downtown core and were not included in the final preferred system improvements. The downtown Tualatin area is designated a Town Center by Metro, and using that designation, Town Centers are allowed to not meet jurisdictional standards. Alternate standards for Town Centers in the RTP are based on a two-hour peak hour. The standard volume to capacity ratio (v/c) for the first peak hour is 1.1, and for the second peak hour is 0.99. These intersections meet the RTP standards, and there is no need for additional alternate mobility standards.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

Transit Modal Plan.

- (1) Public transit in Tualatin is envisioned to be multi-faceted by including local and express bus service, commuter rail, potential high capacity transit, and local transit shuttle services. In addition, the community's vision for public transit includes improvements in the quality of transit service, as well as land uses that better

complement and encourage use of transit in downtown Tualatin. Figure 11-5 presents the updated transit system for the City of Tualatin.

- (2) *Summary of Limitations and Needs for Transit.* TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. According to the Conceptual Linking Tualatin Plan (Draft 2012), over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Because of the limitations of service during off-peak hours, non-commuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit:
- (a) Service connecting the west side of Tualatin to the downtown core;
 - (b) Park-and-rides in the west and south areas of Tualatin;
 - (c) Extended service hours, including weekend service;
 - (d) More direct connections to places other than downtown Portland.

Additional needs for transit stops include direct and safe access to transit stops and bicyclist and pedestrian amenities at stops, especially where transit riders are able to transfer lines or modes.

Policy Area 8.11 Transit Policies. The City of Tualatin's policies on public transit are as follows:

Policy 8.11.1 Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.

Policy 8.11.2 Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.

Policy 8.11.3 Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.

Policy 8.11.4 Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.

Policy 8.11.5 Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.

Policy 8.11.6 Develop and improve pedestrian and bicycle connections and access to transit stops.

Policy 8.11.7 Encourage higher-density development near high-capacity transit service.

Policy 8.11.8 Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency

improvements and the possible inclusion of a second WES station in south Tualatin.

In addition to the transit policies included here, Bicycle and Pedestrian Policies, Policy 8.12.7 and Policy 8.12.8 , are applicable to transit.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

Pedestrian, Bicycle, and Multi-Use Path Modal Plan.

- (1) This modal plan describes pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street upgrades. Figure 11-4 presents the updated bicycle and pedestrian system for the City of Tualatin.
- (2) Summary of Limitations and Needs for Bicycle and Pedestrian Facilities. This section summarizes limitations and needs for bicycle and pedestrian facilities, and multi-use paths. A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B of the TSP Technical Memorandum (December 2012).
 - (a) *Bicycle Facility Needs.* Existing bicycle facilities in Tualatin have a few gaps and challenging connections:
 - (i) Difficult left-turn maneuvers;
 - (ii) Difficult areas with low bike visibility;
 - (iii) Bike lanes outside of turn lanes;
 - (iv) Obstacles within the bike lanes;
 - (v) Gaps in the network; and
 - (vi) In addition to these needs, there are a number of high-crash locations.

Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road; as well as, the SW Nyberg Road interchange ramps at I-5.

- (b) *Pedestrian Facility Needs.* Pedestrian facility needs include:
 - (i) Fill sidewalk gaps on arterials and collector streets at:
 - (a) Sections of SW Herman Road;
 - (b) Sections of SW Grahams Ferry Road;
 - (c) Sections of SW Boones Ferry Road;
 - (d) SW Blake Street between SW 105th and SW 108th Avenues;
 - (e) SW Sagert Street overpass over I-5; and
 - (f) SW 105th Avenue between SW Paulina Drive and SW Blake Street.
 - (ii) Narrow or obstructed sidewalks.

- (iii) Wide or angled crosswalks at intersections.
 - (iv) Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core).
 - (v) Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.
- (c) *Multi-Use Path Needs.* Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths; as well as, to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect. Signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

Policy Area 8.12 *Bicycle and Pedestrian Policies.* The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

Policy 8.12.1 Support Safe Routes to Schools (SRTS) for all Tualatin schools.

Policy 8.12.2 Work with partner agencies to support and build trails.

Policy 8.12.3 Allow wider sidewalks downtown for strolling and outdoor cafes.

Policy 8.12.4 Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).

Policy 8.12.5 Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.

Policy 8.12.6 Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.

Policy 8.12.7 Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.

Policy 8.12.8 Ensure that there are bicycle and pedestrian facilities at transit stations.

Policy 8.12.9 Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.

Policy 8.12.10 Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

- (4) *Bicycle Boulevards.* Currently, there are no existing bicycle boulevards in Tualatin, though Washington County has bicycle boulevard policies and design standards.

Bicycle boulevards are roadways that use a variety of design treatments to reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, to create a safer and more comfortable environment for all users. Bicycle boulevards may include a variety of applications ranging from minor street signing enhancements (such as shared lane markings) to larger scale projects (for example, bike-only access at intersections, traffic diverters). Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Traffic controls along a boulevard may assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes.

Bicycle boulevards work best in well-connected street grids, where riders can follow intuitive and reasonably direct routes. Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic. Bicycle boulevards are generally located on streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets passing through residential neighborhoods. Typically a bicycle boulevard would be located on a street where vehicles travel less than 30 miles per hour and average daily traffic volume is less than 3,000 vehicles (in both directions).

Proposed bicycle boulevards in Tualatin are shown on Figure 11-4. These are all low volume, low speed streets that connect neighborhoods with roadways and trails where bicycle infrastructure investments have been made. As a short-term action, the City should consider signing these roadways as bicycle routes, and monitor usage on an annual basis. As bicycle usage increases, and bicyclists and drivers become more used to sharing travel lanes, further investments could be considered to enhance safety for bicyclists.

(Ord. 1103-02, 3-25-2002; Ord. 1354-13 §36, 02-25-13; Ord. 1367-14 §1, 02-24-14)

Freight Plan.

- (1) Efficient truck movement plays a critical role in the economic wellbeing and development of Tualatin. Trucks must be able to access commercial, industrial, manufacturing, distribution, and other employment areas both in Tualatin and connecting to the regional system. Future commercial/industrial uses are expected to be located consistent with the land uses identified in the Comprehensive Plan, which matches the current planning district designations, as codified in the TDC.
- (2) The freight network illustrated in Figure 11-6 is largely consistent with the functional classification plan (Figure 11-1), which strives to connect industrial and manufacturing uses to the regional and state transportation network via a series of major and minor arterial roadways. The movement of raw materials and finished products via designated truck routes provides for efficient movement of goods while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Federally and state designated truck routes, part of the National Highway System (NHS), have been identified on I-5 and OR 99W. Metro identifies "road connectors" in the RTP freight network on SW 124th Avenue, SW Tualatin-Sherwood Road, SW Lower Boones Ferry Road, and SW Boones Ferry Road. The City of Tualatin designates additional truck routes on roadway facilities

that connect commercial/industrial districts within the City to major arterials and, ultimately, to OR 99W, I-5, and I-205.

- (3) The needs of the freight system are consistent with those identified in the Street System Plan. Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system. All new roadways should be built to current City design standards to meet the operational needs of trucks on designated truck routes.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

Rail Plan.

- (1) Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains described in the Transit section.

There are 13 gated public railroad crossings in Tualatin and a number of additional driveways or private roads that cross the railroad. The private crossings are stop controlled, but not signalized. Freight trains have the right-of-way at all intersections. The low number of trains does not present a large safety concern in the City, and recent Quiet Zone work done in conjunction with the north-south WES rail line opening added gates at all public crossings.

- (2) PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.

Policy Area 8.13 Freight Rail Policies. Following are policies for freight rail:

Policy 8.13.1 Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods

Policy 8.13.2 Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.

Policy 8.13.3 Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines.

Passenger Rail Policies. The City of Tualatin's policies on public transit are described in Policy Area 8.11 as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

Water, Pipeline, and Air Plan.

This section includes the Water, Pipeline and Air Plans.

- (1) *Water Plan.* The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.
- (2) *Pipeline Plan.* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.
- (3) *Air Plan.* There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

Transportation Demand Management.

- (1) The TPR requires all cities with populations greater than 25,000 people to develop a Transportation Demand Management (TDM) Plan. The RTP also requires that TDM strategies be used to encourage alternative transportation modes and achieve higher vehicle occupancy targets. TDM measures are designed to change travel behavior in order to reduce the need for more road capacity and improve performance of the road system. Typical TDM projects include encouraging use of travel modes other than the auto, ride sharing, and measures to reduce the need for travel—such as telecommuting policies.

TDM policies and projects can be cost-effective ways to reduce congestion by encouraging the use of other modes, reducing the need for travel or reducing the number of vehicle miles driven. The City of Tualatin can implement a range of TDM measures to manage travel demand, in conjunction with partner organizations in many cases. Providing bicycle, pedestrian, and transit infrastructure can be effective means to encourage drivers to switch to other modes. Many of the pedestrian, bicycle, and transit improvements proposed in other sections of the TSP can be considered TDM measures as they encourage use of travel modes other than the auto. In addition to these infrastructure projects, a number of strategies are applicable to Tualatin, as discussed in detail in the TSP Technical Memorandum (December 2012).

Policy Area 8.14 Transportation Demand Management Policies. The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:

Policy 8.14.1 Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.

Policy 8.14.2 Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs

Policy 8.14.3 Explore the use of new TDM strategies to realize more efficient use of the City's transportation system

Policy 8.14.4 Support Washington County's regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips

Policy 8.14.5 Promote the use and expansion of the Tualatin Shuttle program.

- (3) Metro Modal Targets. Metro in its 2035 RTP established modal targets for how residents in the region will make trips in 2040. These are separated out by regional designations. Tualatin has a number of designations within the City limits, as described in the following sections and shown in Figures 9-4 (Design Type Boundaries) and 11-2 (Metro Regional Street Design System).
- (a) *Town Center*. This designation is consistent with the Town Center Plan study area, centered on the Lake of the Commons and includes land south of the Tualatin River and west of I-5, including the Tualatin Community Park. The western Boundary is SW 95th Avenue south to SW Tualatin-Sherwood Road, and then southern boundary is SW Tualatin-Sherwood Road to approximately SW Boones Ferry Road then continues east near SW Warm Springs Street.
 - (b) *Corridors*. There are a number of corridors in Tualatin: SW Tualatin-Sherwood Road is a regional street, along with 99W, SW 124th Avenue, and SW Tualatin Road. SW Boones Ferry Road is a community street, and SW Tualatin-Sherwood Road/SW Nyberg Street in downtown are community boulevards. Regional arterials include 99W, SW 124th Avenue, SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Herman Road, SW Nyberg Street, SW Sagert Street, SW Borland Road, and SW 65th Avenue.
 - (c) *Employment Land*. Most of western Tualatin is employment land south of SW Tualatin Road and west of the railroad tracks.
 - (d) *Parks and Natural Areas*. Hedges Creek is designated a park and natural area, along with many of the other greenway areas including Nyberg Creek Greenway, Saum Creek, and other City parks.
 - (e) *Neighborhoods*. Neighborhood areas include southern Tualatin near SW Boones Ferry Road, northern Tualatin north of SW Tualatin Road, and eastern Tualatin excluding the hospital area and the greenways and parks.
 - (f) These designations have modal targets associated with them, as seen in Table 11-1. The non-drive-alone modal target for Tualatin is 45—55 percent in the Town Center and Station Community, and 40—45 percent for the employment land, parks and natural areas, and neighborhoods.

(Ord. 1103-02, 03-25-02; Ord. 1321-11 §15, 4-25-11; Ord. 1354-13 §36, 02-25-13)

Transportation System Management.

- (1) Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

(Ord. 1354-13 §36, 02-25-13)

Parking Plan.

- (1) The City owns several public parking lots in downtown Tualatin to support denser development in the City's core area. A separate taxing district has been created to support ongoing maintenance and operations of these parking lots. The City completed a study in 2011 which identified that the existing parking supply is sufficient to meet the parking demand in downtown Tualatin.
- (2) The RTFP requires parking policies and a parking plan in a TSP or other planning document. The current TDC includes parking minimums and is compliant with this requirement.

(Ord. 1354-13 §36, 02-25-13)

Implementation.

- (1) The project table for each modal plan in the Tualatin TSP Technical Memorandum (December 2012) includes recommendations for applicable funding sources. Additionally, the relative importance of TSP projects are identified in the project tables, based on community goals, the magnitude of the deficiency or issue that the project addresses, and the ability to secure funding, conduct engineering, and build a project. Appendix E of the TSP Technical Memorandum (December 2012) provides a detailed description of transportation funding and improvement costs for all of the TSP's recommendations.
- (2) A variety of established federal, state, regional, and local funding sources are available to fund future transportation projects in the Tualatin TSP Technical Memorandum (December 2012), depending on the eligibility requirements. Implementation of TSP projects will depend on funding and community priorities.
- (3) Prioritization. Prioritization of projects within the TSP Technical Memorandum (December 2012) is separated into three categories: short-term, medium-term, and long-term. Short term projects are expected to be built within zero—five years, while medium-term are five—ten years, and long-term projects are expected to be built in the 10—20 year time frame. Prioritization is determined based on a combination of

the most important projects to implement first, the ease of implementation, and the potential cost—some projects will take a number of years to identify and secure funding. Some projects will also need regional coordination and support, which may take time to secure an agreement. Prioritization is an estimate: long-term projects may be implemented sooner than 10—20 years due to funding becoming available, a high degree of community support or other factors. The suggested priority for projects in the TSP Technical Memorandum (December 2012) is a general guide and not a required timeframe.

The City will need to periodically update the TSP, and will review the need and timing for longer-term improvements at those times. Prioritizing specific near-term projects will occur annually when the City updates its five-year financial plan and prepares its capital improvement plan (CIP) for the following year. Future road improvements or related transportation projects listed or not listed in the TSP Technical Memorandum (December 2012) are not required to be reviewed and approved through a land use process.

The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

**Table 8-1
Metro Modal Targets**

2040 Regional Designation	Non-drive-alone Modal Target	2040 Regional Designation	Non-drive-alone Modal Target
Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%	Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%
Industrial Areas Freight Intermodal Facilities Employment Areas	40—45%	Industrial Areas Freight Intermodal Facilities Employment Areas	40—45%

Inner Neighborhoods Outer Neighborhoods		Inner Neighborhoods Outer Neighborhoods	
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Source: Metro's 2035 RTP

CHAPTER 9 - PUBLIC FACILITIES AND 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.

WATER SERVICES

Water Service Areas. As in the case of sewer service, the Tualatin Study Area was divided into four categories of water service availability. The four categories agreed closely with the four categories of sewer service. In addition to showing the degree of water service complexity and expense, the water service overlay depicts main transmission lines, reservoirs, water supply sources, and the approximate dividing line between the City's upper and lower water service levels.

Introduction.

- (1) In 1979, the City of Tualatin adopted the Tualatin Community Plan. R. A. Wright Engineering Company prepared the water service element. In 1982, the Tualatin Community Plan was reviewed due to the annexation of approximately 900 acres west of the city limits. City staff reviewed the water sewer service element. In 1983 the City Council amended the Plan, including the water service element. The Plan was changed from covering only the city limits to covering the city limits and the area out to the Urban Growth Boundary (UGB)(an "Active Plan").
- (2) In accordance with the Urban Planning Area Agreement between the City and Washington County and an Intergovernmental Agreement between the City and the City of Portland, the City of Tualatin is responsible for providing water service in the City of Tualatin. The City of Tualatin obtains its water from the City of Portland.
- (3) In 1990 and 1999 minor amendments to TDC Chapter 12 were adopted. In 2000 and 2002 the City contracted with CH2M Hill to update the City's water master plan. The 2000 update reflected Tualatin's growth and refined the 1983 plan.
- (4) The 2003 "Report, Tualatin Water Master Plan Update," (the "Master Plan") was the basis for amending the Tualatin Development Code (TDC), Chapter 12, in 2003. The purpose of the 2003 Master Plan was to provide the City with a comprehensive water master plan for future development of the water system. The 2003 Master Plan included a description of the existing water system, the planning criteria, a water system analysis and a capital improvement plan.

The 2003 Master Plan study area was the same as the Tualatin Community Plan, plus it included the Southwest Manufacturing Business Park.

- (5) The July 2013 Water Master Plan report was prepared as an update to the 2003 Master Plan. Its purpose is to be a comprehensive analysis of the City's water system, to identify system deficiencies, determine future water distribution system supply

requirements and recommend water system facility improvements that correct system deficiencies and provide for future system expansion.

- (6) The July 2013 Water Master Plan anticipates demand as residential growth from redevelopment and infill, within the Town Center area, and industrial and employment growth in the Southwest Concept Plan Area.
- (7) The purpose of this section is to provide for:
 - (a) Reinforcement of the existing water system to provide adequate peak and fire-flow capabilities;
 - (b) Expansion of the distribution system as areas inside the Urban Growth Boundary are annexed to the City and are developed;
 - (c) Expansion of supply and storage facilities for present and future needs; and
 - (d) Financing the construction of the foregoing facilities.

(Ord. 592-83, §53, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §31 4-25-11; Ord. 1359-13 §1, 9-23-13).

Water Services 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 9.1.3** Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.
 - **Policy 9.1.4** Review and update the water system capital improvement program and funding sources as needed or during periodic review.
 - **Policy 9.1.5** Prohibit the extension of City water services outside the City's municipal boundaries, unless the water service is provided to an area inside an adjacent city.

(Ord. 1152-03, 12-8-03; 03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §32, 4-25-11; Ord. 1359-13 §2, 9-23-13).

Design Criteria.

The proposed water supply and distribution system is designed to accommodate the maximum demand that the system is expected to experience. The maximum demand is composed of consumer flows and fire flows.

(Ord. 1152-03, 12-8-03).

Population.

The July 2013 Water Master Plan projected a "build out population" of 29,396 residents; including estimates of 2,288 for redevelopment and infill and 1,048 for Town Center residential growth.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §3, 9-23-13).

Consumption.

- (1) Population projections, commercial and industrial zoning acreage, and historical water use data formed the basis for the July 2013 Water Master Plan's future water demand projection.
 - (a) The future per capita residential average day demand was assumed to be 90 gallons per capita per day.
 - (b) The relationship between the average day demand and other flow rate demands in the system is called the peaking factor. A peaking factor of 2.2 was used in the July 2013 Water Master Plan's calculation of combined residential, commercial and industrial maximum day demand.
 - (c) Large volume users are typically large multi-family projects and specialized industrial uses. The 2003 Master Plan identified 16 large water uses and they represent about 30% of the total system demand.
 - (d) Unaccounted-for water is the difference between the total amount purchased wholesale from the Portland Water Bureau and the total amount billed to customers. It includes leakage losses, meter discrepancies, hydrant and main flushing, operation and maintenance uses, fire flow uses, unauthorized connections and unmetered miscellaneous uses.
- (2) The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for residential uses was 2.65 million gallons per day. The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for commercial and industrial uses was 3.61 million gallons per day. The total system average day demand and maximum day demand were 6.47 and 14.24 million gallons per day, respectively.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §4, 9-23-13).

Fire Flows.

- (1) Fire flow is the amount of water required to fight a fire for a specified period. The Insurance Services Office (ISO) Commercial Risk Services, Inc., classifies a city for

insurance rating purposes on the basis of a maximum fire flow requirement of 3,500 gallons per minute (gpm). Fire flow requirements greater than 3,500 gpm are evaluated individually and are not used by the ISO to determine the public protection classification of a municipality. For fire flow analysis the total fire flow requirement is a combination of building fire flow requirements plus system maximum day demand.

- (2) Fire protection for the City's service area is provided by Tualatin Valley Fire & Rescue. The fire district has adopted fire flow requirements as defined in the 2010 State of Oregon Fire Code. A summary of fire flow recommendations based on the state fire code, fire flow criteria adopted by similar communities and fire flow guidelines as developed by the American Water Works Association is presented in Table 4-2 of the 2013 Master Plan.
- (3) Fire protection is not dependent on the water distribution system alone. Fire flows greater than 3,500 gpm can be reduced with individual fire suppression systems such as sprinklers, chemical and alarm systems and fire-resistant construction, onsite supply and other methods. Developments with fire flows greater than 3,500 gpm will need to supplement public water system flows through private systems such as those noted in the prior sentence. The July 2013 Master Plan's recommended minimum criteria for fire suppression flows for single family residential is 1,000 gpm, for multi-family is 2,000 gpm and, commercial, industrial and institutional uses is 3,500 gpm for a 3-hour duration.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §5, 9-23-13).

Method of Analysis.

The July 2013 Water Master Plan analyzed the water system based on criteria for water supply, source, distribution system piping, service pressures, storage and pumping facilities in conjunction with the water demand forecasts for 2031 and beyond in Section 3 of the Master Plan.

The analysis and recommendations in Section 4 of the Master Plan are based on performance guidelines developed in a review of State of Oregon requirements, American Water Works Association (AWWA) acceptable practice guidelines, Insurance Services Office, Inc. (ISO) guidelines and the operational practices of similar water providers. The distribution system analysis was performed using Innovyze's InfoWater hydraulic network analysis software and an updated system model that relied on geographical information system, updated reservoir and pump station data, and current control valve setting information.

(Ord. 1152-03, 12-08-03; Ord. 1359-13 §5, 9-23-13).

Existing System.

- (1) The City of Tualatin entered into an agreement with the City of Portland in the early 1980's to obtain water from the Bull Run watershed via the Washington County Water Supply Line. In emergencies the City can obtain small quantities through interties with the cities of Tigard, Lake Oswego, Sherwood and Wilsonville. Water from the Willamette River can be used for domestic purposes if Tualatin's voters approve of

its use. Water quality from the Bull Run Reservoir, the Portland Water Bureau Columbia South Shore wellfield and the Tualatin distribution system meets or exceeds all U.S. Environmental Protection Agency water quality requirements.

- (2) The City's water system is composed of three service levels (Levels A, B, and C) supplied by gravity and pumps and storage reservoirs. The system is primarily within public rights-of-way, is looped and is monitored and controlled by a central telemetry system.
- (3) Service Level A is the lowest in elevation and is supplied directly from the Supply Line and by gravity from the 1971 2.2 million gallon enclosed steel tank Avery Reservoir. A new reservoir site was acquired in 2003 southwest of the SW Tualatin-Sherwood Road/SW Cipole Road inter-section. Service Level B is the second lowest in elevation and is supplied by gravity from the 1971 and 1989 2.2 and 2.8 million gallon enclosed steel tank reservoirs on SW Norwood Road. A new reservoir site was acquired in the 1990's southwest of the SW 108th Avenue/SW Cottonwood Street intersection. Service Level C is the highest in elevation and is supplied by gravity from the 1981 0.8 million gallon enclosed steel tank reservoir southeast of the Norwood Road overpass over I-5.
- (4) The City has three pump stations. Stations one and two pump a back-up supply from Level A to Level B. Station three pumps from Level B to the C reservoir.
- (5) The July 2013 Water Master Plan identifies 13.0 million gallons of water storage capacity in five reservoirs. The 2013 Master Plan recommends increased storage capacity in Service Areas A and B in the future.

(Ord. 592-83, §54, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §7; 9-23-13).

Proposed Improvements.

The water distribution and storage system with existing and proposed waterlines and reservoirs is illustrated in Map 12-1. The proposed short-term, medium-term and long-term capital improvements for the system recommended in the July 2013 Water Master Plan are in Master Plan Table 7-1 and shown mapped on Plate-1 in Appendix A of the Master Plan.

(Ord. 592-83, §55, 6-13-83; Ord. 1023-99, §8, 6-28-99; Ord. 1152-03, 12-8-03; Ord. 1359-13 §8, 9-23-13).

Source of Supply.

The City's sole water supply is purchased wholesale from the Portland Water Bureau (PWB) through a 10-year wholesale water supply contract signed in 2006. Under the terms of the agreement, the City is obligated to purchase a minimum annual volume of water equal to 4.4 million gallons per day (mgd).

The City operates a single aquifer storage and recovery (ASR) facility. ASR operations allow the City to store surplus drinking water in a groundwater aquifer during low demand periods (fall through spring) and then recover the water from a groundwater well during high demand periods (summer). The aquifer has an effective recovery

capacity of approximately 90 mg and is connected to Service Area B for both injection and recovery.

As a member of the Willamette River Water Coalition (WRWC), the City has access to surface water supply capacity from the Willamette River under OWRD Permit S-49240. In May 2002, the City Charter was amended to require that before Willamette River water is used for drinking purposes, a vote must approve such use.

(Ord. 592-83, §56, 6-13-83; Ord. 1152-03, 12-08-03; Ord. 1359-13 §9, 9-23-13).

Pressure Levels.

- (1) The City of Tualatin has three service levels designated as A, B, and C on Map 12-1. The Bridgeport Service Area serves commercial customers in the Bridgeport Village shopping center.
- (2) Service Level A includes approximately the northern 50% of the City extending east and west covering elevations from 110 feet to about 200 feet. Service Level B includes approximately the middle 40% of the City extending east and west covering elevations from about 180 feet to 280 feet. Its southern extent is Ibach Street and Ibach Street extended west to the railroad tracks and extended east to I-5. There are isolated areas above 280 feet, but these contain a very limited number of houses. The boundaries of Service Level C are Ibach Street on the north, I-5 on the east, the UGB on the south and the railroad tracks on the west.
- (3) Substantial development has occurred over the years. Future development is expected to occur in Level A on the remaining vacant manufacturing lands, in the Town Center area (redevelopment), in the Durham Quarry area and east of I-5 (Redevelopment of the Trailer Park of Portland). Future development in Level B is expected in the area of Legacy Meridian Park Hospital and the SW Concept Plan Area. Future development in Level C is expected in the SW Grahams Ferry and SW 108th Avenue residential areas.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §10, 9-23-13).

Service Level A.

- (1) Service Level A has adequate existing storage capacity but will require additional storage in the future. Increased storage volume needs in Service Area A are associated with the Town Center redevelopment and other redevelopment and infill.

(Ord. 592-83, §58, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §11, 9-23-13).

Service Level B.

- (1) Service Level B has adequate existing storage capacity but will require additional storage in the future. Increased storage volume needs in Service Area B are associated with expansion and development in the SW Concept Plan Area which is located largely in Service Area B.

(Ord. 592-83, §59, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §12, 9-23-13).

Service Level C.

- (1) The 2013 Water Master Plan identifies the pending construction of the 1.0 mg C-2 Reservoir to serve Service Area C.

(Ord. 592-83, §60, 6-13-83; Ord. 797-90, §2, 2-26-90; Ord. 1152-03, 12-8-03; Ord. 1359-13 §13, 9-23-13).

Storage.

- (1) The City's Water System consists of five storage reservoirs with a combined storage capacity of 13.0 million gallons. The reservoirs are supplied both directly from the Portland Supply Main and from pump stations.
- (2) Service Areas A and B have adequate existing storage capacity but will require additional storage in the future associated with expansions and development in the Southwest Concept Plan area. Service Area C will be served by a new C-2 Reservoir and with the uncertainty of actual future development characteristics in the Service Area, the 2013 Master Plan does not recommend construction of additional storage within the planning period.

(Ord. 592-83, §61, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §14, 9-23-13).

Editor's note— Ord. No. 1359-13, § 15, adopted September 23, 2013, repealed § 12.130.

Method of Financing.

- (1) The financial plan was based on assumptions related to system revenue and cost growth and the capital improvement plan in the Master Plan. The City should review the funding possibilities for the proposed water system improvements in Table 7-1 of the July 2013 Water Master Plan.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §16, 9-23-13).

SEWER SERVICE

- 3.080 (2) *Sewer Service Areas.* To assist in determining areas most suited to urban development, a sewer service area overlay was prepared to illustrate the feasibility of providing sewer service throughout the Tualatin Planning Area. The Study Area was divided into four categories of sewer service availability in order of increasing complexity and expense of service. In addition, properties that can be served by existing pumping stations are considered to have gravity-flow service available.

Introduction.

- (1) In 1979, the City of Tualatin adopted the Tualatin Community Plan. R. A. Wright Engineering Company prepared the sanitary sewer service element. In 1982, the Tualatin Community Plan was reviewed due to the annexation of approximately 900

acres west of the city limits. City staff reviewed the sanitary sewer service element. In 1983 the City Council amended the Plan, including the sewer service element.

- (2) In accordance with the Urban Planning Area Agreement between the City and Washington County and an Intergovernmental Agreement between Clean Water Services (CWS) and the City, the City is responsible for collecting the sewage and CWS is responsible for the major conveyance lines and treatment. CWS's Durham Advanced Waste Water Treatment Plant treats most of the sewage generated in the City limits. Waste generated in the City limits north of the Tualatin River and east of I-5 is treated at the City of Portland's Tryon Creek Waste Water Treatment Plant.
- (3) In 2002, the City contracted with CH2M Hill to update the City's sewer master plan ("Report, Tualatin Sewer Master Plan," December 2002). The update accurately reflected Tualatin's growth and refined CWS's recently completed county-wide master plan system evaluation ("2000 Sanitary Sewer System Master Plan Update"). The City's "Report, Tualatin Sewer Master Plan," December 2002 (the "Master Plan") was the basis for amending the Tualatin Development Code (TDC), Chapter 13 in 2003. The purposes of the City's "Master Plan" were to:
 - (a) Further develop the planning done by CWS for the Tualatin area as part of its county-wide planning effort in its 2000 update. Refine the evaluation, focus on Tualatin and address the City's specific planning projections.
 - (b) Evaluate and recommend current and future infrastructure needs to allow the sewer system to keep up with growth and provide planning level costs.
 - (c) Control and eliminate sanitary sewer overflows (SSOs), such as basement flooding, to the extent possible.
 - (d) Protect public health.
 - (e) Protect water quality of neighborhood creeks, ponds and the Tualatin River.
 - (f) Address regulatory requirements.
 - (g) Develop a plan that will result in cost-effective sewer service that meets the demands of residential, commercial and industrial customers.
- (4) The 2002 "Master Plan" study area was the same as the Tualatin Community Plan, plus it included the Southwest Tualatin Concept Plan Area.
- (5) Northwest Tualatin Concept Plan 2005 identifies sewer service needs for the study area. This information is new and updates the 2003 Master Plan.
- (6) In 2019, the City approved an updated Sewer Master Plan. The City also adopted the Basalt Creek Concept Plan; the 2019 Sewer Master Plan includes the Basalt Creek Plan Area.

(Ord. 592-83, §63, 6-13-83; Ord. 1150-03, 10-27-03; Ord. 1321-11 §34, 4-25-11; Ord. [1427-19](#), § 1, 11-25-19)

Sanitary Sewer System Goals and Policies

- **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 9.2.1** Provide a City sanitary sewer system in cooperation with Clean Water Services (CWS). The City is responsible for the collection system's smaller lines and the 65th Avenue pump station and CWS is responsible for the larger lines, pump stations and treatment facilities.
 - **Policy 9.2.2** Work with CWS to ensure the provisions of the intergovernmental agreement between the City and CWS are implemented.
 - **Policy 9.2.3** Prohibit the extension of sewer service to areas outside the City limits, unless it is provided to an area inside the city limits of an adjacent city.
 - **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.
 - **Policy 9.2.6** Improve the existing sewer system to control and eliminate sanitary sewer overflows such as basement flooding to the extent possible.
 - **Policy 9.2.7** Review and update the "Tualatin Sewer Master Plan" on a regular basis in coordination with CWS.
 - **Policy 9.2.8** Perform a cost of service rate study and study funding methods to ensure sufficient City funds exist to construct planned improvements.
 - **Policy 9.2.9** Work with CWS to update CWS's and the City's plans and regulations once new sanitary sewer overflow (SSO) and capacity, management, operation and maintenance (CMOM) regulations are published in the Federal Register.

(Ord. 1150-03, 10-27-03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §35, 4-25-11; Ord. 1427-19 , §§ 2, 50, 11-25-19)

Design Criteria.

The design of the sewage collection system was established in 1979 and 1983 when the initial system was planned and updated. Since 1983 the planned system has, essentially, been constructed. The 2019 Sewer Master Plan updates the 2002 Sewer Master Plan for the City of Tualatin. This includes updating the 2012 hydraulic model prepared by CWS, reviewing and updating land use assumptions to match City planning projections, updating existing and future system hydraulic capacity deficiencies, developing a concept plan for service to two expansion areas, and reviewing initial project concepts with the updated hydraulic model to develop an improvement list for future land scenarios. Modeling was conducted for current conditions (2017) and planning years 2025, 2035, and buildout.

(Ord. 1150-03, 10-27-03; Ord. [1427-19](#) , § 3, 11-25-19)

Domestic Flows.

Using parcel (tax lot) based data for land use, residential flow volumes were calculated by totaling the flow volumes for all residential parcels and dividing that total volume by the most recent population estimates for the City. Diurnal flow and infiltration and inflow (I/I) data were also used. This resulted in an estimated residential water use of 91 gallons per capita per day (gpcd). This value was used for all planning years for parcels currently zoned residential and developed. New residential development flows were calculated for 100 gpcd, based on current City development code requirements.

(Ord. 1150-03, 10-27-03; Ord. [1427-19](#) , § 4, 11-25-19)

Nondomestic Flows.

The model addressed non-domestic flows similar to the domestic flows using parcel (tax lot) based data for land use, diurnal flow curves and infiltration and inflow data. Commercial flows were estimated in total gallons per day. The resulting daily flow rate for each parcel was input directly into the hydraulic model.

Certain industrial sites currently produce, or were expected to produce, large quantities of wastewater flow. They may significantly affect the performance of the collection system as a whole, and often do not follow standard diurnal flow patterns. The largest flow producers were identified and their diurnal curve data and daily permitted volume, if available, were used in the modeling.

(Ord. 1150-03, 10-27-03)

Infiltration/Inflow.

The infiltration and inflow (I/I) data for the Sewer Master Plan was estimated based on the methodology used by Clean Water Services during the 2012 Durham model calibration task. A portion of the 5-year, 24-hour storm was routed through the service area and added to the average-day diurnal sanitary flows and base infiltration flows developed from monitoring data.

(Ord. 1150-03, 10-27-03; Ord. 1427-19 , § 5, 11-25-19)

Sanitary Sewer Overflows.

In accordance with its National Pollutant Discharge Elimination System (NPDES) Permit for the Durham Waste Water Treatment Plant, Clean Water Services (CWS) must prohibit sanitary sewer overflows (SSO) for wet weather conditions up to and including the 5-year return interval, 24-hour duration winter storm event when the new SSO regulations become law in late 2003 or in 2004. The "Master Plan" addressed general capacity management issues, and uses the 5-year, 24-hour winter storm as the wastewater flow criteria.

(Ord. 1150-03, 10-27-03; Ord. 1427-19 , § 6, 11-25-19)

Existing System.

- (1) The City of Tualatin's sewage waste is treated at Clean Water Services' Durham Advanced Waste Water Treatment Plant. The waste is collected and piped to the plant via a network of collectors, trunks and interceptors. The main interceptor transporting waste from Tualatin is the Lower Tualatin Interceptor which is primarily fed by gravity sewers. Five areas are served by pressure mains and pump stations. A brief description of the existing system follows and it is shown on Map 13-1.
- (2) Except for the five areas discussed below, the City is served by gravity lines. The main interceptors in this system are the Lower Tualatin Interceptor which conveys sewage from the City to the Durham Advanced Waste Water Treatment Plant, the Nyberg Trunk Line, which runs from the Lower Tualatin Interceptor east under I-5 serving the area east of I-5 and south of the river, the Bluff Cipole Trunk Line and Lateral which extends to the west from the Lower Tualatin Interceptor and the Tualatin-Sherwood Trunk which serves the area west of 99W and north of SW Tualatin Road. The Bluff Cipole Trunk Line is the main interceptor serving the western and southern portions of the Tualatin Planning Area. The five areas currently served by pump stations are as follows:
 - (a) The area east of I-5 and north of the Tualatin River is served by a pump station located at 65th and Childs Road. The pump station discharges into the City of Lake Oswego sanitary sewer system. This area is served by Lake Oswego through a contract agreement with the City of Tualatin.
 - (b) The area along Nyberg Street and Borland Road east of I-5 is served by five pump stations. The pump stations pump sewage to the Nyberg Interceptor and then into the Lower Tualatin Interceptor.
 - (c) The area east of I-5 and south of Sagert Street is served by a pump station at the intersection of 65th and I-205. This pump station discharges into the gravity line on SW 65th at the intersection of 65th and Borland.
 - (d) The south portion of the area west of SW Boones Ferry Road and east of SW Grahams Ferry Road is served by a pump station at the south end of Victoria Woods Subdivision which discharges into the Bluff Cipole Lateral.

- (e) The area east of SW Cipole Road, north of SW Herman Road and south of 99W is served by a pump station at SW Cipole Road and Cummins Creek.

(Ord. 592-83, §64, 6-13-83; Ord. 1150-03, 10-27-03; Ord. [1427-19](#) , § 7, 11-25-19)

Proposed System.

- (1) The proposed sewage collection system is illustrated in Map 13-1.
- (2) The majority of the trunk and interceptor lines were constructed, but some are not of sufficient capacity. The "Master Plan" reviewed the system and recommended improvements. The "Master Plan" focused on sewer system capacity deficiencies. Consistent with CWS's sewer design criteria, it compared peak hydraulic grade lines (HGL's) for each segment of the system with pipe slopes and ground surface elevations. City staff also identified locations requiring maintenance or replacement due to degradation and aging of the system.
- (3) Because the system is essentially built and several trunk and interceptor lines are too small, the "Master Plan's" recommendations primarily were to increase trunk and interceptor line sizes.
- (4) New collection system pipes and at least one pump station will be needed to serve the Southwest Tualatin Concept Plan Area. The actual configuration will depend on individual development plans, land use type and location, site grading and other factors not known in 2010. The Southwest Tualatin Concept Plan and the Basalt Creek Planning areas have conceptual sewer and pump station layouts that will be dependent on development.

(Ord. 592-83, §65, 6-13-83; Ord. 635-84, §7, 6-11-84; Ord. 1150-03, 10-27-03; Ord. 1321-11 §36, 4-25-11; Ord. [1427-19](#) , § 8, 11-25-19)

Project List and Cost Estimates.

Projects and cost estimates, including engineering and administration, for the major improvements in Tualatin's sewage collection system are contained in the Sewer Master Plan. No attempt has been made to adjust prices to a future date. The cost figures include only City costs, not Clean Water Services.

(Ord. 592-83 §66, 6-13-83; Ord. 1150-03; Ord. 1191-05, 6-27-05; Ord. [1427-19](#) , § 9, 11-25-19)

Financing Methods.

- (1) Financing the improvements proposed in the Sewer Master Plan will be provided primarily by local improvement districts, connection charges system development charges and revenue bonds, and private investors for residential, commercial and industrial developments. Construction of interceptors and trunks may involve a combination of costs to developers, contributions from Tualatin's sewer fund, and assessments against properties benefited.

- (2) The City's sewer utility finances were reviewed in the Sewer Master Plan. It was estimated the capital expenditures for the recommended improvement projects will cause shortfalls. To meet the shortfalls the City can explore additional revenue sources such as revenue bonds. The specific requirements will be determined by a cost of service rate study. The City can also review sewer rates and system development charges with CWS to ensure revenues are sufficient to cover operating expenses, future capital projects and outstanding debt service. Ongoing rehabilitation and replacement projects to repair structural deficiencies as they develop should be considered for inclusion in capital budget planning.

(Ord. 592-83, §67, 6-13-84; Ord. 1150-03, 10-27-03; Ord. [1427-19](#) , § 10, 11-25-19)

DRAINAGE PLAN AND SURFACE WATER MANAGEMENT

- 3.080 (4) *Storm Drainage.* The Tualatin Drain-age Plan defines and describes areas of inadequate drainage throughout the Tualatin Study Area. The Plan, which was originally prepared in 1972, will need to be updated as part of the City's planning revision work, but the overall drainage patterns have not changed. The City's core area and the area along Boones Ferry Road, south of the core area, are the most critical from the standpoint of drainage. The former will be dealt with in conjunction with Urban Renewal Area improvements.

Background.

There are ten principal drainage basins for storm water and surface water in the Tualatin Planning Area. Except for a small drainage located in the south part of the City's planning area, the drainages flow to the Tualatin River. Hedges Creek, Nyberg Creek and Saum Creek are tributaries of the Tualatin River and are the larger drainages located within Tualatin's Planning Area.

Drainage, storm water and surface water runoff in the Tualatin Planning Area are addressed in the Tualatin Drainage Plan, the Surface Water Management Ordinance (SWM Ordinance) (Ord. 846-91), the Northwest Tualatin Concept Plan 2005, The Southwest Tualatin Concept Plan 2010 and TDC Chapter 74, Public Improvements.

The 1975 Tualatin Drainage Plan defines and describes the existing and planned drainage in the Tualatin Planning Area. The Tualatin Drainage Plan is periodically updated as drainage studies are prepared by the City or for development projects. In September of 1995, the City adopted the Hedges Creek Subbasin Plan (HCS Plan) and incorporated the drainage improvements and drainage pattern modifications in the Hedges Creek Subbasin into the Tualatin Drainage Plan. The HCS Plan consists of the drainage and storm water management activities and programs recommended in Chapter I of the Hedges Creek Subbasin Strategies (HCSS) Report prepared by the City and Clean Water Services (CWS).

CWS began subbasin planning work for the Hedges Creek Basin in 1990, based on two previous storm water and nonpoint source plans, the Tualatin Basinwide Report and Technical Guidelines and the CWS Surface Water Management Plan. The HCSS report

incorporates the original Hedges Creek Subbasin Management Plan completed in October 1992 and the Hydraulic Study of the Hedges Creek Marsh report completed in October 1994.

The surface water management policies and requirements in the SWM Ordinance were adopted by the City and other jurisdictions in the Tualatin River Basin to implement CWS requirements for control of sedimentation and water quality.

The drainage and surface management development requirements of the Tualatin Drainage Plan and SWM Ordinance are implemented in TDC Chapter 74, Public Improvements.

(Ord. 1191-05, 6-27-05; Ord. 1321-11 §38, 4-25-11)

Drainage Plan.

- (1) The Tualatin Drainage Plan is the City's drainage plan. It was originally prepared by Robert A. Wright, Consulting Engineers in 1972 and adopted in 1975 (Ord. 280-75) and in 1979 as an element of the Tualatin Community Plan (Ord. 491-79). The Tualatin Drainage Plan is referenced in the Technical Memoranda. With the supporting technical material, the Tualatin Drainage Plan provides an overall view of the drainage system, its major problems and their solutions, and is the City's storm water and surface water drainage policy.
- (2) The Tualatin Drainage Plan was updated in the fall of 1995 by the Hedges Creek Subbasin Plan. The HCS Plan is outlined in Chapter 1 of the HCSS Report and implements the recommended drainage and storm water management activities and facilities. The HCS Plan relies on the technical data and analysis documented in the HCSS report. The HCSS Report and the HCS Plan identify the critical importance of the Hedges Creek Marsh to drainage, storm water management and water quality in the subbasin. The HCS Plan provides for drainage improvements, storm water detention requirements and a number of non-structural activities for better management of water quantity and water quality in the Hedges Creek Subbasin.
- (3) Map 14-1 is from Figure I-1 of the HCS Plan. It shows the drainage pattern revisions and drainage system improvements for the Hedges Creek Subbasin. The drainage pattern revisions and drainage system improvements shown in Map 14-1 are incorporated into the Tualatin Drainage Plan.
- (4) The HCSS Report is a comprehensive technical document that provides data and analysis of storm water drainage in the Hedges Creek Subbasin. From an analysis of several alternatives, the report recommended specific management activities and facilities to control water quantity and quality problems associated with urban storm water runoff in the Hedges Creek Subbasin. The HCS Plan incorporates the report's recommended activities and facilities.
- (5) The Northwest Tualatin Concept Plan 2005 identifies storm water drainage options for the area west of Cipole Road and south of Pacific Highway 99W.
- (6) The Southwest Tualatin Concept Plan 2010 identifies storm water drainage options for the area south of SW Tualatin-Sherwood Road and east of SW 124th Avenue.

(Ord. 1191-05, 6-27-05; Ord. 1321-11 §39, 4-25-11)

Surface Water Management.

- (1) The Surface Water Management Ordinance (SWM Ordinance) (Ord. 846-91) establishes regulations for soil erosion control, surface water management and water quality. The purpose of the SWM Ordinance is to implement Oregon Department of Environmental Quality (DEQ) and Clean Water Services (CWS) requirements for surface water management and water quality in the Tualatin River basin by reducing sediment and other pollutants reaching the public storm and surface water system. The SWM Ordinance provides requirements for permits, onsite detention, water quality facilities, floodplain and floodway design standards, protection of sensitive areas and vegetated corridors, specifications for building and side sewers, maintenance and inspection of facilities, permit fees, enforcement of violations and other matters related to surface water management and maintaining water quality.
- (2) HCS Plan requirements for onsite storm water detention for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area portion of the Hedges Creek marsh are adopted in the SWM Ordinance.

(Ord. 979-97, §3, 7-14-97; Ord. 1321-11 §40, 4-25-11)

Goals and Policies.

- **Goal 9.3** Provide a plan for routing surface drainage through the City, utilizing the natural drainages where possible. Update the plan as needed with drainage studies of problem areas and to respond to changes in the drainage pattern caused by urban development.
 - **Policy 9.3.1** Coordinate the City's Drainage Plan and Storm Water Management regulations with the City's Floodplain District, Wetland Protection District and Natural Resource Protection Overlay District regulations and with the plans of USA and other regional, state, and federal agencies to achieve consistency among the plans.
 - **Policy 9.3.2** Reduce sediment and other pollutants reaching the public storm and surface water system by implementing the Oregon Department of Environmental Quality (DEQ) and USA requirements for surface water management and water quality in the Tualatin River basin. Reduce soil erosion, manage surface water runoff and improve surface water quality.
 - **Policy 9.3.3** Identify and solve existing problems in the drainage system and plan for construction of drainage system improvements that support future development.
 - **Policy 9.3.4** Provide standards for surface water management and water quality by which development will be reviewed and approved. Review and update the standards as needed.
 - **Policy 9.3.5** Clearly indicate responsibilities for maintaining storm water management and water quality facilities.

- **Policy 9.3.6** Enforce drainage and storm water management standards.
- **Policy 9.3.7** Route storm water runoff from the upper Hedges Creek Subbasin through the Wetland Protected Area marsh which as a wetland provides important drainage, storm water management and water quality benefits.
- **Policy 9.3.8** Protect the Wetland Protected Area marsh and its important drainage, storm water management and water quality functions in the Hedges Creek Subbasin.
- **Policy 9.3.9** Require new development to provide onsite pollution reduction facilities when necessary to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
- **Policy 9.3.10** To reduce sedimentation and erosive storm water flow volumes, require onsite storm water detention facilities for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area marsh.
- **Policy 9.3.11** Consider opportunities to construct regional pollution reduction facilities to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
- **Policy 9.3.12** Restrict beaver dam activity in the Wetland Protected Area marsh to retain the drainage flow through the marsh area and to reduce flooding between Teton Avenue and Tualatin Road.
- **Policy 9.3.13** As outlined in the HCS Plan, the City will assist CWS with non-structural activities including public education programs and water quality and management activity monitoring.
- **Policy 9.3.14** Comply with Metro's Urban Growth Management Functional Plan, Title 3.

(Ord. 979-97, §4, 7-14-97; Ord. 1070-01, §1, 4-9-01; Ord. 1321-11 §41, 4-25-1

- (5) *Electrical Service.* The Study Area is well served with major Portland General Electric Co. (PGE) transmission lines. Line extensions to newly developing areas do not appear to be a problem.
- (6) *Gas Service.* The Tualatin area is well served by several large-capacity natural gas lines. The Northwest Natural Gas Co. has main trunk lines in the Bonneville Power Administration (BPA) right-of-way west of the Study Area. The City presently has a high percentage of natural gas use, which should be reviewed in light of probable future supply and cost.
- (7) *Telephone Service.*
- (8) *Schools.*

CHAPTER 10 – LAND USE DESIGNATIONS AND ZONING

Purpose. 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.

PLAN MAP

Background.

This Plan section includes the Plan Map, (Map 9-1) classification of planning district boundaries, and brief descriptions of the land uses in each Plan area. The Map is based on an analysis of data contained in the background analyses and technical memoranda, Comprehensive Plan goals and policies, and the Statewide Planning Goals of the Land Conservation and Development Commission.

(Ord. 635-84, §4, 6-11-84; Ord. 1191-05, 6-27-05)

Planning District Boundaries.

The boundaries between planning districts, as portrayed on the Plan Map, are intended to follow property lines (or extensions thereof), roadways, or natural features such as creeks. Where such definition was not possible, the Map is drawn to scale and district boundaries can be determined by using this scale. It should be noted that property lines shown on the Plan Map were derived from County Assessor's Maps and are therefore relatively accurate. Consequently, the planning districts shown on the Plan shall be considered zoning districts, as normally termed. This eliminates the need for two sets of maps and simplifies the understanding of what land uses may be allowed on an individual property.

Tualatin Design Type Boundaries.

- (1) Map 9-4, Tualatin Design Type Boundaries reflects the general location of the Design Types in the Urban Growth Management Functional Plan (UGMFP) (Metro Code, Chapter 3.07). The UGMFP, Title 1, says, "For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map: " Map 9-4 shows the location of the applicable Design Types consistent with the general locations shown on the 2040 Growth Concept Map. The boundaries are intended to follow the Planning District Boundaries, property lines, rights-of-way centerlines and water features.
- (2) Rural Reserves and Green Corridors. The City recognizes that green corridors, as described in the 2040 Growth Concept, are critical to interurban connectivity. If the

City, at some future date, annexes an area that includes a green corridor, it will be the City's policy to do the following:

- (a) Allow access, in a controlled manner, to the green corridor to maintain the function, capacity and level of service of the transportation facility and to enhance safety and minimize development pressures on rural reserve areas; and
- (b) Provide appropriate vegetative screening and buffering of adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.

(Ord. 1026-99, §9, 8-9-99)

Planning District Objectives.

This section describes the purpose of each planning district.

Residential Planning Districts:

- (1) *Low Density Residential Planning District (RL)*. To provide areas of the City suitable for single-family dwellings and manufactured homes. Commonwall dwelling units and small lot subdivisions may be allowed by conditional use permit. Except for retirement housing and nursing and convalescent homes which shall not exceed ten dwelling units per net acre and small lot subdivisions and partitions and subdivisions affected by TDC 40.055, which shall not exceed 7.5 dwelling units per net acre, the maximum density of any residential use in this district shall not exceed 6.4 dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the District designated on the Plan Map.
- (2) *Medium-Low Density Residential Planning District (RML)*. To provide areas of the City suitable for commonwall dwellings such as condominiums, townhouses, duplexes, triplexes, and other multi-family dwellings. Condominiums and small lot subdivisions may be allowed by conditional use permit. Owner occupancy of dwelling units shall be encouraged. Parks for manufactured dwellings shall be allowed in those portions of the district designated on the Plan Map. Except for retirement housing and nursing and convalescent homes which shall not exceed 15 dwelling units per net acre and manufactured dwelling parks with single-wide manufactured dwellings which shall not exceed 12 dwelling units per net acre, the maximum density of any residential use shall not exceed ten dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the District designated on the Plan Map.
- (3) *Medium-High Density Residential Planning District (RMH)*. To provide areas of the City suitable for townhouses, garden apartments and condominium developments. Except for retirement housing and nursing and convalescent homes, which shall not exceed 22.5 dwelling units per net acre, the maximum density of any residential use shall not exceed 15 dwelling units per net acre. The raising of agricultural animals

and the construction of agricultural structures may be allowed by conditional use permit in those portions of the district designated on the Plan Map.

- (4) *High Density Residential Planning District (RH)*. To provide areas of the City suitable for townhouses, high density garden apartments and condominium developments. Except for retirement housing and nursing and convalescent homes, which shall not exceed 37.5 dwelling units per net acre, the maximum density of any residential use shall not exceed 25 dwelling units per net acre.
- (5) *High Density Residential/High Rise Planning District (RH-HR)*. To provide areas of the City suitable for high density apartment or condominium tower development to provide a maximum amount of preserved open space. Except for retirement housing and nursing and convalescent homes, which shall not exceed 45 dwelling units per net acre, the maximum density of any residential use shall not exceed 30 dwelling units per net acre.

(Ord. 818-91, § 6 & 7, 1-14-91; Ord. 828-91, § 1, 3-25-91; Ord. 868-92, § 2, 5-11-92; Ord. 921-94, § 1, 4-25-94; Ord. 956-96, § 3, 1-8-96; Ord. 956-96, § 3, 2-8-96; Ord. 1026-99, § 4, 8-9-99; Ord. 1272-08 §1, 11-10-08)

Commercial Planning Districts:

- (1) *Office Commercial Planning District (CO)*. To provide areas suitable for professional office uses adjacent to or across from residential areas. Restaurants may be allowed by conditional use permit when designed as an integral part of a major office complex. It is the intent of this district to provide for office development ranging in size from small buildings with one or two tenants to large complexes housing business headquarters offices. In the design of development in this district, care shall be taken to preserve significant natural resources and to provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
- (2) *Neighborhood Commercial Planning District (CN)*. To provide locations for commercial uses within close proximity to residential areas. It is to provide for opportunities to serve the needs of residents for convenience shopping and services. Such uses will be limited to professional offices, services, and retail trade that are oriented to the day-to-day commercial needs of the residential neighborhood. Neighborhood commercial uses are intended to be pedestrian oriented and should serve to reduce automobile trips and energy consumption. The purpose is also to assure that such development is of a scale and design so that it is compatible with the residential environment and is an enhancement to neighborhood areas. It is not the purpose of this district to create large scale commercial facilities that will compete with similar uses, such as large grocery or department stores, located in the downtown area.
- (3) *Recreational Commercial Planning District (CR)*. To recognize the unique and valuable physical, scenic, cultural, and historic character of the Roamer's Rest area located between the Tualatin River and Pacific Highway (99W) north of the highway's

intersection with Tualatin Road. It is intended to preserve that area by allowing and encouraging commercial and related uses that are oriented to the traveler on the highway or that are oriented toward and relate well with the river.

- (4) *Central Commercial Planning District (CC)*. To provide areas for a full range of retail, professional and service uses of the kinds usually found in downtown areas patronized by pedestrians. Civic, social and cultural functions that serve the general community are also appropriate. The Central Commercial Planning District is almost entirely within the downtown portion of the urban renewal area. The Urban Renewal Plan contains extensive development policies and design standards that apply to this district. These policies and standards are intended to help create a village atmosphere in the downtown area. Multiple-family housing is appropriate in certain areas of this district, as specified in the Urban Renewal Plan.
- (5) *General Commercial Planning District (CG)*. To provide areas suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office or central commercial areas. This district is particularly suitable for automobile/service-oriented businesses, excluding automobile, truck and machinery sales and rental, located along the freeway and major arterials. Because of their location, these uses are highly visible to large numbers of passing motorists. Commercial development along the freeway provides perhaps the only lasting impression of Tualatin for many travelers. Therefore, careful attention shall be given to site and structure design for development in this district, including signs, choice of materials, and landscaping, particularly in and around parking areas. This District is suitable for mixed commercial and residential uses through the Mixed Use Commercial Overlay District on the Durham Quarry Site and in the Durham Quarry Area.
- (6) *Mixed-Use Commercial Planning District (MUC)*. To provide areas suitable for a mix of office, retail commercial, and high-density housing. Development standards in this district shall encourage a range of complementary and integrated uses oriented toward pedestrian activity.
- (7) *Mid Rise/Commercial Office Planning District (CO/MR)*. To provide areas suitable for professional Class A Mid Rise offices. The CO/MR District shall be applied to appropriate lands west of Interstate 5 and south of the Tualatin River. Since the potential application of this district extends over most of the City's incorporated area, considerations such as proximity to established residential districts and preservation of significant views and visual corridors shall be encouraged.
- (8) *Medical Center Planning District (MC)*. To provide areas for major medical centers providing medical facilities and health care services for the residents of Tualatin and the surrounding area, and to provide limited supporting retail and service uses for the convenience of patients, patient visitors and staff. The Medical Center District shall be no less than 25 acres and front on an arterial as designated in the City's Transportation System Plan.

(Ord. 592-83, §28, 6-13-83; Ord. 783-89, §1, 10-23-89; Ord. 827-91, §3, 3-25-91; Ord. 1026-99, §5, 8-9-99; Ord. 1062.00, §3, 12-11-00; Ord. 1062-00, 1-3-01

Manufacturing Planning Districts:

(1) *Manufacturing Park Planning District (MP).*

- (a) The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses shall not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an esthetically attractive working environment with park or campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity.
- (b) It also is to protect existing and future sites for such uses by maintaining large lot configurations and limiting uses to those that are of a nature to not conflict with other industrial uses or surrounding residential areas.
- (c) It also is intended to provide for a limited amount of commercial uses designed for the employees of the primary uses and to provide for a limited amount of retail selling of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.

(2) *Light Manufacturing Planning District (ML).*

- (a) Suitable for warehousing, wholesaling and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration, or smoke. Also suitable, with appropriate restrictions, are the retail sale of products not allowed for sale in General Commercial areas, subject to the Special Commercial Setback from arterial streets and Commercial Services Overlay as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035, and office commercial uses where any portion of a legally created lot is within 60 feet of a CO Planning District boundary. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035. Rail access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.
- (b) The following uses within the Light Manufacturing District shall comply with the following size limits established by Metro. Retail sale, retail service and professional service uses shall be no greater than 5,000 square feet of sales or service area per outlet, or not greater than 20,000 square feet of sales or service area for multiple outlets in a single building or in multiple buildings that are part of the same development project, with the following exceptions.

- (i) Application of the Industrial Business Park Overlay District (TDC Chapter 69).
 - (ii) The retail sale of products manufactured, assembled, packaged or wholesaled on the site is allowed provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.
 - (iii) Within the Special Commercial Setback from arterial streets (TDC 60.035) the retail sale of home improvement materials and supplies is allowed provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035. Rail Access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.
- (c) The purpose of this district is to provide sites for manufacturing uses that are more compatible with adjacent commercial and residential uses and would serve to buffer heavy manufacturing uses. The purpose is also to allow the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Certain heavier manufacturing uses may be allowed as conditional uses.
- (d) In accordance with the Industrial Business Park Overlay District, TDC Chapter 69, selected office and retail uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on Map 9-5 and selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035.
- (3) *General Manufacturing Planning District (MG).*
- (a) Suitable for light manufacturing uses and also for a wide range of heavier manufacturing and processing activities. Such areas could be expected to be more unsightly and to have more adverse environmental effects. Rail access and screened open storage would be allowed in this area, conforming to defined architectural, landscape and environmental design standards. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.
 - (b) The following uses within the General Manufacturing District shall comply with the following size limits established by Metro. Retail sale, retail service and

professional service uses shall be no greater than 5,000 square feet of sales or service area per outlet, or not greater than 20,000 square feet of sales or service area for multiple outlets in a single building or in multiple buildings that are part of the same development project, with the following exceptions.

- (i) Application of the Industrial Business Park Overlay District (TDC Chapter 69).
 - (ii) The retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, shall be no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.
 - (iii) Within the Special Setbacks for Commercial Uses Area (TDC 61.035) the retail sale of home improvement materials and supplies is allowed provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.
- (c) In accordance with the Industrial Business Park Overlay District, TDC Chapter 69, selected office and retail uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on Map 9-5 and allow selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.
- (d) The heaviest manufacturing uses that are environmentally adverse or pose a hazard to life and safety will not be allowed.
- (4) *Manufacturing Business Park Planning District (MBP).*
- (a) The purpose of the MBP Planning District is to provide an environment for industrial development consistent with the Southwest Tualatin Concept Plan (accepted by the City in October 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary expansion decisions of 2002 and 2004.
 - (b) The MBP Planning District will be a mix of light industrial and high-tech uses in a corporate campus setting, consistent with MBP Planning District development standards. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users. The remainder of the area is likely to include light industrial uses with some limited, local-serving commercial services.
 - (c) The district is intended to provide for an esthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

(Ord. 592-83 §34, 6-13-83; Ord. 942-95, 3-27-95; Ord. 1003-98, 4-27-98; Ord. 1026-99, 8-9-99; Ord. 1046-00, 2-14-00; Ord. 1133-03, 3-24-03; Ord. 1212-06, 6-26-06; Ord. 1321-11 §7, 4-25-11)

Other Planning Districts:

(1) *Institutional Planning District (IN).*

- (a) The purpose of this district is to provide an environment exclusively for, and conducive to, the development and operation of religious institutions, schools, public parks, and related uses, in a manner that is harmonious with adjacent and nearby residential, commercial, or manufacturing planning districts and uses.
- (b) The district is intended to accommodate large-scale campus-style developments, owned and operated by governmental or nonprofit entities, consisting of multiple structures or facilities, which may serve multiple purposes and provide multiple services to the community.
- (c) Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner that is consistent with the intent of the planning district, and that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses.
- (d) The district may be applied to land that is able to accommodate large-scale campus-style development and operation of religious institutions, schools, public parks, and related uses, as follows:
 - (a) Contiguous land one and one-half acre in size or greater;
 - (b) Access to a collector or arterial street;
 - (c) Adequate public facilities are available to the property.

(Ord. 1216-06, 7-24-06)

PTA 20-0004 Housing Element Comprehensive Plan Update



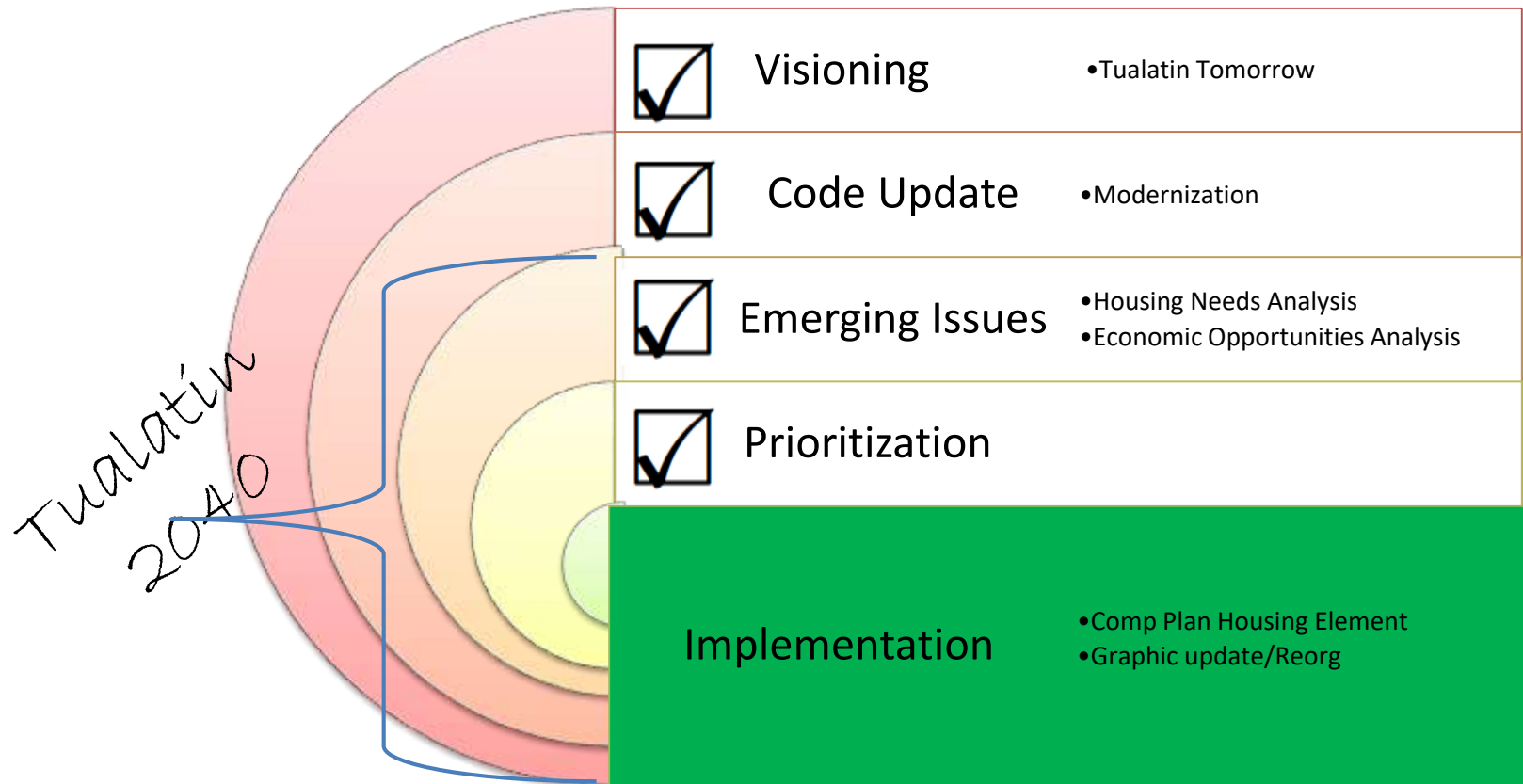


Tonight's Presentation

- Where we've been
- Timeline
- Comprehensive Plan Basics
- Housing Update (Comp Plan)
- Other Updates
- Community Input Opportunities
- Applicable Criteria
- Recommendation
- Q&A

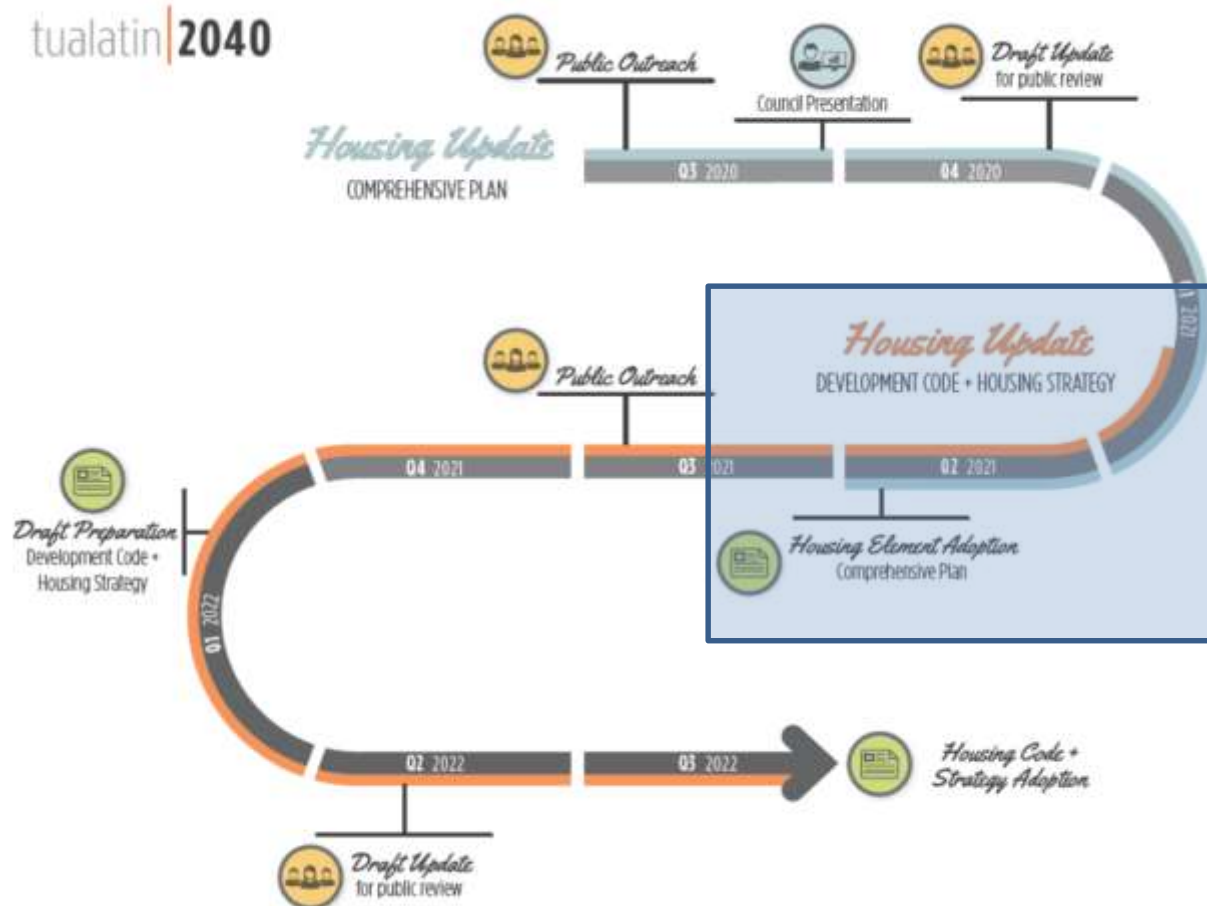


Where We've Been





Timeline and Work Products



Housing Comp Plan Update (PTA 20-0004)



Comp Plan Basics

Why have one?

- The Comprehensive Plan is a planning document that directs all activities related to land use and the future of natural and man-made systems and services in Tualatin.
- The plan helps manage how Tualatin's grows through a set of goals, policies, and implementation measures that align with the community's vision.

Why update it?

- To provide a Housing chapter that provides an updated vision of housing growth, particularly around housing type and affordability. More clearly articulate the community's vision and goal, particularly around housing.



Comp Plan Housing Element

Example:

Housing Strategy (2019)	Comp Plan Chapter 5
Strategy 2: Encourage development of a wider variety of housing types.	Goal 3.2: Housing for All. Encourage development and preservation of housing that is affordable for all households in Tualatin.
Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones	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.



Graphic Update

The screenshot displays the City of Tualatin website interface. On the left, a navigation menu lists various sections, with an orange arrow pointing to 'CHAPTER 3 - TECHNICAL'. The main content area shows the cover of the 'COMPREHENSIVE PLAN 2040', featuring the city logo and the tagline 'Tualatin's vision for the future'. To the right, a 'CONTENTS' page is visible, listing sections such as Acknowledgments, Part I (About Tualatin), Part II (About the Comprehensive Plan), and Part III (Goals and Policies).

Housing Comp Plan Update (PTA 20-0004)



Graphic Update Cont'd

CHAPTER 16 - HISTORIC PRESERVATION

TDC 16.010. - Background.

Tualatin's history is directly tied to the agricultural based development patterns from this agricultural base left a scattering of residential dwellings and structures on the landscape with a small core area for retail activities. This pattern continued until the 1970's when rapid growth came to the area. From the 1970's to 1991 the City experienced rapid growth in residential, commercial and industrial activities. The once thriving agricultural economic base was transformed into a suburban extension of the Portland Metropolitan area. Along with this economic prosperity came the loss of many of the historic resources which once identified the community.

The City of Tualatin Comprehensive Plan—Phase I—Technical Memoranda developed in 1979 identified seven structures in the central area of downtown. These structures were subsequently given historic status and regulations pertaining to modifications, demolitions and alterations for the designated resources were adopted and integrated into the Tualatin Development Code. The Technical Memoranda further indicated additional historic resources are located in Tualatin and that urban development would cause the loss of these resources. The report concluded that the City should investigate ways to preserve the history of the community.

(Ord. No. 844-91, 51, 10-14-91)

TDC 16.020. - Assumptions.

The following are general assumptions used to formulate the assumptions:

- (1) The demand for the City's residential, commercial and industrial development would cause the loss of historic resources.



6 HISTORIC PRESERVATION

16.010 Background

Tualatin's history is directly tied to the agricultural based economy which historically supported the majority of its residents. The development patterns from this agricultural base left a scattering of residential dwellings and structures on the landscape with a small core area for retail activities. This pattern continued until the 1970's when rapid growth came to the area. From the 1970's to 1991 the City experienced rapid growth in residential, commercial and industrial activities. The once thriving agricultural economic base was transformed into a suburban extension of the Portland Metropolitan area. Along with this economic prosperity came the loss of many of the historic resources which once identified the community.

Objectives

Enhance property values and increase economic and financial benefits to the City and its inhabitants;

Carry out the provisions of Statewide Planning Goal 5.

The City of Tualatin Comprehensive Plan—Phase I—Technical Memoranda developed in 1979 identified seven structures in the central area of downtown. These structures were subsequently given historic status and regulations pertaining to modifications, demolitions and alterations for the designated resources were adopted and integrated into the Tualatin Development Code. The Technical Memoranda further indicated additional historic resources are located in Tualatin and that urban development would cause the loss of these resources. The report concluded that the City should investigate ways to preserve the history of the community.

Goals



Comp Plan Reorg Example

Reorganized Comp Plan

TDC 10.050. - Tree Preservation and Street Tree Objectives.

(1) Develop a program for tree conservation within the City, including control over tree removal, in order to protect and enhance the esthetic character of Tualatin, protect and improve air and water quality, provide and protect buffering and screening between land uses, and provide and protect habitat for wildlife, in order to create and preserve a desirable community in which to live, work, and invest.

(a) Tualatin's tree preservation goal is consistent with the general purpose of the Tualatin Community Plan, which is to guide the physical development of the City so as to preserve the natural beauty of the area while accommodating economic growth.

(b) Tualatin's tree preservation goal shall be implemented through adoption and administration of Planning District Standards consistent with this goal.

(2) Develop a program for street tree planting along public rights-of-way within the City.

CHAPTER 2 – COMMUNITY DESIGN

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.



Community Input Opportunities

- **Planning Commission Meeting Schedule**
 - Review of Draft Housing chapter (August 20, 2020)
 - Review of Updated Comprehensive Plan Organization and Formatting (September 17, 2020)
 - Review of refinements based on feedback (October 15, 2020)
 - Review and Recommendation to City Council (November 19, 2020)
- **City Council**
 - Hearing to Adopt Housing Element and Comprehensive Plan Update (December 14, 2020)



Applicable Criteria

- Applicable Oregon Statewide Planning Goals;
- Divisions 7 and 18 of the Oregon Administrative Rules; and
- Applicable Sections of the City of Tualatin Development Code, including Section 33.070 (Plan Amendments).



Recommendation

- The findings and analysis demonstrate that the proposed amendments comply with the applicable criteria for a Plan Text Amendment, including that granting the amendment is in the public interest.
- Staff recommends that the Planning Commission forward a recommendation of approval of the Housing Element Comprehensive Plan Update (PTA 20-0004) to the City Council.



Questions



Housing Comp Plan Update (PTA 20-0004)

Tualatin Comprehensive Plan Proposed Draft 11-19-20

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PART I: ABOUT TUALATIN

Part I contained in design copy.

PART II: ABOUT THE COMPREHENSIVE PLAN**A. INTRODUCTION****CHAPTER 2—INTRODUCTION****TDC 2.020. Purpose.**

~~(1) — The general purpose of this Plan is to guide the physical development of the City so as to preserve the natural beauty of the area while accommodating economic growth. Specifically, the Plan is intended to define locations for both private and public land uses and to arrange these uses in a manner that reduces conflicts and provides convenient movement between individual land uses. The Plan is also intended to provide for diverse living and working environments of the highest quality. (2) — When adopted by the City Council, this Plan and the City's Urban Renewal Plan will be is an official land use guide for City development. After the adoption of this Plan, there will not be the construction of any building, structure or use, used or occupied contrary to the provisions of this plan.~~

Purpose. The general purpose of this Comprehensive Plan is to guide the physical development of the City is an official land use guide for City development. The Comprehensive Plan outlines the goals and policies, as well as significant projects and plan maps that guide future development. The Comprehensive Plan is then implemented by the zoning code, zoning maps, service coordinator agreements, annexations, Urban Renewal Areas, and development agreements. The Comprehensive Plan is used when making land use decisions, particularly those that include a change or exception to the established development regulations.

Timeline of Major Comprehensive Plan Updates:

- 1913: City incorporated
- 1972: City's first Comprehensive Plan
- 1975: City's first Urban Renewal Area pan
- 1973: Oregon establishes Land Conservation and Development Commission
- 1979: City adopts revised Comprehensive Plan
- 1981: DLCD acknowledges Comprehensive Plan
- 1982: City annexation of western industrial lands
- 1993: Historic Resource Technical Study and Inventory
- 1995: Natural Resource Inventory and Local Wetlands Inventory
- 2001 Transportation System Plan (TSP)
- 2002 and 2004: Metro Urban Growth Boundary expansions
- 2012 Transportation System Plan Update

- 2010: Southwest Concept Plan
- 2015: Northwest Tualatin Concept Plan
- 2018: Tualatin Development Code Improvement Project
- 2019: Basalt Creek Concept Plan
- 2020: Update to Housing Element and policy-neutral update to remainder of Comprehensive Plans to highlight goals and policies.

TDC 2.010. - Background.

- (1) ~~The City of Tualatin's first Comprehensive Plan was adopted in 1972, 59 years after the City was incorporated in 1913. In 1975, the City adopted a plan for the City's Urban Renewal Area, and then produced a more detailed Renewal Plan in 1977. Since the adoption of the 1972 Plan, the City has seen rapidly changing circumstances that have created the need for a revised plan. These circumstances included the establishment of the State Land Conservation and Development Commission (LCDC), adoption of the Statewide Planning Goals, annexation of most of the industrial area west of the City in 1982, and accelerated economic development that has occurred since 1972 in the Tualatin area.~~
- (2) ~~In 1973, the Oregon Legislature passed a law establishing the Land Conservation and Development Commission (LCDC) and empowered the Commission to adopt Statewide Planning Goals. The Legislature also required all Oregon cities and counties to adopt plans and ordinances in conformance with the statewide goals and to coordinate their plans with each affected local general purpose government or special district. Each city or county also had to prepare a plan that considered state and federal government programs. To help each local government prepare a plan to meet the planning goals, the State Legislature allocated considerable sums of money to provide planning grants to the local jurisdictions. This planning effort has been achieved by using some of those grant funds.~~
- (3) ~~While the Statewide Planning Goals were being formulated, the nation was recovering from an economic recession. Tualatin was only beginning to feel the double impact of renewed economic growth. At the same time, development of the metropolitan urban fringe finally reached and went beyond Tualatin's border. Because of these factors, the City is now experiencing an unprecedented development boom that must be guided by an adequate plan that will ensure the long-term livability of the City. While the 1972 Plan was adequate for its time, a new plan, building on the strengths of the old plan, was necessary to provide an adequate guide for current and future City growth.~~
- (4) ~~After six years of work, Tualatin adopted a revised comprehensive plan on October 22, 1979, which, with amendments, was acknowledged as being in compliance with the Statewide Goals and Guidelines by the LCDC on September 24, 1981.~~
- (5) ~~The Tualatin Plan is unique in that it involves a single document integrating both the traditional comprehensive plan and zoning ordinance into a single development code. This direction is followed in the land use mapping by having only one map with~~

~~planning districts rather than a zone map and a plan map. With this approach, Tualatin provides a very strong legal authority to its planning programs.~~

- ~~(6) The 1979 Tualatin Plan dealt with land, both within the City limits and in the unincorporated area, out to the Metropolitan Service District (METRO) Urban Growth Boundary (UGB). However, the acknowledgement of the plan by the LCDC was only for the City limits. Therefore, the 1979 plan was termed "complementary" in that it dealt only with land inside the limits and left the growth areas reaching to the UGB to Washington County for detailed planning and administration. It was the County's responsibility to finalize the plan for this area so that it could be acknowledged by the LCDC.~~
- ~~(7) Planning responsibility shifted to the City with the October 1982 annexation of most of the Industrial Planning Area. At that time, Tualatin and Washington County agreed that the City would assume planning responsibility for the unincorporated balance of the planning area. In order to fulfill this responsibility, the City prepared two separate land use plan amendments, one for the newly annexed industrial area and another for the unincorporated, predominantly residential balance of the planning area. At the same time, the City prepared updates to the Transportation and Sewer and Water elements of the Public Facilities Plan. These three amendments, scheduled for adoption in 1983, were intended to bring the total plan into "active" status. This means that the City was taking authority for its own growth lands and is planning for those lands so that they can be best integrated into one community.~~
- ~~(8) Map 9-2 shows the Western Industrial District, the Industrial Planning Area, and the individual industrial areas.~~
- ~~(9) Map 9-2 shows the individual Residential Planning Areas.~~
- ~~(10) The Northwest Tualatin Concept Plan technical document development occurred in 2004-05 based on a Metro Urban Growth Boundary expansion in December 2002. The concept plan focus is on industrial uses and related public infrastructure.~~
- ~~(11) The Southwest Tualatin Concept Plan (SWCP) technical document was accepted in October 2010 based on a Metro Urban Growth Boundary expansions in December 2002 and June 2004 and the 117 acre "Knife River Urban Reserve." The concept plan for industrial development of 615 acres of land in the southwestern corner of Tualatin is based on Metro Urban Growth Management Functional Plan (MUGMFP) Title IV Industrial Land Policy, Title XI Planning for New Urban Areas, a Metro Regionally Significant Industrial Area (RSIA) designation and other conditions in Metro Ordinances specific to the SWCP area.~~

~~The SWCP focuses on industrial uses and related public infrastructure. The SWCP requires a minimum of one 100-acre and one 50-acre parcel for industrial development within the properties designated as RSIA and provides for a limited commercial area in the properties north of SW Blake Street that is intended as local services for SWCP industrial facilities and employment.~~

~~(Ord. 590-83, 04-13-83; Ord. 592 83, §22, 06-13-83; Ord. 1191-05, 06-27-05; Ord. 1321-11 §2, 04-25-11; Ord. 1414-18, 12-10-2018)~~

(Ord. 1414-18, 12-10-2018)

TDC 2.030. – Plan Format.

- ~~(1) The format is intended to organize the Code's content into a logical sequence. The first chapter contains definitions of planning terms. Chapter two provides general background on the reasons for the plan revision, explains the plan's format, and discusses matters such as citizen involvement and agency coordination. Chapter 3 provides a description of the data that was generated as a part of the planning process and was used to provide an objective analysis of planning alternatives.~~
- ~~(2) Chapter 4 discusses general community growth and describes growth characteristics. It also defines community growth objectives. The next four chapters deal specifically with individual land use categories, providing rationale for their location and explaining their purpose.~~
- ~~(3) Chapter 9 contains the plan map and shows the specific location of private and public land uses. It also provides a graphic description of the City's Urban Growth Boundary, and also provides a narrative description of each plan area.~~
- ~~(4) Chapter ten provides a description of community design objectives relating to the physical appearance of the City.~~
- ~~(5) Chapters 11 through 15 comprise the public facilities element of the plan. Subjects addressed include transportation, water service, sewer service, and parks and recreation.~~
- ~~(6) Chapter 16 provides objectives relating to the preservation of the City's identified historic landmarks.~~
- ~~(7) Chapter 20 provides objectives related to sign design.~~
- ~~(8) Chapters 40 through 80 contain the Planning District Standards. These Standards are equivalent to what is generally referred to as a "Zoning Ordinance" in most cities and counties. Under the system adopted by the City of Tualatin, the traditional comprehensive plan map and zoning map have been combined into a single map, and what used to be called "zones" are referred to as planning districts.~~

(Renumbered by Ord. 844-91, §2, 10-14-91; Ord. 1191-05, 06-27-05; Ord. 1414-18, 12-10-2018)

TDC 2.040. – Planning Area Description.

- ~~(1) The beginning of any planning effort includes a definition of the area to be studied. This planning effort studied an area that is described on the Plan Map in Chapter 9 and referred to as the Study Area.~~
- ~~(2) Subsequent modifications to the original Study Area include Urban Reserve Area 43 in 1998 and the Northwest Tualatin Concept Plan (2005) areas.~~
- ~~(3) The study area corresponds to the Urban Growth Boundary (UGB) adopted by the Columbia Region Association of Governments (CRAG) in 1976 or as modified by Metro in 1981, 1986, 1991, 1998, 2002 and 2004. In the eastern and southern~~

portions of the City the line follows the 1976 UGB and the Metro 2002 and 2004 UBG Expansion Decision and the Urban Reserve recommended by Metro in 2010. The western portion of the Study Area corresponds to a line generally following Cipole Road, Pacific Highway and the Bonneville Power Administration right-of-way, while the northern portion of the Study Area follows the natural divide of the Tualatin River and the political boundaries of the cities of Durham, Tigard, Lake Oswego and Rivergrove.

(Ord. 1191-05, 06-27-05; Ord. 1321-11 §3, 04-25-11)

~~TDC 2.060, 2.070. – Reserved.~~

~~**Editor's note**— Ord. No. 1406-17, adopted November 13, 2017, repealed §§ 2.060 and 2.070.~~

~~**TDC 2.080. – Agency Coordination.**~~

- (1) Numerous public agencies have been involved in the planning process. This Plan, as well as Phase I Technical Memoranda, the data base for this Plan, and subsequent modifications to this Plan, were sent to the following public agencies for comment. This coordination is required by statewide planning legislation, and agency comments are on file at the Tualatin City Hall.
- (a) Land Conservation and Development Commission.
 - (b) Columbia Region Association of Governments.
 - (c) Metropolitan Service District (Metro).
 - (d) Portland Metropolitan Area Local Government Boundary Commission.
 - (e) Tri-Met.
 - (f) Washington County Planning Commission.
 - (g) Clackamas County Planning Commission.
 - (h) Cities of Durham, Lake Oswego, Rivergrove, Sherwood, Tigard, Wilsonville.
 - (i) Tigard-Tualatin School District 23 J.
 - (j) Sherwood School District 88.
 - (k) Tualatin Valley Fire and Rescue (Tualatin Rural Fire Protection District).
 - (l) Clean Water Services (Unified Sewerage Agency).
 - (m) Oregon State Highway Division (Oregon Department of Transportation).
 - (n) Oregon Department of Environmental Quality.
 - (o) Federal Environmental Protection Agency.
 - (p) U.S. Army Corps of Engineers.
 - (q) Oregon Division of State Lands.

- (2) Additionally, the planning process included the following private utility companies:
- (a) Verizon (General Telephone Company of the Northwest, Inc.)
 - (b) Northwest Natural Gas Company.
 - (c) Portland General Electric Company.
 - (d) Comcast

(Ord. 1191-05; 06-27-05; Ord. 1414-18, 12-10-2018)

CHAPTER 1- ADMINISTRATION PROVISIONS

~~TDC 1.010~~– Interpretation.

Where differences exist between the Plan Map and Plan Text, the Plan Map controls Plan intent unless, otherwise determined by the City Council.

~~TDC 1.020~~– Definitions.

Definitions of some terms used within the Comprehensive Plan are included below.

Where no definition has been provided, a dictionary definition may be presumed.

Acre. A measure of land area containing 43,560 square feet. Gross Acreage is the land area within the lot lines of a unit of land. Net Acreage is the land area within the lot lines of a unit of land after removing land for rights-of-way and tracts.

Annexation. The formal act of adding land to the corporate limits of a City.

Buildable Lands. Land within an Urban Growth Boundary that is vacant, has access to public streets, water and sewer services, and is not subject to natural hazards such as flooding, landslides, etc.

City. The City of Tualatin, Oregon; a municipal corporation.

Conditional Use. A land use category in a Planning District for land uses that may have an adverse impact on other land uses within that district. These uses require special approval procedures and may have conditions attached to their approval so they can be made compatible with surrounding land uses.

Dedication. The act of permanently de-voting a portion of private land to a public purpose, which includes, but is not limited to, road right-of-way or a public park.

Density:

Gross Residential Density. The number of dwelling units per gross acre. See also Acre.

Housing Density. The number of dwelling units per acre of land rounded to the nearest whole number.

Maximum Net Density. Maximum net density applies only to partition, subdivision, and architectural review applications reviewed through the Expedited Process set forth in House Bill 3065, Sections 6-11, 1995 Legislature, and is the land area within the lot lines of a unit of land after land has been removed for rights-of-way and tracts. House Bill 3065's reference to 80 percent of maximum net density in Section 7(1)(a)(E) is calculated by taking the gross acreage and subtracting land removed for rights-of-way and tracts and multiplying that net acreage figure by the maximum allowed density and then multiplying that figure by 80 percent.

Net Residential Density. The number of dwelling units per net acre. See also Acre.

Design Standards. Specific defined criteria formulated to guide the preparation of plans for buildings, landscaping, parks, etc.

Development Agreement. An agreement between either the City or the Tualatin Development Commission and a developer that clearly establishes the developer's responsibility regarding project phasing, the provision of public and private facilities, improvements, and any other mutually agreed to terms and requirements.

Floodplain. See, TDC Chapter 70 (Floodplain District).

Grade Crossing. A crossing of high-ways, railroad tracks, or pedestrian walks or combinations of these at the same ground elevation.

Greenway. A naturally landscaped area of land usually located adjacent to watercourses and roadways.

Growth Controls. A combination of regulations, public policy and capital expenditures designed to either limit growth or to direct growth into specific geographic areas.

Historic Resource. See, Chapter 31 and 68 definitions.

Housing Starts. The number of building permits issued for the construction of dwelling units for a specific period of time.

Land-Extensive. An industrial use characterized by large storage areas or large land areas needed for manufacturing processes and relatively few employees per acre.

Land Use Intensity. The relative concentration or activity generated on a parcel of land by a specific land use.

Moratorium. A temporary deferment or delay of construction activity, usually based on the lack of adequate capacity for public facilities such as schools, roads, and sewer and water systems.

Multi-Mode Transportation. A mix of transportation forms usually integrated as a system.

Needed Housing. As defined by the State of Oregon, means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels, including at least the following housing types:

(a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;

(b) Government assisted housing;

(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and

(e) Housing for farmworkers.

Official Map. A legislatively adopted map indicating the exact location of public improvements such as streets, with the purpose of prohibiting uses within these locations that would prohibit future municipal use of the location.

Peak Hour. A specific period of time at which traffic counts are highest.

Planning District. See, Chapter 31 definitions.

Right-of-Way. A strip of land reserved for public uses, which includes, but is not limited to, roadways, sewer facilities, water facilities, and stormwater facilities.

Transportation Mode. A form of transportation such as the automobile mode, bus mode, light rail mode, etc.

Truck Route. A selected course of travel for trucks, primarily intended to route trucks away from residential neighborhoods.

Unincorporated Land. Land not within the corporate or city limits of a city.

Urban Growth Boundary. An adopted line at or outside the current City limits defining an area that would accommodate future City growth.

Urban Growth Management Agreement (UGMA). An agreement between the City and Clackamas County establishing a process for coordinating comprehensive planning and development in a geographically defined area composed of both area within city limits and unincorporated properties.

Urban Planning Area Agreement (UPAA). An agreement between the City and Washington County establishing a process for coordinating comprehensive planning and development in a geographically defined area composed of both area within city limits and unincorporated properties.

(Ord. 743-88, §34, 3-28-1988; Ord. 818-91, §1, two & 3, 1-14-91; Ord. 844-91, §1, 10-14-91; Ord. 849-91, §1 & 2, 11-25-91; Ord. 882-92, §1, 12-14-92; Ord. 890-93, §1, 4-12-93; Ord. 956-96, §1 & 2, 01-8-96; Ord. 988-97, §1, 12-8-97; Ord. 1026-99, §1, 08-9-99; Ord. 1277-09, §1, 03-9-09; Ord. 1310-10 §1, 09-13-10; Ord. 1321-11 §1, 04-25-11; Ord. 1339-12 §1, 01-23-12; Ord. 1414-18, 12-10-2018)

B. PLAN IMPLEMENTATION

~~TDC 3.010. – Background.~~

~~(1) — The development of the Plan for Tualatin was based as much as possible on objective data that measured conditions within the planning area. To obtain this data, the planning process was divided into two phases, with the first phase being data collection and the second phase being the preparation of a plan based on the collected data. The data was collected in a document entitled Phase I — Technical Memoranda. The Technical Memoranda described data concerning numerous topics. Those topics are described as follows:~~

~~(a) — *Citizen Involvement:*~~

~~Citizen Participation~~

~~(b) — *Land Use:*~~

~~Natural Resource Inventory~~

~~Geological Resources~~

~~Flood Plains, Drainage and Wetlands~~

~~Fishery Resources~~

~~Wildlife Resources~~

~~Wetland Protection Regulations~~

~~Ecologically Significant Natural Areas~~

~~Vegetation~~

~~Soils Inventory, Urban/Rural Conflicts~~

~~Air Quality, Pollution Potentials~~

~~Noise Quality, Pollution Potentials~~

~~Groundwater Resources, High Groundwater and Weak Soils~~

~~Historical and Cultural Resource Inventory~~

~~Land Use Summary~~

~~Existing Land Use~~

~~Buildable Land Summary~~

~~Residential, Commercial and Industrial Demand~~

~~Population Forecast~~

~~Housing~~
~~Commercial/Industrial~~
~~Urbanization~~
~~Housing Inventory~~
~~Energy Conservation~~

~~(c) — *Public Facilities:*~~

~~Transportation~~
~~Public Services~~
~~Water Supply~~
~~Sewerage~~
~~Storm Drainage~~
~~Flooding and Natural Hazards~~
~~Recreation and Open Space~~
~~Schools~~
~~Electrical, Gas and Utilities~~

~~(2) — To portray material lending itself to graphic description, a series of clear mylar overlays were produced. This series of overlays was useful in describing to the advisory committees and the public much of the information necessary to reach planning decisions. The graphic overlays cover the following topics and are available for review at the Tualatin City Hall.~~

- ~~(a) — Slope Analysis (indicates areas that may be natural hazard areas).~~
- ~~(b) — Soils Classifications (indicates areas that may be natural hazard areas).~~
- ~~(c) — Water Areas and Wetlands (indicates areas that may be natural hazard areas).~~
- ~~(d) — Vegetation and Wildlife.~~
- ~~(e) — Recreation and Open Space Inventory.~~
- ~~(f) — Street Classifications and Capacities.~~
- ~~(g) — Major Street Inventory.~~
- ~~(h) — Existing Land Use.~~
- ~~(i) — Water Service Areas.~~
- ~~(j) — Sewer Service Areas.~~

(3) — To briefly acquaint the reader with some of the data that has been used in the Plan, the following summary has been written. The summary briefly describes the data and initial findings produced in the first planning phase. For a detailed review of data used in this Plan, please refer directly to Phase I— Technical Memoranda, City of Tualatin Historic Resource Technical Study and Inventory 1992-1993, City of Tualatin Natural Resource Inventory and Local Wetlands Inventory 1995, 2001 Transportation System Plan (TSP) and 2012 TSP Update (TSP Technical Memorandum, December 2012), and NW Tualatin Concept Plan 2005.

(Ord. 1103-02, 03-25-02; Ord. 1191-05, 6-27-05, Ord. 1354-13 §2, 02-25-13)

CHAPTER 3- TECHNICAL MEMORANDA

<u>Background and Supporting Documents Adopted as part of the Comprehensive Plan</u>		
<u>Title</u>	<u>Year</u>	<u>Ordinance</u>
<u>Economic Opportunities Analysis</u>	<u>2019</u>	<u>TBD</u>
<u>Housing Needs Analysis</u>	<u>2019</u>	<u>TBD</u>
<u>Parks and Recreation Master Plan</u>	<u>2019</u>	<u>1427-19</u>
<u>Sewer Master Plan</u>	<u>2019</u>	<u>1427-19</u>
<u>Water Master Plan</u>	<u>2013</u>	<u>1359-13</u>
<u>Transportation System Plan (TSP)</u>	<u>2012</u>	<u>1354-13</u>
<u>Natural Resource Inventory and Local Wetlands Inventory</u>	<u>1995</u>	<u>979-97</u>
<u>Historic Resource Technical Study and Inventory</u>	<u>1993</u>	<u>844-91; 894-93</u>
<u>Tualatin Drainage Plan</u>	<u>1979</u>	<u>491-79</u>

<u>Area-Specific Concept Plans</u>		
<u>Title</u>	<u>Year</u>	<u>Ordinance</u>

<u>Basalt Creek Concept Plan</u>	<u>2019</u>	<u>1418-19</u>
<u>Southwest Tualatin Concept Plan</u>	<u>2010</u>	<u>1321-11</u>
<u>Northwest Tualatin Concept Plan</u>	<u>2005</u>	<u>1191-05</u>

~~TDC 3.020. – Citizen Participation.~~

~~Two questionnaires were used to aid the development of planning objectives. One assessed general community attitudes and asked residents to list Tualatin's assets and liabilities. The other polled commercial and industrial employees in the planning area regarding the need for housing for people who work in Tualatin.~~

(Ord. 1103-02, 03-25-02; Ord. 1354-13 §3, 02-25-13)

PART III: GOALS AND POLICIES:

CHAPTER 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.

~~TDC 2.050~~ – Citizen Involvement.

- (1) The first Statewide Planning Goal is the Citizen Involvement
- (2) Goal. This goal provides that each community must adopt, implement and periodically review a citizen involvement program. In 1976, the Tualatin City Council appointed a seven member Committee for Citizen Involvement (CCI) to draft a Citizen Involvement Program. This program was adopted by the City Council on April 12, 1976, and has been the basis for the City's citizen involvement activities. After the adoption of the Citizen Involvement Program, the City Council formed two new advisory committees to provide recommendations to the Council on planning matters. These new groups were the Tualatin Planning Advisory Committee (TPAC), which became the Planning Commission in 2012, and the Urban Renewal Advisory Committee (URAC). URAC provides planning assistance to the Tualatin Development Commission on matters within the Urban Renewal Area, and the Planning Commission provides planning recommendations for the general community.
- (2) The City Council transferred the Citizen Involvement Program responsibility to the Tualatin Planning Advisory Committee in 1976. This responsibility was transferred to the Tualatin Planning Commission in 2012.
- (3) Another advisory group influencing the plan is the Tualatin Park Advisory Committee (TPARK). This committee over-see's the City's park and recreation programs and thus has an interest in the park and recreation element of the Public Facilities Plan, which is also reflected on the community's General Land Use Plan. Both TPAC (changed to the Tualatin Planning Commission) and TPARK have met regularly to review the plan proposals and to take actions recommending this plan to the City Council. Meeting minutes and recordings are available for public review at the Tualatin City Hall. The powers, duties and organizational structure of TPAC (changed to the Tualatin Planning Commission) and TPARK are described in The Tualatin Municipal Code.

(Ord. 1119-02, 10-14-02; Ord. 1414-18, 12-10-2018)

Goals and Policies.

- **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.

CHAPTER 2 - COMMUNITY DESIGN

CHAPTER 10 - COMMUNITY DESIGN

TDC 10.010. - Background. Purpose.

In 1972 the City adopted an ordinance establishing an Architectural Review Board with powers to review the functional and esthetic aspects of each new City structure, excluding single family dwellings and minor remodeling. When adopting this ordinance, the City Council found that, "excessive uniformity, dissimilarity, inappropriateness or poor quality of design in the exterior appearance of structures and signs and, the lack of proper attention to site development and landscaping in the business, commercial industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use and value of land and improvement, adversely affects the stability and value of property, produces degeneration of property in such areas with attendant deterioration of conditions affecting the peace, health and welfare of the City, and destroys a proper relationship between the taxable value of property and the cost of municipal services therefor."

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.

Goals and Policies.

- **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 while also ensuring.
 - **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.

TDC 10.020. – Design Objectives.

The City Council also adopted the following objectives as a part of the ordinance establishing the Architectural Review Board.

- ~~(1) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.~~
- ~~(2) Discourage monotonous, drab, unsightly, dreary and inharmonious development.~~
- ~~(3) Promote the City's natural beauty and visual character and charm by insuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the esthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures and other improvements.~~
- ~~(4) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.~~
- ~~(5) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.~~
- ~~(6) Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and thus decrease the cost of governmental services.~~
- ~~(7) 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.~~
- ~~(8) Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment; and thus promote and protect the peace, health and welfare of the City.~~

~~(10.020(3) amended by Ord. 960-96, §1, 5-28-96)~~

TDC 10.025. – Design Guidelines—Central Design District.

~~The Design Guidelines in TDC 73.600 and 73.610 apply to properties in the Central Design District as shown on Figure 73-4. The Design Guidelines are to be considered when evaluating development in the Central Design District.~~

~~(Ord. 1097-02, 02-11-02)~~

TDC 10.030. – Design Improvements.

~~While the City has been successful in improving the esthetic quality of the City, there remains considerable room for improvement. Weaknesses in the current design review program include the following:~~

- ~~(1) Lack of strong community support for design excellence.~~
- ~~(2) Lack of comprehensive and definitive architectural and landscape design standards for City development.~~

- ~~(3) — Lack of qualified staff and sufficient staff time to work with developers to achieve well-designed projects and enforce construction conformance with plans approved through the Architectural Review process.~~
- ~~(4) — Lack of underground electrical wiring program or other program to deal with overhead utility wiring.~~
- ~~(5) — Small but ineffective street tree program.~~

~~(Ord. 960-96, §2, 5-28-96)~~

~~(Ord. 960-96, §3, 5-28-96)~~

~~TDC 10.050. – Tree Preservation and Street Tree Objectives.~~

~~This section describes the purpose of tree preservation and street tree provisions in the Planning District Standards.~~

- ~~(1) — Develop a program for tree conservation within the City, including control over tree removal, in order to protect and enhance the esthetic character of Tualatin, protect and improve air and water quality, provide and protect buffering and screening between land uses, and provide and protect habitat for wildlife, in order to create and preserve a desirable community in which to live, work, and invest.~~
 - ~~(a) — Tualatin's tree preservation goal is consistent with the general purpose of the Tualatin Community Plan, which is to guide the physical development of the City so as to preserve the natural beauty of the area while accommodating economic growth.~~
 - ~~(b) — Tualatin's tree preservation goal shall be implemented through adoption and administration of Planning District Standards consistent with this goal.~~

- ~~(2) — Develop a program for street tree planting along public rights-of-way within the City.~~
- ~~(Ord. 963-96, §1, 6-24-96; Ord. 1227-07 §1, 2-12-07)~~

~~CHAPTER 20 – SIGN DESIGN~~

~~TDC 20.010. – Background.~~

- ~~(1) — The City of Tualatin is a community of natural beauty, quality architecture and landscaping and planned urban design. Signs are one of the more visual and prominent components of urbanscapes. Signs have a strong visual impact on the character and quality of the community. Signs are of primary concern to business owners, customers and the public. Clear and effective signage is essential to the successful operation of businesses and public and semi-public uses and can, without distraction, facilitate vehicular, bicycle and pedestrian movement. Signage can also, however, be a significant contributor to visual clutter and blight. Large, garish and/or numerous signs designed as "attention getters" are neither necessary nor desirable in Tualatin's setting. With care, signs can serve to effectively identify uses and provide a positive contribution to the City's visual quality.~~

~~(2) The City of Tualatin competes with many other Oregon, national and international communities for economic opportunities. Since the City relies on its scenery and physical beauty to attract residents and commerce, esthetic considerations assume economic value. To ensure the City of Tualatin is a desirable community in which to live, vacation and conduct business and to protect the City's economic base, a visually pleasing, attractive environment is important and desired.~~

~~(Ord. 960-96, §1, 5-28-96)~~

~~**TDC 20.020. – Purpose.**~~

~~The purpose of this chapter is to promote the public health, safety and welfare through a comprehensive system of effective sign Objectives.~~

~~(Ord. 960-96, §2, 5-28-96)~~

~~**TDC 20.030. – Objectives.**~~

~~The following are the City's Sign Objectives.~~

- ~~**Goal 2.3:** Balance the right of free speech, business needs, public wayfinding, 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.~~

~~(1) Preserve the right of free speech exercised through the use of signs.~~

~~(2) Protect the public health, safety and welfare.~~

~~(3) Protect persons and property in rights-of-way from unsafe and dangerous signs that distract, rather than inform, motorists, bicyclists and pedestrians.~~

~~(4) Protect persons and property from unsafe and dangerous signs due to natural forces, including but not limited to wind, earthquakes, precipitation and floodwaters.~~

~~(5) Protect persons and property from unsafe and dangerous signs due to improper construction, repair and maintenance.~~

- ~~(6) — Protect and enhance the visual appearance of the City as a place to live, work, recreate, visit and drive through.~~
- ~~(7) — Protect and enhance the quality streetscapes, architecture, landscaping and urban character in Tualatin.~~
- ~~(8) — Protect and enhance property values.~~
- ~~(9) — Protect and enhance the City's economy.~~
- ~~(10) — Ensure the number, height and dimensions of signs allowed adequately identifies a business or use and does not result in sign clutter.~~
- ~~(11) — Allow greater sign heights and dimensions for Major Commercial Centers.~~
- ~~(12) — Allow only temporary signs on a property with no building.~~
- ~~(13) — Allow no new permanent sign, or a change of face on an existing permanent sign, on a property with an unoccupied building.~~
- ~~(14) — Allow permanent signs only on buildings, or parts of buildings, that are occupied.~~
- ~~(15) — Regulate the number, height and dimensions of temporary signs.~~
- ~~(16) — In the manufacturing and institutional planning districts allow permanent freestanding monument signs, but not permanent freestanding pole signs.~~
- ~~(17) — In the residential planning districts sign numbers, heights and dimensions for dwelling units shall be restricted and for conditional uses shall be consistent with the use.~~
- ~~(18) — Allow indirect and internal illumination in residential planning districts for conditional uses.~~
- ~~(19) — Allow greater sign diversity in the Central Urban Renewal District's Central Design District for uses on properties abutting the City owned promenade around the Lake of the Commons.~~
- ~~(20) — The wiring for electrically illuminated freestanding signs shall be underground and for wall signs shall be in the wall or a race.~~
- ~~(21) — Adopt sign regulations for the Mixed Use Commercial Overlay District that are consistent with the type and high quality of developments desired in the District. New sign types to be allowed are wall-mounted plaques and inlaid floor signs.~~
- ~~(22) — Adopt Sign Design standards and a Sign Design Review process for freestanding signs in commercial districts that encourage attractive and creative signage with varied design elements such as proportionally wider sign bases or pylons, a mix of exterior materials that have a relationship to building architecture, use of dimensional lettering and logos with halo or internal lighting and is consistent with the high quality of developments desired in commercial districts.~~
- ~~(23) — In Central Commercial and General Commercial planning districts, allow permanent freestanding monument signs on Arterial Streets, and restrict permanent freestanding pole signs to Collector or Local Commercial Street frontages.~~

~~(24) Create an incentive for improvement of existing freestanding signs and adopt provisions allowing non-conforming freestanding signs in commercial districts to retain non-conforming sign status when structurally altered subject to improved compliance with Sign dimension and Sign Design standards.~~

~~(Ord. 960-96, §4, 5-28-96; Ord. 1120-02, 11-15-02; Ord. 1176-04, 11-22-04; Ord. 1216-06, 7-24-06; Ord. 1261-08 §1, 6-9-08.; Ord. 1302-10 §1, 5-24-10)~~

CHAPTER 3- HOUSING AND RESIDENTIAL GROWTH

This chapter replaces Tualatin Development Chapters 4 and 5, which are deleted in their entirety.

Purpose

This 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 XX) and Housing Strategies (Appendix XX), 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.

A Housing Needs Analysis examines a city's existing supply of buildable lands (Buildable Lands Inventory), and compares that with projected population growth, in order to identify housing needs for a 20 year period as well as housing and growth policy recommendations based on those needs. Tualatin's housing and residential growth chapter also incorporates Oregon state and Portland metropolitan regional housing policy. The state's housing policy guidance is provided by Oregon Statewide Planning Goal 10 and Oregon Administrative Rule (OAR) 660 Division 7. The Portland metropolitan region's housing guidance is provided by Metro Urban Growth Management Functional Plan Title 7.

Since the Tualatin Comprehensive Plan's initial adoption in the late 1970s, to present, the City's housing and residential growth have changed tremendously as Tualatin has experienced periods of rapid growth on its way from a small town comprised of mostly single-family housing to a medium-sized city with a diverse mix of housing types. Looking forward, as Tualatin's future housing needs and residential growth outlook continue to evolve, Tualatin is committed to regular periodic updates of its Buildable Lands Inventory and Housing Needs Analysis, which are incorporated by reference, and to the extent necessitated by these updates, updated Comprehensive Plan goals, policies, and strategic actions.

Goals and Policies

- **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 home-based 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.
- **Policy 3.1.7 Coordination.** Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin's housing land supply needs.
- **Strategic Actions:**
 - Evaluate opportunities to increase development densities to address deficiencies identified in the Housing Needs Analysis within Tualatin's existing zones by modifying the Development Code.
 - Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
 - Evaluate Tualatin's land supply every two years, and make regular updates to the City's Buildable Lands Inventory and Housing Needs Analysis.
- **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.
 - **Strategic Actions:**
 - Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
 - Develop policies to prevent and address homelessness.
 - Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
 - Evaluate partnerships with organizations to establish a land bank or land trust.
 - Evaluate system development charge financing opportunities.
- **Goal 3.3: Affordable Housing.** Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.

- **Strategic Actions:**
 - Evaluate how best to leverage funds from regional, state, and other sources to support development of affordable housing.
 - Evaluate the establishment of local funding sources for affordable housing such as a construction excise tax.
- **Goal 3.4: Redevelopment.** Encourage timely strategic planning and redevelopment in Tualatin to create new mixed-use residential and commercial planning districts.
 - **Policy 3.4.1 Coordination.** Coordinate economic development planning and housing planning.
 - **Policy 3.4.2 Mixed-use commercial.** Support the application of mixed-use commercial designations that in areas of Tualatin that are suitable for a mix of office, retail commercial, and high-density housing.
 - **Strategic Actions:**
 - Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning 60% or MFI or less.
 - Evaluate incentivizing redevelopment to include a portion of housing that addresses deficiencies identified in the Housing Needs Analysis.
 - Evaluate policies and/or incentives to support redevelopment of underutilized commercial buildings for housing.
- **Goal 3.5: Housing and transportation.** Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.
 - **Policy 3.5.1 Coordinated planning.** Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.
 - **Strategic Actions:**
 - Evaluate development of a design and planning framework for neighborhoods that includes a mixture of housing types, neighborhood uses, and amenities, enabling Tualatin residents to access services and amenities through active modes.
- **Goal 3.6: Residential growth.** Residential growth by annexation or expansion to the Urban Planning Area or Urban Growth Boundary will be coordinated with local, state, and regional governments, districts, and stakeholders.
 - **Policy 3.6.1 Consent-driven annexation.** Only property owners may initiate annexation of property within Tualatin's Urban Planning Areas, including cases involving unincorporated "islands" of property surrounded by land annexed previously. Property owner petitions for annexation may be granted if the petition is in conformance with local, state and regional policies.

- **Policy 3.6.2 Coordination.** Coordination will be made with local, state, and regional governments, districts, and stakeholders on residential growth.
- **Goal 3.7 Residential growth, and the environment.** Plan for housing and residential growth to minimize and mitigate for environmental impacts.
 - **Policy 3.7.1 Environmental protection.** Housing and residential growth policies will be evaluated for consistency with the environmental protection goals and policies of Chapter 7 (Parks, Open Space, and the Environment).

CHAPTER 4 – ECONOMY, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Purpose. The purpose of this chapter is to guide employment uses, planning, and development in Tualatin.

Tualatin’s Buildable Lands Inventory and Economic Opportunities Analysis provide a basis for understanding the current trends and projected demand for new commercial and industrial land.

TDC 3.070. – Economics, Housing and Employment.

~~(5) – Employment.~~

- ~~(a) – *Jobs in Portland.* Employment in the City of Tualatin is closely tied to economic prospects in the Portland Metropolitan Area. There has been a rapid growth in the commercial and governmental categories in the Portland area. Employment trends there reflect the shift from blue collar to white collar jobs. In 1970, 20,000 Washington County residents were employed in finance, insurance, real estate, and miscellaneous service jobs, while in 1960 only 4,000 of these jobs were available within the County.~~
- ~~(b) – *Jobs in Washington County.* In 1970 Washington County had 49,600 jobs. Half of the available jobs were in manufacturing, primarily because Tektronix employs 8,500 to 9,000 people in Washington County. Although Tualatin has more land in industrial zones than other communities of its size, future industrial growth can be expected to slow down as the standards for development increase. But, by the year 2000, an estimated 200 acres of future industrial land will be required in Tualatin. With current employment in industry at 1,165, it is projected that by the year 2000 there will be 7,210 industrial employees.~~

CHAPTER 6 – COMMERCIAL PLANNING DISTRICTS

TDC 6.010. – Background.

- ~~(1) – Commercial development in Tualatin has occurred primarily in the downtown area and near the City’s two Interstate 5 Freeway interchanges at Lower Boones Ferry Road and Nyberg Street. Downtown development consists mostly of retail, service, and office uses ranging in size from small, locally owned firms to large national chain stores such as K-Mart. Development near the interchanges is predominantly automobile-oriented and includes motels, automobile service stations, and restaurants.~~
- ~~(2) – At present, there are approximately 165 acres of land zoned for commercial use, but only a little over 1/3 of this land is developed. Two factors account for the bulk of the undeveloped commercial land. First, much of this land is in large parcels (ten or more acres) owned by a few major developers such as Schnitzer Investment Corporation. These firms have held their land in anticipation of economic conditions favorable to large-scale commercial development. Second, much of the undeveloped commercial land is in the 100-year flood plain of the Tualatin River and is thus subject~~

to additional development costs necessary to comply with applicable flood plain regulations.

- (3) ~~Despite the large amount of undeveloped commercial land, a number of factors suggest that this land will be needed for commercial use during the planning period. First, the demand for additional goods and services will increase as Tualatin's population increases. Greater concentrations of population and the relatively high incomes of the area's residents will support increasingly specialized types of retail and service establishments. It should be noted that the adjoining communities of Durham, Rivergrove and Lake Grove are predominantly residential in character, with relatively little commercial development. Consequently, growth of these cities will increase the demand for available commercial land in Tualatin, particularly near the Lower Boones Ferry Road interchange with I-5. Second, the Lower Boones Ferry Road interchange area is subject to continued development pressure because of its accessibility for freeway travelers looking for gasoline, food, or lodging on their way to and from Portland. And finally, the City is located adjacent to three of the region's major transportation routes, the Interstate 5 and 205 Freeways and the State Highway 217 Expressway. This access to the remainder of the region and to the Willamette Valley provides an opportunity for larger scale commercial and freeway-oriented developments.~~
- (4) ~~It should be noted that while most of Tualatin's residents work elsewhere, they will more likely work in the City if diversified job opportunities are available. Tualatin's supply of commercial land will thus eventually create additional diverse job opportunities and hopefully decrease Tualatin residents' needs to travel out of the community to find jobs.~~
- (5) ~~As mentioned above, the area north of the Tualatin River around the Lower Boones Ferry Road interchange is attractive for freeway-oriented commercial development. The present Comprehensive Plan designates most of the area as General Commercial, and considerable development has occurred in the area since 1970. However, a number of industrial firms are located throughout the area as a result of zoning established prior to the adoption of the existing Comprehensive Plan, creating land use conflicts between existing and potential commercial development. This Plan expands commercial use in two areas and preserves for light industrial use those areas that are already committed to industrial development. This was done because it was felt that the City had sufficient industrial land in the Western Industrial District and that proximity to the freeway interchange and the residential character of the area better lent itself to commercial use than industrial use.~~
- (6) ~~As much of the City's commercial land area is visible from the Interstate 5 Freeway and because all residents of Tualatin must pass through a commercial area before reaching their homes, it is important that esthetic design in commercial areas be sensitively handled. Generally, the design of a community's commercial area defines much of the community's character. Fortunately, the City has an Architectural Review process and an Urban Renewal Agency to help prevent inappropriate, unattractive development, but much more could be done to increase the quality of architectural and landscape design in commercial areas. Because much of Tualatin's commercial land is forested, is visible from the freeway, or is adjacent to residential uses, land-~~

~~extensive commercial uses, such as automobile, truck and machinery sales and rental, would be more appropriately located in the City's Western Industrial District where there are relatively large, flat and un-forested parcels of land. This area will have good access to freeways, and land-extensive commercial uses would not affect the industrial uses planned for this area.~~

- ~~(7) The Roamer's Rest commercial area is unique in its character and history. It has served the needs of the traveling and recreating public for many years and forms a part of the history of the Portland metropolitan area. It is appropriate to continue the general land use pattern of highway and recreation oriented commercial activity in this area, even including the provision of housing in a mixed-use type of development. A specialized Planning District is necessary to accommodate the desired commercial activity without allowing other uses that are not oriented either to the river or the highway.~~
- ~~(8) As Tualatin grows in terms of residents and employees, and as these individuals disperse more throughout the City rather than concentrating near the downtown area, there is an ever-increasing demand for commercial services in close proximity to the people. This demand is primarily for day-to-day shopping and service needs such as small grocery purchases, hair cutting and styling, etc. The creation of neighborhood commercial centers, through the use of the new Neighborhood Commercial (CN) Planning District, will not only provide these services to the residents and employees, it will work to reduce traffic by eliminating trips to the downtown commercial areas. This concept is not seen as having any negative impact on the downtown area, as the types of goods and services to be provided are small and limited in nature. It is critical, however, that the design of neighborhood commercial uses be such that they are of a residential character and enhance rather than detract from neighborhoods.~~
- ~~(9) The provision of medical services to health care customers has changed rapidly since 1970. New equipment and procedures are now used as a result of fast-developing medical technology. More services and new community outreach activities are provided to customers. The doctor/hospital concept has evolved into a health-care-provider/medical center system. Stand-alone hospitals cannot now provide the facilities and services expected and needed by health care customers. In their place are multi-use medical centers providing a full range of medical facilities and health care services. The Meridian Park medical facility at SW 65th Avenue and SW Borland Road is an example of the conversion from individual hospital to full service medical center. In addition to the traditional hospital facilities, community outreach programs such as personal counseling, weight control, post-operative rehabilitation and substance abuse counseling are provided. Doctors now prefer their offices adjacent to the hospital building, rather than in a distant office district or in a downtown location as in the past.~~

~~A medical center should be located in a Medical Center Planning District. Medical centers are major employment centers which provide a stable employment base that is not as vulnerable to economic swings as most commercial and industrial employment centers. Meridian Park Hospital is a major employment center in Tualatin. It serves the City's residents as well as thousands of people in the south metropolitan Portland area and beyond. The City of Tualatin has but one medical center providing a large number~~

~~of medical facilities and health care services. It will expand in the future. A Medical Center District is provided to ensure that today's medical services and tomorrow's new medical technology will be available to the residents of Tualatin and the surrounding area.~~

~~(Ord. 592-83, §25, 6-13-83; Ord. 849-91, §3, 11-25-91; Ord. 827-91, §1, 3-25-91)~~

~~TDC 6.020. – Assumptions.~~

~~The following are general assumptions used to formulate this Plan:~~

- ~~(1) Demand for the City's commercial land will increase.~~
- ~~(2) Large-scale commercial enterprises will find Tualatin an increasingly attractive location.~~
- ~~(3) The City will become a commercial center serving a population much larger than its own.~~
- ~~(4) Retail commercial enterprises will locate primarily in the City's downtown area.~~
- ~~(5) Freeway service establishments and offices will locate adjacent to the City's freeway interchanges or will be visible from the Interstate 5 Freeway.~~
- ~~(6) Demand for hospital-related commercial development will occur near Meridian Park Hospital.~~
- ~~(7) The creation of residential and employment concentrations away from the downtown core will create the need for neighborhood commercial centers. These centers are intended to provide for day-to-day shopping and service needs and are not intended to be serious competition with businesses in the downtown area.~~

~~(Ord. 592-83, § 26, 6-13-83)~~

~~TDC 6.030. – Objectives, Goals and Policies.~~

- **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 4.1.1 Location.** Locate and design areas that allow commercial development in a manner that increases access to goods and services while minimizing traffic impacts, including the location of commercial services where accessible through transit and active transportation modes, the encouragement of mixed use development, and small neighborhood commercial nodes.
 - **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 4.1.3 Design.** Encourage functional and attractive commercial development through standards for site design and landscaping.
- **Policy 4.1.4 Mixed Use.** Encourage mixed use commercial and residential development.

The following are general objectives used to guide the development of this Plan:

- ~~(1) Encourage commercial development.~~
- ~~(2) Provide increased employment opportunities.~~
- ~~(3) Provide shopping opportunities for surrounding communities.~~
- ~~(4) Locate and design commercial areas to minimize traffic congestion and maximize access.~~
- ~~(5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.~~
- ~~(6) Encourage developers to consider solar access when designing commercial development projects.~~
- ~~(7) Provide for limited and carefully designed neighborhood commercial centers.~~
- ~~(8) Provide for the continued development of major medical services facilities in the City of Tualatin, especially at the Meridian Park Hospital site. The Medical Center Planning District shall be applied only to a property, or a group of contiguous properties, of no less than 25 acres and shall have frontage on an arterial as designated in TDC Chapter 11, Tualatin Community Plan.~~
- ~~(9) To work with the applicable jurisdictions and agencies to develop the Durham Quarry Site and Durham Quarry Area with high quality development. It is appropriate to apply an overlay district on the Durham Quarry Site and Durham Quarry Area to allow mixed commercial/residential uses. It is appropriate to enter into an intergovernmental agreement with the City of Tigard and Washington County to allow the City of Tualatin to review and decide land use applications and building permit applications for the portion of the Durham Quarry Site in the City of Tigard.~~

~~(Ord. 592-83, §27, 6-13-83; Ord. 827-91, §2, 3-25-91; Ord. 1062.00, §2, 12-11-00; Ord. 1133-03, 3-24-03; Ord. 1062-00, 1-03-01)~~

~~(Ord. 1191-05; 6-27-05; Ord. 1321-11 §5, 4-25-11; Ord. No. 1418-19, § 1, 4-22-19)~~

~~TDC 7.010. – Background.~~

- ~~(1) Tualatin's relationship to road and rail access has provided a favorable environment for industrial development. The City's industrial area is bisected by two railroads, the Burlington Northern and the Southern Pacific, and is served by the Interstate 5 Freeway which, in turn, provides access to the Interstate 205 Freeway and the State Highway 217 Expressway. These transportation facilities provide good multi-mode access to the whole of the Portland Metropolitan Area, the Willamette Valley, and to national markets. Because the area has good access to the transportation system,~~

large areas of land have been zoned for industrial use, both in the City and west of the City in Washington County.

TDC 7.015. - Manufacturing Planning Area Overview.

This section describes the history and nature of the Manufacturing Planning Area.

- (1) The Industrial Planning Area is located in the southeastern portion of Washington County and immediately west of the developed portion of the City of Tualatin. It is within the Urban Growth Boundary and was annexed to Tualatin in November, 1982, except for a few individual parcels.
- (2) The Industrial Planning Area is served by Pacific Highway (Highway 99W) as a direct route to Portland. It also is tied directly by Tualatin-Sherwood Road, and indirectly by Tualatin Road and Herman Road, to Interstate 5 with direct ties to the east via Interstate 205. It is crossed by Southern Pacific and Burlington Northern railroad lines.
- (3) The area lies in the relatively flat lowlands of the Tualatin Valley, with farmland scattered throughout. Although the area is currently rural and suburban in nature, increasing pressure for development is occurring. This is noted by the construction of several new industrial uses within the planning area during the last ten years and the rapid growth of industrial use in the western portions of the City.
- (4) The first settlement in the area was established in the mid-1800's. By the 1850's, all the land along the Tualatin River bank had been claimed and settlement began in earnest. The Technical Memoranda of The Tualatin Development Code provides a more detailed history of the City and its surrounding area.
- (5) The Industrial Planning Area encompasses approximately 1,096 acres. Coupled with the industrial land that was already in the western portion of the City, the total Western Industrial District has 1,775 acres of land.
- (6) The Tualatin area has experienced tremendous growth in the last decade. Population increased rapidly due to several factors, including land availability and buildup of employment opportunities through industrial development.
- (7) The economy of the planning area is tied directly to that of Washington County and the Portland metropolitan area. At this time only 12 percent of Tualatin residents work in the City, while approximately 75 percent of the employees within the community live outside. Again, the City has determined that it is a community goal to expand as a regional employment center, increasing its percentage of total jobs in the region, and at the same time, providing additional residential and commercial opportunities so that more people can both live and work in Tualatin.

(Ord. 592-83, §29, 6-13-83. Ord. 1026-99, §6, 8-9-99)

TDC 7.016. - Planning Context.

This section describes the legal and political context for the planning work leading to the adoption of the Industrial Planning Area Plan Amendment.

- ~~(1) — *Introduction.* The preparation of the West Tualatin Industrial Planning Area Plan Amendment is not an isolated planning effort. There are many other policies on the local, regional and state level that provide the framework for this planning effort.~~
- ~~(2) — *Local Plans.* Of primary importance is the City's comprehensive plan, the Tualatin Community Plan. This plan amendment must be set in a direction that complies with and helps to implement the goals, policies and objectives of that document. Since the plan was adopted on October 22, 1979, the City has continued to experience a high rate of growth and has maintained an aggressive posture toward economic development. The addition of these industrial lands to the City is a direct result of the Goals and Objectives of the Plan. This amendment is designed to continue the advances that the Plan charted and the City has followed.~~
- ~~(3) — *Regional Plans.*
 - ~~(a) — The Industrial Planning Area and the entire City are part of the Metropolitan Service District (METRO), a regional government with jurisdiction for the urban portion of the tri-county metropolitan area. METRO is authorized by state law (ORS 197) to: 1) establish regional planning goals; 2) develop various functional plans for the district concerning housing, transportation, solid waste, drainage, and other region-wide issues; and 3) ensure that member jurisdictions conform to any regional planning elements which have been adopted by the METRO Council.~~
 - ~~(b) — METRO is responsible, specifically, for regional transportation planning and for defining and maintaining a regional Urban Growth Boundary (UGB). The UGB essentially delineates urban lands from rural and natural resource lands. Designed to include those lands needed to accommodate growth to the year 2000, the UGB must be respected and supported by METRO counties and cities in order for their comprehensive plans to achieve compliance with LCDC Goal 14—Urbanization. The UGB forms the southwest boundary of the Industrial Planning Area.~~
 - ~~(c) — Another regional planning effort that helps define this plan amendment is the work of Washington County embodied in the Comprehensive Framework Plan. This plan "allocates" the growth anticipated within the County to various geographic areas. This growth, in terms of both resident population and employment, was "assigned" on the basis of land availability, opportunities for economic development, transportation and utility availability, and other locational factors. The City will use these allocations as one of the bases for developing this plan amendment.~~
 - ~~(d) — In order to require and maintain effective coordination between Washington County and its various cities, including Tualatin, Urban Planning Area Agreements (UPAAs) have been drawn up. These identify areas of mutual planning interest and establish procedures allowing the cities and the County to exchange information and comments on development and to coordinate planning for development in these areas.~~~~

~~(4) *Statewide Planning Goals.* Finally, at the State level, are the Statewide Planning Goals and Guidelines adopted by the Land Conservation and Development Commission (LCDC). The comprehensive plans of all cities and counties in the state must be directed towards meeting the goals. This amendment will address each of these goals as appropriate. However, it is not organized goal by goal, rather, it follows the format of the existing Community Plan and will deal with each goal in that framework. The Goals include:~~

- ~~(a) Citizen Involvement;~~
- ~~(b) Land Use Planning;~~
- ~~(c) Agricultural Lands;~~
- ~~(d) Forest Lands;~~
- ~~(e) Open Spaces, Scenic and Historic Areas, and Natural Resources;~~
- ~~(f) Air, Land and Water Resources Quality;~~
- ~~(g) Areas Subject to Natural Disasters and Hazards;~~
- ~~(h) Recreation;~~
- ~~(i) Economy of the State;~~
- ~~(j) Housing;~~
- ~~(k) Public Facilities and Services;~~
- ~~(l) Transportation;~~
- ~~(m) Energy Conservation;~~
- ~~(n) Urbanization.~~

~~(Ord. 592-83, §30, 6-13-83)~~

~~TDC 7.017. – Planning Concept for the Manufacturing Planning Area.~~

~~This section describes the general intentions or concept for the Manufacturing Planning Area Plan:~~

~~(1) *Land Use Pattern.*~~

- ~~(a) Washington County has been working for many years in determining appropriate locations and configurations for various land uses throughout the County. The basic concept decisions have involved the major delineation between rural and urban land uses, and the appropriate locations for the various urban uses. These concepts, which are included in the Comprehensive Framework Plan, are based on professional analysis and input from a series of public hearings held in the fall of 1981. The conclusions for the basic concept all indicated that industrial development was and continues to be the most appropriate land use for the study area.~~
- ~~(b) With the annexation of the Industrial Planning Area to the City of Tualatin, the responsibility for determining this planning concept has shifted from the County~~

to the City. However, Tualatin has determined that the County's basic analysis and conclusions are sound, and will continue to support and plan for future industrial use in this area. This is recognized as being totally in compliance with the City's goal of becoming a major employment center, and forms a natural extension of the existing industrial areas bordering the western edge of the former City limits.

~~(2) Housing and Employment Allocations.~~

- ~~(a) Allocations of new housing units and employment opportunities in terms of residential, commercial and industrial acreage have been made for each community planning area within the entire METRO UGB by METRO with the cooperation of each local government. This distribution of potential growth is necessary to show how future growth can be made compatible with the development concept and consistent with state, regional, and local plans and regulations.~~
- ~~(b) These area allocations together reflect the total County's share of the regional growth estimated for the year 2000 and beyond. For the existing unincorporated area of the County within the UGB (i.e., all land inside the UGB but outside the City limits of all cities in the county) approximately 90,000 additional people, 39,500 new homes, and 38,800 new jobs are expected by the year 2000. This allocation applies to the incorporated study area as it was prepared prior to the annexation.~~
- ~~(c) The Tualatin Development Code contains population projections that formed a basis of that planning effort and are also used in this process.~~

~~Those projections indicated that, if market trends are followed, the City of Tualatin will have a population of 28,721 by the year 2000, or an increase of 22,331 from the year 1980. This indicates that the City, meaning all lands within the total planning area, will absorb 24.8 percent of the growth that is projected for the unincorporated portions of the County within the UGB.~~

- ~~(d) The growth allocations are basically intended to be a planning tool that assures that the projected growth is accommodated in a manner that provides for adequate housing, public facilities and services and employment opportunities, "spreading" the need to absorb this growth fairly throughout the metropolitan area. Every jurisdiction has a legal responsibility to allocate enough land to meet the projected needs. Each community is to designate land in various use categories to accommodate the acreage totals assigned to it by METRO for a variety of housing densities and employment opportunities.~~
- ~~(e) In order to help assure that the rapidly changing needs for housing options were being met, the LCDC adopted an administrative rule setting certain "standards" for planning for new housing within the Portland metropolitan area, (known as the Metro Housing Rule). The City must provide the opportunity for a new residential construction mix of 50 percent detached units to 50 percent attached units. In addition, the housing rule established an average residential density target for new construction of at least eight units per net buildable (acre).~~

~~(f) The County draft of the plan for the study area included an allocation of 8,372 new employees. This is distributed mostly at a density of five employees per acre. The City finds that this density projection is extremely low based on the current pattern in the area which is approximately 15 employees per acre. With the acreage available, the transportation and utility facilities available, and the very supportive attitude of the City, industrial land uses are anticipated that will generate three or more times the number of employees within the industrial planning area within the planning period.~~

~~(g) Therefore, the City recognizes the employment allocations of the County, but, finding them too small, will not be bound by them in planning for the industrial area or in encouraging and fostering economic development.~~

~~(Ord. 592-83, §31, 6-13-83; Ord. 1026-99, §7, 8-9-99)~~

TDC 7.020. – Assumptions.

~~The following are general assumptions used to formulate the Plan:~~

- ~~(1) The City can be expected to use a minimum of 25 acres of industrial land annually.~~
- ~~(2) Traffic access and sewer and water service problems associated with the Western Industrial District will be remedied as the area is developed.~~

~~(Ord. 592-83, §32, 6-13-83)~~

CHAPTER 7- MANUFACTURING PLANNING DISTRICTS

~~(2) Most of the existing industrial land use in the Tualatin area is located between or adjacent to the Burlington Northern and Southern Pacific rail lines. Smaller pockets of industrial land occur immediately north of downtown Tualatin and in the vicinity of the Lower Boones Ferry Road/Interstate 5 Freeway interchange. The amount of land zoned for industrial use is substantial. The amount actually used is small. Data developed in the Phase I Technical Memoranda, together with supplementary information developed by the City's economic consultants, indicate that the Portland region annually absorbs 240 acres and Tualatin can be expected to utilize nine to 15 acres of industrial land per year. There are 1,975 acres of industrially zoned land within the Tualatin Study Area, and 304 acres are currently being used. The City contains 650 acres of industrially zoned land, with 577 of those acres now vacant. While some of Tualatin's industrially zoned land is poorly drained or has weak foundation soils, the majority of the industrially zoned land is either buildable or can be made buildable. Subtracting existing industrial uses and the worst drained areas, the City has approximately 450 acres of vacant industrial land within its City limits. While this industrial land supply exceeds that needed to meet the City's needs for the year 2000, few land parcels that were originally planned for industrial use were converted to other uses in the Plan. This was because industries that owned the land were committed to future development of their particular sites, and because most of the area is impacted by existing scattered industrial development. Additionally, the City wishes to maximize industrial development within the City to produce revenue~~

for public amenities in the City. A surplus of additional industrial land will help to maintain Tualatin's competitiveness in the industrial land market.

- (3) ~~The existing scattered distribution of industrial uses is a problem because it restricts choice of land use alternatives and makes it expensive to provide appropriate urban services such as public water and sewer service and fire protection. Consequently, this Plan emphasizes the short-term concentration of industrial development within the City limits.~~
- (4) ~~Industrial development in Washington County will affect Tualatin's industrial future. This area west of the City now contains scattered industrial development without public water or sewer services and minimum fire protection. While current County zoning allows only uses that have a minimum capital equipment investment and are not labor-intensive, the amount of industrially zoned land exceeds 1,000 acres, and the aggregate effect on traffic could impact the development of industrial land within the City. This is because most traffic traveling to and from this outlying industrial area must pass through the City's Nyberg Street/Tualatin-Sherwood Road corridor to reach the region's freeway system. As stated in the Transportation Plan, additional transportation access must be developed to minimize the effect of industrial development west of Tualatin. The proposed I-5-Norwood Road interchange would help to alleviate a portion of this problem. Additionally, it is anticipated that, because land values for land without standard urban public services are approximately ½ those values inside the City, there will be pressure to develop inexpensive County land before land in the City. More industrial growth west of the City could eventually place the City's roadway system at capacity before it has developed its proportionate share of industrial land, thus making it difficult to develop the remainder of the City's industrial land. In other words, the continued availability of inexpensive County industrial land could place City industrial land at a competitive disadvantage in the industrial land marketplace.~~
- (5) ~~Despite the problems described above, it is expected that lower-intensity industrial growth will continue to occur in Washington County west of the City, and that there will be increasing pressure to convert this land to full industrial development. Consequently, this area is eventually expected to become a part of the City of Tualatin, if the problems of transportation access can be solved. Consequently, it is an objective of this Plan to study methods of eventually accommodating, within the City, the industrial growth that is expected to occur in this area.~~
- (6) ~~Specific problems related to the development of land inside the City include poor drainage, poor north/south roadway access, lack of sewer and water services, and noise and other environmental problems. The central portion of the industrial area between Herman and Tualatin/Sherwood Roads is poorly drained and contains the Hedges Creek Marsh, the largest wetland area in Washington County. The Plan proposes the preservation of a portion of this approximately 80-acre natural area and anticipates the definition of an area surrounding the Marsh in which industrial development would be allowed. Currently, industrial traffic in Tualatin's central industrial area must travel long distances through downtown or on Cipele Road to travel from southern to northern industrial areas. As many local industries utilize each others' services, it is inconvenient and uneconomic to continue this arrangement of~~

roadways. Consequently, the Transportation Plan proposes a new north-south roadway through the central industrial area in the 102nd—104th corridor. Lack of sewer services in the northwestern portion of the City's main industrial area also has been a handicap to industrial development. Two newly formed local improvement districts, one for new roadway, sewer and water improvements in the 102nd—104th corridor, and one for a major interceptor sewer paralleling Tualatin and Herman Roads, have been implemented to solve the major utility and traffic circulation problems in the industrial area. Industrial noise and odors have already begun to affect adjacent residential areas. One of the objectives of this Plan element and other elements is to develop specific and enforceable design standards that minimize future environmental conflicts between industrial, commercial and residential land uses.

- (7) One of the most efficient methods of minimizing industrial impacts on commercial and residential uses is to restrict the types and location of uses that are allowed in the City's industrial districts. The types of industrial uses contemplated by the Plan eliminate those uses which are considered most obnoxious, such as creosote treatment of products, manufacture of harmful chemicals, forge plants, and auto wrecking. Uses that are allowed will be in the medium-to-light intensity range, although they will be specifically referred to as "light" and "general" for ease of understanding. The light industrial uses are arranged in the Plan to be adjacent to residential areas to minimize environmental conflicts as much as possible. Because industrial processes change rapidly due to new technology, it is also intended that some industrial uses proposed in the general use category may be appropriate in a lighter use area, if properly designed to mitigate adverse environmental impacts.
- (8) While most of Tualatin's industrial land is located between Tualatin Road and Avery Street in the western portion of the City, there are small amounts of industrial land located in the northern portion of the City and lying on either side of the Lower Boones Ferry Road/Interstate 5 Freeway interchange. The Plan has maintained, as industrial use, those areas that are now committed to industrial development. However, some land previously zoned industrial has been converted to a commercial designation because of the residential character of the area and proximity to the freeway. The industrial land in this area is designated on the Plan as light industrial because of the area's proximity to commercial and residential areas.
- (9) In December 2002 METRO expanded the Urban Growth Boundary adding land west of Cipole Road and south of the north right-of-way line of SW Pacific Highway for industrial development to assist in meeting the overall regional need for a 20-year supply of industrial land.
- (10) In December 2002 and June 2004 Metro expanded the Urban Growth Boundary to include 382 acres of land south of SW Tualatin Sherwood Road in the area east of a future 124th Avenue. 302 acres of this area were designated by Metro as Regionally Significant Industrial Area (RSIA) and the remaining acreage was designated Industrial. The area was addressed in the Southwest Tualatin Concept Plan and was accepted by the City in October 2010.
- (11) In 2004, Metro expanded the Urban Growth Boundary to include the Basalt Creek Planning Area. The portion of this area within the City Urban Planning Area is

generally south of SW Norwood Road and SW Helenius Street, east of 124th Avenue, west of I-5, and north of Basalt Creek Parkway. This area was addressed in the Basalt Creek Concept Plan and was accepted by the City in August 2018.

TDC 7.030—Objectives

- **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.**
 - **Policy 4.2.3 Cooperate with Washington County, Metro, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to growing industrial areas.**

- **Goal 4.3 Manage industrial impacts to the environment and other uses**
 - **Policy 4.3.1 Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards.**
 - **Policy 4.3.2 Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.**
 - **Policy 4.3.3 Protect adjacent land uses from noise and adverse environmental impacts by adopting industrial noise and environmental impact standards.**
 - **Policy 4.3.4 Protect environmentally sensitive areas, including the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.**
 - **Policy 4.3.5 Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.**
 - **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.**
 - **Policy 4.3.7 Administer specific and enforceable architectural and landscape design standards for industrial development.**
 - **Policy 4.3.8 Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.**

(Ord. 592-83, 6-13-83; Ord. 1212-06, 6-26-06; Ord. 1321-11 §6, 04-25-11)

~~TDC 7.030. – Objectives.~~

~~The following are general objectives used to guide development of the Plan and that should guide implementation of the Plan's recommendations:~~

- ~~(1) Encourage new industrial development.~~
- ~~(2) Provide increased local employment opportunity, moving from 12 percent local employment to 25 percent, while at the same time making the City, and in particular the Western Industrial District, a major regional employment center.~~
- ~~(3) Improve the financial capability of the City, through an increase in the tax base and the use of creative financing tools.~~
- ~~(4) Preserve and protect, with limited exceptions, the City's existing industrial land.~~
- ~~(5) Cooperate with Washington County, METRO, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to the Western Industrial District.~~
- ~~(6) Fully develop the Western Industrial District and the Southwest Tualatin Concept Plan Area (SWCP), providing full transportation, sewer, and water services prior to or as development occurs.~~
- ~~(7) Improve traffic access to the Western Industrial District and SWCP area from the Interstate 5 freeway and State Highway 99W through regional improvements identified in the 2035 Regional Transportation Plan.~~
- ~~(8) Cooperate with the Department of Environmental Quality and METRO to meet applicable air quality standards by 1987.~~
- ~~(9) Construct a north/south major arterial street between Tualatin Road and Tualatin-Sherwood Road and SW Tonquin Road in the 124th Avenue alignment to serve the industrial area.~~
- ~~(10) Rebuild the Tualatin Road/Pacific Highway intersection to allow for substantially greater traffic flows.~~
- ~~(11) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.~~
- ~~(12) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.~~
- ~~(13) Protect adjacent land uses from noise impacts by adopting industrial noise standards.~~
- ~~(14) Continue to protect the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.~~

- (15) ~~Continue to administer specific and enforceable architectural and landscape design standards for industrial development.~~
- (16) ~~Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.~~
- (17) ~~Protect wooded areas identified on the Natural Features Map found in the Technical Memorandum 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, the replacement landscape features shall be subject to approval through the Architectural Review process.~~

(Ord. 592-83, 6-13-83; Ord. 1212-06, 6-26-06; Ord. 1321-11 §6, 04-25-11)

CHAPTER 30 – TUALATIN URBAN RENEWAL PLAN

Tualatin has employed Urban Renewal Areas in the Tualatin Central Urban Renewal Plan (1984) and Leveton Tax Increment Plan (1985). Future Urban Renewal Areas may be employed to spur economic development, support infrastructure, and provide housing opportunity accessible to job centers.

TDC 30.010. – Urban Renewal Plan.

The Tualatin Urban Renewal Plan, 1975, as amended by the Tualatin Central Urban Renewal Plan, 1984, 1987, 1992, 2002, 2006, and 2009 and thereafter referred to as the "Tualatin Central Urban Renewal Plan," is hereby adopted as part of the Tualatin Community Plan and is incorporated by reference into the Tualatin Development Code.

(Ord. 730-87, §3, 9-14-87; Ord. 881-92, §3, 11-9-92; Ord. 882-92, §3, 12-14-92; Ord. 1108-02, 4-22-02; Ord. 1213-06, 7-10-06; Ord. 1290-09 §1, 10-12-09)

TDC 30.020. – Leveton Tax Increment Plan.

The Leveton Tax Increment Plan, 1985, as amended on June 26, 1989, December 12, 1994, March 23, 1998, November 22, 1999, and April 8, 2002, is adopted as part of the Tualatin Community Plan and is incorporated by reference into the Tualatin Development Code.

(Ord. 674-85 §3, 8-12-85; Ord. 778-89 §2, 7-10-89; Ord. 935-94 §1, 12-12-94; Ord. 1036-99 §1, 11-22-99; Ord. 1105-02, 4-8-02)

CHAPTER 5- OTHER LAND USE

Purpose. The purpose of this chapter is to guide the development of uses other than residential, industrial, commercial, open space, and mixed-use development, such as utilities and institutional uses.

TDC 3.060. – Land Use.

- (1) ~~In August, 1977, an updated survey of existing land use within the Study Area was conducted by City staff. This was done by a combination of driving the area, utilizing previously developed land use information, and checking against aerial photographs. This information is mapped and summarized in the Technical Memoranda and is included in Tables 3-1, 3-2 and 3-3 of this Plan. As of September 1977, approximately 46 percent of the land within the City was urbanized, while only 15 percent of the land outside of the City was urbanized.~~
- (2) ~~Also inventoried and analyzed was the amount of land in the Study Area zoned in various categories compared to land actually in use. Within the City limits, approximately 45 percent of residential land, 48 percent of commercial land, and only 19 percent of industrial land is being utilized.~~
- (3) ~~An analysis was conducted to identify the amounts and locations of buildable land remaining within the Study Area.~~
- (a) ~~*East.* Generally, most of the buildable land remaining within the City limits is located east of the I-5 Freeway. Since this area has not received City services, development has been only in those areas which connect to a sanitary facility.~~
- (b) ~~*South.* In the southern Tualatin area, much buildable land remains outside of the City limits in prime residential areas. Services to this area are close to potential new development and were the basis for the inclusion of this area within the Immediate Growth Boundary.~~
- (c) ~~*West.* In the west Tualatin area, most of the remaining buildable lands would easily serve industrial uses. Presently, lack of sewer and water services and flooding problems have caused this area to remain undeveloped. Until these problems are solved, industrial growth will be limited in this portion of the City. Additional residential growth can be accommodated in the west Tualatin area north of Tualatin Road and west of 105th Avenue.~~

**Table 3-1
Existing Land Use Area
September 1977**

Land Use	Approximate Acreage ⁴		
	Within City	Outside City, Within Study Area	Total
NON-URBANIZED LAND	1,214.02	2,341.31	3,555.33
RESIDENTIAL			

RA Agriculture, Residential²	62.22	203.50	265.72
LDR Low Density Residential	498.80	.00	498.80
MDR Medium Density Residential	12.29	.00	12.29
HDR High Density Residential	19.34	.00	19.34
M Mobile Home, Trailer Parks	14.22	24.42	38.64
Total Residential	606.87	227.92	834.79
COMMERCIAL			
LC Local Commercial	.00	.00	.00
CC Central Commercial	26.14	.00	26.14
INDUSTRIAL³			
LI Light Industrial	22.24	19.38	41.62
HI Heavy Industrial	101.46	161.74	263.20
Total Industrial			
PUBLIC FACILITIES			
ES Elementary School	30.58	.00	30.58
HS High School	.00	.00	.00
CC Civic Center	1.21	.00	1.21
H Hospital	48.31	.00	48.31
T Cemetery	-	-	-

S Sewer Plant	.55	.00	80.65
W Water Reservoir	-	-	-
Total Public Facilities	80.65	.00	80.65
PARK AND OPEN SPACE			
Private Recreation Area	.00	9.56	9.56
NP Neighborhood Park	3.00	.00	3.00
CP Community Park	20.58	.00	20.58
RP Regional Park	.00	.00	.00
Total Parks	23.58	9.56	33.14
SEMI-PUBLIC/OTHER			
Churches	.92	7.59	8.51
PGE Substation	2.07	.00	2.07
Golf Course	134.08	.00	2.07
Total Semi-Public/Other	137.07	7.59	144.66
Grand Total Urbanized	1,027.08	431.98	1,459.06
TOTAL LAND AREA	2,241.10	2,773.29	5,014.39

-

1. This land use summary does not include major street right-of-ways.
2. RA uses were computed at an average of one acre per unit, based upon existing patterns in the study area.
3. An approximation of that portion of industrial land actually in use was made, since industries usually include substantial reserves for expansion.

**Table 3-2
Existing Zoned Area Summary
September 1977**

Zoning Category	Approximate Acreage ⁴		
	Within City	Outside City, Within Study Area	Total
RA1 Residential, Agriculture (Clackamas County)	195.97	189.80	385.77
SR Suburban Residential (Golf Course)	134.08	.00	134.08
R7 Low Density Residential	863.50	84.19	947.69
R15 Low Density Residential	.00	.00	.00
R30 Low Density Residential	.00	.00	.00
A-1 High Density Residential	162.65	.00	162.65
A-2 Medium Density Residential	13.50	.00	13.50
PUD Planned Unit Development	106.59	.00	106.59
Total Residential	1,476.29	273.99	1,750.28
CC Central/Retail Commercial	59.82	.00	59.82
GC General Commercial	54.72	4.50	59.22
Total Commercial	114.54	4.50	119.04
M-1 Heavy Manufacturing	455.68	.00	455.68
M-2 General Manufacturing	.00	.00	.00
M-3 Light Manufacturing	144.97	.00	144.97

M-4 Industrial Park	49.62	.00	49.62
Total Industrial	650.27	.00	650.27
FP Flood Plain District	.00	.00	.00
MAE Manufacturing Extensive (Washington County)	.00	1,197.63	1,197.63
MA2 Intensive Manufacturing (Washington County) (Similar to M-1)	.00	127.38	127.38
RS1 Suburban Residential (Washington County) (Similar to SR)	.00	954.00	954.00
RU4 Urban Residential (Washington County) (Similar to R7)	.00	63.32	63.32
RU20 Urban Residential (Washington County) (Similar to A-2)	.00	98.58	98.58
AF5 Agricultural and Forest District	.00	53.89	53.89
Total Other Categories	.00	2,494.80	2,494.80
Grand Total ¹	2,241.10	2,773.29	5,014.39

1. These figures do not include most of the right-of-way area in the City for streets.

**Table 3-3
Comparison: Existing Land Use vs. Zoned Land**

Category	Within City			Outside City, Within Study Area		
	Land Use	Zoned	% Utilized	Land Use	Zoned	% Utilized

Low-Density Residential	575.25	1,059.47 ^A	54.30%	203.50	1,291.31	15.80%
Medium-Density Residential	12.29	120.09 ^B	10.20%	24.42	98.58	24.80%
High-Density Residential	19.34	162.65	11.90%	.00	.00	.00%
Total	606.87	1,342.21	45.20%	227.92	1,389.89	16.40%
Central Commercial	26.14	59.82	43.70	.00	.00	.00
General Commercial	29.07	54.72	53.10	5.79	4.50	126.60 ^C %
Total	55.21	114.54	48.20%	5.79	4.50	126.60 ^C %
Light Industrial	22.24	194.59	11.40%	19.38	1,197.63	1.60%
Heavy Industrial	101.46	455.68	22.30%	161.74	127.38	126.90 ^C %
Total	123.70	650.27	19.00%	181.12	1,325.01	13.70%
Public Facilities	107.22	^D				
Semi-Public Facilities	137.07	^D				

~~A. 134.08 acres zoned SR have been deleted since its use in the golf course.~~

~~B. This figure includes the Schnitzer PUD, not yet built.~~

~~C. Reflects a condition of non-conforming uses.~~

~~D. Public and semi-public facilities are located within various zoning categories as conditional uses.~~

CHAPTER 8 – PUBLIC, SEMI-PUBLIC AND MISCELLANEOUS LAND USE**TDC 8.010.– Background.**

- (1) ~~There are several land uses that do not neatly fit into the normal residential, commercial or industrial land use categories. These are uses such as government offices, utility facilities, schools, churches and retirement homes. TDC 8.020 to 8.060 define the objectives for these miscellaneous facilities.~~
- (2) ~~Trends in land development, particularly related to religious institutions, schools, and public parks, have shifted over time, away from development of relatively small structures and facilities located on relatively small lots, which serve a single purpose, towards large campus-style developments consisting of multiple structures or facilities located on large parcels of land, which often serve multiple purposes and provide multiple services. Religious institutions, schools, and parks are also increasingly exhibiting a trend towards constantly changing programs, uses, and facility improvements to reflect and respond to shifting demographic patterns and evolving needs of the community they serve. The particular needs of, and the City's assumptions and objectives for, development of large campus-style institutional uses which may not readily conform with development patterns and standards in normal residential, commercial or industrial land use categories are set forth in TDC 8.090 and 8.100.~~

(Ord. 849-91, §4, 11-25-91; Ord. 1216-06, 7-24-06)

TDC 8.020.– General Government Services.

This category includes a variety of dissimilar uses from general offices to public works shops. The objectives for the location of these uses are to:

- (1) ~~Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.~~
- (2) ~~Locate facilities such as the City's Operations Center in the City's western industrial area.~~

- **Goal 8.1 Location of public services and utilities.** Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.
 - **Policy 8.1.1 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 8.1.2 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 8.1.3 Compatibility.** Encourage attractive design, screening, and use of landscaping to moderate visual impacts of utilities and public facilities with their urban design context.

- **Policy 8.1.4 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 8.1.5 Child care siting.** Allow the location of child care facilities within commercial, residential, and light industrial areas consistent with state law.
- **Policy 8.1.6 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 8.1.7 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 8.2 Location of residential facilities, medical facilities, and religious institutions.** Allow flexibility to allow residential facilities, medical facilities, and religious institutions in residential, commercial, and mixed use areas while managing impacts between uses.
 - **Policy 8.2.1** 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 8.2.2** Allow residential facilities and residential homes as permitted uses in all residential planning districts.
 - **Policy 8.2.3** Limit the siting of residential facilities, retirement homes, and medical services in industrial areas.
 - **Policy 8.2.4** Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.
- ~~(1) Prohibit uses such as residential facilities, retirement homes and hospitals in industrial planning districts.~~
- ~~(2) Allow uses such as churches, 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.~~

- ~~(3) Allow residential facilities and residential homes as permitted uses in all residential planning districts, and allow residential facilities as a conditional use in planning districts where multiple family development is a conditional use.~~
- ~~(4) Locate uses such as churches, retirement homes and hospitals that are in residential planning districts adjacent to arterial or collector streets and close to the City's park areas.~~
- ~~(5) Cooperate with the appropriate federal, state and regional agencies to assess health care services for the area.~~
- ~~(6) Provide Institutional Planning District areas of the City that are of an appropriate size, have access to a collector or arterial street, and are served by adequate public facilities in order to accommodate churches, or religious institutions, as permitted uses.~~

TDC 8.030. – Utility Facility.

~~This category includes land uses such as public utility facilities, e.g., water reservoirs, water and sewerage pump stations, pressure reading stations; electrical substations; telephone exchange or switching facilities; and natural gas pumping facilities owned, operated and maintained either by a public agency or for profit entity. These facilities generally cannot be placed in a single planning district, but must be placed to best serve the utility system. Consequently, these uses may be located in any planning district, but must meet the following objectives:~~

- ~~(1) Be designed attractively to blend with adjacent development, particularly in residential areas.~~
- ~~(2) Be located and designed, if of a hazardous nature, to protect adjacent development from potential harm or damage.~~
- ~~(3) Subject aboveground utility facilities, i.e., buildings, tanks, fencing, screen walls and landscaping, to review through the City's Architectural Review process.~~

~~(Ord. 965-96, §1, 12-9-96).~~

TDC 8.040. – Schools.

- ~~(1) This category includes land uses associated with services generally provided by the public school system, although in some cases educational services may be provided by religious or business organizations. The objectives for these facilities are to:

 - ~~(a) Cooperate with local school districts to plan for adequate educational services commensurate with the growth of the City.~~
 - ~~(b) Locate elementary school sites, wherever possible, adjacent to neighborhood park sites, and integrate the location of such schools into the residential neighborhoods they are designated to serve.~~
 - ~~(c) Locate junior high or high school sites adjacent to arterial or collector streets.~~~~

- ~~(d) Locate all schools providing primary and secondary education as far as possible from commercial and industrial districts, unless the education provided would be vocational in nature.~~
 - ~~(e) Locate vocational schools in commercial or industrial districts commensurate with the type of education being provided.~~
 - ~~(f) Work collaboratively with the Tigard-Tualatin School District, the City of Tigard, Washington County and other interested parties to address the requirements of Senate Bill 908 passed by the 1993 Legislature (Oregon Revised Statutes 195.110). The City of Tualatin shall work collaboratively to revise the Tigard-Tualatin School District's School Facility Plan adopted November 2, 1995.~~
 - ~~(g) The City shall enter into an intergovernmental agreement with the Tigard-Tualatin School District to agree, to the greatest extent possible, on the criteria for the capacity of school facilities.~~
 - ~~(h) The City accepts those school facility capacity criteria as set forth in the School Facility Plan as its own for purposes of evaluating applications for a comprehensive plan amendment or for a residential land use regulation amendment.~~
 - ~~(i) The City shall provide notice to the Tigard-Tualatin School District when considering a plan or land use regulation amendment that significantly impacts school capacity.~~
- ~~(2) It should be noted that a discussion of public schools in the Tualatin area occurs within TDC 3.080(8) of this Plan. The general locations of neighborhood elementary school/park sites are indicated on the Park, Greenways and Bikeways Map contained in TDC Chapter 15, Parks and Recreation.~~

(Ord. 964-96, §3, 6-24-96)

~~TDC 8.050. – Churches, Retirement Homes, Residential Facilities and Hospitals.~~

~~This range of land uses has varied locational requirements because of the frequency of use, the nature of the use, and other factors. None of these uses should be located in an industrial planning district. They should be located in commercial and residential districts, with certain restrictions. Congregate care facilities, assisted living facilities, residential care facilities, and hospitals should also be located in the Medical Center District. Because their locational possibilities and character are so varied, they should be considered as conditional uses in all commercial and residential planning districts, except where such a requirement would violate land use or other provisions of Oregon state statutes or federal laws such as the Fair Housing Amendments Act of 1988, should be located with good access to arterial or collector streets, and should be close to the City's park areas. Churches, or religious institutions, should be considered as permitted uses in the Institutional Planning District. Congregate care facilities, assisted living facilities and residential care facilities and hospitals should be considered as permitted uses in the Medical Center District. Consequently, the objectives for these uses are to:~~

- ~~(1) Prohibit uses such as residential facilities, retirement homes and hospitals in industrial planning districts.~~
- ~~(2) Allow uses such as churches, 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.~~
- ~~(3) Allow residential facilities and residential homes as permitted uses in all residential planning districts, and allow residential facilities as a conditional use in planning districts where multiple family development is a conditional use.~~
- ~~(4) Locate uses such as churches, retirement homes and hospitals that are in residential planning districts adjacent to arterial or collector streets and close to the City's park areas.~~
- ~~(5) Cooperate with the appropriate federal, state and regional agencies to assess health care services for the area.~~
- ~~(6) Provide Institutional Planning District areas of the City that are of an appropriate size, have access to a collector or arterial street, and are served by adequate public facilities in order to accommodate churches, or religious institutions, as permitted uses.~~

~~(Ord. 827-91, §4, 3-25-91; Ord. 849-91, §5, 11-25-91; Ord. 970-97, § 1 and 2, 2-10-97; Ord. 1133-03, 3-24-03; Ord. 1216-06, 7-24-06)~~

~~TDC 8.060. - Solid Waste Disposal Sites.~~

- ~~(1) Solid waste disposal is a regional concern requiring regional solutions. The City recognizes MSD's responsibility and authority to prepare and implement a solid waste management plan, supports the MSD "Procedures for Siting Sanitary Landfills," and will participate in these procedures as appropriate.~~
- ~~(2) The City contains one identified solid waste site north of Bridgeport Road. This site is known as the "Durham Pits" site, as identified in an MSD report entitled "Disposal Siting Alternatives."~~

~~TDC 8.070. - Day Care Facilities.~~

~~Because day care is needed both by residents and employees who commute into the City, day care facilities should be located in areas convenient for commuters as well as residents, including commercial, residential, and some industrial areas. Day care centers should be located with good access to arterial or collector streets, and should be close to the City's park areas. Day care facilities should not be located close to automobile service stations, or where they will be surrounded by industrial uses. However, industrial perimeter areas where they can easily serve both residents and employees of nearby firms are suitable. The impact of a day care center on a residential neighborhood, in terms of noise and traffic generation, differs from that of residences and should be reviewed before it is permitted there. Consequently, the objectives for day care centers are to:~~

- ~~(1) Facilitate creation of adequate child care facilities within the community by limiting local requirements, recognizing the role of the state's Children's Services Division in certifying such facilities. Accordingly, day care centers should be allowed as permitted uses in commercial and light industrial areas.~~
- ~~(2) Encourage family day care providers to operate in residential and commercial areas by permitting them outright.~~
- ~~(3) Protect residential areas from potential adverse impacts of day care centers through the conditional use process.~~
- ~~(4) Locate day care centers adjacent to arterial or collector streets and close to the City's park areas.~~
- ~~(5) Allow child day care centers as a conditional accessory use in the Institutional Planning District in order that residents utilizing the services of the school, church or park in the Institutional Planning District may also have access to on-site day care services, while still ensuring that any potential impacts are adequately mitigated through the conditional use process.~~

~~(Ord. 849-91, §6, 11-25-91; Ord. 1216-06, 7-24-06)~~

~~TDC 8.080. - Wireless Communication Facilities.~~

~~This category includes land uses that transmit or receive radio frequency signals through the airwaves. The objectives for these facilities are:~~

- ~~(1) To minimize the visual impacts associated with wireless communication facilities.~~
- ~~(2) To provide a wide range of locations for wireless communication facilities.~~
- ~~(3) To encourage creative approaches in locating wireless communication facilities that will blend with their surroundings.~~
- ~~(4) To coordinate the review of new wireless communication facilities with the Federal Communication Commission, Federal Aviation Administration and Oregon Department of Transportation Aeronautics Division.~~
- ~~(5) To comply with the requirements of the 1996 Federal Telecommunications Act.~~
- ~~(6) To encourage co-location of wireless communication facilities to reduce the number of facilities in the community.~~

~~(Ord. 965-96, §2-12-9-96)~~

~~TDC 8.090. - Institutional Planning District Assumptions.~~

~~The following are general assumptions used to formulate this Plan:~~

- ~~(1) The City recognizes that religious institutions, schools, and public parks play an important role in the community by providing a multitude of services and hosting a wide variety of activities.~~

- ~~(2) Religious institutions, schools, and public parks can have particular land development needs to accommodate large-scale campus-style improvements, which may not readily conform with development patterns and standards in normal residential, commercial or industrial land use categories.~~
- ~~(3) The City's population is projected to continue to grow. Demand for large-campus-style religious institutions, schools, and public parks, designed to serve multiple purposes and provide multiple services to the community, will increase as the City's population continues to increase.~~
- ~~(4) Development of large-scale campus-style religious institutions, schools, and public parks in normal residential, commercial or manufacturing planning districts results in consumption of large parcels of land in those planning districts, and thereby precludes utilization of land in those districts for the primary purposes for which they are intended, which is housing, retail, office, and manufacturing uses. Creation of an Institutional Planning District helps to preserve land in residential, commercial, and manufacturing districts for the primary purposes for which those districts are intended.~~

~~(Ord. 1216-06, 7-24-06)~~

~~CHAPTER 16 – HISTORIC PRESERVATION~~

CHAPTER 6 – HISTORIC PRESERVATION

TDC 3.050. – Historical and Cultural Resources.

Few reminders of the first settling and growth of Tualatin remain.

- (1) ~~*Identified.* Most of the buildings with historical value are in the downtown area. The Tualatin Urban Renewal Plan identifies seven structures: four residences, one commercial building, a church, and the old City Hall. The Urban Renewal Plan has designated a portion of the downtown as a historic district.~~
- (2) ~~*Unidentified.* There are numerous opportunities to identify historical sites by markers and remember early settlers by naming new developments for them. Avery Street could be publicly recognized as an old Indian trail. Preservation of the old structures and sites acknowledges them as a cultural resource.~~

TDC 16.010. – Background.

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.

Tualatin's history is directly tied to the agricultural based economy which historically supported the majority of its residents. The development patterns from this agricultural base left a scattering of residential dwellings and structures on the landscape with a small core area for retail activities. This pattern continued until the 1970's when rapid growth came to the area. From the 1970's to 1991 the City experienced rapid growth in residential, commercial and industrial activities. The once thriving agricultural economic base was transformed into a suburban extension of the Portland Metropolitan area. Along with this economic prosperity came the loss of many of the historic resources which once identified the community.

The City of Tualatin Comprehensive Plan—Phase I—Technical Memoranda developed in 1979 identified seven structures in the central area of downtown. These structures were subsequently given historic status and regulations pertaining to modifications, demolitions and alterations for the designated resources were adopted and integrated into the Tualatin Development Code. The Technical Memoranda further indicated additional historic resources are located in Tualatin and that urban development would cause the loss of these resources. The report concluded that the City should investigate ways to preserve the history of the community.

(Ord. No. 844-91, §1, 10-14-91)

TDC 16.020. – Assumptions.

The following are general assumptions used to formulate the Historic Preservation Plan:

- (1) ~~The demand for the City's residential, commercial and industrial land will continue and will create pressure to demolish and remove historic resources.~~

- ~~(2) Residential, commercial and industrial development has caused a number of the historic resources in the City to be demolished, relocated or altered.~~
- ~~(3) The City has historic resources which have not been identified or inventoried.~~
- ~~(4) Alterations have occurred to buildings, structures and sites which have diminished their value as historic resources.~~
- ~~(5) A mechanism needs to be established to provide an ongoing survey of the City's historic resources.~~
- ~~(6) Many of Tualatin's historic resources have been lost due to an inadequate comprehensive plan element concerning historic preservation.~~

~~(Ord. No. 844-91, §2, 10-14-91)~~

- **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 6.1.5** Integrate the management of historic resources into public and private land management and development processes.
 - **Policy 6.1.6** 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 6.1.7** 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 6.1.8** 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 6.1.9 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.

The objectives of the Historic Preservation Plan are to:

- ~~(1) 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;~~
- ~~(2) Foster community and neighborhood pride and sense of identity based on recognition and use of historic resources;~~
- ~~(3) Strengthen the economy of the City by encouraging property owners to preserve historic resources for tourists, visitors and residents;~~
- ~~(4) Encourage public awareness, understanding and appreciation of the City's history and culture;~~
- ~~(5) Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of Tualatin;~~
- ~~(6) 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;~~
- ~~(7) Enhance property values and increase economic and financial benefits to the City and its inhabitants;~~
- ~~(8) Identify and resolve conflicts between the preservation of historic resources and alternative land uses;~~
- ~~(9) Integrate the management of historic resources into public and private land management and development processes;~~
- ~~(10) Carry out the provisions of Statewide Planning Goal 5;~~
- ~~(11) Prepare a report describing the comprehensive history of the City's past; and~~
- ~~(12) Identify and list additional properties to the current list of protected historic resources.~~
- ~~(13) 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;~~

- ~~(14) Review the impacts on landmarks when public improvement projects are proposed;~~
- ~~(15) Retain landmarks in the Low Density Residential (RL) Planning District on parcels which cannot be partitioned or subdivided by preserving and not demolishing or relocating them;~~
- ~~(16) Retain landmarks located on parcels which can be partitioned or subdivided in the Low Density Residential (RL) Planning District by property owners and developers integrating the resource into proposed lot configurations and development proposals;~~
- ~~(17) Allow conflicting uses and/or adaptive reuse of the Sweek House and Smith/Boone House while maintaining the architectural integrity of the two structures and discourage relocation or demolition;~~
- ~~(18) Allow conflicting uses to develop on the undeveloped portion of the Winona Cemetery property while maintaining the existing cemetery;~~
- ~~(19) Allow adaptive reuse of the structure at 6825 SW Childs Road and discourage relocation and demolition;~~
- ~~(20) Encourage adaptive reuse of landmarks in commercial planning districts and discourage relocation and demolition;~~
- ~~(21) Encourage conflicting uses on the Isaac Ball site while maintaining the architectural integrity of the landmark;~~
- ~~(22) Allow conflicting uses on the Little White House site and encourage relocation over demolition;~~
- ~~(23) Allow conflicting uses on the Smith Row House site, and encourage relocation over demolition;~~
- ~~(24) Preserve the Cipole School while allowing conflicting uses to occur on undeveloped portions of the site; and~~
- ~~(25) Allow conflicting uses in manufacturing planning districts and encourage relocation over demolition.~~

(Ord. No. 844-91, §3, 10-14-91. Ord. No. 894-93, §2, 5-24-93)

CHAPTER 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.

TDC 3.030.– Natural Resources.

Renewable and nonrenewable natural resources were listed along with an inventory of soil types, air pollution potentials, and noise pollution potentials.

- (1) *Geology.*
 - (a) *Uplands.* The southern half of the Study Area consists of irregular uplands varying from 250 feet to 550 feet in relief, with several small creeks draining to the north. These uplands grade into a northward-sloping terrace at an estimated elevation of 250 feet.
 - (b) *Low-Lying Areas.* Columbia River Basalt underlies the valley and is covered with a fine-grain sedimentary material consisting of silts and clays. Flood-deposited sand, gravel and boulders occur over some parts of the area.
 - (c) *Tualatin River.* The Tualatin River originates on the eastern slope of the Coast Range. The watershed averages 40 miles long and 25 miles wide, draining 711 square miles before entering the Willamette River. About 1/2 of the watershed is in the valley, where the stream is flat with wide flood plains.
 - (d) *Drainages.* Numerous minor drainages into the Tualatin River within the Study Area have required the development of a Drainage Plan for the City of Tualatin. Major drainage basins within the Study Area are Hedges Creek and Nyberg Creek. Saum Creek and Athee Creek also have substantial drainage areas within the planning area. The majority of drainage structures within the City of Tualatin are open ditches and creeks combined with culverts at road crossings.
 - (e) *Wetlands.* Wetlands are mapped as areas of shallow groundwater tables subject to frequent inundation that have developed vegetation tolerant of abundant soil moisture. Wetlands are often transition areas between uplands and waterways. These areas commonly store flood waters, provide wildlife habitat, and supply primary protection to the adjacent waterway ecosystems. Hedges Creek Wetland is the largest wetland area in Washington County. The Army Corps of Engineers regulates any filling or dredging of the Hedges Creek Wetland.
- (2) *Fish.* A wide variety of fish live in the Tualatin River system. The river supports both migratory fish and resident fish populations.
 - (a) *Migratory.* Migration lasts from late August to early September. During low water periods, flow of the Tualatin River is diverted for irrigation and municipal water use upstream from the Oregon Iron and Steel Company Dam. When low flow periods extend into October and November, migratory fish are prevented from entering the Tualatin River. Increased flow from impoundment of the Scoggins Dam has improved fish passage conditions.

- (b) *Resident.* Warmwater fish caught near the City of Tualatin are primarily large-mouth bass, bluegill, brown bullhead and black crappies. Crayfish are a good indicator of water quality. The crayfish population declined during the late 1950's and early 1960's.
- (3) *Wildlife.* Within the Study Area, there are a variety of habitats that support diverse wildlife fauna. The habitats are composed of a mosaic of forest, grasslands, wetlands, and farm land. The diverse and little-disturbed habitats provide living space for a wide variety of wildlife species. The Technical Memoranda contains a detailed list of species of wildlife in the Study Area from the Oregon Department of Fish and Wildlife. The areas of particular importance to wildlife species are wetlands and riverbank habitats along the Tualatin River and its tributaries.
- (a) *Hedges Creek.* The large wetland directly west of the Tualatin City Center and south of the Southern Pacific Railroad line is one of the most important ecologically significant natural areas. This area has generated considerable interest because of its extensive wildlife and water fowl habitat in close proximity to Portland.
- (b) *Saum Creek.* Saum Creek, located at the eastern end of the Study Area, contains both deciduous and coniferous forest land and is characterized by forests along the Creek.
- (c) *Tualatin River.* The Tualatin River and its flood plain from the western boundary of the Study Area to just past its junction with Fanno Creek has been identified as a wetland and marsh area. The River itself is an important fish migration route. The river and its associated vegetation are important natural habitats.
- (d) *Tualatin River National Wildlife Refuge.* The U.S. Fish and Wildlife Service established the refuge to protect, enhance, and manage an area of high quality and diverse habitats for a variety of migratory birds and resident fish and wildlife. The 3090-acre refuge is located in an area adjacent to the western city limits of Tualatin and includes the Rock Creek drainage and Onion Flats area adjoining SW Cipole Road. One tributary of Rock Creek originates within Tualatin's city limits in an area designated General Manufacturing. The refuge is of particular importance to Tualatin and the metropolitan region as a fish and wildlife habitat and valuable open space.
- (4) *Vegetation.* Vegetation plays a crucial role in the natural processes. It furnishes living space and food for animals, cleanses the environment by acting as a filter for dust and air pollutants, and binds the soil to prevent erosion.
- (a) *Uplands.* Both, conifer forest and mixed conifer/deciduous forest are found on the upland areas. Cleared uplands support pasture or field crops.
- (b) *Lowlands.* Lowlands are characterized by riverbank forests, swamp or marsh.
- (5) *Soils.* Soil types have been mapped from aerial photographs obtained from the Soil Conservation Service. Soils are classified into eight broad groups designated by Roman Numerals I through VIII, indicating progressively greater limitations for crop production. Soil classification expresses the suitability of soils for most kinds of field crops.

- (a) *Fertility.* Over 95 percent of the soils within the Study Area are within Classes I through IV. The Tualatin Valley is a very fertile area with a long history of agricultural use.
 - (b) *Suitability.* Most of the soils in the Study Area are not suitable for farming due to the potential for erosion, high water tables, or their shallow, droughty nature.
- (6) *Water Quality.* In the past, the major water quality problem in the City has been pollution of Tualatin River waters. A 1976 report prepared for the Columbia Region Association of Governments by Portland State University states that "the lower Tualatin River appears to be nutrient enriched, eutrophic but not polluted." The report states that the improved water quality is due primarily to summer low-flow augmentation now allowed by the new Scoggins Dam and improved sewage treatment facilities recently constructed along the River. Consequently, the City's major water pollution problem has been solved. The City could have some water quality problems on Tualatin River tributaries due to erosion during construction. These problems are difficult to quantify. However, the City does have some control options over this potential problem.

(Ord. 937-95, §1, 1-9-95)

~~TDC 3.040.~~ – Natural Hazards.

- (1) *Flooding.* The last three miles of the Tualatin River, about five and one-half miles downstream from the City of Tualatin, consists of a narrow gorge with a vertical drop of nearly 40 feet. Natural reefs occurring upstream limit the River's ability to pass flood flows. The reefs create a natural dam, forcing water to back up and flood into the Tualatin Valley.
 - (a) *Season.* Flooding usually occurs between mid-November and mid-February, due to rainfall and snow melt. Unlike most Oregon streams, the wide, flat flood plains of the Tualatin Valley store large volumes of water that cause the River to peak slowly and remain above flood stage for several days.
 - (b) *Affected Area.* The core area of the City of Tualatin is highly vulnerable to flooding of the Tualatin River. A 100-year frequency flood would cause extensive flooding in the City of Tualatin. It would also flood a large area west and east of the City's downtown and a large area in the northwest portion of the Study Area.
 - (c) *Existing Flood Control.* Present flood control projects on the Willamette River do not appreciably affect flood conditions of the City of Tualatin. Upstream flood control measures on the Tualatin River will provide only limited benefits to the Tualatin Valley, as the key physical constraints occur at the natural reefs downstream.
- (2) *Air Pollution.* The major source of air pollution in Tualatin is motor vehicle traffic. Industrial sources are minor. The Durham sewerage treatment plant is the largest single point source of pollution in the area.

- (a) *Existing Air Quality.* Existing air quality in Tualatin is estimated to be well within allowable limits everywhere except in the immediate vicinity of Nyberg Road and the freeway.
 - (b) *Future Air Quality.* Projections to 1990 suggest that concentrations of all pollutants will meet standards, due to increasingly effective emission controls on new vehicles.
- (3) *Noise Pollution.*
- (a) Noise created by traffic is currently the City's most serious noise problem. New industrial uses will increase industrial noise pollution potential.
 - (b) *Residential.* The control of traffic sounds near residential property needs to be required by ordinance. This can be accomplished through various techniques such as buffering, setbacks and vehicular noise control ordinances.
 - (c) *Industrial.* The City's present industrial noise control ordinance is very restrictive and should be reviewed.
 - (d) *Railroad.* Specific control measures for railroad noise and vibration should be the subject of a study before action is taken on this potential problem.
- (4) *High Groundwater.*
- (a) *Wetlands.* The high groundwater area approximates the Tualatin River flood plain and encompasses all the present wetland area. There are many areas of high groundwater with levels at or near the surface of the ground. This is particularly true during the winter months, when the river level is high and the wetlands are filled with standing water.
 - (b) *Weak soils.* The high groundwater is particularly troublesome in sandy soils, as a "quick" condition may result during excavation for footings and utilities. Organic or plastic clays and peat (all weak soils) may be found almost anywhere throughout the high groundwater area, particularly near present or past wetlands. Since weak soils can result in extraordinary construction requirements and methods, any new construction in the high groundwater area should include a detailed soils investigation and report by a qualified soils engineer or engineering geologist.
 - (c) *Springs.* Springs are prevalent along a line that approximates the southern boundary of the high groundwater area and at other areas identified in the Technical Memoranda. Any construction there requires special treatment to provide for drainage of the springs.

~~3.080 (9)~~—*Parks.*

- (a) *Developed.* The only developed City park within the corporate City limits is the 23-acre Tualatin Community Park and a new 6.48-acre nature park. The Community Park provides for a broad range of activities for all ages and includes the Tualatin Community Center. Both parks are in the process of being improved.

- (b) *Undeveloped.* There are eight existing City park sites which are currently being developed.
 - (c) *Future.* Conceived as recreational possibilities for neighborhood and broader community use, 14 sites were inventoried. These sites are scattered throughout the urbanized areas of the City. Each site is unique in its own fashion, i.e., setting, topography, views, vegetation, access, or natural wildlife resources.
- (10) *Conservation Management Areas.* These areas comprise some of the City's richest natural and scenic assets and should be maintained in their present rural character. Briefly, these areas are:
- (a) The wetland marsh, bog and ponds.
 - (b) All the flood plain area generally below the 100-year flood line.
 - (c) All creek and drainageways.
 - (d) The Tualatin riverbank areas.
- (12) *School Recreational Facilities.*
- (a) These are areas suitable for play areas for small children and some field activities for older children and adults. These sites would have to be developed via a joint use agreement between the City and the Tigard School District.
 - (b) *Existing.* Tualatin Elementary School.
 - (c) *Future.* New elementary school in south Tualatin and any additional elementary school sites.
- (13) *Other Recreational Facilities.*
- (a) *Private.* The Tualatin Country Club golf course provides a major private recreational facility in the City.
 - (b) *Public.* The City of Tigard maintains Cook Park across the Tualatin River, which is available to residents of Tualatin but has no direct access from Tualatin. The Tigard School District maintains a swim center at Tigard High School that is available for use by Tualatin residents.
- (14) *Views.*
- (a) Unlike the more distinctly contoured geographic sections of other parts of the urban area, Tualatin does not have spectacular views. Views of scenic areas in Tualatin are very subtle.
 - (b) *Features.* The most important views are of the drainages, bogs and wetlands; the Tualatin River; and outstanding groups of trees.
 - (c) *Location.* The most important view areas are the marsh and wetlands running in an east-westerly direction. In the southern portion of the City, there are occasional views through the vegetation to Mt. Hood, Mt. Scott, Kerr Mountain, Bull Mountain and Cooper Mountain. Particularly important views of Mt. Hood occur when looking easterly along Nyberg, Sagert and Avery Streets.

CHAPTER 15 – PARKS AND RECREATION

TDC 15.010. – Background.

- (1) Tualatin is fortunate to have significant natural features which provide the City with excellent opportunities for outdoor recreation in attractive settings. The Tualatin River and the area's many small creeks provide opportunities for water-oriented recreation and greenway loops connecting various parts of the City. Several forested and wetland areas remain undeveloped and available for the neighborhood park types of recreation as well as for natural areas. Because of Tualatin's rapid development, the City must aggressively promote the acquisition of park lands before they are developed for other uses.
- (2) It is the basic premise of this Plan that Tualatin should develop the highest-quality park and recreation system to offset the effects of large amounts of industrial and commercial growth that are proposed for the central portions of the City. While the City's commercial and industrial development will be reviewed through the City's Architectural Review process, an atmosphere of intensive development will remain that can be partially offset by large amounts of open space land that are visible and accessible to the public. Additionally, the property values of this new commercial and industrial development should create a favorable financial environment, enabling the City to maintain a reasonable tax rate, while providing a high-quality recreation system.
- (3) 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.

(Ord. 608-83, §1, 9-26-83; Ord. 948-95, §1, 8-14-95; Ord. [1427-19](#), §§ 11, 49, 11-25-19)

TDC 15.020. – Objectives. Goals and Policies.

~~The following are the objectives of the Park and Recreation Plan. These objectives are to:~~

More detailed goals and objectives are found in the adopted Tualatin Parks and Recreation 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 4: Activate parks and facilities through vibrant programs, events, and recreational opportunities for people of different ages, abilities, cultures, and interests.
 - Goal 5: Support the arts through programs, parks, and public spaces that reflect Tualatin's identity, heritage, history, and expressive character.
 - Goal 6: Promote Tualatin's unique identity, economic vitality, tourism through parks, natural resources, historic preservation, events, programs, and placemaking.
 - Goal 7: Manage, administer, and maintain quality parks, facilities, and programs through outstanding customer service, stewardship, and sustainable practices.
- ~~(1) Coordinate this Park and Recreation Plan with the plans of regional, state and federal agencies to achieve consistency among the various plans.~~
 - ~~(2) Provide a high-quality park and recreation system to offset the environmental impact of large areas of commercial and industrial development.~~
 - ~~(3) Create a park and recreation system that provides diverse recreation opportunity.~~
 - ~~(4) Develop an advance land acquisition program that will assure the future availability of land for park and recreation use at the most reasonable cost.~~
 - ~~(5) Preserve the scenic value of the Tualatin River by creating a greenway along the entire bank of the River within the City.~~
 - ~~(6) Preserve as greenways, specific City creeks and drainage swales to provide sufficient area for stormwater runoff, enhance water quality, preserve fish and wildlife habitat and provide, where appropriate, public pedestrian and bicycle access.~~
 - ~~(7) Preserve greenways, as much as possible, in their natural state.~~
 - ~~(8) Preserve designated historic resources through public purchase or encouragement of compatible private reuse.~~
 - ~~(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.~~
 - ~~(10) Develop design standards for development adjacent to greenways and natural areas.~~
 - ~~(11) Preserve and enhance native vegetation in riparian and other natural areas for the purpose of providing favorable habitat for fish and wildlife. Encourage developers to preserve areas of natural vegetation, wherever possible, to provide habitat for wildlife.~~
 - ~~(12) Encourage developers to utilize residential density transfers, landscaping credits, system development charge credits, reduction of minimum setback requirements, and other incentives for greenway, bikeway and pedestrian path purposes.~~

- ~~(13) — Preserve the Hedges Creek Wetlands as a natural area and develop a Wetlands Protection Plan for this area.~~
- ~~(14) — Discourage filling of the Hedges Creek Wetlands located westerly of those wetlands that may be identified by the City's Wetlands Protection District Ordinance until a general plan has been prepared for the remaining wetland area or until a consensus has been achieved among industrial and environmental interest groups and state and federal agencies on any individual request for a wetland fill permit.~~
- ~~(15) — Develop a system of neighborhood parks that are geographically well distributed to serve the City's population.~~
- ~~(16) — Whenever possible, locate neighborhood parks adjacent to school sites.~~
- ~~(17) — Develop joint use agreements with the Tigard School District for the joint use of school land for neighborhood park facilities.~~
- ~~(18) — Develop comprehensive City recreation programs by activating parks and facilities through vibrant programs, events, and recreation opportunities for people of all ages, ability, cultures, and interests.~~
- ~~(19) — Encourage private donations of land or money, consistent with the Park and Recreation Plan, to augment City park development funds.~~
- ~~(20) — Discourage acquisition of small mini-parks because of relatively high maintenance expenses, except where a specific recreation need has been identified as a priority.~~
- ~~(21) — Develop a Capital Improvements Program to define recreation improvement priorities, financial requirements, and financing methods.~~

~~(Ord. 608-83, §2, 9-2-83; Ord. 894-93, §1, 5-24-93; Ord. 933-94, §8, 11-28-94; Ord. [1427-19](#), § 12, 11-25-19)~~

~~**Editor's note** — Ord. No. 608-83, § 3, adopted September 26, 1983, repealed §§ 15-030 — 15.070.~~

TDC 15.100. - Natural Resources: Wetlands and Natural Areas Plan.

- (1) In October 1994, the City initiated preparation of the Wetland and Natural Areas Plan as Periodic Review Work Tasks 3 and 4 of the 1993 City of Tualatin Periodic Review as approved by the Oregon Land Conservation and Development Commission (LCDC). The purpose of the plan is to inventory natural resources in the Tualatin Planning Area, identify Significant Natural Resources and provide a plan that preserves, conserves or allows development of the resources. The natural resources include wetlands, stream and riparian areas, and open spaces which consist of upland forests and meadows, and unique geologic areas and features such as the Tonquin Scablands. The Plan recommends requirements for protecting Significant Natural Resources designated in the Natural Resource Protection Overlay District as Greenways and Natural Areas.
- (2) The Wetlands and Natural Areas Plan consists of:

- (a) An inventory of natural resources within Tualatin' s Planning Area, The City of Tualatin Natural Resource Inventory and Local Wetlands Inventory (December, 1995).
- (b) Significant Natural Resource Criteria. (TDC 72.011)
- (c) Significant Natural Resource List (TDC 72.013) and Map 72-3.
- (d) Significant Natural Resource management programs such as the TDC Chapter 15.110 Objectives, the Natural Resource Protection Overlay District (NRPO), and shift of density provisions for residential Planning Districts.
- (e) Wetlands and Natural Areas Plan Designations Map, (Natural Resource Protection Overlay District Map 72-1, TDC).
- (f) Goal 5 Natural Resource Planning Analysis Conflicting Uses and Economic, Social, Environmental and Energy consequences of a decision to protect or not protect a significant resource. (Winterowd Planning Services Report, 1997).

(Ord. 979-97, 7-14-97; Ord. [1427-19](#), § 13, 11-25-19)

~~TDC 15.110. – Wetlands and Natural Areas Plan Objectives~~

Goals and Policies

- **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.
 - **Policy 7.1.1** Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.
- **Goal 7.2** Balance natural resource protection and growth and development needs.
 - **Policy 7.2.1** Provide incentives and alternative development standards such as reduced minimum lot sizes and building setbacks for property owners to preserve the natural resource while accommodating growth and development.
 - **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.
 - **Policy 7.2.3** Except in Wetland Natural Areas, allow public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses.

- **Policy 7.2.4** Except in Wetland Natural Areas, allow the replacement of existing structures with structures in the same location that do not disturb additional riparian surface.

The following are the objectives of the Wetlands and Natural Areas Plan. The objectives are to:

- ~~(1) Identify and protect significant natural resources that promote a healthy environment and natural landscape that improves livability.~~
- ~~(2) Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.~~
- ~~(3) Protect significant natural resources that provide recreational and educational opportunities.~~
- ~~(4) Balance natural resource protection and growth and development needs.~~
- ~~(5) Provide incentives and alternative development standards such as reduced minimum lot sizes and building setbacks for property owners to preserve the natural resource while accommodating growth and development.~~
- ~~(6) 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.~~
- ~~(7) Except in Wetland Natural Areas, allow public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses.~~
- ~~(8) Except in Wetland Natural Areas, allow the replacement of existing structures with structures in the same location that do not disturb additional riparian surface.~~

(Ord. 9779-97, §7, 7-14-97; Ord. [1427-19](#), § 14, 11-25-19)

CHAPTER 8 - TRANSPORTATION

Purpose. 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.

TDC 3.080. – Public Facilities and Services.

- (1) *Transportation.* The following is a summary of the current condition of the transportation modes serving Tualatin from the 2012 Tualatin Transportation System Plan Update (TSP) Technical Memorandum, December 2012):
 - (a) *Pedestrian:* Pedestrian facility needs include: fill sidewalk gaps on several arterials and collector streets; narrow or obstructed sidewalks; wide or angled crosswalks at intersections; and difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core). Most of the pedestrian crashes reported in the 5-year crash study time frame occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.
 - (b) *Bicycle:* Existing bicycle facilities in Tualatin have a few gaps and challenging connections such as: difficult left-turn maneuvers; constrained environment; difficult areas with low bike visibility; bike lanes outside of turn lanes; obstacles within the bike lanes; and gaps in the network. In addition to these needs, there are a number of high-crash locations. Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road, as well as the SW Nyberg Road interchange ramps at I-5.
 - (c) *Multi-Use Paths:* Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed; once the system is complete, the multi-use path network will be more comprehensive.
 - (d) *Transit:* TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. Because of the limitations of service during off-peak hours, non-commuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit: service connecting the west side of Tualatin to the downtown core; Park-and-rides in the west and south areas of Tualatin;

extended service hours, including weekend service; and more direct connections to places other than downtown Portland.

- (e) *Roadways:* Some of the existing roadways do not meet City, County, or State design standards. Further, a number of major roadways intersect with other roadways at a skew. This creates sight distance limitations and, thus safety concerns.

The two most highly-traveled roadways are SW Tualatin-Sherwood Road and SW Nyberg Road with over 20,000 vehicles per day. SW Tualatin Road and SW Boones Ferry Road corridors have 10,000 vehicles daily at multiple locations. Additionally, SW Tualatin-Sherwood Road carries a large amount of heavy vehicles, around 11.5 percent, with SW Boones Ferry Road carrying 8.4 percent heavy vehicles (compared with the average road in the Portland Metro area, which typically carries 2-4 percent heavy vehicles). Appendix B of the TSP Technical Memorandum (December 2012) provides a full description of existing (2011) roadway conditions, while Appendix C provides a description of future (2035) forecasted roadway conditions.

In the existing conditions analysis only two intersections—SW Martinazzi Avenue and SW Sagert Street, as well as SW Teton Avenue and SW Tualatin Road, were found to have greater congestion than mobility standards allow. In the future (2035) the number of intersections not meeting operations standards grew to twelve.

Key needs identified for the street system include: improved roadway connectivity; improved travel time along congested corridors; intersection improvements; and upgrading roadway geometries. Additionally, safety is a concern for the community, and safety issues were identified at the following intersections: SW Tualatin-Sherwood Road and SW Boones Ferry Road, and SW Nyberg Street and I-5 southbound off ramps.

- (f) *Freight Routes:* The needs of the freight system are consistent with those identified in the Street System Plan. Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system.
- (g) *Rail:* Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains. PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.
- (h) *Pipelines and Transmission Systems:* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

- (i) *Air*: There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.
 - (j) *Water*: The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.
- (11) *Bikepaths and Footpaths.*
- (a) An existing bike and footpath system has been implemented in some sections of the City.
 - (b) Future extensions of the existing bike and footpath systems were proposed to provide the City with a complete network of trails. This system was mapped in over-lay fashion as part of the Technical Memoranda.

CHAPTER 11 – TRANSPORTATION

TDC 11.600.– Background.

(1)—The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals. To do this, the TSP looks at the needs of its residents, businesses, employees, and visitors - now (Year 2012), and what is expected for the future (Year 2035). TSPs are required by the state of Oregon for all cities with populations greater than 2,500 people. The current TSP (December 2012) is a major update of the TSP that was adopted in 2001, with analysis completed in 2000. The TSP considers the diverse needs of all users of the City's transportation network, and sets out recommendations that will serve the needs of transit riders, bicyclists, pedestrians, freight traffic, and drivers.

The TSP has been prepared in compliance with state, regional, and local plans and policies, including the Oregon Highway Plan (OHP), the state Transportation Planning Rule (TPR), Metro's Regional Transportation Plan (RTP), Metro's Regional Transportation Functional Plan (RTFP), Washington and Clackamas Counties Transportation System Plans, and Tualatin's Comprehensive Plan. The TSP presents a vision specific to the City's transportation future, while remaining consistent with these state, regional, and local plans. Plan elements will be implemented by the City, private developers, and regional, or state agencies.

(2)—*Regulatory Requirements.* The TPR (OAR 660-012), developed by the state Department of Land Conservation and Development (DLCD) in accordance with state

law, and Oregon Revised Statute (ORS) 197.712 guide preparation of the TSP and require that jurisdictions develop the following:

- (a) A road plan for a network of arterial and collector roads;
- (b) A public transit plan;
- (c) A bicycle and pedestrian plan;
- (d) An air, rail, water, and pipeline plan;
- (e) A transportation financing plan;
- (f) Policies and ordinances for implementing the TSP.

The TPR requires that alternate travel modes including cycling, walking, and transit, be given equal consideration with automobile travel and states that reasonable effort must be applied in the development and enhancement of alternate modes in Tualatin's future transportation system. Local jurisdictions must also coordinate their plans with relevant state, regional, and county plans and amend their own ordinances to implement the TSP.

Metro also requires that TSPs meet certain requirements that have been adopted in the RTP and RTFP. Local TSPs must:

- (a) Establish an arterial street network, considering Metro's street design concepts and include a conceptual map of new streets;
- (b) Implement access management standards;
- (c) Include policies, standards, and projects that connect to transit stops;
- (d) Develop a transit plan consistent with the regional transit functional plan;
- (e) Develop pedestrian, bicycle, freight, parking, and transportation system management plans;
- (f) Ensure that regional transportation needs are incorporated into the TSP;
- (g) Include regional transportation goals for mode share and vehicles miles traveled.

~~(3) The TSP Technical Memorandum, December 2012, is adopted by reference as a supporting technical document to the Tualatin Development Code (TDC). The TSP Technical Memorandum (December 2012) was prepared in compliance with the requirements of the TPR and includes the following chapters and appendices:~~

~~Chapter 1: Introduction~~

~~Chapter 2: Modal Plans~~

~~Chapter 3: Implementation~~

~~Policy and Code Language~~

~~Appendix A: Plan and Policy Review~~

~~Appendix B: Existing Conditions and Deficiencies~~

~~Appendix C: Future Transportation Conditions~~

~~Appendix D: Alternatives Analysis~~

~~Appendix E: Transportation Funding and Improvement Costs~~

~~Appendix F: Implementing Ordinances~~

~~Appendix G: Public Involvement Process~~

~~Appendix H: Bicycle and Pedestrian~~

~~The Modal Plans element (Chapter 2) of the TSP Technical Memorandum (December 2012) addresses those components necessary for development of the future transportation network. Chapter two of the TSP Technical Memorandum (December 2012) was adopted as the transportation element of the Tualatin Community Plan in the Spring of 2013. This chapter is intended to provide policy guidance for transportation improvements, which are then implemented by the TDC.~~

~~(4) *Plan Process.* Tualatin began the process to update the TSP in 2011. Staff organized their work into four basic steps:~~

~~*Step 1.* The team (of staff and consultants) identified existing and future needs, opportunities, project goals, and objectives. City staff and the consultant project team assembled existing and collected new data, analyzed the data to identify deficiencies and opportunities, and attended a number of community events to ask about issues with the transportation system to form an understanding of transportation problems to be addressed in the TSP. Additionally, the project website included an issues map where visitors to the website could identify transportation problems within the City.~~

~~*Step 2.* Next the team created a long list of potential solutions and screened and evaluated potential solutions to see how ideas met project goals and objectives. An open house, several Transportation Task Force (TTF; refer to TDC 11.600) meetings, and Working Group meetings helped create and/or evaluate potential solutions. Throughout each of these steps, the project team engaged the community to ensure that each element was appropriate for Tualatin.~~

~~*Step 3.* The team prepared the draft recommendations for projects to be included into the TSP, refining a number of recommendations for the more complex transportation needs, and prioritizing the project recommendations to help both the City and the community define which projects and programs should be implemented first.~~

~~*Step 4.* Finally the team developed the draft and final TSPs for City adoption. This process focused on compiling all recommendations into the TSP document, and coordinating with relevant stakeholders in reviewing the TSP for completeness and consistency. These stakeholders included the community, City Council, Tualatin~~

~~Planning Commission (TPC), Tualatin Parks Advisory Committee (TPARK), Washington County, Metro, Oregon Department of Transportation (ODOT), Clackamas County, adjacent cities, and the state's DLCD.~~

- (5) ~~Study Area.~~ In December 2002, Metro expanded the Portland Urban Growth Boundary (UGB). This expansion included lands bordering Tualatin's Planning Area boundary that are intended to develop in the future for industrial uses. Following studies of impacts of these expansions, the city's TSP (2001) was amended to incorporate these new lands.
- (a) The City of Tualatin, in conjunction with ODOT, initiated a study of a 23 acre area south of Highway 99W and west of SW Cipole Road in 2004. The Northwest Tualatin Concept plan addressed the impacts of developing this area for industrial uses. A technical analysis was prepared for the Concept Plan, following requirements of the TPR, that specifically addressed the transportation needs associated with developing the concept plan area at urban densities. Development of the Concept Plan was guided by input from an 11-member Technical Advisory Committee (TAC) that met four times during the planning process. The TAC included representatives from the City of Tualatin, ODOT, Washington County, Bonneville Power Administration (BPA), Metro, U.S. Fish and Wildlife Service (representing the Tualatin River National Wildlife Refuge), Portland General Electric (PGE), Clean Water Services (CWS), and TriMet. Mailing to stakeholders and a public open house were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Northwest Tualatin Concept Plan area were accepted by the City Council on June 13, 2005.
- (b) The City of Tualatin, in conjunction with ODOT, initiated a study of a 431-acre area south of SW Tualatin-Sherwood Road and west of the Portland & Western railroad tracks in 2004. In 2010, the City analyzed this area plus an additional 183-acres south of the Concept Plan area. The Southwest Tualatin Concept Plan addressed the impacts of developing this area for industrial uses, particularly the portion of the area designated as a "regionally significant industrial area." A technical analysis was prepared for the Concept Plan, following the requirements of the TPR that specifically addressed the transportation needs associated with developing the Concept Plan area at urban densities. Development of the Concept Plan was guided by input from a 31-member TAC that met 12 times during the planning process. The TAC included representatives from the Cities of Tualatin, Sherwood, and Wilsonville; Metro; ODOT; DLCD; Washington County; PGE; BPA; CWS; Oregon Department of Geology and Mineral Industries; Coffee Creek Correctional Facility; Tualatin Valley Fire & Rescue (TVF&R); TriMet; Genessee and Wyoming Railroad; and property owners from the Tonquin Industrial Group, the Itel properties area and from Tigard Sand & Gravel. Mailings to stakeholders and four public open houses were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Southwest Tualatin Concept Plan area were accepted by the City Council on October 11, 2010.

- (c) The study area for the current Tualatin TSP (2012) is comprised of the Tualatin Planning Area boundary, with one addition—the Basalt Creek planning area between Tualatin and Wilsonville. This area outside of the Planning Area Boundary, but within the study area, was included because of the transportation impact that it could have on the City's transportation network associated with the potential development of residential and employment areas. The study area is shown on several of the TSP's figures, including Figure 11-1 Functional Classification Plan.
- ~~(6) *Public Involvement.* The TSP planning process actively engaged the citizens of Tualatin in the production of its TSP. Residents, business owners, employees, and agency partners were encouraged to participate and were provided with multiple ways to share their thoughts—from initial goal development and issue identification to evaluation and screening. The public involvement plan outlined a thorough outreach process, making it easy and fun for the public to share ideas. The process provided meaningful ways to influence outcomes and took advantage of existing communication networks to reach more people.~~
- ~~(a) *Transportation Task Force.* The public involvement plan established a clear decision-making framework for the TSP. The Transportation Task Force (TTF), with input from Working Groups, advised the Tualatin Planning Commission (TPC). The TPC then made a recommendation to the City Council, which then adopted the final TSP Technical Memorandum (December 2012) and any changes to the City's Code. In addition, the TPARK made recommendations on the bicycle and pedestrian elements to the City Council. Each of these organizations received regular project updates from City staff throughout the process and each had representative members on the TTF. These groups were given the opportunity to provide their recommendation before the TTF decisions were forwarded to TPC and the City Council.~~

~~The TTF was formed in November 2011 for the purpose of advising the TPC and City Council about the needs and concerns of the community with regard to transportation. The City Council Citizen Involvement Committee selected TTF members carefully to be representative of neighborhoods, the business community, and the interests of Tualatin's advisory committees. Members and alternates were selected from a pool of applications. Neighboring communities, counties, TVF&R, ODOT, Metro, and TriMet also had representatives on the TTF.~~

~~Additional information about the TTF, Working Groups, and other aspects of the public involvement process for the TSP are included in Appendix G of the TSP Technical Memorandum (December 2012).~~

(Ord. 1151-03, 11-10-03; Ord. 1103-02, 3-25-02; Ord. 1191-05, 6-27-05; Ord. 1321-11 §13, 4-25-11; Ord. 1354-13 §36, 02-25-13)

TDC 11.610. – Transportation Goals and Objectives.

~~(1) Over a span of three meetings the TTF prepared a vision for the TSP, conveyed as a set of goals and objectives. In early 2012 they adopted seven principal goals organized into the following goal categories:~~

~~Goal 1: Access and Mobility~~

~~Goal 2: Safety~~

~~Goal 3: Vibrant Community~~

~~Goal 4: Equity~~

~~Goal 5: Economy~~

~~Goal 6: Health and the Environment~~

~~Goal 7: Ability to be Implemented~~

~~These goals and their associated objectives were also discussed by the community at the first open house in February 2012 and by TPC, TPARK, and City Council. The full description of goals and objectives served as the basis for the TSP's evaluation framework. This means that all TSP recommendations were tied back to the underlying vision as established by these groups.~~

~~(2) — **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.~~

Objectives:

- ~~(a) Improve travel time reliability/provide travel information for all modes including freight and transit.~~
- ~~(b) Provide efficient and quick travel between points A and B.~~
- ~~(c) Provide connectivity within the City between popular destinations and residential areas.~~
- ~~(d) Accommodate future traffic, bicycle, pedestrian, and transit demand.~~
- ~~(e) Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and pedestrians.~~
- ~~(f) Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.~~
- ~~(g) Increase access to key destinations for all modes.~~

~~(3) — **Goal 8.2: Safety.** Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.~~

Objectives:

- (a) Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.
- (b) Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.
- (c) Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.
- (d) Provide a secure transportation system for all modes.

(4) **Goal 8.3: Vibrant Community.** Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.

Objectives:

- (a) Produce a plan that respects and preserves neighborhood values and identity.
- (b) Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.
- (c) Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.
- (d) Support a livable community with family-friendly neighborhoods.
- (e) Maintain a small-town feel.

(5) **Goal 8.4: Equity.** Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:

- (a) Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.
- (b) Consider access to transit for all users.

(6) **Goal 8.5: Economy.** Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:

- (a) Support a vibrant city center and community, accessible to all modes of transportation.
- (b) Support employment centers by providing transportation options to major employers.
- (c) Increase access to employment and commercial centers on foot, bike, or transit.
- (d) Consider positive and negative effects of alternatives on adjacent residential and business areas.

- (e) Accommodate freight movement.
- (f) Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

~~(7)~~—**Goal 8.6: Health/Environment.** Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:

- (a) Provide active transportation options to area schools to reduce childhood obesity.
- (b) Promote active transportation modes to support a healthy public and children of all ages.
- (c) Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.
- (d) Consider air quality effects of potential transportation solutions. Protect park land and create an environmentally sustainable community.
- (e) Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

~~(8)~~—**Goal 8.7: Ability to Be Implemented.** Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:

- (a) Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.
- (b) Evaluate potential options for consistency with existing community, regional, and state goals and policies.
- (c) Strive for broad community and political support.
- (d) Optimize benefits over the life cycle of the potential option.
- (e) Consider transportation options that make the best use of the existing network.
- (f) Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

(Ord. 1103-02, 3-25-02; Ord. 1224-06 §2, 11-13-06; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.620.~~— **Functional Classification Plan.**

(1) A city's functional classification plan defines the intended operations and character of roadways within the overall transportation system including standards for roadway and right-of-way width, access spacing, and pedestrian and bicycle facilities. The City

of Tualatin's functional classification system applies to roadways owned by the City, the County, and the State, and includes principal arterials, major arterials, minor arterials, major collectors, minor collectors, connector, and local roads. Figure 11-1 presents the updated functional classification plan for the City of Tualatin.

The arterial roadways carry a high number of vehicles including transit and freight vehicles, and provide mobility with few opportunities for local access. Collectors assemble traffic from a neighborhood or district and deliver it to the closest arterial street. Collectors serve shorter trip lengths than arterials and have more local access opportunities. Both arterials and collectors within Tualatin are owned by a variety of agencies including the City, ODOT, and Clackamas and Washington Counties. The roadway owners are responsible for maintenance and upkeep on the roadways and they make decisions on upgrades to their facilities. TSP Technical Memorandum (December 2012) describes the functional classifications and the purpose they are intended to serve in more detail; Appendix A, Plan and Policy Review, of the TSP Technical Memorandum provides a detailed description of the various policies associated with roadway ownership.

There are a number of existing freight and truck routes through the City designated by the City, the State, and the Federal government. These routes have specific design criteria and mobility standards to ensure that these roadways serve freight traffic.

~~(2) — **Policy Area 8.8 Functional Classification Policies.** Functional classification policies support the City's transportation goals and objectives included in TDC 11.640. Policies help provide direction for roadways and roadway classifications.~~

~~(a) — **Policy 8.8.1 Functional Classification Policy 1:** Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.~~

~~(b) — **Policy 8.8.2 Functional Classification Policy 2:** Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.~~

~~(3) — **Street Design Standards.** Street design standards by functional classification are included in TDC Section 74.425.~~

~~(4) — The RTP's Regional Street Design System describes typical features of its street design designations. For comparison purposes, Metro's Regional Street Design System map has been recreated in Figure 11-2. The Tualatin TSP's street design standards for roadways shown on the RTP Regional Street Design System map are generally in conformance with the RTP's concepts, particularly in the areas of pedestrian and bicycle lanes, landscape strips, and medians or center turn lanes.~~

(Ord. 1151-03, 11-10-03; Ord. 1103-02, 3-25-02; Ord. 1191-05; 6-27-05; Ord. 1354-13 §36. 02-25-13)

TDC 11.630. — Street System Modal Plan.

~~(4) — The street system modal plan consists of several sections: a listing of street urban upgrades and new streets, other intersection-specific or non-capacity streets~~

projects, access management policies, and traffic operation standards. This modal plan is included in its entirety in the TSP Technical Memorandum (December 2012) and pertinent sections are included in this chapter of the Comprehensive Plan. ~~this section of TDC Chapter 11.~~

- (2) Summary of Limitations and Needs of Street System. Key needs identified for the street system include:
- (a) Improved Roadway connectivity. New roadway connections should be explored to improve east-west connectivity south of SW Tualatin-Sherwood Road and north-south regional connectivity. Metro RTP policies related to a complete street system identify one-mile spacing between major arterial streets with collector streets or minor arterials spaced a half-mile apart.
 - (b) Improved travel time along congested corridors. Focus on reducing vehicle delay on key corridors.
 - (c) Intersection improvements. Address intersection delay and intersection issues in congested areas.
 - (d) Upgrading roadway geometries. City design standards for roadway width, sidewalks, and bicycle facilities should be followed where specific deficiencies have been identified.
 - (e) Additionally, safety is a concern for the community. Safety issues were identified at the following intersections:
 - (i) SW Tualatin-Sherwood Road and SW Boones Ferry Road
 - (ii) SW Nyberg Street and I-5 southbound off ramps.
- (3) ~~—~~ **Policy Area 8.9 Roadway Policies**. The following establish the City's policies on roadways.
- (a) ~~—~~ **Policy 8.9.1 Roadway Policy 1**: Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.
 - (b) ~~—~~ **Policy 8.9.2 Roadway Policy 2**: Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.
 - (c) ~~—~~ **Policy 8.9.3 Roadway Policy 3**: Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.
- (4) *Local Streets Plan*. The RTP calls for cities to identify all contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development and to prepare a conceptual new streets plan map. Figure 11-3 presents the City of Tualatin's Local Streets Plan. The intent of this map is to identify the locations of future street connections and desired connections within future development that promote a connected street system. The endpoints of the connections should be considered fixed, unless the Community Development Director or their designee determines that an alternate connection point is preferable due to safety, operations, improved connectivity concerns, or environmental impacts.

The routes connecting endpoints may vary, as long as a reasonably direct route between the two points is provided.

- (5) *Access Management.* Access management is important to maintain traffic flow and ensure safety on the City's arterial street network, including SW Tualatin-Sherwood Road, Oregon Highway 99W (OR 99W), and other high-traffic routes. Limiting the number of points where traffic can enter and exit reduces potential conflict points, improves roadway performance, and reduces the need for capacity expansion. The City manages access through Chapter 75 of the TDC; that chapter details where access is permitted on arterial and collector roads within the City. Tualatin must coordinate with Washington and Clackamas Counties and ODOT to manage access on roads the City does not own, including SW Tualatin-Sherwood Road, SW Cipole Road, SW 65th Avenue, SW Borland Road, and sections of SW Boones Ferry Road. Chapter 75 of the TDC, most recently updated in 2012, has specific access standards for each arterial road within Tualatin. It provides recommendations for future changes on specific roads, as well as potential solutions for access issues.
- (a) — **Policy Area 8.10 Access Management Policies.** Access management policies are:
- (i) — **Policy 8.10.1 Access Management Policy 1:** No new driveways or streets on arterial roadways within the City, except where noted in the TDC, Chapter 75, usually when no alternative access is available.
 - (ii) — **Policy 8.10.2 Access Management Policy 2:** Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.
 - (iii) — **Policy 8.10.3 Access Management Policy 3:** Adhere to intersection spacing included in Chapter 75 of the TDC.
 - (iv) — **Policy 8.10.4 Access Management Policy 4:** Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.
 - (v) — **Policy 8.10.5 Access Management Policy 5:** Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.
 - (vi) — **Policy 8.10.6 Access Management Policy 6:** No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.
 - (vii) — **Policy 8.10.7 Access Management Policy 7:** On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.
- (6) *Traffic Operations Standards.* This section includes a discussion of standards included in the OHP, ODOT's Highway Design Manual (HDM), and the TPR and City documents for local roadways. Based on the preferred system for operational

analysis, there are four intersections that do not meet jurisdictional standards after mitigation strategies are included. These intersections that experience operational constraints are in the SW Lower Boones Ferry Road/I-5 interchange area, and are due to the additional motor vehicle trips associated with the widening of SW Boones Ferry Road from SW Martinazzi Avenue to SW Lower Boones Ferry Road.

The first mitigation strategies developed explored transportation system management techniques (maximizing operations at intersections through signal timing adjustments and/or phasing adjustments). If system management techniques did not achieve acceptable jurisdictional operations, localized capacity improvements were explored (for example, a new turn pocket). Generally these improvements allowed for adequate signal operations under a mitigated scenario.

There were some intersections located in the downtown core area that were not able to meet jurisdictional standards without the implementation of significant capacity and/or roadway widening improvements. These types of major infrastructure improvements were deemed to be too impactful to the downtown core and were not included in the final preferred system improvements. The downtown Tualatin area is designated a Town Center by Metro, and using that designation, Town Centers are allowed to not meet jurisdictional standards. Alternate standards for Town Centers in the RTP are based on a two-hour peak hour. The standard volume to capacity ratio (v/c) for the first peak hour is 1.1, and for the second peak hour is 0.99. These intersections meet the RTP standards, and there is no need for additional alternate mobility standards.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.640.~~ – Transit Modal Plan.

- (1) Public transit in Tualatin is envisioned to be multi-faceted by including local and express bus service, commuter rail, potential high capacity transit, and local transit shuttle services. In addition, the community's vision for public transit includes improvements in the quality of transit service, as well as land uses that better complement and encourage use of transit in downtown Tualatin. Figure 11-5 presents the updated transit system for the City of Tualatin.
- (2) *Summary of Limitations and Needs for Transit.* TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. According to the Conceptual Linking Tualatin Plan (Draft 2012), over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Because of the limitations of service during off-peak hours, non-commuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit:
 - (a) Service connecting the west side of Tualatin to the downtown core;
 - (b) Park-and-rides in the west and south areas of Tualatin;

- (c) Extended service hours, including weekend service;
- (d) More direct connections to places other than downtown Portland.

Additional needs for transit stops include direct and safe access to transit stops and bicyclist and pedestrian amenities at stops, especially where transit riders are able to transfer lines or modes.

~~(3)~~ **Policy Area 8.11 Transit Policies.** The City of Tualatin's policies on public transit are as follows:

- ~~(a)~~ *Transit Policy 1:* **Policy 8.11.1** Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.
- ~~(b)~~ *Transit Policy 2:* **Policy 8.11.2** Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.
- ~~(c)~~ *Transit Policy 3:* **Policy 8.11.3** Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.
- ~~(d)~~ *Transit Policy 4:* **Policy 8.11.4** Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.
- ~~(e)~~ *Transit Policy 5:* **Policy 8.11.5** Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.
- ~~(f)~~ *Transit Policy 6:* **Policy 8.11.6** Develop and improve pedestrian and bicycle connections and access to transit stops.
- ~~(g)~~ *Transit Policy 7:* **Policy 8.11.7** Encourage higher-density development near high-capacity transit service.
- ~~(h)~~ *Transit Policy 8:* **Policy 8.11.8** Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.
- ~~(i)~~ In addition to the transit policies included here, Bicycle and Pedestrian Policies, **Policy 8.12.7 and Policy 8.12.8** ~~7 and 8, included in TDC 11.650~~, are applicable to transit.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.650.~~ **Pedestrian, Bicycle, and Multi-Use Path Modal Plan.**

- (1) This modal plan describes pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street upgrades. Figure 11-4 presents the updated bicycle and pedestrian system for the City of Tualatin.

(2) **Summary of Limitations and Needs for Bicycle and Pedestrian Facilities.** This section summarizes limitations and needs for bicycle and pedestrian facilities, and multi-use paths. A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B of the TSP Technical Memorandum (December 2012).

(a) *Bicycle Facility Needs.* Existing bicycle facilities in Tualatin have a few gaps and challenging connections:

- (i) Difficult left-turn maneuvers;
- (ii) Difficult areas with low bike visibility;
- (iii) Bike lanes outside of turn lanes;
- (iv) Obstacles within the bike lanes;
- (v) Gaps in the network; and
- (vi) In addition to these needs, there are a number of high-crash locations.

Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road; as well as, the SW Nyberg Road interchange ramps at I-5.

(b) *Pedestrian Facility Needs.* Pedestrian facility needs include:

- (i) Fill sidewalk gaps on arterials and collector streets at:
 - (a) Sections of SW Herman Road;
 - (b) Sections of SW Grahams Ferry Road;
 - (c) Sections of SW Boones Ferry Road;
 - (d) SW Blake Street between SW 105th and SW 108th Avenues;
 - (e) SW Sagert Street overpass over I-5; and
 - (f) SW 105th Avenue between SW Paulina Drive and SW Blake Street.
- (ii) Narrow or obstructed sidewalks.
- (iii) Wide or angled crosswalks at intersections.
- (iv) Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core).
- (v) Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

(c) *Multi-Use Path Needs.* Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths; as well as, to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and

do not connect. Signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

(3) **Policy Area 8.12 Bicycle and Pedestrian Policies.** The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

- (a) ~~Bicycle and Pedestrian Policy 1:~~ **Policy 8.12.1** Support Safe Routes to Schools (SRTS) for all Tualatin schools.
- (b) ~~Bicycle and Pedestrian Policy 2:~~ **Policy 8.12.2** Work with partner agencies to support and build trails.
- (c) ~~Bicycle and Pedestrian Policy 3:~~ **Policy 8.12.3** Allow wider sidewalks downtown for strolling and outdoor cafes.
- (d) ~~Bicycle and Pedestrian Policy 4:~~ **Policy 8.12.4** Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).
- (e) ~~Bicycle and Pedestrian Policy 5:~~ **Policy 8.12.5** Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.
- (f) ~~Bicycle and Pedestrian Policy 6:~~ **Policy 8.12.6** Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.
- (g) ~~Bicycle and Pedestrian Policy 7:~~ **Policy 8.12.7** Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.
- (h) ~~Bicycle and Pedestrian Policy 8:~~ **Policy 8.12.8** Ensure that there are bicycle and pedestrian facilities at transit stations.
- (i) ~~Bicycle and Pedestrian Policy 9:~~ **Policy 8.12.9** Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.
- (j) ~~Bicycle and Pedestrian Policy 10:~~ **Policy 8.12.10** Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

(4) *Bicycle Boulevards.* Currently, there are no existing bicycle boulevards in Tualatin, though Washington County has bicycle boulevard policies and design standards.

Bicycle boulevards are roadways that use a variety of design treatments to reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, to create a safer and more comfortable environment for all users. Bicycle boulevards may include a variety of applications ranging from minor street signing enhancements (such as shared lane markings) to larger scale projects (for example, bike-only access at intersections, traffic diverters). Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Traffic controls

along a boulevard may assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes.

Bicycle boulevards work best in well-connected street grids, where riders can follow intuitive and reasonably direct routes. Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic. Bicycle boulevards are generally located on streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets passing through residential neighborhoods. Typically a bicycle boulevard would be located on a street where vehicles travel less than 30 miles per hour and average daily traffic volume is less than 3,000 vehicles (in both directions).

Proposed bicycle boulevards in Tualatin are shown on Figure 11-4. These are all low volume, low speed streets that connect neighborhoods with roadways and trails where bicycle infrastructure investments have been made. As a short-term action, the City should consider signing these roadways as bicycle routes, and monitor usage on an annual basis. As bicycle usage increases, and bicyclists and drivers become more used to sharing travel lanes, further investments could be considered to enhance safety for bicyclists.

(Ord. 1103-02, 3-25-2002; Ord. 1354-13 §36, 02-25-13; Ord. 1367-14 §1, 02-24-14)

~~TDC 11.660.~~ – Freight Plan.

- (1) Efficient truck movement plays a critical role in the economic wellbeing and development of Tualatin. Trucks must be able to access commercial, industrial, manufacturing, distribution, and other employment areas both in Tualatin and connecting to the regional system. Future commercial/industrial uses are expected to be located consistent with the land uses identified in the Comprehensive Plan, which matches the current planning district designations, as codified in the TDC.
- (2) The freight network illustrated in Figure 11-6 is largely consistent with the functional classification plan (Figure 11-1), which strives to connect industrial and manufacturing uses to the regional and state transportation network via a series of major and minor arterial roadways. The movement of raw materials and finished products via designated truck routes provides for efficient movement of goods while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Federally and state designated truck routes, part of the National Highway System (NHS), have been identified on I-5 and OR 99W. Metro identifies "road connectors" in the RTP freight network on SW 124th Avenue, SW Tualatin-Sherwood Road, SW Lower Boones Ferry Road, and SW Boones Ferry Road. The City of Tualatin designates additional truck routes on roadway facilities that connect commercial/industrial districts within the City to major arterials and, ultimately, to OR 99W, I-5, and I-205.
- (3) The needs of the freight system are consistent with those identified in the Street System Plan (TDC 11.630). Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system. All new roadways should be built to

current City design standards to meet the operational needs of trucks on designated truck routes.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.670.~~ – Rail Plan.

- (1) Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains described in the Transit section.

There are 13 gated public railroad crossings in Tualatin and a number of additional driveways or private roads that cross the railroad. The private crossings are stop controlled, but not signalized. Freight trains have the right-of-way at all intersections. The low number of trains does not present a large safety concern in the City, and recent Quiet Zone work done in conjunction with the north-south WES rail line opening added gates at all public crossings.

- (2) PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.

~~(3)~~— **Policy Area 8.13 Freight Rail Policies.** Following are policies for freight rail:

- ~~(a)~~— *Freight Rail Policy 1:* **Policy 8.13.1** Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods
- ~~(b)~~— *Freight Rail Policy 2:* **Policy 8.13.2** Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.
- ~~(c)~~— *Freight Rail Policy 3:* **Policy 8.13.3** Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines.

~~(4)~~— Passenger Rail Policies. The City of Tualatin's policies on public transit are described in Policy Area 8.11 ~~TDC 11.640~~ as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8-3, 4, 5, and 8.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.680.~~ – Water, Pipeline, and Air Plan.

This section includes the Water, Pipeline and Air Plans.

- (1) *Water Plan.* The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects

are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

- (2) *Pipeline Plan.* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.
- (3) *Air Plan.* There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.690.~~– Transportation Demand Management.

- (1) The TPR requires all cities with populations greater than 25,000 people to develop a Transportation Demand Management (TDM) Plan. The RTP also requires that TDM strategies be used to encourage alternative transportation modes and achieve higher vehicle occupancy targets. TDM measures are designed to change travel behavior in order to reduce the need for more road capacity and improve performance of the road system. Typical TDM projects include encouraging use of travel modes other than the auto, ride sharing, and measures to reduce the need for travel—such as telecommuting policies.

TDM policies and projects can be cost-effective ways to reduce congestion by encouraging the use of other modes, reducing the need for travel or reducing the number of vehicle miles driven. The City of Tualatin can implement a range of TDM measures to manage travel demand, in conjunction with partner organizations in many cases. Providing bicycle, pedestrian, and transit infrastructure can be effective means to encourage drivers to switch to other modes. Many of the pedestrian, bicycle, and transit improvements proposed in other sections of the TSP can be considered TDM measures as they encourage use of travel modes other than the auto. In addition to these infrastructure projects, a number of strategies are applicable to Tualatin, as discussed in detail in the TSP Technical Memorandum (December 2012).

- (2) ~~—~~ **Policy Area 8.14 Transportation Demand Management Policies.** The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:
 - (a) ~~—~~ *TDM Policy 1:* **Policy 8.14.1** Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.
 - (b) ~~—~~ *TDM Policy 2:* **Policy 8.14.2** Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs

- (c) ~~TDM Policy 3:~~ **Policy 8.14.3** Explore the use of new TDM strategies to realize more efficient use of the City's transportation system
- (d) ~~TDM Policy 4:~~ **Policy 8.14.4** Support Washington County's regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips
- (e) ~~TDM Policy 5:~~ **Policy 8.14.5** Promote the use and expansion of the Tualatin Shuttle program.
- (3) Metro Modal Targets. Metro in its 2035 RTP established modal targets for how residents in the region will make trips in 2040. These are separated out by regional designations. Tualatin has a number of designations within the City limits, as described in the following sections and shown in Figures 9-4 (Design Type Boundaries) and 11-2 (Metro Regional Street Design System).
- (a) *Town Center.* This designation is consistent with the Town Center Plan study area, centered on the Lake of the Commons and includes land south of the Tualatin River and west of I-5, including the Tualatin Community Park. The western Boundary is SW 95th Avenue south to SW Tualatin-Sherwood Road, and then southern boundary is SW Tualatin-Sherwood Road to approximately SW Boones Ferry Road then continues east near SW Warm Springs Street.
- (b) *Corridors.* There are a number of corridors in Tualatin: SW Tualatin-Sherwood Road is a regional street, along with 99W, SW 124th Avenue, and SW Tualatin Road. SW Boones Ferry Road is a community street, and SW Tualatin-Sherwood Road/SW Nyberg Street in downtown are community boulevards. Regional arterials include 99W, SW 124th Avenue, SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Herman Road, SW Nyberg Street, SW Sagert Street, SW Borland Road, and SW 65th Avenue.
- (c) *Employment Land.* Most of western Tualatin is employment land south of SW Tualatin Road and west of the railroad tracks.
- (d) *Parks and Natural Areas.* Hedges Creek is designated a park and natural area, along with many of the other greenway areas including Nyberg Creek Greenway, Saum Creek, and other City parks.
- (e) *Neighborhoods.* Neighborhood areas include southern Tualatin near SW Boones Ferry Road, northern Tualatin north of SW Tualatin Road, and eastern Tualatin excluding the hospital area and the greenways and parks.
- (f) These designations have modal targets associated with them, as seen in Table 11-1. The non-drive-alone modal target for Tualatin is 45—55 percent in the Town Center and Station Community, and 40—45 percent for the employment land, parks and natural areas, and neighborhoods.

(Ord. 1103-02, 03-25-02; Ord. 1321-11 §15, 4-25-11; Ord. 1354-13 §36, 02-25-13)

~~TDC 11.700.~~ – Transportation System Management.

- (1) Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

(Ord. 1354-13 §36, 02-25-13)

~~TDC 11.710.~~ – Parking Plan.

- (1) The City owns several public parking lots in downtown Tualatin to support denser development in the City's core area. A separate taxing district has been created to support ongoing maintenance and operations of these parking lots. The City completed a study in 2011 which identified that the existing parking supply is sufficient to meet the parking demand in downtown Tualatin.
- (2) The RTFP requires parking policies and a parking plan in a TSP or other planning document. The current TDC includes parking minimums and is compliant with this requirement.

(Ord. 1354-13 §36, 02-25-13)

~~TDC 11.720.~~ – Implementation.

- (1) The project table for each modal plan in the Tualatin TSP Technical Memorandum (December 2012) includes recommendations for applicable funding sources. Additionally, the relative importance of TSP projects are identified in the project tables, based on community goals, the magnitude of the deficiency or issue that the project addresses, and the ability to secure funding, conduct engineering, and build a project. Appendix E of the TSP Technical Memorandum (December 2012) provides a detailed description of transportation funding and improvement costs for all of the TSP's recommendations.
- (2) A variety of established federal, state, regional, and local funding sources are available to fund future transportation projects in the Tualatin TSP Technical Memorandum (December 2012), depending on the eligibility requirements. Implementation of TSP projects will depend on funding and community priorities.
- (3) Prioritization. Prioritization of projects within the TSP Technical Memorandum (December 2012) is separated into three categories: short-term, medium-term, and long-term. Short term projects are expected to be built within zero—five years, while medium-term are five—ten years, and long-term projects are expected to be built in the 10—20 year time frame. Prioritization is determined based on a combination of

the most important projects to implement first, the ease of implementation, and the potential cost—some projects will take a number of years to identify and secure funding. Some projects will also need regional coordination and support, which may take time to secure an agreement. Prioritization is an estimate: long-term projects may be implemented sooner than 10—20 years due to funding becoming available, a high degree of community support or other factors. The suggested priority for projects in the TSP Technical Memorandum (December 2012) is a general guide and not a required timeframe.

The City will need to periodically update the TSP, and will review the need and timing for longer-term improvements at those times. Prioritizing specific near-term projects will occur annually when the City updates its five-year financial plan and prepares its capital improvement plan (CIP) for the following year. Future road improvements or related transportation projects listed or not listed in the TSP Technical Memorandum (December 2012) are not required to be reviewed and approved through a land use process.

The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

(Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)

**Table 11-4 8-1
Metro Modal Targets**

2040 Regional Designation	Non-drive-alone Modal Target	2040 Regional Designation	Non-drive-alone Modal Target
Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%	Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%
Industrial Areas Freight Intermodal Facilities Employment Areas	40—45%	Industrial Areas Freight Intermodal Facilities Employment Areas	40—45%

Inner Neighborhoods Outer Neighborhoods		Inner Neighborhoods Outer Neighborhoods	
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Source: Metro's 2035 RTP

CHAPTER 9 - PUBLIC FACILITIES AND 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.

CHAPTER 12– WATER SERVICES

~~3.080 (3)~~—*Water Service Areas.* As in the case of sewer service, the Tualatin Study Area was divided into four categories of water service availability. The four categories agreed closely with the four categories of sewer service. In addition to showing the degree of water service complexity and expense, the water service overlay depicts main trans-mission lines, reservoirs, water supply sources, and the approximate dividing line between the City's upper and lower water service levels.

~~TDC 12.010.– Introduction.~~

- (1) In 1979, the City of Tualatin adopted the Tualatin Community Plan. R. A. Wright Engineering Company prepared the water service element. In 1982, the Tualatin Community Plan was reviewed due to the annexation of approximately 900 acres west of the city limits. City staff reviewed the water sewer service element. In 1983 the City Council amended the Plan, including the water service element. The Plan was changed from covering only the city limits to covering the city limits and the area out to the Urban Growth Boundary (UGB)(an "Active Plan").
- (2) In accordance with the Urban Planning Area Agreement between the City and Washington County and an Intergovernmental Agreement between the City and the City of Portland, the City of Tualatin is responsible for providing water service in the City of Tualatin. The City of Tualatin obtains its water from the City of Portland.
- (3) In 1990 and 1999 minor amendments to TDC Chapter 12 were adopted. In 2000 and 2002 the City contracted with CH2M Hill to update the City's water master plan. The 2000 update reflected Tualatin's growth and refined the 1983 plan.
- (4) The 2003 "Report, Tualatin Water Master Plan Update," (the "Master Plan") was the basis for amending the Tualatin Development Code (TDC), Chapter 12, in 2003. The purpose of the 2003 Master Plan was to provide the City with a comprehensive water master plan for future development of the water system. The 2003 Master Plan included a description of the existing water system, the planning criteria, a water system analysis and a capital improvement plan.

The 2003 Master Plan study area was the same as the Tualatin Community Plan, plus it included the Southwest Manufacturing Business Park.

- (5) The July 2013 Water Master Plan report was prepared as an update to the 2003 Master Plan. Its purpose is to be a comprehensive analysis of the City's water system, to identify system deficiencies, determine future water distribution system supply

requirements and recommend water system facility improvements that correct system deficiencies and provide for future system expansion.

- (6) The July 2013 Water Master Plan anticipates demand as residential growth from redevelopment and infill, within the Town Center area, and industrial and employment growth in the Southwest Concept Plan Area.
- (7) The purpose of ~~Chapter 12~~this section is to provide for:
 - (a) Reinforcement of the existing water system to provide adequate peak and fire-flow capabilities;
 - (b) Expansion of the distribution system as areas inside the Urban Growth Boundary are annexed to the City and are developed;
 - (c) Expansion of supply and storage facilities for present and future needs; and
 - (d) Financing the construction of the foregoing facilities.

(Ord. 592-83, §53, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §31 4-25-11; Ord. 1359-13 §1, 9-23-13).

Water Services Goals and Policies

TDC 12.020. – Water Service Policies.

City of Tualatin water service policies are to:

- ~~(1) Plan and construct a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.~~
- ~~(2) Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.~~
- ~~(3) Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.~~
- ~~(4) Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.~~
- ~~(5) Review and update the water system capital improvement program and funding sources as needed or during periodic review.~~
- ~~(6) Prohibit the extension of City water services outside the City's municipal boundaries, unless the water service is provided to an area inside an adjacent city.~~
- ~~(7) The July 2013 Water Master Plan is accepted by reference as a supporting technical document to the Tualatin Community Plan.~~
 - **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 9.1.3** Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.
- **Policy 9.1.4** Review and update the water system capital improvement program and funding sources as needed or during periodic review.
- **Policy 9.1.5** Prohibit the extension of City water services outside the City's municipal boundaries, unless the water service is provided to an area inside an adjacent city.

(Ord. 1152-03, 12-8-03; 03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §32, 4-25-11; Ord. 1359-13 §2, 9-23-13).

~~TDC 12.030.~~ – Design Criteria.

The proposed water supply and distribution system is designed to accommodate the maximum demand that the system is expected to experience. The maximum demand is composed of consumer flows and fire flows.

(Ord. 1152-03, 12-8-03).

~~TDC 12.040.~~ – Population.

The July 2013 Water Master Plan projected a "build out population" of 29,396 residents; including estimates of 2,288 for redevelopment and infill and 1,048 for Town Center residential growth.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §3, 9-23-13).

~~TDC 12.050.~~ – Consumption.

- (1) Population projections, commercial and industrial zoning acreage, and historical water use data formed the basis for the July 2013 Water Master Plan's future water demand projection.
 - (a) The future per capita residential average day demand was assumed to be 90 gallons per capita per day.
 - (b) The relationship between the average day demand and other flow rate demands in the system is called the peaking factor. A peaking factor of 2.2 was used in the July 2013 Water Master Plan's calculation of combined residential, commercial and industrial maximum day demand.
 - (c) Large volume users are typically large multi-family projects and specialized industrial uses. The 2003 Master Plan identified 16 large water uses and they represent about 30% of the total system demand.

- (d) Unaccounted-for water is the difference between the total amount purchased wholesale from the Portland Water Bureau and the total amount billed to customers. It includes leakage losses, meter discrepancies, hydrant and main flushing, operation and maintenance uses, fire flow uses, unauthorized connections and unmetered miscellaneous uses.
- (2) The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for residential uses was 2.65 million gallons per day. The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for commercial and industrial uses was 3.61 million gallons per day. The total system average day demand and maximum day demand were 6.47 and 14.24 million gallons per day, respectively.
- (Ord. 1152-03, 12-8-03; Ord. 1359-13 §4, 9-23-13).

~~TDC 12.060.~~ – Fire Flows.

- (1) Fire flow is the amount of water required to fight a fire for a specified period. The Insurance Services Office (ISO) Commercial Risk Services, Inc., classifies a city for insurance rating purposes on the basis of a maximum fire flow requirement of 3,500 gallons per minute (gpm). Fire flow requirements greater than 3,500 gpm are evaluated individually and are not used by the ISO to determine the public protection classification of a municipality. For fire flow analysis the total fire flow requirement is a combination of building fire flow requirements plus system maximum day demand.
- (2) Fire protection for the City's service area is provided by Tualatin Valley Fire & Rescue. The fire district has adopted fire flow requirements as defined in the 2010 State of Oregon Fire Code. A summary of fire flow recommendations based on the state fire code, fire flow criteria adopted by similar communities and fire flow guidelines as developed by the American Water Works Association is presented in Table 4-2 of the 2013 Master Plan.
- (3) Fire protection is not dependent on the water distribution system alone. Fire flows greater than 3,500 gpm can be reduced with individual fire suppression systems such as sprinklers, chemical and alarm systems and fire-resistant construction, onsite supply and other methods. Developments with fire flows greater than 3,500 gpm will need to supplement public water system flows through private systems such as those noted in the prior sentence. The July 2013 Master Plan's recommended minimum criteria for fire suppression flows for single family residential is 1,000 gpm, for multi-family is 2,000 gpm and, commercial, industrial and institutional uses is 3,500 gpm for a 3-hour duration.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §5, 9-23-13).

~~TDC 12.070.~~ – Method of Analysis.

The July 2013 Water Master Plan analyzed the water system based on criteria for water supply, source, distribution system piping, service pressures, storage and pumping facilities in conjunction with the water demand forecasts for 2031 and beyond in Section 3 of the Master Plan.

The analysis and recommendations in Section 4 of the Master Plan are based on performance guidelines developed in a review of State of Oregon requirements, American Water Works Association (AWWA) acceptable practice guidelines, Insurance Services Office, Inc. (ISO) guidelines and the operational practices of similar water providers. The distribution system analysis was performed using InnoVize's InfoWater hydraulic network analysis software and an updated system model that relied on geographical information system, updated reservoir and pump station data, and current control valve setting information.

(Ord. 1152-03, 12-08-03; Ord. 1359-13 §5, 9-23-13).

~~TDC 12.080.~~ Existing System.

- (1) The City of Tualatin entered into an agreement with the City of Portland in the early 1980's to obtain water from the Bull Run watershed via the Washington County Water Supply Line. In emergencies the City can obtain small quantities through interties with the cities of Tigard, Lake Oswego, Sherwood and Wilsonville. Water from the Willamette River can be used for domestic purposes if Tualatin's voters approve of its use. Water quality from the Bull Run Reservoir, the Portland Water Bureau Columbia South Shore wellfield and the Tualatin distribution system meets or exceeds all U.S. Environmental Protection Agency water quality requirements.
- (2) The City's water system is composed of three service levels (Levels A, B, and C) supplied by gravity and pumps and storage reservoirs. The system is primarily within public rights-of-way, is looped and is monitored and controlled by a central telemetry system.
- (3) Service Level A is the lowest in elevation and is supplied directly from the Supply Line and by gravity from the 1971 2.2 million gallon enclosed steel tank Avery Reservoir. A new reservoir site was acquired in 2003 southwest of the SW Tualatin-Sherwood Road/SW Cipole Road inter-section. Service Level B is the second lowest in elevation and is supplied by gravity from the 1971 and 1989 2.2 and 2.8 million gallon enclosed steel tank reservoirs on SW Norwood Road. A new reservoir site was acquired in the 1990's southwest of the SW 108th Avenue/SW Cottonwood Street intersection. Service Level C is the highest in elevation and is supplied by gravity from the 1981 0.8 million gallon enclosed steel tank reservoir southeast of the Norwood Road overpass over I-5.
- (4) The City has three pump stations. Stations one and two pump a back-up supply from Level A to Level B. Station three pumps from Level B to the C reservoir.
- (5) The July 2013 Water Master Plan identifies 13.0 million gallons of water storage capacity in five reservoirs. The 2013 Master Plan recommends increased storage capacity in Service Areas A and B in the future.

(Ord. 592-83, §54, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §7; 9-23-13).

TDC 12.090. – Proposed Improvements.

The water distribution and storage system with existing and proposed waterlines and reservoirs is illustrated in Map 12-1. The proposed short-term, medium-term and long-term capital improvements for the system recommended in the July 2013 Water Master Plan are in Master Plan Table 7-1 and shown mapped on Plate-1 in Appendix A of the Master Plan.

(Ord. 592-83, §55, 6-13-83; Ord. 1023-99, §8, 6-28-99; Ord. 1152-03, 12-8-03; Ord. 1359-13 §8, 9-23-13).

TDC 12.100. – Source of Supply.

The City's sole water supply is purchased wholesale from the Portland Water Bureau (PWB) through a 10-year wholesale water supply contract signed in 2006. Under the terms of the agreement, the City is obligated to purchase a minimum annual volume of water equal to 4.4 million gallons per day (mgd).

The City operates a single aquifer storage and recovery (ASR) facility. ASR operations allow the City to store surplus drinking water in a groundwater aquifer during low demand periods (fall through spring) and then recover the water from a groundwater well during high demand periods (summer). The aquifer has an effective recovery capacity of approximately 90 mg and is connected to Service Area B for both injection and recovery.

As a member of the Willamette River Water Coalition (WRWC), the City has access to surface water supply capacity from the Willamette River under OWRD Permit S-49240. In May 2002, the City Charter was amended to require that before Willamette River water is used for drinking purposes, a vote must approve such use.

(Ord. 592-83, §56, 6-13-83; Ord. 1152-03, 12-08-03; Ord. 1359-13 §9, 9-23-13).

TDC 12.110. – Pressure Levels.

- (1) The City of Tualatin has three service levels designated as A, B, and C on Map 12-1. The Bridgeport Service Area serves commercial customers in the Bridgeport Village shopping center.
- (2) Service Level A includes approximately the northern 50% of the City extending east and west covering elevations from 110 feet to about 200 feet. Service Level B includes approximately the middle 40% of the City extending east and west covering elevations from about 180 feet to 280 feet. Its southern extent is Ibach Street and Ibach Street extended west to the railroad tracks and extended east to I-5. There are isolated areas above 280 feet, but these contain a very limited number of houses. The boundaries of Service Level C are Ibach Street on the north, I-5 on the east, the UGB on the south and the railroad tracks on the west.
- (3) Substantial development has occurred over the years. Future development is expected to occur in Level A on the remaining vacant manufacturing lands, in the Town Center area (redevelopment), in the Durham Quarry area and east of I-5 (Redevelopment of the Trailer Park of Portland). Future development in Level B is

expected in the area of Legacy Meridian Park Hospital and the SW Concept Plan Area. Future development in Level C is expected in the SW Grahams Ferry and SW 108th Avenue residential areas.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §10, 9-23-13).

~~TDC 12.111.~~– Service Level A.

- (1) Service Level A has adequate existing storage capacity but will require additional storage in the future. Increased storage volume needs in Service Area A are associated with the Town Center redevelopment and other redevelopment and infill.

(Ord. 592-83, §58, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §11, 9-23-13).

~~TDC 12.112.~~– Service Level B.

- (1) Service Level B has adequate existing storage capacity but will require additional storage in the future. Increased storage volume needs in Service Area B are associated with expansion and development in the SW Concept Plan Area which is located largely in Service Area B.

(Ord. 592-83, §59, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §12, 9-23-13).

~~TDC 12.113.~~– Service Level C.

- (1) The 2013 Water Master Plan identifies the pending construction of the 1.0 mg C-2 Reservoir to serve Service Area C.

(Ord. 592-83, §60, 6-13-83; Ord. 797-90, §2, 2-26-90; Ord. 1152-03, 12-8-03; Ord. 1359-13 §13, 9-23-13).

~~TDC 12.120.~~– Storage.

- (1) The City's Water System consists of five storage reservoirs with a combined storage capacity of 13.0 million gallons. The reservoirs are supplied both directly from the Portland Supply Main and from pump stations.
- (2) Service Areas A and B have adequate existing storage capacity but will require additional storage in the future associated with expansions and development in the Southwest Concept Plan area. Service Area C will be served by a new C-2 Reservoir and with the uncertainty of actual future development characteristics in the Service Area, the 2013 Master Plan does not recommend construction of additional storage within the planning period.

(Ord. 592-83, §61, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §14, 9-23-13).

~~TDC 12.130.~~– Reserved.

Editor's note— Ord. No. 1359-13, § 15, adopted September 23, 2013, repealed § 12.130.

TDC 12.140. – Method of Financing.

- (1) The financial plan was based on assumptions related to system revenue and cost growth and the capital improvement plan in the Master Plan. The City should review the funding possibilities for the proposed water system improvements in Table 7-1 of the July 2013 Water Master Plan.

(Ord. 1152-03, 12-8-03; Ord. 1359-13 §16, 9-23-13).

CHAPTER 13 – SEWER SERVICE

- 3.080 (2) *Sewer Service Areas.* To assist in determining areas most suited to urban development, a sewer service area overlay was prepared to illustrate the feasibility of providing sewer service throughout the Tualatin Planning Area. The Study Area was divided into four categories of sewer service availability in order of increasing complexity and expense of service. In addition, properties that can be served by existing pumping stations are considered to have gravity-flow service available.

TDC 13.010. – Introduction.

- (1) In 1979, the City of Tualatin adopted the Tualatin Community Plan. R. A. Wright Engineering Company prepared the sanitary sewer service element. In 1982, the Tualatin Community Plan was reviewed due to the annexation of approximately 900 acres west of the city limits. City staff reviewed the sanitary sewer service element. In 1983 the City Council amended the Plan, including the sewer service element.
- (2) In accordance with the Urban Planning Area Agreement between the City and Washington County and an Intergovernmental Agreement between Clean Water Services (CWS) and the City, the City is responsible for collecting the sewage and CWS is responsible for the major conveyance lines and treatment. CWS's Durham Advanced Waste Water Treatment Plant treats most of the sewage generated in the City limits. Waste generated in the City limits north of the Tualatin River and east of I-5 is treated at the City of Portland's Tryon Creek Waste Water Treatment Plant.
- (3) In 2002, the City contracted with CH2M Hill to update the City's sewer master plan ("Report, Tualatin Sewer Master Plan," December 2002). The update accurately reflected Tualatin's growth and refined CWS's recently completed county-wide master plan system evaluation ("2000 Sanitary Sewer System Master Plan Update"). The City's "Report, Tualatin Sewer Master Plan," December 2002 (the "Master Plan") was the basis for amending the Tualatin Development Code (TDC), Chapter 13 in 2003. The purposes of the City's "Master Plan" were to:
 - (a) Further develop the planning done by CWS for the Tualatin area as part of its county-wide planning effort in its 2000 update. Refine the evaluation, focus on Tualatin and address the City's specific planning projections.
 - (b) Evaluate and recommend current and future infrastructure needs to allow the sewer system to keep up with growth and provide planning level costs.
 - (c) Control and eliminate sanitary sewer overflows (SSOs), such as basement flooding, to the extent possible.
 - (d) Protect public health.

- (e) Protect water quality of neighborhood creeks, ponds and the Tualatin River.
 - (f) Address regulatory requirements.
 - (g) Develop a plan that will result in cost-effective sewer service that meets the demands of residential, commercial and industrial customers.
- (4) The 2002 "Master Plan" study area was the same as the Tualatin Community Plan, plus it included the Southwest Tualatin Concept Plan Area.
 - (5) Northwest Tualatin Concept Plan 2005 identifies sewer service needs for the study area. This information is new and updates the 2003 Master Plan.
 - (6) In 2019, the City approved an updated Sewer Master Plan. The City also adopted the Basalt Creek Concept Plan; the 2019 Sewer Master Plan includes the Basalt Creek Plan Area.
- (Ord. 592-83, §63, 6-13-83; Ord. 1150-03, 10-27-03; Ord. 1321-11 §34, 4-25-11; Ord. [1427-19](#), § 1, 11-25-19)

Sanitary Sewer System Goals and Policies

~~TDC 13.015. - Sanitary Sewer System Objectives.~~

- ~~(1) Plan and construct 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 the land uses designated in the Tualatin Community Plan.~~
- ~~(2) Provide a City sanitary sewer system in cooperation with Clean Water Services (CWS). The City is responsible for the collection system's smaller lines and the 65th Avenue pump station and CWS is responsible for the larger lines, pump stations and treatment facilities.~~
- ~~(3) Work with CWS to ensure the provisions of the intergovernmental agreement between the City and CWS are implemented.~~
- ~~(4) Prohibit the extension of sewer service to areas outside the City limits, unless it is provided to an area inside the city limits of an adjacent city.~~
- ~~(5) Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties. (6) Improve the existing sewer system to provide adequate service during peak demand periods.~~
- ~~(7) Improve the existing sewer system to control and eliminate sanitary sewer overflows such as basement flooding to the extent possible.~~
- ~~(8) The "Tualatin Sewer Master Plan" is adopted by reference as a supporting technical document to the Tualatin Community Plan.~~
- ~~(9) Review and update the "Tualatin Sewer Master Plan" on a regular basis in coordination with CWS.~~

- (10) ~~Perform a cost of service rate study and study funding methods to ensure sufficient City funds exist to construct planned improvements.~~
- (11) ~~Work with CWS to update CWS's and the City's plans and regulations once new sanitary sewer overflow (SSO) and capacity, management, operation and maintenance (CMOM) regulations are published in the Federal Register.~~
- **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 9.2.1** Provide a City sanitary sewer system in cooperation with Clean Water Services (CWS). The City is responsible for the collection system's smaller lines and the 65th Avenue pump station and CWS is responsible for the larger lines, pump stations and treatment facilities.
 - **Policy 9.2.2** Work with CWS to ensure the provisions of the intergovernmental agreement between the City and CWS are implemented.
 - **Policy 9.2.3** Prohibit the extension of sewer service to areas outside the City limits, unless it is provided to an area inside the city limits of an adjacent city.
 - **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.
 - **Policy 9.2.6** Improve the existing sewer system to control and eliminate sanitary sewer overflows such as basement flooding to the extent possible.
 - **Policy 9.2.7** Review and update the "Tualatin Sewer Master Plan" on a regular basis in coordination with CWS.
 - **Policy 9.2.8** Perform a cost of service rate study and study funding methods to ensure sufficient City funds exist to construct planned improvements.
 - **Policy 9.2.9** Work with CWS to update CWS's and the City's plans and regulations once new sanitary sewer overflow (SSO) and capacity, management, operation and maintenance (CMOM) regulations are published in the Federal Register.

(Ord. 1150-03, 10-27-03; Ord. 1191-05, 6-27-05; Ord. 1321-11 §35, 4-25-11; Ord. [1427-19](#), §§ 2, 50, 11-25-19)

~~TDC 13.020.~~ – Design Criteria.

The design of the sewage collection system was established in 1979 and 1983 when the initial system was planned and updated. Since 1983 the planned system has, essentially, been constructed. The 2019 Sewer Master Plan updates the 2002 Sewer Master Plan for the City of Tualatin. This includes updating the 2012 hydraulic model prepared by CWS, reviewing and updating land use assumptions to match City planning projections, updating existing and future system hydraulic capacity deficiencies, developing a concept plan for service to two expansion areas, and reviewing initial project concepts with the updated hydraulic model to develop an improvement list for future land scenarios. Modeling was conducted for current conditions (2017) and planning years 2025, 2035, and buildout.

(Ord. 1150-03, 10-27-03; Ord. [1427-19](#), § 3, 11-25-19)

~~TDC 13.030.~~ – Domestic Flows.

Using parcel (tax lot) based data for land use, residential flow volumes were calculated by totaling the flow volumes for all residential parcels and dividing that total volume by the most recent population estimates for the City. Diurnal flow and infiltration and inflow (I/I) data were also used. This resulted in an estimated residential water use of 91 gallons per capita per day (gpcd). This value was used for all planning years for parcels currently zoned residential and developed. New residential development flows were calculated for 100 gpcd, based on current City development code requirements.

(Ord. 1150-03, 10-27-03; Ord. [1427-19](#), § 4, 11-25-19)

~~TDC 13.040.~~ – Nondomestic Flows.

The model addressed non-domestic flows similar to the domestic flows using parcel (tax lot) based data for land use, diurnal flow curves and infiltration and inflow data. Commercial flows were estimated in total gallons per day. The resulting daily flow rate for each parcel was input directly into the hydraulic model.

Certain industrial sites currently produce, or were expected to produce, large quantities of wastewater flow. They may significantly affect the performance of the collection system as a whole, and often do not follow standard diurnal flow patterns. The largest flow producers were identified and their diurnal curve data and daily permitted volume, if available, were used in the modeling.

(Ord. 1150-03, 10-27-03)

~~TDC 13.050.~~ – Infiltration/Inflow.

The infiltration and inflow (I/I) data for the Sewer Master Plan was estimated based on the methodology used by Clean Water Services during the 2012 Durham model calibration task. A portion of the 5-year, 24-hour storm was routed through the service

area and added to the average-day diurnal sanitary flows and base infiltration flows developed from monitoring data.

(Ord. 1150-03, 10-27-03; Ord. [1427-19](#), § 5, 11-25-19)

~~TDC 13.055~~– Sanitary Sewer Overflows.

In accordance with its National Pollutant Discharge Elimination System (NPDES) Permit for the Durham Waste Water Treatment Plant, Clean Water Services (CWS) must prohibit sanitary sewer overflows (SSO) for wet weather conditions up to and including the 5-year return interval, 24-hour duration winter storm event when the new SSO regulations become law in late 2003 or in 2004. The "Master Plan" addressed general capacity management issues, and uses the 5-year, 24-hour winter storm as the wastewater flow criteria.

(Ord. 1150-03, 10-27-03; Ord. [1427-19](#), § 6, 11-25-19)

~~TDC 13.060~~– Existing System.

- (1) The City of Tualatin's sewage waste is treated at Clean Water Services' Durham Advanced Waste Water Treatment Plant. The waste is collected and piped to the plant via a network of collectors, trunks and interceptors. The main interceptor transporting waste from Tualatin is the Lower Tualatin Interceptor which is primarily fed by gravity sewers. Five areas are served by pressure mains and pump stations. A brief description of the existing system follows and it is shown on Map 13-1.
- (2) Except for the five areas discussed below, the City is served by gravity lines. The main interceptors in this system are the Lower Tualatin Interceptor which conveys sewage from the City to the Durham Advanced Waste Water Treatment Plant, the Nyberg Trunk Line, which runs from the Lower Tualatin Interceptor east under I-5 serving the area east of I-5 and south of the river, the Bluff Cipole Trunk Line and Lateral which extends to the west from the Lower Tualatin Interceptor and the Tualatin-Sherwood Trunk which serves the area west of 99W and north of SW Tualatin Road. The Bluff Cipole Trunk Line is the main interceptor serving the western and southern portions of the Tualatin Planning Area. The five areas currently served by pump stations are as follows:
 - (a) The area east of I-5 and north of the Tualatin River is served by a pump station located at 65th and Childs Road. The pump station discharges into the City of Lake Oswego sanitary sewer system. This area is served by Lake Oswego through a contract agreement with the City of Tualatin.
 - (b) The area along Nyberg Street and Borland Road east of I-5 is served by five pump stations. The pump stations pump sewage to the Nyberg Interceptor and then into the Lower Tualatin Interceptor.
 - (c) The area east of I-5 and south of Sagert Street is served by a pump station at the intersection of 65th and I-205. This pump station discharges into the gravity line on SW 65th at the intersection of 65th and Borland.

- (d) The south portion of the area west of SW Boones Ferry Road and east of SW Grahams Ferry Road is served by a pump station at the south end of Victoria Woods Subdivision which discharges into the Bluff Cipole Lateral.
- (e) The area east of SW Cipole Road, north of SW Herman Road and south of 99W is served by a pump station at SW Cipole Road and Cummins Creek.

(Ord. 592-83, §64, 6-13-83; Ord. 1150-03, 10-27-03; Ord. [1427-19](#), § 7, 11-25-19)

~~TDC 13.070.~~ – Proposed System.

- (1) The proposed sewage collection system is illustrated in Map 13-1.
- (2) The majority of the trunk and interceptor lines were constructed, but some are not of sufficient capacity. The "Master Plan" reviewed the system and recommended improvements. The "Master Plan" focused on sewer system capacity deficiencies. Consistent with CWS's sewer design criteria, it compared peak hydraulic grade lines (HGL's) for each segment of the system with pipe slopes and ground surface elevations. City staff also identified locations requiring maintenance or replacement due to degradation and aging of the system.
- (3) Because the system is essentially built and several trunk and interceptor lines are too small, the "Master Plan's" recommendations primarily were to increase trunk and interceptor line sizes.
- (4) New collection system pipes and at least one pump station will be needed to serve the Southwest Tualatin Concept Plan Area. The actual configuration will depend on individual development plans, land use type and location, site grading and other factors not known in 2010. The Southwest Tualatin Concept Plan and the Basalt Creek Planning areas have conceptual sewer and pump station layouts that will be dependent on development.

(Ord. 592-83, §65, 6-13-83; Ord. 635-84, §7, 6-11-84; Ord. 1150-03, 10-27-03; Ord. 1321-11 §36, 4-25-11; Ord. [1427-19](#), § 8, 11-25-19)

~~TDC 13.080.~~ – Project List and Cost Estimates.

Projects and cost estimates, including engineering and administration, for the major improvements in Tualatin's sewage collection system are contained in the Sewer Master Plan. No attempt has been made to adjust prices to a future date. The cost figures include only City costs, not Clean Water Services.

(Ord. 592-83 §66, 6-13-83; Ord. 1150-03; Ord. 1191-05, 6-27-05; Ord. [1427-19](#), § 9, 11-25-19)

~~TDC 13.090.~~ – Financing Methods.

- (1) Financing the improvements proposed in the Sewer Master Plan will be provided primarily by local improvement districts, connection charges system development charges and revenue bonds, and private investors for residential, commercial and industrial developments. Construction of interceptors and trunks may involve a

combination of costs to developers, contributions from Tualatin's sewer fund, and assessments against properties benefited.

- (2) The City's sewer utility finances were reviewed in the Sewer Master Plan. It was estimated the capital expenditures for the recommended improvement projects will cause shortfalls. To meet the shortfalls the City can explore additional revenue sources such as revenue bonds. The specific requirements will be determined by a cost of service rate study. The City can also review sewer rates and system development charges with CWS to ensure revenues are sufficient to cover operating expenses, future capital projects and outstanding debt service. Ongoing rehabilitation and replacement projects to repair structural deficiencies as they develop should be considered for inclusion in capital budget planning.

(Ord. 592-83, §67, 6-13-84; Ord. 1150-03, 10-27-03; Ord. [1427-19](#), § 10, 11-25-19)

CHAPTER 14-- DRAINAGE PLAN AND SURFACE WATER MANAGEMENT

- 3.080 (4) *Storm Drainage.* The Tualatin Drain-age Plan defines and describes areas of inadequate drainage throughout the Tualatin Study Area. The Plan, which was originally prepared in 1972, will need to be updated as part of the City's planning revision work, but the overall drainage patterns have not changed. The City's core area and the area along Boones Ferry Road, south of the core area, are the most critical from the standpoint of drainage. The former will be dealt with in conjunction with Urban Renewal Area improvements.

TDC 14.010.-- Background.

There are ten principal drainage basins for storm water and surface water in the Tualatin Planning Area. Except for a small drainage located in the south part of the City's planning area, the drainages flow to the Tualatin River. Hedges Creek, Nyberg Creek and Saum Creek are tributaries of the Tualatin River and are the larger drainages located within Tualatin's Planning Area.

Drainage, storm water and surface water runoff in the Tualatin Planning Area are addressed in the Tualatin Drainage Plan, the Surface Water Management Ordinance (SWM Ordinance) (Ord. 846-91), the Northwest Tualatin Concept Plan 2005, The Southwest Tualatin Concept Plan 2010 and TDC Chapter 74, Public Improvements.

The 1975 Tualatin Drainage Plan defines and describes the existing and planned drainage in the Tualatin Planning Area. The Tualatin Drainage Plan is periodically updated as drainage studies are prepared by the City or for development projects. In September of 1995, the City adopted the Hedges Creek Subbasin Plan (HCS Plan) and incorporated the drainage improvements and drainage pattern modifications in the Hedges Creek Subbasin into the Tualatin Drainage Plan. The HCS Plan consists of the drainage and storm water management activities and programs recommended in Chapter I of the Hedges Creek Subbasin Strategies (HCSS) Report prepared by the City and Clean Water Services (CWS).

CWS began subbasin planning work for the Hedges Creek Basin in 1990, based on two previous storm water and nonpoint source plans, the Tualatin Basinwide Report and Technical Guidelines and the CWS Surface Water Management Plan. The HCSS report incorporates the original Hedges Creek Subbasin Management Plan completed in October 1992 and the Hydraulic Study of the Hedges Creek Marsh report completed in October 1994.

The surface water management policies and requirements in the SWM Ordinance were adopted by the City and other jurisdictions in the Tualatin River Basin to implement CWS requirements for control of sedimentation and water quality.

The drainage and surface management development requirements of the Tualatin Drainage Plan and SWM Ordinance are implemented in TDC Chapter 74, Public Improvements.

(Ord. 1191-05, 6-27-05; Ord. 1321-11 §38, 4-25-11)

~~TDC 14.020.~~ – Drainage Plan.

- (1) The Tualatin Drainage Plan is the City's drainage plan. It was originally prepared by Robert A. Wright, Consulting Engineers in 1972 and adopted in 1975 (Ord. 280-75) and in 1979 as an element of the Tualatin Community Plan (Ord. 491-79). The Tualatin Drainage Plan is referenced in the Technical Memoranda ~~TDC 3.080~~. With the supporting technical material, the Tualatin Drainage Plan provides an overall view of the drainage system, its major problems and their solutions, and is the City's storm water and surface water drainage policy.
- (2) The Tualatin Drainage Plan was updated in the fall of 1995 by the Hedges Creek Subbasin Plan. The HCS Plan is outlined in Chapter 1 of the HCSS Report and implements the recommended drainage and storm water management activities and facilities. The HCS Plan relies on the technical data and analysis documented in the HCSS report. The HCSS Report and the HCS Plan identify the critical importance of the Hedges Creek Marsh to drainage, storm water management and water quality in the subbasin. The HCS Plan provides for drainage improvements, storm water detention requirements and a number of non-structural activities for better management of water quantity and water quality in the Hedges Creek Subbasin.
- (3) Map 14-1 is from Figure I-1 of the HCS Plan. It shows the drainage pattern revisions and drainage system improvements for the Hedges Creek Subbasin. The drainage pattern revisions and drainage system improvements shown in Map 14-1 are incorporated into the Tualatin Drainage Plan.
- (4) The HCSS Report is a comprehensive technical document that provides data and analysis of storm water drainage in the Hedges Creek Subbasin. From an analysis of several alternatives, the report recommended specific management activities and facilities to control water quantity and quality problems associated with urban storm water runoff in the Hedges Creek Subbasin. The HCS Plan incorporates the report's recommended activities and facilities.

- (5) The Northwest Tualatin Concept Plan 2005 identifies storm water drainage options for the area west of Cipole Road and south of Pacific Highway 99W.
- (6) The Southwest Tualatin Concept Plan 2010 identifies storm water drainage options for the area south of SW Tualatin-Sherwood Road and east of SW 124th Avenue.

(Ord. 1191-05, 6-27-05; Ord. 1321-11 §39, 4-25-11)

~~TDC 14.030.~~ – Surface Water Management.

- (1) The Surface Water Management Ordinance (SWM Ordinance) (Ord. 846-91) establishes regulations for soil erosion control, surface water management and water quality. The purpose of the SWM Ordinance is to implement Oregon Department of Environmental Quality (DEQ) and Clean Water Services (CWS) requirements for surface water management and water quality in the Tualatin River basin by reducing sediment and other pollutants reaching the public storm and surface water system. The SWM Ordinance provides requirements for permits, onsite detention, water quality facilities, floodplain and floodway design standards, protection of sensitive areas and vegetated corridors, specifications for building and side sewers, maintenance and inspection of facilities, permit fees, enforcement of violations and other matters related to surface water management and maintaining water quality.
- (2) HCS Plan requirements for onsite storm water detention for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area portion of the Hedges Creek marsh are adopted in the SWM Ordinance.

(Ord. 979-97, §3, 7-14-97; Ord. 1321-11 §40, 4-25-11)

~~TDC 14.040.~~ – Objectives, Goals and Policies.

~~The objectives of the Tualatin Drainage Plan and Surface Water Management regulations are:~~

- **Goal 9.3**~~(4)~~ Provide a plan for routing surface drainage through the City, utilizing the natural drainages where possible. Update the plan as needed with drainage studies of problem areas and to respond to changes in the drainage pattern caused by urban development.
 - **Policy 9.3.1**~~(2)~~ Coordinate the City's Drainage Plan and Storm Water Management regulations with the City's Floodplain District, Wetland Protection District and Natural Resource Protection Overlay District regulations and with the plans of USA and other regional, state, and federal agencies to achieve consistency among the plans.
 - **Policy 9.3.2**~~(3)~~ Reduce sediment and other pollutants reaching the public storm and surface water system by implementing the Oregon Department of Environmental Quality (DEQ) and USA requirements for surface water management and water quality in the Tualatin River basin. Reduce soil erosion, manage surface water runoff and improve surface water quality.

- **Policy 9.3.3**~~(4)~~ Identify and solve existing problems in the drainage system and plan for construction of drainage system improvements that support future development.
- **Policy 9.3.4**~~(5)~~ Provide standards for surface water management and water quality by which development will be reviewed and approved. Review and update the standards as needed.
- **Policy 9.3.5**~~(6)~~ Clearly indicate responsibilities for maintaining storm water management and water quality facilities.
- **Policy 9.3.6**~~(7)~~ Enforce drainage and storm water management standards.
- **Policy 9.3.7**~~(8)~~ Route storm water runoff from the upper Hedges Creek Subbasin through the Wetland Protected Area marsh which as a wetland provides important drainage, storm water management and water quality benefits.
- **Policy 9.3.8**~~(9)~~ Protect the Wetland Protected Area marsh and its important drainage, storm water management and water quality functions in the Hedges Creek Subbasin.
- **Policy 9.3.9**~~(10)~~ Require new development to provide onsite pollution reduction facilities when necessary to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
- **Policy 9.3.10**~~(11)~~ To reduce sedimentation and erosive storm water flow volumes, require onsite storm water detention facilities for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area marsh.
- **Policy 9.3.11**~~(12)~~ Consider opportunities to construct regional pollution reduction facilities to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
- **Policy 9.3.12**~~(13)~~ Restrict beaver dam activity in the Wetland Protected Area marsh to retain the drainage flow through the marsh area and to reduce flooding between Teton Avenue and Tualatin Road.
- **Policy 9.3.13**~~(14)~~ As outlined in the HCS Plan, the City will assist CWS with non-structural activities including public education programs and water quality and management activity monitoring.
- **Policy 9.3.14**~~(15)~~ Comply with Metro's Urban Growth Management Functional Plan, Title 3.

(Ord. 979-97, §4, 7-14-97; Ord. 1070-01, §1, 4-9-01; Ord. 1321-11 §41, 4-25-1

- 3.080 (5) *Electrical Service.* The Study Area is well served with major Portland General Electric Co. (PGE) transmission lines. Line extensions to newly developing areas do not appear to be a problem.
- (6) *Gas Service.* The Tualatin area is well served by several large-capacity natural gas lines. The Northwest Natural Gas Co. has main trunk lines in the Bonneville Power Administration (BPA) right-of-way west of the Study Area. The City presently has a high percentage of natural gas use, which should be reviewed in light of probable future supply and cost.
- (7) *Telephone Service.* ~~The Tigard-Tualatin area telephone system is presently overloading, causing delays in calling and some dissatisfaction among residents and businesses. The area is served by the General Telephone Co. A new central office is in operation in the Wilsonville area, reducing the overloading of the 638 exchanges. Because of recent and expected future growth in Tualatin, General Telephone Co. is proposing the development of a new central office in Tualatin, or the expansion of their Stafford office to handle the load.~~
- (8) *Schools.* ~~At this time, the existing Tualatin Elementary School is overcrowded. A new school in south Tualatin is planned to be completed for fall of 1979. This, according to the School District, will relieve the overcrowding. There are no sites now for a third school, although the existing Comprehensive Plan indicates several potential locations. There are three general areas developing for residential use in the City. The southern part of the City will be served by the new school opening in 1979, as well as the existing school, which also serves the central area of the City. The two other areas are east of the freeway and west of the Tualatin Country Club. These should be the areas for future sites, depending upon projected population from future residential development. High school students in Tualatin are currently served by Tigard High School. According to the School District, a major high school in Tualatin is still many years away, but preliminary thinking for a site has begun. One small portion of the Study Area in the far southwest corner of the City is served by the Sherwood School District. A revision of boundaries may be necessary in this portion of the Study Area to conform the Tigard School District boundaries to those of the City.~~

CHAPTER 10 – LAND USE DESIGNATIONS AND ZONING

Purpose. 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.

~~CHAPTER 9 – PLAN MAP~~

~~TDC 9.010.– Background.~~

~~This Plan section includes the Plan Map, (Map 9-1) classification of planning district boundaries, and brief descriptions of the land uses in each Plan area. The Plan Map is a synthesis of the objectives contained in each Plan element that can be portrayed graphically in map form. The Map is based on an analysis of data contained in the background analyses and technical memoranda, Comprehensive Plan goals and policies, Phase I—Technical Memoranda, Northwest Tualatin Concept Plan 2005 and an analysis of Plan objectives and the Statewide Planning Goals of the Land Conservation and Development Commission.~~

~~(Ord. 635-84, §4, 6-11-84; Ord. 1191-05, 6-27-05)~~

~~TDC 9.020.– Planning District Boundaries.~~

~~The boundaries between planning districts, as portrayed on the Plan Map, are intended to follow property lines (or extensions thereof), roadways, or natural features such as creeks. Where such definition was not possible, the Map is drawn to scale and district boundaries can be determined by using this scale. It should be noted that property lines shown on the Plan Map were derived from County Assessor's Maps and are therefore relatively accurate. Consequently, the planning districts shown on the Plan shall be considered zoning districts, as normally termed. This eliminates the need for two sets of maps and simplifies the understanding of what land uses may be allowed on an individual property.~~

~~TDC 9.025.– Tualatin Design Type Boundaries.~~

- ~~(1) Map 9-4, Tualatin Design Type Boundaries, shows the City's final location of the Metropolitan Service District's Growth Concept Design Types. Metro adopted the reflects the general location of the Design Types as part of adopting in the Urban Growth Management Functional Plan (UGMFP) (Metro Code, Chapter 3.07). The UGMFP, Title 1, says, "For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map: " Map 9-4 shows the location of the applicable Design Types consistent with the general locations shown on the 2040 Growth Concept Map. The boundaries are intended to follow the Planning District Boundaries, property lines, rights-of-way centerlines and water features.~~

- (2) Rural Reserves and Green Corridors. The City recognizes that green corridors, as described in the 2040 Growth Concept, are critical to interurban connectivity. If the City, at some future date, annexes an area that includes a green corridor, it will be the City's policy to do the following:
- (a) Allow access, in a controlled manner, to the green corridor to maintain the function, capacity and level of service of the transportation facility and to enhance safety and minimize development pressures on rural reserve areas; and
 - (b) Provide appropriate vegetative screening and buffering of adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.

(Ord. 1026-99, §9, 8-9-99)

~~TDC 9.030. – Area Descriptions.~~

~~Map 9-2 shows Neighborhood Planning Areas, which help to describe the existing fabric of the city and land use pattern. To clarify the Plan Map, the Map has been divided into 14 plan areas, and the following describes, in narrative form, the permitted uses for each plan area. All Plan Areas with the exception of those comprising commercial and industrial lands, provide the framework for neighborhood organizations. It was with this in mind that the plan areas were drawn. Each area, with the exception stated above, was viewed as a potential neighborhood unit, having its own area of interest, comprising a population of 3,000 to 5,000 persons and served, as much as possible, by common facilities such as schools or parks.~~

~~(Ord. 635-84, §5, 6-11-84)~~

~~TDC 9.031. – Area 1.~~

~~This portion of the Plan comprises the City's central area and is described in the City's adopted Central Urban Renewal Plan. The Central Urban Renewal Plan is a separate plan, but considered an element of this Plan. This Plan has been drafted to minimize any land use conflicts between uses on the periphery of the Central Urban Renewal Area. Map 9-3, "Central Tualatin Overlay Zone Urban Renewal Area Planning Districts," shows the Central Urban Renewal boundary of an overlay zone allowing unique uses and the Core Area Parking District boundary, land use blocks within the Central Urban Renewal Area, minimum lot sizes for blocks within the Central Urban Renewal Area, and the designation of which blocks require a Master Plan to be submitted for development.~~

~~(Ord. 694-86, §1, 5-27-86; Ord. 1109-02, 4-22-02)~~

~~TDC 9.032. – Area 2.~~

~~Located directly south of Area 1 the Urban Renewal Area and west of the Interstate 5 Freeway (I-5), this area comprises most of the City's residential land west of I-5 and north of Avery Street. Being close to downtown, the area has a higher proportion of multi-family dwellings than other areas, with the northern and eastern portions of the~~

area comprising medium-low, medium-high and high density multi-family residential development. The southern portion of the area is predominantly low density residential. The Tualatin Elementary School is located in the center of the area at the intersection of Boones Ferry Road and Sagert Streets. The northeasterly portion of the area includes large-scale commercial uses that are included in the Schnitzer Investment Corporation Planned Unit Development (PUD). The commercial uses in this section of the PUD are proposed to include primarily headquarters office space for major firms and supporting commercial services such as restaurants. The western side of this area is bordered by a Light Industrial Plan designation, while a portion of the area's northern boundary is bordered by the Burlington Northern Railway tracks and mixed industrial and commercial designations.

TDC 9.033. – Area 3.

This area is characterized by low density residential development. Part of the City's greenway loop system traverses the area. A new neighborhood park is proposed for this area. The area's northwestern corner is bordered by a Light Manufacturing Planning District, while the western and southwestern boundaries are bordered by land outside the Urban Growth Boundary.

TDC 9.034. – Area 4.

This area lies south of Avery Street, between the Interstate 5 Freeway and Boones Ferry Road. The predominant land use is low density residential. A new elementary school located east of Boones Ferry Road, between Blake and Ibach Streets, is currently being constructed and will serve students from the south Tualatin area. A large greenway loop passes through this area to connect with the remainder of the loop in Area 3. The area is bordered on the east by the Interstate 5 Freeway and on the south by land outside the Urban Growth Boundary.

TDC 9.035. – Area 5.

Located east of the Interstate 5 Freeway, this area is primarily designated for low density residential uses, but contains substantial multi-family and commercial use north of Sagert Street and west of SW 65th Avenue. Meridian Park Hospital is located in this area on the northeast corner of SW 65th Avenue and Borland Road. Commercial land uses are located along the Interstate 5 Freeway, and on Nyberg Street from I-5 to SW 65th Avenue. A major greenway loop surrounds a majority of the area's perimeter, including a greenway shown along the Tualatin River frontage. A new neighborhood park is proposed. The eastern and southern boundaries of this area are adjacent to land outside the Urban Growth Boundary.

TDC 9.036. – Area 6.

Encompassing the northwestern quadrant of the City, ~~t~~This area's land uses are predominantly low and medium-low density residential. An area designated medium-low density residential paralleling SW 108th Avenue is shown as appropriate for mobile residential unit parks. A greenway extends along the Tualatin River, and a new neighborhood park is proposed. Lands north of Hazelbrook Road are within the 100-year and 10-year flood plain area and thus have restricted development potential.

TDC 9.037. – Area 7.

~~This area comprises the majority of the City's industrial land. The edges of this area are designated light industrial where the area abuts residential use. The central portion of this area is designated heavy industrial and surrounds a portion of the Hedges Creek Marsh, which is proposed for preservation. The eastern portion includes multi-family residential and commercial development, as well as institutional uses including an elementary school. abuts the Urban Renewal Area.~~

TDC 9.038. – Area 8.

~~This area includes the portion of the City and study area located north of the Tualatin River. Interstate 5 bisects the area and crosses SW Lower Boones Ferry Road at one of the City's two interchanges. The area is characterized by mixed land uses, including mixed use commercial, commercial, industrial, and residential. with commercial and industrial uses being the predominant types of development. Automobile-oriented uses such as motels, restaurants and automobile service stations are concentrated adjacent to the interchange, together with some commercial office buildings. Industrial uses are located further away from the interchange. Except for two mobile home parks, a duplex subdivision (Pipers Run) and mixed residential uses in the Mixed Use Commercial Overlay District on the Durham Quarry Site in the Durham Quarry Area, no new residential development is planned for Area 8. The Plan proposes additional general commercial and light manufacturing uses south of Jean Road, and general commercial, light manufacturing and heavy manufacturing uses north of Jean Road.~~

~~(Ord. 849-91, §7, 11-25-91; Ord. 1062.00, §4, 12-11-00; Ord. 1062-00, 1-03-01)~~

TDC 9.039. – Area 9 Leveton Industrial Area.

~~The Leveton area is marked by a great diversity of land uses and opportunities. Much of the frontage along Highway 99W has been developed for many years. The largest single undeveloped parcel within the Industrial Planning Area, and, at 217 acres, one of the largest in the entire Portland metropolitan region, is here. There is a great deal of vacant land available in a variety of acreage. The area includes approximately 522 acres of land of which approximately 33 are developed. In 2002 an additional 23 acres were added to the area. A detailed discussion of the existing land uses, and planning issues and considerations is given in the Technical Memorandum and Northwest Tualatin Concept Plan 2005. There are three sub-areas in this area. Each has a different character and is described separately below:~~

- ~~(1) The Highway 99W Frontage—This area is marked by industrial uses as listed in the planning district standards and includes the Quarry Sector subarea and Northwest Tualatin Concept Plan 2005 area. It is important to recognize the character of these properties as industrial, but to assure that the land use does not conflict with or discourage development on nearby properties. The properties are designated General Manufacturing (MG) and Light Manufacturing (ML) on the plan map. The right-of-way area of Highway 99W west of Cipole Road is not developable and is designated as General Manufacturing (CG) on the plan map.~~

- (2) ~~Herman Road Frontage—This area is largely undeveloped with industrial activities. The General Manufacturing (MG) Planning District is assigned here since this area is well separated from the residential areas. The MG designation will give the area maximum flexibility for development.~~
- (3) ~~Leveton Property—The Leveton property presents unique planning opportunities that must be protected in order to assure the greatest benefit to the community from development of the property. Neither the ML nor the MG planning districts are appropriate for the property as they include uses that are not compatible with a campus industrial setting. Also, the ML and MG districts have development standards that neither encourage nor mandate the campus environment. It is clear that a special district needs to be created for this property. This plan amendment includes the creation of the Manufacturing Park (MP) Planning District and applies it to the Leveton property as a way to encourage a campus industrial environment.~~

This area is predominantly developed with industrial uses, including some industrial activities that pre-date their location's annexation into Tualatin, especially along the 99-W corridor, as well as new industrial development and remaining greenfield sites.

(Ord. 592-83, §35, 6-13-83; Ord. 1023-99, §1, 6-28-99; Ord. 1191-05, 6-27-05)

TDC 9.040. – Area 10 Walgraeve Industrial Area.

The Walgraeve area has excellent development potential. This is described in detail in the Technical Memorandum. It contains a very high percentage of large lots of over ten acres and is largely undeveloped. It contains approximately 380 acres with approximately 86 acres developed. Some of the largest industrial users within the community are in this area. The General Manufacturing (MG) Planning District is to be used in this area, as it reflects many of the existing land uses and gives maximum development flexibility. There are no residential areas adjacent to the Walgraeve area.

(Ord. 592-83, §36, 6-13-83).

TDC 9.041. – Area 11 Koch Industrial Area.

The Koch Industrial Area has some of the most intense industrial development of the Industrial Planning Area, and at the same time, some of the most significant land in natural states. A detailed analysis of the area is given in the Technical Memorandum. The area is oriented on a north/south basis generally lying between the Burlington Northern Railroad on the east and the Metro UGB on the west. There are approximately 198 acres of which 54 are developed. The Tri-County Industrial Park, which straddles the rail line, makes up all of the developed property. There are two major sub-areas that are described below:

- (1) ~~The northern half of the property will probably continue to develop in a pattern similar to that found within the industrial park. With proper street and utility improvements, this will form a solid land use foundation for the total industrial planning area. On the western side of the railroad tracks, the existing development has taken place under the provisions of the more intensive County zoning designation. Since the vacant properties in this area are buffered from the residential area, the General~~

Manufacturing (MG) Planning District is used. On the eastern side of the tracks, the Light Manufacturing (ML) Planning District is applied, reflecting the existing land uses and the immediate proximity to residential areas.

- (2) ~~In March 2011, the industrial land located south of SW Blake Street was removed from the Area 11 Koch Industrial Area and added to the Area 15 Southwest Manufacturing Business Park Area in accordance with the Southwest Tualatin Concept Plan accepted in October 2010.~~

~~(Ord. 592-83, §37, 6-13-83; Ord. 1321-11 §8, 4-25-11)~~

TDC 9.042. – Area 12 Roamer's Rest.

~~This planning area has two distinct portions, the residential area to the west and the commercial area to the east. Includes a mix of residential and commercial uses between the Tualatin River and Pacific Highway/99-W.~~

- (1) ~~The residential area is identified as an ideal and critical location for higher density housing. The flat land, relationship to the river, proximity to major employment centers, and excellent transportation access all lend themselves to a higher density development pattern. As it is necessary for the City to create the opportunity to develop a city-wide average, on vacant, buildable land, of at least eight dwelling units per acre and with a 50:50 ratio of attached to detached units, these properties are critical in meeting this goal. Their higher density pattern offsets lower density patterns for vacant lands in other parts of the community. Table 9-1 shows how the three Residential Planning Areas from the 1983 plan amendment work with the existing density pattern of the City to reach the standards. A "density gradient" approach is used in the Roamer's Rest area, with RML used on the west adjacent to the agricultural lands, RMH in the center portion, and RH in the west adjacent to the commercial area. This pattern allows for a transition from light to intense land uses on the north side of the Highway. Mobile homes are allowed in this RML area.~~
- (2) ~~It has been documented elsewhere in this Plan that the commercial portion of the Roamer's Rest Planning Area is an important community resource. It is important to protect it and encourage its continued use as an area that provides commercial activities relating to the Tualatin River and the Highway. The Commercial Recreation (CR) Planning District is used in this area.~~

~~(Ord. 592-83, §38, 6-13-83).~~

TDC 9.043. – Area 13 Hazelbrook Planning Area.

~~The Hazelbrook area has three main components: the higher density residential area, the single family area, and the commercial facilities.~~

- (1) ~~The higher density residential area is located along the north side of Tualatin Road extending from the commercial area at the highway intersection to approximately the east end of the manufacturing park area to the south. This area is designated for higher residential densities due to its proximity to the major employment center and its excellent transportation access. A density gradient approach is used with the RMH~~

and RML Planning Districts in order to provide for a transition from the commercial uses to the single family areas. This area works well to help meet the City's overall housing objectives, as can be seen in (Table 9-1).

- (2) North and east of the higher density development is a large area slated for the RL district. Much of the land north of Hazelbrook Road is in the 100-year floodplain. Development will be limited due to this physical limitation and the regulations of the City's Floodplain District. Along and south of the road, however, the lands will be available for low density residential development involving traditional single family subdivisions, and, through the conditional use process, clustered housing styles.
- (3) A Neighborhood Commercial node is planned for the northeast corner of 115th Avenue and Tualatin Road. This two acre parcel is ideally suited for this type of convenience commercial use. It is on the intersection of an arterial and a collector. It has a relatively square shape and flat topography. Most importantly, it is located at the center of the proposed higher density area and immediately across from a major employment center.

(Ord. 592-83, §39, 6-13-83)

TDC 9.044. - Area 14 Graham's Ferry Planning Area.

The Graham's Ferry area contains three basic components: the higher density area around the Norwood/Boones Ferry intersection, the higher density area on the east side of SW Grahams Ferry Road at SW Helenius Road, and the lower density residential balance of the area.

- (1) An area with the RML Planning District is planned north of the Norwood Expressway in the vicinity of Boones Ferry Road and on the east side of SW Grahams Ferry Road at SW Helenius Road. This land lends itself to a slightly higher density than traditional single family due to the excellent transportation access and the close relationship to the employment centers in Wilsonville. It is the determination of this Plan that it is appropriate to "spread" the higher density areas throughout the community, rather than concentrating them, such as in the Roamer's Rest and Hazelbrook Planning Areas. The use of the RML District in this area provides for the needed higher densities with a District that will allow development that is similar in character and density to the RL lands.
- (2) The Tonquin Scablands area has three special provisions. First is the Wetland Protection District. It prohibits building in the defined wetland area and provides a setback from that area. Second is the Greenway and Riverbank Protection (GRP) District. It covers the steep cliff immediately east of the wetlands. The GRP District will allow residential density transfer to developable portions of an affected property. The third provision impacting the Scablands involves the various steep sided channels between 108th Avenue and Boones Ferry Road. It is the policy of this Plan to protect these areas on a case by case basis as development occurs by prohibiting building within the channels and allowing residential density transfer to other portions of the affected properties.

- (3) ~~The balance of the Graham's Ferry Planning Area is designated in the Residential Low Density (RL) Planning District. This land will develop either in the traditional single-family subdivision pattern, or, through the conditional use process, in mobile homes or clustered housing patterns.~~

~~(Ord. 592-83, §40, 6-13-83; Ord. 1051-00 §2. 3-13-00)~~

~~TDC 9.045. – Area 15 Southwest Manufacturing Business Park Planning Area.~~

~~The Southwest Manufacturing Business Park Planning Area is 4431 acres of land for industrial development located in the Tonquin quarry areas west of the Portland & Western Railroad, south of SW Blake Street as far west as a future SW 124th Avenue extension and south to Tonquin Road and includes the land north of SW Blake Street and west of SW 120th Avenue to SW 124th Avenue, extending north to SW Tualatin-Sherwood Road (Shown on Map 9-2). The area was established and is consistent with the Southwest Tualatin Concept Plan (accepted by the City in October, 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary expansion decisions of December 2002 and June 2004.~~

~~The SWCP area will be designated as the Manufacturing Business Park (MBP) Planning District and will be a mix of light industrial and high-technology uses in a corporate campus setting, consistent with MBP Planning District development standards. There are three major sub-areas which are described below:~~

- (1) ~~The 302-acre RSIA-designated are (Shown on Map 9-5) requires development as Industrial consistent with Metro Urban Growth Management Functional Plan (MUGMFP) Title IV and must provide at least one 100-acre parcel and one 50-acre parcel for large industrial users within the RSIA.~~
- (2) ~~The properties in the SWCP are located north of SW Blake to SW Tualatin-Sherwood Road will include light industrial uses consistent with the MBP Planning District with some limited, local-serving commercial services in a specific area on both the east and west sides of SW 120th Avenue south of SW IteI Street.~~
- (3) ~~The 50-acre Tigard Sand & Gravel property located south of SW Blake Street already within the Tualatin's Planning Area.~~

~~(Ord. 1321-11, §9, 4-25-11)~~

**Table 9-1
Residential Densities in the Roamer's Rest, Hazelbrook,
and Graham's Ferry Planning Areas**

Area and District	Net Acres	Dwelling Units Per Acre	Dwelling Units	Attached to Detached Ratio

Roamer's Rest				
RML	16.35	10	163	100:0
RMH	8.87	15	133	100:0
RH	13.74	25	340	100:0
Subtotal	38.96	16.32	636	100:0
Hazelbrook				
RL	66.11	5	330	0:100
RML	11.68	10	116	100:0
RMH	19.54	15	293	100:0
Subtotal	97.33	7.59	739	55:45
Graham's Ferry				
RL	201.69	5	1,008	0:100
RML	42.24	10	421	100:0
Subtotal	243.93	5.88	1,429	29:71
Total of Planning Area	380.22	7.37	2,804	52:48
Total of Existing City	283.80	8.95	2,539	62:38
Grand Total—Planning Area and City	664.02	8.05	5,343	57:43

~~TDC 9.046. – Area 16 Basalt Creek Planning Area.~~

~~The Basalt Creek Planning Area is generally located north of Basalt Creek Parkway, south of Helenius Road and Norwood Road, east of 124th Avenue, and west of I-5. The~~

Deletions, Additions, **Notes on Content**

Basalt Creek Planning Area includes a mix of residential zones at various densities, a small neighborhood commercial node, an employment lands, as further described below.

- ~~(1) An area with the RL (Low Density Residential) Zone is planned west of Boones Ferry Road in the approximate area of the Basalt Creek Canyon. An area with the RL Zone is also planned north of Tonquin Loop, south of Helenius Road, west of Grahams Ferry Road and east of 124th Avenue. This land will develop either in the traditional single-family subdivision pattern, or, through the conditional use process in clustered housing patterns.~~
- ~~(2) An area with the RML (Medium Low Density Residential) Zone is planned south of Norwood Road, east of Boones Ferry Road, and west of I-5. An additional area of RML Zone is also planned east of Grahams Ferry Road between the two above described areas of RL Zone. These areas lends themselves to a slightly higher density than traditional single-family due to the excellent transportation access and the close relationship to the employment centers. The use of the RML Zone in this area provides for the needed higher densities with a Zone that will allow development that is similar in character and density to the RL lands.~~
- ~~(3) An area with the RH (High Density Residential) Zone is planned north of Greenhill Road and east of Boones Ferry Road. This land lends itself to a higher density due to the excellent transportation access and the close relationship to the employment centers. The use of the RH District in this area provides for the needed higher densities.~~
- ~~(4) A small area with the CN (Neighborhood Commercial) Zone is planned north of Greenhill Road and east of Boones Ferry Road. This CN Zone is intended to provide locations for commercial uses within close proximity to residential areas, to provide opportunities to serve the needs of residents for convenience shopping and services. This area lends itself to the CN Zone due to the excellent transportation access and the close proximity to abutting residential areas of medium to higher densities.~~
- ~~(5) The balance of the Basalt Creek Planning Area is designated in the MP (Manufacturing Park) Zone. The MP District is intended to be conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. This area is located north of Basalt Creek Parkway, south of Tonquin Loop, east of 124th Avenue, west of Basalt Creek Canyon and an area of RML Zone.~~

~~(Ord. 1418-19, § 3, 4-22-19)~~

~~TDC 5.040 – Planning District Objectives.~~

~~This section describes the purpose of each residential planning district.~~

~~Residential Planning Districts:~~

- ~~(1) *Low Density Residential Planning District (RL)*. To provide areas of the City suitable for single-family dwellings and manufactured homes. Commonwall dwelling units and small lot subdivisions may be allowed by conditional use permit. Except for retirement~~

housing and nursing and convalescent homes which shall not exceed ten dwelling units per net acre and small lot subdivisions and partitions and subdivisions affected by TDC 40.055, which shall not exceed 7.5 dwelling units per net acre, the maximum density of any residential use in this district shall not exceed 6.4 dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the District designated on the Plan Map.

- (2) *Medium-Low Density Residential Planning District (RML)*. To provide areas of the City suitable for commonwall dwellings such as condominiums, townhouses, duplexes, triplexes, and other multi-family dwellings. Condominiums and small lot subdivisions may be allowed by conditional use permit. Owner occupancy of dwelling units shall be encouraged. Parks for manufactured dwellings shall be allowed in those portions of the district designated on the Plan Map. Except for retirement housing and nursing and convalescent homes which shall not exceed 15 dwelling units per net acre and manufactured dwelling parks with single-wide manufactured dwellings which shall not exceed 12 dwelling units per net acre, the maximum density of any residential use shall not exceed ten dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the District designated on the Plan Map.
- (3) *Medium-High Density Residential Planning District (RMH)*. To provide areas of the City suitable for townhouses, garden apartments and condominium developments. Except for retirement housing and nursing and convalescent homes, which shall not exceed 22.5 dwelling units per net acre, the maximum density of any residential use shall not exceed 15 dwelling units per net acre. The raising of agricultural animals and the construction of agricultural structures may be allowed by conditional use permit in those portions of the district designated on the Plan Map.
- (4) *High Density Residential Planning District (RH)*. To provide areas of the City suitable for townhouses, high density garden apartments and condominium developments. Except for retirement housing and nursing and convalescent homes, which shall not exceed 37.5 dwelling units per net acre, the maximum density of any residential use shall not exceed 25 dwelling units per net acre.
- (5) *High Density Residential/High Rise Planning District (RH-HR)*. To provide areas of the City suitable for high density apartment or condominium tower development to provide a maximum amount of preserved open space. Except for retirement housing and nursing and convalescent homes, which shall not exceed 45 dwelling units per net acre, the maximum density of any residential use shall not exceed 30 dwelling units per net acre.

(Ord. 818-91, § 6 & 7, 1-14-91; Ord. 828-91, § 1, 3-25-91; Ord. 868-92, § 2, 5-11-92; Ord. 921-94, § 1, 4-25-94; Ord. 956-96, § 3, 1-8-96; Ord. 956-96, § 3, 2-8-96; Ord. 1026-99, §4, 8-9-99; Ord. 1272-08 §1, 11-10-08)

TDC 6.040. – Commercial Planning District Objectives.

~~This section describes the purpose of each commercial planning district.~~

Commercial Planning Districts:

- (1) *Office Commercial Planning District (CO)*. To provide areas suitable for professional office uses adjacent to or across from residential areas. Restaurants may be allowed by conditional use permit when designed as an integral part of a major office complex. It is the intent of this district to provide for office development ranging in size from small buildings with one or two tenants to large complexes housing business headquarters offices. In the design of development in this district, care shall be taken to preserve significant natural resources and to provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
- (2) *Neighborhood Commercial Planning District (CN)*. To provide locations for commercial uses within close proximity to residential areas. It is to provide for opportunities to serve the needs of residents for convenience shopping and services. Such uses will be limited to professional offices, services, and retail trade that are oriented to the day-to-day commercial needs of the residential neighborhood. Neighborhood commercial uses are intended to be pedestrian oriented and should serve to reduce automobile trips and energy consumption. The purpose is also to assure that such development is of a scale and design so that it is compatible with the residential environment and is an enhancement to neighborhood areas. It is not the purpose of this district to create large scale commercial facilities that will compete with similar uses, such as large grocery or department stores, located in the downtown area.
- (3) *Recreational Commercial Planning District (CR)*. To recognize the unique and valuable physical, scenic, cultural, and historic character of the Roamer's Rest area located between the Tualatin River and Pacific Highway (99W) north of the highway's intersection with Tualatin Road. It is intended to preserve that area by allowing and encouraging commercial and related uses that are oriented to the traveler on the highway or that are oriented toward and relate well with the river.
- (4) *Central Commercial Planning District (CC)*. To provide areas for a full range of retail, professional and service uses of the kinds usually found in downtown areas patronized by pedestrians. Civic, social and cultural functions that serve the general community are also appropriate. The Central Commercial Planning District is almost entirely within the downtown portion of the urban renewal area. The Urban Renewal Plan contains extensive development policies and design standards that apply to this district. These policies and standards are intended to help create a village atmosphere in the downtown area. Multiple-family housing is appropriate in certain areas of this district, as specified in the Urban Renewal Plan.
- (5) *General Commercial Planning District (CG)*. To provide areas suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office or central commercial areas. This district is particularly suitable for automobile/service-oriented businesses, excluding automobile, truck and machinery sales and rental, located along the freeway and major arterials. Because

of their location, these uses are highly visible to large numbers of passing motorists. Commercial development along the freeway provides perhaps the only lasting impression of Tualatin for many travelers. Therefore, careful attention shall be given to site and structure design for development in this district, including signs, choice of materials, and landscaping, particularly in and around parking areas. This District is suitable for mixed commercial and residential uses through the Mixed Use Commercial Overlay District on the Durham Quarry Site and in the Durham Quarry Area.

- (6) *Mixed-Use Commercial Planning District (MUC)*. To provide areas suitable for a mix of office, retail commercial, and high-density housing. Development standards in this district shall encourage a range of complementary and integrated uses oriented toward pedestrian activity.
- (7) *Mid Rise/Commercial Office Planning District (CO/MR)*. To provide areas suitable for professional Class A Mid Rise offices. The CO/MR District shall be applied to appropriate lands west of Interstate 5 and south of the Tualatin River. Since the potential application of this district extends over most of the City's incorporated area, considerations such as proximity to established residential districts and preservation of significant views and visual corridors shall be encouraged.
- (8) *Medical Center Planning District (MC)*. To provide areas for major medical centers providing medical facilities and health care services for the residents of Tualatin and the surrounding area, and to provide limited supporting retail and service uses for the convenience of patients, patient visitors and staff. The Medical Center District shall be no less than 25 acres and front on an arterial as designated in ~~TDC Chapter 11, Tualatin Community Plan~~ in the City's Transportation System Plan.

(Ord. 592-83, §28, 6-13-83; Ord. 783-89, §1, 10-23-89; Ord. 827-91, §3, 3-25-91; Ord. 1026-99, §5, 8-9-99; Ord. 1062.00, §3, 12-11-00; Ord. 1062-00, 1-3-01

~~TDC 7.040. – Manufacturing Planning District Objectives.~~

~~This section describes the purpose of each manufacturing planning district.~~

Manufacturing Planning Districts:

- (1) *Manufacturing Park Planning District (MP)*.
 - (a) The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses shall not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an esthetically attractive working environment with park or campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity.

- (b) It also is to protect existing and future sites for such uses by maintaining large lot configurations and limiting uses to those that are of a nature to not conflict with other industrial uses or surrounding residential areas.
 - (c) It also is intended to provide for a limited amount of commercial uses designed for the employees of the primary uses and to provide for a limited amount of retail selling of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.
- (2) *Light Manufacturing Planning District (ML).*
- (a) Suitable for warehousing, wholesaling and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration, or smoke. Also suitable, with appropriate restrictions, are the retail sale of products not allowed for sale in General Commercial areas, subject to the Special Commercial Setback from arterial streets and Commercial Services Overlay as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035, and office commercial uses where any portion of a legally created lot is within 60 feet of a CO Planning District boundary. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035. Rail access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.
 - (b) The following uses within the Light Manufacturing District shall comply with the following size limits established by Metro. Retail sale, retail service and professional service uses shall be no greater than 5,000 square feet of sales or service area per outlet, or not greater than 20,000 square feet of sales or service area for multiple outlets in a single building or in multiple buildings that are part of the same development project, with the following exceptions.
 - (i) Application of the Industrial Business Park Overlay District (TDC Chapter 69).
 - (ii) The retail sale of products manufactured, assembled, packaged or wholesaled on the site is allowed provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.
 - (iii) Within the Special Commercial Setback from arterial streets (TDC 60.035) the retail sale of home improvement materials and supplies is allowed provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from

arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035. Rail Access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.

- (c) The purpose of this district is to provide sites for manufacturing uses that are more compatible with adjacent commercial and residential uses and would serve to buffer heavy manufacturing uses. The purpose is also to allow the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Certain heavier manufacturing uses may be allowed as conditional uses.
 - (d) In accordance with the Industrial Business Park Overlay District, TDC Chapter 69, selected office and retail uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on Map 9-5 and selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 60.035.
- (3) *General Manufacturing Planning District (MG).*
- (a) Suitable for light manufacturing uses and also for a wide range of heavier manufacturing and processing activities. Such areas could be expected to be more unsightly and to have more adverse environmental effects. Rail access and screened open storage would be allowed in this area, conforming to defined architectural, landscape and environmental design standards. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than five percent of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.
 - (b) The following uses within the General Manufacturing District shall comply with the following size limits established by Metro. Retail sale, retail service and professional service uses shall be no greater than 5,000 square feet of sales or service area per outlet, or not greater than 20,000 square feet of sales or service area for multiple outlets in a single building or in multiple buildings that are part of the same development project, with the following exceptions.
 - (i) Application of the Industrial Business Park Overlay District (TDC Chapter 69).
 - (ii) The retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, shall be no more than five percent of the gross floor area of the building not to exceed 1,500 square feet.

- (iii) Within the Special Setbacks for Commercial Uses Area (TDC 61.035) the retail sale of home improvement materials and supplies is allowed provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.
 - (c) In accordance with the Industrial Business Park Overlay District, TDC Chapter 69, selected office and retail uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on Map 9-5 and allow selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in Map 9-5 and specifically set forth in TDC 61.035.
 - (d) The heaviest manufacturing uses that are environmentally adverse or pose a hazard to life and safety will not be allowed.
- (4) *Manufacturing Business Park Planning District (MBP).*
- (a) The purpose of the MBP Planning District is to provide an environment for industrial development consistent with the Southwest Tualatin Concept Plan (accepted by the City in October 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary expansion decisions of 2002 and 2004.
 - (b) The MBP Planning District will be a mix of light industrial and high-tech uses in a corporate campus setting, consistent with MBP Planning District development standards. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users. The remainder of the area is likely to include light industrial uses with some limited, local-serving commercial services.
 - (c) The district is intended to provide for an esthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

(Ord. 592-83 §34, 6-13-83; Ord. 942-95, 3-27-95; Ord. 1003-98, 4-27-98; Ord. 1026-99, 8-9-99; Ord. 1046-00, 2-14-00; Ord. 1133-03, 3-24-03; Ord. 1212-06; 6-26-06; Ord. 1321-11 §7, 4-25-11)

~~TDC 8.100. – Institutional Planning District Objectives.~~

~~This section describes the purpose of the Institutional Planning District, and includes the objectives used to guide development of the Planning District Standards and to guide application of the planning district to particular areas of the City.~~

Other Planning Districts:(1) Institutional Planning District (IN).

- ~~(4)~~ (a) The purpose of this district is to provide an environment exclusively for, and conducive to, the development and operation of religious institutions, schools, public parks, and related uses, in a manner that is harmonious with adjacent and nearby residential, commercial, or manufacturing planning districts and uses.
- ~~(2)~~ (b) The district is intended to accommodate large-scale campus-style developments, owned and operated by governmental or nonprofit entities, consisting of multiple structures or facilities, which may serve multiple purposes and provide multiple services to the community.
- ~~(3)~~ (c) Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner that is consistent with the intent of the planning district, and that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses.
- ~~(4)~~ (d) The district may be applied to land that is able to accommodate large-scale campus-style development and operation of religious institutions, schools, public parks, and related uses, as follows:
- (a) Contiguous land one and one-half acre in size or greater;
 - (b) Access to a collector or arterial street;
 - (c) Adequate public facilities are available to the property.

(Ord. 1216-06, 7-24-06)