



TUALATIN CITY COUNCIL MEETING

MONDAY, DECEMBER 14, 2020

JUANITA POHL CENTER
8513 SW TUALATIN ROAD
TUALATIN, OR 97062

Mayor Frank Bubenik
Council President Nancy Grimes
Councilor Paul Morrison Councilor Robert Kellogg
Councilor Bridget Brooks Councilor Maria Reyes
Councilor Valerie Pratt

To the extent possible, the public is encouraged to watch the meeting live on local cable channel 28, or on the City's website.

For those wishing to provide comment during the meeting, there is one opportunity on the agenda: Public Comment. Written statements may be sent in advance of the meeting to Deputy City Recorder Nicole Morris up until 4:30 pm on Monday, December 14. These statements will be included in the official meeting record, but not read during the meeting.

For those who would prefer to make verbal comment, there are two ways to do so. As always, public comment is limited to three minutes per person.

Phone: +1 669 900 6833

Meeting ID: 861 2129 3664

Password: 18880

Link: <https://us02web.zoom.us/j/86121293664?pwd=SS9XZUZyT3FnMk5rbDVKN2pWbnZ6UT09>

Work Session

- 1. 5:30 p.m. (30 min) – Climate Action Plan Scoping.** Staff will present research regarding climate action plans. Staff is looking for direction on which plan components to include and which target areas are most important.
- 2. 6:00 p.m. (30 min) – Tualatin Moving Forward 3rd Annual Report.** Staff will present the 3rd Annual Report on the Tualatin Moving Forward transportation bond measure program.
- 3. 6:30 p.m. (30 min) – Council Meeting Agenda Review, Communications & Roundtable.** Council will review the agenda for the December 14th City Council meeting and brief the Council on issues of mutual interest.

7:00 P.M. CITY COUNCIL MEETING

Call to Order

Moment of silence for those who have lost their lives to COVID-19

Announcements

1. Recognition of Outgoing Councilors

Public Comment

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

Consent Agenda

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda.

1. Consideration of Approval of the City Council Work Session and Regular Meeting Minutes of November 23, 2020
2. Consideration of **Resolution No. 5528-20** Authorizing the City Manager to Sign an Intergovernmental Agreement between Washington County and the City of Tualatin Related to Towing of Vehicles
3. Consideration of **Resolution No. 5529-20** Canvassing Results of the General Election Held in the City of Tualatin, Washington and Clackamas Counties, Oregon on November 3, 2020
4. Consideration of **Resolution No. 5530-20** Authorizing Splashpad Equipment and Materials Purchase through an Interstate Cooperative Procurement
5. Consideration of the System Development Charge Annual Reports for Fiscal Year 2019-20

Public Hearings - Legislative or Other

1. Consideration of **Resolution No. 5527-20** Authorizing the City Manager to Execute a Quitclaim Deed of a Public Utility Easement Located at the Intersection of SW 124th and 99W
2. Consideration of **Ordinance No. 1450-20** a Plan Text Amendment to Update the Comprehensive Plan Housing Element, Incorporate the 2019 Housing Needs Analysis, and Reorganize and Format the Comprehensive Plan (File No. PTA 20-0004 and Ordinance No. 1450-20)

General Business

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

- [1.](#) Consideration of **Resolution No. 5531-20** Authorizing the City Manager to Execute an Intergovernmental Agreement with Washington County for Small Business Emergency Assistance Grant Funds
- [2.](#) Consideration of **Ordinance No. 1446-20** Repealing Tualatin Municipal Code 11-7 Relating to the Urban Renewal Advisory Committee
- [3.](#) Consideration of **Ordinance No. 1447-20** Establishing a Parks Utility; and Creating Tualatin Municipal Code Chapter 3-7
- [4.](#) Consideration of **Ordinance No. 1449-20** Relating to the Initiative Process; and Amending Tualatin Municipal Code Chapter 1-24
- [5.](#) Consideration of **Ordinance No. 1452-20** Relating to the Tax on Marijuana Sales; Amending Tualatin Municipal Code Chapter 13-1 and Creating New Provisions

Items Removed from Consent Agenda

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

Council Communications

Adjournment

Meeting materials, including agendas, packets, public hearing and public comment guidelines, and Mayor and Councilor bios are available at www.tualatinoregon.gov/council.

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



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Megan George, Deputy City Manager
Ariel Kane, Research Intern

DATE: December 14, 2020

SUBJECT:
Climate Action Plan Scoping

EXECUTIVE SUMMARY:

As part of this year’s City Council Advance, the City Council identified development of a Climate Action Plan as a 2020 priority and directed staff to investigate potential scopes of work for this endeavor. Ariel Kane was hired as a Research Intern to identify existing Climate Action Plans and review them for key components. She also interviewed staff from five organizations to determine their project budget, priorities, and process. The final research report is attached.

Highlights of the report include:

Regional Context

Action has been taken at the state and regional levels to combat climate change. The report includes a summary of key legislation and efforts conducted by the State of Oregon, Clackamas County, Washington County, and Metro.

Plan Composition

Through reviewing existing plans, several common components were identified that will inform the development of Tualatin’s plan. The report summarizes these components and provides examples of actions from existing plans.

Community Profiles

Staff from the cities of Ashland, Bend, Corvallis, Lake Oswego, and Milwaukie were interviewed to learn more about their plan development process. A comparison is provided, when available, of each city’s plan composition, budget, and goals.

Staff is looking for direction from the City Council on which plan components to include. The base level (Tier 1) includes completion of a **community plan**. Additional components include completion of a **greenhouse gas inventory** that would provide local data to inform Tualatin’s strategies and actions (Tier 2), and completion of an **operational plan** for the City organization (Tier 3).

| Tier 1 | Tier 2 | Tier 3 |
|----------------|--|--|
| Community Plan | Community Plan Greenhouse Gas Inventory | Community Plan Greenhouse Gas Inventory Operational Plan |

In addition, staff is looking for direction on which of the following targeted areas are most important:

- Buildings and Energy;
- Urban Form and Land Use;
- Transportation;
- Natural Systems and Resources;
- Consumption and Waste/Materials Management;
- Climate Resilience and Emergency Preparedness; and
- Public Health and Community Wellbeing.

OUTCOMES OF DECISION:

The next step is to draft and issue a Request for Proposals (RFP) to develop Tualatin’s Climate Action Plan. Direction from the City Council will determine which components and technical expertise to require for a successful submittal.

FINANCIAL IMPLICATIONS:

Developing a Climate Action Plan will require hiring one or more consultants to assist with the plan’s technical development and community engagement components. Depending on the desired plan components, the total cost to develop a Climate Action Plan is between \$100,000 - \$200,000.

Development of a plan was not budgeted in FY2021, however, in previous discussions the council indicated support to use contingency to finance the cost of the plan development.

ATTACHMENTS:

- Presentation
- Climate Action Plan Research Report

City of Tualatin

Climate Action Planning Research Update

Presented by Ariel Kane,
City of Tualatin Climate Action Research Intern

Executive Summary

This report serves as an update to the City of Tualatin Council to inform them on the current state of climate action planning in the State of Oregon and regionally. It outlines important definitions for understanding climate action planning such as greenhouse gases, greenhouse gas inventories, and climate action plans. As well, it further defines and provides examples of the most common types of plans: community and operational.

The bulk of the research pertains to the focus areas commonly found in Oregon climate action plans: buildings and energy, urban form and land use, transportation, natural systems and resources, consumption and waste management, climate resilience and preparedness and public health. Examples are provided to contextualize and demonstrate how these targets focus on actions and strategies. Finally, the report concludes with an overview of how local plans have been developed. There is a focus on communities that are geographically close, demographically similar or organizationally similar. It provides an overview of how plans were developed in these communities, how much they cost and the content of the final products.

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Definitions

Green House Gas (GHG) is “A gas that emits infrared radiation from a level where the temperature is colder than the surface. The net effect is a local trapping of part of the absorbed energy and a tendency to warm the planetary surface. CO₂, methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), Hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs) are the six Kyoto greenhouse gases covered by the United Nations Framework Convention on Climate Change (UNFCCC).”¹

Green House Gas Inventory is a study that quantifies greenhouse gas emissions generated within a specific boundary, i.e. the City of Tualatin. Most communities use these GHG inventories to measure and track the footprint of city operations and community emissions. Many jurisdictions and consultants follow the [Intergovernmental Panel on Climate Change](#) (a United Nations intergovernmental body) standard for international reporting, the Greenhouse Gas Protocol.²

Climate Action Plans are plans that discuss climate change and are usually based on a local greenhouse gas (GHG) inventory and other climate vulnerability assessments. It is intended to be a comprehensive roadmap that outlines specific actions an agency will undertake to reduce emissions. They often focus on activities that can achieve the greatest, cost-effective emission reductions.³

Sustainability Action Plans are plans that address a variety of environmental issues and may include sections specific to climate actions. They typically focus on protecting natural resources, remaining resilient and reducing the impact on the environment.⁴

Climate Resilience/Adaptation Plans are plans that focus on preparing for and adapting to climate change. These plans often include natural disaster vulnerabilities (wildfire, etc.) and may integrate strategies to reduce greenhouse gas emissions with preparation strategies for communities that will help them to thrive through climate change impacts.⁵

Energy Plans are plans that focus on energy efficiency and conservation, but may touch on energy’s impact on climate change.

¹ https://www.co.washington.or.us/Support_Services/Sustainability/upload/Greenhouse-Gas-Inventory-Report-2016.pdf

² <https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities>

³ <https://www.ca-ilg.org/climate-action-plans>

⁴ <https://gvr.fortlauderdale.gov/greener-government/sustainability-action-plan>

⁵ https://kresge.org/sites/default/files/library/community_drive_resilience_planning_from_movement_strategy_center.pdf

Context

OREGON

In 2007, Legislation ([HB 3543](#)) called on Oregon to prepare for climate change effects, and reduce GHG levels to certain levels below 1990 levels. In 2020, these goals were expanded by the [Governor's Executive Order 20-04](#), directing the state to reduce GHG levels even further.⁶

| <u>HB 3543, 2007</u> | → | <u>EO 20-04, 2020</u> |
|-------------------------------|---|-------------------------------|
| 10% below 1990 levels by 2020 | | 45% below 1990 levels by 2030 |
| 75% below 1990 levels by 2050 | | 80% below 1990 levels by 2050 |

In 2020, the State of Oregon has worked to draft the climate and health focused, [Climate Change Adaptation Framework](#). Meanwhile, a number of cities and counties have already started the process of Climate Action Planning. A few have been in place since the early 2010s, and are about to undergo updates, while many others have only been implemented in just the last few years. The cities of [Ashland](#), [Bend](#), [Eugene](#), [Beaverton](#), [Corvallis](#), [Milwaukie](#), [Lake Oswego](#) and counties such as [Portland and Multnomah County](#) and [Hood River County](#) have created plans. However, other cities and jurisdictions in the region and across the state have started the process of creating climate action plans or have other sustainability or environmentally related plans. Included in later sections is a matrix of the different and most common components and general definitions of sections included in existing climate action plans in Oregon, as well as brief profiles looking deeper at the plan development of cities and towns that are most similar to the City of Tualatin.

- **Climate Action Plans in Progress:**
 - o Tigard, Gresham, [Lincoln County/Newport](#), [Salem](#) and [Clackamas County](#)
- **Sustainability Plan/Sustainability Action Plans or Energy Action Plans:**
 - o [Forest Grove](#), [Washington County](#), [Hillsboro](#), [West Linn](#), Wilsonville, [Tigard](#) and [Talent](#)

REGIONAL

Clackamas County

Sarah Allison, Clackamas County's Sustainability Analyst, shared the efforts of Clackamas County since they began in 2008 with the Action Plan for a Sustainable Clackamas County. Staff renewed climate specific efforts in 2019. They internally created a scope of work, published the Request for Proposals (RFP) in April 2020, closed the RFP in August and selected the support of Sustainability Solutions and CoCreative in October 2020.

Additionally, they conducted a GHG inventory to determine their operational footprint and begin moving on emission reduction for city operations. Clackamas County set priorities for actions to focus on cost effective actions and strategies, electricity goals (100% renewable for county operations) and a fleet analysis. As well, they conducted a community level inventory, including per capita and community wide estimates for emissions for every city, including Tualatin, in Clackamas county. Simultaneously, they created a GHG emissions reduction goal in-line with the [Intergovernmental Panel on Climate Change](#) standard, based on the most up to date climate science -- carbon neutral by 2050.

They've begun the process of engaging the public in the climate action planning process and have budgeted \$200,000 for the plan development with engagement at around 40% of the budget. They have a community task force with a monthly meeting and are planning surveys, online campaigns, website education and engagement and more. They have a focus on youth engagement, rural-urban strategies, racial equity and just transitions. A just transition lens means that as they move from a carbon intensive community to a less carbon intensive community, they are aware there will be changes to the job market and economy but are not solely relying on private actors or the market to fix it or make changes. This lens will ensure climate action does not negatively impact vulnerable populations.

⁶ <https://www.oregon.gov/energy/energy-oregon/Pages/Climate-Change.aspx>

Washington County

Robin Straughan, Washington County’s Sustainability Coordinator, shared that Washington County has not initiated any coordinated community-based climate action work to date. Historically their team has been tasked with working on internal sustainability of County operations, so focusing on internal plans, metrics, projects, programs and employee engagement. In addition, Washington County facilitates [the Partners for a Sustainable Washington County Community](#), a coalition of 15 cities and organizations in Washington County, including Tualatin. Their vision is to be a “collaborative, innovative Washington County that is well-equipped to support diverse and healthy communities, environments and economies for current and future generations.”

Metro

In 2014, Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) finalized a recommendation to the Metro Council on the [Climate Smart Strategy](#) and supporting actions which was adopted by the Metro Council that same year. The Climate Smart Strategy is “a set of policies and actions to guide how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to keep this region a great place”. The actions focus on transportation funding, advancements in clean fuels and vehicle technologies and collaboration among multiple partners to seek opportunities to implement projects that combine the most effective greenhouse gas emissions reduction strategies.⁷

LOCAL: CITY OF TUALATIN



While pursuing a climate action plan is most explicitly correlated with the 2019/2020 vision of Environmental goals and the Tualatin 2030 Vision of “An environmentally active and responsible community that values and protects our natural resources” there are clear correlations to most, if not all city goals and visions. Generally, climate action plans can easily connect to other city plans, goals and efforts. Climate Action Plans focus on the reduction of emissions so as to preserve the natural environment, improve the communities’ built and natural environments, as well as serve the public health and economy.

When the City of Tualatin joined the [Climate Mayors Network](#) in 2017, they joined 13 other cities in Oregon committed to preparing for addressing climate change; Albany, Beaverton, Corvallis, Eugene, Gladstone, Gresham, Hood River, Milwaukie, Mosier, Portland, Rockaway Beach, Salem and West Linn.

Clackamas County conducted [a countywide GHG emissions inventory](#) for community emissions. They created estimates for every city in proportion to the population. They estimate with Tualatin’s 2018 population of 27,602 that **the 2018 GHG Emissions (estimated) are 251,764 metric tons of CO₂**. This does not detail or account for operational emissions- emissions that are directly related to or from City infrastructure.

⁷ [Climate Smart Strategy](#)

Plan Composition

TYPES OF PLANS

There are two types of plans prevalent in Oregon. There are community level and internal/operational or “municipal” plans. The primary difference is that community-level plans focus on the community at large, while internal plans focus specifically on city facilities and operations.

Community based plans have strategies that focus on community infrastructure or development in order to reduce community-based emissions. They often incorporate the use of partners within the community and require more public involvement or engagement. Operational, internal, or municipal based plans focus explicitly on actions that can be taken regarding city operations to either mitigate or adapt to climate change. Some cities have tackled community plans and operational plans simultaneously (Corvallis), while others chose to supplement the community action plan later with an internal plan (Bend).

Community Examples:

- Implement utility-level smart grid tech to facilitate efficiency and distributed energy solutions. (Ashland)
- Incentivize workplace electric vehicle charging in parking lots. (Milwaukie)
- Support distributed solar energy development. (Corvallis)

Operational Examples:

- Incorporate contractor efficiency/emissions standards into bids/contracts to ensure contractors use fuel efficient, low polluting vehicles and equipment. (Corvallis)
- Enhance production of on-site solar energy from City facilities. (Ashland)
- Energy audits of City facilities, feasibility studies for active systems to reduce energy/fuels. (Corvallis)

TYPES OF ACTIONS/STRATEGIES

Actions and strategies in the following target areas primarily focus on mitigation and adaptation. Increasingly, plans also include sequestration strategies, depending on the land use and urban form of the jurisdiction. Areas with goals or opportunities around tree canopy, for example, might include sequestration goals.

Mitigation

Mitigation strategies aim to reduce greenhouse gas emissions into the atmosphere by targeting the source of production.

- Work with Clackamas County, TriMet and Metro to develop micro-transit from park-and-ride or light rail station to local destinations. (Milwaukie)

Adaption or Resilience

Adaptation strategies focus on long, transformative, actions implemented to adapt to the impacts of climate change.

- Manage forests to retain biodiversity, resilience, and ecosystem function and services in the face of climate change. Use best available science to inform fire management and planning. (Ashland)

Sequestration

Sequestration strategies focus on developing or increasing “sinks” that can capture or store gases, such as forests and soil.⁸

- Increase tree canopy to 40% by 2040. (Milwaukie)

⁸ https://www.oregon.gov/lcd/CL/Documents/CLIMATE_CHANGE_ADAPTATION_FRAMEWORK_08-12-2020.pdf

COMMON COMPONENTS

GHG Inventory

- Since the primary aim is to reduce emissions and negative impacts of climate change, if a GHG inventory is not conducted, there are still actions and strategies a city can take in order to reduce emissions that are grounded in reliable climate-science.⁹

Co-Benefits

Co-benefits are non-emission reduction-based benefits which the community or city has deemed a priority. For instance, economic improvements (i.e. green job creation) or equitable outcomes (i.e. green job creation for underemployed communities). Often these co-benefits are determined by council or by a citizen committee with council/staff involvement. Co-benefits are also considered when prioritizing actions for implementation and when comparing strategies for efficiency.

Equity

Equity is considered in all plans in some way. Some climate action plans devote a specific section to equity, but more commonly, and increasingly in newer plans, equity is a principle and lens which is applied to all sections, strategies and actions. Equitable outcomes are listed as a co-benefit in most plans, and equity is considered in how the plan is developed and who participates in the planning process, as well as in how strategies and actions are prioritized. Definitions of equity and approaches to equity differ, however, equity should be considered in terms of procedure (who is involved in decision-making, what is the accountability process) and distribution (who is impacted and how).¹⁰

Most managers interviewed expressed that their plan updates would involve higher consideration of equity, in terms of engagement and understanding the impacts of the actions and strategies they prioritized. Clackamas County, in particular, identified that “just transitions” was a priority to them and have committed to using this lens for assessing all strategies, actions and engagement opportunities.

Targeted Areas for Strategies and Actions

This section details the common targeted areas in climate action plans. They specifically focus on areas that will reduce GHG emissions and the overall carbon footprint of the city. The following are the most common:

- Buildings and Energy;
- Urban Form and Land Use;
- Transportation;
- Natural Systems and Resources;
- Consumption and Waste/Materials Management;
- Climate Resilience and Emergency Preparedness; and
- Public Health and Community Wellbeing

Each targeted area is usually accompanied by an understanding of this area’s GHG emission footprint and identifies community partners, related plans and/or important co-benefits.

Buildings & Energy

This section focuses on the efficient use of energy by city-owned buildings and community use of energy in new development as well as opportunities to retrofit existing buildings.

Example Actions:

- Develop a community solar project hosted at a city facility. (Beaverton)
- Engage NW Natural to develop strategy for becoming “net zero” from natural gas by 2040. (Milwaukie)

⁹ <https://www.epa.gov/greeningepa/greenhouse-gases-epa>

¹⁰ <https://www.dhs.wisconsin.gov/publications/p01637.pdf>

- Target an Energy Use Intensity of 22 (Net Zero) for all new City facility/redevelopment projects. Partner with Energy Trust of Oregon, Path to Net Zero program on new construction. ([Lake Oswego](#))
- Reduce the total energy use of all buildings built before 2010 by 25%. ([Portland](#))

Urban Form & Land Use

It often considers housing, increasing density and opportunities for policy. These sections are occasionally included in the transportation section as the compact layout or density of a city impacts the transportation emissions.

Example Actions:

- Develop code to encourage passive house design. ([Beaverton](#))
- Implement variable system development charges to encourage ADU development. ([Milwaukie](#))

Transportation

Sometimes land use and urban form are incorporated into this section as land use and transportation planning are intimately connected. Strategies and actions in these sections aim to create more options for better and more efficient transportation and consider opportunities for investment in public transit.

Example Actions

- Support school bus fleet electrification and the installation of fast charging equipment. ([Beaverton](#))
- Set targets for EV adoption by 2035. Publish status annually on the City's website by 2021. ([Eugene](#))
- Promote sidewalk credit purchases outside of pedestrian corridors. ([Milwaukie](#))
- Continue to provide Universal Transit passes to City employees. ([Lake Oswego](#))

Consumption & Waste/Materials Management

This section deals with consumer choices and waste and materials management. It explores strategies to reduce environmental impact of the lifecycle of goods from manufacturing, packaging, distribution, product use and associated energy demands as well as disposal.

Example Actions:

- Increase business participation in food donation and food scraps collection program. ([Beaverton](#))
- Explore technologies that reclaim water, harvest grey water, rain water and energy waste at City facilities. Rainwater harvest demonstration, FY 20-22 Water Conservation Program. ([Lake Oswego](#))
- Prepare for state rule change that all multifamily tenants have opportunity to recycle by 2025. ([Eugene](#))

Natural Systems & Resources

This category addresses green spaces, water, sometimes food, and the general natural systems that support soil, air, water, plants, and animals. Usually this section talks about watersheds and water sources, forested areas and other green spaces. This section also most often covers sequestration methods and opportunities.

Example Actions:

- Enhance street tree strategy- increase water retention, mitigate heat effect. ([Beaverton](#))
- With Tree Board, develop tree planting program focused on low income neighborhoods. ([Milwaukie](#))
- Retrofit city facilities with green infrastructure. ([Corvallis](#))

Climate Resilience & Emergency Preparedness

Strategies and actions in this section do not pertain directly to emission reduction strategies, rather they aim to improve the community's overall ability to bounce back from climate related events (acute or ongoing) as well as to be prepared for and minimize negative impacts of climate related emergencies.

Example Actions:

- Utilize relevant vulnerable populations maps, develop an outreach plan to engage vulnerable populations to be two-weeks-ready with emergency supplies by 2023. (Eugene)
- Partner with organizations to host community sustainability education events in public spaces. (Lake Oswego)

Public Health/Community Wellbeing

Acute events such as wildfires and flooding have significant impacts on public health. In addition, increased and prolonged heat, dramatic weather events and the introduction of disease from migrating insects, animals and people have potential health implications, both physical and mental. Actions in this section prepare for both the mitigation of the events as well as adaptation and response to such events in order to promote a healthy and resilient community. This target area is occasionally overlapping with the Climate Resilience and Emergency Preparedness sections, as well.

Example Actions:

- Develop wildfire smoke rescue centers. (Beaverton)
- Develop public flood/fire risk zone maps and implement signage on streets. (Milwaukie)
- In case of outages, ensure backup generator operability; investigate transition to non-fossil fuel alternatives. (Corvallis)

Other targets:*Public Education:*

Public education, as well as employee education, is occasionally a separate chapter but is also often included in other target areas as indicated in the examples above.

Food and Agriculture:

Climate change is changing the physical environment in ways that may require new agricultural practices due to weather, pests, weeds, and water availability. A general shift in food consumption toward a plant-based diet can reduce GHG emissions. Agriculture may provide a carbon sequestration opportunity. This topic is at times included in the natural resources section of plans, but not always.

Plan Development Snapshot

This highlights the estimated cost of plan development, the share of engagement and the cost of GHG inventories. When managers were not able to share or identify the cost, or an estimate, dashes are used. NA indicates that the city did not use or incorporate that component, i.e. Beaverton did not do engagement, Lake Oswego did not do a GHG inventory.

| City | Cost \$ | % Engagement | GHG Inventory \$ | Timeframe |
|-------------|-------------------|--------------|------------------|-----------|
| Ashland | 130 K | ~40% | 37K | 18 months |
| Bend | 150K | - | - | 18 Months |
| Beaverton | 90K | NA | 9K | 3 years |
| Corvallis* | 200K | - | - | 18 months |
| Lake Oswego | 110K | - | NA | 3 years |
| Milwaukie | 150K | ~40% | - | 18 months |
| Salem | 52k-160k estimate | - | - | Ongoing |
| Clackamas | 200K | ~40% | 25K | Ongoing |

* Staff person conducted GHG inventory internally, so no extra associated cost

Components and Focus Matrix

Here, the plans that were reviewed are summarized, including year of plan adoption, plan type, targeted areas present in each plan, as well as the types of strategies and actions each city highlighted in their plans. More information on the communities which are most similar to the city of Tualatin are included in community profiles in the next section.

| City | Year | Population | Plan Type | | Target Areas | | | | | | | Strategy Type | | |
|-------------|---------|------------|-----------|-------------|--------------------|-----------------------|----------------|---------------------|-------------------|-------------------------|---------------|---------------|------------|---------------|
| | | | Community | Operational | Buildings & Energy | Urban Form & Land Use | Transportation | Consumption & Waste | Natural Resources | Resilience/Preparedness | Public Health | Mitigation | Adaptation | Sequestration |
| Ashland | 2017 | 20,912 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Beaverton | 2019 | 98,951 | ✓ | Separate | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | |
| Bend | 2020 | 97,519 | ✓ | Separate | ✓ | | ✓ | ✓ | | | ✓ | ✓ | ✓ | |
| Corvallis | 2016 | 57,213 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Eugene | 2016/20 | 171,245 | ✓ | Separate | ✓ | ✓ | ✓ | ✓ | | | | ✓ | ✓ | ✓ |
| Lake Oswego | 2020 | 38,705 | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Milwaukie | 2018 | 20,955 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Portland | 2015/20 | 812,855 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

GHG Emissions and Reductions Goals

Each community highlighted in this report includes a GHG emission reduction goal, regardless of whether or not a GHG inventory was conducted. These are summarized below.

| City | Inventory | Goal |
|-------------|-----------|--|
| Ashland | ✓ | Reduce overall community greenhouse gas emissions by 8% on average every year to 2050. Attain carbon neutrality in City operations by 2030, & reduce fossil fuel consumption by 50% by 2030 and 100% by 2050. |
| Beaverton | ✓ | Carbon neutral by 2050; Community Target: 100% reduction of greenhouse gas emissions by 2050 (from 2013 baseline year), City Operations Target: 50% fossil fuel reduction from 2009 baseline & carbon neutral by 2030. |
| Bend | ✓ | Reduce community-wide fossil fuel use by 40% by 2030. Reduce community-wide fossil fuel use by 70% by 2050. |
| Corvallis | ✓ | 57% GHG reduction by 2030, 83% by 2050. |
| Eugene | ✓ | By 2030, reduce the total (not per capita) use of fossil fuels by 50% compared to 2010. By 2100, total GHG emissions reduced to an amount that is no more than the city of Eugene’s average share of a global atmospheric greenhouse gas level of 350ppm, to require a 7.6% annual average emission reduction level. |
| Lake Oswego | | By 2035, buildings will have no net emissions from electricity use. By 2045, buildings will have no net emissions from onsite combustion of fuels. By 2050, reach carbon neutrality through reduce or offsetting carbon emissions from buildings, transportation & manufacturing & disposal of products within the City. |
| Milwaukie | ✓ | Net zero electricity by 2035, Net zero building energy by 2040. Greenhouse gas reductions by 2020, 15%: 2030, 35%: Carbon neutral by 2050 |
| Portland | ✓ | GHG emission reduction, 40% by 2030 80% by 2050, carbon neutral by 2050. Climate Emergency Declaration amended 2030 goal to be 50% of 1990 levels. |

Community Profiles

ASHLAND

Climate and Energy Plan, 2017 Cost of Plan Development: \$130,000 **Timeline:** 18 months

Community Snapshot
 Population size: 20,912 Median Age: 44
 Median Household Income: \$50,613
 Racial/Ethnic Makeup: 86 % White, 7 % Hispanic

GHG Reduction Goal

Reduce overall Ashland community greenhouse gas emissions by 8% on average every year to 2050. Attain carbon neutrality in City operations by 2030, and reduce fossil fuel consumption by 50% by 2030 and 100% by 2050.

Planning Process

The Mayor appointed a Climate and Energy Action Plan (CEAP) ad-hoc committee, consisting of community members, City staff and the project consultant team. They hired two firms to conduct analyses as well as public engagement. They conducted a GHG inventory, 5 Star Energy index and internal plan prior to development of the community plan. Their engagement was robust and included three public open houses between May and December 2016 which attracted over 200 participants and an online survey with over 135 responses. They also interviewed representatives from over 15 local organizations, businesses, and institutions. Additional approaches to add content and direction to the plan included leveraging and building on progress to-date and existing plans and programs, emphasizing equity and co-benefits, customizing strategies to fit Ashland's context and prioritizing actions that meet climate goals. The council approved a Climate and Energy Action Plan in 2017.

Planning Components

- GHG Inventory**
- Buildings & Energy**
- Urban Form or Land Use**
- Transportation**
- Consumption & Waste**
- Natural Resources**
- Resilience/Preparedness**
- Public Health**

Highlights

Because Ashland is the owner of their municipal energy source, they have a strong focus on energy throughout their plan. Each section focuses on its impact and importance, provides a to-date progress report, details goals and benchmarks, and specific strategies and actions. Since the plan adoption, the City Council adopted a social justice resolution. The climate plan update will consider equity as a third priority (alongside mitigation and adaptation), with metrics and methodology considered. As well, recent climate related stressors (wildfires) in the area have emphasized a regional need for collaboration and linking and leveraging resources.

Strategy Types

- Mitigation Adaptation Sequestration

BEND

Community Climate Action Plan, 2019 Cost of Plan Development: Unknown Timeline: 18 months

GHG Reduction Goal

Reduce community-wide fossil fuel use by 40% by 2030. Reduce community-wide fossil fuel use by 70% by 2050.

Planning Process

A staff person was hired for climate action planning development and a Steering Committee was created in 2018. Together they acted as the City’s primary advisors to guide the engagement process and develop strategies and actions. Technical consultants were hired to conduct a Greenhouse Gas Emission Inventory. The Committee then set guiding principles, identified key resources and stakeholders and established multiple technical working groups assigned to each target area. In an iterative process, the technical working groups, Steering Committee, and consultants ran scenarios to identify strategies that would meet their GHG reduction goal and were palatable to the community. Community input was incorporated throughout the process through an online open house, an online survey, and attendance at committee meetings. The City Council adopted the Community Climate Action Plan in 2019.

Community Snapshot

Population size: 97,519 Median Age: 38
 Median Household Income: \$62,664
 Racial/Ethnic Makeup: 86 % White, 9% Hispanic

Plan Components

- GHG Inventory**
- Buildings & Energy**
- Urban Form or Land Use**
- Transportation**
- Consumption & Waste**
- Natural Resources**
- Resilience/Preparedness**
- Public Health**

Highlights

Each section of the plan considers implementation responsibilities, savings and expenditures associated with actions and cumulative emission reductions potential (in metric tons). An additional working group was created to consider each section and strategy through an equity lens. The equity analysis was then added to each chapter of the plan. An internal/operational plan was developed after the adoption the community climate action plan, with significantly less public engagement but increased internal engagement of staff.

Strategy Types

- Mitigation Adaptation Sequestration

CORVALLIS

Community Climate Action Plan, 2016 Cost of Plan Development: \$200,000 Timeline: 18 months

GHG Reduction Goal

57% GHG reduction by 2030, 83% by 2050.

Community Snapshot

Population size: 57,213 Median Age: 27
 Median Household Income: \$49,835
 Racial/Ethnic Makeup: 76% white, 8% Hispanic,
 10% Asian, 4% two +

Planning Process

A Climate Action Task Force was created in 2015. From this task force, additional task teams were created to work on each target area. Teams were composed of City staff and representatives from public institutions, non-profit organizations and businesses who would either be impacted by the plan or were partners in implementation. Each team identified, prioritized and evaluated mitigation and adaptation actions which were then analyzed according to their effectiveness and cost. In an iterative process, the Climate Action Task Force, task teams, and consultant solicited and incorporated feedback from the community. Specific strategies included identifying an external group of “Reviewers” who collected suggestions and ideas from their networks, and multiple public outreach sessions. The task force prepared a draft Climate Action Plan for City Council consideration and adoption in 2016.

Plan Components

- GHG Inventory**
- Buildings & Energy**
- Urban Form or Land Use**
- Transportation**
- Consumption & Waste**
- Natural Resources**
- Resilience/Preparedness**
- Public Health**

Strategy Types

- Mitigation
- Adaptation
- Sequestration

Highlights

Each section of the plan highlights a clear definition and purpose of the section. Then, each section clearly defines whether it is a community level or municipal strategy and action. After the development of the plan, the community and municipal implementation strategies were divided between the economic development and public works departments. As of the interview (2020) only the municipal side had steadily been adapting and implementing the plan.

LAKE OSWEGO

Sustainability and Climate Action Plan, 2020 **Cost of Plan Development:** \$110,000 **Timeline:** 3 Years

Community Snapshot
 Population size: 38,705 Median Age: 47
 Median Household Income: \$100,461
 Racial/Ethnic Makeup: 83% White, 7% Asian, 5% Hispanic

GHG Reduction Goal

By 2035, Lake Oswego’s buildings will have no net emissions from electricity use. By 2045, buildings will have no net emissions from onsite combustion of fuels. By 2050, reach carbon neutrality through reducing or offsetting carbon emissions from buildings, transportation, and manufacturing and disposal of products within the City.

Planning Process

In 2017, the City Council voted to create an internal Climate Action Plan. Community advocates desired a more robust community action plan as well. A citizen’s advisory committee was then created, comprised of 3 members of the Sustainability Advisory Board, 3 members from the Lake Oswego Sustainability Network and staff. They began researching and writing climate action recommendations. No consultants were initially hired. The committee called on knowledgeable community members to contribute analysis to the plan. Over 50 pages of research was compiled to support their 10 selected recommended actions. The City held a public open house for the Climate Action Plan in March 2018 and in 2019, the City retained ICLEI- Local Governments for Sustainability, to draft a streamlined Climate Action Plan incorporating feedback and to draft a Lake Oswego specific list of climate adaptation actions. The plan was then adopted in 2020.

Plan Components

- GHG Inventory**
- Buildings & Energy**
- Urban Form or Land Use**
- Transportation**
- Consumption & Waste**
- Natural Resources**
- Resilience/Preparedness**
- Public Health**

Highlights

Each section of the plan highlights the goals with an associated entity or organization designated responsibility, an estimated timeline, an assessment of climate and equity benefits as well as estimated annual cost per action. The sections further link existing and future planning efforts to actions and provide personal/household action recommendations for the broader community.

Strategy Types

- Mitigation Adaptation Sequestration

MILWAUKIE

Community Climate Action Plan, 2018 Cost of Plan Development: \$150,000 Timeline: 18months

Community Snapshot

Population size: 20,955 Median Age: 40
 Median Household Income: \$63,421
 Racial/Ethnic Makeup: 84% White, 9% Hispanic

GHG Reduction Goal

Net zero electricity by 2035, Net zero building energy by 2040. Greenhouse gas reductions of 15% by 2020, 35% by 2030 and carbon neutral by 2050.

Planning Process

Milwaukie first conducted a Carbon Footprint Analysis, which is a calculation of current and projected future community carbon footprint. The City Council appointed the Climate Action Plan Committee (CAPC) composed of residents and key partners to advise the internal project team. Following the development of the committee, six workshops with major organizational and agency partners were held to educate and determine priorities with implementation partners. Public engagement was conducted through a variety of means with a climate fair, a town hall, Spanish-language focus group and online surveys. With the models and the guidance of the committee they developed an implementation timeline for City-led strategies and the Plan. The plan was adopted in 2018 by the City Council.

Plan Components

- GHG Inventory**
- Buildings & Energy**
- Urban Form or Land Use**
- Transportation**
- Consumption & Waste**
- Natural Resources**
- Resilience/Preparedness**
- Public Health**

Highlights

Each section of the plan accounts for how each action will be implemented and who will be responsible. There are details included focusing on the timeframe for implementation, potential GHG reductions, cost/savings per metric ton of CO2, emissions reduced and associated co-benefits. Each section also contains recommended actions for the personal/household level related to each topic area.

Strategy Types

- Mitigation
- Adaptation
- Sequestration

Table of Links

| SECTION/ITEM | LINK |
|--|---|
| DEFINITIONS | |
| <i>Intergovernmental Panel on Climate Change</i> | https://www.ipcc.ch/ |
| <i>Washington County GHG Inventory Report</i> | https://www.co.washington.or.us/support_services/sustainability/upload/greenhouse-gas-inventory-report-2016.pdf |
| <i>GHGH Protocol</i> | https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities |
| <i>Climate Action Plans</i> | https://www.ca-ilg.org/climate-action-plans |
| <i>Fort Lauderdale Sustainability Action Plan</i> | https://gyr.fortlauderdale.gov/greener-government/sustainability-action-plan |
| <i>Community-Driven Climate Resilience Planning: A Framework</i> | https://kresge.org/sites/default/files/library/community_drive_resilience_planning_from_movement_strategy_center.pdf |
| CONTEXT | |
| OREGON | |
| <i>House Bill 3543</i> | https://www.oregonlegislature.gov/Bills_Laws/Laws/statutes/2007orlaw0907.html |
| <i>Governor's Executive Order 20-04,</i> | https://www.oregon.gov/Gov/Documents/Executive_Orders/Eo_20-04.pdf |
| <i>State of Oregon Climate Change Adaptation Framework</i> | https://www.oregon.gov/Lcd/CL/Documents/CLIMATE_CHANGE_ADAPTATION_FRAMEWORK_08-12-2020.pdf |
| EXISTING CLIMATE PLANS | |
| <i>Ashland Climate and Energy Action Plan</i> | https://www.ashland.or.us/Files/Ashland%20Climate%20and%20Energy%20Action%20Plan_pages.pdf |
| <i>Beaverton Community Climate Action Plan</i> | https://www.beavertonoregon.gov/Documentcenter/View/27980/Beaverton-Climate-Action-Plan---2019 |
| <i>Bend Community Climate Action Plan</i> | https://www.bendoregon.gov/Home/Showdocument?Id=43933 |
| <i>Corvallis Climate Action Plan</i> | https://archives.corvallisoregon.gov/Public/Electronicfile.aspx?Dbid=0&Docid=920368 |
| <i>Eugene Climate Action Plan</i> | https://www.eugene-or.gov/3936/CAP20-Background |
| <i>Lake Oswego Climate Action Plan</i> | https://www.ci.oswego.or.us/Sites/Default/Files/Fileattachments/Final_Compiled_SCAP.pdf |
| <i>Milwaukie Climate Action Plan</i> | https://www.milwaukieoregon.gov/Sites/Default/Files/Fileattachments/Sustainability/Page/85191/2018_1003_Climateactionplan.pdf |
| <i>Portland Climate Action Plan</i> | https://multco.us/File/42548/Download |
| CLIMATE ACTION PLANS IN PROGRESS | |
| <i>Lincoln County/Newport Climate Action Plan</i> | https://350oregoncentralcoast.org/Lincoln-County-Climate-Action-Plan-Video-And-Report/ |
| <i>Salem Climate Action Plan Process</i> | https://salemclimateactionplan.com/Our-Process |
| <i>Clackamas County Climate Action Plan Process</i> | https://www.clackamas.us/Sustainability/Climateaction |

SUSTAINABILITY PLAN/SUSTAINABILITY ACTION PLANS OR ENERGY ACTION PLANS:

| | |
|---|---|
| <i>Forest Grove Sustainability Action Plan</i> | https://www.forestgroveor.gov/sites/default/files/fileattachments/sustainability/page/243/action_plan_final.pdf |
| <i>Washington County Sustainability Plans</i> | https://www.co.washington.or.us/support_services/sustainability/sustainability-plans.cfm |
| <i>Hillsboro Climate Action Opportunities Framework</i> | https://www.hillsboro-oregon.gov/home/showdocument?id=2375%20&%20https://www.hillsboro-oregon.gov/home/showdocument?id=796 |
| <i>Sustainable West Linn Strategic Plan</i> | https://westlinn-oregon.gov/sites/default/files/fileattachments/planning/page/6056/res_2015-15.pdf |
| <i>Tigard Sustainability Action Plan</i> | http://agendas.tigard-or.gov/docs/2013/acstudy/20131022_646/1409_draftsustainabilityactionplan-10-22-13.pdf |
| <i>Talent Clean Energy Action Plan</i> | http://cityoftalent.org/SIB/Files/Planning/Conservation/2017-2018TalentCleanEnergyActionPlan.Pdf |

REGIONAL

| | |
|--|---|
| <i>Intergovernmental Panel on Climate Change Standard</i> | https://www.ipcc.ch/ |
| <i>State of Oregon, Addressing Climate Change</i> | https://www.oregon.gov/energy/energy-oregon/pages/climate-change.aspx |
| <i>Partners for A Sustainable Washington County Metro Climate Smart Strategy</i> | https://www.co.washington.or.us/support_services/sustainability/sustainable-partners.cfm |
| | https://www.oregonmetro.gov/sites/default/files/2015/05/29/climatesmartstrategy-finalversion-2014.pdf |

LOCAL

| | |
|---|---|
| <i>Climate Mayors Network</i> | http://climatemayors.org/ |
| <i>Clackamas GHG Emissions Inventory Report</i> | https://dochub.clackamas.us/documents/drupal/ed26f5ed-7c39-4b7f-975e-6970a3fbf49d |

TYPES OF STRATEGIES AND ACTIONS

| | |
|---|---|
| <i>Oregon Climate Change Adaptation Framework</i> | https://www.oregon.gov/lcd/cl/documents/climate_change_adaptation_framework_08-12-2020.pdf |
|---|---|

TARGETED AREAS FOR STRATEGIES AND ACTIONS

| | |
|--|---|
| <i>EPA Greenhouse Gases</i> | https://www.epa.gov/greeningepa/greenhouse-gases-epa |
| <i>Climate and Health Community Engagement Toolkit</i> | https://www.dhs.wisconsin.gov/publications/P01637.pdf |

GREENHOUSE GAS INVENTORIES

| | |
|---|---|
| <i>Ashland GHG inventory Report</i> | http://www.ashland.or.us/files/ashland_ghg_inventory_report.pdf |
| <i>Beaverton Greenhouse Gas Inventory</i> | https://www.beavertonoregon.gov/documentcenter/view/9577/green-house-gas-inventory-2008_2013 |
| <i>Bend Community Greenhouse Gas Inventory</i> | https://www.bendoregon.gov/home/showdocument?id=38856 |
| <i>Corvallis Community Greenhouse Gas Inventory</i> | https://www.corvallisoregon.gov/publicworks/page/community-greenhouse-gas-inventory |
| <i>Eugene Community GHG Report</i> | https://www.eugene-or.gov/documentcenter/view/45062/2017-eugene-community-ghg-report |
| <i>Milwaukie GHG Inventory memo</i> | https://www.milwaukieoregon.gov/sites/default/files/fileattachments/sustainability/page/85191/milwaukie_capc_ghg_inventory_memo.pdf |
| <i>Portland GHG Inventory Report</i> | https://www.portlandoregon.gov/water/63676 |



Climate Action Plan

Research Update for the City of Tualatin

Overview



- Definitions
- Context
- Plan Composition
- Plan Development
- Considerations

Definitions



GHG Inventory

A study that quantifies greenhouse gas emissions generated within a specific boundary, i.e. the City of Tualatin and analyzes the source



Climate Action Plan

A plan that discusses climate change and outlines specific actions an agency will undertake to reduce emissions and climate change impacts



Other Types of Plans

Sustainability Plans & Energy Plans

Oregon

Existing Climate Action Plans:

- Ashland, Bend, Eugene, Beaverton, Corvallis, Milwaukie, Lake Oswego, Portland/Multnomah County and Hood River County

Climate Action Plans in Progress:

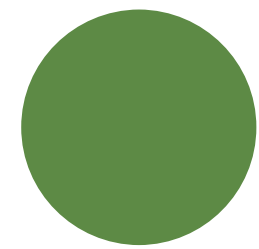
- Tigard, Gresham, Lincoln County/Newport, Salem and Clackamas County

Sustainability Plan/Sustainability Action Plans or Energy Action Plans:

- Forest Grove, Washington County, Hillsboro, West Linn, Wilsonville, Tigard and Talent

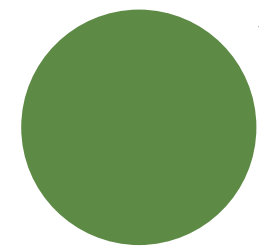


Regional



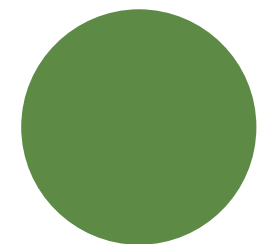
Clackamas County-

Climate Action Plan development is in progress .



Washington County-

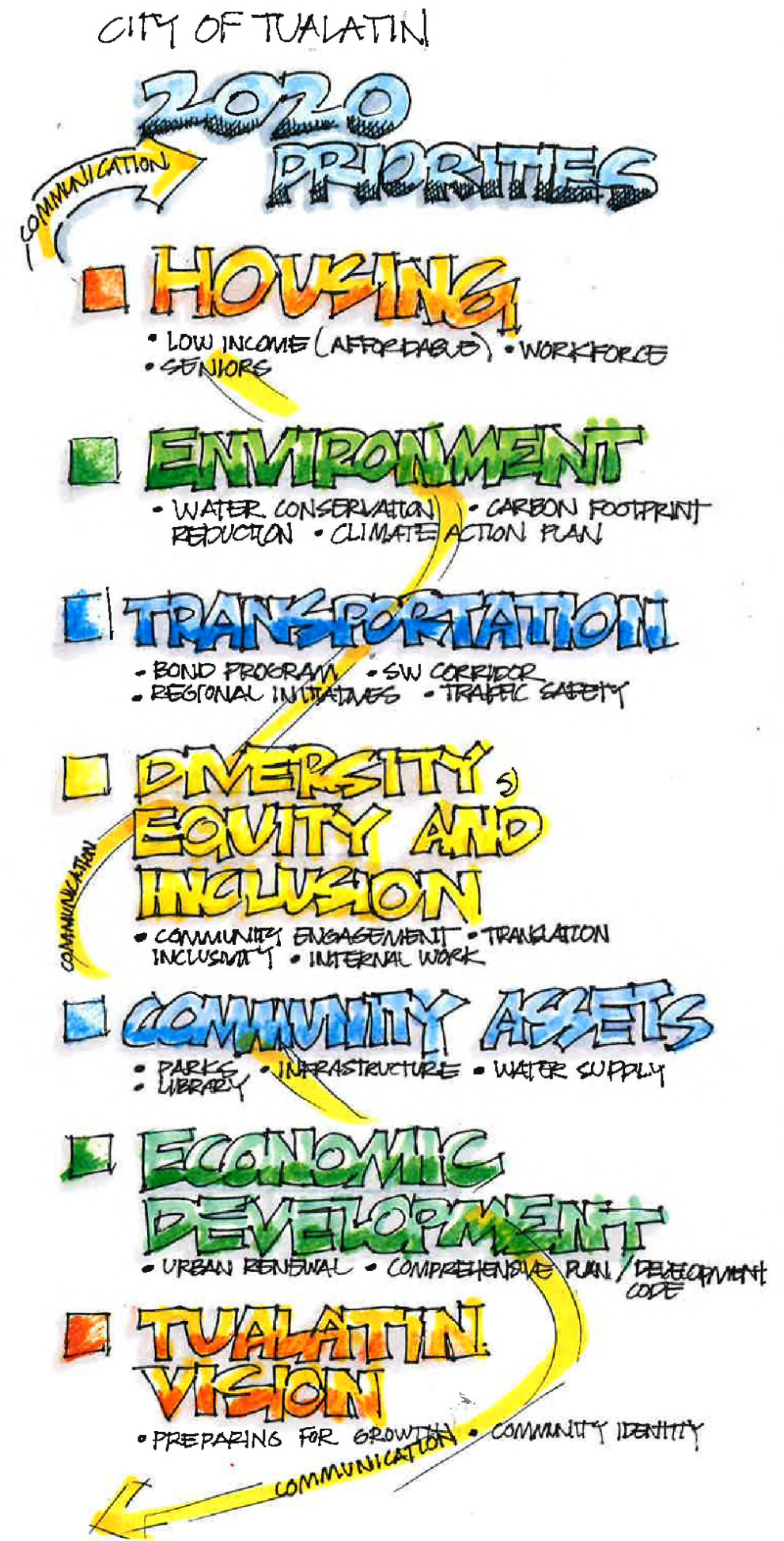
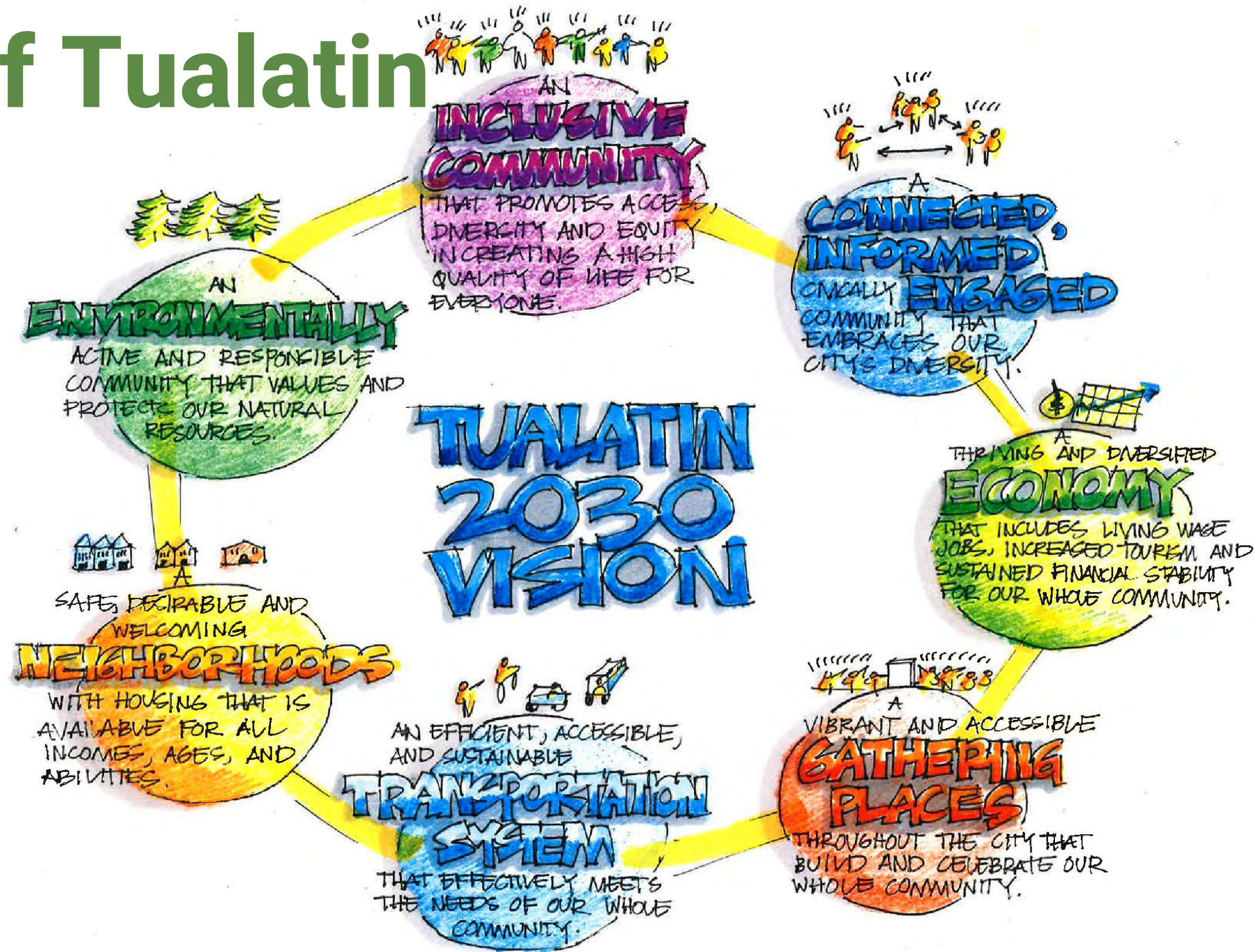
Convenes the Partners for a Sustainable Washington County Community, a coalition of 15 cities and organizations in Washington County, including Tualatin.



Metro-

Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) finalized a recommendation to the Metro Council on the Climate Smart Strategy and supporting actions in 2014.

City of Tualatin



Plan Composition

Types of Plans

Community

Community-based plans focus on community infrastructure or development to reduce community-based emissions, often incorporating partners within the community and requires public involvement.

Example:

- Support distributed solar energy development. (Corvallis)

Internal

Operational, internal, or municipal based plans focus explicitly on actions that can be taken regarding city operations to either mitigate effects of or adapt to climate change.

Example:

- Enhance production of on-site solar energy from City facilities. (Ashland)

Common Components



GHG Inventory

If a GHG inventory is conducted, emissions will fall within 3 scopes. If a GHG inventory is not conducted, there are still known actions a city can take in order to reduce emissions.



Co-Benefits

Non-Emission reduction-based benefits which the community or city has deemed a priority.



Equity

Consideration of how the plan is developed and who is involved as well as who will benefit or be harmed by the implementation of the plan.

Types of Strategies and Actions

Mitigation

Strategies aim to reduce greenhouse gas emissions by targeting the source of production.

Example:

Work with Clackamas County, TriMet and Metro to develop micro-transit from park-and-ride or light rail station to local destinations. (Milwaukie)

Sequestration

Strategies focus on developing/increasing “sinks” that capture or store gases, such as forests and soil.

Example:

Increase tree canopy to 40% by 2040. (Milwaukie)

Adaptation

Strategies focus on long-term actions to adapt to climate change impacts.

Example:

Manage forests to retain biodiversity, resilience, ecosystem function and services. Use best available science to inform fire management and planning. (Ashland)



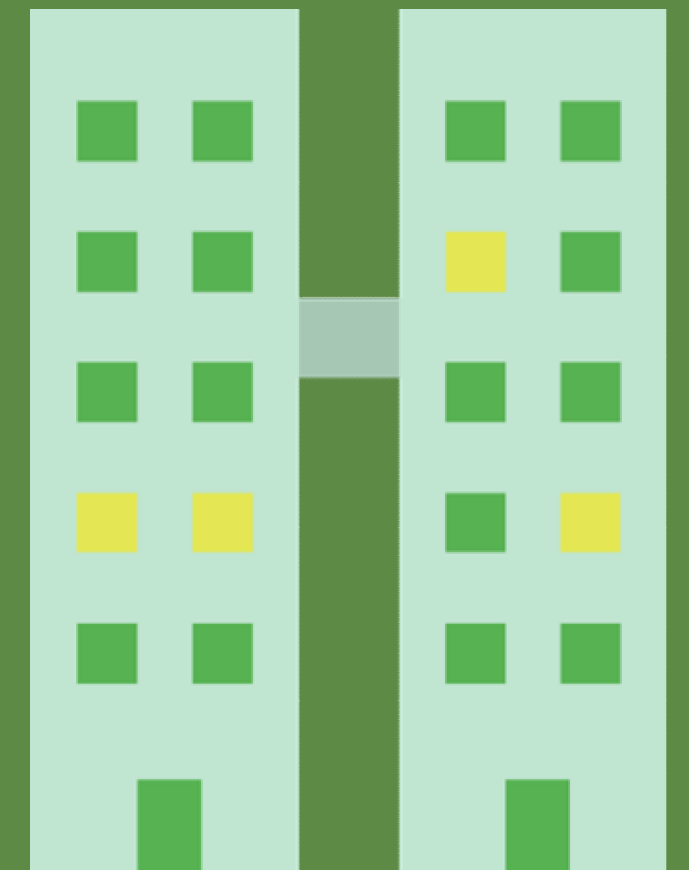
Targeted Areas for Strategies and Actions

Buildings and Energy

This section focuses on the efficient use of energy by city-owned buildings and community use of energy in new development as well as opportunities to retrofit existing buildings.

Example Actions:

- Develop a community solar project hosted at a city facility. (Beaverton)
- Engage NW Natural to develop strategy for becoming “net zero” from natural gas by 2040. (Milwaukie)
- Target an Energy Use Intensity of 22 (Net Zero) for all new City facility/redevelopment projects. Partner with Energy Trust of Oregon, Path to Net Zero program on new construction. (Lake Oswego)
- Reduce the total energy use of all buildings built before 2010 by 25%. (Portland)



Urban Form & Land Use

It often considers housing, increasing density and opportunities for policy changes. The compact layout or density of a city impacts transportation emissions.

Example Actions:

- Develop code to encourage passive house design. (Beaverton)
- Implement variable system development charges to encourage ADU development. (Milwaukie)

Transportation

Land use and transportation planning are intimately connected. Strategies and actions in these sections aim to create more options for better and more efficient transportation and consider opportunities for investment in public transit.

Example Actions

- Support school bus fleet electrification and the installation of fast charging equipment. (Beaverton)
- Set targets for EV adoption by 2035. Publish status annually on the City's website by 2021. (Eugene)
- Promote sidewalk credit purchases outside of pedestrian corridors. (Milwaukie)
- Continue to provide Universal Transit passes to City employees. (Lake Oswego)

Consumption & Waste Management

This section deals with consumer choices and waste and materials management. It explores strategies to reduce environmental impact of the lifecycle of goods from manufacturing, packaging, distribution, product use and associated energy demands as well as disposal.

Example Actions:

- Increase business participation in food donation and food scraps collection program. (Beaverton)
- Explore technologies that reclaim water, harvest grey water, rain water and energy waste at City facilities. Rainwater harvest demonstration, FY 20-22 Water Conservation Program. (Lake Oswego)
- Prepare for state rule change that all multifamily tenants have opportunity to recycle by 2025. (Eugene)

Natural Resources

This category addresses green spaces, water, sometimes food, and natural systems that support soil, air, water, plants, and animals. Usually this section talks about watersheds and water sources, forested areas and other green spaces. This section also most often covers sequestration methods and opportunities.

Example Actions:

- Enhance street tree strategy- increase water retention, mitigate heat effect. (Beaverton)
- With Tree Board, develop tree planting program focused on low income neighborhoods. (Milwaukie)
- Retrofit city facilities with green infrastructure. (Corvallis)

Climate Resilience/Preparedness

Strategies and actions in this section aim to improve the community's overall ability to bounce back from climate related events (acute or ongoing) as well as to be prepared for and minimize negative impacts of climate related emergencies.

Example Actions:

- Utilize relevant vulnerable populations maps, develop an outreach plan to engage vulnerable populations to be two-weeks-ready with emergency supplies by 2023. (Eugene)
- Partner with organizations to host community sustainability education events in public spaces. (Lake Oswego)

Public Health

Acute events and increased and prolonged heat, dramatic weather events and other ongoing factors have health implications. Actions in this section prepare for both the mitigation as well as adaptation/response to such events in order to promote a healthy and resilient community.

Example Actions:

- Develop wildfire smoke rescue centers. (Beaverton)
- Develop public flood/fire risk zone maps and implement signage on streets. (Milwaukie)
- In case of outages, ensure backup generator operability; investigate transition to non-fossil fuel alternatives. (Corvallis)

Plan Development

| City | Cost \$ | % Engagement | GHG Inventory \$ | Timeframe |
|-------------|-------------------|--------------|------------------|-----------|
| Ashland | 130 K | ~40% | 37K | 18 months |
| Bend | 150K | - | - | 18 Months |
| Beaverton | 90K | NA | 9K | 3 years |
| Corvallis* | 200K | - | - | 18 months |
| Lake Oswego | 110K | - | NA | 3 years |
| Milwaukie | 150K | ~40% | - | 18 months |
| Salem | 52k-160k estimate | - | - | Ongoing |
| Clackamas | 200K | ~40% | 25K | Ongoing |

Considerations

OPTION A

- Community Plan
- GHG Inventory
- Operational Plan

OPTION B

- Community Plan
- GHG Inventory
- Operational Plan

OPTION C

- Community Plan
- GHG Inventory
- Operational Plan

Considerations

WHICH TARGET AREAS ARE MOST IMPORTANT?

Buildings & Energy
Urban Form & Land Use
Transportation
Consumption & Waste
Natural Resources
Resilience/Preparedness
Public Health
Other?



Questions and Discussion



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Megan George, Deputy City Manager
Kelsey Lewis, Deputy Program Manager/Management Analyst II
Jeff Fuchs, Public Works Director

DATE: December 14, 2020

SUBJECT:
Tualatin Moving Forward Third Annual Report

EXECUTIVE SUMMARY:

In 2018, Tualatin voters approved a \$20 million transportation bond to pay for projects that improve traffic flow, neighborhood safety, and provide safe access to schools and parks citywide. More than 35 bond-funded projects will be completed by 2023.

With this Third Annual Report, 14 projects are built and eight more are underway in every corner of the City. The report highlights the tremendous progress made over this past year despite the challenges felt by all. When the pandemic struck, we paused briefly to make sure we could build projects safely. With new safety protocols in place, we completed construction as planned this summer and fall.

Finally, as we look ahead to this next year, several major projects will begin construction. The report spotlights the long-awaited Garden Corner Curves project that began construction this past August and will continue into 2021.

ATTACHMENTS:

- PowerPoint Presentation
- Third Annual Report

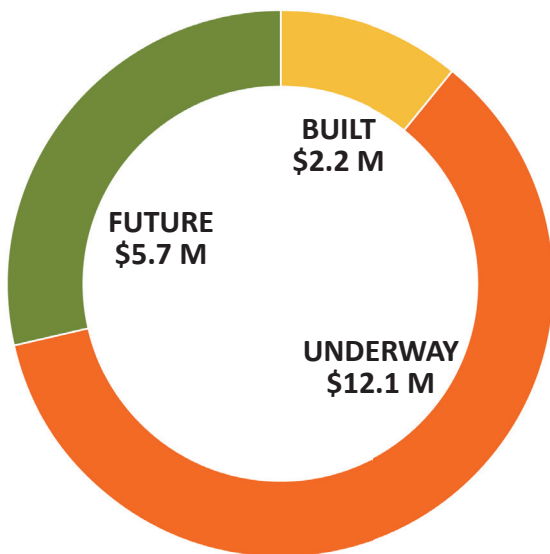


City Council Virtual Bus Tour

On September 28, the Mayor and City Council toured transportation projects citywide as the construction season neared the end.

The tour repeated an earlier August 2019 Council tour. This time, the Council toured a new set of projects already built and underway – and the tour was conducted virtually, with Council members participating remotely.

The tour started at the Tualatin Public Library, where Council members saw the steps involved in installing sidewalk art. Eight tour stops at project sites followed, with a virtual groundbreaking ceremony led by Councilor Robert Kellogg at the Garden Corner Curves.



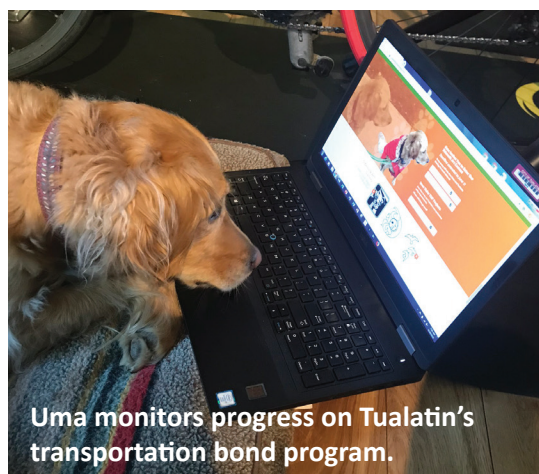
Tualatin Moving Forward
Project Investments
(\$20 Million Total)

New Neighborhood Traffic Safety Projects

Scheduled for construction to begin Summer 2021

In October, Tualatin City Council approved the latest round of community-nominated Neighborhood Traffic Safety projects to be constructed in 2021. This year, 243 project ideas were submitted by community members. The six selected projects met the criteria of spreading improvements citywide, solving specific safety problems, and fitting within the program's budget.

| Project Location | Estimated Cost |
|-------------------------------------|----------------|
| 50th Ave and Wilke Rd | \$111,000 |
| Nyberg Ln and 57th Ave | \$83,000 |
| Sagert St and 72nd Ave | \$71,000 |
| Boones Ferry Rd at Tualatin Commons | \$83,000 |
| Hazelbrook Rd: at Jurgens Park | \$117,000 |
| Boones Ferry Rd and Arapaho Rd | \$59,000 |



Uma monitors progress on Tualatin's transportation bond program.

Another round of safety projects will be selected in October 2021. Residents who want to suggest a project in their neighborhood can go to the website TualatinMovingForward.com and click on the Suggest a Project button.

Learn More

For up-to-date information or to suggest a project go to www.tualatinmovingforward.com



City of Tualatin



City of Tualatin

THIRD Annual Report

December 2020

An Update for Our Community

What a long, challenging year this has been for all of us! Every person, family and business has been disrupted in big and small ways.

But for the City of Tualatin, one of the brightest spots has been *Tualatin Moving Forward*, our bond-supported transportation program that focuses on:

- Congestion relief
- Neighborhood traffic safety and
- Safe access to schools

Voters approved the \$20 million bond measure in May 2018. We promised to put those dollars to work right away. Our goal: finish 35 or more projects in just 5 years – by 2023.

When the pandemic struck, we paused briefly to make sure we could build projects safely. Then, it was full speed ahead. Our local construction workers were kept fully employed.

Tualatin has kept moving forward. Now, 14 projects are **Built!** Another 8 are underway, in every corner of the City. You may have noticed some of these in your travels around town.

Thank you, Tualatin voters – you can be proud of the progress you read about inside this *Third Annual Report*. Don't miss the special "CIO Report" inside that will update you on projects in your own area.

Sherilyn Lombos
City Manager

Jeff Fuchs, P.E.
Public Works Director



Inside

- ✓ Garden Corner Curves construction update
- ✓ Report Card: follow our progress on projects and budget
- ✓ Insert: Special report on your own neighborhood
- ✓ Learn More: go to www.tualatinmovingforward.com

Construction Begins on the Long-Awaited Garden Corner Curves Project

Work is finally underway to build transportation improvements at the Garden Corner Curves. The project will upgrade the corridor that follows SW 105th Avenue/Blake Street/108th Avenue between Avery and Willow Streets. Construction began in late August, and will extend into 2021.

Over the years, people who walk and bike have shared this narrow, constrained roadway with vehicles. The road has sharp curves and limited visibility, offering little or no shoulder. Steep banks and ditches loom just beyond the pavement edge.

The improvements at Garden Corner Curves include widening the roadway and adding a new off-road shared use path, pedestrian-activated flashing beacons at Moratoc Drive and Blake/108th, a high visibility raised crosswalk, and a driver feedback sign that displays vehicle speed.

The Garden Corner Curves project was designed with extensive input from the community. Project neighbor Julie Makarowsky has been advocating for these improvements since moving to Tualatin in 2001. The City's engineering team met with Julie and other neighbors and held public workshops and tours to gather input.

City Councilor Robert Kellogg initially got involved in Tualatin civic life as the Ibach Community Involvement Organization's first president, promoting solutions for his neighborhood's #1 priority – Garden Corner Curves. At the recent virtual groundbreaking ceremony, Councilor Kellogg said: "When the Ibach CIO first petitioned the City in 2012, this is just what we had in mind".

Julie Makarowsky echoes Kellogg's enthusiasm, and is also looking forward to celebrating completion of "an improvement for generations to come". "I'm super super excited."

The anticipated project cost is \$3 million. It will be funded by the \$20 million Tualatin Moving Forward bond program approved by voters in May 2018. Fourteen bond-funded projects have been completed and another eight projects are underway.



The Garden Corner Curves project was designed with extensive community input

Photo Album



Garden Corner Curves



Borland Rd: Bridgeport Elementary to 60th Ave



90th Ave near Kaiser Permanente



Tualatin Road: between 105th Ave and 115th Ave



90th Ave and Sweek Dr



Sidewalk art installation



Nasoma Ln : near Marquis Assisted Living

Tualatin Moving Forward Report Card December 2020

BUILT

| | ESTIMATED COST |
|--|----------------|
| 115th Ave: Tualatin Rd to Hazelbrook Rd | \$15,100 |
| Boones Ferry Rd at High School | \$570,000 |
| Borland Rd: Bridgeport Elementary to 60th Ave | \$104,600 |
| Avery St: Boones Ferry Rd to Martinazzi Ave | \$31,000 |
| Ibach St at Ibach Park | \$85,500 |
| Sagert St at Atfalati Park | \$86,200 |
| Boones Ferry Rd at Siletz Dr | \$297,500 |
| Mohawk St: East of Martinazzi Ave at PGE | \$22,700 |
| 90th Ave and Sweek Dr | \$110,000 |
| Martinazzi Ave: between Avery St and Dakota Dr | \$25,300 |
| Tualatin Road: between 105th Ave and 115th Ave | \$140,500 |
| 90th Ave Near Kaiser Permanente | \$105,000 |
| Grahams Ferry Rd at Dogwood St | \$200,000 |
| Nasoma Ln: near Marquis Assisted Living | \$97,400 |

UNDERWAY

| | |
|--|-------------|
| Garden Corner Curves: Morotoc Dr to Willow St | \$3,577,000 |
| Tualatin-Sherwood Rd: Martinazzi Ave to I-5 | \$2,339,000 |
| Martinazzi Ave and Sagert St | \$2,407,000 |
| 95th Ave and Avery St (Tualatin Elementary School) | \$901,000 |
| Hwy 99W: Pony Ridge Neighborhood to 124th Ave | \$558,000 |
| Tualatin Rd: Sweek Dr to Community Park | \$525,000 |
| Boones Ferry Corridor Sidewalk and Bike Lane Project | \$1,410,500 |
| 65th Ave near Meridian Park Hospital | \$130,000 |

FUTURE

| |
|---|
| Tualatin Rd and Teton Ave |
| Myslony St: 124th Ave to 112th Ave |
| 118th Ave and Herman Rd |
| Neighborhood Traffic Safety Program – Future Projects |



Boones Ferry Rd at Tualatin High School



THIRD

Annual Report

**City Council
December 14, 2020**

- *Tonight: review milestones reached and celebrate successes*
- *Highlight coming attractions*
- *Next quarterly report: Spring 2021*
- *Monitor progress at TualatinMovingForward.com*

2018

May 15 Election Night – Measure 34-282 approved by voters

August 8 Bond sales yield savings – program “ready to go” in 90 days

September First project completed

October 22 First Annual Report

2019

January Program manager on board; team in place

January-May Three more projects completed

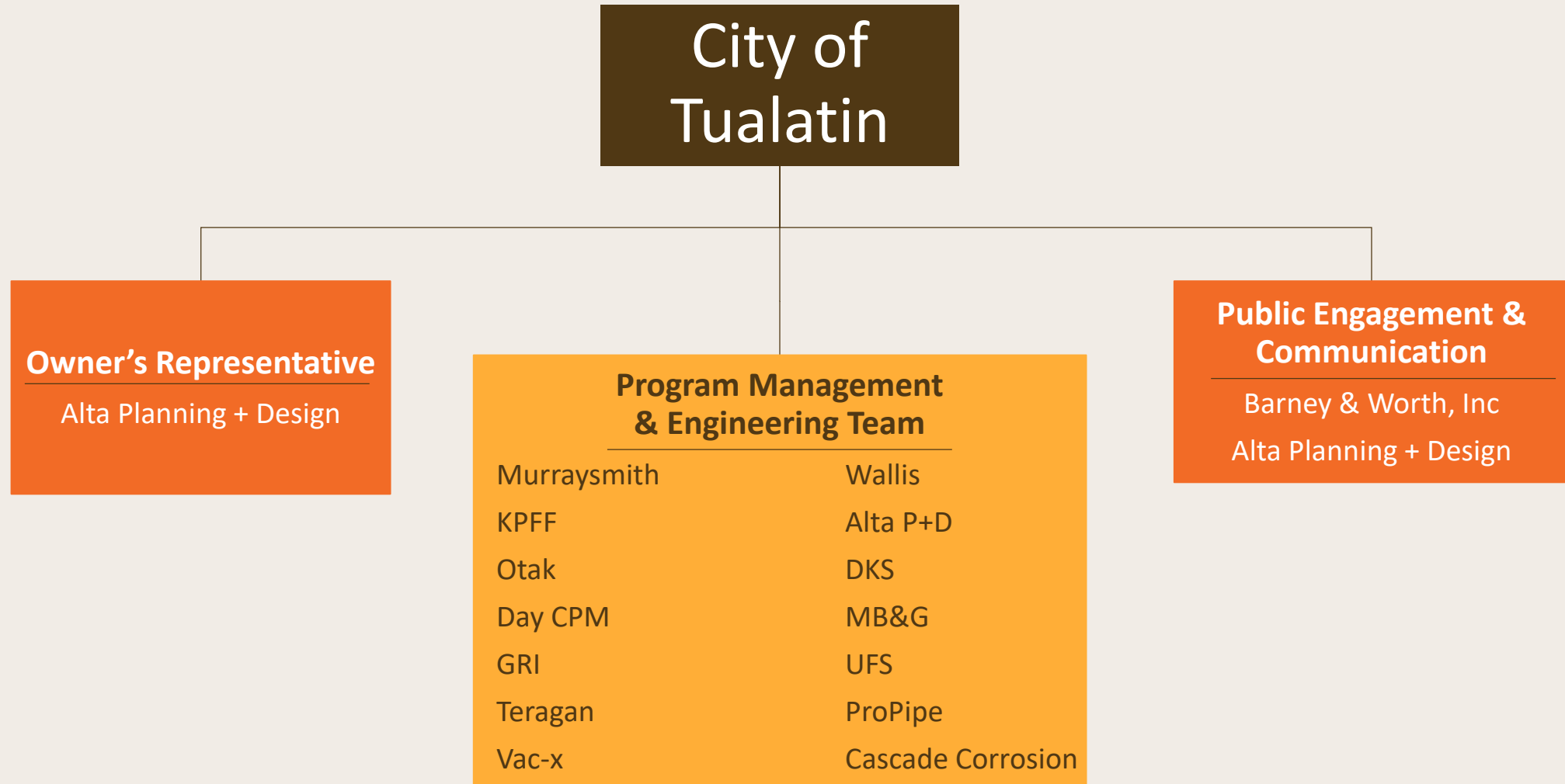
October 28 Second Annual Report

2020

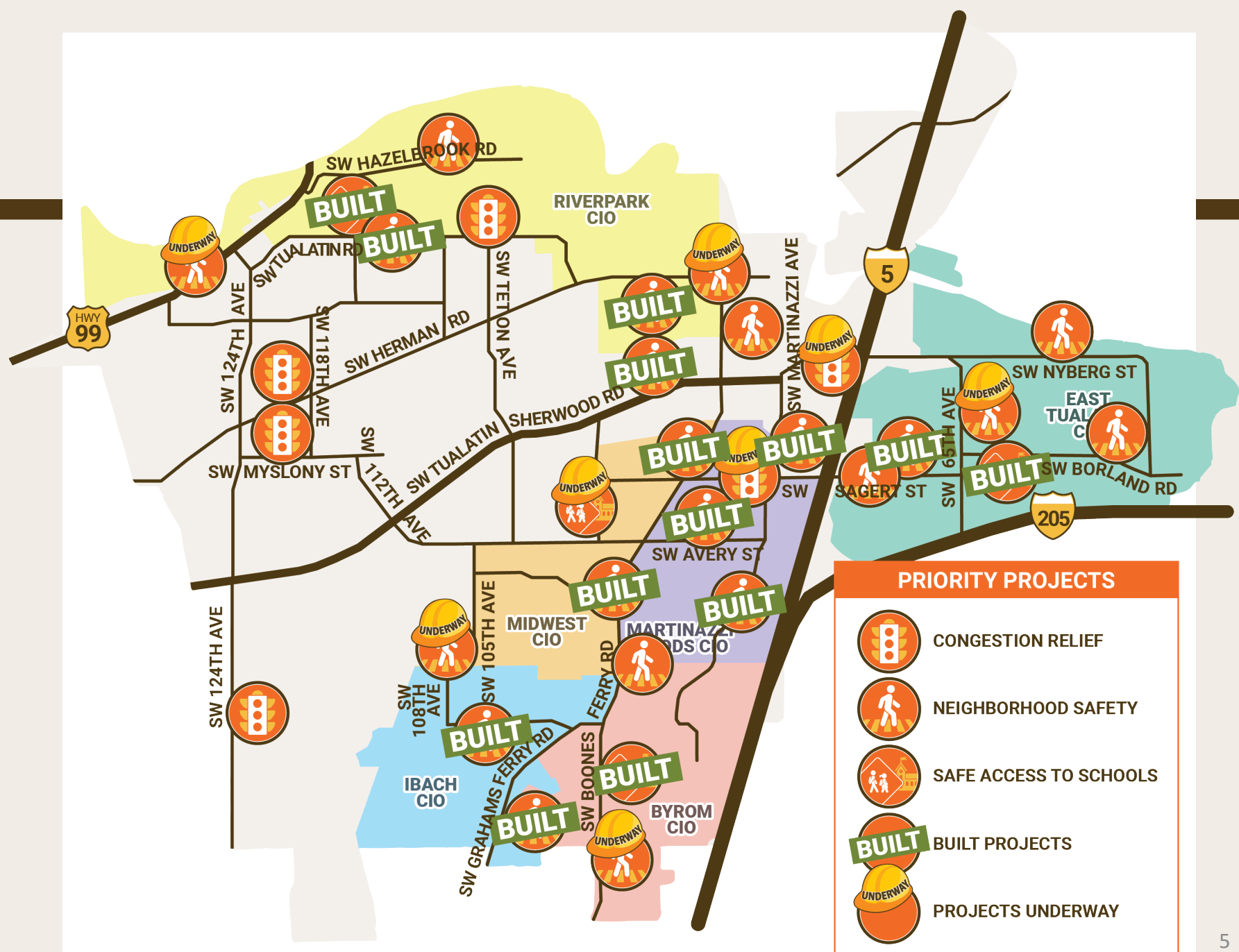
10 more projects completed; 8 projects underway

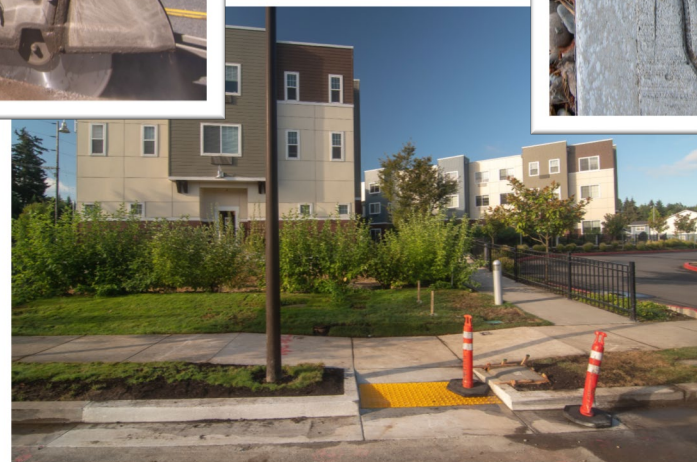


Program Management



14 Completed Projects and 8 More Underway







- ✓ Mid-block crosswalk installed at High School south entrance
- ✓ Pedestrian-activated flashing beacons
- ✓ Sidewalks constructed to fill gaps

Built! – Nasoma Ln near Marquis Assisted Living



- ✓ Mid-block crossing with high-visibility crosswalk
- ✓ Pedestrian-activated flashing beacon
- ✓ Curb ramp for increased accessibility

Built! – 8 More Projects



Borland Rd: Bridgeport Elementary to 60th Ave



90th Ave and Sweek Dr



Mohawk St: East of Martinazzi Ave at PGE



90th Ave Near Kaiser Permanente



Tualatin Road: between 105th Ave and 115th Ave

More projects:

- ✓ Ibach St at Ibach Park
- ✓ Martinazzi Ave: between Avery St & Dakota Dr
- ✓ Grahams Ferry Rd at Dogwood St

Construction Begins – Garden Corner Curves



Moratoc Dr to Willow St upgrade
SW 105th/SW Blake/SW 108th to
roadway standards

- ✓ Extensive community engagement
- ✓ Construction began in August
- ✓ Completion anticipated in 2021

Coming Soon – Tualatin-Sherwood Rd/I-5



- ✓ Capacity improvements for Tualatin’s busiest intersection
- ✓ Extends third eastbound lane from Martinazzi to Fred Meyer access
- ✓ Lane reconfiguration, striping and signage reduces travel time and saves up to \$1 million
- ✓ Construction begins in 2021

“Today, peak hour traffic backs up on Martinazzi from Tualatin-Sherwood Road all the way to Boones Ferry. Customers and employees can’t get in or out of driveways.”

– Linda Moholt, Tualatin Chamber of Commerce CEO

- ✓ Add a traffic signal to replace stop signs
- ✓ New sidewalks and crosswalks
- ✓ Improve bike lane striping
- ✓ Construction/completion in 2021

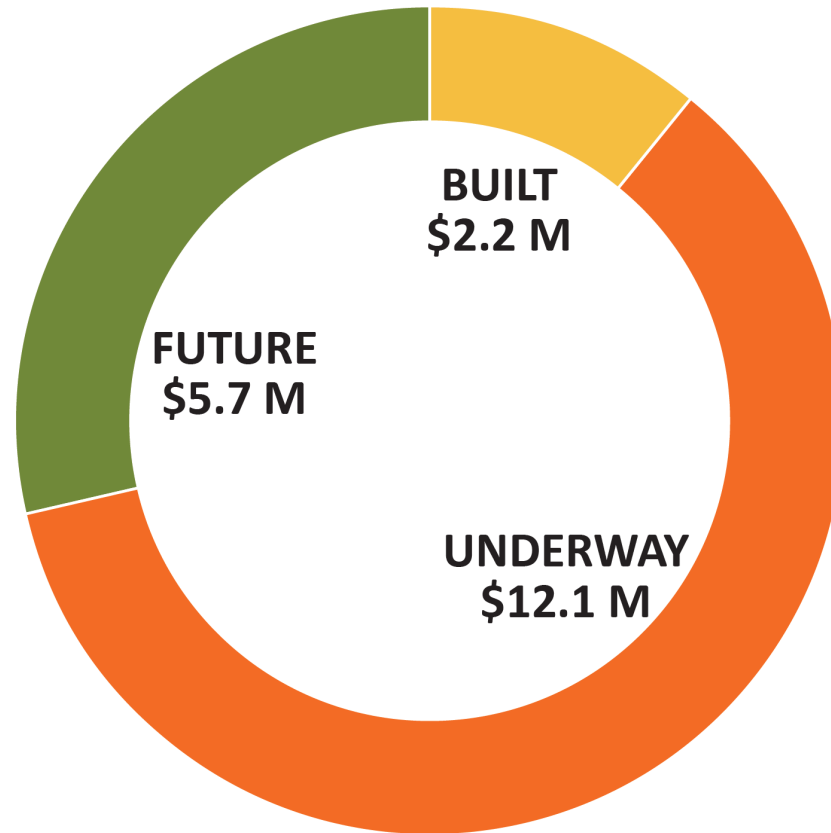


“Report Card” Monitors Progress

| TUALATIN MOVING FORWARD – REPORT CARD October 2020 | | | | | | |
|---|------|--------|-----------|--------|-------------|--|
| CONGESTION RELIEF | PLAN | DESIGN | CONSTRUCT | BUILT! | COST | |
| Tualatin-Sherwood Rd: Martinazzi Ave to I-5 Add eastbound lane; upgrade Fred Meyer intersection | ● | | | | \$2,339,000 | |
| Martinazzi Ave and Sagert St New traffic signal | ● | ● | | | \$2,407,000 | |
| Tualatin Rd and Teton Ave New traffic signal | | | | | | |
| Myslony St: 124th Ave to 112th Ave Upgrade street and sidewalks | | | | | | |
| 118th Ave and Herman Rd Upgrade Intersection | | | | | | |
| 124th Ave and Future Blake St New traffic signal for future road construction | | | | | | |
| SAFE ACCESS TO SCHOOLS | PLAN | DESIGN | CONSTRUCT | BUILT! | COST | |
| 115th Ave: Tualatin Rd to Hazelbrook Rd Buffered bike lanes and crosswalk serving Hazelbrook School | ● | ● | ● | ● | \$15,100 | |
| Boones Ferry Rd at High School Midblock crosswalk with pedestrian activated flashing beacons | ● | ● | ● | ● | \$310,000 | |
| 95th Ave and Avery St (Tualatin Elementary School) Upgrade road and sidewalk to reduce speed and improve pedestrian safety | ● | ● | ● | ● | \$901,000 | |
| Borland Rd: Bridgeport Elementary to 60th Ave New crossing | ● | ● | ● | ● | \$80,000 | |
| NEIGHBORHOOD TRAFFIC SAFETY | PLAN | DESIGN | CONSTRUCT | BUILT! | COST | |
| Garden Corner Curves: Morotoc Dr to Willow St Pedestrian, bike and roadway improvements to reduce speed and improve safety. | ● | ● | ● | ● | \$3,577,000 | |
| Avery St: Boones Ferry Rd to Martinazzi Ave Driver feedback signs | ● | ● | ● | ● | \$31,000 | |
| Ibach St at Ibach Park Midblock crosswalk with pedestrian activated flashing beacons | ● | ● | ● | ● | \$85,500 | |
| Sagert St at Atfalati Park Midblock crosswalk with pedestrian activated flashing beacons | ● | ● | ● | ● | \$86,200 | |
| Boones Ferry Rd at Siletz Dr Upgrade intersection and add pedestrian activated flashing beacons | ● | ● | ● | ● | \$297,500 | |
| Hwy 99W: Pony Ridge Neighborhood to 124th Ave Add new sidewalks | ● | ● | ● | ● | \$558,000 | |

| NEIGHBORHOOD TRAFFIC SAFETY (Continued) | PLAN | DESIGN | CONSTRUCT | BUILT! | COST |
|---|------|--------|-----------|--------|-------------|
| Grahams Ferry Rd at Dogwood St Midblock crosswalk with pedestrian activated flashing beacons | ● | ● | ● | | |
| Tualatin Rd: Sweek Dr to Community Park Upgrade sidewalk and midblock crosswalk | ● | | | | \$226,000 |
| Boones Ferry Corridor Sidewalk and Bike Lane Project Fill in missing segments on sidewalk and bike lanes between Warm Springs and Norwood | ● | | | | \$525,000 |
| 65th Ave near Meridian Park Hospital Midblock crosswalk with pedestrian activated flashing beacons | ● | | | | \$1,410,500 |
| Mohawk St: East of Martinazzi Ave at PGE New pedestrian activated signal | ● | ● | | | \$130,000 |
| 90th and Sweek Dr New pedestrian activated signal | ● | ● | ● | ● | \$40,000 |
| Nyberg Ln: at Browns Ferry Park New pedestrian activated signal and signage | ● | ● | ● | ● | \$80,000 |
| Martinazzi Ave: between Avery St & Dakota Dr Driver feedback sign(s) | ● | | | | On hold |
| Tualatin Road: between 105th Ave and 115th Ave New pedestrian activated signal and driver feedback sign(s) | ● | ● | ● | ● | \$30,000 |
| Nasoma Ln: near Marquis Assisted Living New crossing | ● | ● | ● | ● | \$100,000 |
| 90th Near Kaiser Permanente New pedestrian activated signal | ● | ● | ● | ● | \$80,000 |
| | | | | ● | \$101,000 |

Tracking Project Costs



Tualatin Moving Forward
Project Investments
(\$20 Million Total)

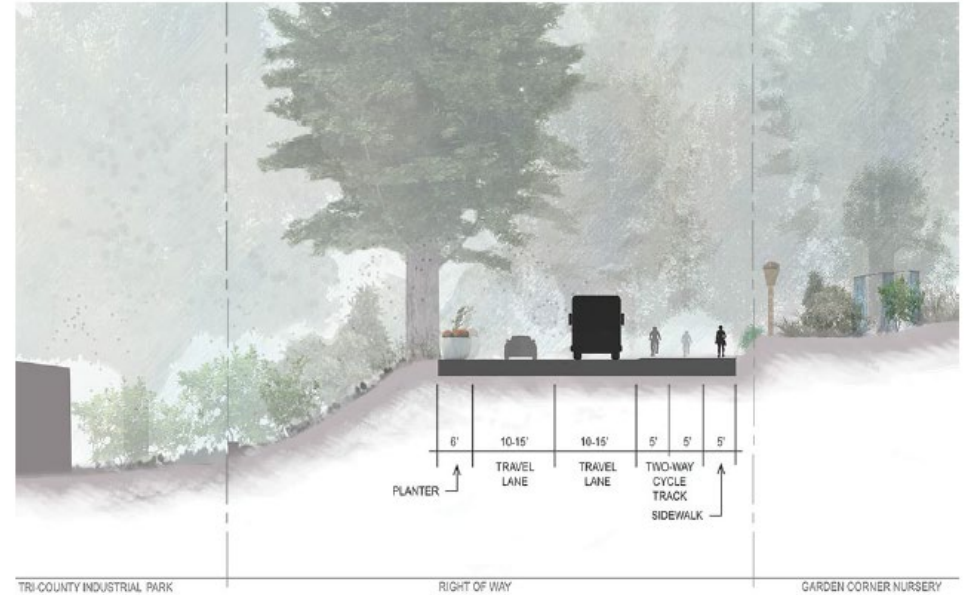
Transportation Bond Projects Continue to Advance

By **Josh Kulla** - October 15, 2020



Rendering of the Garden Corner Curves improvements in progress at 108th at Blake, looking northeast. CITY OF TUALATIN/COURTESY

"We're very excited that construction has now begun," said City program analyst Kelsey Lewis. "Some work will get done this fall, we'll have a pause for this winter, and it will start up again and be completed next year."



CITY OF TUALATIN/COURTESY

Keeping City Council in the Loop



City Council Tour – September 28, 2020

Have a traffic safety problem in your neighborhood?

We may have solutions...



Safe crosswalks



Traffic calming



Bicycle safety

Let the City know by June 30 to be considered.
Go to www.tualatinmovingforward.com



Now

- ✓ Mailings Electronic Surveys
- ✓ Email Updates
- ✓ Webinars
- ✓ Virtual Neighborhood Meetings
- ✓ Social Media
- ✓ Yard Signs
- ✓ *Tualatin Today*
- ✓ Quarterly Report Card/ Council Updates
- ✓ CIO Contacts
- ✓ Phone Calls

Earlier/Later

- Kitchen Table Meetings
- Door Hangers
- Open Houses
- Community Meetings
- In-Person Meetings



¿Quiere sugerir un proyecto en su área?

En mayo de 2018, los votantes de Tualatin aprobaron una medida de bonos de obligación de \$ 20 millones para pagar los proyectos locales que alivian la congestión y mejoran la seguridad del tráfico en los vecindarios.

La ciudad de Tualatin está buscando sugerencias de los residentes para proyectos de seguridad vial necesarios en toda la ciudad. ¿Tiene un proyecto en mente? Háganos saber

Nombre de la calle y cruce de calle, o intersección más cercana:

- Problemas de exceso de velocidad: _____
- Asuntos de seguridad del peatón del vecindario: _____

Díganos sobre esta ruta / ubicación (marque todas las que correspondan)

- La gente usa esta ruta para ir a la escuela ...O al parque
- Las personas usan esta ruta para llegar a otros servicios públicos (médicos, tiendas, transporte público).
- La gente está conduciendo en exceso de la velocidad publicada ... O no ceden a las personas que cruzan la calle.
- La ubicación tiene accidentes con peatones, ciclistas y / o vehículos motorizados (puede proporcionar más detalles en la sección de comentarios)
- Hay una intersección señalizada que parece insegura para las personas que caminan
- Falta de pasos de peatones La distancia al cruce peatonal más cercano es demasiado grande.
- Falta de aceras seguras Falta de carriles bicicletas

DISCUSSION 

NEXT STEPS 



HOME

PRIORITY PROJECTS

CONTACT

In May 2018, Tualatin voters approved a \$20 million G.O. bond measure to support high priority transportation projects, distributed citywide. The bond measure enables the City to move quickly to finance and build the priority projects within just a few years.

Project priorities are guided by community input demonstrating broad support for Tualatin's three most pressing transportation issues:



Congestion Relief

New signals and added travel lanes and turning lanes on Tualatin-Sherwood Road and other streets



Neighborhood Safety

New pedestrian crossings with signals and driver feedback signs that display speed



Safe Access to Schools

New crosswalks, speed controls and sidewalks to and from schools

Proclamation

*Thanking Councilor Robert Kellogg for his Leadership,
Dedication and Commitment
to the City of Tualatin*

WHEREAS, Robert Kellogg was elected to the Tualatin City Council in November 2016 and was sworn into office in January 2017; and,

WHEREAS, prior to being elected, Robert served as President of the Ibach Community Involvement Organization, enhancing communication and involvement within the CIO, and advocating for visible improvements such as sidewalks on Grahams Ferry Road and funding for design of the Garden Corner Curves project; and,

WHEREAS, Robert's keen understanding of process and strategic thinking has resulted in meaningful dialogue amongst the Council and staff as well as the advancement of many important policy initiatives including the City's investment in the Employee Incentive Fund, and adoption of the City's first-ever Council Rules document. Robert has been a champion for local transportation projects, contributing to the original idea for a designated funding source, which ultimately led to the successful \$20 million Tualatin Moving Forward bond program; and,

WHEREAS, Robert has spent innumerable hours representing Tualatin on important local and regional policy groups including the Southwest Corridor Steering Committee and the Core Area Parking Board.

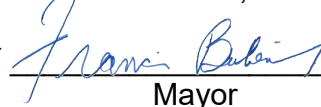
NOW, THEREFORE BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, Oregon that:

The City of Tualatin extends its thanks to Councilor Robert Kellogg for his leadership, dedication and commitment to the City of Tualatin from January 2017 to December 2020.

INTRODUCED AND ADOPTED this 14th day of December, 2020

CITY OF TUALATIN, OREGON

BY



Mayor

ATTEST:

BY



City Recorder

Proclamation

*Thanking Councilor Paul Morrison for his Leadership,
Dedication and Commitment
to the City of Tualatin*

WHEREAS, Paul Morrison was elected to the Tualatin City Council in November 2016 and was sworn into office in January 2017; and,

WHEREAS, prior to being elected, Paul served as Land Use Officer of the Ibach Community Involvement Organization, working to understand current and long-range planning projects, and transferring that information back to the CIO to heighten the CIO's advocacy efforts; and,

WHEREAS, during his four years on Council, Paul passionately and energetically participated in important policy initiatives, including the Parks and Recreation Master Plan, the Tualatin 2040 efforts, budget considerations, Police staffing, pedestrian safety enhancements, and much more. His input and insights were instrumental in advancing the Tualatin Moving Forward bond program, which is measurably improving transportation in Tualatin; and,

WHEREAS, Paul has ably represented Tualatin on regional policy groups including the Clackamas County Business Alliance, the Clackamas County Coordinating Committee, and the Metro Sub-Committee, elevating Tualatin's voice on important issues such as the Tualatin Shuttle and the Borland Road transfer.

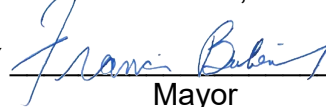
NOW, THEREFORE BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, Oregon that:

The City of Tualatin extends its thanks to Councilor Paul Morrison for his leadership, dedication and commitment to the City of Tualatin from January 2017 to December 2020.

INTRODUCED AND ADOPTED this 14th day of December, 2020

CITY OF TUALATIN, OREGON

BY



Mayor

ATTEST:

BY



City Recorder



City of Tualatin

CITY OF TUALATIN
Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nicole Morris, Deputy City Recorder
DATE: December 14, 2020

SUBJECT:

Consideration of Approval of the City Council Work Session and Regular Meeting Minutes of November 23, 2020

RECOMMENDATION:

Staff respectfully recommends the Council adopt the attached minutes.

ATTACHMENTS:

- City Council Work Session Meeting Minutes of November 23, 2020
- City Council Regular Meeting Minutes of November 23, 2020



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL WORK SESSION MEETING FOR NOVEMBER 23, 2020

Present: Mayor Frank Bubenik, Council President Nancy Grimes, Councilor Bridget Brooks, Councilor Robert Kellogg, Councilor Paul Morrison, Councilor Maria Reyes, Councilor Valerie Pratt

Mayor Bubenik called the meeting to order at 5:00 p.m.

1. Record Holiday Greeting

2. Clean Water Services Rates for Sewer and Stormwater.

Assistant City Manager Don Hudson presented an update on sewer and stormwater rates. Director Hudson shared current residential rates effective July 1, 2020. He noted Council determined during the last round of increases to hold off on sewer and stormwater rates to see what Clean Water Services would do with their rate. Director Hudson stated Clean Water Services has delayed increases to July 1, 2021 and asked their staff to level any potential future increase. He stated the City was looking at a potential sewer rate increase of 15% and \$0.32 for stormwater pre-pandemic. Director Hudson stated the city has two options currently: implement rate increase as proposed pre-pandemic or to delay rate increases until July 1, 2021. He noted a delayed increase would mean higher than original projected increases in the future.

Councilor Kellogg asked if any of the capital projects that are built in the master plan are critical at this time and what the impacts would be if they are pushed out. Director Hudson stated staff would have to look at the priorities. He noted several of the projects are related to Basalt Creek.

Councilor Brooks asked if there is a potential to use emergency funding for these types of projects. Director Hudson stated he doesn't believe anything would be made available for these types of projects.

Councilor Morrison asked for clarification on Clean Water Services fee increase plan. Director Hudson stated they have to come back with a resolution in January to set the formal action to not increase the rates so they can reassess in July.

Council President Grimes expressed concerns with Clean Water Services and the City increasing their fees at the same time. She would like to see half of the city's rate increase now so that it is more spread out for citizens.

Councilor Pratt asked if the Council delays the fees how long it would take to recover moving forward. Director Hudson stated it would be two years of an 11% increase.

Mayor Bubenik would like to see a small increase now to lessen the impact in the future. He expressed concerns with deferring and the impacts that will have moving forward.

Councilor Kellogg would like to wait until January to make any increases.

Councilor Reyes agreed she would like to evaluate this further in January.

Councilor Brooks would like to see options with step down increments and citizen feedback before making a decision.

Council President Grimes would like to see a list of projects and the priorities so a decision can be made about spreading out the increase.

Council consensus was reached to readdress this in January.

3. COVID-19 Community Grant Program.

Economic Development Manager Jonathan Taylor presented an update on the cities COVID-19 Grant Programs. He stated the city to date has had two areas of focus for grants: small business grants and child care scholarships. Manager Taylor stated these grants are a direct result of the \$680,000 from the federal CARES act funding. He recapped marketing efforts for both programs including email blasts, utility billing mailers, social media, print marketing, and direct engagement. Manager Taylor stated the city to date has spent \$836,000 in local recovery efforts he stated \$584,000 of the \$680,000 has been spent in CARES Act funding. A total of 102 business and 11 children have been assisted from these funds to date. Manager Taylor stated next steps include disbursing the remaining \$95,000 by December 31 as planned and begin preparing for potential additional disbursements by the County. Manager Taylor asked if the Council would like to extend funding to national restaurant chains and offer childcare scholarship to Tualatin workers.

Councilor Pratt asked if the same businesses who applied before can apply again during this freeze. Manager Taylor stated businesses have been qualified for each round of funding. He noted businesses being affected by the current lock down are being prioritized.

Councilor Kellogg would like to continue to focus on local businesses that are effected. He would like to thank staff for their efforts on this.

Council President Grimes asked if businesses can qualify again for another grant. Manager Taylor stated they still qualify and businesses effected by the current lockdown are prioritized.

Council President Grimes asked about the Business Oregon Grants and how they were distributed. She stated she heard they were first come first serve and distributed in 17 minutes. Manager Taylor stated the city still has an additional \$250,000 set side if the need is greater than the \$90,000.

Councilor Brooks stated she would like to extend the childcare grants to Tualatin workers. She asked if there are small entrepreneurial businesses that are not being captured in the grant processes. Manager Taylor stated staff has access to the state business registry and noted the difficulties it sorting out DBAs.

Councilor Reyes asked for more information on prioritizing childcare grants. Manager Taylor stated the grants were first prioritized to citizens. He noted there have been Tualatin workers who have inquired about grants who don't live in Tualatin but have childcare and work here that would like access to grants.

Councilor Brooks asked what types of employees are requesting assistance with childcare grants. Manger Taylor stated on-site workers. He explained how work from home situations would qualify.

Councilor Morrison stated he would like to extend the childcare grants to Tualatin workers as well. He also noted he had concerns with the first come first serve grants issued by Business Oregon and the lack of equity in that process.

Councilor Reyes spoke in favor of extending childcare coverage to Tualatin workers.

Council consensus was reached to extend childcare coverage to Tualatin workers.

Mayor Bubenik asked if businesses are aware they can come back for another round of grant funding. Manager Taylor stated they are aware and the businesses have been reached out to.

Council President Grimes asked if self-employed and contract workers are eligible. Manager Taylor stated they are.

4. *Urban Renewal.*

Economic Development Manager Jonathan Taylor presented timelines for urban renewal. He recapped maps for the Leveton Tax Increment District, District 1: Basalt Creek/SW Area, and District 2: North Area. He presented the proposed overall timeline for District 1 and 2. Manager Taylor stated community engagements has included stakeholder meetings, community forums, and council and community visioning. He presented the Leveton Tax Increment District plan amendment to amend the plan document to expend the remaining fund on identified projects. Manager Taylor stated District 1 goal is to develop an urban renewal plan to finance and implement identified projects from area development plans. He stated staff is proposing establishing a district stakeholder task force to advise the Tualatin Development Commission on plan development. Manager Taylor stated District 2 will begin visioning next year. He stated the next 60 day milestones include a URA 101 for the Staff Advisory Team and a Stakeholder Taskforce Resolution.

Councilor Pratt agreed with the timeline and noted she would like to see a stakeholder task force.

Mayor Bubenik asked about the stakeholder task force and who could fill which positions. Manager Taylor explained who could fill each position.

5. *Council Meeting Agenda Review, Communications & Roundtable.*

Councilor Kellogg stated the final SW Corridor Steering Committee was held on Monday and he noted there is hope for federal infrastructure funds that could potentially move the project forward in the future.

Councilor Pratt stated she attended the HBA Housing and Building forecast meeting and the Police Use of Force meeting. She reminded citizens about Small Business Saturday and encouraged everyone to shop locally.

Councilor Morrison stated he attended the Police Use of Force meeting, Tigard-Tualatin School District guidelines meeting, and the C4 committee meeting.

Councilor Brooks stated she attended the LIP meetings, the League of Oregon cities summit, NW Employees Diversity and Equity roundtable, the Tualatin Arts Advisory Committee meeting, the community listening session on Police Use of Force, and the National League of Cities business meeting.

Mayor Bubenik stated he attended the Metro Mayors Consortium, the Greater Portland Inc. meeting, the Washington County Coordinating meeting, the NW Public Employees Diversity conference, and the Community Conversation on Police Use of Force meeting.

Mayor Bubenik adjourned the meeting at 6:57

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR NOVEMBER 23, 2020

Present: Mayor Frank Bubenik, Council President Nancy Grimes, Councilor Bridget Brooks, Councilor Robert Kellogg, Councilor Paul Morrison, Councilor Maria Reyes, Councilor Valerie Pratt

Call to Order

Mayor Bubenik called the meeting to order at 7:02 p.m.

Moment of silence for those who have lost their lives to COVID-19

Announcements

1. Holiday Events Announcement

Recreation Manager Julie Ludemann shared information on Holiday Events including: the Holiday Lights Parade, Tualatin Gratitude Wall, Letters from Wintertime Characters, and Donuts in the Park Day.

Public Comment

None.

Consent Agenda

Motion to adopt the consent agenda made by Council President Grimes, Seconded by Councilor Brooks.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

1. Consideration of Approval of the City Council Work Session and Regular Meeting Minutes of November 9, 2020

General Business

1. Consideration of **Ordinance No. 1448-20** Relating to Alarm Systems; Amending Tualatin Municipal Code Chapter 6-6; and Creating New Provisions

Police Chief Bill Steele and Program Coordinator Jennifer Massey presented information on the city's alarm permit program and proposed amendments. Coordinator Massey stated the program was established in 1989 and has been modified once in 2004. She noted the program was created to set rules that regulate the use of alarms in homes and businesses. Coordinator Massey stated the program encourages alarm users and businesses to assume increased responsibility to prevent unnecessary police response. She stated the city currently has 2,019 permits and responded to 824 calls last year. Coordinator Massey stated current issues include delinquent accounts, false alarms not being tracked in an automated system, no protective

sweep options, and no late fees. She stated proposed amendments include alarm companies providing a list of alarm users to the city, eliminating the requirement for paper permits, late fees for initial application and renewals, and the option for pre-consent to protective sweeps. Coordinator Massey stated all of these items will help reduce costs and set the stage for a potential transition to a more efficient alarm permit management system.

Councilor Kellogg asked about the lack of transferability between homeowners. Coordinator Massey stated the ordinance puts the onus back on the alarm company to provide new users with information regarding alarm permits.

Council President Grimes asked about the protective sweep option and the potential negative impacts and what that means for homeowners. Chief Steele stated it is of great benefit to the police officer responding so they have the ability to make sure everything is okay both inside and outside of the home. He stated the entry option is optional consent from the homeowner.

Mayor Bubenik asked what would happen if owners don't give consent. Chief Steel stated they would not enter unless there is clear signs of distress in the home.

Councilor Brooks asked about the difference between no knock warrants and community care taking. Chief Steele stated no knock warrants are never authorized in Oregon. He stated community care taking is about potential break-ins and only have the police officer check on the welfare of the home.

Councilor Reyes stated she is in favor of protective sweeps to both protect homeowners and police officers.

Councilor Pratt asked how these updates will help reduce false alarms. Chief Steele stated there are fees in place now for false alarms and having everyone permitted will help to track and reduce those numbers.

Councilor Morrison stated he is happy to see these changes and the streamlining of this process.

Motion for first reading by title only made by Councilor Kellogg, Seconded by Councilor Morrison.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion for second reading by title only made by Councilor Kellogg, Seconded by Councilor Brooks.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion to adopt Ordinance No. 1448-20 relating to alarm systems; amending Tualatin Municipal Code Chapter 6-6; and creating new provisions made by Councilor Kellogg, Seconded by Councilor Brooks.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg,

Councilor Morrison, Councilor Reyes, Councilor Pratt
MOTION PASSED

2. Consideration of **Ordinance No. 1449-20** Relating to the Initiative Process; and Amending Tualatin Municipal Code Chapter 1-24

City Attorney Sean Brady stated at the October 23 meeting the Council requested to have the initiative process amended to allow voting at the next statewide primary election. He stated the presented amendments reflect the request.

Motion for first reading by title only made by Councilor Kellogg, Seconded by Councilor Pratt.
Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion for second reading by title only made by Councilor Kellogg, Seconded by Councilor Pratt.
Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion to adopt Ordinance No. 1449-20 relating to the initiative process; and amending Tualatin Municipal Code Chapter 1-24 made by Councilor Kellogg, Seconded by Councilor Pratt.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Reyes, Councilor Pratt

Voting Nay: Councilor Morrison

MOTION FAILED for lack of unanimity

3. Consideration of **Ordinance No. 1447-20** Establishing a Parks Utility; and Creating Tualatin Municipal Code Chapter 3-7

Parks and Recreation Director Ross Hoover and Parks Planning Manager Rich Mueller presented a parks utility fee for consideration. Director Hoover shared examples of projects a utility fee could help to fund including smart irrigation, park site plans, sport court resurfacing, and park benches. He shared examples of fees and revenues from other cities. Director Hoover shared revenues for what a \$2-5 fee would bring into the city.

Councilor Morrison stated he is not in favor of adding another utility rate as he doesn't want to add additional hardship to citizens. He stated he would want authorization from voters before voting in favor of this fee.

Councilor Reyes stated the community survey that was conducted did not show citizens in favor of a utility fee. Mayor Bubenik corrected her stating they were not in favor of a levy.

Councilor Pratt stated the city needs to take care of what they currently have and this would start funding those repairs. She added this is not a solution but it gets the city moving forward.

Councilor Brooks asked how many items are on the level 4 need based on their assessments. Director Hoover stated 42% of items are rated 4 or above. Councilor Brooks stated she has concerns with safety and doesn't want to further the asset management problems.

Councilor Kellogg expressed concerns with a blanket fee for all utility users in the sense that not everyone may use the parks.

Councilor Pratt and Councilor Brooks respectfully disagreed with Councilor Kellogg as the costs need to be carried by everyone in the city.

Councilor Reyes stated she feels citizens are not currently utilizing the parks to the extent they have in the past.

Council President Grimes stated one of the few things right now that remains viable and accessible during these times is outdoor activities including use of community parks. She believes this fee is a great first step for raising necessary funds.

Motion for first reading by title only made by Councilor Brooks, Seconded by Councilor Pratt.

DISCUSSION ON THE MOTION

Councilor Kellogg stated he doesn't disagree the parks need funding but he doesn't agree to the mechanism. He would like to see a levy on the ballot.

Councilor Morrison concurred he would like to see a park operating levy passed.

Councilor Reyes stated she would get on board with a funding mechanism that is more impactful such as a levy or a bond.

Councilor Brooks called the question to end the debate. Councilor Pratt seconded.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion for second reading by title only made by Council President Grimes, Seconded by Councilor Brooks.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion to adopt Ordinance No. 1447-20 establishing a Parks Utility; and creating Tualatin Municipal Code Chapter 3-7 made by Council President Grimes, Seconded by Councilor Brooks.

Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Pratt

Voting Nay: Councilor Kellogg, Councilor Morrison, Councilor Reyes

MOTION FAILED for lack of unanimity

4. Consideration of **Ordinance No. 1445-20** Relating to Cannabis Regulations; Amending Tualatin Development Code Chapter 80; and Making Minor Amendments to Other Tualatin Development Code Chapters

Councilor Brooks stated she sees this as a land use decision and not a discussion about people's right's to use these types of products. She understands people's concerns around this topic and wants to break the stigmatism around use.

Councilor Pratt stated she doesn't see any evidence that this increases crime or use by children.

Council President Grimes is concerned with community standards and she would like to see the Council come to an agreement that includes the feedback the Council has received regarding the west side of I-5 and adjacent areas.

Councilor Morrison expressed concerns with the ease of accessibility for youth. He stated he would prefer to see all recreational facilities in an industrial area.

Motion for third reading by title only made by Councilor Brooks, Seconded by Councilor Kellogg. Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion to adopt Ordinance No. 1445-20 relating to cannabis regulations; amending Tualatin Development Code Chapter 80; and making minor amendments to other Tualatin Development Code Chapters made by Councilor Kellogg, Seconded by Councilor Pratt.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Reyes, Councilor Pratt

Voting Nay: Council President Grimes, Councilor Morrison

MOTION PASSED

Council Communications

Councilor Brooks stated she attended the Governor's staff meeting hosted by the League of Oregon Cities where they discussed changes from phases to threat levels. She noted more information should be coming about this soon.

Adjournment

Mayor Bubenik adjourned the meeting at 8:51 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Bill Steele, Chief of Police
DATE: November 23, 2020

SUBJECT:

Consideration of **Resolution No. 5528-20** Authorizing the City Manager to sign an Intergovernmental Agreement between Washington County and the City of Tualatin Related to Towing of Vehicles

EXECUTIVE SUMMARY:

Washington County has the power and authority through ORS Chapter 819, *et seq.*, and its own Charter and ordinances to regulate towing of abandoned, parking violation or disabled vehicles, including but not limited to hazards, within the county limits. The Washington County Sheriff's Office ("WCSO") is duly authorized under Oregon law to regulate the towing of vehicles, including, but not limited to motorhomes, boats or trailers, through towing policies, such as Tow Policy (1401-R01) and the Towing Procedures Manual. In 2018, the County estimates approximately 4-5 abandoned/parking violation recreational vehicles, motorhomes, boats or trailers per month required disposal. This agreement would seek reimbursement for up to six tows in the term of the agreement. The duration of the agreement is January 1, 2021 through December 31, 2021.

FINANCIAL IMPLICATIONS:

For the term of this Agreement, the City agrees to reimburse tow companies \$500 for each tow the City orders that meets the reimbursement criteria; the cap for the City of Tualatin is \$3,000.00.

ATTACHMENTS:

-Resolution No. 5528-20

RESOLUTION NO. 5528-20

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY RELATED TO TOWING OF VEHICLES

WHEREAS, the City of Tualatin is an Oregon municipal corporation;

WHEREAS, Washington County, is a political subdivision of the State of Oregon;

WHEREAS, ORS 190 authorizes the City and Washington County to enter into an intergovernmental agreement and to delegate to each other authority to perform their respective functions as necessary;

WHEREAS, Washington County manages agreements with tow companies for the towing of vehicles; and

WHEREAS, the City wishes to utilize the services provided by the Washington County tow agreements.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute an Intergovernmental Agreement with Washington County, which is attached as Exhibit 1, and incorporated by reference.

Section 2. The City Manager is authorized to make administrative modifications to the Intergovernmental Agreement to fully implement its intent.

Section 3. This resolution is effective upon adoption.

Adopted by the City Council this 14th day of December, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

EXHIBIT 1 - RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
CITY OF TUALATIN, OREGON RELATING TO TOWING AND ABANDONED/PARKING
VIOLATION RECREATIONAL VEHICLES REIMBURSEMENT PROGRAM

This Agreement is entered into by Washington County, a home-rule county and political subdivision of the State of Oregon (hereinafter "County"), and the City of Tualatin, a municipal corporation of the State of Oregon (hereinafter "City"), collectively, "the parties," pursuant to the authority granted in ORS Chapter 190.

WHEREAS, the County has the power and authority through ORS Chapter 819, *et seq.*, and its own Charter and ordinances to regulate towing of abandoned, parking violation or disabled vehicles, including but not limited to hazards, within the county limits; and

WHEREAS, the Washington County Sheriff's Office ("WCSO") is duly authorized under Oregon law to regulate the towing of vehicles, including, but not limited to motorhomes, boats or trailers, through towing policies, such as Tow Policy (1401-R01) and the Towing Procedures Manual; and

WHEREAS, in 2018, the County estimates approximately 4-5 abandoned/parking violation recreational vehicles, motorhomes, boats or trailers per month required disposal;

NOW, THEREFORE, pursuant to Washington County Ordinance Chapter 8.16 and Oregon statute, including but not limited to ORS Chapter 819, *et seq.*, the City and the County agree:

1. Recreational Vehicle defined. For the purposes of this Agreement, "recreational vehicle" is defined as set forth in ORS 650.300(16).
2. Abandoned/Parking Violation Vehicle Towing Services. For the term of this Agreement, the City agrees to reimburse tow companies \$500 for each abandoned/parking violation tow the City ordered that meets the reimbursement criteria. *See* Exhibit 1, reimbursement form, attached herein. Reimbursement shall be capped at a maximum number of tows per year, *see* Exhibit 2, Annual Cap Chart, attached herein. City shall be responsible for self-tracking the number of tows to meet the maximum annual cap and informing tow companies in the City tow area of that cap so tow companies can request reimbursement accordingly.
3. Tow Manual. The City, including all law enforcement agencies ("LEA") under the City's jurisdiction, will follow the Tow Manual, attached herein as Exhibit 3 ("Tow Manual"), available online at: <https://powerdms.com/public/WCOR/tree/documents/1679607> for all tows covered by this Agreement. The Tow Manual is subject to amendment and change; County agrees to provide updated or amended version to the City within seven (7) business days of formal approval to any amendments in writing, including but not limited to posting any new amendments to the Tow Manual online. The City further agrees to:
 - a. Follow and implement the Tow Manual's abandoned/parking violation tow dispatching criteria, including ensuring each tow company in the LEA's tow area is rotated. As required by the Tow Manual, tow companies are not allowed to pass on an abandoned/parking violation tow.

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- b. All LEA Deputies/Officers on scene must provide the tow desk with detailed information about the tow, including but not limited to the exact physical location of the vehicle to be towed, sufficient details of the vehicle to aid the tow company in locating the vehicle, the reason for the tow and any information regarding conditions or circumstances which might require special assistance or special equipment so the tow company can ensure they have the correct equipment/truck needed for the tow.
 - c. All LEA's must follow the same vehicle release guidelines per the Tow Manual and all towing polices, when a tow requires a vehicle release, as set forth in Exhibit 4 attached herein.
 - d. The Tow Coordinator will review and enforce violations of the Tow Manual and all other towing policies by LEA or City. Repeated failures by a party to meet Tow Manual requirements or other towing policies may be grounds for termination of this Agreement.
4. Termination Process. Either party may initiate a process to terminate this Agreement as follows:
- Notice of Termination. If either party wishes to terminate this Agreement, they shall provide the other party with a 10-day written notice of intent to terminate the Agreement.
5. Duration. This Agreement is effective as of January 1, 2021, or upon authorization and signature by both parties, whichever is later. The term of this Agreement is for one year, ending on December 31, 2021. This Agreement may be renewed for additional terms upon written agreement of all parties.
6. Amendments. This Agreement may be amended at any time by mutual written agreement of the City, the Washington County Sheriff, and the Washington County Board of Commissioners.
7. Agreement Administration.
- a. Agreement Administrators. The WCSO Criminal Records Manager or a designee and the City Police Chief or a designee shall serve as Agreement administrators to review Agreement performance and resolve operational problems.
 - b. Referral of Unresolved Problems. The WCSO Criminal Records Manager shall refer any police service operational problem, which cannot be resolved, to the City Police Chief. City and the WCSO Criminal Records Manager shall meet as necessary to resolve such issues.
 - c. Agreement Dispute Issues. Agreement dispute issues involving Agreement language interpretation, cost, and other non-operational matters shall be referred to the WCSO Criminal Records Manager and the City Police Chief for resolution.
 - d. Audits and Inspections. The records and documents with respect to all matters

RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
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covered by the Agreement shall be subject to inspection, review or audit by County or City during the term of this Agreement and three years after termination.

8. Third Party Beneficiaries. County and City are the only parties to this Agreement and are the only parties entitled to enforce its terms. Nothing in this Agreement gives, or is intended to give, or shall be construed to give or provide any benefit or right, whether directly or indirectly, to any third party unless such person is individually identified by name herein and expressly described as intended beneficiaries of this Agreement.

9. Written Notice. Any notice of change, termination or other communication having a material effect on this Agreement shall be upon the Sheriff for the County, and the Police Chief, Manager or Mayor for the City, and either hand-delivered or by certified or registered mail, postage prepaid. Except as provided in this Agreement, it is agreed that thirty (30) calendar days shall constitute reasonable notice for the exercise of any right in the event applicable law specifically requires such notice.

10. Governing Law. Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon without regard to the principles of conflicts of law. Any claim, action, suit or proceeding (collectively, "Claim") shall be brought and conducted solely within the Washington County Circuit Court for the State of Oregon; provided, however that if a Claim is brought in a federal forum, it shall be brought and maintained within the United States District Court for the District of Oregon, Portland Division.

11. Force Majeure. Neither County nor City shall be held responsible for delay or default caused by COVID-19, fire, riot, acts of God, terrorism, or acts of war where such cause was beyond reasonable control.

12. Survival. The terms, conditions, representations and all warranties contained in this Agreement shall survive the termination or expiration of this Agreement.

13. Counterparts. This Agreement may be executed in several counterparts, each of which shall be an original, each of which shall constitute one and the same instrument.

14. Warranties. The parties represent and warrant they have the authority to enter into and perform this Agreement, and this Agreement, when executed, shall be a valid and binding obligation enforceable in accordance with its terms.

15. Entire Agreement and Waiver of Default. The parties agree that this Agreement is the complete expression of the terms hereto and any oral or written representations or understandings not incorporated herein are excluded. Both parties recognize that time is of the essence in the performance of the provisions of this Agreement. Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver or breach of any provision of the Agreement shall not be deemed to be a waiver of any other or subsequent

RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
CITY OF TUALATIN, OREGON RELATING TO TOWING AND ABANDONED/PARKING
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breach and shall not be construed to be a modification of the terms of the Agreement unless stated to be such through written approval of the County, which shall be attached to the original Agreement.

RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
CITY OF TUALATIN, OREGON RELATING TO TOWING AND ABANDONED/PARKING
VIOLATION RECREATIONAL VEHICLES REIMBURSEMENT PROGRAM

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates listed below.

WASHINGTON COUNTY

CITY OF TUALATIN

By: _____

By: _____

Name Printed: _____

Name Printed: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Legal Counsel for Washington County

Legal Counsel for City of Tualatin

Name Printed:

Name Printed:

Date: _____

Date: _____

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
CITY OF TUALATIN, OREGON RELATING TO TOWING AND ABANDONED/PARKING
VIOLATION RECREATIONAL VEHICLES REIMBURSEMENT PROGRAM

EXHIBIT 1



SHERIFF
WASHINGTON COUNTY

CONSERVING THE PEACE THROUGH VALUES DRIVEN SERVICE / SHERIFF PAT GARRETT

Abandoned/Parking Violation RV Disposal Reimbursement Request

Tow Company: _____

Date request submitted: _____

Vehicle license plate or VIN: _____

Date of tow: _____

Include the following documentation with your request:

- Receipt showing cost of disposal exceeded \$500**
- Copies of DMV vehicle ownership information**
- Copies of notification(s) sent to vehicle owner**
- Photos of vehicle**
- Photos of garbage/hazardous materials (when applicable)**

Description of garbage or hazardous materials:

Law Enforcement Agency Use Only:

- Confirmed vehicle was towed by my agency.
- Receipt showing cost of disposal exceeded \$500 was provided.
- Copies of DMV vehicle ownership information was included.
- Copies of correspondence attempts sent to vehicle owner was included.
- Photos of vehicle were provided.
- Photos including garbage/hazardous materials were provided (when applicable).

Upon review, request is:

- Approved and submitted for \$500 payment on _____
- Denied due to: _____

Request reviewed by: _____ Date: _____

RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
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EXHIBIT 2

ANNUAL CAP CHART

| AGENCY | MAXIMUM CAP ON ANNUAL REIMBURSEMENT | MAXIMUM CAP ON ANNUAL TOWS |
|-----------------|--|---|
| Banks PD | \$500 | 1 |
| Beaverton PD | \$12,500 | 25 |
| Cornelius PD | \$1,500 | 3 |
| Forest Grove PD | \$1,000 | 2 |
| Gaston PD | \$500 | 1 |
| Hillsboro PD | \$10,000 | 20 |
| King City PD | \$500 | 1 |
| North Plains PD | \$1,000 | 2 |
| Sherwood PD | \$500 | 1 |
| Tigard PD | \$4,000 | 8 |
| Tualatin PD | \$3,000 | 6 |
| WCSO | \$15,000 | 30 |

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EXHIBIT 3
(TOWING MANUAL)

RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
CITY OF TUALATIN, OREGON RELATING TO TOWING AND ABANDONED/PARKING
VIOLATION RECREATIONAL VEHICLES REIMBURSEMENT PROGRAM

EXHIBIT 4

| VEHICLE RELEASE REQUIREMENTS | | |
|--|-------------------------|--|
| Type of Tow | Release Required | Documents Required for Police Release |
| DUII ORS 813.010 | Yes | Proof of ownership, insurance, valid Driver's License (DL) |
| Driving Uninsured ORS 806.010 | Yes | Proof of ownership, insurance, valid DL |
| Driving while Suspended or Revoked (DWS/DWR) ORS 811.175 or 811.182 | Yes | Proof of ownership, insurance, valid DL |
| Operating without driving privileges or in violation of license restrictions ORS 807.010 | Yes | Proof of ownership, insurance, valid DL |
| Other applicable City or County Ordinance* | Yes | Proof of ownership, insurance, valid DL |
| Property Release | Yes | **See Below |
| Evidence | Yes | Refer individual to law enforcement agency. |
| Illegal Parking or Parking in Handicap Spot ORS 810.430 or 811.620 | No | N/A |
| Abandoned | No | N/A |
| Hazard or No Hold Collision or Disabled Motorist | No | N/A |
| Stolen Vehicle | No | N/A |

*Ordinance: There are other applicable ordinances in cities throughout Washington County which allow for towing. When applied, the officer should indicate that the tow is an "ordinance" tow.

****Requests for PROPERTY from a Towed Vehicle:** If subject wishes to *remove* property from the vehicle (where a vehicle release would be required if subject was claiming the vehicle), a property release is required. The person requesting the property must provide proof of ownership, or provide a copy of a citation which shows they were in the vehicle at the time it was towed and are entitled to property which is inside the vehicle). There is no fee from the agency to obtain the release, but a gate fee may be charged if after business hours. If a person makes an after-hours appointment which authorizes a gate fee, the tow firm will not charge a second gate fee if the person obtains a vehicle release from the Sheriff's Office and returns to pick up the vehicle within one hour. (NOTE: If a person has a vehicle release, they may use it as a property release only should they decide not to retrieve the vehicle).

RESOLUTION NO. 5528-20

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY, OREGON AND
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Note: Insurance agent may view or photograph the vehicle showing proof of agent identification during business hours or gate fee may be charged.



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nicole Morris, Deputy City Recorder
DATE: December 14, 2020

SUBJECT:

Consideration of **Resolution No. 5529-20** Canvassing Results of the General Election Held in the City of Tualatin, Washington and Clackamas Counties, Oregon on November 3, 2020

RECOMMENDATION:

Staff respectfully recommends the Council adopt the attached resolution canvassing results of the General election held in the City of Tualatin, Washington and Clackamas Counties, Oregon on November 3, 2020

EXECUTIVE SUMMARY:

On November 3, 2020, a general election was held for three Council positions:

| | | |
|----------------------------|----------------|-------|
| <u>COUNCIL Position 2:</u> | Christen Sacco | 9,462 |
| <u>COUNCIL Position 4:</u> | Alex Thurber | 5,479 |
| | Cyndy Hillier | 6,601 |
| <u>COUNCIL Position 6:</u> | Valerie Pratt | 9,299 |

Certified Results have been received from Washington and Clackamas Counties. A copy is attached and the originals are on file.

ATTACHMENTS:

- Resolution No 5529-20 Canvassing Election Results of November 3, 2020
- Canvass of Votes

RESOLUTION NO. 5529-20

A RESOLUTION CANVASSING RESULTS OF THE GENERAL ELECTION HELD IN THE CITY OF TUALATIN, WASHINGTON AND CLACKAMAS COUNTIES, OREGON ON NOVEMBER 3, 2020

WHEREAS, a General Election was held on November 3, 2020 in the City of Tualatin, Washington and Clackamas Counties, Oregon wherein voters of the City balloted for the election of Mayor and three Councilors; and

WHEREAS, there is on file in the Office of the City Recorder, certified election results filed by the County Clerks of Washington and Clackamas Counties and it is necessary that the Council canvass the results of said election.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Council hereby finds that the following summary constitutes a true and accurate statement of the election results:

| | | |
|----------------------------|----------------|-------|
| <u>COUNCIL Position 2:</u> | Christen Sacco | 9,462 |
| <u>COUNCIL Position 4:</u> | Alex Thurber | 5,479 |
| | Cyndy Hillier | 6,601 |
| <u>COUNCIL Position 6:</u> | Valerie Pratt | 9,299 |

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 14th Day of December, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

Ballots Cast per Contest with Precincts
 Washington County, Nov 03, 2020 General
 All Precincts, All Districts, All ScanStations, All Contests, All Boxes
 Official Results

Page: 110 of 170
 2020-11-23
 10:35:26

Total Ballots Cast: 322760, Registered Voters: 384808, Overall Turnout: 83.88%

City of Tualatin, Council Member, Position 2 (Vote for 1)

| Precinct | Ballots Cast | Reg. Voters | Total Votes | Christen Sacco | | Write-in | | Over Votes | Under Votes |
|--------------|--------------|-------------|-------------|----------------|---------|----------|-------|------------|-------------|
| Precinct 394 | 266 | 336 | 126 | 120 | 95.24% | 6 | 4.76% | 0 | 140 |
| Precinct 420 | 3540 | 4141 | 2269 | 2232 | 98.37% | 37 | 1.63% | 0 | 1271 |
| Precinct 423 | 3240 | 4211 | 2177 | 2118 | 97.29% | 59 | 2.71% | 0 | 1063 |
| Precinct 428 | 1562 | 2000 | 1032 | 1021 | 98.93% | 11 | 1.07% | 0 | 530 |
| Precinct 433 | 2338 | 2685 | 1479 | 1437 | 97.16% | 42 | 2.84% | 0 | 859 |
| Precinct 436 | 2346 | 2606 | 1477 | 1443 | 97.70% | 34 | 2.30% | 0 | 869 |
| Precinct 444 | 1 | 1 | 1 | 1 | 100.00% | 0 | 0.00% | 0 | 0 |
| Total | 13293 | 15980 | 8561 | 8372 | 97.79% | 189 | 2.21% | 0 | 4732 |



I, **Margaret Garza**, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, do hereby certify this to be a true and correct copy of the original.

Date: November 23, 2020
 By: M. Kayden
Electronics Manager

Ballots Cast per Contest with Precincts
 Washington County, Nov 03, 2020 General
 All Precincts, All Districts, All ScanStations, All Contests, All Boxes
 Official Results

Page: 111 of 170
 2020-11-23
 10:35:26

Total Ballots Cast: 322760, Registered Voters: 384808, Overall Turnout: 83.88%

City of Tualatin, Council Member, Position 4 (Vote for 1)

| Precinct | Ballots Cast | Reg. Voters | Total Votes | Alex Thurber | | Cyndy Hillier | | Write-in | | Over Votes | Under Votes |
|--------------|--------------|-------------|-------------|--------------|---------|---------------|--------|----------|-------|------------|-------------|
| Precinct 394 | 266 | 336 | 162 | 60 | 37.04% | 102 | 62.96% | 0 | 0.00% | 0 | 104 |
| Precinct 420 | 3540 | 4141 | 2873 | 1250 | 43.51% | 1606 | 55.90% | 17 | 0.59% | 0 | 667 |
| Precinct 423 | 3240 | 4211 | 2578 | 1131 | 43.87% | 1429 | 55.43% | 18 | 0.70% | 2 | 660 |
| Precinct 428 | 1562 | 2000 | 1208 | 510 | 42.22% | 694 | 57.45% | 4 | 0.33% | 0 | 354 |
| Precinct 433 | 2338 | 2685 | 1884 | 792 | 42.04% | 1069 | 56.74% | 23 | 1.22% | 1 | 453 |
| Precinct 436 | 2346 | 2606 | 1936 | 942 | 48.66% | 982 | 50.72% | 12 | 0.62% | 1 | 409 |
| Precinct 444 | 1 | 1 | 1 | 1 | 100.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0 |
| Total | 13293 | 15980 | 10642 | 4686 | 44.03% | 5882 | 55.27% | 74 | 0.70% | 4 | 2647 |



I, **Margaret Garza**, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, do hereby certify this to be a true and correct copy of the original.

Date: November 23, 2020
 By: M. Kawai
Elections Manager

Ballots Cast per Contest with Precincts
 Washington County, Nov 03, 2020 General
 All Precincts, All Districts, All ScanStations, All Contests, All Boxes
 Official Results

Page: 112 of 170
 2020-11-23
 10:35:26

Total Ballots Cast: 322760, Registered Voters: 384808, Overall Turnout: 83.88%

City of Tualatin, Council Member, Position 6 (Vote for 1)

| Precinct | Ballots Cast | Reg. Voters | Total Votes | Valerie Pratt | | Write-in | | Over Votes | Under Votes |
|--------------|--------------|-------------|-------------|---------------|---------|----------|-------|------------|-------------|
| Precinct 394 | 266 | 336 | 127 | 122 | 96.06% | 5 | 3.94% | 0 | 139 |
| Precinct 420 | 3540 | 4141 | 2288 | 2150 | 93.97% | 138 | 6.03% | 0 | 1252 |
| Precinct 423 | 3240 | 4211 | 2207 | 2099 | 95.11% | 108 | 4.89% | 0 | 1033 |
| Precinct 428 | 1562 | 2000 | 1024 | 998 | 97.46% | 26 | 2.54% | 0 | 538 |
| Precinct 433 | 2338 | 2685 | 1488 | 1425 | 95.77% | 63 | 4.23% | 0 | 850 |
| Precinct 436 | 2346 | 2606 | 1465 | 1405 | 95.90% | 60 | 4.10% | 0 | 881 |
| Precinct 444 | 1 | 1 | 1 | 1 | 100.00% | 0 | 0.00% | 0 | 0 |
| Total | 13293 | 15980 | 8600 | 8200 | 95.35% | 400 | 4.65% | 0 | 4693 |



I, **Margaret Garza**, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, do hereby certify this to be a true and correct copy of the original.

Date: November 23, 2020
 By: M. Garza
Electronic Manager

Canvass Results Report

Official Ballots

Run Time 2:44 PM
Run Date 11/19/2020

Clackamas County

November 3, 2020 General Election

11/3/2020
Page 110

Official Results

Registered Voters
260538 of 308112 = 84.56%

Precincts Reporting
117 of 117 = 100.00%

City of Tualatin, Council Member, Position 2 - Vote for one

| Precinct | Christen Sacco | Miscellaneous Write-In (W) | Cast Votes | Undervotes | Overvotes | Vote by Mail Ballots Cast | Total Ballots Cast | Registered Voters | Turnout Percentage |
|---------------|----------------|----------------------------|--------------|------------|-----------|---------------------------|--------------------|-------------------|--------------------|
| 251 & 252 | 1,090 | 20 | 1,110 | 945 | 0 | 2,055 | 2,055 | 2,260 | 90.93% |
| Totals | 1,090 | 20 | 1,110 | 945 | 0 | 2,055 | 2,055 | 2,260 | 90.93% |



**CERTIFIED COPY OF THE ORIGINAL
SHERRY HALL, COUNTY CLERK**

BY: Sherry Hall

Canvass Results Report

Official Ballots

Run Time 2:44 PM
Run Date 11/19/2020

Clackamas County

November 3, 2020 General Election

11/3/2020

Page 111

Official Results

Registered Voters
260538 of 308112 = 84.56%

Precincts Reporting
117 of 117 = 100.00%

City of Tualatin, Council Member, Position 4 - Vote for one

| Precinct | Alex Thurber | Cyndy Hillier | Miscellaneous Write-In (W) | Cast Votes | Undervotes | Overvotes | Vote by Mail Ballots Cast | Total Ballots Cast | Registered Voters | Turnout Percentage |
|---------------|--------------|---------------|----------------------------|--------------|------------|-----------|---------------------------|--------------------|-------------------|--------------------|
| 251 & 252 | 793 | 719 | 5 | 1,517 | 538 | 0 | 2,055 | 2,055 | 2,260 | 90.93% |
| Totals | 793 | 719 | 5 | 1,517 | 538 | 0 | 2,055 | 2,055 | 2,260 | 90.93% |



**CERTIFIED COPY OF THE ORIGINAL
SHERRY HALL, COUNTY CLERK**

BY: Sherry Hall

Canvass Results Report

Official Ballots

Run Time 2:44 PM
Run Date 11/19/2020

Clackamas County

November 3, 2020 General Election

11/3/2020
Page 112

Official Results

Registered Voters
260538 of 308112 = 84.56%
Precincts Reporting
117 of 117 = 100.00%

City of Tualatin, Council Member, Position 6 - Vote for one

| Precinct | Valerie Pratt | Miscellaneous Write-In (W) | Cast Votes | Undervotes | Overvotes | Vote by Mail Ballots Cast | Total Ballots Cast | Registered Voters | Turnout Percentage |
|---------------|---------------|----------------------------|--------------|------------|-----------|---------------------------|--------------------|-------------------|--------------------|
| 251 & 252 | 1,099 | 36 | 1,135 | 920 | 0 | 2,055 | 2,055 | 2,260 | 90.93% |
| Totals | 1,099 | 36 | 1,135 | 920 | 0 | 2,055 | 2,055 | 2,260 | 90.93% |



CERTIFIED COPY OF THE ORIGINAL.
SHERRY HALL, COUNTY CLERK

BY: Sherry Hall



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ross Hoover, Parks and Recreation Director
Rich Mueller, Parks Planning and Development Manager

DATE: December 14, 2020

SUBJECT:

Consideration of **Resolution No. 5530-20** Authorizing Splashpad Equipment and Materials Purchase through an Interstate Cooperative Procurement

RECOMMENDATION:

Staff recommends approval of Resolution 5530-20.

EXECUTIVE SUMMARY:

Resolution No. 5530-20 authorizes the City to purchase Splashpad equipment and materials through Buy Board, an interstate cooperative purchase, for the splashpad at the Tualatin Commons.

The City is in the process of renovating and improving the aging splashpad at the Tualatin Commons to make it safe and accessible. The Tualatin Splashpad Renovation consists of the two parts: (1) the purchase of equipment and materials, and (2) project construction. Resolution No. 5530-20 authorizes the purchase of the equipment and materials. The Project construction bid award is scheduled to be considered by Council at the January 11, 2021 meeting.

Utilizing Buy Board Interstate Cooperative Procurement is expected to provide savings on the purchase of the splashpad equipment and materials. Funding for Tualatin Commons Splashpad construction project is in the 2020/21 budget, and matched by the State of Oregon, Parks & Recreation Department Local Government Grant program funds. The project is scheduled to begin in the winter of 2020, and completed by spring of 2021.

OUTCOMES OF DECISION:

Approval of the resolution will allow the purchase of splashpad equipment in order to be ready for the Tualatin Commons Splashpad project construction, which is currently in the bid process.

FINANCIAL IMPLICATIONS:

The project funds are approved and allocated in the 2020/21 budget, and matched by state grant funds.

ATTACHMENTS:

Resolution No. 5530-20

RESOLUTION NO. 5530-20

A RESOLUTION AUTHORIZING THE PURCHASE OF SPLASHPAD EQUIPMENT AND MATERIALS THROUGH INTERSTATE COOPERATIVE PROCUREMENT

WHEREAS, the City is a member of Buy Board national purchasing cooperative program;

WHEREAS, as required by ORS 279A.220, the City provided notice in the Daily Journal of Commerce on December 2, 2020 indicating its intent to award a contract through an interstate cooperative procurement;

WHEREAS, the City provided at least seven days for vendors who would otherwise be prospective bidders or proposers on the contract an opportunity to comment on the City's intent to establish a contract through an interstate cooperative procurement;

WHEREAS, the City did not receive any comments;

WHEREAS, the procurement complied with the City's and State public contracting requirements; and

WHEREAS, the City wishes to award the contract through an interstate cooperative procurement.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City awards an authorization to Vortex USA for the purchase of Tualatin Commons Splashpad equipment and materials for \$171,605.85, under the terms and conditions of the cooperative procurement Buy Board.

Section 2. The City Manager is authorized to execute any and all documents necessary to effectuate the procurement.

Section 3. This resolution is effective upon adoption.

Adopted by the City Council this 14 day of December, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder



City of Tualatin

CITY OF TUALATIN
Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Kelsey Lewis, Deputy Program Manager, Public Works
Richard Mueller, Parks Planning and Development Manager

DATE: 12/14/2020

SUBJECT:
Consideration of the System Development Charge Annual Reports for Fiscal Year 2019-20

RECOMMENDATION:
Staff recommends that Council accept the attached reports for the Water, Sewer, Storm, TDT, and Parks System Development Charges.

EXECUTIVE SUMMARY:
Council established the current Sewer, Storm and Water SDCs in 1991, and the Transportation Development Tax in 2010. The Parks SDC was adopted in 2019.

The attached reports fulfill the requirement of ORS 223.311 to provide an annual accounting of the SDCs and to recommend any changes to the SDC Chapter of the Tualatin Municipal Code.

ATTACHMENTS:

A- FY 2019-20 SDC Reports

CITY OF TUALATIN
WATER SYSTEM DEVELOPMENT CHARGE (SDC) REPORT
Annual Report for Fiscal Year 2019/20

Introduction

In 1991, the City of Tualatin adopted Ordinance 833-91, which established a System Development Charge (SDC) for connection to the City of Tualatin water system. This SDC fee was based on projected needs of the system and the portion of the system's projected needs that were attributable to growth in the City which placed an additional demand on the water system.

An update to the Water SDC Methodology was approved on December 8, 2003. Beginning February 1, 2005 and each February 1st thereafter, the water SDC automatically increased according to the Engineering News Record Construction Cost Index. These provisions are incorporated into the Tualatin Municipal Code Section 2-06.

In addition to the annual indexing in February 2018, in June 2018 an additional increase was approved by Council on Resolution 5374-18 to enact the recommendation included in the 2013 master plan. The rate increased from \$4,132 to \$4,428 per EDU.

Purpose

The purpose of this report is to fulfill the requirements of ORS 223.311, which requires an annual accounting of SDCs to be performed, and to recommend any changes in the Water SDC as adopted by the City of Tualatin.

Revenue

During the period of this report (July 1, 2019 to June 30, 2020) the City of Tualatin collected \$176,619.00 in Water SDC fees in accordance with Ordinance 833-91. Interest earned on the SDC fees was \$27,314.17.

Credits

No credits were used towards the payment of Water SDCs in fiscal year 2019/20.

Expenditures

The Water SDC fees were determined by the ordinance methodology and retained in the Water Development (Water SDC) Fund. Any unspent funds are available to be used on projects in the next fiscal year and will become part of the beginning fund balance.

Projects funded in fiscal year 2019/20 by the Water SDC revenues were as follows:

| Project Description | SDC Amount |
|--|-------------------|
| 1. Water Master Plan Update (36% of project costs- project continues into FY 2020/21) | \$11,018.16 |
| 2. Blake to 115 th Waterline (36% of project costs- project continues into FY 2020/21) | \$45,549.21 |
| 3. B2 Reservoir Assessment (36% of project costs) | \$5,408.44 |
| 4. C1 Water Reservoir (36% of project costs) | \$230.40 |
| 5. Transfer to General Fund (Costs associated with management of Water SDC) | \$7,500.00 |
| 6. Transfer to Building Fund (Costs associated with processing SDCs by Building Division) | \$26,250.00 |
| <hr/> | |
| Total Expenditures | \$95,956.21 |

Recommendation

Staff recommends that Council accept this report and have the City Engineer continue to monitor issues that may arise and review their impact on the Water SDCs. No change to methods, procedures or fees as outlined in Ordinance 833-91 is recommended at this time.

CITY OF TUALATIN
SEWER SYSTEM DEVELOPMENT CHARGE (SDC) REPORT
Annual Report for Fiscal Year 2019/20

Introduction

According to Tualatin Municipal Code, Chapter 2-6-060, System Development Charges (SDCs) for each type of capital improvement provided by the City may be created and shall be established by resolution of the Council. The Sewer SDC fee was established by intergovernmental agreement with Clean Water Services in which the City collects the revenue, remitting 96% to Clean Water Services and retaining 4%. The fee is based on projected needs of the system and the portion of the system's projected needs that were attributable to growth in the City which placed an additional demand on the sewer system.

Purpose

The purpose of this report is to fulfill the requirements of ORS 223.311, which requires an annual accounting of SDCs to be performed, and to recommend any changes in the Sewer SDC as adopted by the City of Tualatin.

Revenue

During the period of this report (July 1, 2019 to June 30, 2020) the City of Tualatin collected \$616,535.56 in Sewer SDC fees. Interest earned on the SDC fees was \$79,790.58.

Credits

No credits were used towards the payment of Sewer SDC in fiscal year 2019/20.

Expenditures

The Sewer SDC fees are determined by the Clean Water Services methodology and retained in the Sewer Development (Sewer SDC) Fund. Any unspent funds are available to be used on projects in the next fiscal year and will become part of the beginning fund balance.

Projects funded in fiscal year 2019/20 by the Sewer SDC revenues were as follows:

| | |
|--|-------------------|
| 1. Sewer Master Plan Update/SDC Rate Study | \$8,564.26 |
| 2. Transfer to General Fund (Costs associated with management of Sewer SDC) | \$19,970.00 |
| 3. Transfer to Building Fund (Costs associated with processing SDCs by Building Division) | \$18,750.00 |
| <hr/> Total Expenditures | <hr/> \$47,284.26 |

Recommendation

It is recommended the Council accept this report and have the City Engineer continue to monitor issues that may arise and review their impact on the Sewer SDCs. No change to methods, procedures or fees as outlined in Tualatin Municipal Code is recommended at this time.

CITY OF TUALATIN
STORM SYSTEM DEVELOPMENT CHARGE (SDC) REPORT
Annual Report for Fiscal Year 2019/20

Introduction

According to Tualatin Municipal Code, Chapter 2-6-060, System Development Charges (SDCs) for each type of capital improvement provided by the City may be created and shall be established by resolution of the Council. In 1991, the Storm SDC fee was established in Resolution 2666-91, adopting the methodology used by Clean Water Services (then called United Sewerage Services). It is based on projected needs of the system and the portion of the system's projected needs that were attributable to growth in the City which placed an additional demand on the storm drain system.

Purpose

The purpose of this report is to fulfill the requirements of ORS 223.311, which requires an annual accounting of SDCs to be performed, and to recommend any changes in the Storm SDC as adopted by the City of Tualatin.

Revenue

During the period of this report (July 1, 2019 to June 30, 2020) the City of Tualatin collected \$31.19 in storm quantity fees and \$35,519.92 in storm quality fees for a total of \$35,551.11 in Storm SDC fees. Interest earned on the SDC fees was \$11,553.95.

Credits

No credits were used towards the payment of Storm SDCs in fiscal year 2019/20.

Expenditures

The Storm SDC fees were determined by the Clean Water Services methodology and retained in the Storm Development (Storm SDC) Fund. Any unspent funds are available to be used on projects in the next fiscal year and will become part of the beginning fund balance.

Projects funded in fiscal year 2019/20 by Storm SDC revenues were as follows:

| Project Description | SDC Amount |
|--|-------------------|
| 1. Stormwater Master Plan Update | \$9,585.18 |
| 2. Transfer to General Fund (Costs associated with management of Storm SDC) | \$1,280.00 |
| 3. Transfer to Building Fund (Costs associated with processing SDCs by Building Division) | \$11,250.00 |
| <hr/> Total Expenditures | <hr/> \$22,115.18 |

Recommendation

Staff recommends that Council accept this report and have the City Engineer continue to monitor issues that may arise and review their impact on the Storm SDCs. No change to methods, procedures or fees as outlined in Municipal Code is recommended at this time.

CITY OF TUALATIN
TRANSPORTATION DEVELOPMENT TAX (TDT) REPORT
Annual Report for Fiscal Year 2019/20

Introduction

In 2010, the City of Tualatin adopted Ordinance 1301-10, which established a Transportation Development Tax (TDT) for which all development must pay to help fund transportation projects in the City of Tualatin. This is a direct adoption of Washington County's TDT and applies throughout the City, whether in Washington or Clackamas County. It is incorporated into the Tualatin Municipal Code in 2-8, Transportation Development Tax.

Purpose

The purpose of this report is to fulfill the requirements of ORS 223.311, which requires an annual accounting of system development charges to be performed (the TDT being a kind of system development charge), and to recommend any changes in the TDT as adopted by the City of Tualatin.

Revenue

During the period of this report (July 1, 2019 to June 30, 2020) the City of Tualatin collected \$1,542,796.36 in TDTs for Washington County and \$4,111.60 for Clackamas County for a total of \$1,546,907.96 in accordance with Ordinance 1301-10. Interest earned on the TDTs was \$230,308.45.

Credits

No TDT credits were used towards the payment of TDTs in Fiscal Year 2019/20.

Expenditures

The TDTs were determined by the ordinance methodology and retained in the Transportation Development Tax Fund. Any unspent funds are available to be used on projects in the next fiscal year and will become part of the beginning fund balance.

Projects funded in fiscal year 2019/20 by TDT revenues were as follows:

| <u>Project Description</u> | <u>SDC Amount</u> |
|--|--------------------------|
| 1. Transfer to General Fund (Costs associated with management of TDT) | \$29,730.00 |
| 2. Transfer to Building Fund (Costs associated with processing TDTs by Building Division) | \$18,750.00 |
| <hr/> Total Expenditures | <hr/> \$48,480.00 |

Recommendation

It is recommended the Council accept this report and have the City Engineer continue to monitor issues that may arise and review their impact on the TDT. No change to methods, procedures or fees as outlined in Ordinance 1301-10 is recommended at this time.

CITY OF TUALATIN
PARKS SYSTEM DEVELOPMENT CHARGE (SDC) REPORT
Annual Report for Fiscal Year 2019/20

Introduction

According to Tualatin Municipal Code, Chapter 2-6-060, System Development Charges (SDCs) for each type of capital improvement provided by the City may be created and shall be established by resolution of the Council. The Parks SDC fee was established in 1984, and updated as a part of the Parks and Recreation Master Plan and Park System Development Charge Methodology in 2019.

Purpose

The purpose of this report is to fulfill the requirements of ORS 223.311, which requires an annual accounting of SDCs to be performed, and to recommend any changes in the Parks SDC as adopted by the City of Tualatin.

Revenue

During the period of this report (July 1, 2019 to June 30, 2020) the City of Tualatin collected \$352,529.29 in Park SDC fees. Interest earned on the SDC fees was \$4,449.27.

Credits

There were no credits used towards the payment of Parks SDC in fiscal year 2019/20.

Expenditures

The Park SDC fees are determined by the ordinance methodology and retained in the Park Development (Parks SDC) Fund. Any unspent funds are available to be used on projects in the next fiscal year and will become part of the beginning fund balance.

Project Description

SDC Amount

| | |
|--|--------------|
| 1. Jurgens Park Expansion | \$24,929.66 |
| 2. Ice Age Tonquin Trail | \$1,450.00 |
| 3. Tualatin River Greenway Trail | \$12,147.19 |
| 4. Transfer to General Fund (Cost to Manage Parks SDC) | \$30,200.00 |
| 5. Transfer to Water Fund (Loan Repayment) Jurgens Park Expansion Property Purchase (Rife Property) | \$349,061.03 |

Total Expenditures

\$417,787.88

Recommendation

Staff recommends Council accept the report. The Parks and Recreation Director will continue to monitor issues that may arise and review any impact on Park SDCs. No proposed changes to methodology or procedures in the Tualatin Municipal Code are recommended at this time.



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Kim McMillan, Community Development Director
DATE: December 14, 2020

SUBJECT:

Consideration of **Resolution No. 5527-20** Authorizing the City Manager to Execute a Quitclaim Deed of a Public Utility Easement Located at the Intersection of SW 124th and 99W.

RECOMMENDATION:

Staff recommends Council adopt the resolution.

EXECUTIVE SUMMARY:

Under ORS 221.725, the City must hold a public hearing prior to conveying an interest in real property. The public hearing before Council on this date is to consider whether the City should relinquish its interest in an unused vehicle detector loop easement that is currently burdening two properties located near the intersection of SW 124th and 99W. The vehicle detector loop easement is no longer needed and has no value. The City is proposing to execute a quitclaim deed to relinquish its interest in the vehicle detector loop easement.

On June 23, 1993, the City obtained a public utility easement for the “right to construct, reconstruct, operate, and maintain vehicle detector loops” on Tax Lot 2200 and the southeast corner of Tax Lot 2203, located at the intersection of SW 124th and 99W. The easement was recorded as Washington County Document No. 93-046003. The City does not have a use for a vehicle detector loop easement at this location. The City also contacted the Oregon Department of Transportation (ODOT) to determine if ODOT had a need for the easement.

In the attached correspondence from ODOT, ODOT determined that all necessary vehicle loop detectors serving the signal at 124th/OR 99W “...are within the state right of way.” Furthermore, “ODOT has concluded that we do not have a need for the loop detector within the easement.”

The vehicle detector loop easement is not needed by the City and has no value. Staff recommends the Council adopt the resolution to authorize the City Manager to execute a quitclaim deed to remove an unnecessary encumbrance on private property that is no longer serving a public purpose.

OUTCOMES OF DECISION:

Adopting the resolution authorizes the City Manager to execute this quitclaim deed to relinquish the City’s interest in a vehicle detector loop easement that is no longer needed for a public purpose.

ALTERNATIVES TO RECOMMENDATION:

Council can decide not to approve the resolution and the vehicle detector loop will remain on private property.

FINANCIAL IMPLICATIONS:

NA

ATTACHMENTS:

Exhibit A: Vicinity Map

Exhibit B: Easement Vacation Exhibit and Detector Loop Exhibit

Exhibit C: Vehicle Detector Loop Easement to be Quitclaimed

Exhibit D: Preliminary Title Report

Exhibit E: Correspondence with ODOT

Exhibit F: Quitclaim Deed

Resolution 5527-20

RESOLUTION NO. 5527-20

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A QUITCLAIM DEED OF A PUBLIC UTILITY EASEMENT LOCATED AT THE INTERSECTION OF SW 124TH AVENUE AND OR 99W

WHEREAS, on June 23, 1993, the City obtained a public utility easement for the right to construct, reconstruct, operate, and maintain vehicle detector loops on Tax Lot 2200 and the southeast corner of Tax Lot 2203 to serve the intersection of SW 124th Avenue and Oregon 99W, recorded at Washington County Document No. 93-046003;

WHEREAS, neither ODOT, nor the City has a need for vehicle detector loops at this location;

WHEREAS, under ORS 221.725, the Council held a public hearing to consider authorizing the City Manager to execute a quitclaim deed to relinquish the City's interest in the public utility easement recorded at Washington County Document No. 93-046003;

WHEREAS, the Council finds that the public utility easement recorded at Washington County Document No. 93-046003 is no longer needed for a public purpose; and

WHEREAS, the Council finds it is in the best interest of the City and the public to execute a quitclaim deed to relinquish the City's interest the public utility easement recorded at Washington County Document No. 93-046003.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute a Quitclaim Deed to relinquish the City's interest in the public utility easement recorded at Washington County Document No. 93-046003.

Section 2. The resolution is effective upon adoption.

ADOPTED by the City Council this 14th day of December, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

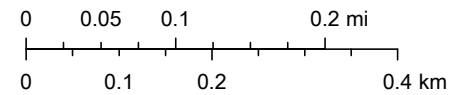
BY _____
City Recorder



August 20, 2019

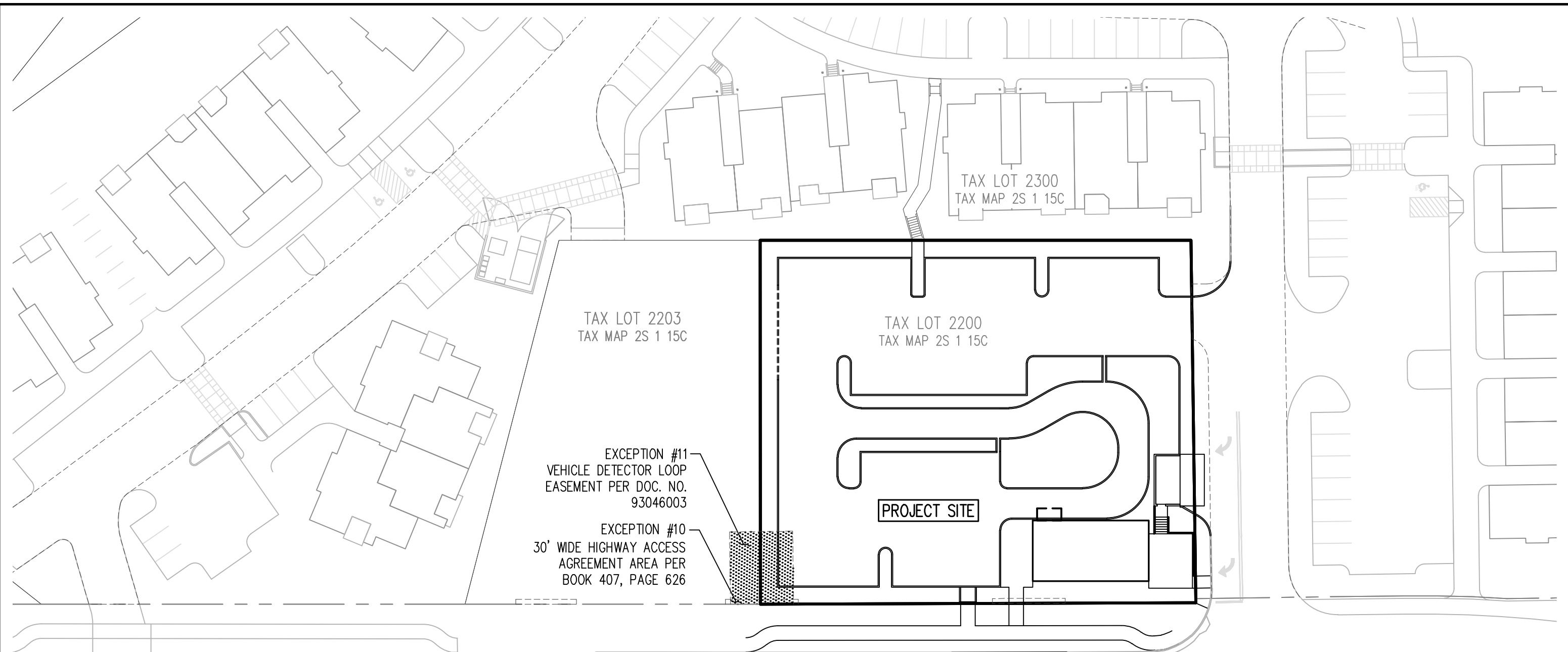
- ⬜ City Boundary
- ⬜ Taxlots
- ★ Project Site
- ⬜ Planning Area Boundary

1:11,577



Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri,

CityofTualatin

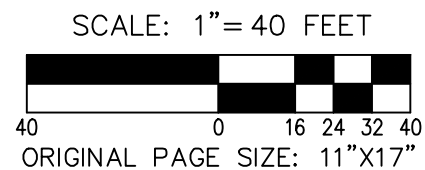
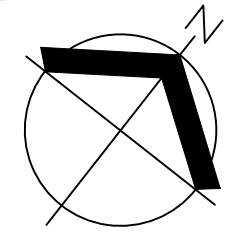


PACIFIC HWY WEST (OR99W) (SW PACIFIC HWY)

LEGEND

EXISTING EASEMENT

EXISTING EASEMENT TO BE VACATED



DATE: 10/08/2019

| | |
|---|--|
| EASEMENT VACATION EXHIBIT | EXHIBIT |
| RIVER RIDGE ADDITION | A |
| AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com | DRWN: WJD CHKD: CEG AKS JOB: 6892 |

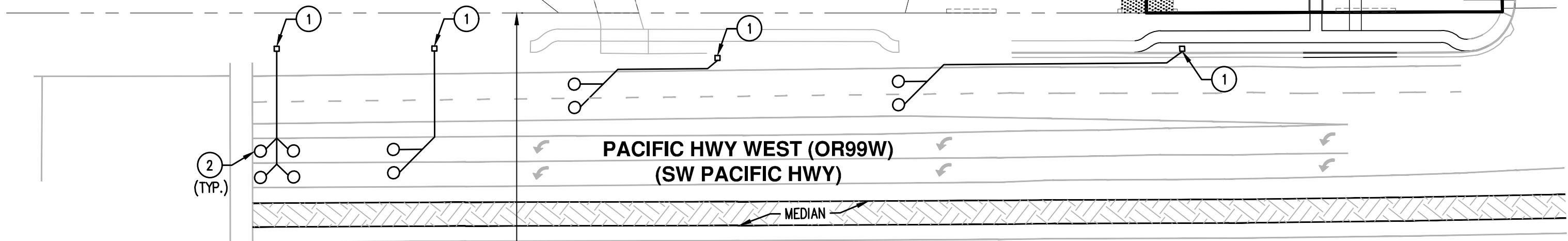
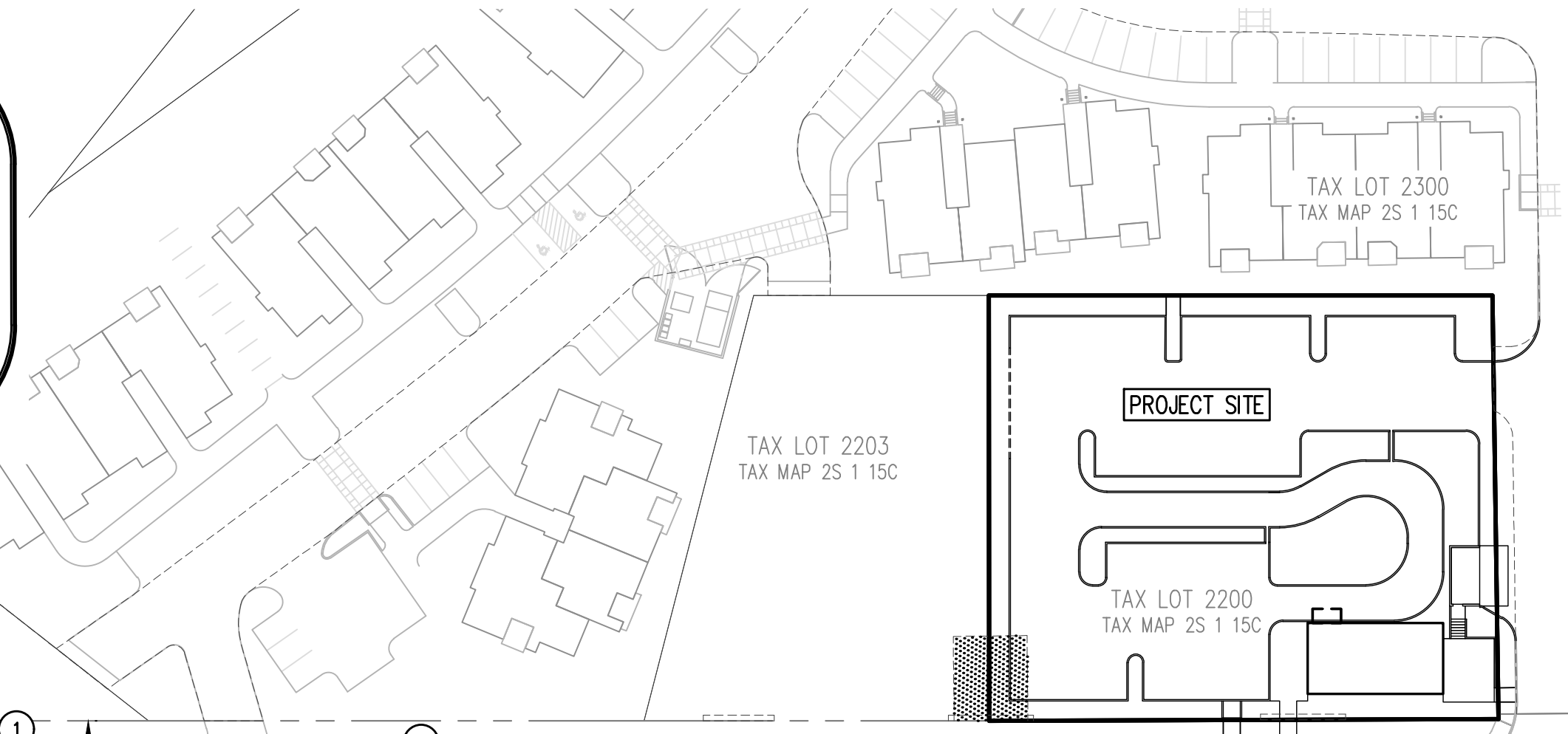


LEGEND

- EXISTING EASEMENT -----
- RIGHT-OF-WAY -----
- DETECTOR WRING —————
- EXISTING EASEMENT TO BE VACATED [Hatched Box]

KEYED NOTES:

1. APPROXIMATE LOCATION OF EXISTING DETECTOR LOOP JUNCTION BOX
2. APPROXIMATE LOCATION OF EXISTING VEHICLE DETECTOR LOOP

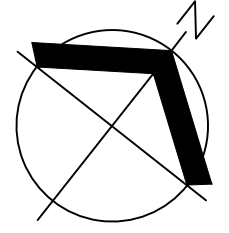


**PACIFIC HWY WEST (OR99W)
(SW PACIFIC HWY)**

MEDIAN

OR99W
RIGHT-OF-WAY

**SW 124TH
AVENUE**



SCALE: 1" = 50 FEET



ORIGINAL PAGE SIZE: 11"X17"

DATE: 10/08/2019

| | | |
|---|--|---|
| DETECTOR LOOP EXHIBIT | | EXHIBIT |
| RIVER RIDGE ADDITION | | B |
| AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com | | DRWN: WJD CHKD: CEG AKS JOB: 6892 |



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8
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JUN 1 1 1993

93046003
Washington County



CITY OF TUALATIN

PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000

COVER PAGE FOR RECORDING

Name(s) of Transaction(s): Vehicle Detector Loop Easement

Names of Person (Grantor, Grantee, etc.): _____

Grantor: Gregory L. Collins & Kathleen E. Collins

Grantee: City of Tualatin

After recording, return to: **CITY OF TUALATIN
ADMINISTRATIVE SECRETARY
PO BOX 369
TUALATIN OR 97062-0369**

Consideration Statement: Ø

Until a change is requested, all tax statements shall be sent to the following address:

tax exempt

NOTE: The map referred to as attached is not reproducible, but it is on file and available at the City of Tualatin.

ARC1\RECORDOV.FRM (8/18/92)

CA-93-10

1-5
LOCATED AT: 18880 SW Martinazzi Avenue

CITY OF TUALATIN, OREGON
VEHICLE DETECTOR LOOP EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that _____
Gregory L. Collins and Kathleen E. Collins
hereinafter called the GRANTOR, does hereby grant unto the City of
Tualatin, hereinafter called the CITY, its successors in interest
and assigns, the permanent right to construct, reconstruct, operate
and maintain vehicle detector loops on the following described
land (map attached):

Southwest 1/4 of Section 15, Township 2 South, Range 1
West of the Willamette Meridian, Washington County,
Oregon, said easement being more particularly described
as follows:

Commencing at the southwest corner of said Section 15 and
proceeding along the south line thereof South 88°40'17"
East 367.98 feet; thence at right angles to said south
line North 1°19'43" East 173.79 feet to the northwesterly
line of S.W. Pacific Highway (99W) and the Point of
Beginning for the following described easement; thence
North 37°28'40" West 31.70 feet; thence parallel with
said S.W. Pacific Highway North 52°31'20" East 26.00
feet; thence South 37°28'40" East 31.70 feet to said line
of S.W. Pacific Highway; thence South 52°31'20" West
26.00 feet to the Point of Beginning.

TO HAVE AND TO HOLD, the above described easement unto the
CITY, its successors in interest and assigns forever.

GRANTOR reserves the right to use the surface of the land for
walkways, plantings, parking, and related uses. Such uses
undertaken by the GRANTOR shall not be inconsistent or interfere
with the use of the subject easement area by the CITY. No building
or utility shall be placed upon, under, or within the property
subject to the foregoing easement during the term thereof, however,
without the written permission of the CITY.

Upon completion of the construction, the CITY shall hold the
GRANTOR harmless against any and all loss cost or damage arising
out of the exercise of the rights granted herein.

The true consideration of this conveyance is None and
other good and valuable consideration, the receipt of which is
hereby acknowledged by GRANTOR.

2

JUN 11 1993

And the GRANTOR above named hereby covenants to and with the CITY, and CITY'S successors in interest and assigns that GRANTOR is lawfully seized in fee simple of the above granted premises, free from all encumbrances except trust deed dated May 23, 1992 and recorded as Document #91-26951 and re-recorded June 7, 1992 as Document #91-29625 and that GRANTOR and their heirs and personal representatives shall warrant and forever defend the said premises and every part thereof to the CITY, its successors in interest and assigns against the lawful claims and demands of all persons claiming by, through, or under the GRANTOR.

JUN 11 1993

WITNESS our hands and seals this 6th day of OCTOBER, 1992

Gregory L. Collins
Signature
Gregory L. Collins
Name (print or type)
OWNER
Title

Kathleen E. Collins
Signature
Kathleen E. Collins
Name (print or type)
OWNER
Title

STATE OF OREGON)
County of Washington) ss

On this 6th day of October, 1992, before me, the undersigned, a Notary Public, personally appeared GREGORY L. COLLINS & KATHLEEN E. COLLINS and acknowledged the foregoing instrument to be their voluntary act and deed.



Before me: Michael A. Stone
Notary Public for Oregon

My commission expires: 9/11/94

CITY OF TUALATIN, OREGON
By: Stephen A. Rhodes
City Manager

cr:\vp\esa\vehDet.ess

The undersigned City Manager of the city of Tualatin, being duly authorized and directed by the Council of the City of Tualatin, pursuant to Ordinance 787-89, does hereby approve and accept the foregoing Vehicle Detector Loop Easement (CD-93-10)

on behalf of the City of Tualatin.
Dated this 3rd day of June, 1993.
Stephen A. Rhodes
City Manager

After recording, return to:
City of Tualatin
P.O. Box 369
Tualatin, OR 97062

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VEHICLE DETECTOR LOOP EASEMENT

Gregory L. Collins & Kathleen E. Collins

CD-93-10

JUN 11 1993

STATE OF OREGON }
County of Washington } SS

I, Jerry R. Hanson, Director of Assessment and Taxation and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

Jerry R. Hanson, Director of Assessment and Taxation, Ex-Officio County Clerk

Doc : 93046003
Rect: 101716 33.00
06/11/1993 01:19:01PM

5



1433 SW 6th Ave.
Portland, OR 97201
Phone: (503)646-4444 / Fax: (503)469-4198

MWIC Tualatin Retail, LLC, an Oregon limited liability
company
201 Ferry Street SE, Suite 400
Salem, OR 97301

Date: July 25, 2019
Order No.: 36261803170-MD
Property: 17905 SW Pacific Highway
Tualatin, OR 97062

MWIC Tualatin Retail, LLC, an Oregon limited liability company

Thank you for choosing Tigor Title Company of Oregon to provide your title insurance. Attached, please find the following:

Owners Policy

Thank you for allowing us the opportunity to provide for your title and escrow needs. Please let us know if there is anything more we can do.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads 'Mark Davison'. The signature is written in a cursive style and is positioned above the printed name and title.

Mark Davison
Title Officer
Mark.Davison@titlegroup.fntg.com

OWNER'S POLICY OF TITLE INSURANCE

Issued By:

Policy Number:



CHICAGO TITLE
INSURANCE COMPANY

36261803170

Any notice of claim and any other notice or statement in writing required to be given to the Company under this Policy must be given to the Company at the address shown in Section 18 of the Conditions.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, CHICAGO TITLE INSURANCE COMPANY, a Florida corporation (the "Company") insures, as of Date of Policy and, to the extent stated in Covered Risks 9 and 10, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
 - (a) A defect in the Title caused by
 - (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
 - (ii) failure of any person or Entity to have authorized a transfer or conveyance;
 - (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
 - (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
 - (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
 - (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
 - (vii) a defective judicial or administrative proceeding.
 - (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
 - (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.
5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (a) the occupancy, use, or enjoyment of the Land;
 - (b) the character, dimensions, or location of any improvement erected on the Land;
 - (c) the subdivision of land; or
 - (d) environmental protectionif a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.

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- 6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.
- 7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
- 8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.
- 9. Title being vested other than as stated in Schedule A or being defective
 - (a) as a result of the avoidance in whole or in part, or from a court order providing an alternative remedy, of a transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction vesting Title as shown in Schedule A because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or
 - (b) because the instrument of transfer vesting Title as shown in Schedule A constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records
 - (i) to be timely, or
 - (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.
- 10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this Policy, but only to the extent provided in the Conditions.

IN WITNESS WHEREOF, CHICAGO TITLE INSURANCE COMPANY has caused this policy to be signed and sealed by its duly authorized officers.

Issuing Office or Agent:
Ticor Title Company of Oregon
 1433 SW 6th Ave.
 Portland, OR 97201
 (503)646-4444 FAX (503)469-4198

Chicago Title Insurance Company



By: _____
[Handwritten Signature]

President

Attest: _____
[Handwritten Signature]

Secretary

Countersigned By:

[Handwritten Signature]
 Authorized Officer or Agent

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EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

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SCHEDULE A

Name and Address of Title Insurance Company: Chicago Title Insurance Company
 c/o Mark Davison
 Ticor Title Company of Oregon
 1433 SW 6th Ave.
 Portland, OR 97201

Address Reference: 17905 SW Pacific Highway, Tualatin, OR 97062

| Date of Policy | Amount of Insurance | Premium |
|---------------------------|---------------------|------------|
| July 19, 2019 at 12:53 AM | \$640,066.00 | \$1,562.00 |

1. Name of Insured:

MWIC Tualatin Retail, LLC, an Oregon limited liability company

2. The estate or interest in the Land that is insured by this policy is:

A Fee

3. Title is vested in:

MWIC Tualatin Retail, LLC, an Oregon limited liability company

4. The Land referred to in this policy is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

END OF SCHEDULE A

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SCHEDULE B EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses that arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests or claims, which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, which are not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the Land onto adjoining land or of existing improvements located on adjoining land onto the subject Land), encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the subject Land.
5. Any lien or right to a lien for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

SPECIFIC ITEMS AND EXCEPTIONS:

6. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2019-2020.
7. Limited access to and from the Land as set forth in Deed shown below, which provides that there shall be no right of easement or right of access to, from or across the State Highway other than as expressly provided for in said Deed:

Grantor: Angelo Ed Garcia also known as Angelo E. Garcia and Loretta L. Garcia
 Grantee: State of Oregon, by and through its State Highway Commission
 Recording Date: July 6, 1953
 Recording No.: Book 346 Page 464

Amendment(s)/Modification(s) of said covenants, conditions and restrictions

Recording Date: August 8, 1958
 Recording No: Book 407 Page 626

8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: City of Tualatin
 Purpose: Vehicle detector loop
 Recording Date: June 11, 1993
 Recording No: 93046003

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SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

9. Construction, Access and Maintenance Easement Agreement including the terms and provisions thereof

Executed by: MWIC Tualatin, LLC, Reza Lankarani and Farah Pakseresht, as tenants by the entirety,
Roamer's Rest R.V. Park, LLC, Sean P. Casey, Estate of Loretta L. Garcia and Robert Osborne
Recording Date: December 9, 2014
Recording No.: 2014-078678

Amendment(s)/Modification(s) of said agreement

Recording Date: June 11, 2015
Recording No: 2015-045880

END OF SCHEDULE B

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**EXHIBIT "A"
LEGAL DESCRIPTION**

A part of Lot 42, HAZELBROOK FARM, in the City of Tualatin, County of Washington and State of Oregon, lying Westerly of the tract conveyed to Angelo Ed Garcia, et ux, by deed recorded in Book 252, Page 545, described as follows:

Beginning at an iron pipe on the Northwestern right of way line of Westside Pacific (State) Highway, which iron pipe bears North 89°52' East, 143.4 feet and North 51°48' East, 175.0 feet from the Southwest corner of Lot 42, is also the Southwest corner of Section 15, Township 2 South, Range 1 West of the Willamette Meridian; thence North 51°48' East along the Northwestern line of said highway, 250.5 feet; thence North 51°5' along said highway, 50.7 feet to an angle corner of said premises; thence North 39°00' West along the line of said premises, 150 feet; thence Southwesterly parallel with the Northwestern line of said highway, 260 feet, more or less, to the Westerly line thereof; thence South 23°45' East, 160 feet, more or less, to the place of beginning.

EXCEPTING THEREFROM the following:

Beginning at an iron pipe on the Northwestern right of way line of the Westside Pacific (State) Highway, which iron pipe bears North 89° 52' East, a distance of 143.4 feet and North 51°48' East, a distance of 175.0 feet from the Southwest corner of Lot 42, and which corner is also the Southwest corner of Section 15, Township 2 South, Range 1 West of the Willamette Meridian; thence from the described place of beginning, North 51°48' East along the Northwestern line of said highway, a distance of 121.7 feet; thence North 38°12' West, a distance of 150 feet; thence South 51°48' West, a distance of 81 feet, more or less, to the West line of said Garcia tract; thence South 23°45' East, a distance of 155 feet, more or less to the place of beginning.

AND FURTHER EXCEPTING THEREFROM that portion conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded July 6, 1953, in Book 346, Page 464.

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CONDITIONS**1. DEFINITION OF TERMS**

The following terms when used in this policy mean:

- (a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b), or decreased by Sections 10 and 11 of these Conditions.
- (b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.
- (c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.
- (d) "Insured": The Insured named in Schedule A.
 - (i) The term "Insured" also includes
 - (A) successors to the Title of the Insured by operation of law as distinguished from purchase, including heirs, devisees, survivors, personal representatives, or next of kin;
 - (B) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;
 - (C) successors to an Insured by its conversion to another kind of Entity;
 - (D) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title
 - (1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,
 - (2) if the grantee wholly owns the named Insured,
 - (3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity, or
 - (4) if the grantee is a trustee or beneficiary of a trust created by a written instrument established by the Insured named in Schedule A for estate planning purposes.
 - (ii) With regard to (A), (B), (C), and (D) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured.
- (e) "Insured Claimant": An Insured claiming loss or damage.
- (f) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.
- (g) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.
- (h) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.
- (i) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.
- (j) "Title": The estate or interest described in Schedule A.
- (k) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title to be released from the obligation to purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured hereunder of any claim of title or interest that is adverse to the Title, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

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(continued)

5. DEFENSE AND PROSECUTION OF ACTIONS

- (a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.
- (b) The Company shall have the right, in addition to the options contained in Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.
- (c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal from any adverse judgment or order.

6. DUTY OF INSURED CLAIMANT TO COOPERATE

- (a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose. Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.
- (b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

- (a) To Pay or Tender Payment of the Amount of Insurance.

To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay.

Upon the exercise by the Company of this option, all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in this subsection, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

- (b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.

(i) to pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or

(ii) to pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

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(continued)

8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

- (a) The extent of liability of the Company for loss or damage under this policy shall not exceed the lesser of
 - (i) the Amount of Insurance; or
 - (ii) the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy.
- (b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title, as insured,
 - (i) the Amount of Insurance shall be increased by Ten percent (10%), and
 - (ii) the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.
- (c) In addition to the extent of liability under (a) and (b), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

9. LIMITATION OF LIABILITY

- (a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.
- (b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title, as insured.
- (c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment.

11. LIABILITY NONCUMULATIVE

The Amount of Insurance shall be reduced by any amount the Company pays under any policy insuring a Mortgage to which exception is taken in Schedule B or to which the Insured has agreed, assumed, or taken subject, or which is executed by an Insured after Date of Policy and which is a charge or lien on the Title, and the amount so paid shall be deemed a payment to the Insured under this policy.

12. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within thirty (30) days.

13. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT

- (a) Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

- (b) The Company's right of subrogation includes the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

14. INTENTIONALLY DELETED**15. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT**

- (a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this policy, this policy shall be construed as a whole.
- (b) Any claim of loss or damage that arises out of the status of the Title or by any action asserting such claim shall be restricted to this policy.
- (c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.
- (d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

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(continued)

16. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

17. CHOICE OF LAW; FORUM

(a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

(b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

18. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at:

Chicago Title Insurance Company
P.O. Box 45023
Jacksonville, FL 32232-5023
Attn: Claims Department

END OF CONDITIONS

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Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

December 14, 2018

ODOT #8704

ODOT Response

| | |
|---|---------------------------------|
| Project Name: Rivers Ridge Addition | Applicant: Chuck Gregory |
| Jurisdiction: City of Tualatin | State Highway: OR 99W |
| Site Address: 17950 SW Pacific Hwy, Tualatin, OR | |

The site of this proposed land use action is adjacent to OR 99W. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

There is a note that there is a loop detector in an easement located on this site. ODOT has reviewed the loops for the signal at 124th/OR 99W and determined that all the ones we need are within the state right of way. It is unclear what the purpose of the loop detector located in the easement on private property would be for. ODOT has concluded that we do not have a need for the loop detector within the easement.

The applicant is proposing to have access to the state highway using River Ridge driveway and close two access points to OR 99W which ODOT supports. The closures can be done without removing the access rights at the two access points.

The site plan shows a connection between tax lots 2203 and 2200 however, does not show closure of the driveway at TL 2203. The highway driveway serving tax lot 2203 is access controlled and surrounding tax lots do not have access rights to enter the highway at that location. Therefore, if the applicant is proposing TL 2203 and TL 2200 to have access at River Ridge driveway, then the plans need to show closure of both accesses west of River Ridge driveway.

The proposed commercial use on the site will be a “change of use” of the highway access if the site generates 50 or more AM or PM peak hour trips. Assuming that the propose use is a coffee stand with drive through, the “change of use” threshold would be met and a new ODOT Approach Road Permit must be obtained for the new use. TIA should indicate the trip generation of proposed site during the peak hour of the site so ODOT can determine whether or not it is s change of use.

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Note: Design Exception Requests may take up to 3 months to process.

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

Traffic Impacts

- The applicant shall submit a traffic impact analysis to assess the impacts of the proposed use on the State highway system. The analysis must be conducted by a Professional Engineer registered in Oregon. **Contact the ODOT Traffic representative identified below and the local jurisdiction to scope the study.**

Frontage Improvements and Right of Way

- Curb, sidewalk, cross walk ramp(s) bikeways and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards.
- Right of way deeded to ODOT as necessary to accommodate the planned cross section shall be provided. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.

Note: It may take up to **3 months** to transfer ownership of property to ODOT.

Access to the State Highway

- If it is determined that a “change of use” is triggered with the proposed development, a State Highway Approach Road Permit from ODOT for access to the state highway or written determination (e-mail, fax or mail acceptable) from ODOT that the existing approach is legal for the proposed use is required. Truck turning templates shall be provided as needed to ensure vehicles can enter and exit the approach safely. Site access to the state highway is regulated by OAR 734.51. For application information go to <http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx>.

Note: It may take **2 to 3 months** to process a State Highway Approach Road Permit.

Permits and Agreements to Work in State Right of Way

- An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

Note: If a CIA is required, it may take up to **6 months** to process.

- ☒ The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with the ODOT Highway Design Manual section 4.2.6 (http://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/HDM_04-Cross-Sections.pdf).

If proposed tree placement deviate from ODOT standards (such as placement in a planter strip), a Design Exception Request for clear zone must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval.

Note: It may take up to **3 months** to process a Design Exception.

- ☒ Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, which states that local jurisdictions must enter into an Intergovernmental Agreement (IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.

- ☒ An ODOT Miscellaneous Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

Please send a copy of the Land Use Notice to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

Region1_DEVREV_Applications@odot.state.or.us

| | |
|---|---|
| Development Review Planner: Marah Danielson | 503.731.8258, marah.b.danielson@odot.state.or.us |
| Traffic Contact: Avi Tayar, P.E. | 503.731.8221 |
| District Contact: | D2BUP@odot.state.or.us |

MAIL TAX STATEMENTS TO:

No Change

AFTER RECORDING RETURN TO:

Alan M. Sorem
Saalfeld Griggs PC
PO Box 470
Salem, OR 97308

**STATUTORY QUITCLAIM DEED
(TERMINATION OF EASEMENT)**

This STATUTORY QUITCLAIM DEED is by and between *City of Tualatin*, an Oregon municipal corporation, "**Grantor**," and *MWIC Tualatin Retail, LLC*, an Oregon limited liability company, "**Grantee**."

RECITALS:

- A.** On October 6, 1992, Grantee's successor-in-interest, as grantor, and Grantor, as grantee, entered into that certain Vehicle Detector Loop Easement (the "**Easement**") for the property described in *Exhibit A*, which is attached hereto and incorporated herein by this reference.
- B.** Grantor has discovered there is no longer a public need for the Easement interest.
- C.** The Easement was recorded on June 11, 1993 in the real property records of Washington County, Oregon at Recording No. 93046003.
- D.** Grantor is currently the sole holder of any interest in the Easement, and it is the intent of the parties to hereby terminate the Easement.

THEREFORE, Grantor hereby releases and quitclaims to Grantee all right, title, and interest in the Vehicle Detector Loop Easement recorded on October 6, 1992, Washington County Recording No. 93046003, for the property described in Exhibit A and Grantor further agrees to terminate the Easement.

The true and actual consideration paid for this conveyance is Zero Dollars (\$0). However, the actual consideration consists of or includes other property or value given or promised which is the whole of the consideration.

The following is the notice as required by Oregon law: "BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424,

OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.”

Dated this ____ day of _____, 2020.

CITY OF TUALATIN:

By: _____
Sherilyn Lombos, City Manager

STATE OF OREGON)
) ss.
County of _____)

This instrument was acknowledged before me on _____, 2020, by Sherilyn Lombos, City Manager of City of Tualatin, an Oregon municipal corporation.

Notary Public for Oregon
My Commission Expires: _____

EXHIBIT A LEGAL DESCRIPTION

A part of Lot 42, HAZELBROOK FARM, in the City of Tualatin, County of Washington and State of Oregon, lying Westerly of the tract conveyed to Angelo Ed Garcia, et ux, by deed recorded in Book 252, Page 545, described as follows:

Beginning at an iron pipe on the Northwestern right of way line of Westside Pacific (State) Highway, which iron pipe bears North 89°52' East, 143.4 feet and North 51°48' East, 175.0 feet from the Southwest corner of Lot 42, is also the Southwest corner of Section 15, Township 2 South, Range 1 West of the Willamette Meridian; thence North 51°48' East along the Northwestern line of said highway, 250.5 feet; thence North 51°5' along said highway, 50.7 feet to an angle corner of said premises; thence North 39°00' West along the line of said premises, 150 feet; thence Southwesterly parallel with the Northwestern line of said highway, 260 feet, more or less, to the Westerly line thereof; thence South 23°45' East, 160 feet, more or less, to the place of beginning.

EXCEPTING THEREFROM the following:

Beginning at an iron pipe on the Northwestern right of way line of the Westside Pacific (State) Highway, which iron pipe bears North 89° 52' East, a distance of 143.4 feet and North 51°48' East, a distance of 175.0 feet from the Southwest corner of Lot 42, and which corner is also the Southwest corner of Section 15, Township 2 South, Range 1 West of the Willamette Meridian; thence from the described place of beginning, North 51°48' East along the Northwestern line of said highway, a distance of 121.7 feet; thence North 38°12' West, a distance of 150 feet; thence South 51°48' West, a distance of 81 feet, more or less, to the West line of said Garcia tract; thence South 23°45' East, a distance of 155 feet, more or less to the place of beginning.

AND FURTHER EXCEPTING THEREFROM that portion conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded July 6, 1953, in Book 346, Page 464.

AR19-0004, River Ridge Parking Lot, Detector Loop Easement Quitclaim, 17905 SW Pacific Highway



Exhibit B – Easement Vacation Exhibit

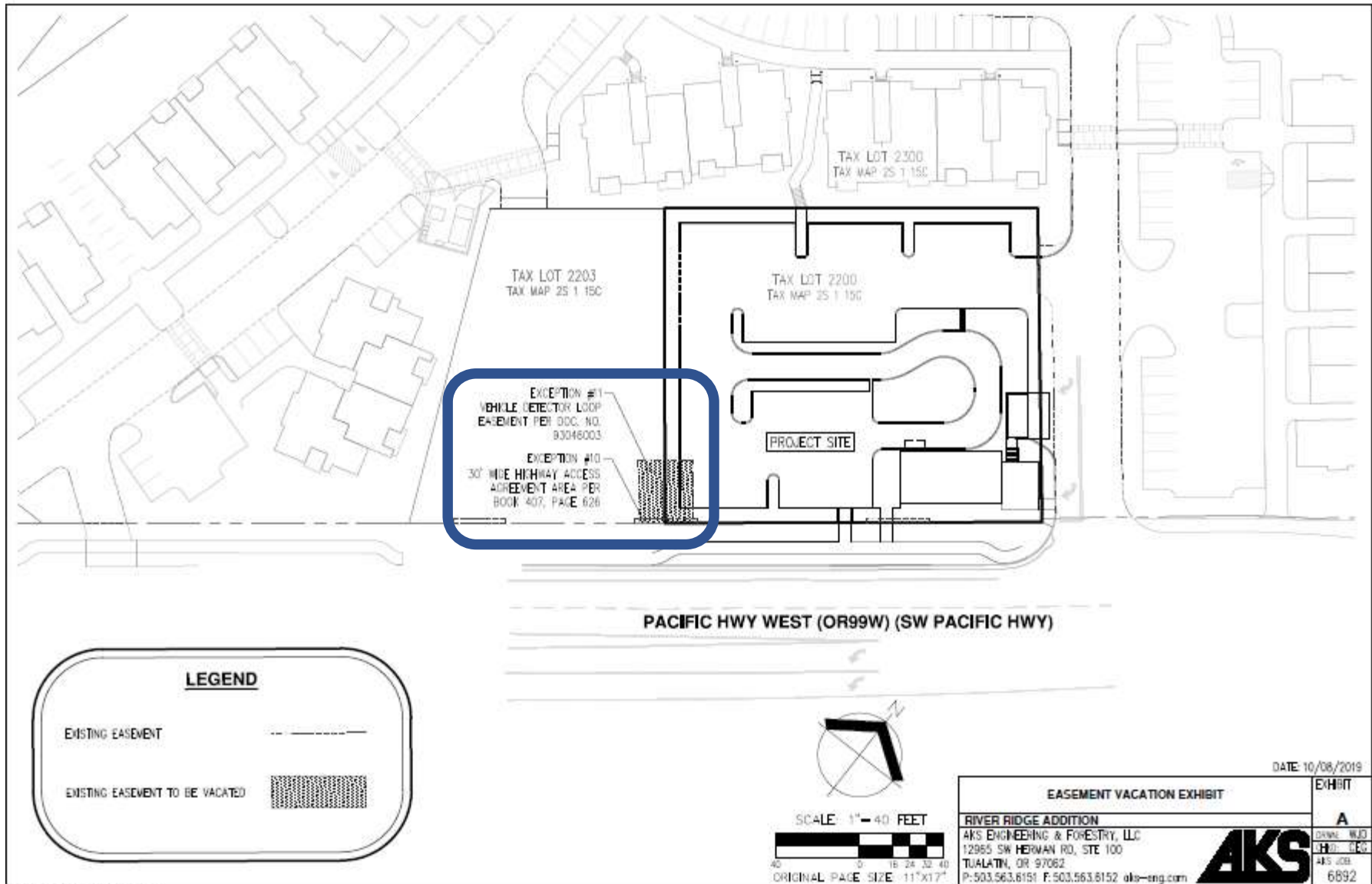
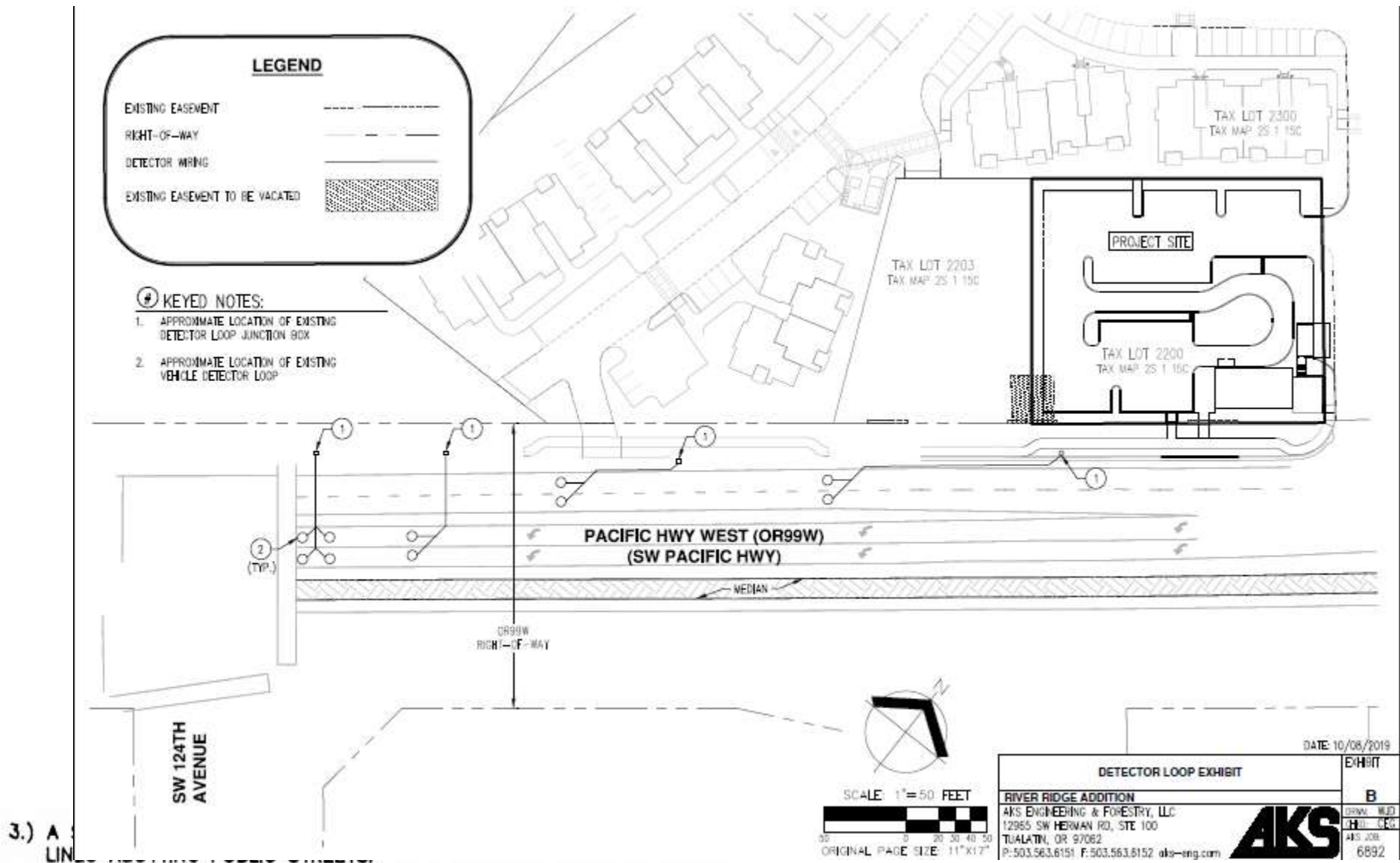


Exhibit B continued – Detector Loop Exhibit





City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager
Steve Koper, Assistant Community Development Director

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

DATE: December 14, 2020

SUBJECT:

Consideration of a Plan Text Amendment to update the Comprehensive Plan Housing Element, incorporate the 2019 Housing Needs Analysis, as well as reorganize and format the Comprehensive Plan (File No. PTA 20-0004 and Ordinance No. 1450-20).

RECOMMENDATION:

The Tualatin Planning Commission has forwarded a unanimous recommendation of approval of the Plan Text Amendment to the City Council.

EXECUTIVE SUMMARY:

The proposed amendments include an updated Housing Element to the Comprehensive Plan, and incorporation of the 2019 Housing Needs Analysis and Housing Strategies document (2019) developed through the Tualatin 2040 project. Chapter 3 (Housing) is the newly revised Housing Element, which expresses the community and Councils goals and policies for Tualatin's residential growth and housing. Also included are "Strategic Actions" which potential strategies or actions identified through the Tualatin 2040 project that would require additional community input and/or study before adoption as formal goals or policies.

Additional changes include a policy-neutral reorganization and reformatting of the remaining Plan language. The Plan (currently Chapters 1 through 30) would be reformatted into a stand-alone document with the application of the City's existing branding guidelines, consistent with best practices.

- 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 is reorganized in a policy-neutral fashion.
- Objectives and policies are organized into a Goals and Policies structure.
- Policy-neutral updates to language and references include broad deletion of outdated and extraneous data.
- Updates to the text of the Introduction of the Plan include more current information about Tualatin.
- Plan reformatted into a stand-alone document with photos from City's photo library and application of City's existing branding guidelines to enhance reader experience.

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 |

OUTCOMES OF DECISION:

Adoption of the proposed Plan Text Amendment (File No. PTA 20-0004 and Ordinance No. 1450-20) would update the City’s Housing Element, including newly revised housing policy, and reorganize and reformat the Comprehensive Plan into a stand-alone document.

ALTERNATIVES TO RECOMMENDATION:

Alternatively, Council may:

- Deny the proposed Plan Text Amendment;
- Propose modifications to the proposed Plan Text Amendment;
- Continue the discussion to a future hearing.

FINANCIAL IMPLICATIONS:

No financial implications are identified at this time.

Ordinance 1450-20

Exhibit 1: Comprehensive Plan Text and Maps

Exhibit 2: Findings and Analysis

Exhibit A – Housing Needs Analysis (2019)

Exhibit B – Housing Strategies (2019)

Exhibit C – Policy Priorities (2019)

Exhibit D – Text of Tualatin Community Plan (TDC Chapters 1-30)

ATTACHMENTS:

Attachment A—Staff Report

Attachment B—Council Presentation

Attachment C—Comparison document tracking changes to Comprehensive Plan language

Attachment D—Conceptual Design Draft (for illustration purposes)

Attachment E—Public Comments

ORDINANCE NO. 1450-20

AN ORDINANCE RELATING TO LAND USE; ESTABLISHING A SEPARATE COMPREHENSIVE PLAN DOCUMENT; DELETING TUALATIN DEVELOPMENT CODE CHAPTERS 1 THROUGH 16, 20, AND 30; AMENDING THE HOUSING ELEMENT OF THE COMPREHENSIVE PLAN; AND AMENDING TUALATIN DEVELOPMENT CODE CHAPTERS 33, 38, 39, 40, 41, 42, 43, 44, 50, 52, 54, 56, 58, 60, 61, 62, 63, 64, 73G, 74, APPENDIX A (MAPS), AND APPENDIX B (FIGURES) (PTA 20-0004).

WHEREAS, the City currently has a unified comprehensive plan and development code within the Tualatin Development Code;

WHEREAS, the City wishes to create a separate Comprehensive Plan document;

WHEREAS, the Council wishes to amend the Tualatin Comprehensive Plan and Tualatin Development Code to adopt the Housing Needs Analysis (2019) and establish new goals and policies related to housing reflecting the Tualatin 2040 project;

WHEREAS, upon the application of Community Development Department, a public hearing was held before the City Council of the City of Tualatin on December 14, 2020, to consider adopting the proposed amendments to the Tualatin Comprehensive Plan and Tualatin Development Code;

WHEREAS, the City provided notice of proposed amendments to the Oregon Department of Land Conservation and Development, as provided in ORS 197.610;

WHEREAS, the City provided notice of the public hearing, as required by TDC 32.250 and TDC 33.070;

WHEREAS, at the public hearing, the Council heard and considered the testimony and evidence presented by City staff, and those appearing at the public hearing, and approved the proposed amendments; and

WHEREAS, the Council finds the proposed amendments to be in the best interest of the residents and inhabitants of the City and the public, the public interest will be served by adopting the amendments at this time, and the amendments conform to the Tualatin Community Plan and Tualatin Development Code.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Development Code Chapters 1-16, 20, and 30 of the Tualatin Development Code are deleted in their entirety.

Section 2. A new Tualatin Comprehensive Plan is established as set forth in Exhibit 1, which is attached and incorporated by reference.

Section 3. The Tualatin Development Code is amended such that the term “Tualatin Community Plan” is deleted and replaced with the term “Tualatin Comprehensive Plan.”

Section 4. TDC 33.060(5)(a) (Reinstatement of Nonconforming Use or Development, Approval Criteria) is amended to read as follows:

(a) The nonconforming use or nonconforming development, if reinstated, will not be materially detrimental to the ~~objectives~~ goals and policies of the Tualatin ~~Community Comprehensive~~ Comprehensive Plan.

Section 5. TDC 33.070(5) (Plan Amendments, Approval Criteria) is amended to read as follows:

(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.

(c) The proposed amendment is in conformity with the applicable ~~objectives~~ goals and policies of the Tualatin ~~Community Comprehensive~~ Comprehensive Plan.

(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;

(iii) Trends in land improvement and development;

(iv) Property values;

(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;

(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;

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

(ix) Proof of change in a neighborhood or area, or a mistake in the Plan Text or Plan Map for the property under consideration are additional relevant factors to consider.

(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.

(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).

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

(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 (~~Comprehensive Plan Map 10-4 TDC Map 9-4~~), and E/E for the rest of the 2040 Design Types in the City's planning area.

(i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to applicable

goals and policies in the Tualatin Comprehensive Plan ~~TDC 12.020~~, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.

(j) The applicant has entered into a development agreement. This criterion applies only to an amendment specific to property within the Urban Planning Area (UPA), also known as the Planning Area Boundary (PAB), as defined in both the Urban Growth Management Agreement (UGMA) with Clackamas County and the Urban Planning Area Agreement (UPAA) with Washington County. ~~Map 9-1 illustrates this area.~~

Section 6. TDC 33.080 (Signs – Permits, Design Review, and Variances) is amended to read as follows:

TDC 33.080. - Signs—Permits, Design Review, and Variances.

(1) Purpose. To implement the standards of TDC Chapter 38 ~~and the Sign Objectives in Chapter 20~~. Sign Variance review provides a public hearing process to review special situations that are not anticipated by the Sign Regulations in TDC Chapter 38, including TDC 38.100, 38.110, 38.120 and 38.140-38.240.

(2) Applicability. The requirements of this section apply to sign permits, sign design review and sign variances as required in accordance with TDC Chapter 38.

(3) Procedure Type. Sign permits, sign design review and variances are processed in accordance with the procedures in TDC Chapter 32 as follows:

(a) Sign Permits are subject to Type I review.

(b) Sign Design Reviews are subject to Type I review.

(c) Sign Variances are subject to Type III review.

(4) Specific Submittal Requirements. In addition to the general submittal requirements in TDC 32.140 (Application Submittal), the applicant must submit the information required by TDC 38.070 (Sign Permit Process).

(5) Approval Criteria.

(a) A Sign Permit may be granted if the City Manager finds that the proposed sign is in compliance with the regulations in TDC Chapter 38.

(b) Sign Design Review may be approved if the City Manager finds that the proposed sign is in compliance with the regulations in TDC Chapter 38 and the clear and objective standards in TDC 38.075.

(c) Sign Variances. All six of the following criteria must be met before a variance can be granted:

(i) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone, and such conditions are a result of lot size or shape or topography over which the applicant or owner has no control;

(ii) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances, or from the financial situation of the applicant or owner or the company, or from regional economic conditions;

(iii) The variance is the minimum remedy necessary to eliminate the hardship;

(iv) The variance is necessary for the preservation of a property right of the owner substantially the same as is possessed by owners of other property in the same zone however, nonconforming or illegal signs on the subject property or on nearby properties does not constitute justification to support a variance request;

(v) The variance must not be detrimental to the general public health, safety and welfare, and not be injurious to properties or improvements in the vicinity; and

(vi) The variance must not be detrimental to the any applicable Comprehensive Plan goals and polices. Sign Design Objectives, TDC 20.030.

Section 7. TDC 33.120(6)(d) (Variances and Minor Variances, Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility) is amended to read as follows:

(d) The variance must not be detrimental to the applicable ~~objectives~~ goals and policies of the Tualatin Community Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.

Section 8. TDC 38.030(1)(a) (Sign Regulations, Purpose and Intent) is amended to read as follows:

(a) implement applicable goals and policies of the Tualatin Comprehensive Plan;~~the Sign Objectives in TDC Chapter 20;~~

Section 9. TDC 38.075(1) (Purpose of Sign Design Review) is amended to read as follows:

(1) *Purpose of Sign Design Review.* The purpose of Sign Design Review is to implement the ~~purposes and objectives of TDC Chapter 20 Sign Design~~ applicable goals and policies of the Tualatin Comprehensive Plan; and promote freestanding signs in commercial areas that are attractive to the community, compatible with the design and architecture of the development and the community, and provide adequate business identification.

Section 10. TDC 38.140(2)(b)(vii) is amended to read as follows:

(vii) For churches the sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan TDC 11, Figure 11-4, and the readerboard portion is no more than 75 percent of the allowed sign face area.

Section 11. TDC 38.240(1)(a)(vii) is amended to read as follows:

(vii) For schools for kindergarten through 12 in a ML Planning District, one sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan TDC Chapter 11, Figure 11-4 and the readerboard portion is no more than 75 percent of the allowed sign face area.

Section 12. TDC 38.250(1)(a)(vii) is amended to read as follows:

(vii) Electronic Message or Mechanical Readerboard is permitted in place of or as part of a permitted monument sign on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan TDC 11, Figure 11-4, provided that the readerboard portion is no more than 75 percent of the allowed sign face area.

Section 13. TDC 39.600(2) (Greenways and Natural Areas, Examples of Uses) is amended to read as follows:

(2) *Examples of Uses.*

- Bicycle Path (as defined in TDC 31.060).
- Greenway (as defined in the Tualatin Comprehensive Plan TDC 1.020).
- Multi-Use Path (as defined in TDC 31.060).
- Outdoor Recreational Access Route (as defined in TDC 31.060).
- Pedestrian Paths (as defined in TDC 31.060).
- Associated facilities, including, but not limited to, trailhead amenities, parking areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas, and education facilities.

Section 14. TDC 40.210(1)(b) (Low Density Residential, Conditional Uses) is amended to read as follows:

(b) *Conditional Uses.* The following uses are conditional uses within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

- (i) *Conditional Use of Agricultural Animals.* Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property.

(ii) *Agricultural structures such as barns, stables, sheds, but excluding feed lots.*
 Feed lots are prohibited.

Section 15. TDC 40.300 Table 40-2 (Development Standards in the RL Zone) is amended to read as follows:

**Table 40-3
 Development Standards in the RL Zone**

| STANDARD | REQUIREMENT | LIMITATIONS AND CODE REFERENCES |
|--|---|--|
| MAXIMUM DENSITY | | |
| Single-Family Dwelling | <u>Maximum: 6.4 units per acre</u> <u>Minimum: 1 unit per acre</u> | |
| Retirement Housing or Congregate Care Facility | 10 units per acre | |
| MINIMUM LOT SIZE | | |
| Single-Family Dwelling | Average of 6,500 square feet | May be reduced for Small Lot Subdivisions, subject to TDC 36.410, or Greenway and Natural Area dedications, subject to TDC 36.420. |
| Conditional Uses | 6,000 square feet | |
| Infrastructure and Utilities Uses | — | As determined through the Subdivision, Partition, or Lot Line Adjustment process. |
| MINIMUM LOT WIDTH | | |
| Single-Family Dwelling | 50 feet | May be reduced to 30 feet if on a cul-de-sac. Average minimum lot width is 30 feet. |
| Conditional Uses | 50 feet | May be reduced to 30 feet if on a cul-de-sac. Average minimum lot width is 30 feet. |
| Flag Lots | — | Must be sufficient to comply with minimum access requirements of TDC 73C. |
| MINIMUM SETBACKS | | |
| Front | 15 feet | May be reduced to 12 feet if to an unenclosed porch. |
| Secondary | 10 feet | The secondary frontage is determined by the |

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| Frontage on Corner Lot | | orientation of the structure, based on the location of the front door. |
| Garage Door | 20 feet | |
| Side | 5 feet | |
| Rear | 15 feet | |
| Conditional Uses | — | As determined through Architectural Review process. No minimum setback must be greater than 50 feet. Parking and vehicular circulation areas must be set back a minimum of ten feet from any public right-of-way or property line. |
| Any Yard Area Adjacent to Basalt Creek Parkway | 50 feet | |
| MAXIMUM STRUCTURE HEIGHT | | |
| All Uses | 35 feet | May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building. |
| MAXIMUM LOT COVERAGE | | |
| Single Family Dwelling | 45% | |
| Conditional Uses | 40% | |

Section 16. TDC 41.210(1) is amended to read as follows:

(1) *Agricultural Uses.* The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) Conditional Use of Agricultural Animals. Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) Agricultural structures such as barns, stables, sheds, but excluding feed lots. Feed lots are prohibited.

Section 17. TDC 41.300 Table 41-3 (Development Standards in the RML Zone) is amended to read as follows:

**Table 41-3
Development Standards in the RML Zone**

| STANDARD | REQUIREMENT | LIMITATIONS AND CODE REFERENCES |
|---|---|--|
| MAXIMUM DENSITY | | |
| Household Living Uses | <u>Maximum: 10 units per acre</u> <u>Minimum: 7 units per acre</u> | |
| Manufactured Dwelling Parks | 12 units per acre | Limited to single-wide dwelling parks or any part of a single-wide dwelling park. |
| Retirement Housing Facility, or Congregate Care Facility | 15 units per acre | |
| Nursing Facility | 15 units per acre | |
| Group Living Uses | 15 units per acre | |
| MINIMUM LOT SIZE | | |
| Townhouse (or Rowhouse) | 1,400 square feet | |
| Multi-Family Structure and Duplex | | |
| <ul style="list-style-type: none"> Development on Less than One Acre | 10,000 square feet | For up to two units, plus an additional 4,195 square feet for each unit exceeding two. |
| <ul style="list-style-type: none"> Development on More than One Acre | 4,356 square feet per unit | |
| Multi-Family Structure under Condominium Ownership | 20,000 square feet | Limited to the primary condominium lot. |
| All Other Permitted Uses | 10,000 square feet | |
| Conditional Uses | 20,000 square feet | |
| Infrastructure and Utilities Uses | — | As determined through the Subdivision, Partition, or Lot Line Adjustment process |
| MINIMUM AVERAGE LOT WIDTH | | |
| Townhouse(or Rowhouse) | 14 feet | |
| Multi-Family Structure | 75 feet | May be 40 feet on a cul-de-sac street. |
| Multi-Family Structure | 100 feet | Limited to the primary condominium lot. |

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| under Condominium Ownership | | Minimum lot width at street is 40 feet. |
| All Other Permitted Uses | 75 feet | |
| Conditional Uses | 100 feet | Minimum lot width at street is 40 feet. |
| Flag Lots | — | Must be sufficient to comply with minimum access requirements of TDC 73C. |
| MINIMUM SETBACKS | | |
| Front Setback | | Minimum setback to a garage door must be 20 feet. |
| • 1 story structure | 20 feet | |
| • 1.5 story structure | 25 feet | |
| • 2 story structure | 30 feet | |
| • 2.5 story structure | 35 feet | |
| • Townhouse (or Rowhouse) | 0-20 feet | As determined through Architectural Review process. |
| Side and Rear Setback | | Where living spaces face a side yard, the minimum setback must be ten feet |
| • 1 story structure | 5 feet | |
| • 1.5 story structure | 7 feet | |
| • 2 story structure | 10 feet | |
| • 2.5 story structure | 12 feet | |
| Corner Lots | — | On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley. |
| Minimum Distance Between Buildings within One Development | 10 feet | For Townhouses, determined through the Architectural Review process |
| Parking and Vehicle Circulation Areas | 10 feet | For Townhouses, determined through the Architectural Review process |
| Conditional Uses | — | As determined through Architectural Review process. No minimum setback must be greater than 50 feet |
| Any Yard Area Adjacent to Basalt Creek Parkway | 50 feet | |
| MAXIMUM STRUCTURE HEIGHT | | |

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| All Uses | 35 feet | May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building. |
| MAXIMUM LOT COVERAGE | | |
| Townhouse (or Rowhouse) | 90% | |
| All Other Permitted Uses | 40% | |
| Conditional Uses | 45% | |

Section 18. TDC 42.210(1) is amended to read as follows:

(1) *Agricultural Uses.* The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) *Conditional Use of Agricultural Animals.* Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) *Agricultural structures such as barns, stables, sheds, but excluding feed lots.* Feed lots are prohibited.

Section 19. TDC 42.300 Table 42-3 (Development Standards in the RMH Zone) is amended to read as follows:

**Table 42-3
Development Standards in the RMH Zone**

| STANDARD | REQUIREMENT | LIMITATIONS AND CODE REFERENCES |
|--|--|---|
| MAXIMUM DENSITY | | |
| Household Living Uses | <u>Maximum: 15 units per acre</u> <u>Minimum: 11 units per acre</u> | |
| Retirement Housing Facility, Congregate Care Facility, or Nursing Facility | 22.5 units per acre | |
| Group Living Uses | 15 units per acre | Does not apply to Congregate Care Facility. |

| MINIMUM LOT SIZE | | |
|--|----------------------------|--|
| Townhouse (or Rowhouse) | 1,400 square feet | |
| Multi-Family Structure and Duplex | | |
| • Development on Less than One Acre | 10,000 square feet | For up to two units, plus an additional 2,581 square feet for each unit exceeding two. |
| • Development on More than One Acre | 2,904 square feet per unit | |
| Multi-Family Structure under Condominium Ownership | 20,000 square feet | Limited to the primary condominium lot. |
| All Other Permitted Uses | 10,000 square feet | |
| Conditional Uses | 20,000 square feet | |
| Infrastructure and Utilities Uses | — | As determined through the Subdivision, Partition, or Lot Line Adjustment process. |
| MINIMUM AVERAGE LOT WIDTH | | |
| Townhouse (or Rowhouse) | 14 feet | |
| Multi-Family Structure | 75 feet | May be 40 feet on a cul-de-sac street. |
| Multi-Family Structure under Condominium Ownership | 75 feet | Limited to the primary condominium lot. Minimum lot width at street is 40 feet. |
| All Other Permitted Uses | 75 feet | |
| Conditional Uses | 100 feet | Minimum lot width at street is 40 feet. |
| Flag Lots | — | Must be sufficient to comply with minimum access requirements of TDC 73C. |
| MINIMUM SETBACKS | | |
| Front Setback | | Minimum setback to a garage door must be 20 feet. |
| • 1 story structure | 20 feet | |
| • 1.5 story structure | 25 feet | |

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| • 2 story structure | 30 feet | |
| • 2.5 story structure | 35 feet | |
| • Townhouse (or Rowhouse) | 0-20 feet | As determined through Architectural Review process. |
| Side and Rear Setback | | |
| • 1 story structure | 5 feet | Where living spaces face a side yard, the minimum setback must be 20 feet |
| • 1.5 story structure | 7 feet | |
| • 2 story structure | 10 feet | |
| • 2.5 story structure | 12 feet | |
| Corner Lots | — | On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley. |
| Minimum Distance Between Buildings within One Development | 10 feet | For Townhouses (or Rowhouse), determined through the Architectural Review process. |
| Parking and Vehicle Circulation Areas | 10 feet | For Townhouses (or Rowhouse), determined through the Architectural Review process. |
| Conditional Uses | — | As determined through Architectural Review process. A minimum setback must not be greater than 50 feet. |
| Any Yard Area Adjacent to Basalt Creek Parkway | 50 feet | |
| MAXIMUM STRUCTURE HEIGHT | | |
| All Uses | 35 feet | May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building. |
| MAXIMUM LOT COVERAGE | | |
| Townhouse (or Rowhouse) | 90% | |
| All Other Permitted Uses | 40% | |
| Conditional Uses | 45% | |

Section 20. TDC 43.210 is amended to read as follows:

(1) *Agricultural Uses*. The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) *Conditional Use of Agricultural Animals*. Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) *Agricultural structures such as barns, stables, sheds, but excluding feed lots*. Feed lots are prohibited.

Section 21. TDC 43.300 Table 43-3 (Development Standards in the RH Zone) is amended to read as follows:

**Table 43-3
Development Standards in the RH Zone**

| STANDARD | REQUIREMENT | LIMITATIONS AND CODE REFERENCES |
|--|--|--|
| MAXIMUM DENSITY | | |
| Household Living Uses | <u>Maximum: 25 units per acre</u> <u>Minimum: 16 units per acre</u> | |
| Retirement Housing or Congregate Care Facility | 45 units per acre | |
| Nursing Facility | 45 units per acre | |
| Group Living Uses | 25 units per acre | Does not apply to Nursing Facility or Congregate Care Facility. |
| MINIMUM LOT SIZE | | |
| Townhouse, or Rowhouse | 1,400 square feet | |
| Multi-Family Structure | | |
| • Development on Less than One Acre | 10,000 square feet | For up to two units, plus an additional 1,459 square feet for each unit exceeding two. |
| • Development on More than One Acre | 1,742 square feet per unit | |
| Multi-Family Structure under Condominium Ownership | 20,000 square feet | Limited to the primary condominium lot. |
| All Other Permitted | 10,000 square feet | |

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| Uses | | |
| Conditional Uses | 20,000 square feet | |
| Infrastructure and Utilities Uses | — | As determined through the Subdivision, Partition, or Lot Line Adjustment process. |
| MINIMUM AVERAGE LOT WIDTH | | |
| Townhouses (or Rowhouses) | 14 feet | |
| Multi-Family Structure | 75 feet | May be 40 feet on a cul-de-sac street. |
| Multi-Family Structure under Condominium Ownership | 75 feet | Limited to the primary condominium lot. Minimum lot width at street is 40 feet. |
| All Other Permitted Uses | 75 feet | |
| Conditional Uses | 100 feet | Minimum lot width at street is 40 feet. |
| Flag Lots | — | Must be sufficient to comply with minimum access requirements of TDC 73C. |
| MINIMUM SETBACKS | | |
| Front Setback | | |
| •1 story structure | 20 feet | Minimum setback to a garage door must be 20 feet. |
| •1.5 story structure | 25 feet | |
| •2 story structure | 30 feet | |
| •2.5 story structure | 35 feet | |
| •Townhouse (or Rowhouses) | 0-20 feet | As determined through Architectural Review process. |
| Side and Rear Setback | | |
| •1 story structure | 5 feet | Where living spaces face a side yard, the minimum setback must be ten feet |
| •1.5 story structure | 7 feet | |
| •2 story structure | 10 feet | |
| •2.5 story structure | 12 feet | |
| Corner Lots | — | On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley. |
| Minimum Distance Between Buildings within One | 10 feet | For Townhouses, determined through the Architectural Review process. |

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|--|---------|--|
| Development | | |
| Parking and Vehicle Circulation Areas | 10 feet | For Townhouses, determined through the Architectural Review process. |
| Conditional Uses | — | As determined through Architectural Review process. No minimum setback must be greater than 50 feet. |
| Any Yard Area Adjacent to Basalt Creek Parkway | 50 feet | |
| MAXIMUM STRUCTURE HEIGHT | | |
| All Uses | 35 feet | May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building. |
| MAXIMUM LOT COVERAGE | | |
| Townhouse (or Rowhouse) | 90% | |
| All Other Permitted Uses | 45% | |
| Conditional Uses | 45% | |

Section 22. TDC 44.210(1) is amended to read as follows:

(1) *Agricultural Uses.* The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) *Conditional Use of Agricultural Animals.* Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) *Agricultural structures such as barns, stables, sheds, but excluding feed lots.* Feed lots are prohibited.

Section 23. TDC 44.300 Table 44-3 (Development Standards in the RH-HR Zone) is amended to read as follows:

**Table 44-3
Development Standards in the RH-HR Zone**

| STANDARD | REQUIREMENT | LIMITATIONS AND CODE REFERENCES |
|------------------------|--------------------|--|
| MAXIMUM DENSITY | | |
| Household Living | <u>Maximum: 30</u> | |

| | | |
|--|--|--|
| Uses | units per acre <u>Minimum: 26</u> units per acre | |
| Retirement Housing or Congregate Care Facility | 45 units per acre | |
| Nursing Facility | 45 units per acre | |
| Group Living Uses | 30 units per acre | Does not apply to Nursing Facility or Congregate Care Facility. |
| MINIMUM LOT SIZE | | |
| Multi-Family Structure | | |
| • Development on Less than One Acre | 10,000 square feet | For up to two units, plus an additional 1,198 square feet for each unit exceeding two. |
| • Development on More than One Acre | 1,452 square feet per unit | |
| Multi-Family Structure under Condominium Ownership | 20,000 square feet | Limited to the primary condominium lot. |
| All Other Permitted Uses | 10,000 square feet | |
| Conditional Uses | 20,000 square feet | |
| Infrastructure and Utilities Uses | — | As determined through the Subdivision, Partition, or Lot Line Adjustment process. |
| MINIMUM AVERAGE LOT WIDTH | | |
| Townhouses (Rowhouses) | 14 feet | |
| Multi-Family Structure | 75 feet | May be 40 feet on a cul-de-sac street. |
| Multi-Family Structure under Condominium Ownership | 75 feet | Limited to the primary condominium lot. Minimum lot width at street is 40 feet. |
| All Other Permitted Uses | 75 feet | |
| Conditional Uses | 100 feet | Minimum lot width at street is 40 feet. |

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| Flag Lots | — | Must be sufficient to comply with minimum access requirements of TDC 73C. |
| MINIMUM SETBACKS | | |
| Front Setback | | Minimum setback to a garage door must be 20 feet. |
| • 1 story structure | 20 feet | |
| • 1.5 story structure | 25 feet | |
| • 2 story structure | 30 feet | |
| • 2.5 story structure | 35 feet | |
| • Over 2.5 story structure | — | As determined through Architectural Review process. No setback must be required which is greater than the height of the structure. |
| Side and Rear Setback | | Where living spaces face a side yard, the minimum setback must be 10 feet. |
| • 1 story structure | 5 feet | |
| • 1.5 story structure | 7 feet | |
| • 2 story structure | 10 feet | |
| • 2.5 story structure | 12 feet | |
| • Over 2.5 story structure | — | As determined through Architectural Review process. No setback must be required which is greater than the height of the structure. |
| Corner Lots | — | On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley. |
| Minimum Distance Between Buildings within One Development | 10 feet | |
| Parking and Vehicle Circulation Areas | 10 feet | |
| Conditional Uses | — | As determined through Architectural Review process. No minimum setback must be greater than 50 feet. |
| Any Yard Adjacent to a Wetland Protected Area | 100 feet | As defined in TDC Chapter 71. |
| Any Yard Area Adjacent to Basalt Creek Parkway | 50 feet | |

| STRUCTURE HEIGHT | | |
|---|-----------|--|
| Minimum Height, Multi-Family and Condominium Developments | 4 stories | |
| Maximum Height | 64 feet | If structure does not include underground parking, maximum height is 5 stories. If the first story includes underground parking, maximum height is 6 stories. Regardless of the number of stories, structure height must not exceed 64 feet. |
| MAXIMUM LOT COVERAGE | | |
| All Uses | 45% | |

Section 24. TDC 50.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, the following uses must not be greater than 60,000 square feet of gross floor area per building or business:

- (a) Eating and Drinking Establishment; and
- (b) Retail Sales and Services.

Section 25. TDC 52.210(3) is amended to read as follows:

(3) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, uses in the following categories must not be greater than 60,000 square feet of gross floor area per building or business:

- (a) Retail Sales and Services; and
- (b) Durable Goods Sales.

Section 26. TDC 54.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, uses in the following categories must not be greater than 60,000 square feet of gross floor area per building or business:

- (a) Eating and Drinking Establishments;

(b) Retail Sales and Services; and

(c) Durable Goods Sales.

Section 27. TDC 55.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, uses in the following categories must not be greater than 60,000 square feet of gross floor area per building or business:

(a) Commercial Recreation;

(b) Eating and Drinking Establishments; or

(c) Retail Sales and Services.

Section 28. TDC 56.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, Retail Sales and Service uses must not be greater than 60,000 square feet of gross floor area per building or business.

Section 29. TDC 58.100 is amended to read as follows:

TDC 58.100 - Purpose.

~~The purpose of this district is to implement the goals and objectives for Central Urban Renewal Plan. The overall goal of the Central Urban Renewal Plan Tualatin Overlay Zone is to strengthen the social and economic development of central Tualatin; by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses. The overlay zone regulations are intended to ensure development contributes towards these goals. The Central Urban Renewal District is no longer an active Urban Renewal Area; however, the regulations of this chapter remain important to the future development of the Central Tualatin area.~~

Section 30. TDC 58.110 (Zone Boundaries) is amended to read as follows:

~~The boundaries of the Central Tualatin Overlay Zone are identical to the Central Urban Renewal Area. The zone boundaries and block numbers are depicted in Comprehensive Plan Map 10-3 ~~Map 9-3~~ and delineated in a legal description that is incorporated to this chapter as Exhibit 58-1.~~

Section 31. TDC 58.200(2) is amended to read as follows:

(2) *Sub-Districts.* Modifications to use regulations may vary by the sub-district within the overlay zone. There are three sub-districts within the CC zone in the Central Tualatin Overlay Zone. These sub-districts are defined by the block numbers listed below, except as otherwise noted. ~~Block numbers are shown on Map 9-3.~~

(a) *Residential Sub-District.* Blocks 2, 3, 15, 16, 17, 18, 19, 20, 22 and 23.

(b) *Commercial Sub-District.* Block 30.

(c) *Central Design District.* Central Design District shown on Figure 73-4 and Map 8 of the Central Urban Renewal Plan.

Section 32. TDC 58.300(2) is amended to read as follows:

(2) *Sub-Districts.* Block 11 is the only sub-district in the overlay zone. The modifications to use regulations in Table 58-3 apply exclusively to Block 11. ~~Block numbers are shown on Map 9-3.~~

Section 33. TDC 58.400(2) is amended to read as follows:

(2) *Sub-Districts.* Block 1 is the only sub-district in the overlay zone. The modifications to use regulations in Table 58-4 apply exclusively to Block 1. ~~Block numbers are shown on Map 9-3.~~

Section 34. TDC 58.500(2) is amended to read as follows:

(2) *Sub-Districts.* Blocks 28 and 29 are the only sub-districts in the overlay zone. The modifications to use regulations in Table 58-6 apply exclusively to Blocks 28 and 29. ~~Block numbers are shown on Map 9-3.~~

Section 35. TDC 58.600(2) is amended to read as follows:

(2) *Sub-Districts.* Blocks 25 and 4 are the only sub-districts in the overlay zone. ~~Block numbers are shown on Map 9-3.~~

Section 36. TDC 58.800 (Central Tualatin Overlay Development Standards) is amended to read as follows:

Development standards in the Central Tualatin Overlay zone are listed in Table 58-7 by zone and by block (~~as shown on Map 9-3~~). Where no standard is listed, the standards of the base zone apply.

Section 37. TDC 60.210(3) is amended to read as follows:

(3) *Size Limitation on Commercial Uses.* Commercial uses permitted outright or as a Conditional Use as the primary use of a site, as specified in Table 60-1, are subject to the following size limitations.

(a) *Employment Areas or Corridors.* Commercial uses on land designated as an Employment Area (EA) or Corridor (CO) Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 60,000 square feet of gross floor area per building or business.

(b) *Industrial Areas.* Commercial uses on land designated as an Industrial Area Design Type on Map 9-4 must not exceed 5,000 square feet for any individual use or a total of 20,000 square feet of all commercial uses on the site. Commercial uses permitted in the Limited Commercial Setback are exempt from this requirement.

Section 38. TDC 60.210(4) is amended to read as follows:

(4) *Limited Commercial Setback.* The purpose of the Limited Commercial Setback is to restrict commercial uses from locating within 300 feet from the centerline of SW Tualatin Sherwood Road and SW 124th Avenue and 350 feet from the centerline of SW Pacific Highway 99W west of Cipole Road, as depicted in Comprehensive Plan Map 10-5 ~~Map 9-5~~.

(a) *Restriction on Commercial Uses.* No commercial uses, including parking or outdoor storage and display areas, are permitted outright in the Limited Commercial Setback.

(b) *Conditional Uses.* Quick Vehicle Service uses and the sale and service of manufactured dwellings are permitted as Conditional Uses in the Limited Commercial Setback.

Section 39. TDC 61.210(3) is amended to read as follows:

(3) *Size Limitation for Commercial Uses.* Commercial uses permitted outright or as a conditional use, as specified in Table 61-1, are subject to the following size limitations:

(a) *Employment Areas or Corridors.* Commercial uses must not exceed 60,000 square feet of gross floor area per building or business on land designated Employment Area (EA) or Corridor (CO) Design Type on Map 9-4.

(b) *Industrial Areas.* Commercial uses on land designated Industrial Area Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 5,000 square feet for any individual use or a total of 20,000 square feet of all commercial uses on the site. Commercial uses permitted in the Limited Commercial Setback are exempt from this requirement.

Section 40. TDC 61.210(4) is amended to read as follows:

(4) *Limited Commercial Setback.* The purpose of the Limited Commercial Setback is to restrict commercial uses from locating within 300 feet from the centerline of SW Tualatin-Sherwood Road and SW 124th Avenue and 350 feet from the centerline of SW Pacific Highway (99W) west of Cipole Road, as depicted in Comprehensive Plan Map 10-5 ~~Map 9-5~~.

(a) *Restriction on Commercial Uses.* No commercial uses, including parking or outdoor storage and display areas, are permitted outright in the Limited Commercial Setback.

(b) *Conditional Uses.* Automobile Service Stations uses and the sale and service of manufactured dwellings are permitted as Conditional Uses in the Limited Commercial Setback.

Section 41. TDC 61.210(5) is amended to read as follows:

(5) *Commercial Services Overlay.* The purpose of the Commercial Services Overlay is to provide for specific commercial services for area businesses and employees. The area of the overlay is depicted in Comprehensive Plan Map 10-5 ~~Map 9-5~~. Permitted uses are specified in Table 61-1. If a property is within the Commercial Services Overlay and the Limited Commercial Setback, the regulations of the Commercial Services Overlay apply.

(a) *Permitted Uses.* The following additional uses are permitted in the Commercial Services Overlay on properties shown in the specific areas illustrated on Comprehensive Plan Map 10-5 ~~Map 9-5~~ and only when conducted within an enclosed building:

(i) Vehicle Repair;

(ii) Retail Sales and Service are permitted uses limited to automobile accessory sales and auto parts retailing and wholesaling; tool and equipment rental; and

(iii) Durable Goods Sales are permitted uses are limited to truck-mounted camper sales with all sales and storage conducted entirely within an enclosed building and not to exceed 10,000 square feet of building floor area.

Section 42. TDC 62.210(3) is amended to read as follows:

(3) *Size Limitation on Commercial Uses.* Permitted or conditional commercial uses, as specified in Table 62-1, are subject to the following size limitations:

(a) *Employment Areas or Corridors.* Commercial uses on land designated Employment Area (EA) or Corridor (CO) Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 60,000 square feet of gross floor area per building or business.

(b) *Industrial Areas.* Commercial uses on land designated as an Industrial Area Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 5,000 square feet for any individual use or a total of 20,000 square feet of all commercial uses on the site. Commercial uses permitted in the Limited Commercial Setback are exempt from this requirement.

Section 43. TDC 64.210(2) is amended to read as follows:

(2) *Commercial Services Overlay.* The purpose of the Commercial Services Overlay is to provide for specific commercial services for area businesses and employees. The area of the overlay is depicted in Comprehensive Plan Map 10-5 ~~Map 9-5~~. Commercial uses and development standards are subject to this section.

(a) *Permitted Uses.* The following commercial uses are permitted in the Commercial services Overlay:

(i) *Retail Sales and Service.* Retail sales and service uses are limited to:

(A) Branch banks and ATM banking kiosks;

(B) Child day care centers;

(C) Food stores;

(D) Dry cleaners; and

(E) Printing, copying and office services.

(ii) *Offices.* Office uses are limited to general offices or medical and healing arts offices.

(iii) *Eating and Drinking Establishments.* Eating and drinking establishments are limited to a restaurant without drive-up or drive through facilities.

(b) *Maximum Size.* The maximum building size for a permitted use is 3,000 square feet and the maximum building size for a building with multiple tenants is 20,000 square feet.

(c) *Enclosure Requirement.* All uses must be conducted within an enclosed building, except for outdoor play areas of child care centers.

Section 44. TDC 64.210(4) is amended to read as follows:

(4) *Tonquin Light Manufacturing Overlay.* Additional uses are permitted in the Tonquin Light Manufacturing Overlay, shown on Comprehensive Plan Map 10-5 ~~Map 9-5~~. Uses within the overlay are subject to the standards of this section.

(a) *Additional Permitted Uses.* All permitted or conditional uses in the Light Manufacturing Zone are permitted under the same status in the MBP Zone, except that the following uses are permitted outright: contracting firms with on-site storage of equipment and materials; machine shop, including automotive and truck machine shop, of 7,500 square feet or larger; cold storage warehouse; motor freight facility, including office, repair, and maintenance, and transfer and storage for vehicles, equipment, and materials; and caretaker residence.

(b) *Additional Conditional Uses.* The following uses are permitted as conditional uses in the overlay:

(i) Restaurant, without drive-up or drive through facilities, with a maximum floor area of 3,000 square feet; and

(ii) Industrial card lock fueling facility with 3,000 feet separation from another facility.

(c) *Expanded or New Permitted Use.* Expanded or new permitted uses, including expanded or new outdoor storage, must be reviewed according to TDC Chapter 32 (Procedures) for the Architectural Review Application Review Process, and requires both Architectural Features and Public Facilities review consistent with TDC Chapters 73A through 73G, and 74.

(d) *Nonconforming Use.* All existing uses not listed as permitted uses in TDC 64.210(4)(a) are allowed as non-conforming uses. Expansion of these uses may occur only to the extent and as provided in TDC Chapter 35 (Nonconforming Situations).

(e) *Annexation Agreement.* An Annexation Agreement must be prepared when one or more property owners with the Tonquin Light Manufacturing Overlay submits a petition for annexation to the City.

Section 45. TDC 64.300 Table 64-2 is amended to read as follows:

**Table 64-2
Development Standards in the MBP Zone**

| STANDARD | REQUIREMENT | LIMITATIONS AND CODE REFERENCES |
|----------------------|---------------|--|
| LOT SIZE | | |
| Minimum Lot Size for | 20,000 square | See <u>Comprehensive Plan Map 10-5</u> Map 9- |

| | | |
|---|------------|--|
| Parcels not Identified in the RSIA | feet | 5for RSIA boundaries. |
| Minimum Lot Size for Parcels Identified in the RSIA | — | See <u>Comprehensive Plan Map 10-5</u> Map 9-5 for RSIA boundaries. Minimum lot size subject to see TDC 64.310(3). |
| LOT DIMENSIONS | | |
| Minimum Lot Width | 100 feet | When lot has frontage on public street, minimum lot width at the street is 100 feet. When lot has frontage on cul-de-sac street, minimum lot width at the street is 50 feet. |
| Infrastructure and Utilities Uses | — | As determined through the Subdivision, Partition, or Lot Line Adjustment process. |
| Flag Lots | — | Must be sufficient to comply with minimum access requirements of TDC 73C. |
| MINIMUM SETBACKS | | |
| Front | 30-50 feet | |
| Side | 0-100 feet | Determined through Architectural Review Process. No minimum setback if adjacent to railroad right-of-way or spur track. For a Corner Lot, the minimum setback must be 30-50 feet from a public street. |
| Rear | 0-100 feet | Determined through Architectural Review Process. No minimum setback if adjacent to railroad right-of-way or spur track. |
| Rear Setback Adjacent to Residential or Manufacturing Park District | 50 feet | |
| Parking and Circulation Areas Adjacent to Public Right-of-Way | 20-25 feet | — |
| Parking and Circulation Areas | 10 feet | |

| | | |
|---|---------|--|
| Adjacent to any Other Property Line | | |
| Private Streets | 5 feet | — |
| Fences | 50 feet | From public right-of-way. |
| STRUCTURE HEIGHT | | |
| Maximum Height | 65 feet | May be increased to 85 feet if yards adjacent to structure are not less than a distance equal to one and one-half times the height of the structure. Flagpoles may extend to 100 feet. |
| Maximum Height Adjacent to Residential District | 28 feet | Measured at the 50-foot setback line, includes flagpoles. The building height may extend above 28 feet on a plane beginning at the 50-foot setback line at a slope of 45 degrees extending away from the 50-foot setback line. |

Section 46. TDC 64.310(3) is amended to read as follows:

(3) *Minimum Lot Size in RSIA.* In accordance with the Metro RSIA designation and Metro Ordinance No. 02-969B and No. 02-990A, the minimum lot area for one or more parcels in the RSIA identified on Comprehensive Plan Map 10-5 ~~Map 9-5~~ is 100 acres and 50 acres. When the minimum lot area of one or more Lots of Record in the RSIA is 100 acres, the minimum lot area for one or more lots may be reduced to 50 acres.

(a) When the minimum lot area requirements for RSIA designated properties in subsection (4) are met through a land platting process or established in an Industrial Master Plan process, the minimum lot size for remaining parcels located in the RSIA is 20,000 square feet.

(b) The minimum lot area of a property within the RSIA may be reduced to less than 100 acres or 50 acres pursuant to an approved Industrial Master Plan as provided in TDC 33.050.

(c) Lots or remnant areas created by the location of public streets may be less than 100 acres if necessary to create a logical, safe network of streets in the zone.

Section 47. TDC 73G.010 is amended to read as follows:

The purpose of masonry wall design standards is to implement the community design goals and policies of the Comprehensive Plan ~~objectives of TDC 10.020~~ to require a masonry wall in the RL and RML zones for access-restricted lot lines and property lines

abutting major collectors, minor collectors, major arterials, minor arterials, expressway right-of-way, and interstate highways.

Section 48. TDC 74.210(2) is amended to read as follows:

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

Section 49. TDC 74.210(6) is amended to read as follows:

(6) When a proposed development is adjacent to or bisected by a street proposed in the Transportation System Plan ~~TDC Chapter 11, Transportation Plan (Figure 11-3)~~ and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be dedicated by the applicant. The dedication of right-of-way required in this subsection must be along the route of the road as determined by the City.

Section 50. TDC 74.410(2) is amended to read as follows:

(2) Proposed streets must comply with the general location, orientation and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1 ~~Figure 11-1~~), Local Streets Plan (Comprehensive Plan Map 8-3 ~~TDC 11.630 and Figure 11-3~~) and the Street Design Standards (Figures 74-2A through 74-2G).

(a) Streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

- (i) Full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers;
- (ii) Bicycle and pedestrian accessway easements where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers;
- (iii) Limiting culs-de-sac and other closed-end street systems to situations where barriers prevent full street extensions; and
- (iv) Allowing culs-de-sac and closed-end streets to be no longer than 200 feet or with more than 25 dwelling units, except for streets stubbed to future developable areas.

(b) Streets proposed as part of new industrial or commercial development must comply with Comprehensive Plan Map 8-1~~TDC 11.630, Figure 11-1~~, and Figures 74-2A through 74-2G.

Section 51. Maps 9-1 through 14-1 are deleted from the Tualatin Development Code and Appendix A (Maps) is amended to read as follows:

~~Map 9-1: Community Plan Map~~
~~Map 9-2: Neighborhood Planning Areas~~
~~Map 9-3: Central Urban Renewal Area~~
~~Map 9-4: Design Type Boundaries~~
~~Map 9-5: Commercial Setback & Commercial Services Overlay~~
~~Map 9-6: Agricultural Animals~~
~~Map 12-1: Water Plan~~
~~Map 13-1: Sewer Plan~~
~~Map 14-1: Recommended Capital Improvements Hedges Creek Subbasin~~
Maps 71-1 – 71-6: Wetlands
Map 72-1: NRPO and Greenways
Map 72-2: Greenway Development Plan
Map 72-3: Significant Natural Resources

Section 52. Figures 4-1 through 11-6 are deleted from the Tualatin Development Code and Appendix B (Figures) is amended to read as follows:

~~Figure 4-1: Comparison of Population and Housing Projects 1970 to 2000~~
~~Figure 11-1: Functional Classification and Traffic Signal Plan~~
~~Figure 11-2: Metro Regional Street Design System~~
~~Figure 11-3: Local Street Plan~~
~~Figure 11-4: Bicycle and Pedestrian System~~
~~Figure 11-5: Transit Plan~~
~~Figure 11-6: Freight Routes~~
Figure 34-1: New Fence
Figure 34-2: Masonry Fence Design Type
Figure 38-1: Freeway-Oriented Activity Areas
Figure 57-1: 100-Foot Maximum Structure Height
Figure 71-1: Development Setbacks
Figure 73-1: Parking Space Design Standards
Figure 73-2: Vision Clearance Area
Figure 73-3: Parking Maximum Map
Figure 73-4: Central Design District
Figures 74-2A-G: Street Design Standards

Section 53. Findings. The Council adopts the Findings as set forth in Exhibit 2, which are attached and incorporated by reference.

Section 54. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional, such decision does not affect the validity of the remaining portions of this ordinance.

Section 55. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this 14th day of December, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

PART I: ABOUT TUALATIN

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 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.

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 Lantix 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.

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 pan
- 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.

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.

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.

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

Floodplain. The area subject to inundation by the base flood as identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The base flood is one that has a 1% chance of being equaled or exceeded in any given year, also referred to as the "100-year flood."

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. Are those buildings, structures, objects, sites or district that potentially have a significant relationship to events or conditions of the human past.

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.

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. Land use regulatory designation under the Tualatin Development Code. The term "Zone" has the same meaning as "Planning District."

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.

B. PLAN IMPLEMENTATION**TECHNICAL MEMORANDA**

| Background and Supporting Documents Adopted as part of the Comprehensive Plan | | |
|--|-------------|-------------------|
| Title | Year | Ordinance |
| Housing Needs Analysis | 2019 | 1450-20 |
| 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 |
| | | |

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.

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. 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.
- **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.

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 A) and Housing Strategies (Appendix B), which are incorporated by reference into the Comprehensive Plan. Strategic actions are also included that reflect policies identified in the Housing Needs Analysis and Housing Strategies that are not implemented by Tualatin Development Code or may require further evaluation.

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.
 - 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.

- **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.

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.

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

- **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.

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.

- **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.

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.

PARKS AND RECREATION

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.

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.

Parks, Open Space, Environment 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.

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.

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. The Transportation System Plan is adopted as a technical background document to the Comprehensive Plan as described in Part II.

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.

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.

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.

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, 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 .

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.

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.

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.

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.

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.

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.

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).

Implementation.

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.

**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 Inner Neighborhoods Outer Neighborhoods | 40—45% | Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods | 40—45% |

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

The Water Master Plan (2013) is adopted as a background document to the Comprehensive Plan as seen in Part II.

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. 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. 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.

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.

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.

Proposed Improvements.

The water distribution and storage system with existing and proposed waterlines and reservoirs is illustrated in Map 9-1. 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.

SANITARY SEWER SERVICE

The Sewer Master Plan (2019) is adopted as a background document to the Comprehensive Plan as seen in Part II.

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.

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.

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.

DRAINAGE PLAN AND SURFACE WATER MANAGEMENT

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 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. 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.

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 10-1) 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.

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 10-4, 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 10-4 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.

Planning District Descriptions.

This section describes the purpose of each planning district.

Residential Planning Districts:

Low Density Residential Planning District (RL).

The purpose of the Low Density Residential (RL) district is to provide low density residential areas in the City that include dwellings on individual lots, as well as other land uses and development types compatible with a low density residential environment.

Medium-Low Density Residential Planning District (RML).

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

Medium-High Density Residential Planning District (RMH).

This district supports a variety of housing types at moderate densities. This district is primarily oriented toward multi-family development and attached homes.

High Density Residential Planning District (RH).

This district supports a variety of housing types at moderately high densities. This district is primarily oriented toward multi-family development and attached homes.

High Density Residential/High Rise Planning District (RH-HR).

This district supports a wide range of housing types the greatest density of household living in areas with the greatest access to amenities.

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.

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.

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.

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. 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.

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.

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.

Manufacturing Planning Districts:

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 subject to area limitations.

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 applicable zoning overlay standards. . Also suitable are accessory commercial uses subject to area limitations for the sale of products manufactured, assembled, packaged or wholesaled on the site..

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 subject to area limitations. Certain heavier manufacturing uses may be allowed as conditional uses.

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 subject to area limitations.

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 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.

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.

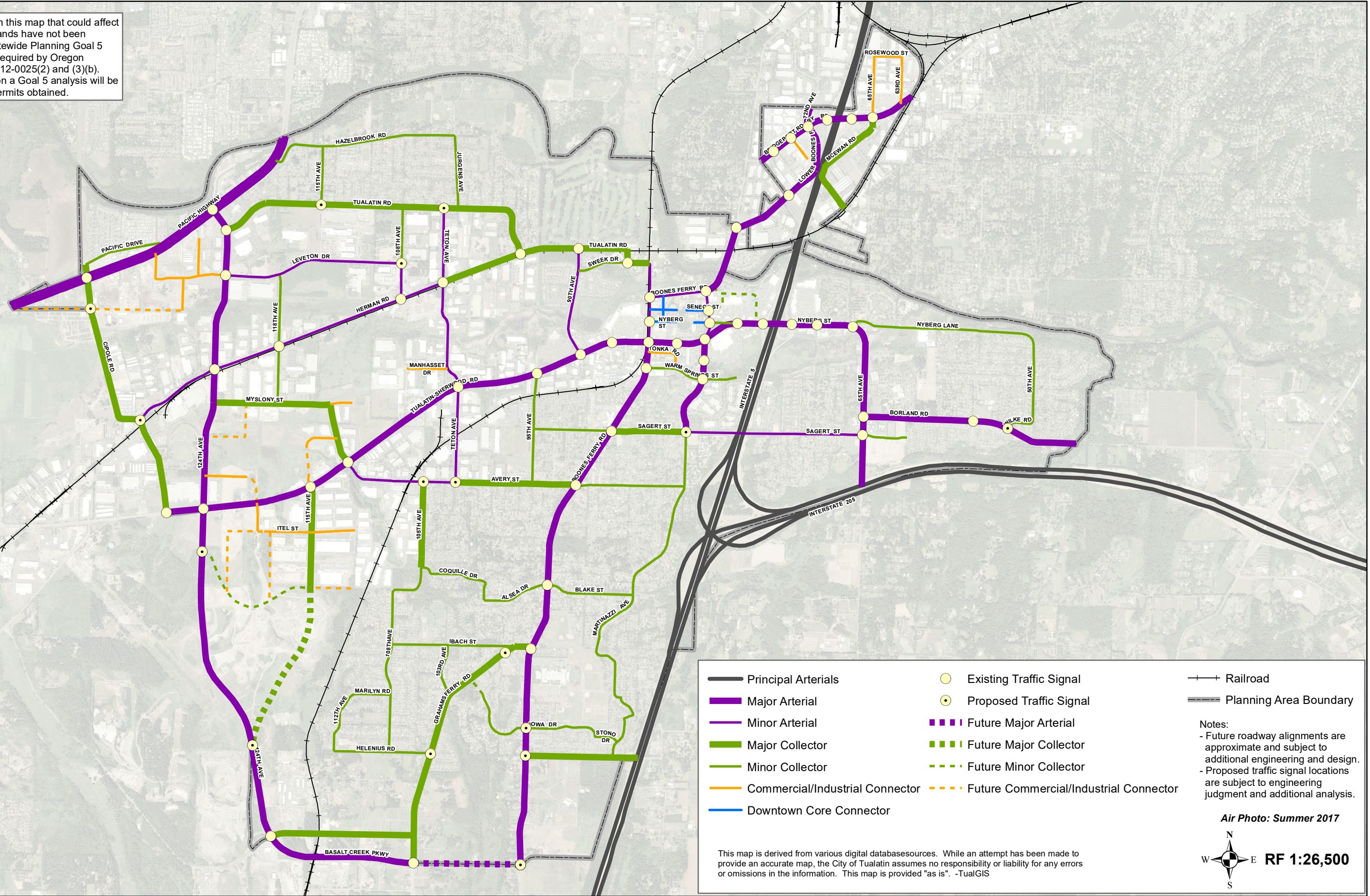
Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner 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:

- (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.

Map 8-1: Functional Classification and Traffic Signal Plan

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



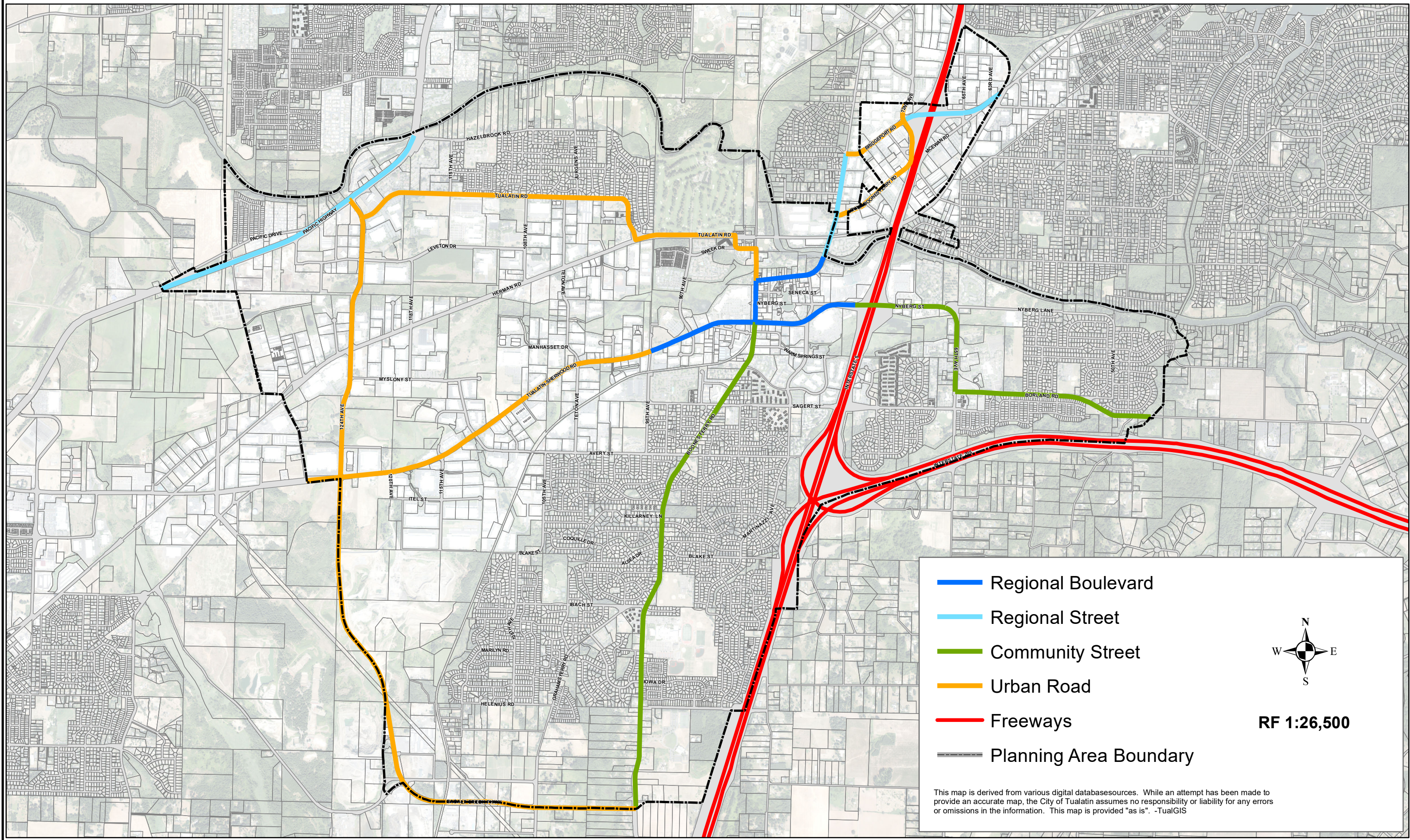
| | | |
|---------------------------------|--|---|
| Principal Arterials | Existing Traffic Signal | Railroad |
| Major Arterial | Proposed Traffic Signal | Planning Area Boundary |
| Minor Arterial | Future Major Arterial | Notes: - Future roadway alignments are approximate and subject to additional engineering and design. - Proposed traffic signal locations are subject to engineering judgment and additional analysis. |
| Major Collector | Future Major Collector | |
| Minor Collector | Future Minor Collector | |
| Commercial/Industrial Connector | Future Commercial/Industrial Connector | |
| Downtown Core Connector | | |

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

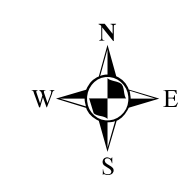
Air Photo: Summer 2017

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Map 8-2: Metro Regional Street Design System



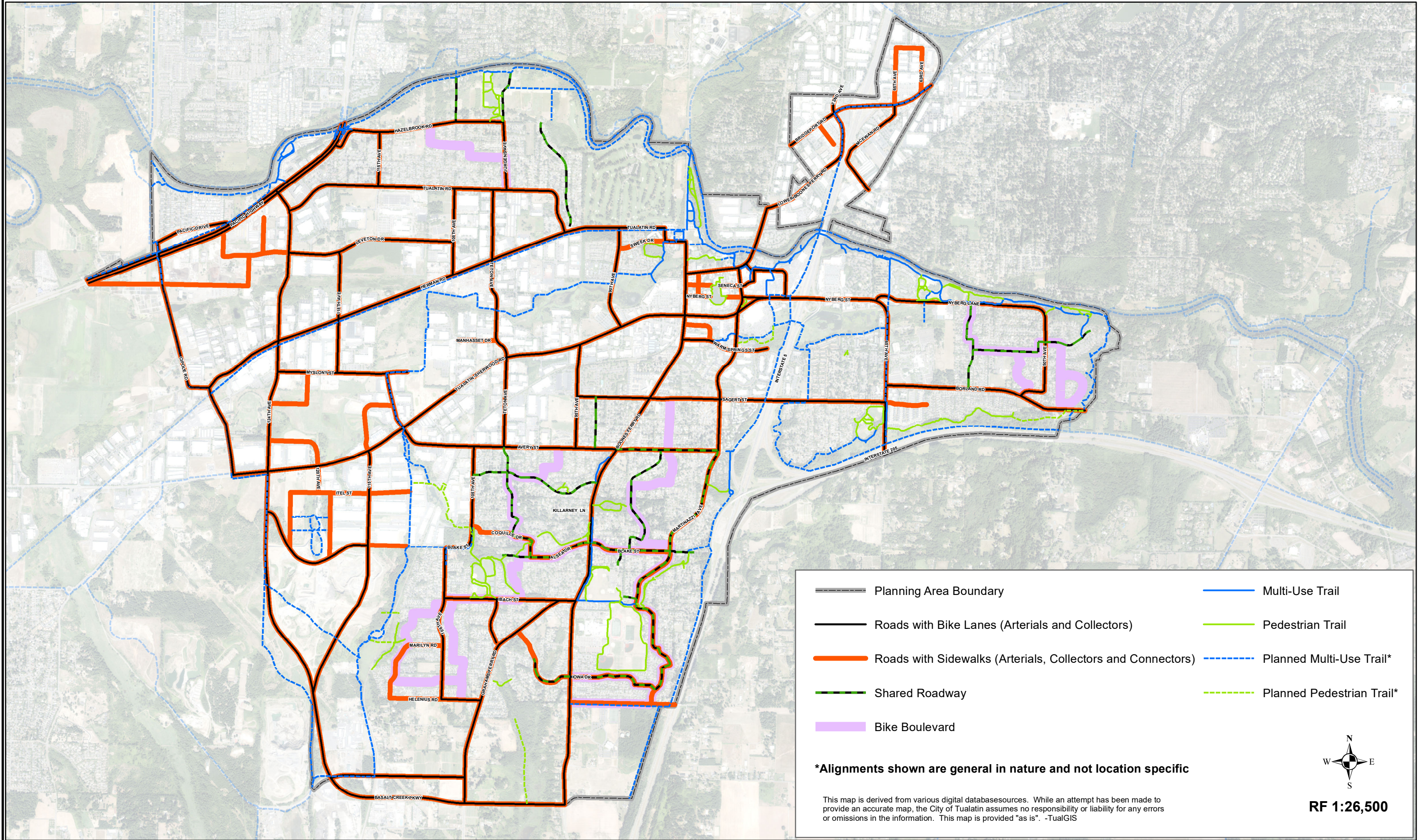
- Regional Boulevard
- Regional Street
- Community Street
- Urban Road
- Freeways
- Planning Area Boundary



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Map 8-4: Bicycle and Pedestrian Plan



- Planning Area Boundary
- Roads with Bike Lanes (Arterials and Collectors)
- Roads with Sidewalks (Arterials, Collectors and Connectors)
- Shared Roadway
- Bike Boulevard
- Multi-Use Trail
- Pedestrian Trail
- Planned Multi-Use Trail*
- Planned Pedestrian Trail*

***Alignments shown are general in nature and not location specific**

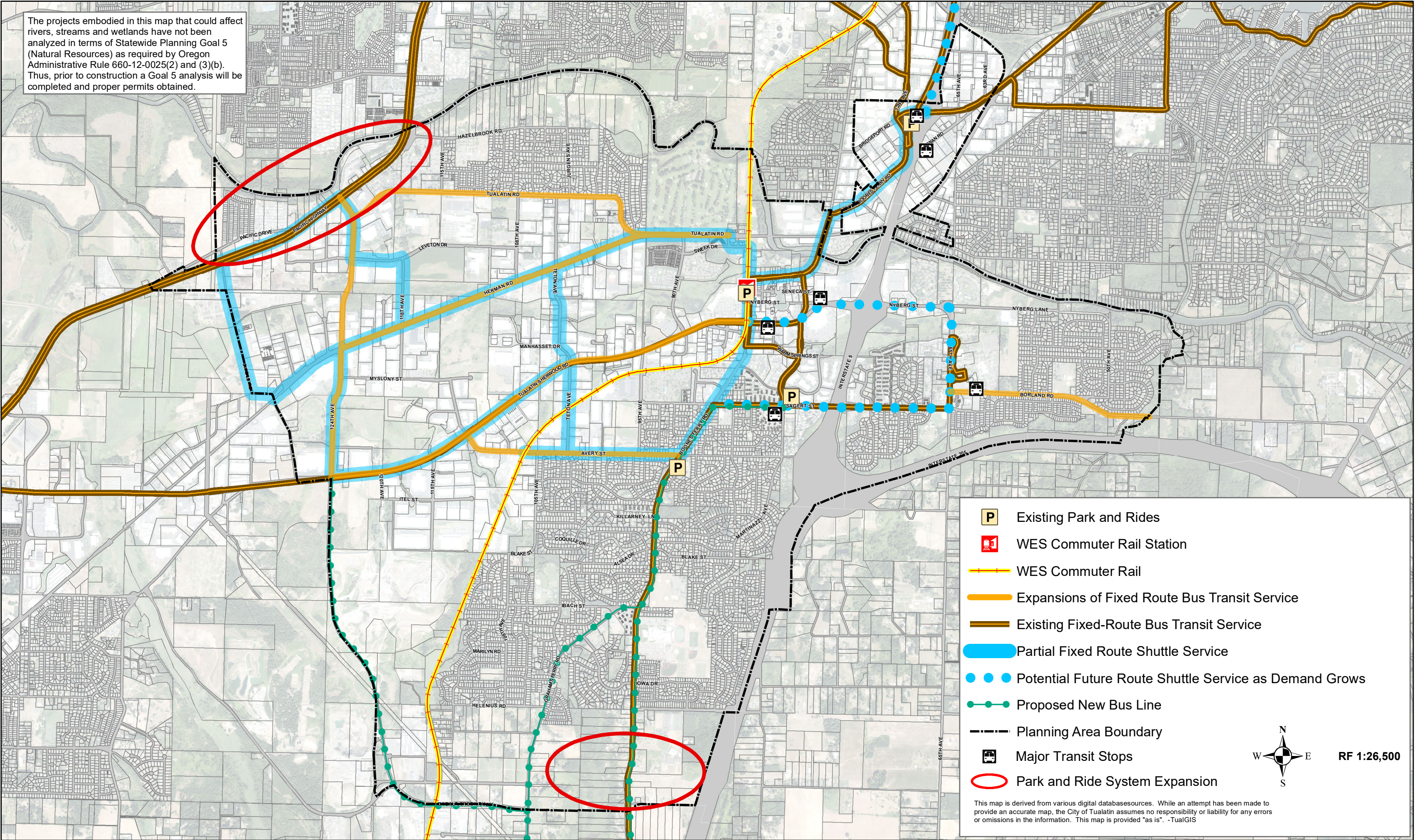
This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS



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Map 8-5: Tualatin Transit Plan

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



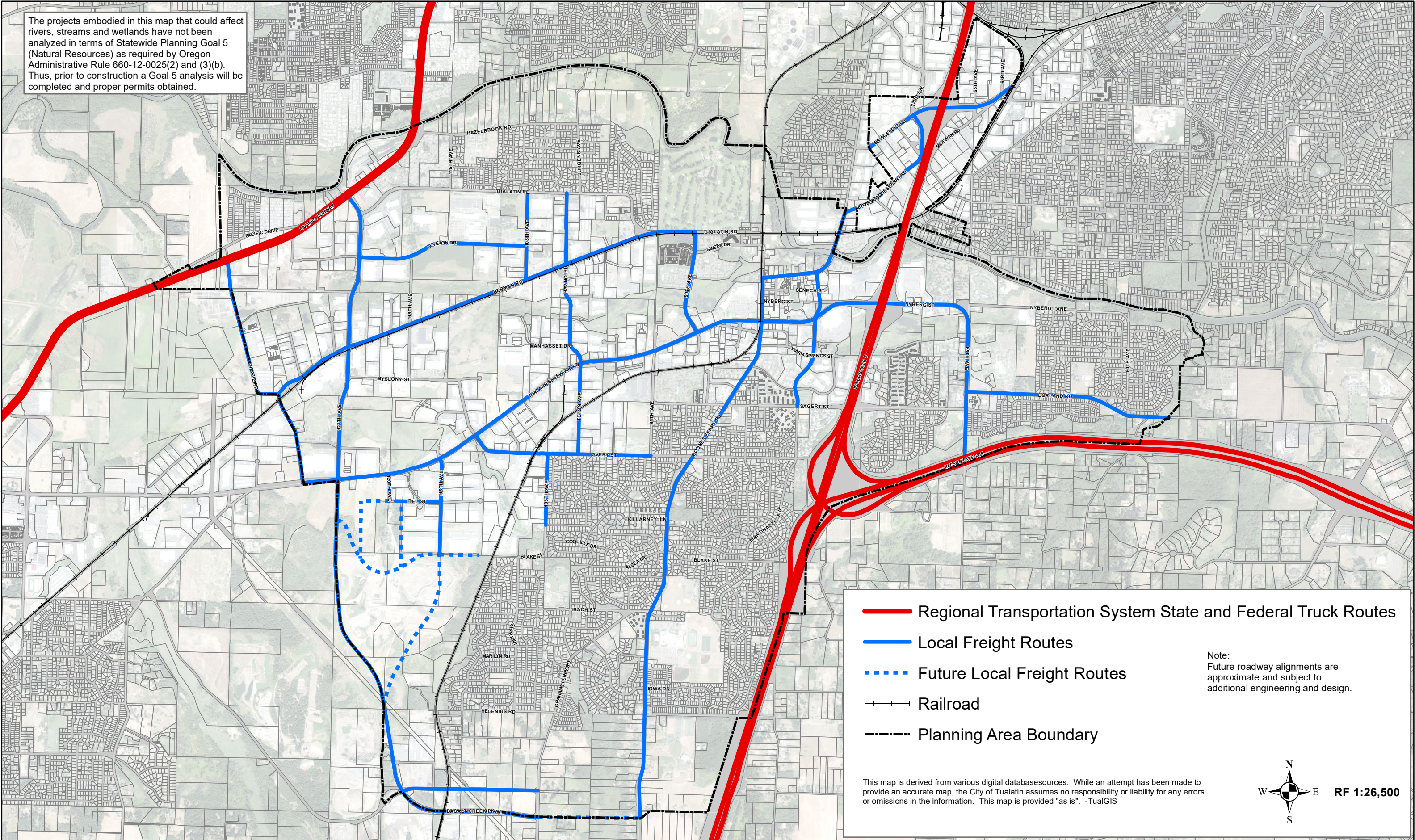
- Existing Park and Rides
- WES Commuter Rail Station
- WES Commuter Rail
- Expansions of Fixed Route Bus Transit Service
- Existing Fixed-Route Bus Transit Service
- Partial Fixed Route Shuttle Service
- Potential Future Route Shuttle Service as Demand Grows
- Proposed New Bus Line
- Planning Area Boundary
- Major Transit Stops
- Park and Ride System Expansion

RF 1:26,500

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Map 8-6: Freight Routes

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.

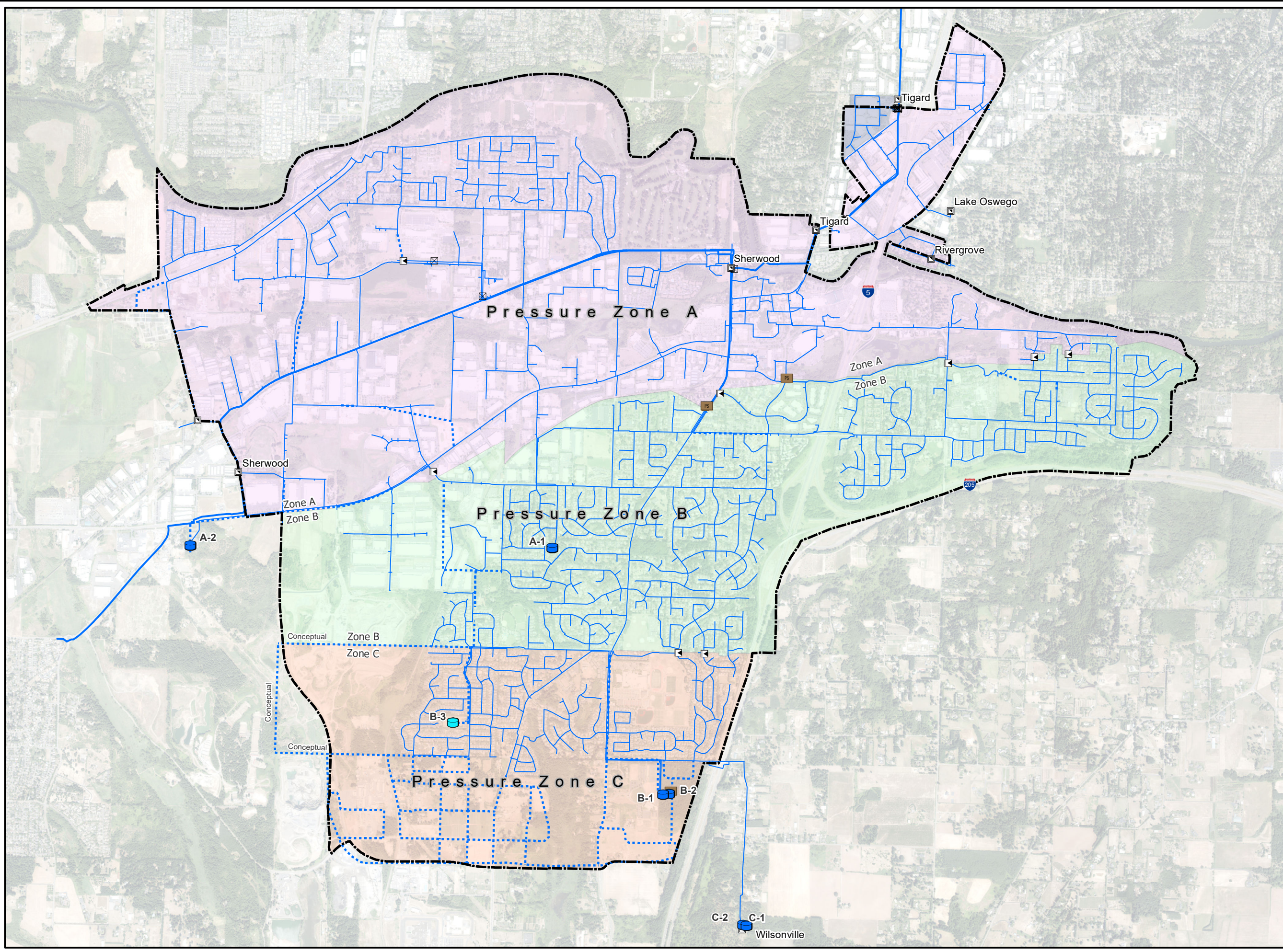
















- Regional Transportation System State and Federal Truck Routes
- Local Freight Routes
- - - Future Local Freight Routes
- Railroad
- Planning Area Boundary

Note:
Future roadway alignments are approximate and subject to additional engineering and design.

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












-  Pump Stations
-  Pressure Reducing Valve
-  Pressure Reducing-Sustaining Valve
-  Existing Reservoirs
-  Future Reservoirs
-  Water System Interties
-  Transmission Lines
-  Distribution System
-  Future System Improvements
-  A-Level
-  B-Level
-  C-Level
-  Bridgeport
-  Planning Area Boundary



RF 1:26,500

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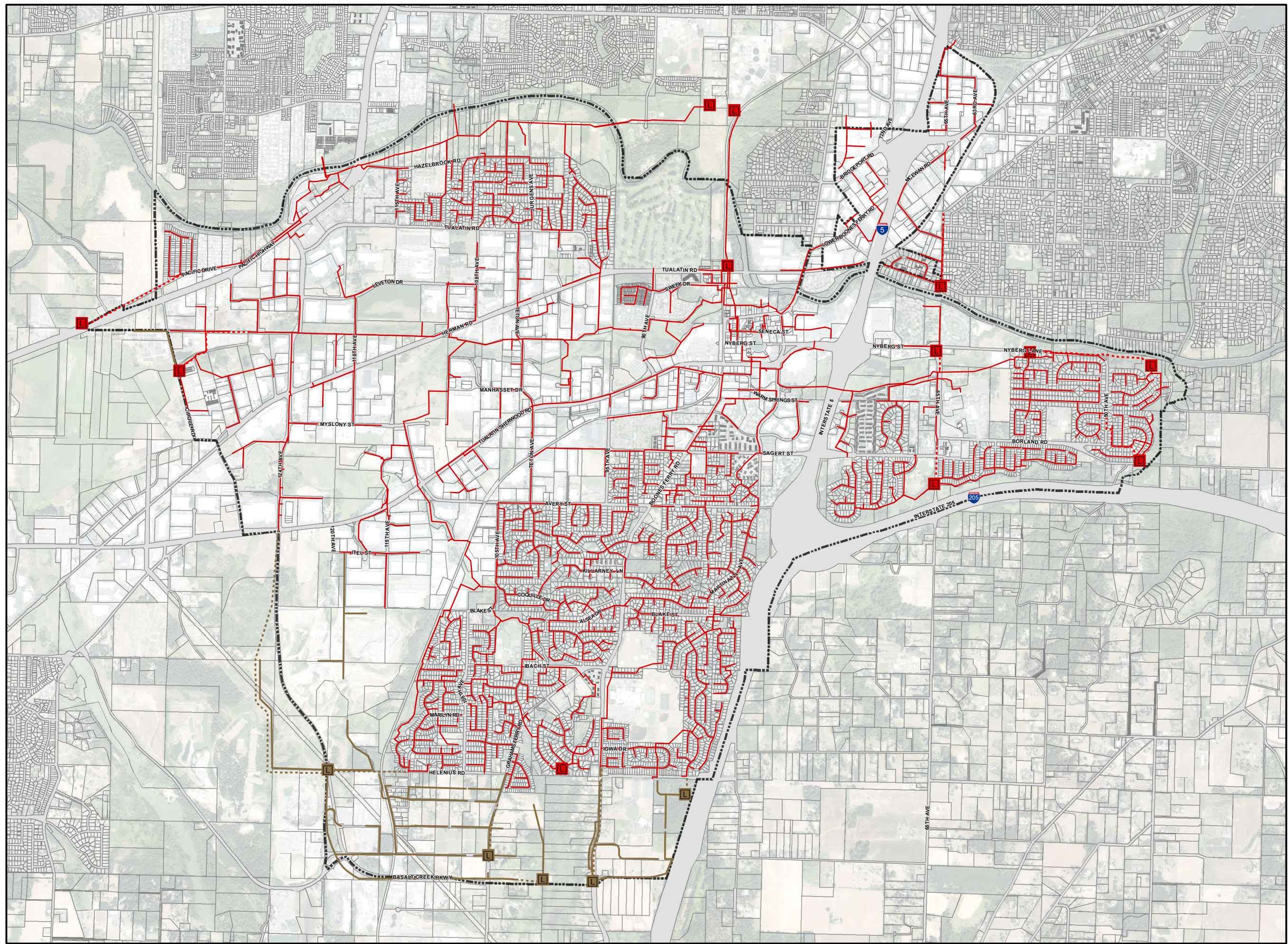
City of Tualatin
Sewer System Master Plan
Map 9-2

-  Conceptual Lift Station
-  Lift Station
-  Gravity Pipe
-  Force Main
-  Conceptual Gravity Pipe
-  Conceptual Force Main
-  Planning Area Boundary

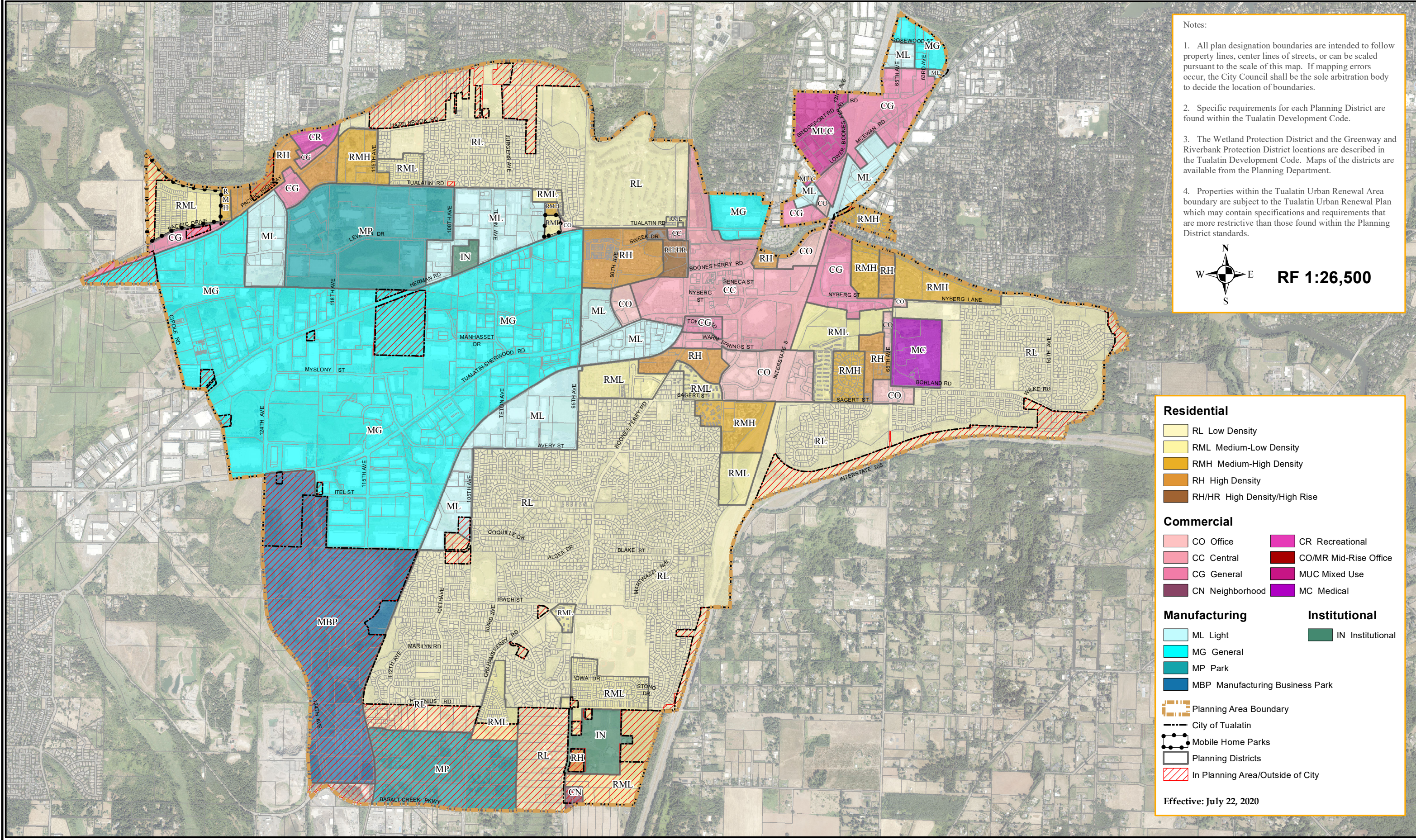


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Map 10-1 Comprehensive Plan Map



Notes:

1. All plan designation boundaries are intended to follow property lines, center lines of streets, or can be scaled pursuant to the scale of this map. If mapping errors occur, the City Council shall be the sole arbitration body to decide the location of boundaries.
2. Specific requirements for each Planning District are found within the Tualatin Development Code.
3. The Wetland Protection District and the Greenway and Riverbank Protection District locations are described in the Tualatin Development Code. Maps of the districts are available from the Planning Department.
4. Properties within the Tualatin Urban Renewal Area boundary are subject to the Tualatin Urban Renewal Plan which may contain specifications and requirements that are more restrictive than those found within the Planning District standards.



Residential

- RL Low Density
- RML Medium-Low Density
- RMH Medium-High Density
- RH High Density
- RH/HR High Density/High Rise

Commercial

- CO Office
- CC Central
- CG General
- CN Neighborhood
- CR Recreational
- CO/MR Mid-Rise Office
- MUC Mixed Use
- MC Medical

Manufacturing

- ML Light
- MG General
- MP Park
- MBP Manufacturing Business Park

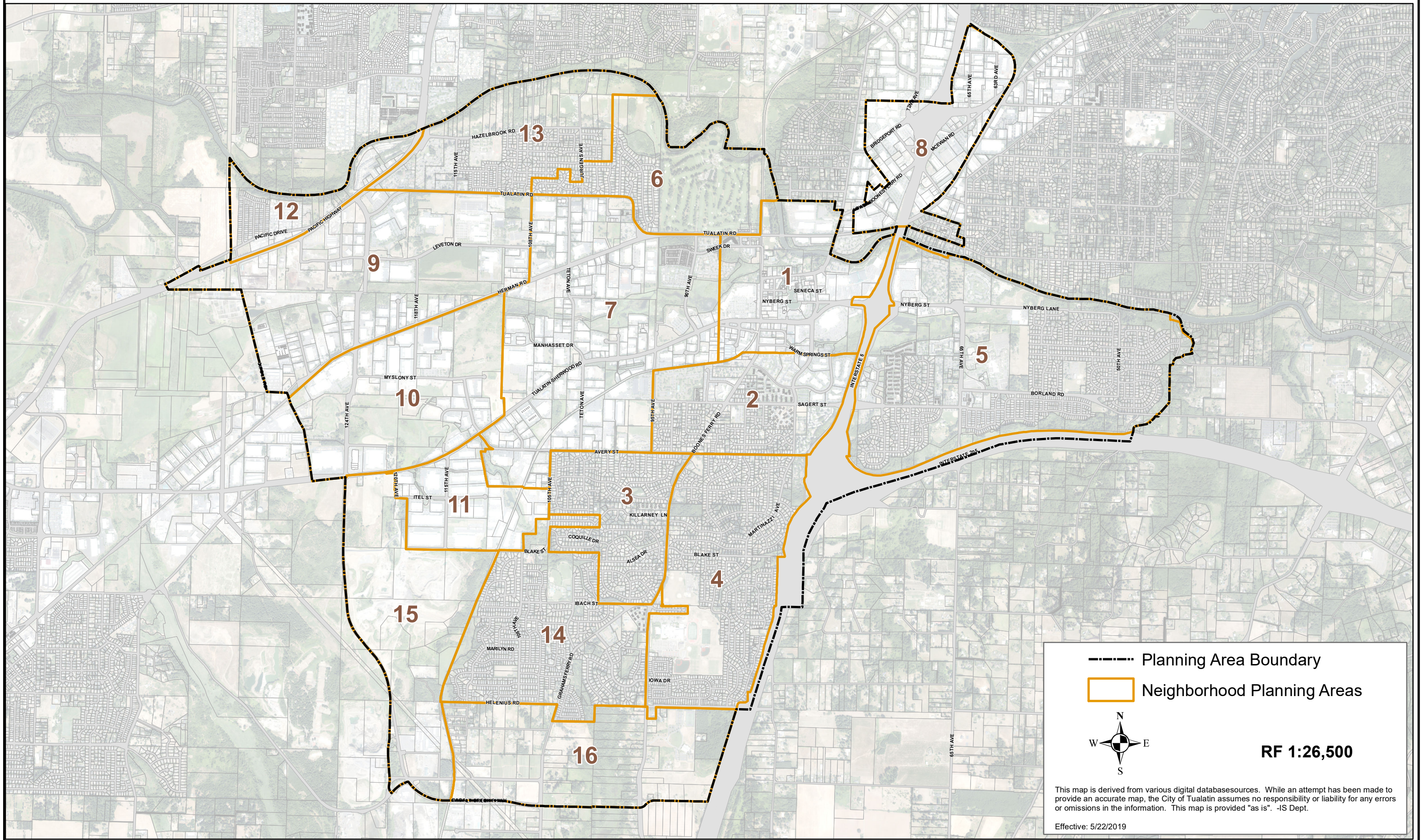
Institutional

- IN Institutional

 Planning Area Boundary
 City of Tualatin
 Mobile Home Parks
 Planning Districts
 In Planning Area/Outside of City

Effective: July 22, 2020

Map 10-2: Neighborhood Planning Areas



- Planning Area Boundary
- Neighborhood Planning Areas



RF 1:26,500

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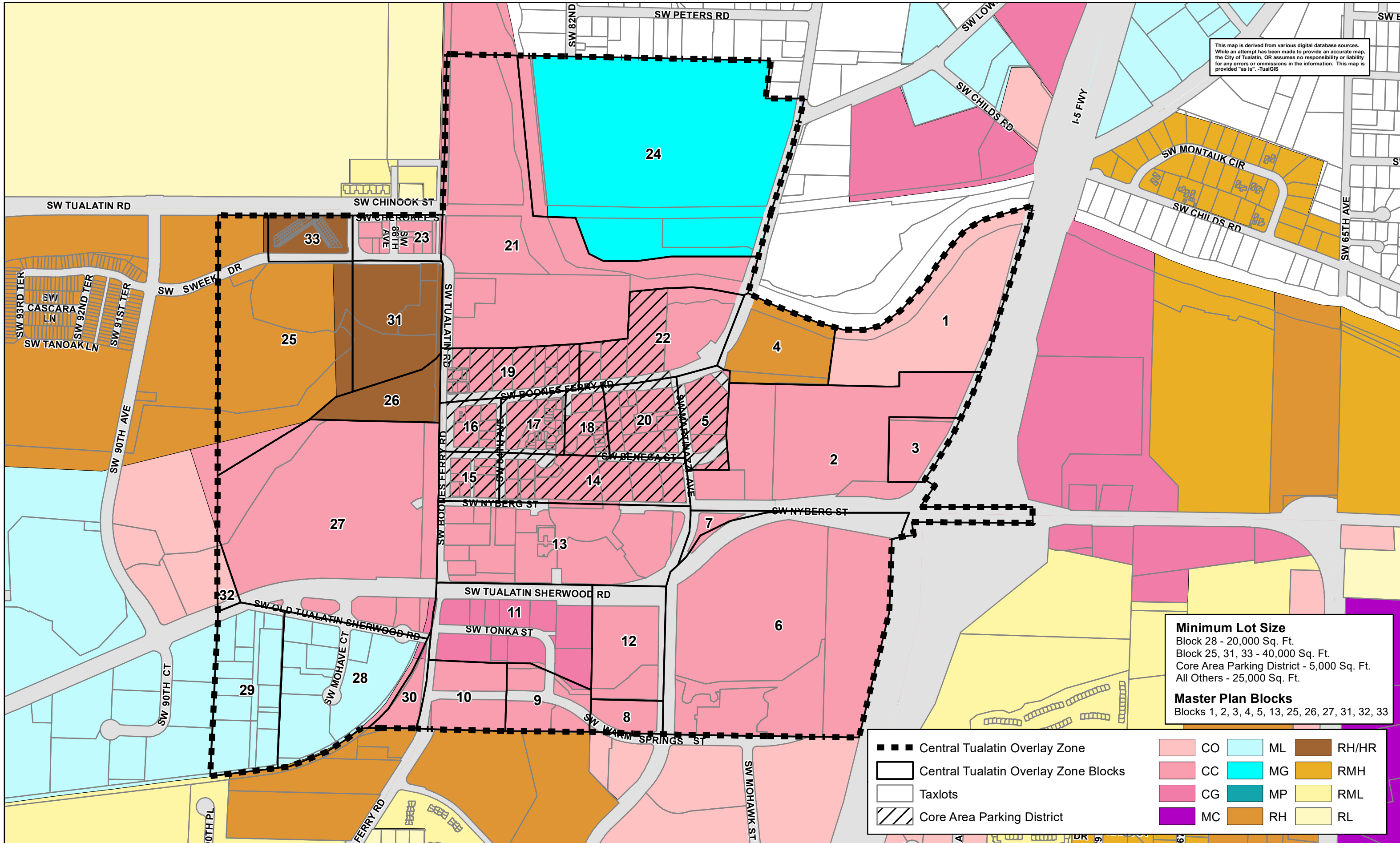
Effective: 5/22/2019

Map 10-3: Central Tualatin Overlay Zone

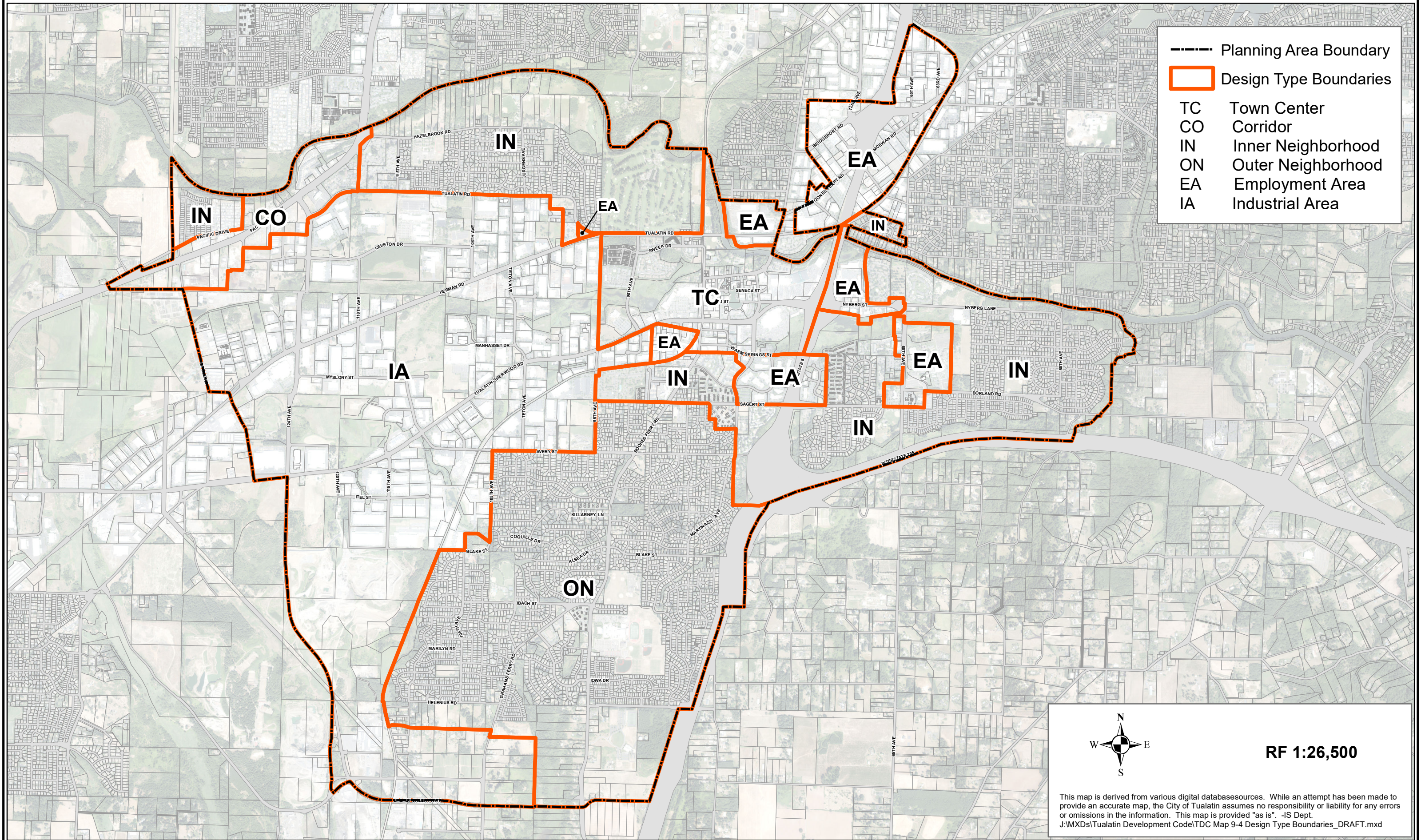
RF 1:6000



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Map 10-4: Design Type Boundaries



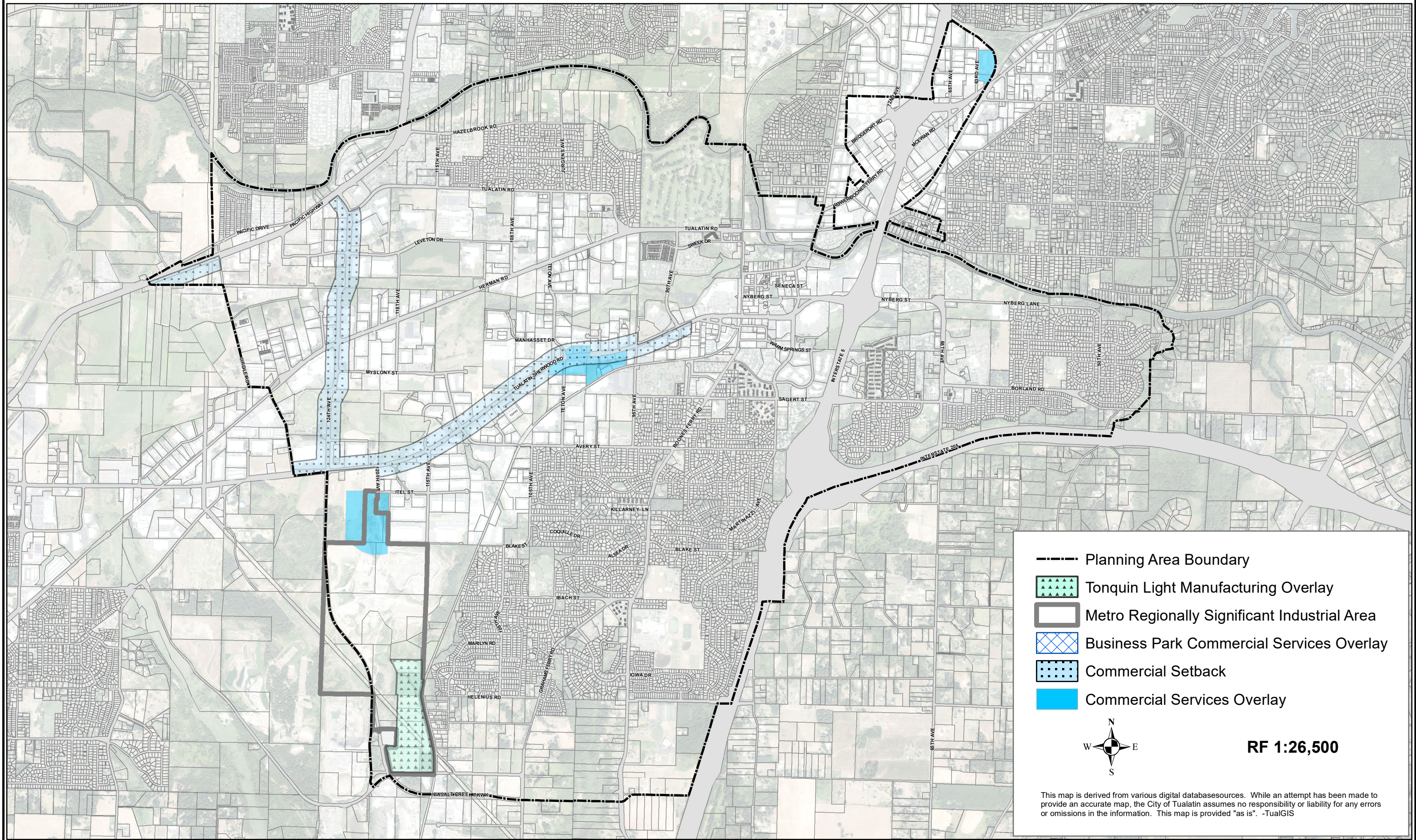
| | |
|----|------------------------|
| | Planning Area Boundary |
| | Design Type Boundaries |
| TC | Town Center |
| CO | Corridor |
| IN | Inner Neighborhood |
| ON | Outer Neighborhood |
| EA | Employment Area |
| IA | Industrial Area |



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 J:\MXDs\Tualatin Development Code\TDC Map 9-4 Design Type Boundaries_DRAFT.mxd

Map 10-5: Commercial Setback & Commercial Services Overlay

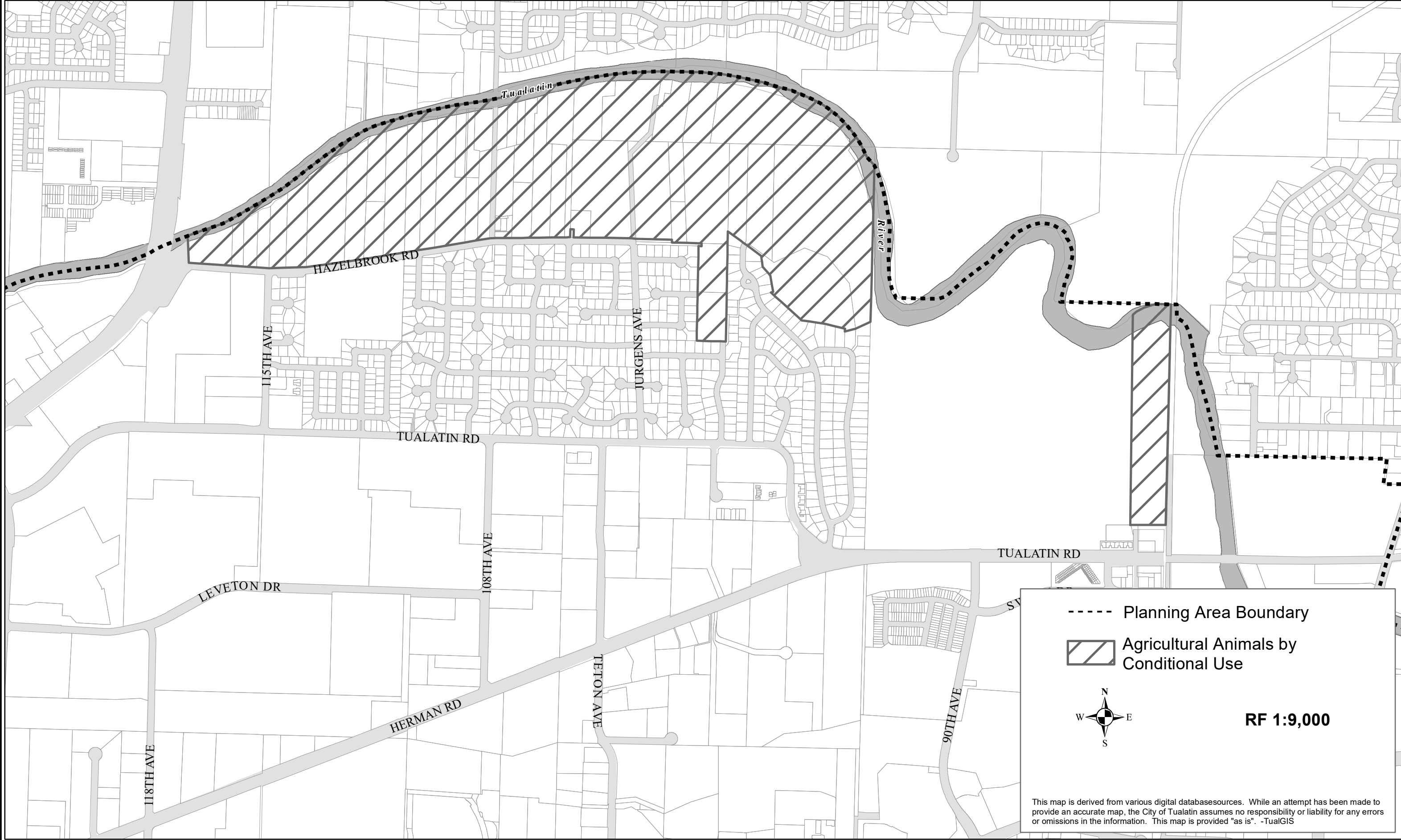


- - - - - Planning Area Boundary
 Tonquin Light Manufacturing Overlay
 Metro Regionally Significant Industrial Area
 Business Park Commercial Services Overlay
 Commercial Setback
 Commercial Services Overlay

N
 W —+— E
 S

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----- Planning Area Boundary

 Agricultural Animals by Conditional Use



RF 1:9,000

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December 14, 2020

Analysis and Findings

Case #: PTA 20-0004
Project: Tualatin 2040 Comprehensive Plan Implementation and Reorganization

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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*) 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. Exhibit List

- A. Housing Needs Analysis (2019)
- B. Housing Strategy Analysis (2019)
- C. City of Tualatin 2040: Policy Priorities

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 proposed amendments are an update to the Housing Element of the Tualatin Comprehensive Plan. The basis for this update was a Housing Needs Analysis, Housing Strategies, and Policy Prioritization. These documents were developed with the feedback and input from a Community Advisory Committee comprised of community members and representatives of the business community of Tualatin. The Community Advisory Committee meetings were open to the public, and extensive efforts were taken to publicize these meetings, and indeed, were attended by members of the public. Further, the aforementioned documents were reviewed by the Tualatin Planning Commission, which is the City's acknowledged Committee for Citizen Involvement (CCI), in compliance with Goal 1. Lastly, said documents were accepted by Resolution No. 5479-19 by the Tualatin City Council on December 9, 2019, based on a favorable recommendation from the Planning Commission. The remainder of the Comprehensive Plan will be recognized and reformatted in a policy-neutral manner. As described below, the public will have the opportunity to be involved in the proposed amendments.

Specific to the proposed amendments, The Tualatin Planning Commission will hold a public meeting on November 19, 2020 at which a recommendation to the City Council will be made. On December 14, 2020, the City Council will hold a hearing open to the public to consider the Planning Commission's recommendation, and make a decision on the proposed amendments. Further, the City has followed its acknowledged public notice procedures for legislative Comprehensive Plan Amendments, found in TDC 32.250, which include publishing notice of the City Council hearing in the Tualatin Times, notice of the hearing to the Department of Land Conservation and Development at least 35 days prior to the first hearing, notice to affected government entities, and publicly posting notice of the hearing. Further, the City Council meeting schedule is made available on the internet, and notice of both the Planning Commission meeting and City Council hearing were provided to interested parties.

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 City of Tualatin's Comprehensive Plan and Development Code provide an acknowledged and established land use planning process and policy framework which service as the basis for all decisions and actions related to use of land, which include requirements to assure that an adequate factual base is provided for those decisions and actions. The proposed amendments, which would update the City's Housing Element, with its Housing Needs Analysis (2019) (Exhibit A) and Housing Strategies (2019) (Exhibit B) as a factual basis, consistent with Goal 10 and the OARs which implement that goal, are being reviewed through the City's acknowledged land use planning process. Other elements of the proposed amendments would not materially change the remainder of the Comprehensive Plan which was previously acknowledged to be compliant with applicable Goals, OARs and regional regulations, are nonetheless being reviewed through Tualatin's established planning process, and are based on direction from the Tualatin Planning Commission, the City's acknowledged CCI, provided at public meetings, thus establishing a factual basis.

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. 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's recreation needs, as well as those of the citizens of the state and visitors thereto, were most recently addressed by adoption of the 2019 Tualatin Parks and Recreation Master Plan into the Comprehensive Plan, also in 2019 (Ordinance 1427-19). The proposed amendments do not affect policies associated with recreational needs.

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 proposed amendments do not affect policies, lands, or opportunities associated with Goal 9 established by the Comprehensive Plan. Some existing policies are recognized into different chapters within the Comprehensive Plan - 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. Outdated references to a previously-eliminated Urban Renewal Area are removed.

The proposed amendments conform to Goal 9.

Goal 10 – Housing

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

Finding:

The proposed amendments are intended to update the Comprehensive Plan's existing housing goals and policies to better provide for the housing needs of Tualatin, its current and future community members as well as that of citizens and community members of the state. Compliance with Goal 10 for cities within the Portland Metropolitan Urban Growth Boundary, like Tualatin, is analyzed in greater detail through compliance with OAR Chapter 660 Division 7. Findings addressing this OAR are found below.

The proposed amendments conform to Goal 10.

Goal 11 – Public Facilities and Services

Finding:

The proposed amendments do not affect policies related to public facilities and services including water, sewer, and emergency services. 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 reorganize these policies into a single chapter.

The proposed amendments conform to Goal 11.

Goal 12 – Transportation

Finding:

The proposed amendments do not involve any changes to the City's transportation system and are therefore 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 provided below. 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.

B. Oregon Administrative Rules

OAR Chapter 660 Division 7 (Metropolitan Housing)

[...]

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 the proposed amendments to the Comprehensive Plan were submitted consistent with the above requirements. Specifically, notice was provided to the Department of Land Conservation and Development (DLCD) via the PAPA Online portal on November 6, 2020, 38 days before the scheduled hearing. The proposed amendments are consistent with these requirements.

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:

The proposed amendments would not impact the new construction mix or minimum residential density allocation for new construction. Tualatin's Comprehensive Plan has previously been acknowledged as being in compliance with these sections. The proposed amendments are 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) $\text{BLI Acres} \times 6 \text{ Units/Acre} = \text{Num. of Units}$;

(ii) $\text{BLI Acres} \times 8 \text{ Units/Acre} = \text{Num. of Units}$;

(iii) $\text{BLI Acres} \times 10 \text{ Units/Acre} = \text{Num. of Units}$;

(iv) $\text{Total Acres (TA)} - \text{Total Units (TU)}$.

(B) $\text{Total units divided by Total Acres} = \text{New Density Standard}$;

(C) Example:

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

(ii) $5200 \text{ units divided by } 600 \text{ acres} = 8.66 \text{ units per acre standard}$.

(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. 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 9, 2020, 35 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, 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 proposed amendments are in the public interest and the public interest is best protected by granting the proposed amendments at this time. As discussed above, under Statewide Planning Goal 1, the proposed amendments and have undergone extensive public review and involvement. The proposed amendments have been crafted and reviewed by the Tualatin Planning Commission, the acknowledged CCI for Tualatin, who have provided a recommendation of approval of the proposed amendments, and an indication that they are in the public interest and that their adoption is timely. The Tualatin City Council, who serve as representatives of the public interest, has indicated that the proposed amendments are in the public interest. Further, by acceptance of Resolution No. 5479-19 by on December 9, 2019 and direction to proceed with the proposed amendments in a timely manner, approval of the proposed amendments at this time best serves and protects the public.

More specifically, Tualatin, like much of the Portland Metropolitan Region is and has been for several years, in the middle of a housing crisis with no sign of relief, making it harder for members of its own community to afford existing housing and harder yet for prospective members of the community to afford new housing here. The City Council, seeing this and recognizing that the trajectory of these trends were contrary to the public interest, directed staff to complete a Housing Needs Analysis. Completed in 2019, the Housing Needs Analysis quantified the extent of this crisis (the need and deficiency) and to begin to draft the goals and policies (solutions to the need and deficiency), which while apparent, had not previously been quantified. Adoption of the proposed amendments would in adopt the Housing Needs Analysis into the Comprehensive Plan, and make changes to the Housing Element – goals and policies based on the Housing Strategies that were created based on the need and deficiencies identified in the Housing Needs Analysis and thus in the public interest at this time.

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 into a new Comprehensive Plan chapter are in conformity with the applicable objectives of the Plan, reflect the previously accepted Housing Needs Analysis and Housing Strategies, and have been reviewed against the applicable Oregon Statewide Planning Goals, Oregon Administrative Rules, and the Urban Growth Functional Plan. The proposed amendments overall were made based on input and feedback from the Tualatin Planning Commission and also are in conformity with the applicable objectives of the Plan.

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 amendments do not affect specific geographic areas of the City, and therefore do not impact nor are based on characteristics of areas of the city or suitability of the areas of the city for particular land uses and improvements.

These criteria are not applicable.

Finding:

- (iii) Trends in land improvement and development;**

Finding:

The proposed amendments consciously consider the trends in land improvement and development. The proposed amendments would adopt Tualatin's 2019 Housing Need Analysis, which 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.

This criterion is met.

- (iv) Property values;**

Finding:

The proposed amendments do not impact or change property values, including but not limited to: allowed uses, densities, and/or intensities of development, or the applicable development and design standards of the Development Code. 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 amendments do not change zoning designations, development standards, or roadway standards, and therefore do not impact the needs of economic enterprises and future development of a specific area, need right of way and access for and to a particular area.

This criterion is not applicable.

**(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 amendments do not impact natural resource protection nor application of requirements to future development.

This criterion is not applicable.

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

[...]

Finding:

The proposed amendments do not impact regulations governing public need for healthful, safe, or aesthetic surroundings and conditions.

This criterion is not applicable.

(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 amendments do not impact the location of existing residential uses nor densities.

This criterion is not applicable.

(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.

This criterion is met.

(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 impact level of service for transportation facilities.

This criterion is not applicable.

(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 proposed changes do not impact objectives and policies regarding the above referenced utilities.

This criterion is not applicable.

City of Tualatin

Housing Needs Analysis

December 2019

Prepared for:

City of Tualatin

FINAL REPORT

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Acknowledgements

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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

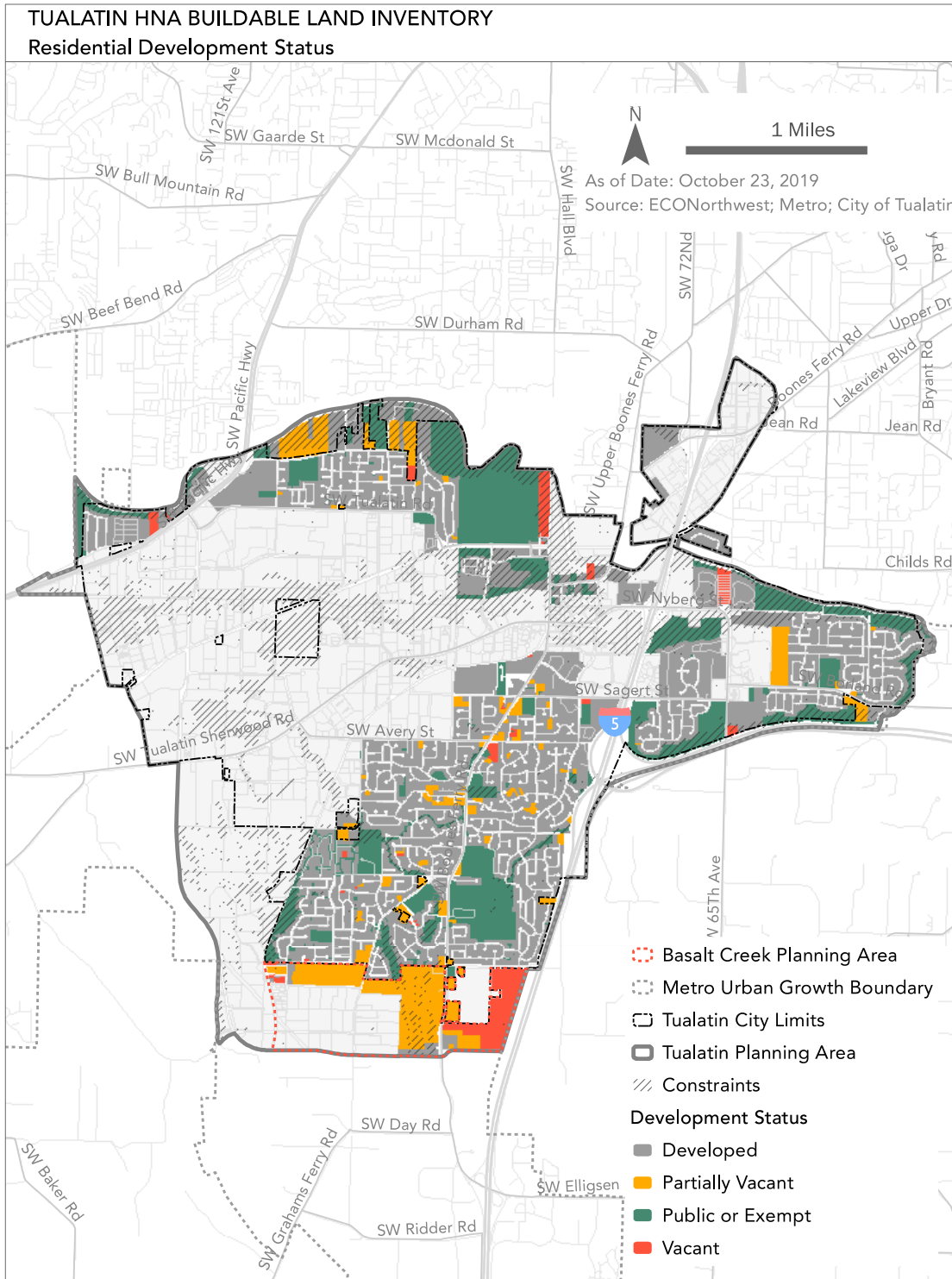
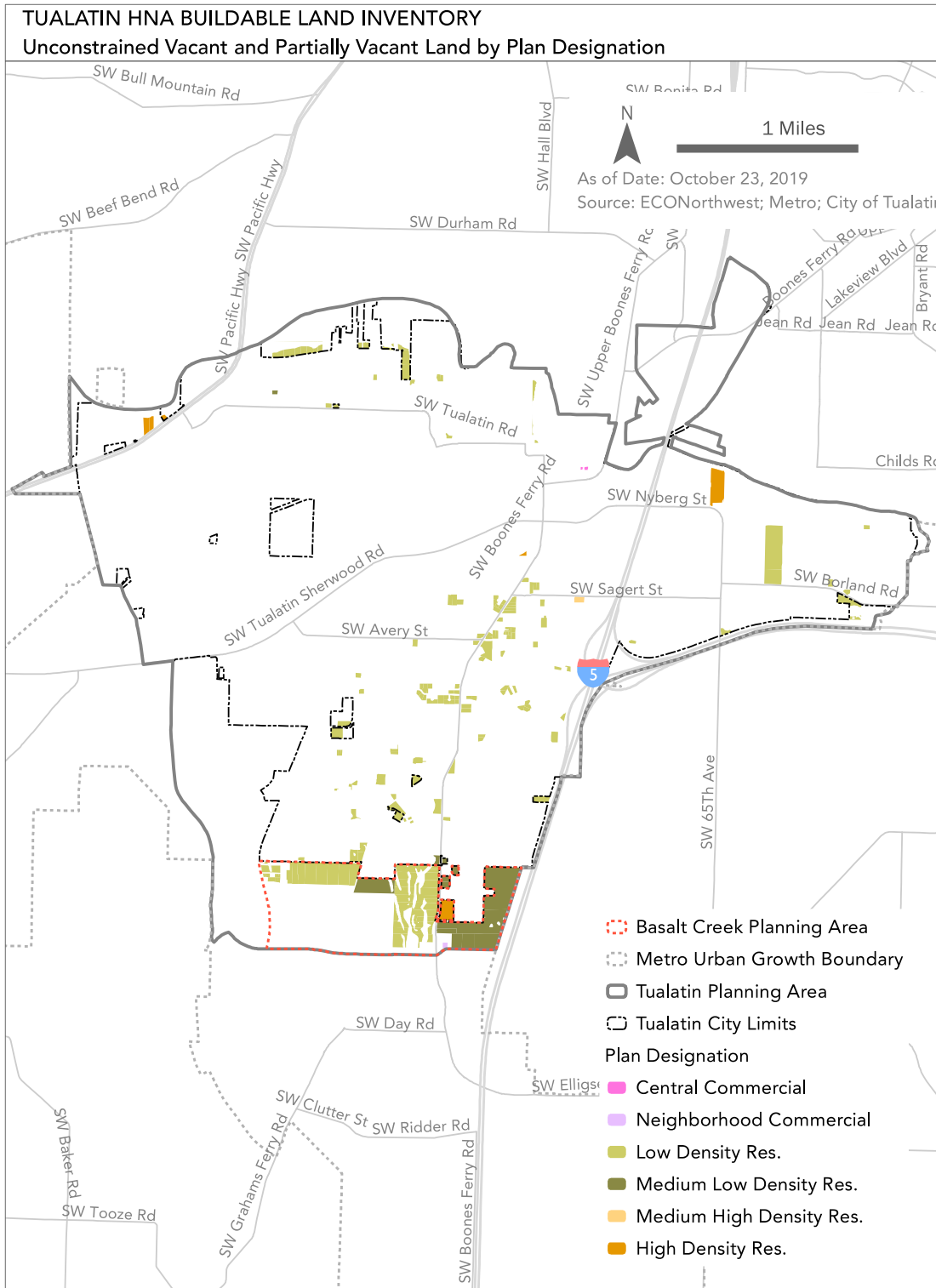


Exhibit 9. Unconstrained Vacant and Partially Vacant Residential Land, Tualatin Planning Area, 2019



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>

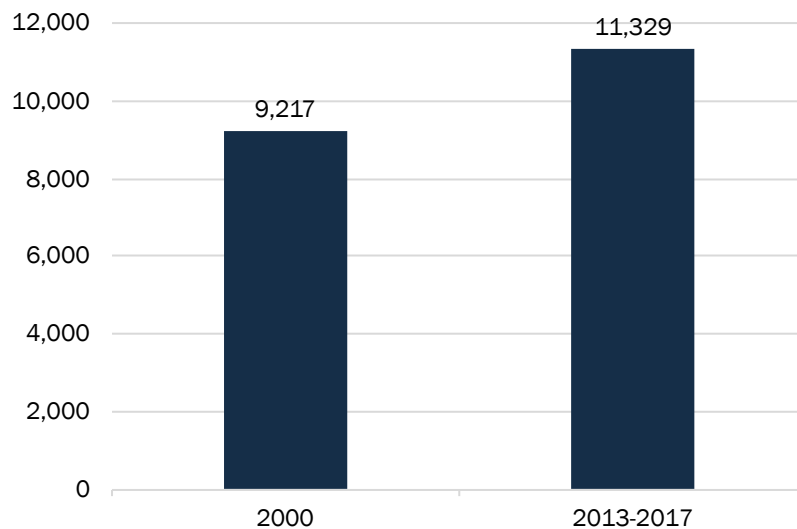
Housing Mix

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

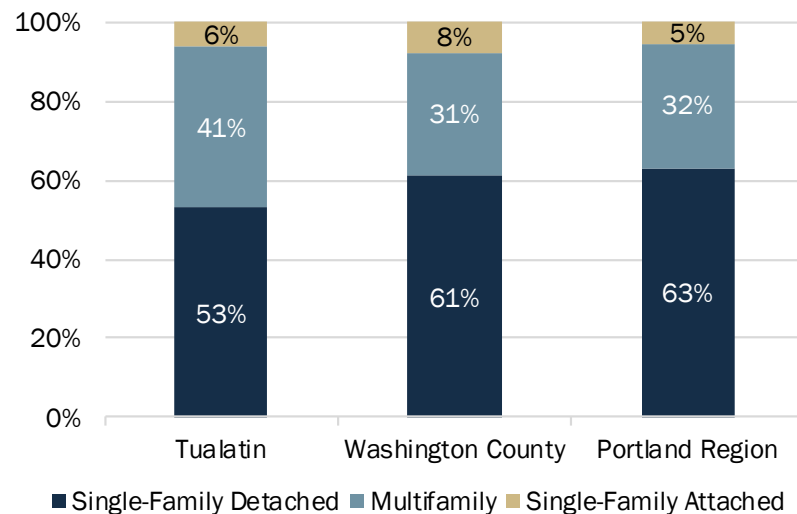
Source: U.S. Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2013-2017 ACS Table B25024.



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

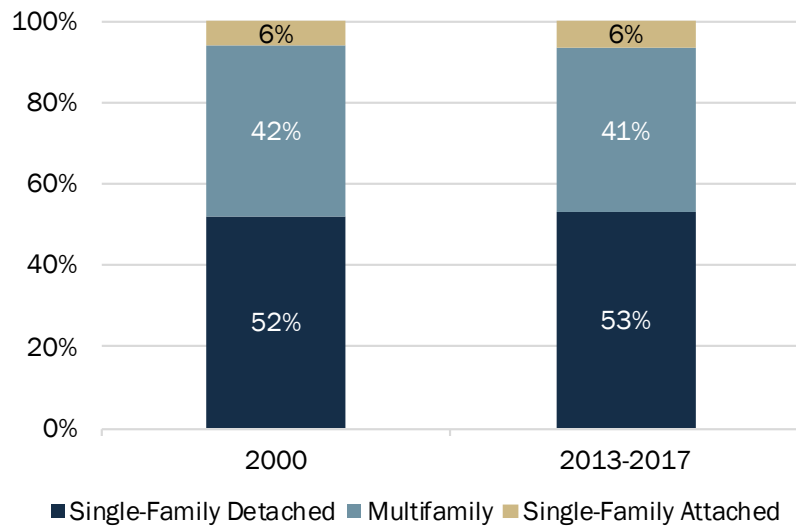
Source: U.S. Census Bureau, 2013-2017 ACS Table B25024.



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.



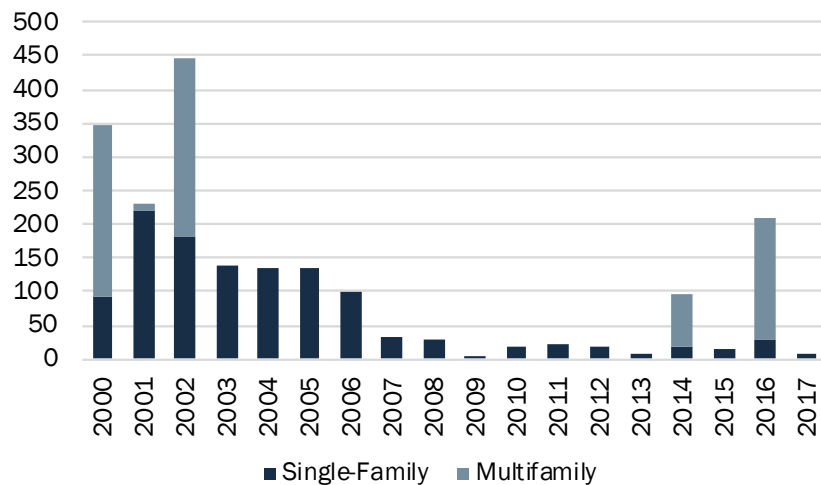
Dwelling Units Built

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.



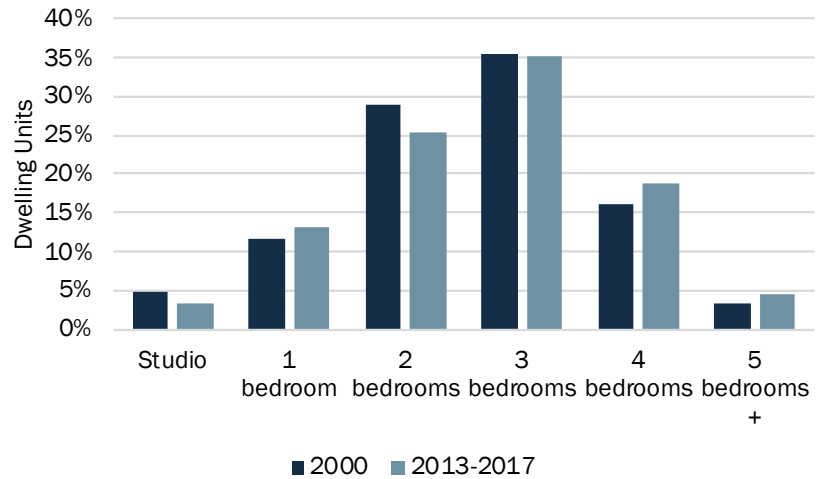
Size of Units

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.

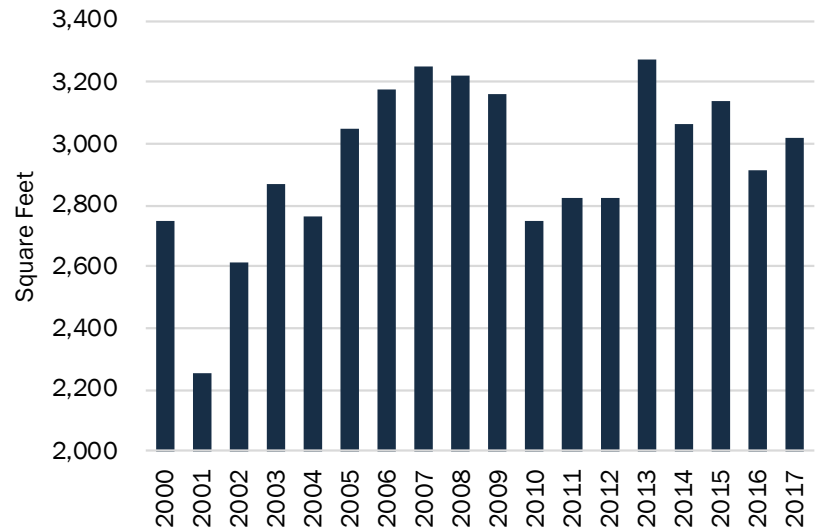


Single-family units built in Tualatin since 2000, averaged 2,773 sq. ft. per unit.

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

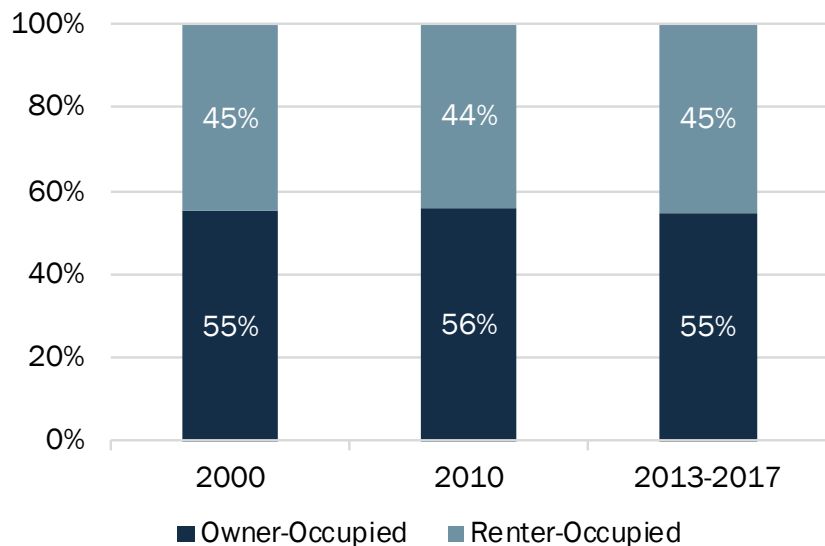
Housing tenure describes whether a dwelling unit is owner- or renter-occupied. This section shows:

- **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

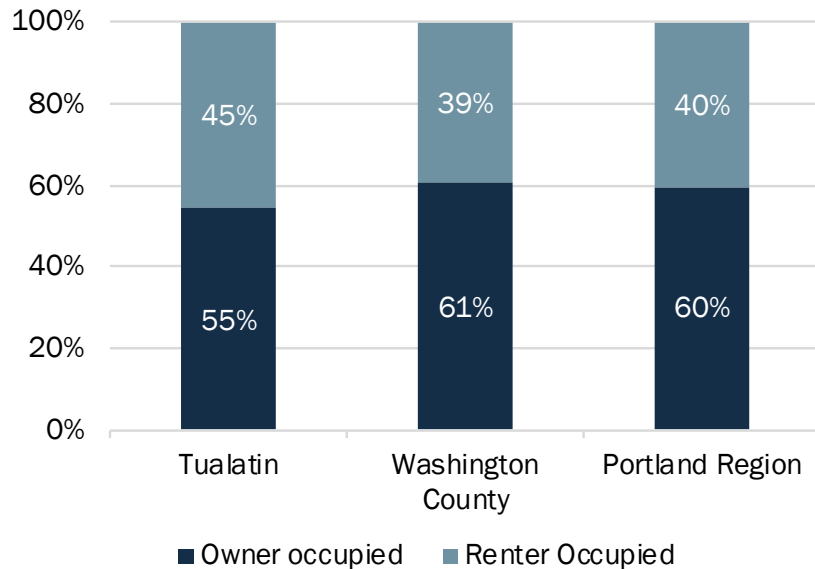
Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H004, 2010 Decennial Census SF1 Table H4, 2013-2017 ACS Table B24003.



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.

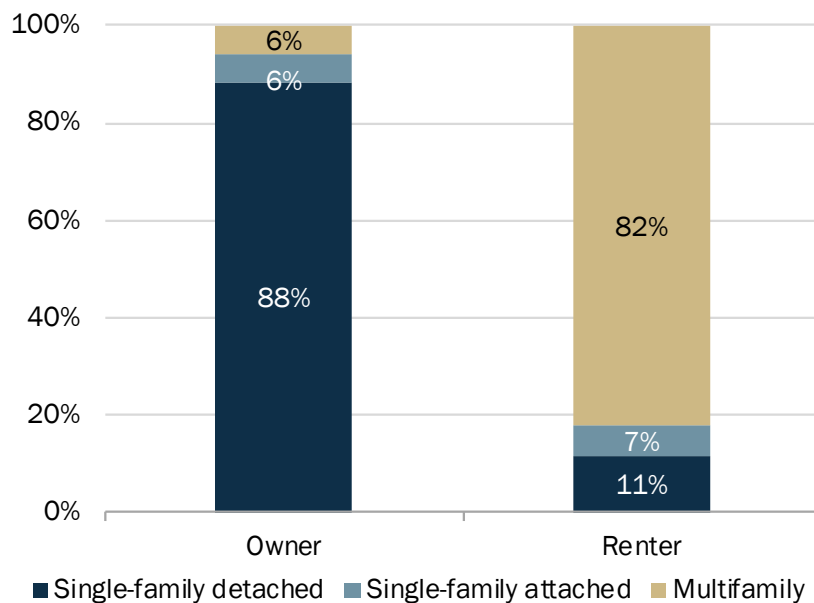


Most of Tualatin homeowners (88%) lived in single-family detached housing.

In comparison, most of Tualatin renters lived in multifamily housing.

Exhibit 21. Housing Units by Type and Tenure, Tualatin, 2013-2017

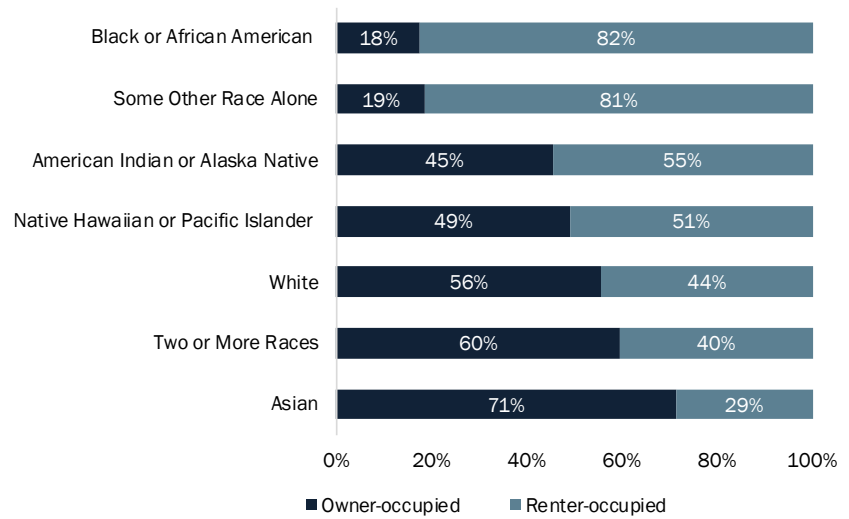
Source: U.S. Census Bureau, 2013-2017 ACS Table B25032.



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

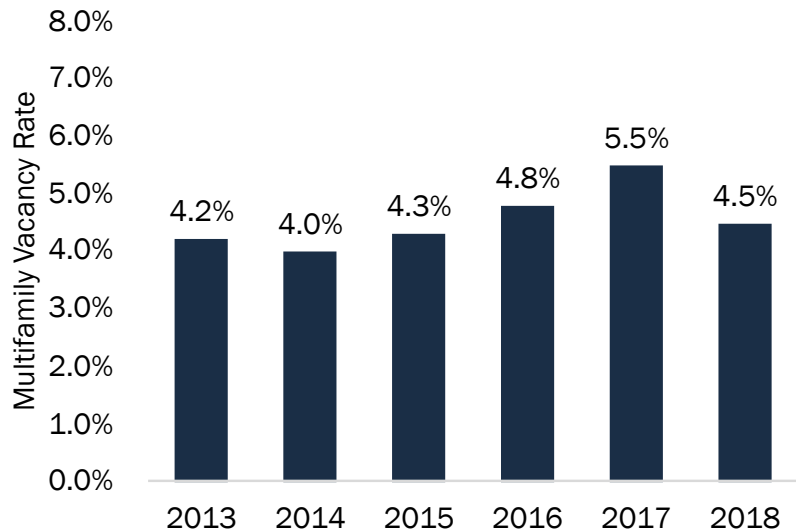
Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H005, 2013-2017 ACS Table B25004.

| | |
|------------------|--|
| 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.

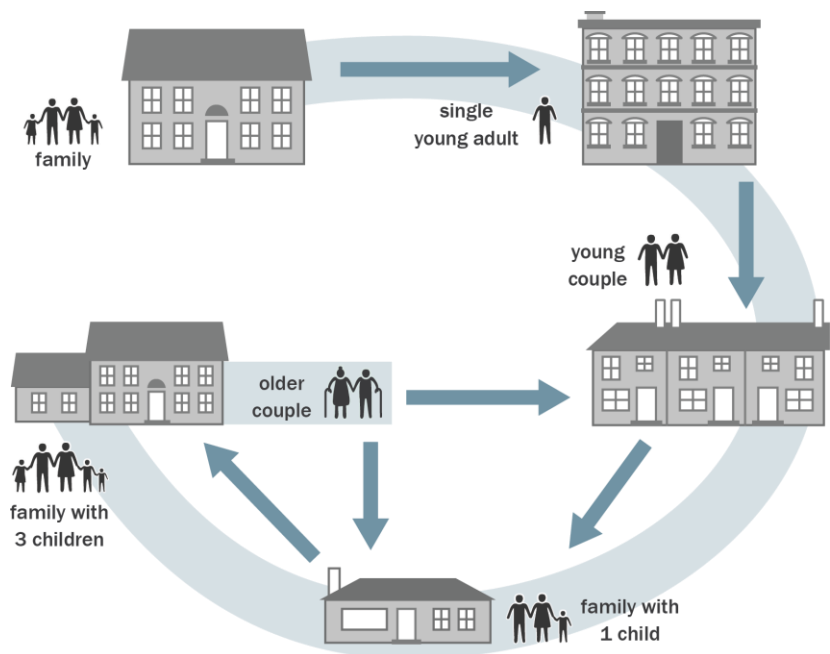
An individual’s housing needs change throughout their life, with changes in income, family composition, and age. The types of housing needed by a 20-year-old college student differ from the needs of a 40-year-old parent with children, or an 80-year-old single adult. As Tualatin’s population ages, different 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.

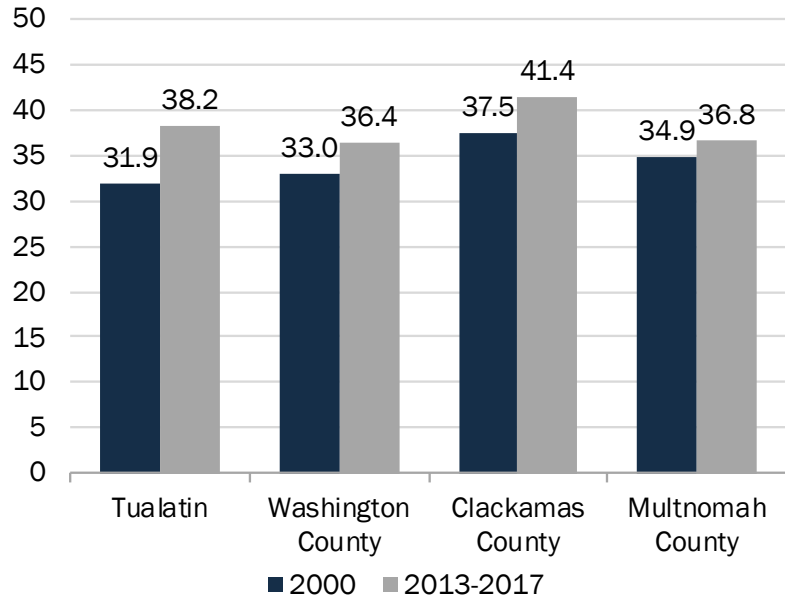
"Survey Says: Home Trends and Buyer Preferences," National Association of Home Builders International Builders

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.

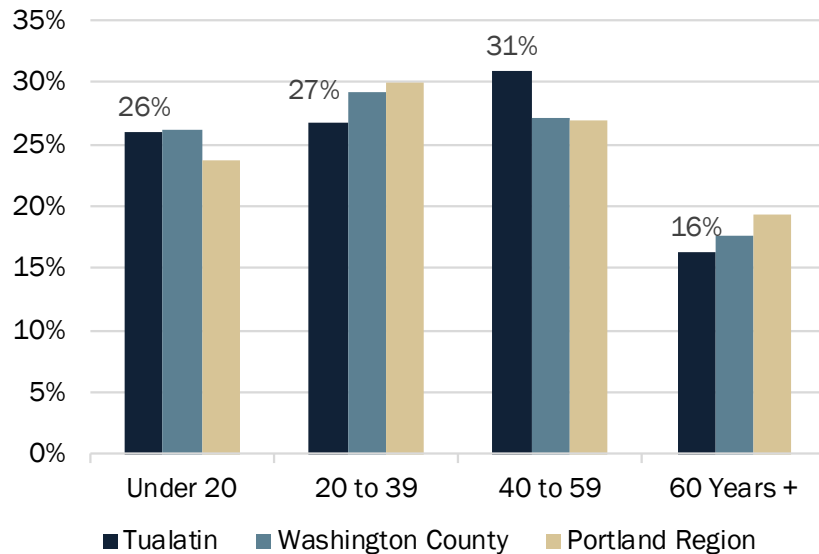


In the 2013-2017 period, about 58% of Tualatin's residents were between the ages of 20 and 59 years.

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

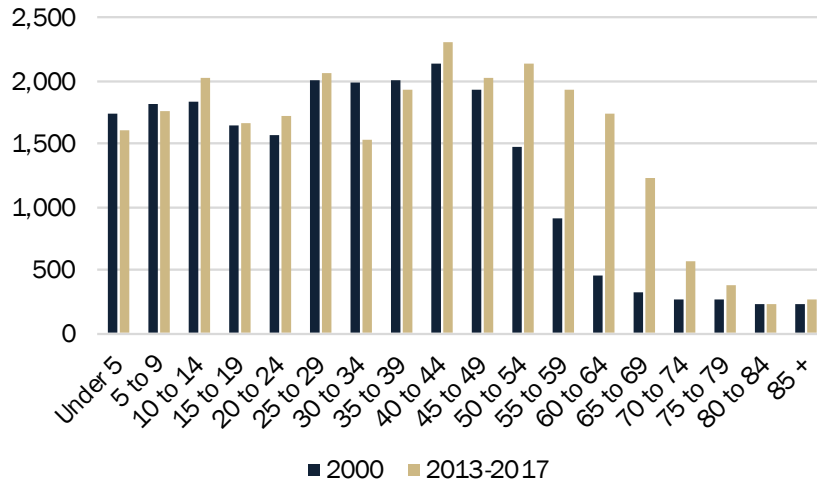
Source: U.S. Census Bureau, 2013-2017 ACS, Table B01001.



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.



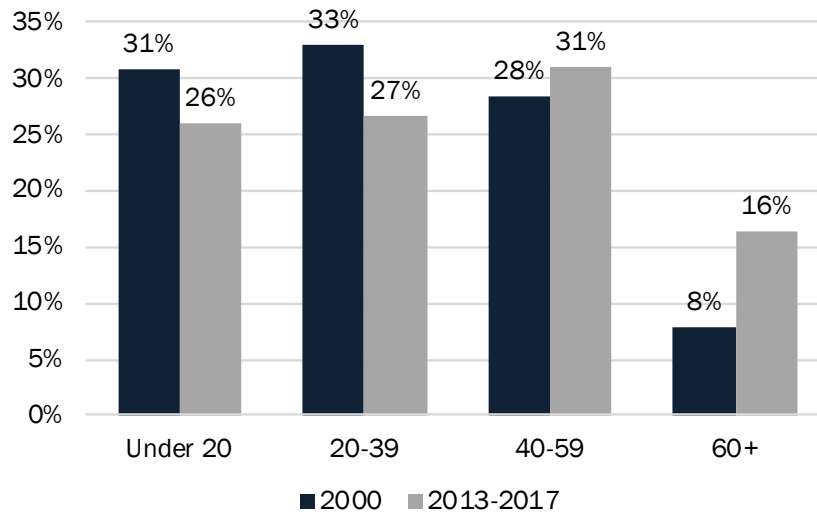
Between 2000 and 2013-2017, the share of Tualatin’s population aged 60 years and older doubled.

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.

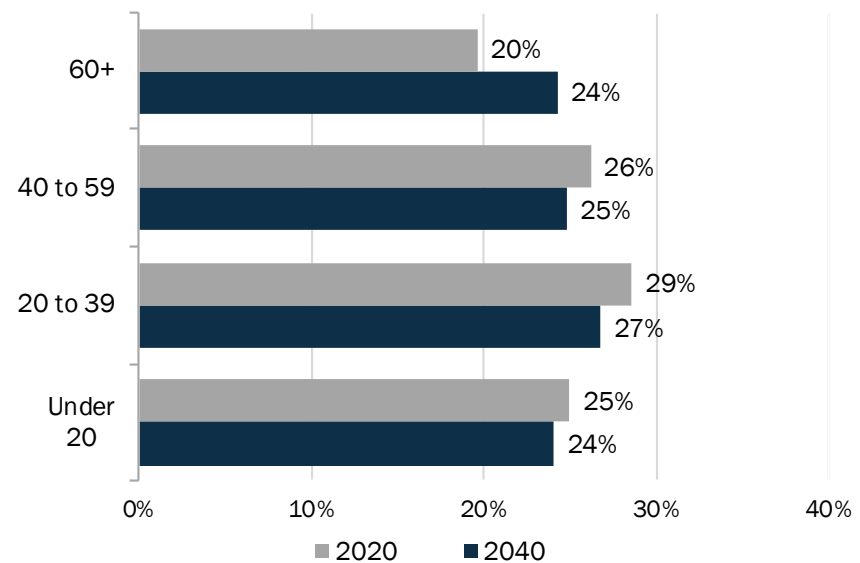
| | | | |
|-----------------|------------------|------------------|----------------|
| 23% | 23% | 24% | 62% |
| 36,773 | 40,023 | 38,953 | 75,217 |
| People | People | People | People |
| Under 20 | 20-39 Yrs | 40-59 Yrs | 60+ Yrs |

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.

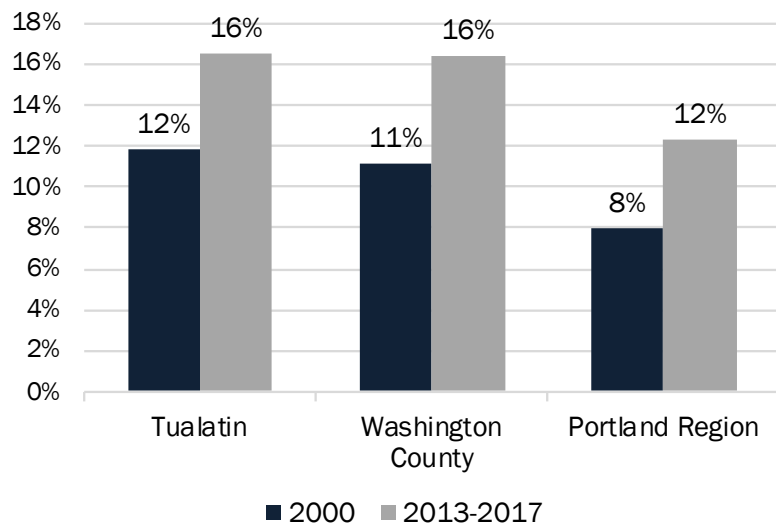
The *State of Hispanic Homeownership* report also cites the lack of affordable housing products as a substantial barrier to homeownership. The report finds that Latinx households are more likely than non-Latinx households to be nuclear households, comprised of married couples with children, and multiple-generation 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.

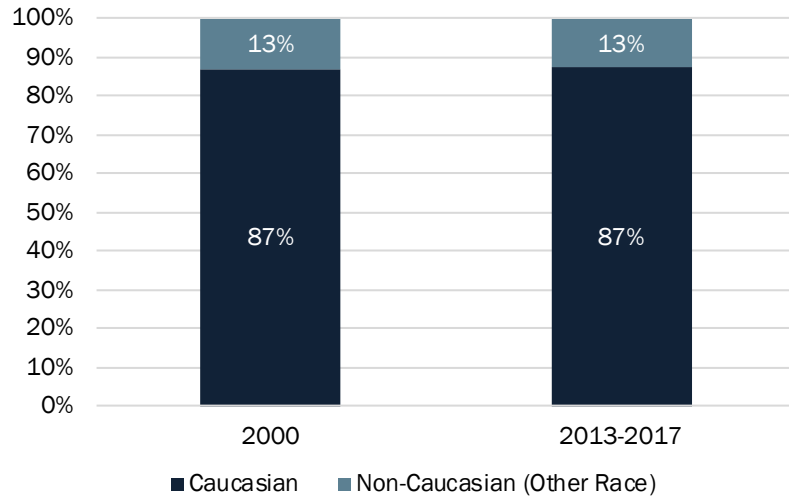
Racial Diversity³⁸

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.

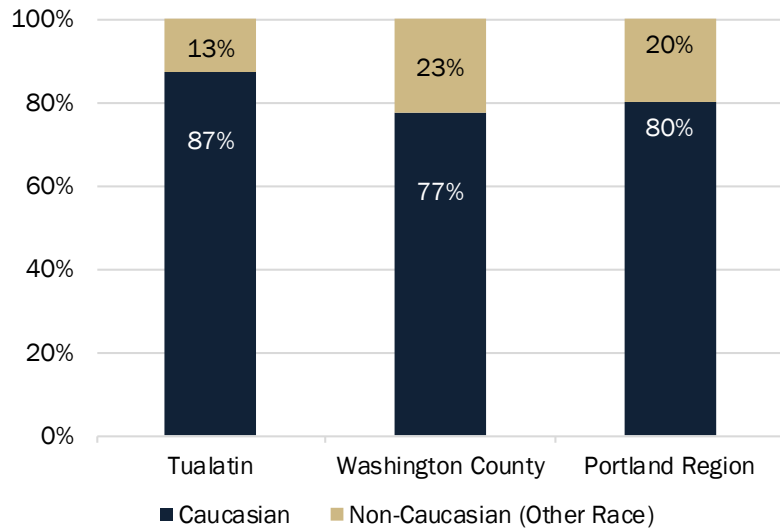


³⁸ The US Census Bureau considers race and ethnicity as two distinct concepts. The Census applies two categories for ethnicity, which are Hispanic or Latino (i.e., Latinx) and Not Hispanic or Latino (i.e., Non-Latinx). Latinx is an ethnicity and not a race, meaning individuals who identify as Latinx 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%.

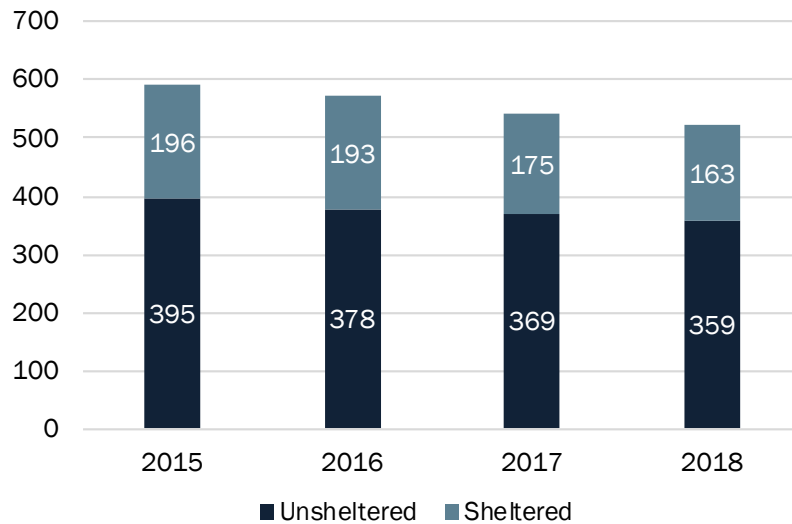
Exhibit 42. Number of Persons Homeless, Washington County, Point-in-Time Count, 2017 and 2018

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

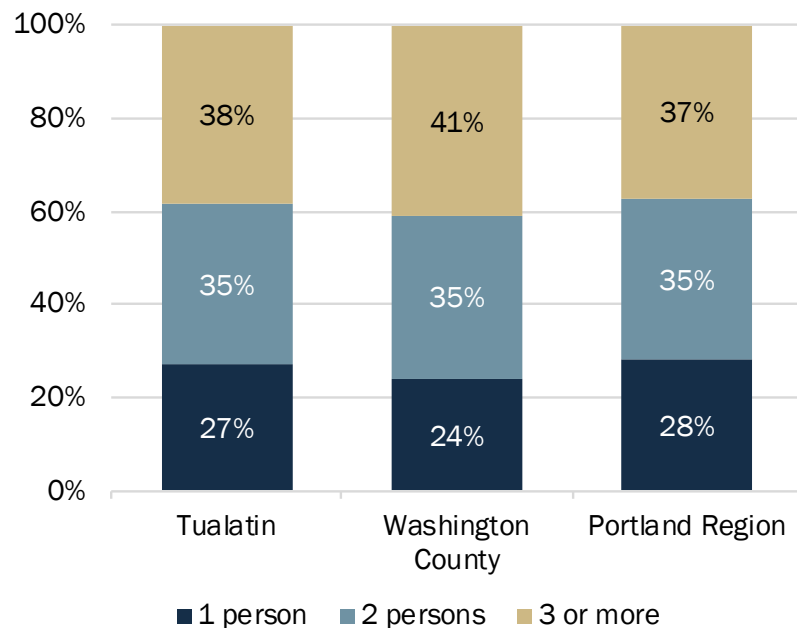
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25010.



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.

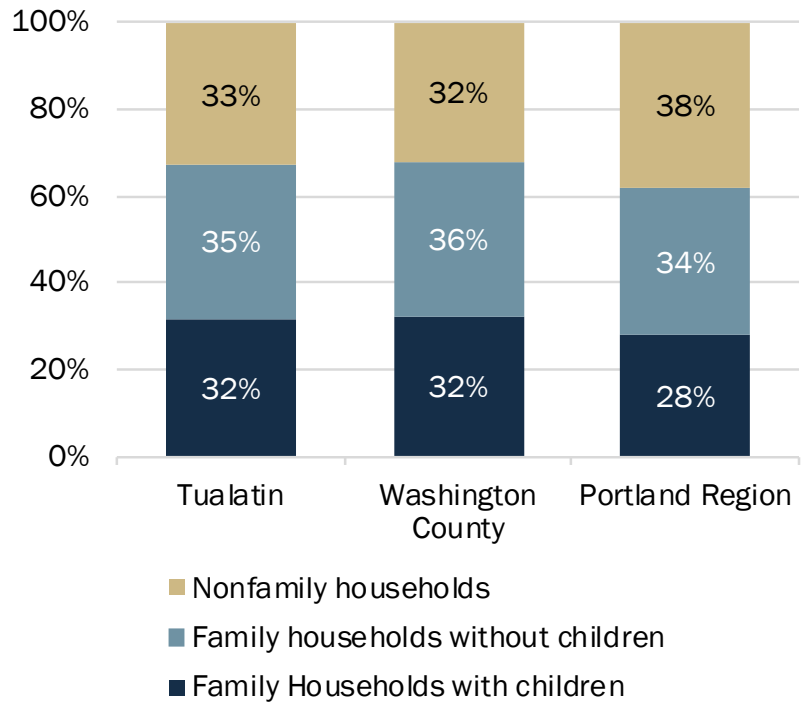


Tualatin had a similar household composition to Washington County. Compared to the Portland Region, Tualatin had a smaller share of nonfamily households and a larger share of family households with children.

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

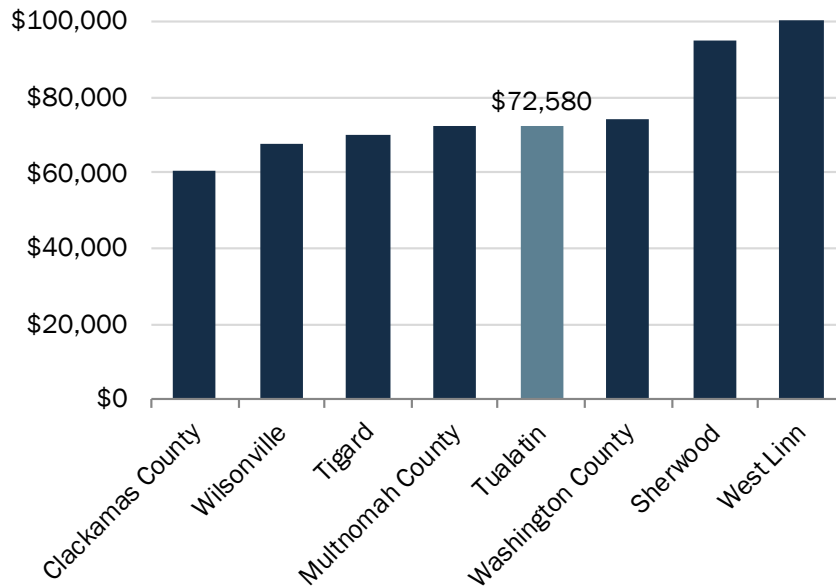
Income is one of the key determinants in housing choice and households' ability to afford housing. Income for residents living in Tualatin was lower than the Washington County median income and the state's.

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.



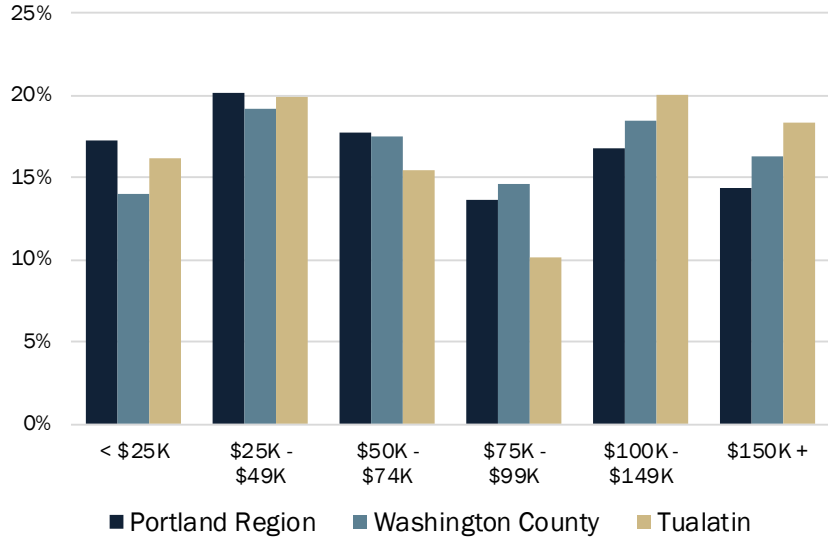
Tualatin had a larger share of higher-earning households.

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.

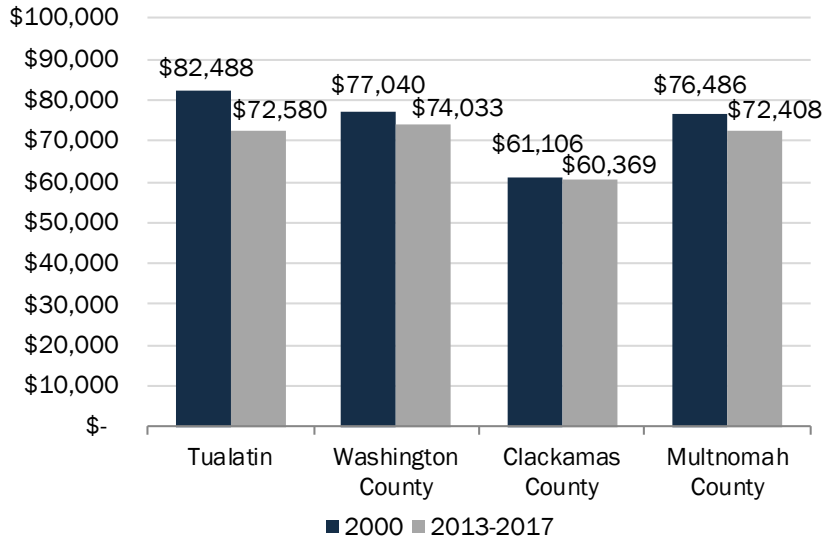


After adjusting for inflation, Tualatin’s median household income (MHI) decreased by 12%, from \$82,488 in 2000 to \$72,580 in 2013-2017.

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

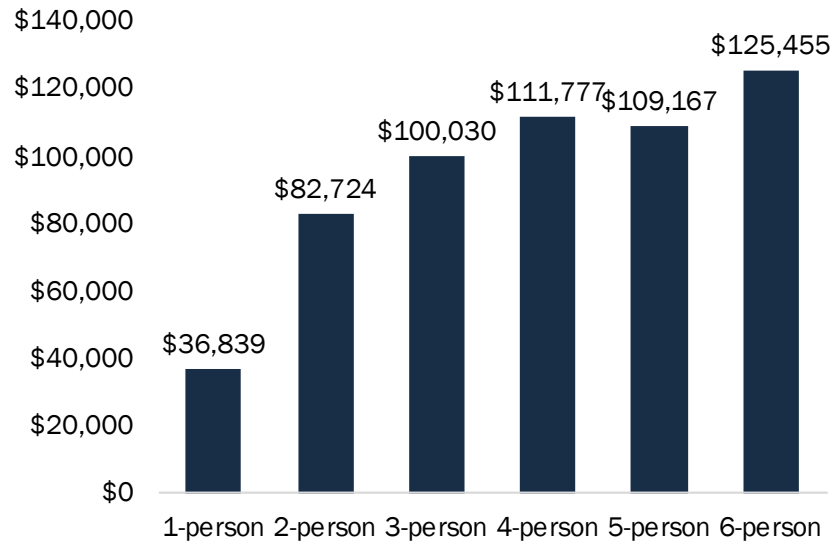
Source: U.S. Census Bureau, 2000 Decennial Census, Table HCT012; 2013-2017 ACS 5-year estimate, Table B25119; Bureau of Labor Statistics Inflation Calculator.



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

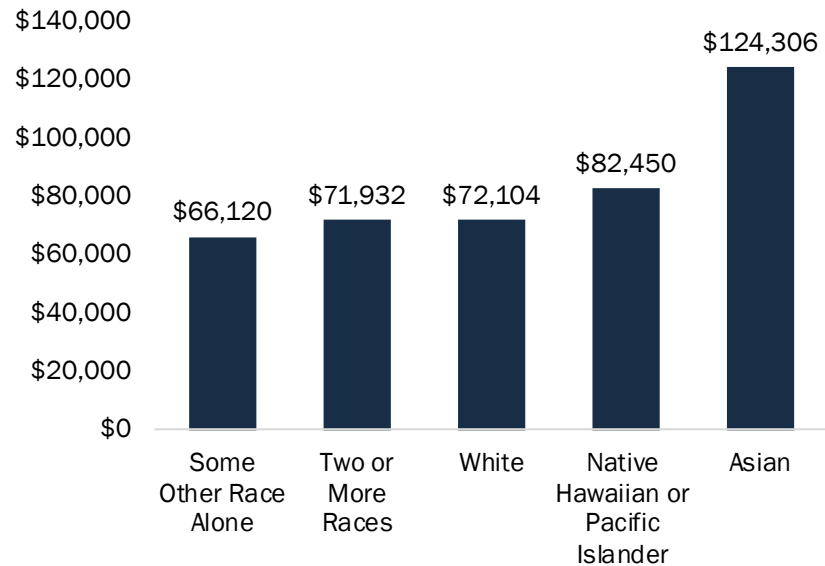
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B25119.



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

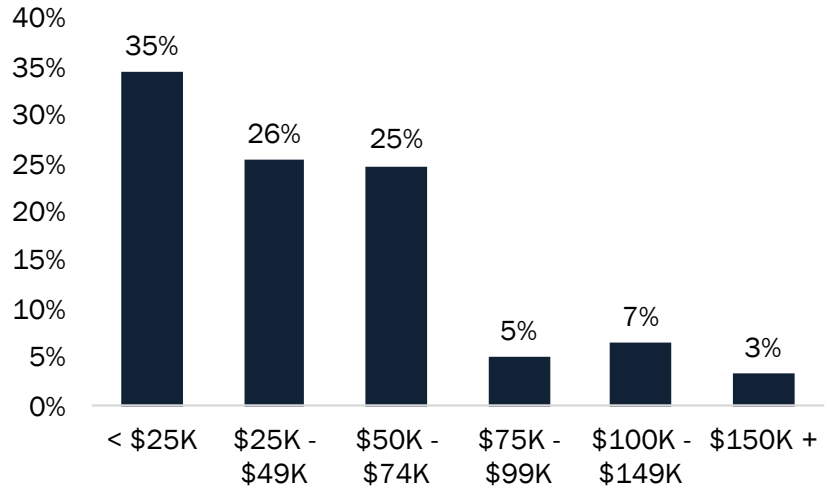
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19013A-G. Note: data was not available for heads of households identifying as a Black / African American or as American Indian and Alaska Native.



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

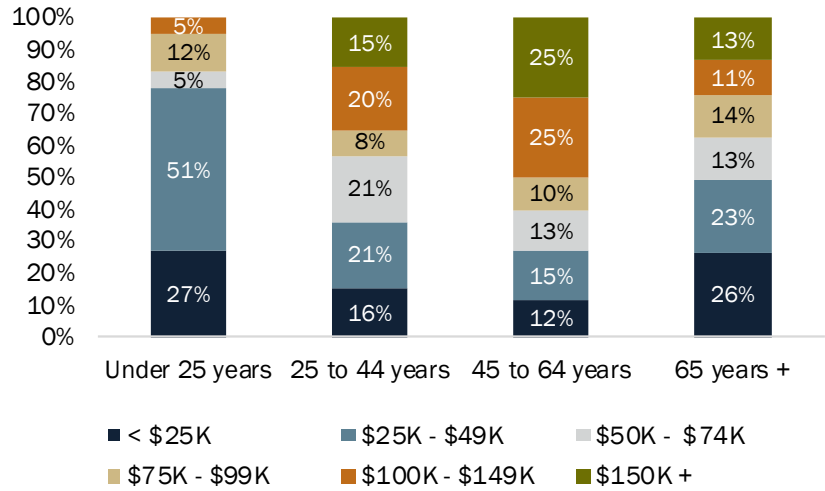
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19001I.



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

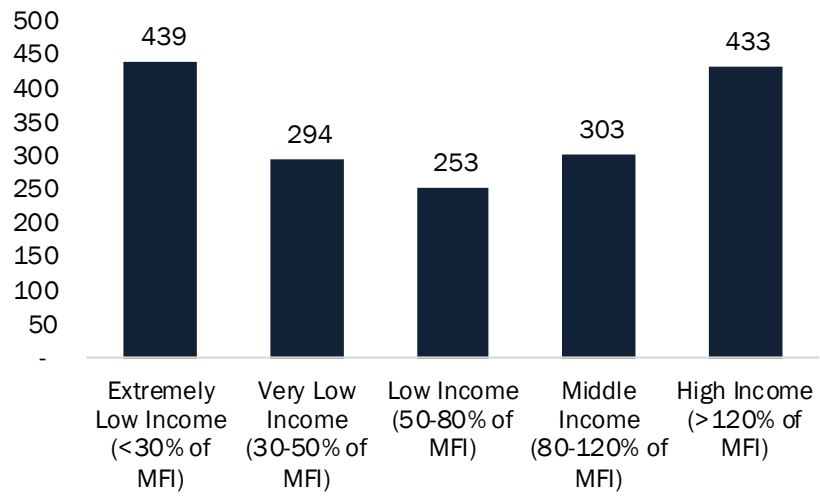
Source: U.S. Census Bureau, 2013-2017 ACS 5-year estimate, Table B19037.



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

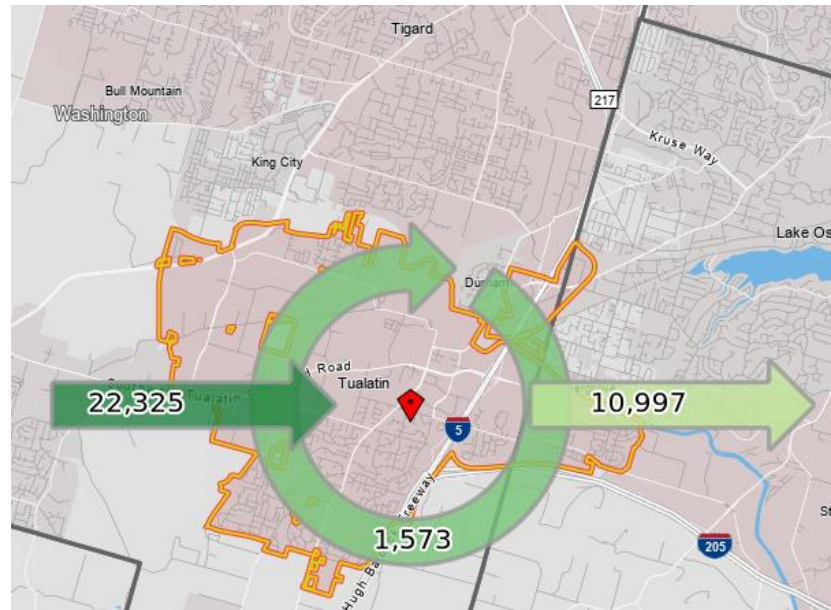
Tualatin is part of the complex, interconnected economy of the Portland Region. Of the more than 23,800 people who work in Tualatin, 93% of workers commute into Tualatin from other areas, most notably Portland, Tigard, Beaverton, and Hillsboro. Almost 11,000 residents of Tualatin commute out of the city 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.

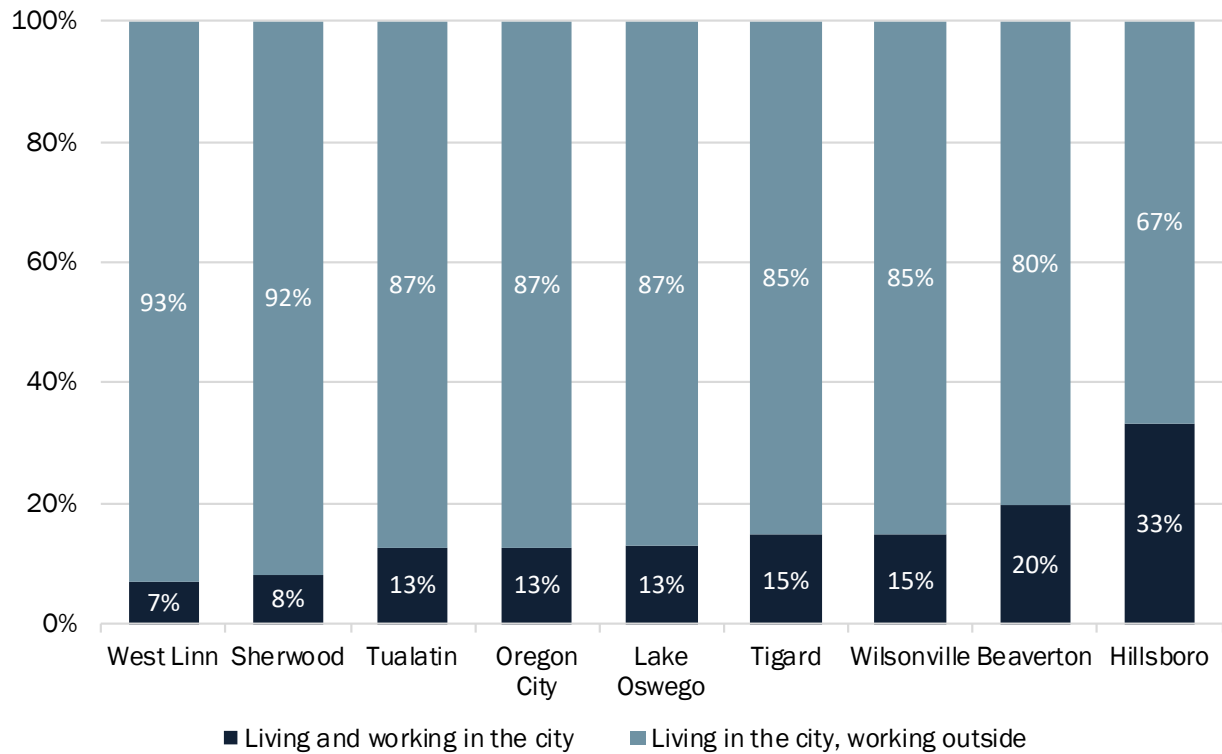
Exhibit 59. Places Where Tualatin Residents were Employed, 2015

Source: U.S. Census Bureau, Census On the Map.



Exhibit 60. Commuting Flows of Residents, Tualatin Relative to Comparison Geographies, 2015

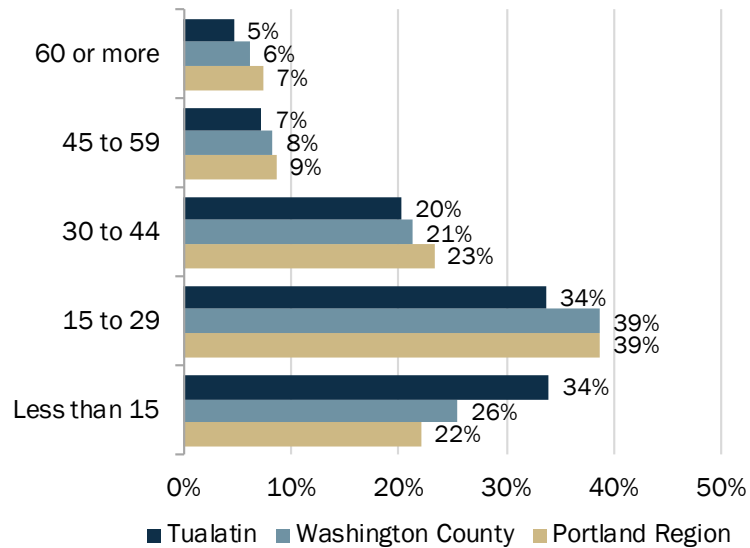
Source: U.S. Census Bureau, Census On the Map.



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.

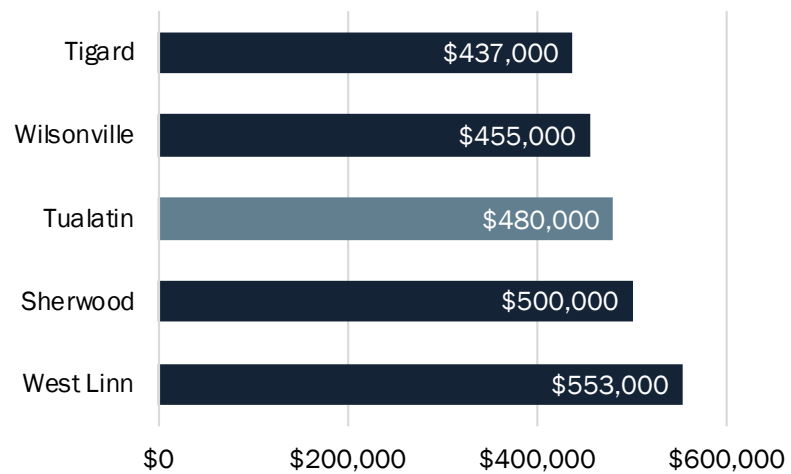
Changes in Housing Costs

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

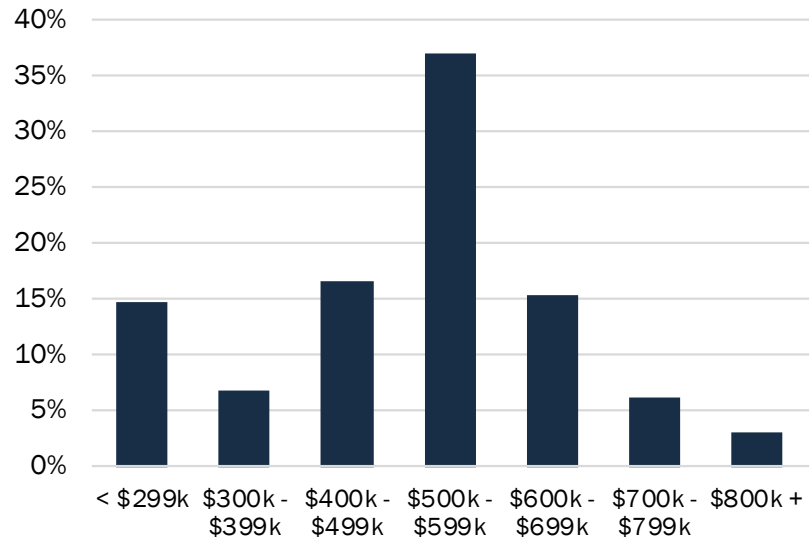
Source: Redfin.



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

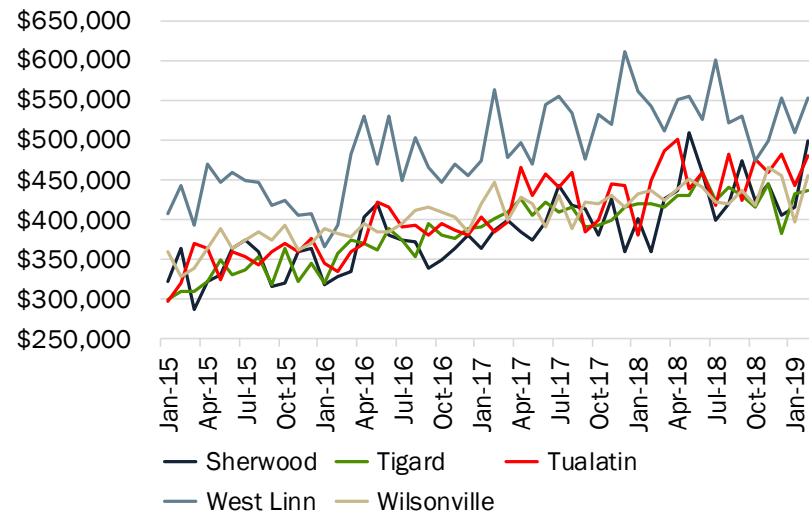
Source: RLIS.



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.



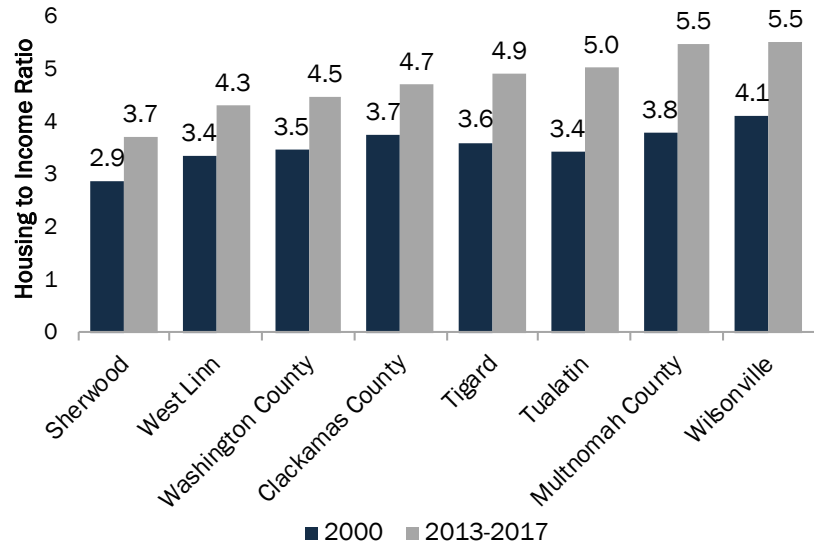
Since 2000, housing costs in Tualatin increased faster than incomes.

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

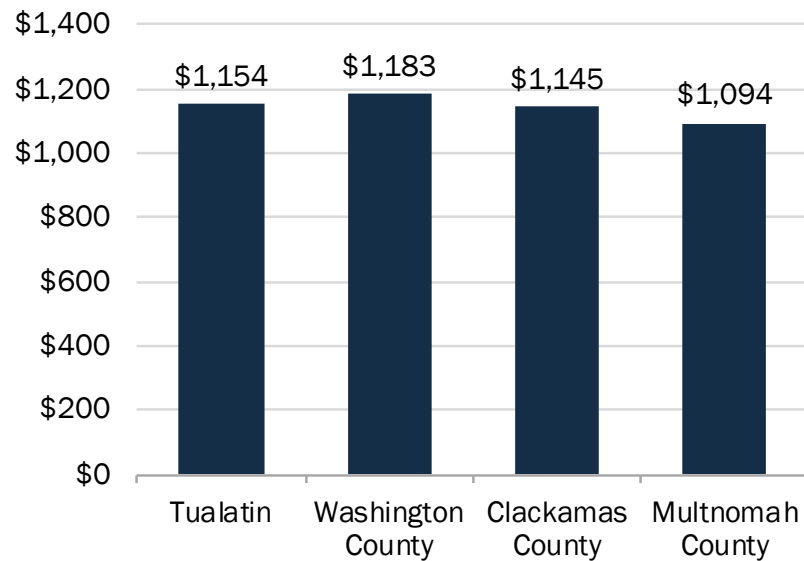
Median multifamily rents in Tualatin and Washington County are about \$1,200. The following charts show gross rent (which includes the cost of rent plus utilities) for Tualatin in comparison to Washington County and the Portland Region.

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.

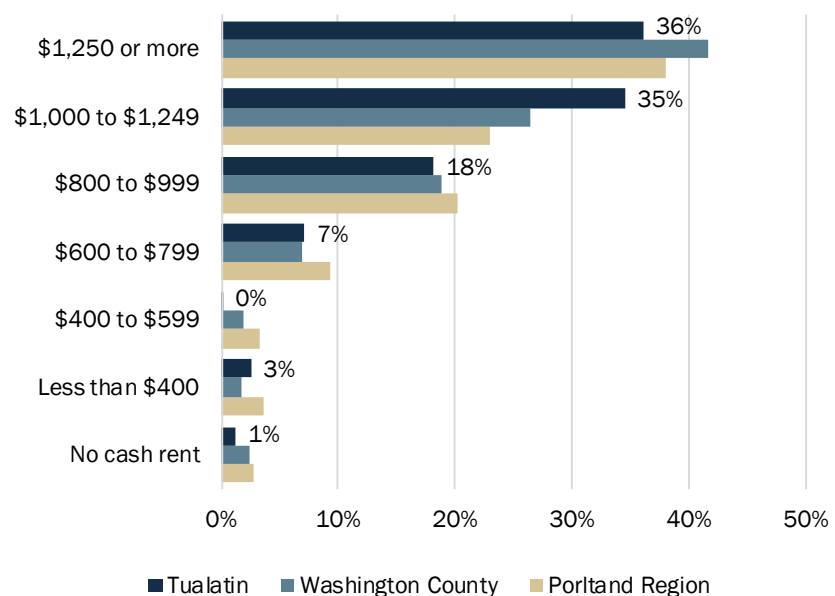


Most renters in Tualatin paid more than \$1,000 per month in rent.

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

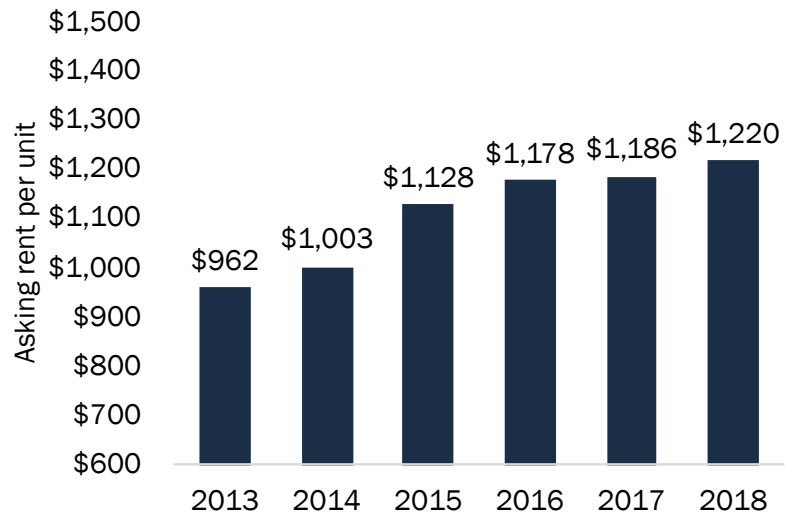
Source: U.S. Census Bureau, 2013-2017 ACS Table B25063.



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

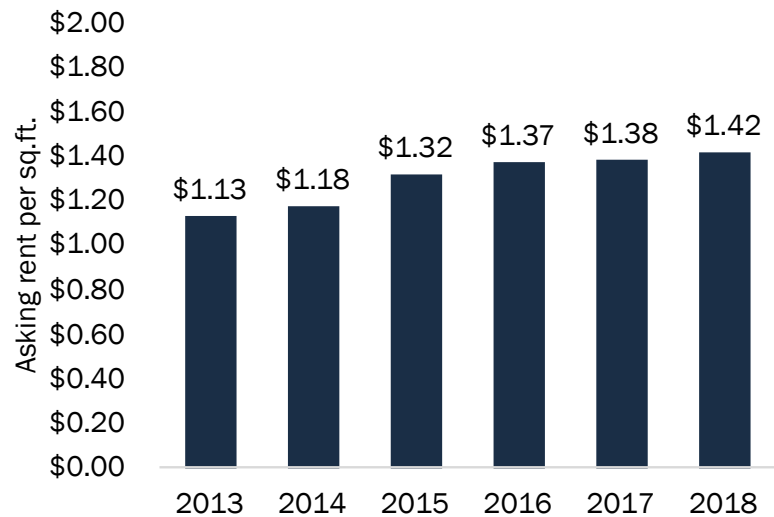
Source: CoStar.



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.

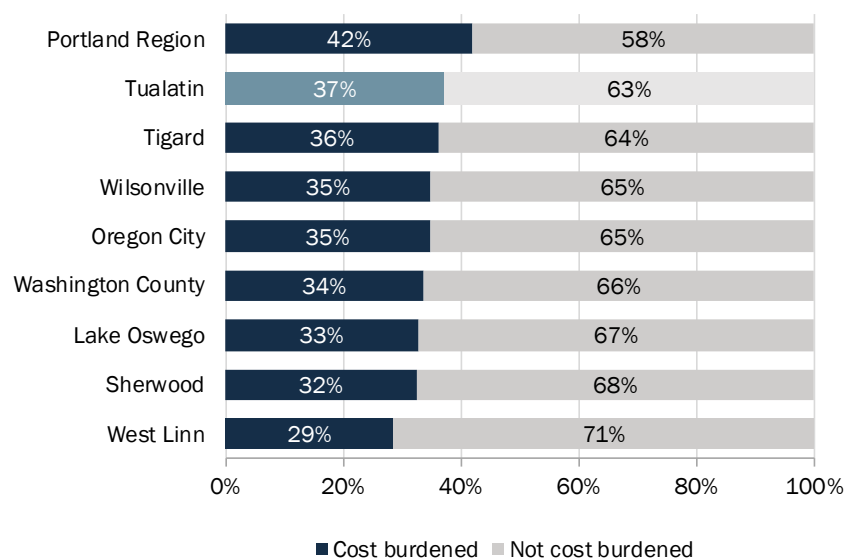
About 37% of Tualatin’s households (renters and homeowners) are cost burdened, of which 16% are severely cost burdened. About 56% of renter households (households who rent) are cost burdened, compared with 22% of homeowners (households who own their own home). Twenty-five percent of households in Tualatin 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.

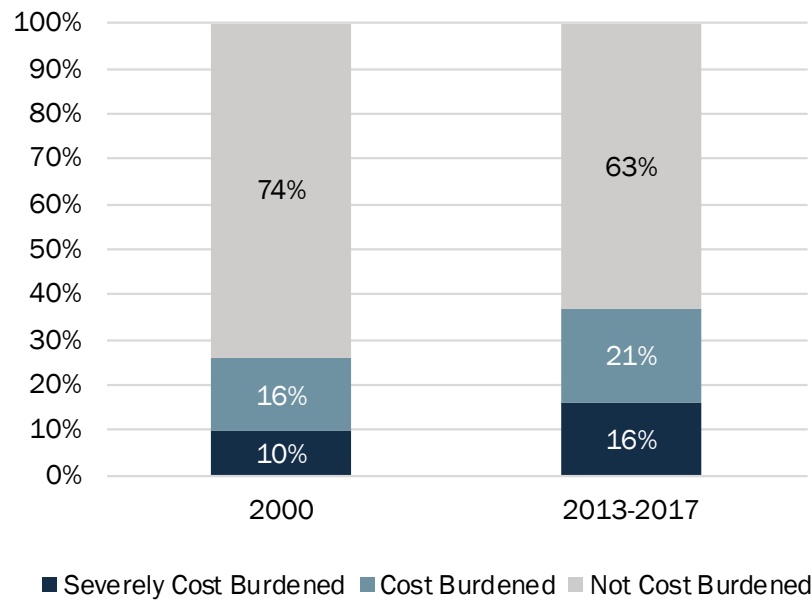


⁴⁰ Cities with populations >10,000 are required, per HB 4006, to assess “rent burden” if more than 50% of renters are cost burdened. In Tualatin as of the 2013-2017 period, 56% of total renter households were cost burdened. Upon further assessment, we find that a quarter (25%) of Tualatin’s households (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.

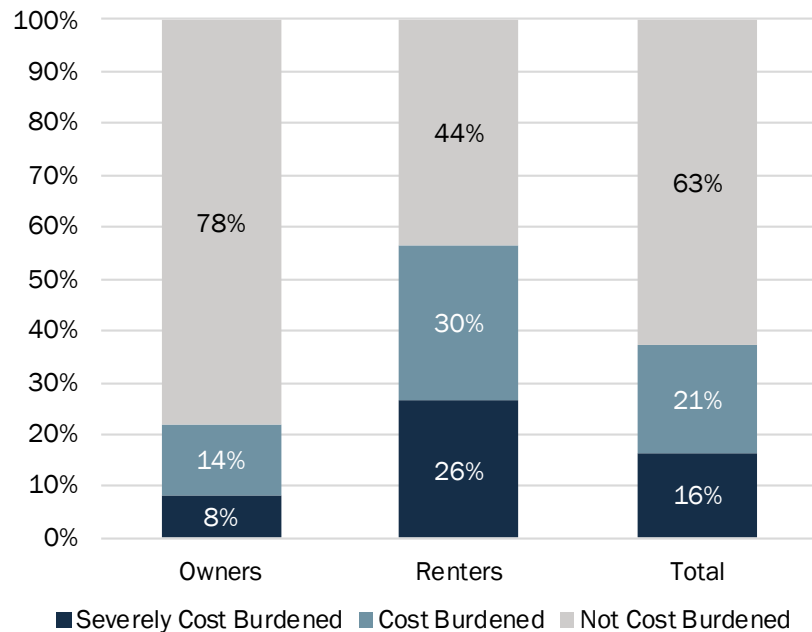


Renters were more likely to be cost burdened than homeowners.

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.

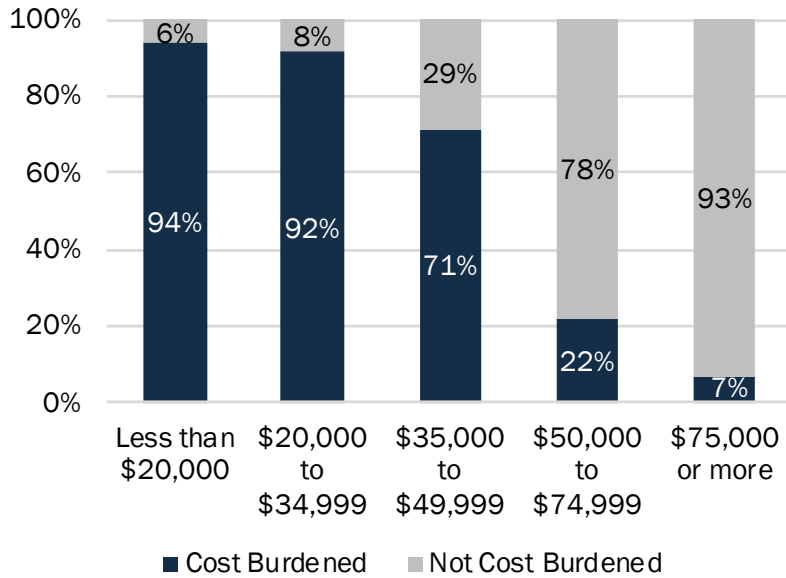


Nearly all renter households earning less than \$35,000 per year were cost burdened.

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

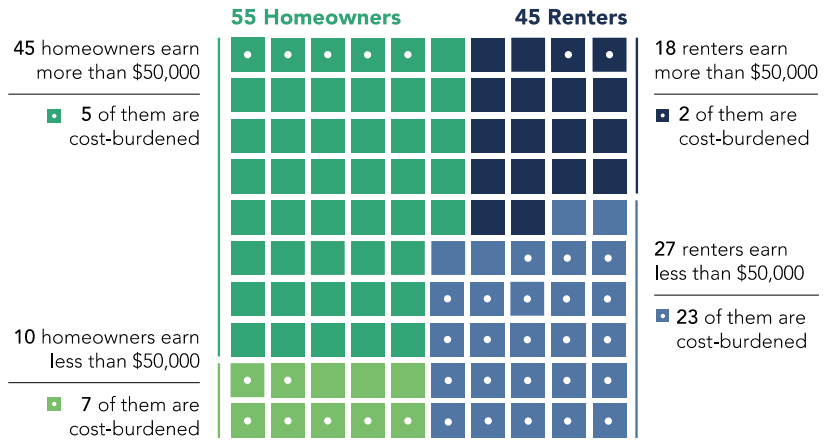
Source: U.S. Census Bureau, 2013-2017 ACS Table B25074.



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.

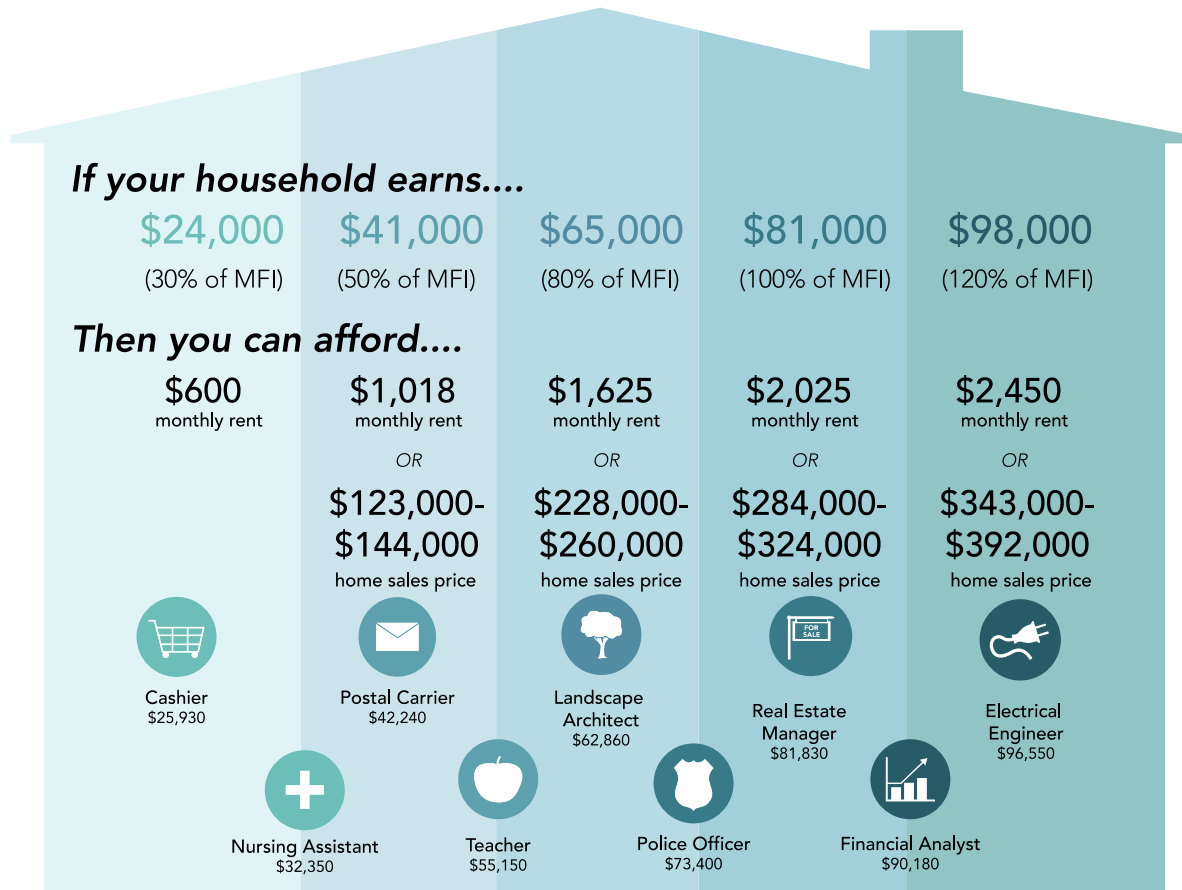
\$25.58 per hour

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.

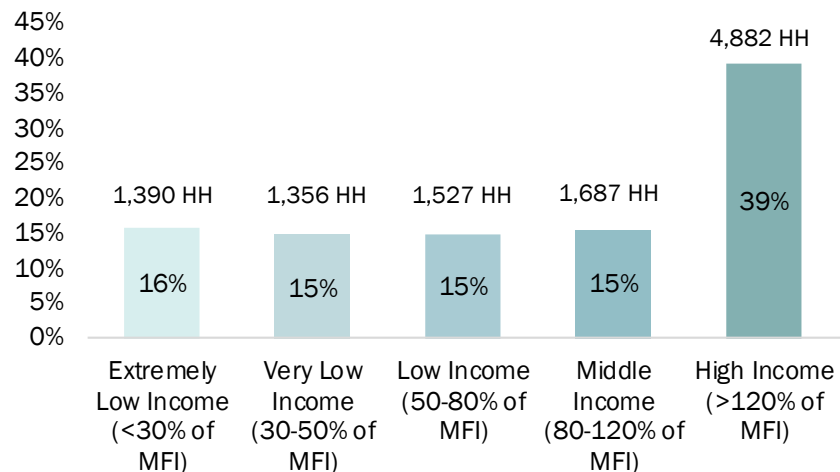
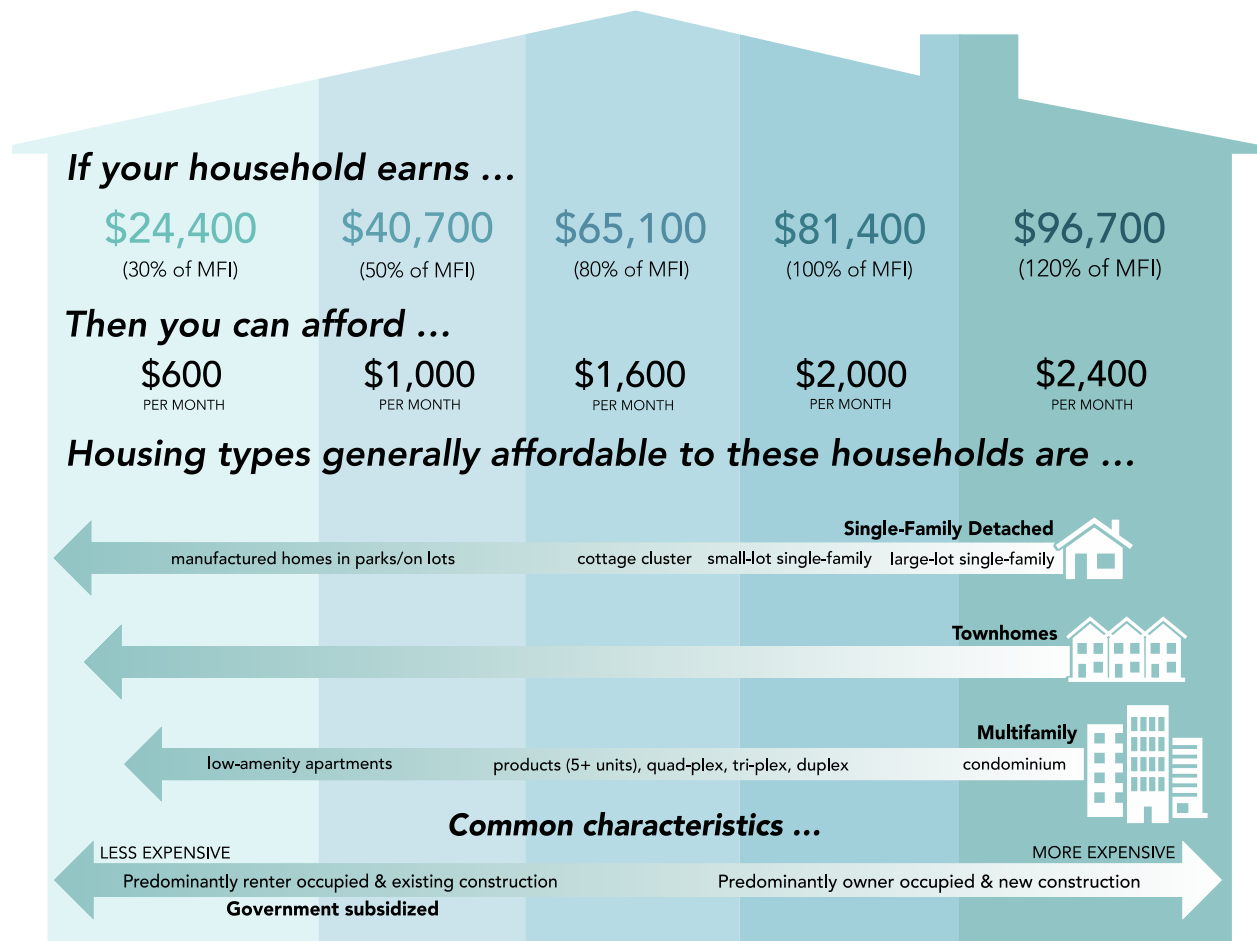


Exhibit 81 illustrates the types of financially attainable housing by income level in Washington County. Generally speaking, lower-income households will be renters occupying existing housing. Newly built housing will be a combination of renters (most likely in multifamily housing) and homeowners. The 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.

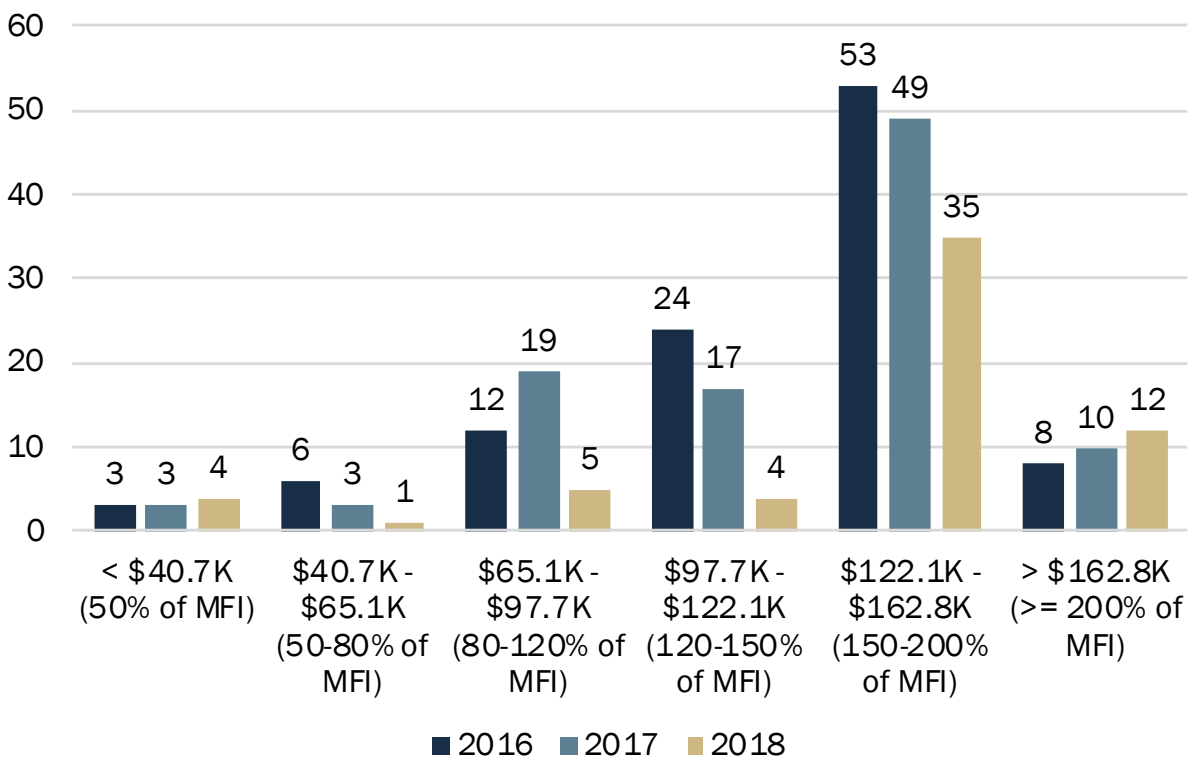
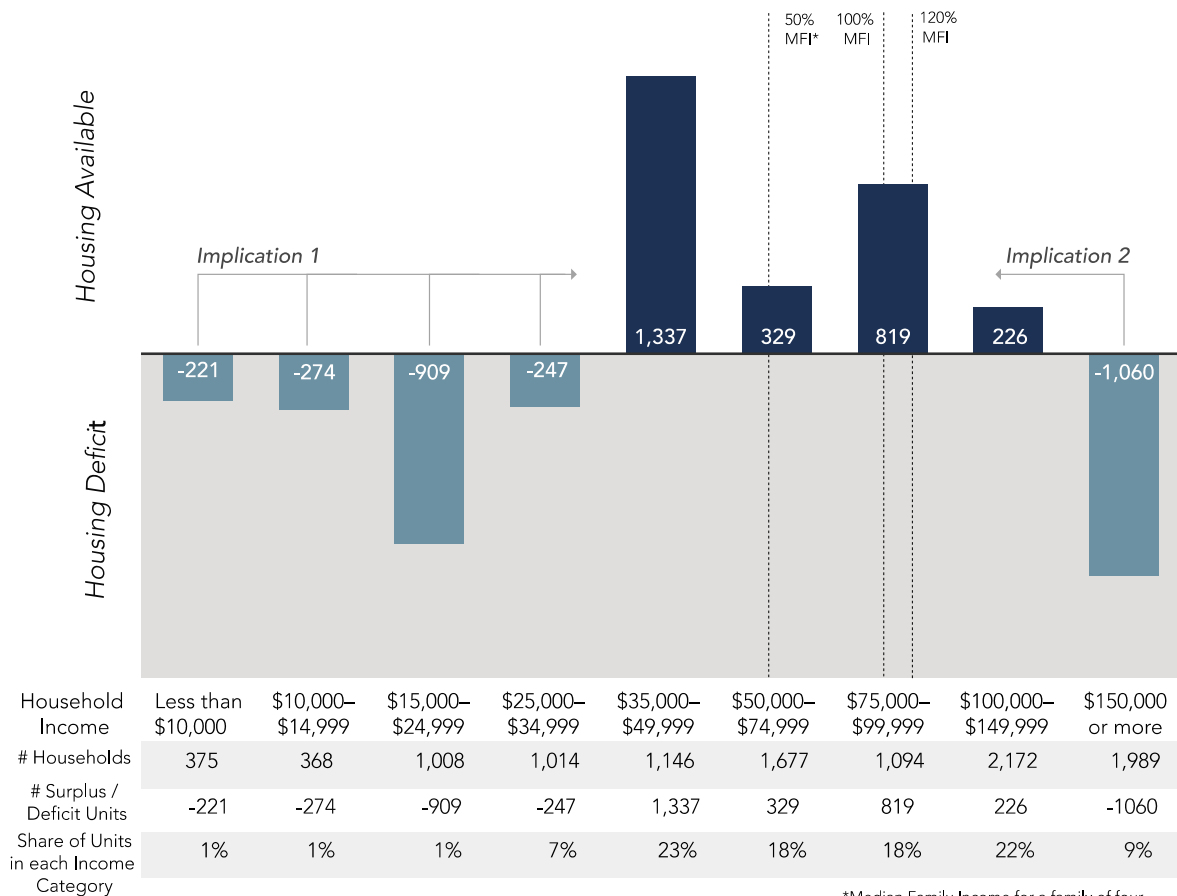


Exhibit 83 compares the number of households by income with the number of units affordable to those households in Tualatin. Tualatin currently has a deficit of housing affordable to households earning less than \$35,000. The types of housing that Tualatin has a deficit of are more affordable housing 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.



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

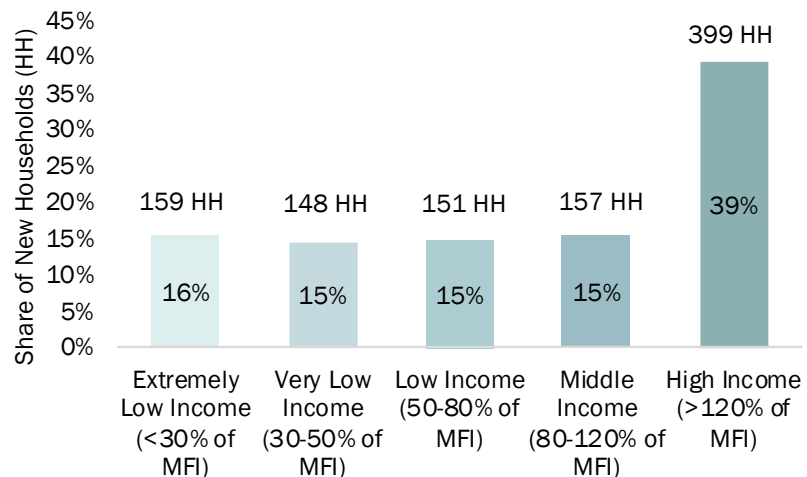
The next step in the housing needs analysis is to develop an estimate of need for housing by income and housing type. This analysis requires an estimate of the income distribution of current and future households in the community. Estimates presented in this section are based on (1) secondary data from 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.

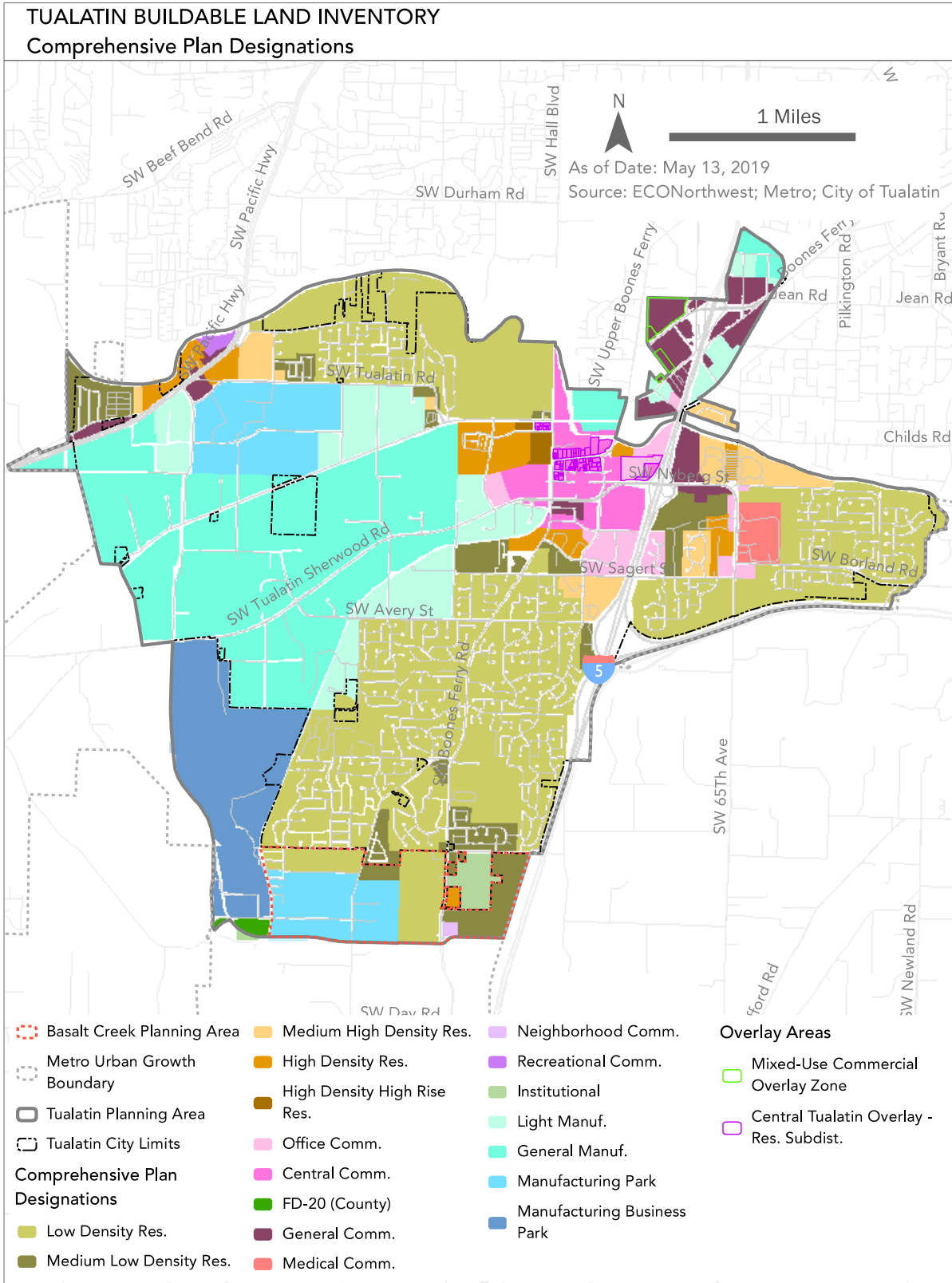
3. Identify constraints
4. Verify inventory results
5. Tabulate and map results

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

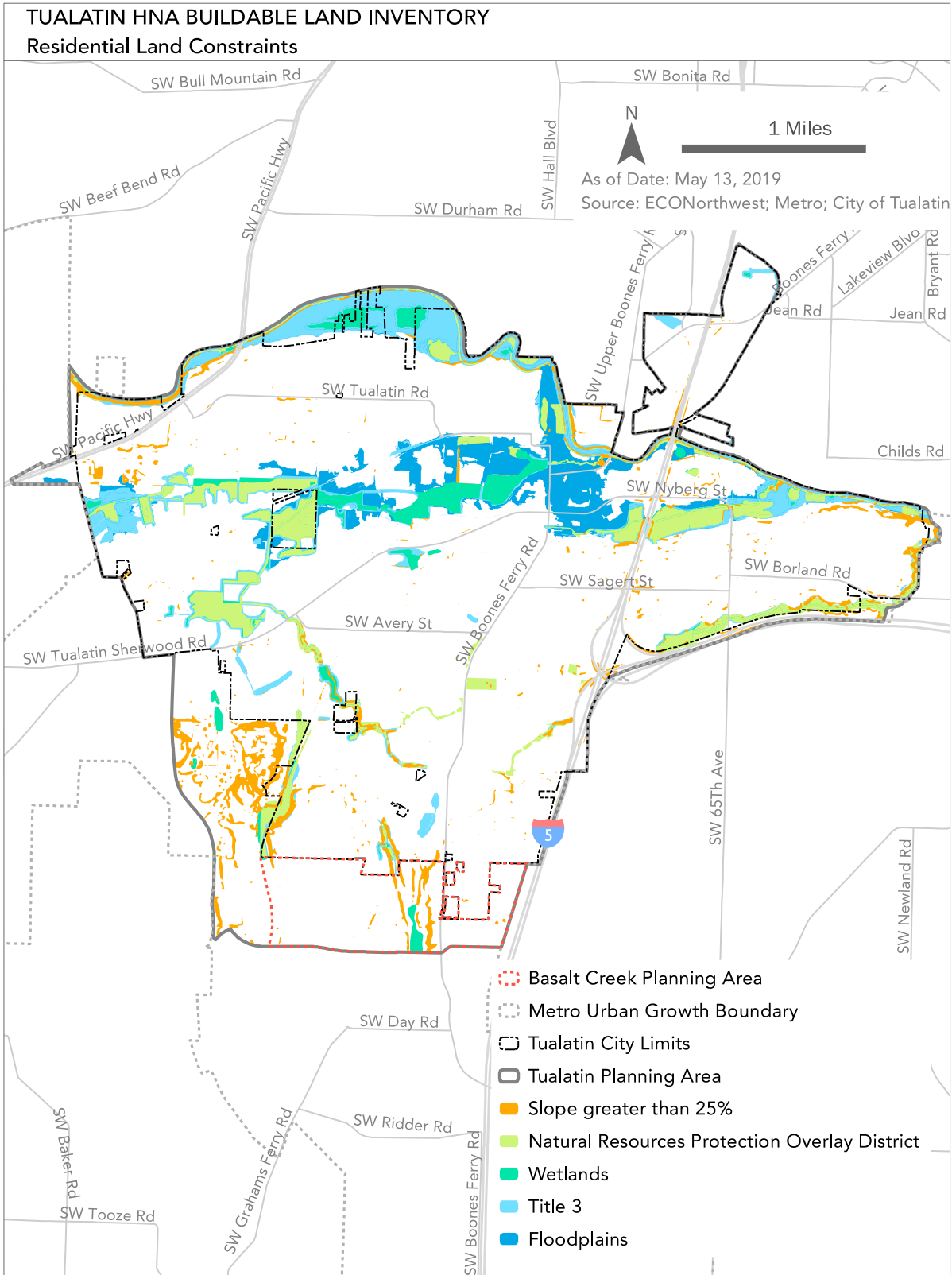
Consistent with OAR 660-008-0005(2) guidance on residential buildable lands inventories, ECO deducted certain lands with development constraints from vacant lands. We used some of the constraints established in Metro’s methodology, with modifications to fit local considerations in Tualatin. These constraints 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).

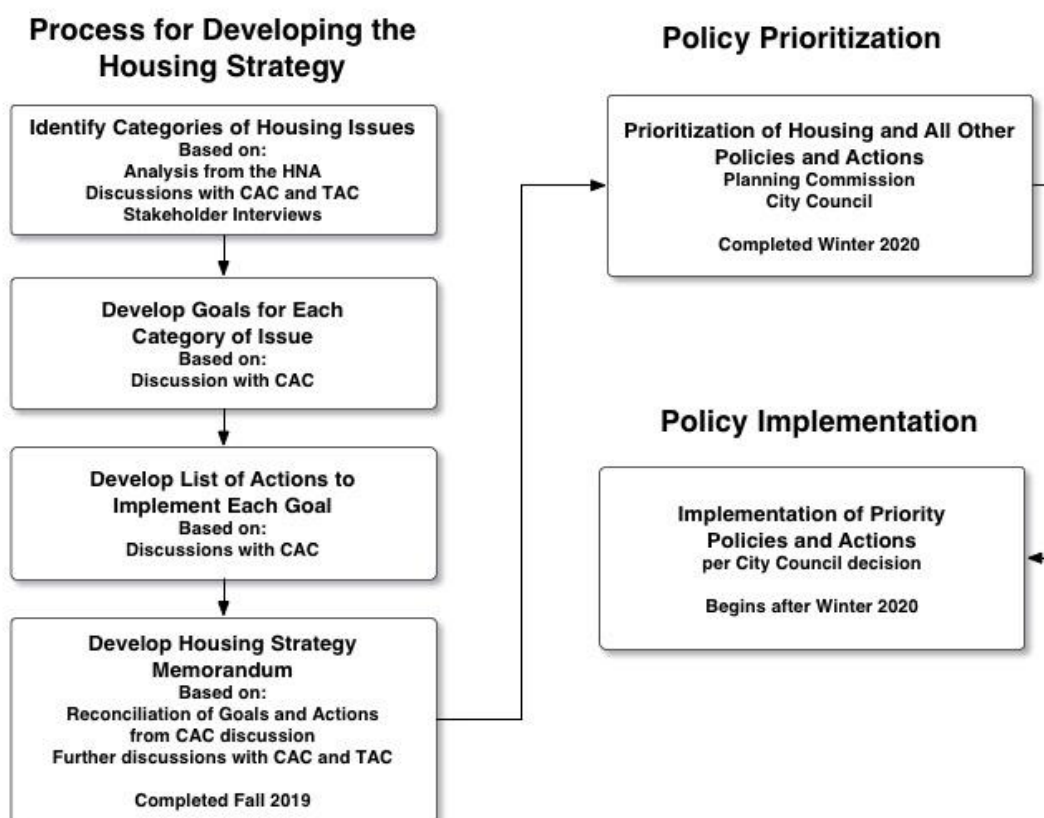
This memorandum provides a range of housing policy options for the City of Tualatin to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- 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> |

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| <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> | |
|--|---|--|

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> |
|--|---|--|

| 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> |

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| <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> |

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| 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. |

ACKNOWLEDGMENTS

| HNA / EOA Community Advisory Committee Members, Interpreters and Project Consultants | Stakeholders and Groups | City Staff and Technical Advisory Committee Members |
|--|--|--|
| <p>Alice Galloway Neely Allen Song Angela Handran Bryce Payne Daniel Bachhuber Derek Reinke Joe Lipscomb Katherine Galian Kellye Aprati Ken Johnson Lainie Magsarili Linda Moholt Rachael Duke Doug Plambeck Susan Noack Manny Trujillo Cyndy Hillier</p> <p>Interpreters Rosa Galvan Armando Gutierrez</p> <p>Consultants ECONorthwest (HNA /EOA) Beth Goodman Sadie DiNatale</p> <p>Angelo Planning Group (Code Update Outreach) Catherine Corliss</p> | <p>Stakeholder Interviewees Heather Mull Ed Casey Candice Kelly Al Jeck Brenda Braden Marissa Houlberg Beth Sethi Grace Lucini Leah Bachhuber Dawn Mangnum Ken Gertz Andrew Evans Kathleen Silloway Tom and Kathy Re Aging Task Force</p> <p>Participation by: Tualatin Planning Commission (TPC) Architectural Review Board (ARB) Tualatin Parks Advisory Committee (TPARK) Tualatin Arts Advisory Committee (TAAC) Youth Advisory Council (YAC) Martinazzi CIO East Tualatin CIO Midwest CIO Byrom CIO Commercial CIO Riverpark CIO Diversity Task Force</p> | <p>City Staff / TAC Members Aquilla Hurd-Ravich, Community Development Director Karen Perl Fox, Senior Long-Range Planner Jonathan Taylor, Economic Development Manager Steve Koper, Planning Manager Garet Prior, Management Analyst II Lauren Gonzalez, Permit Coordinator Tanya Williams, Assistant to the City Manager Betsy Ruef, Community Engagement Coordinator Ross Hoover, Parks and Recreation Director Rich Mueller, Parks and Recreation Manager Mike McCarthy, Principal Transportation Engineer Sean Brady, City Attorney Anne Debbaut/Kirstin Greene, DLCD Representatives Talia Jacobson, ODOT representative Hector Rodriguez, ODOT representative Lloyd Purdy, Greater Portland Inc. Stu Peterson, Macadam Forbes Ken Gertz, Gertz Fine Homes Jeff Raker, Metro Ezra Hammer, Home Builders Association Katrina Holland, Community Alliance of Tenants Komi Kalevor, Washington County Housing Authority Ken Rencher, Washington County Melissa Dailey, Washington County</p> |

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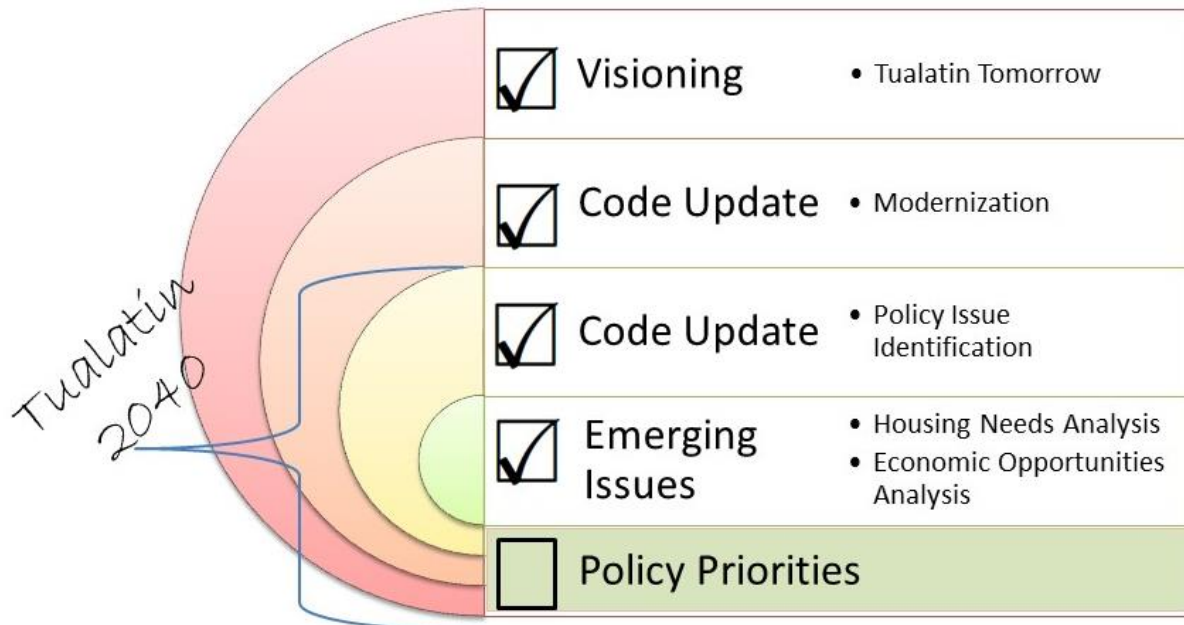
INTRODUCTION / EXECUTIVE SUMMARY

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.

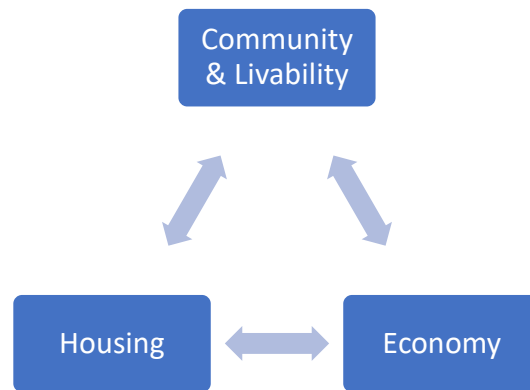
Building upon Tualatin Tomorrow (vision setting) and Phase I Tualatin Development Code Improvement Project (policy-neutral code clean up), Tualatin 2040 took a 20-year look ahead to review housing and economic data to inform a non-neutral policy analysis to identify where regulations do not meet our 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.

Community Engagement

As a part of the Tualatin 2040 project, the project team members met with a wide range of stakeholders to hear their interests, concerns and ideas regarding land use planning in Tualatin – today and in the future. Participating stakeholders shared their thoughts on a wide range of topics.



Figure 1: Word compilation of stakeholder interview feedback.

The community engagement process took inclusive steps to reach a representative cross-section of Tualatin’s diverse community. The following is a summary of community engagement actions:

- Established a **website** (tualatin2040.com) to improve project accessibility, communication, and translation
- Conducted a **communications plan** for bi-weekly updates
- **Translated** important meeting documents and bi-weekly communication materials in Spanish
- **Community events** included a **Spanish translator**
- **Roadshow** of presentations to Planning Commission, Architectural Review Board, Parks Advisory Committee, Arts Advisory Committee, and Youth Advisory Council, Community Involvement Organizations, Diversity Task Force, Library Advisory Committee, and Back 2 School Night!
- **232 people** responded (73 in-person at community events and 159 online) to the summer survey (\$100 given away)
- **200+ people** signed up for a Tualatin 2040 **interested parties** list

- 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**

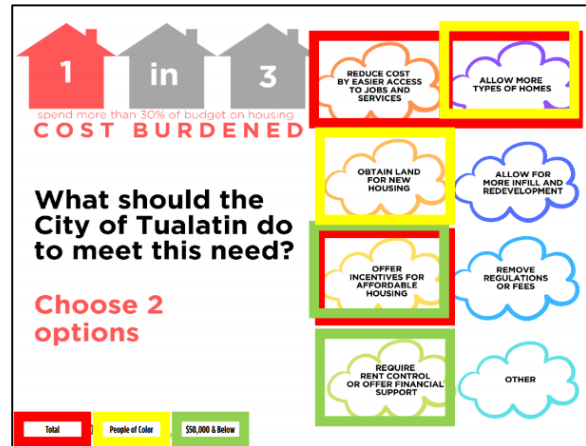


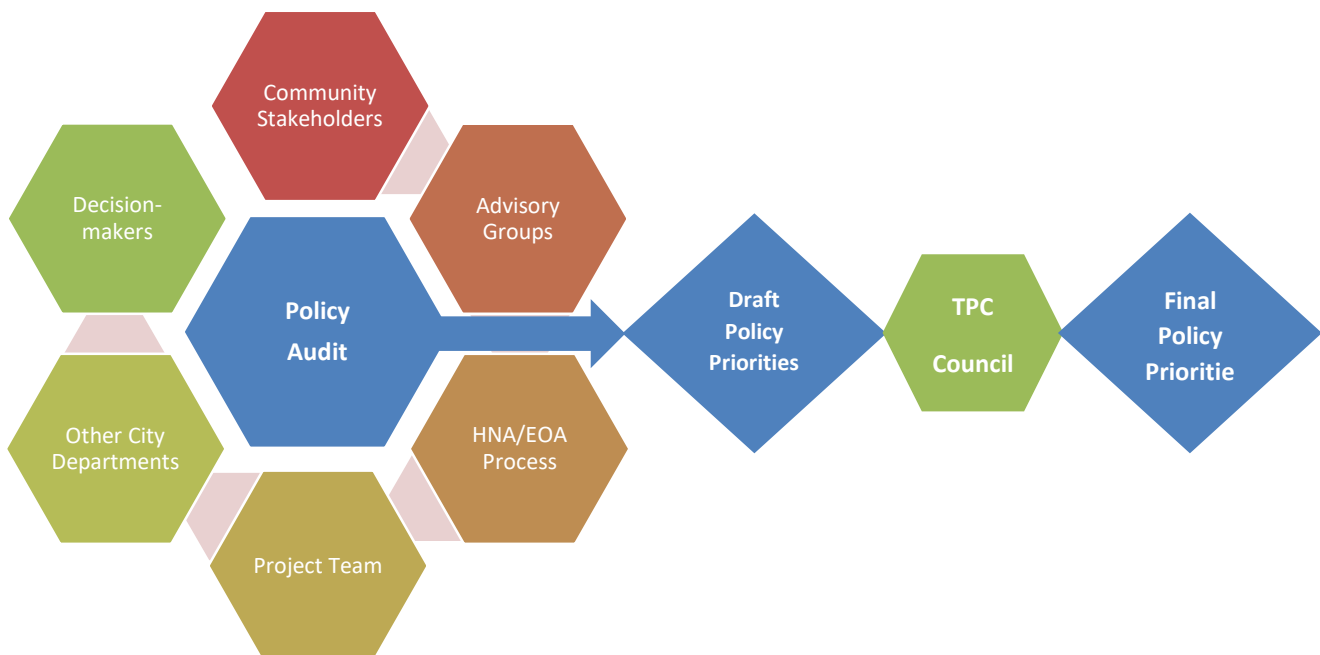
Figure 2 Example of open house and in-person survey interview question with responses broken out by race and income.

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 |
|--|----------|
| Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council. <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. | |
| Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing. <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 |
| Action 4.2. Evaluate establishing an urban renewal district. <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 |
| Action 4.3. Evaluate implementation of a construction excise tax. <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. | |
| Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses. <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 |
| Action 5.2. Support redevelopment of underutilized commercial buildings for housing. <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. | |
| Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth. <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 |
| Action 6.2. Coordinate planning for economic development planning with housing planning. <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 |
| Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses. <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 |
| Action 6.4. Support sustainable development practices. <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).

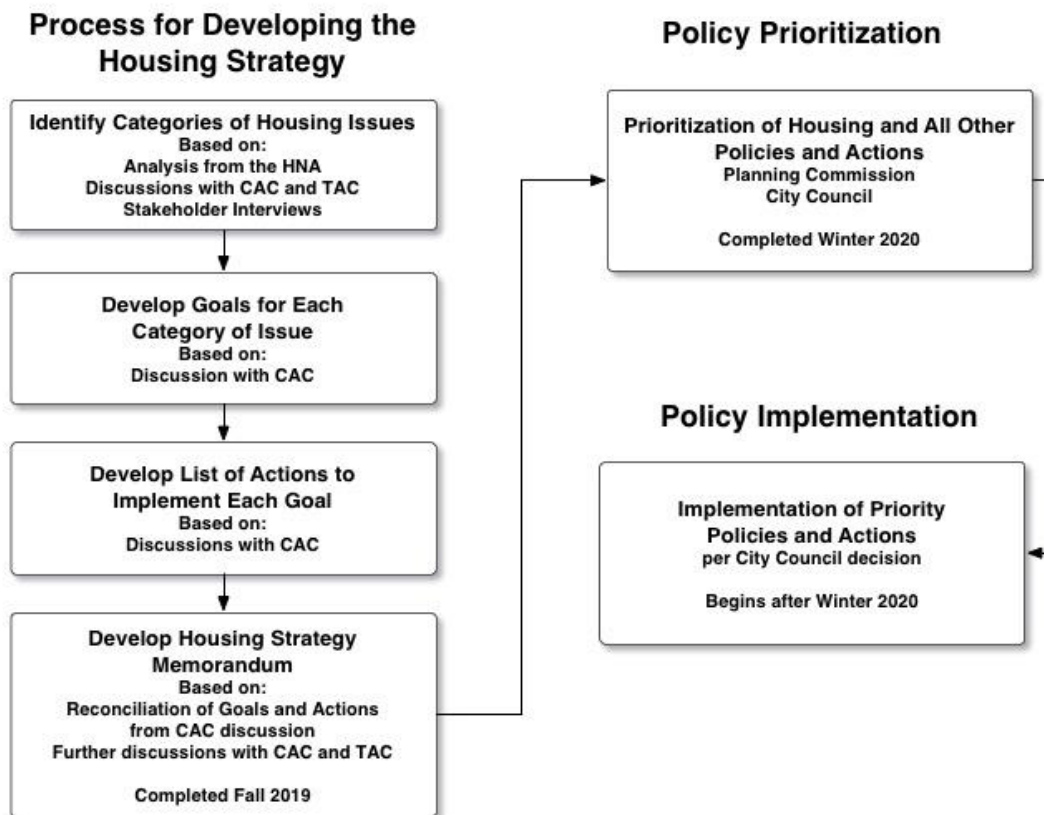
This memorandum provides a range of housing policy options for the City of Tualatin to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- 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 |
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| 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 | | |
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| <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> |

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| <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 |
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| <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 |
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| 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 |
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| 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 |
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| 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 |
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| 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 |
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| 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 |
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| 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. |

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| <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 |
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| | 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 |
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| 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> |

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| <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> |

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| <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.

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- (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.

PART I: ABOUT TUALATIN

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 Comprehensive Plan Proposed Draft 11-19-20

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.~~

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

Deletions, Additions, Notes on Content

Reorganization is reflected through former chapter and section numbers and not otherwise annotated.

Prior to major growth 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.

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 Lantix 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.

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 pan
- 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.

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 Region-~~

~~ally 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 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)

~~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).~~

Floodplain. The area subject to inundation by the base flood as identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The base flood is one that has a 1% chance of being equaled or exceeded in any given year, also referred to as the "100-year flood."

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. Are those buildings, structures, objects, sites or district that potentially have a significant relationship to events or conditions of the human past.~~

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. Land use regulatory designation under the Tualatin Development Code. The term "Zone" has the same meaning as "Planning District."

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. These 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>1450-20</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;</u> <u>894-93</u> |
| <u>Tualatin Drainage Plan</u> | <u>1979</u> | <u>491-79</u> |
| | | |

Area-Specific Concept Plans

| <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- 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

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, §12, 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. 1097-02, 02-11-02; 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 urban spaces. 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 ~~XXX~~A) and Housing Strategies (Appendix ~~XXX~~B), which are incorporated by reference into the Comprehensive Plan. Strategic actions are also included that reflect policies identified in the Housing Needs Analysis and Housing Strategies that are not implemented by Tualatin Development Code or may require further evaluation.

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.

- **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 LGDC 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 LGDC 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 Cipole 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

| | Approximate Acreage⁴ |
|--|--|
| | |

| Land Use | 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 |

| | | | |
|------------------------------------|---------------------|-------------------|---------------------|
| CG 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 Total¹ | 2,241.10 | 2,773.29 | 5,014.39 |

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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**

| | Within City | Outside City, Within Study Area |
|--|-------------|---------------------------------|
| | | |

| Category | 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 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.
- ~~(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 these 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~~6 – 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 Parks and Recreation Master Plan. These objectives are to: 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.

- ~~(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 **Parks, Open Space, Environment 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). The Transportation System Plan is adopted as a technical background document to the Comprehensive Plan as described in Part II.~~

~~(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 11.610.~~ 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.**~~

~~(1) — 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) (Ord. 1103-02, 3-25-02; Ord. 1354-13 §36, 02-25-13)~~

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

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)~~

~~(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)~~

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~~(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 RTEFP 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 ~~11-1~~ 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 Inner Neighborhoods Outer Neighborhoods | 40—45% | Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods | 40—45% |

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.~~

~~Water Services~~

~~The Water Master Plan (2013) is adopted as a background document to the Comprehensive Plan as seen in Part II.~~

- ~~● **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.

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).

~~(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 Innowyze'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 ~~429~~-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 408th 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 – SANITARY SEWER SERVICE~~

~~The Sewer Master Plan (2019) is adopted as a background document to the Comprehensive Plan as seen in Part II.~~

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.

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.

~~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.

~~(Ord. 592-83 §66, 6-13-83; Ord. 1150-03; 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 1970 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~~38, 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**~~(1)~~ 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 910-1) 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 910-4, 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 910-4 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, tThis 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 Itel 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~~

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.~~

~~Planning District Descriptions.~~

~~This section describes the purpose of each residential-planning-planning district.~~

~~Residential Planning Districts:~~

~~Low Density Residential Planning District (RL).~~

The purpose of the Low Density Residential (RL) district is to provide low density residential areas in the City that include dwellings on individual lots, as well as other land uses and development types compatible with a low density residential environment.

Medium-Low Density Residential Planning District (RML).

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

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)~~

~~Medium-High Density Residential Planning District (RMH).~~

~~This district supports a variety of housing types at moderate densities. This district is primarily oriented toward multi-family development and attached homes.~~

~~High Density Residential Planning District (RH).~~

~~This district supports a variety of housing types at moderately high densities. This district is primarily oriented toward multi-family development and attached homes.~~

~~High Density Residential/High Rise Planning District (RH-HR). To provide areas of the City suitable for high density apartment or condominium tower development~~

~~This district supports a wide range of housing types the greatest density of household living in areas with the greatest access 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. amenities.~~

~~(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. subject to area limitations.~~

~~(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~~applicable zoning overlay standards. . Also suitable are accessory 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 subject to area limitations for the 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~~subject to 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 limitations. 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~~area limitations.
- ~~(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).*

~~(1) (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)

FINAL TEXT subject to adoption of Ordinance 1450-20



*Tualatin's vision
for the future*

/// **COMPREHENSIVE
PLAN 2040**



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Part 1
**ABOUT OUR
COMMUNITY**

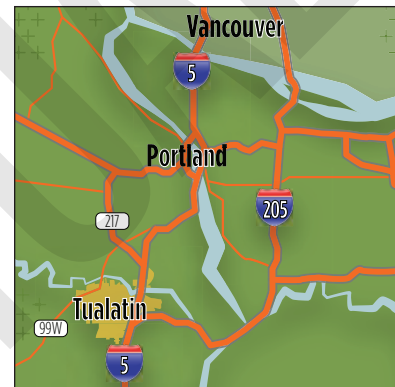
ABOUT OUR COMMUNITY

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.

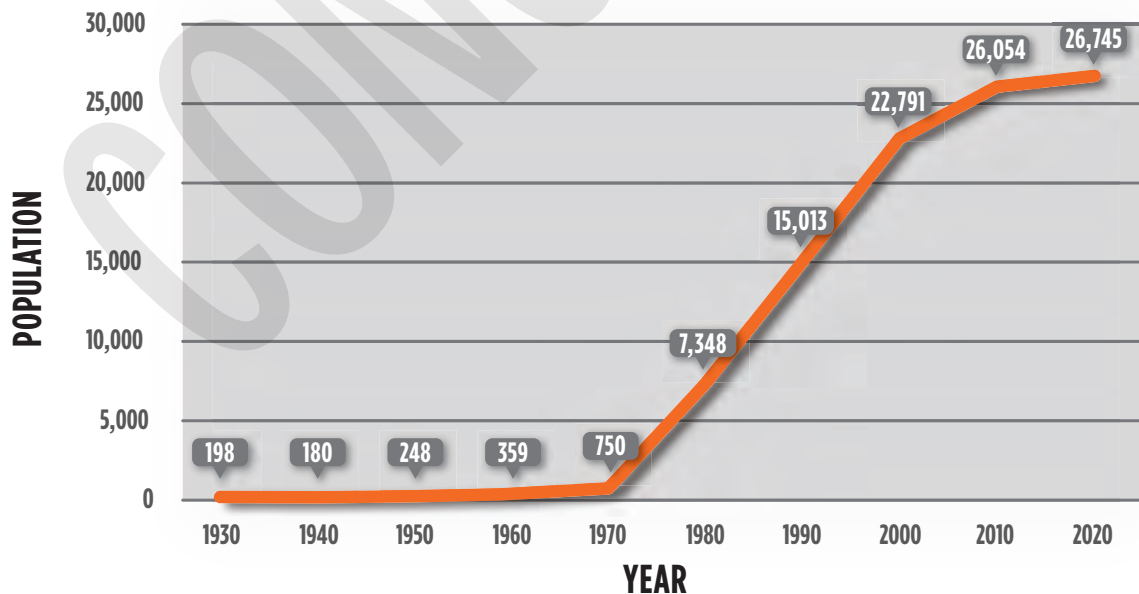
Location

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.



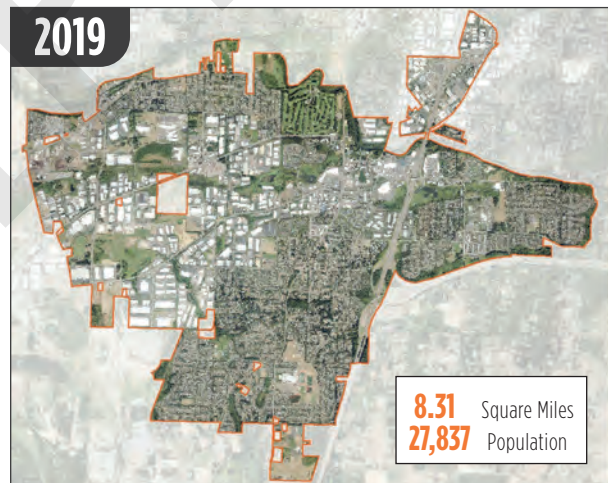
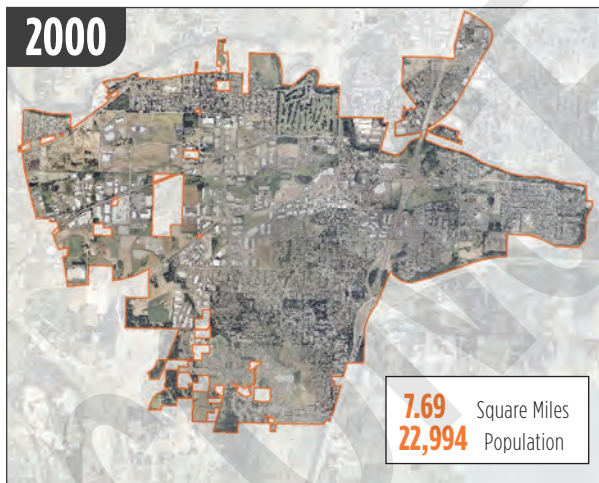
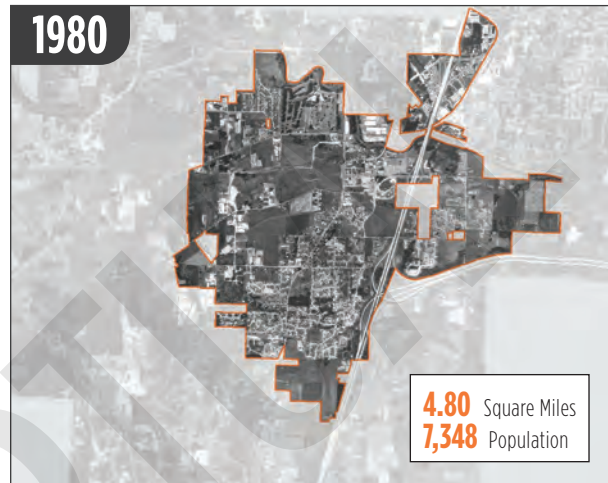
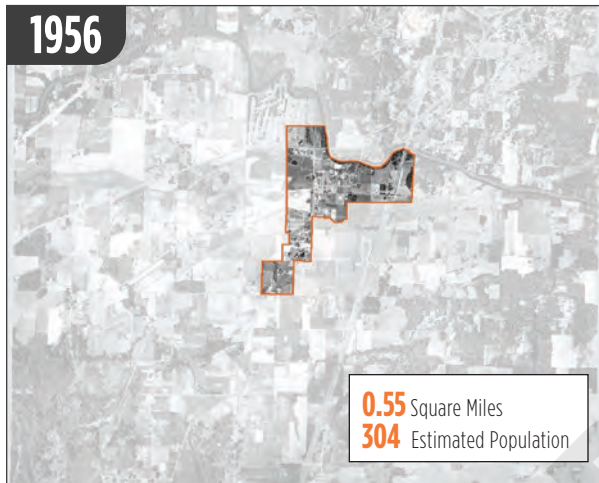
Population

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.



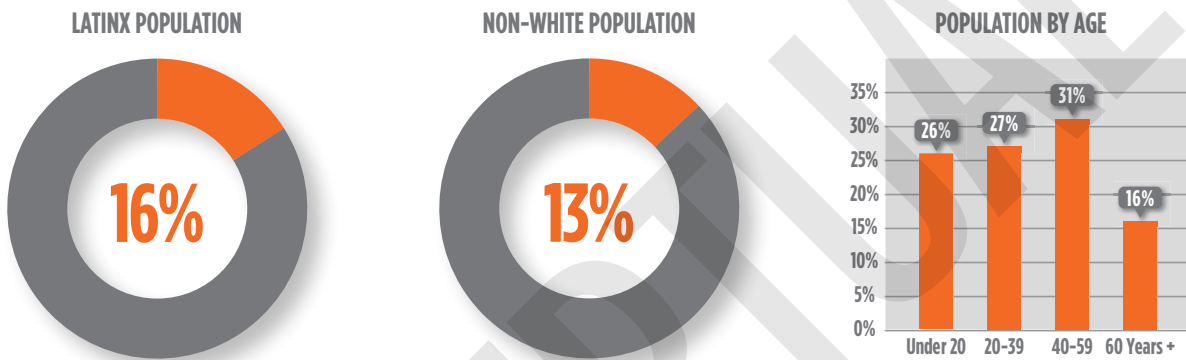
Growth

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.



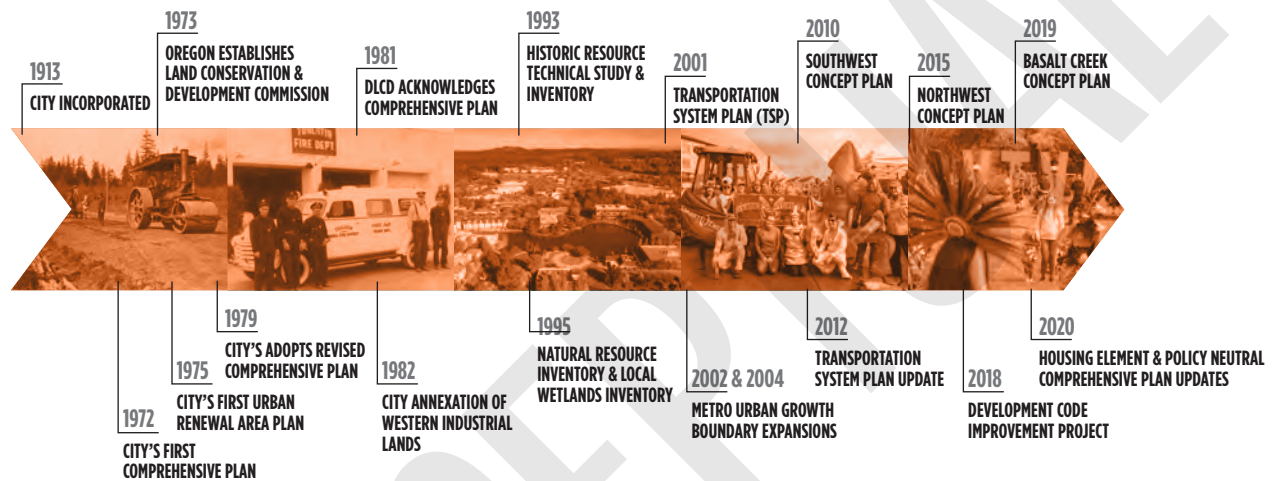
An aerial photograph of a university campus. In the foreground, there's a large, paved plaza with a blue and red geometric pattern. To the right, a large brick building with a flat roof is visible. A lake or pond winds through the campus, reflecting the sky. The background shows a dense forest of trees with some autumn-colored foliage, and a large, snow-capped mountain peak in the distance 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 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

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**

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-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 & 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.

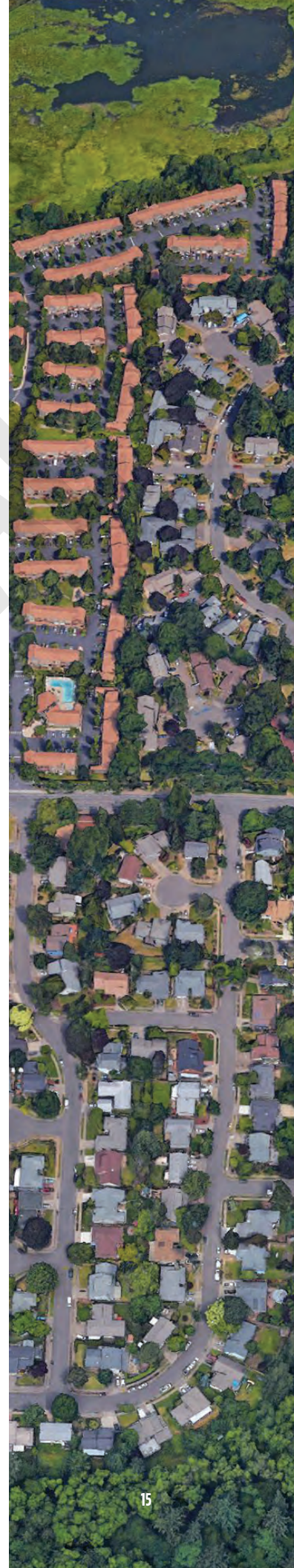
Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.

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.



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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

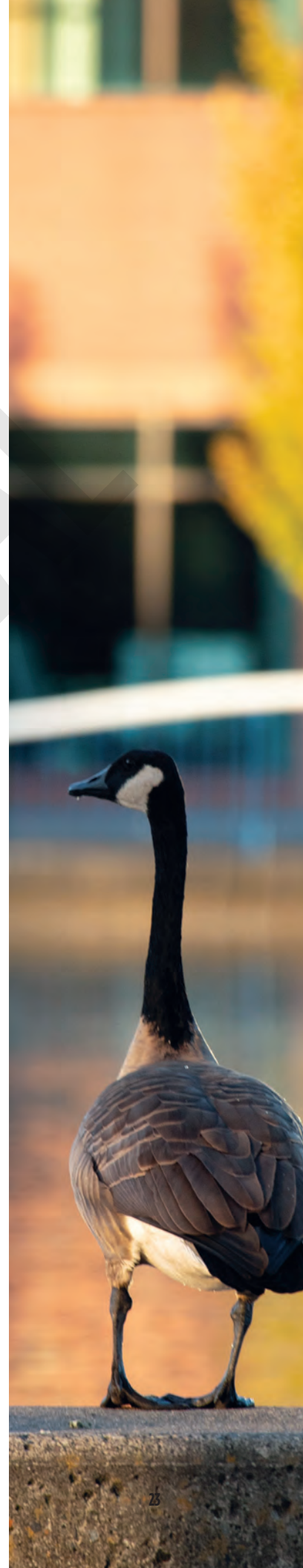
Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.

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.

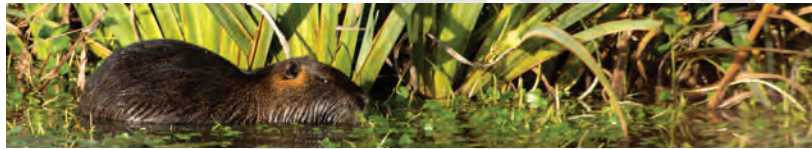
GOAL 7.7

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.

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.

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

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.

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.

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

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.

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.



TRANSPORTATION

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.

TRANSPORTATION

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 RTPFP 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.

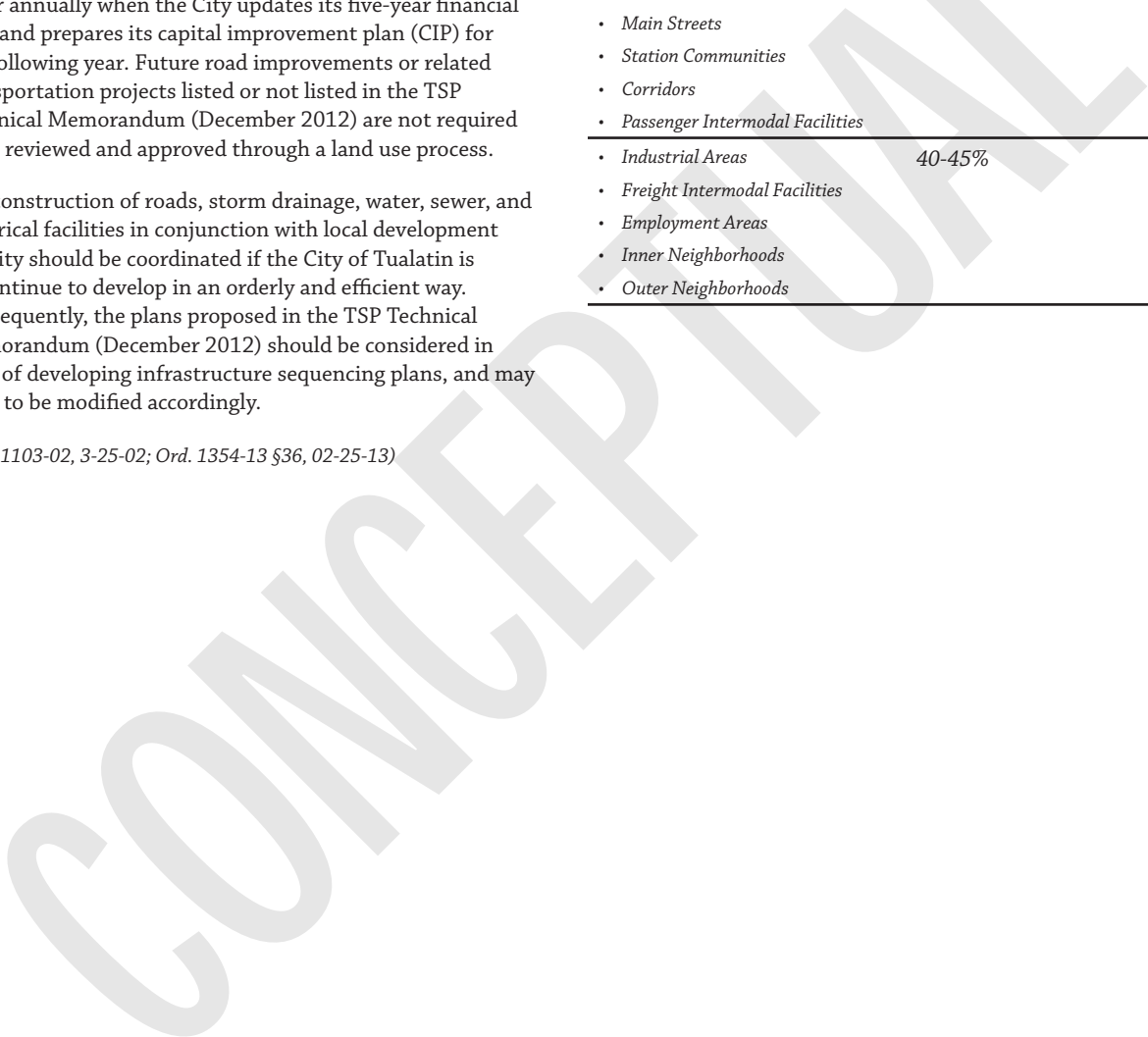
The City will need to periodically update the TSP, and will review the need and timing for longer-term improvements at those times. Prioritizing specific near-term projects will occur annually when the City updates its five-year financial plan and prepares its capital improvement plan (CIP) for the following 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.

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).

(Ord. 592-83, §58, 6-13-83; Ord. 1152-03, 12-8-03; Ord. 1359-13 §11, 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.

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

(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).

PUBLIC FACILITIES & SERVICES

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.

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.

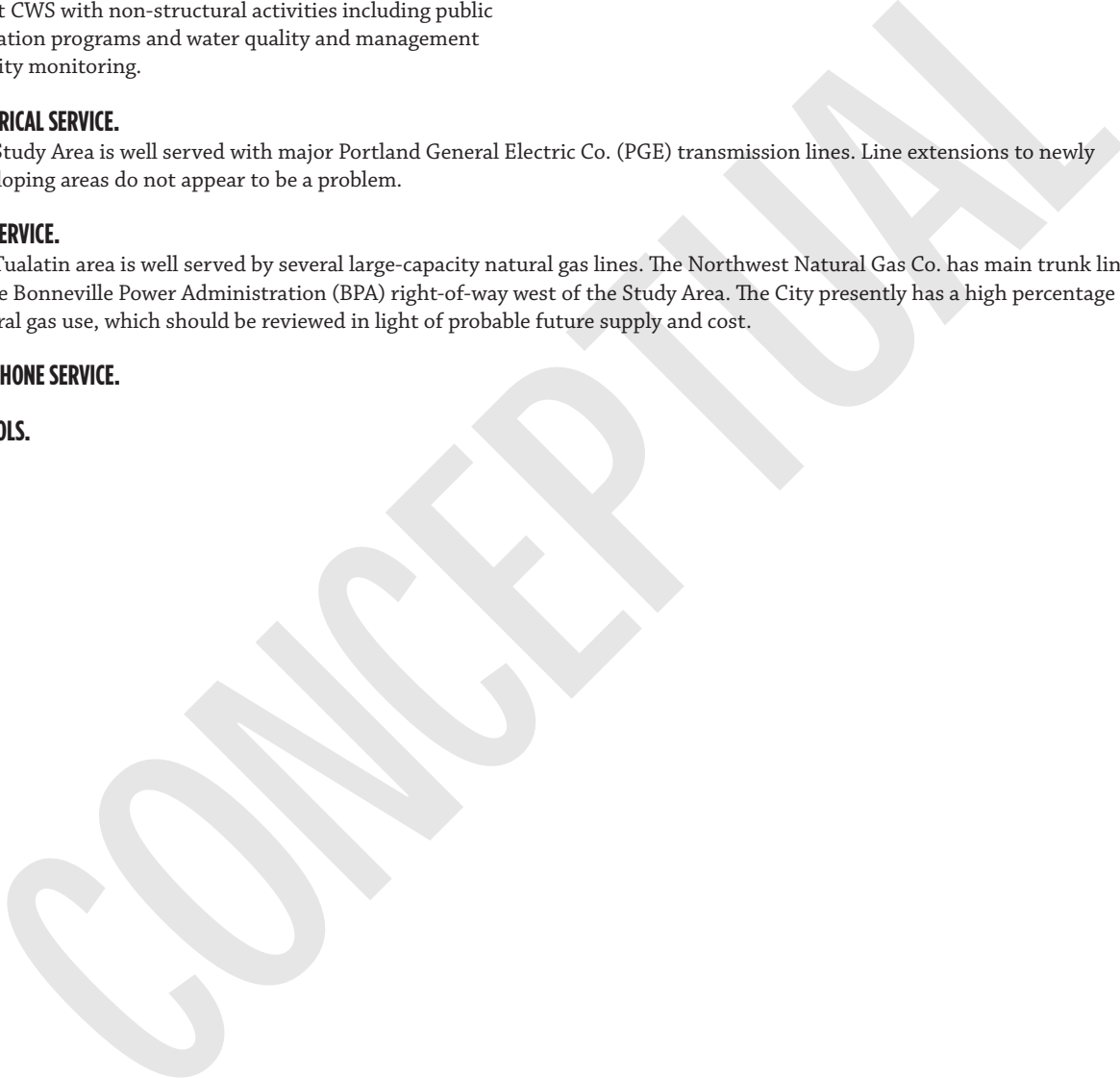
The Study Area is well served with major Portland General Electric Co. (PGE) transmission lines. Line extensions to newly developing areas do not appear to be a problem.

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.

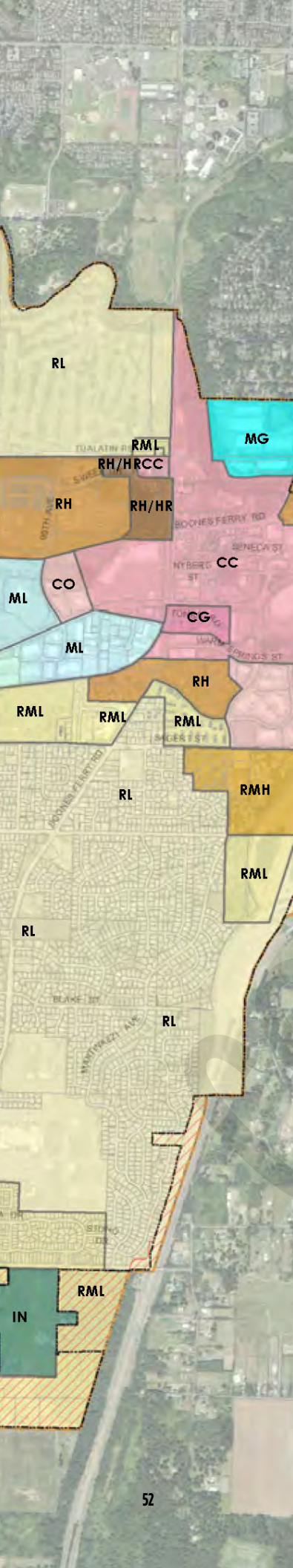
TUALATIN DESIGN TYPE BOUNDARIES.

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)

From: Jean Dahlquist <jdahlqu1@gmail.com>
Sent: Friday, December 4, 2020 8:33 AM
To: Tabitha Boschetti
Subject: Re: PAPA PTA 20-0004

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Tabitha,

Glancing through this HNA, I think Econorthwest did a great job! They are really getting much better at making concrete suggestions and doing detailed analysis. On the Goal 10 findings, my initial feedback is that they are so perfunctory that my initial assumption is to not view the HNA favorably. I loved the below paragraph. Not that "vibe" is a required part of findings, however it can persuade people to view things more favorably. If you copied and pasted the below into the Goal 10 findings, I do not believe we should have any problems. It really shows Tualatin in a favorable light. As a serial Redfin watcher, I have seen some amazing townhomes and condos come online within the Tualatin area, so from that vantage point you're doing a fantastic job!

"More specifically, Tualatin, like much of the Portland Metropolitan Region is and has been for several years, in the middle of a housing crisis with no sign of relief, making it harder for members of its own community to afford existing housing and harder yet for prospective members of the community to afford new housing here. The City Council, seeing this and recognizing that the trajectory of these trends were contrary to the public interest, directed staff to complete a Housing Needs Analysis. Completed in 2019, the Housing Needs Analysis quantified the extent of this crisis (the need and deficiency) and to begin to draft the goals and policies (solutions to the need and deficiency), which while apparent, had not previously been quantified."

Thoughts?

--Jean

From: Marissa Houlberg <marissa@houlbergdevelopment.com>
Sent: Monday, December 7, 2020 4:50 PM
To: Tabitha Boschetti
Subject: Re: City Council Agenda Available: PTA 20-0004: Housing Element Comprehensive Plan Update

Follow Up Flag: Follow up
Flag Status: Completed

Thank you so much for the overview! I guess it is the times but I find myself being easily overwhelmed so your summary is very helpful.

If I am reading correctly this only tells Council what is needed by 2040. Changes in the Tualatin Development Code is needed to actually help lower the cost of housing.

Wishing you a holiday season filled with simple joys,
Marissa

From: Jean Dahlquist <jdahlqu1@gmail.com>
Sent: Tuesday, December 8, 2020 12:45 PM
To: Tabitha Boschetti
Cc: Steve Koper
Subject: Re: PAPA PTA 20-0004

Hi Tabitha,

I certainly understand repeating yourself seems useless and kills far more trees when you print. However, to be part of a factual basis for Goal 10, things have to be within the Goal 10 findings section of the staff report, or at least referenced within that section. Nonetheless, these are not bad. I can post to the board and see what they think.

--Jean

On Mon, Dec 7, 2020 at 4:21 PM Tabitha Boschetti <tboschetti@tualatin.gov> wrote:

Jean,

Thanks for sharing your thoughts. In my original draft of these findings, I did have a bit more language regarding Goal 10, but that was trimmed down in that section during editing and review, leaning into references elsewhere in the findings, with the language you have identified focused on the local approval criteria related to the changes being in the public interest. There is also language regarding our housing needs and the HNA in the proposed Comp Plan language itself--on that note, the full Council packet is now online. The code changes proposed as part of the Comp Plan housing element start on page 40 of the Ordinance 1450-20 document.

- 2.Consideration of **Ordinance No. 1450-20** a Plan Text Amendment to Update the Comprehensive Plan Housing Element, Incorporate the 2019 Housing Needs Analysis, and Reorganize and Format the Comprehensive Plan (File No. PTA 20-0004 and Ordinance No. 1450-20)
 - [Attachment A- Staff Report- PTA 20-0004.pdf](#) (0.04 MB)
 - [Attachment B - Council Presentation PTA 20-0004.pdf](#) (2.53 MB)
 - [Attachment C - Document Comparison.pdf](#) (0.71 MB)
 - [Attachment D Comprehensive Plan Design Concept.pdf](#) (6.89 MB)
 - [Ordinance 1450-20 with Attached Exhibits.pdf](#) (50.60 MB)

If you have questions about any of the documents, let me know, and of course testimony is also welcome.

Plan Text Amendment for Housing Element Comp Plan Update

PTA 20-0004

City Council
December 14, 2020



CITY OF

TUALATIN OREGON

TONIGHT'S PRESENTATION

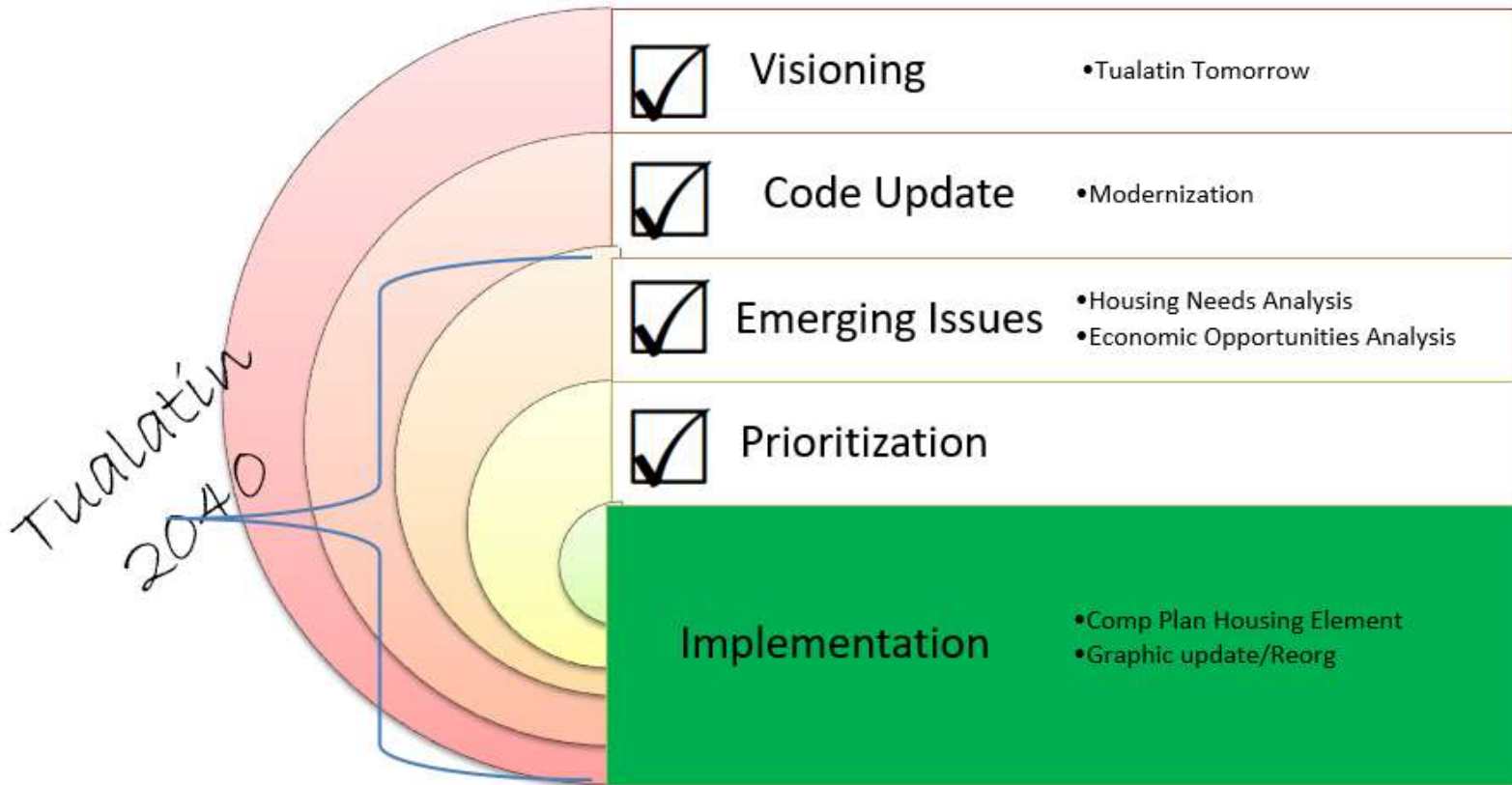
- Where We've Been
- Timeline
- Proposed Amendments
- Housing Policy Example
- Simplified Policy Example
- Graphic and Branding Update
- Planning Commission Recommendation
- Council Action
- Q&A



CITY OF

TUALATIN OREGON

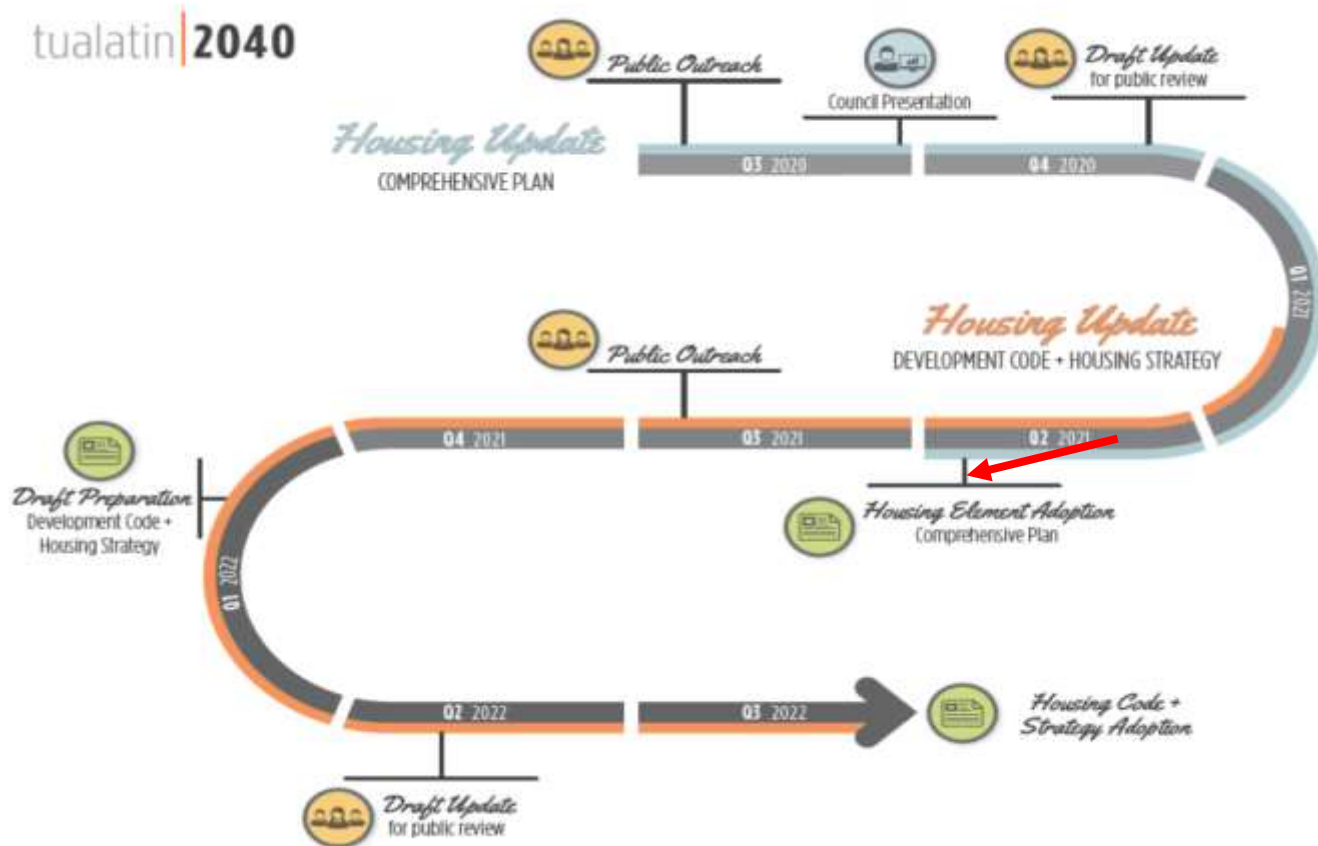
WHERE WE'VE BEEN



CITY OF

TUALATIN OREGON

TIMELINE



PROPOSED AMENDMENTS

- Adopt Tualatin 2040 policy priorities into Housing Element of Comprehensive Plan; incorporate 2019 Housing Needs Analysis
- Streamline and reorganize Comprehensive Plan language into succinct goals and policies format
- Graphic redesign to apply City branding and create a standalone Comprehensive Plan document



HOUSING POLICY EXAMPLE

| Housing Strategy (2019) | Comp Plan Chapter 5 |
|--|--|
| <p>Strategy 2: Encourage development of a wider variety of housing types.</p> | <p>Goal 3.2: Housing for All. Encourage development and preservation of housing that is affordable for all households in Tualatin.</p> |
| <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> | <p>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.</p> |

SIMPLIFIED POLICY 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.

GRAPHICS



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PART III

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- 2: Community Design
- 3: Housing.....
- 4: Economy, Commercial & Industrial Development
- 5: Other Land Uses.....
- 6: Historic Preservation
- 7: Parks, Open Space, Environment ..
- 8: Transportation
- 9: Public Facilities & Services.....
- 10: Land Use Designations & Zoning.....

TECHNICAL APPENDICES



*Tualatin's vision
for the future*



COMPREHENSIVE PLAN 2040



GRAPHICS CONTINUED

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 small area for retail activities. This pattern continued until the experienced rapid growth in residential, commercial and transformed into a suburban extension of the Portland the historic resources which once identified the commu

The City of Tualatin Comprehensive Plan—Phase I—Tech of downtown. These structures were subsequently given alterations for the designated resources were adopted a further indicated additional historic resources are locate The report concluded that the City should investigate wa

(Ord. No. 844-91, §1, 10-14-91)

TDC 16.020. - Assumptions.

The following are general assumptions used to formulat

- (1) The demand for the City's residential, commercial and 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.

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.

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.

Goals

PLANNING COMMISSION RECOMMENDATION

- *The Planning Commission voted unanimously to recommend approval of File No. PTA 20-0004.*
- *Findings of fact support this recommendation by addressing applicable regulatory requirements.*



COUNCIL ACTION

Based on the Planning Commission's recommendation, the City Council is respectfully asked to:

- ***Approve** the proposed Plan Text Amendment (File No. PTA 20-0004 and Ordinance 1450-20)*
- *The Council may alternatively: make further modifications; deny the proposed amendments; or, continue the public hearing to a later date.*



QUESTIONS & ANSWERS





City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Jonathan Taylor, Economic Development Manager

DATE: December 14, 2020

SUBJECT:

Consideration of Resolution No. 5531-20 Authorizing the City Manager to Execute an Intergovernmental Agreement with Washington County for Small Business Emergency Assistance Grant Funds.

RECOMMENDATION:

Staff recommends Council authorize the City Manager to sign the Intergovernmental Agreement.

EXECUTIVE SUMMARY:

On November 11, 2020, Governor Kate Brown instituted a “two-week pause” to control the spread of COVID-19 in Oregon for nine counties, Washington County included. Under the Two-Week Pause, limitations on certain businesses were imposed. Those limitations included: reducing capacity at restaurants, retail establishments, indoor recreation facilities, and limiting social gatherings.

On November 18, 2020, Governor Kate Brown then instituted a “two-week freeze” to further control the spread of COVID-19. The “Two Week Freeze” limited restaurants to take-out and delivery only, closed all indoor recreational facilities, closed outdoor entertainment facilities and activities, limiting retail to 75% capacity, and requiring all businesses to mandate work from home when possible.

To help businesses mitigate these closures and restrictions, Governor Brown dedicated \$55 million in Federal CARES Act Funding for small business grants. This fund will be distributed to the Counties to administer. Washington County has elected to allow participating cities to use their existing infrastructure to disburse those funds. The City of Tualatin will receive \$441,690 for small business grants. These funds will have the same requirements as previous County disbursements.

OUTCOMES OF DECISION:

Approval of Resolution No. 5531-20 will authorize the City Manager to sign an Intergovernmental Agreement with Washington County to receive CARES Act funding. The City will accept applications from December 15th – December 21st, 2020. Funds will be committed by December 23, 2020. Remaining funds will be allocated to partnered cities for their program disbursement.

ALTERNATIVES TO RECOMMENDATION:

None

FINANCIAL IMPLICATIONS:

Up to \$500,000 will be distributed to City of Tualatin

ATTACHMENTS:

A - Resolution

B - Intergovernmental Agreement will be uploaded upon receipt from Washington County.

RESOLUTION NO. 5531-20

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY FOR SMALL BUSINESS EMERGENCY ASSISTANCE GRANTS FUNDS

WHEREAS, ORS 190.110 et seq., authorizes the City to enter into Intergovernmental Agreements with other government entities;

WHEREAS, on March 27, 2020 the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) became law and established the \$150 billion Coronavirus Relief Fund (Fund) to make payments to eligible units of local government, including Washington County;

WHEREAS, Washington County received an additional disbursement from the State of Oregon in the amount of \$5.7 million to distribute to businesses recently affected by the two-week freeze, the Washington County Board of Commissioners approved the distribution of the County's allocation of the Fund (Small Business Assistance funds) to the cities within Washington County for administration of these funds; and

WHEREAS, the City of Tualatin will receive \$441,690 from the Small Business Assistance funds to provide small business assistance emergency grants.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, that:

Section 1. The City Manager is authorized to execute an Intergovernmental Agreement (IGA) with Washington County for Reimbursement Program and Small Business Assistance Program Funds.

Section 2. This resolution is effective upon adoption.

ADOPTED by the City Council this 14th day of December, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Jonathan Taylor, Economic Development Manager
Sean Brady, City Attorney

DATE: December 14, 2020

SUBJECT:

Consideration of an Ordinance Repealing Tualatin Municipal Code 11-7 Relating to the Urban Renewal Advisory Committee.

RECOMMENDATION:

Staff recommends repeal of Tualatin Municipal Code 11-7.

EXECUTIVE SUMMARY:

Ordinance No. 1446-20 eliminates the Urban Renewal Advisory Committee from the Tualatin Municipal Code.

The City of Tualatin and Tualatin Development Commission are separate legal entities. Each entity creates its own advisory committees as each entity determines necessary; one entity does not create an advisory committee for other entity.

In 1976, as amended in 1982, the Tualatin Development Commission created the Urban Renewal Advisory Committee as an advisory committee for the Tualatin Development Commission. This was established by Tualatin Development Commission Ordinance Nos. 76-1 and 82-2.

Twenty years later, the City of Tualatin then attempted to amend the Tualatin Development Commission's ordinances, and also established the Urban Renewal Advisory Committee in the City of Tualatin's Municipal Code, TMC Chapter 11-7. The City's actions were through adoption of City of Tualatin Ordinance Nos. 118-02 and 1147-03.

The City created the Urban Renewal Advisory Committee in TMC 11-7 not to be an advisory committee of the City, but to be an advisory committee to the Tualatin Development Commission. The City's action in this regard was not legally proper.

Repealing TMC 11-7 will restore the proper legal distinction between the City of Tualatin and Tualatin Development Commission and clarify the Tualatin Development Commission's discretion for establishing its own advisory committees as the Tualatin Development Commission deems appropriate.

OUTCOMES OF DECISION:

Chapter 11-7 of the Tualatin Municipal Code will be repealed in its entirety. The discretion to establish an urban renewal advisory committee will remain purview of the Tualatin Development Commission.

ALTERNATIVES TO RECOMMENDATION:

None

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

- Ordinance No. 1446-20

ORDINANCE NO. 1446-20

AN ORDINANCE REPEALING TUALATIN MUNICIPAL CODE 11-7 RELATING TO THE URBAN RENEWAL ADVISORY COMMITTEE

WHEREAS, the Tualatin Development Commission and City of Tualatin are separate legal entities;

WHEREAS, the Urban Renewal Advisory Committee was originally created by the Tualatin Development Commission by TDC Ordinance Nos. 76-1 and 82-2;

WHEREAS, 20 years after the original creation of the Urban Renewal Advisory Committee, the City of Tualatin amended the Tualatin Development Commission ordinances and also created the Urban Renewal Advisory Committee by City Ordinance Nos. 118-02 and 1147-03, and currently codified in Tualatin Municipal Code 11-7;

WHEREAS, the Urban Renewal Advisory Committee is charged with advising the Tualatin Development Commission, not the City of Tualatin;

WHEREAS, the Urban Renewal Advisory Committee should not be a City-created Committee, and should be the purview of the Tualatin Development Commission; and

WHEREAS, repealing Tualatin Municipal Code Chapter 11-7 is needed to restore the proper legal distinction between the City of Tualatin and Tualatin Development Commission and clarify the Tualatin Development Commission's discretion for establishing its own advisory committees.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code (TMC) Chapter 11-7 (Urban Renewal Advisory Committee) is repealed in its entirety.

Section 2. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

INTRODUCED AND ADOPTED this 14th day of December, 2020.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO LEGAL FORM

BY _____
City Attorney

ATTEST:

BY _____
City Recorder



City of Tualatin

**CITY OF TUALATIN
Staff Report**

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ross Hoover, Parks and Recreation Director
Rich Mueller, Parks Planning and Development Manager

DATE: December 14, 2020

SUBJECT:

Consideration of **Ordinance No. 1447-20** Establishing a Parks Utility; and Creating Tualatin Municipal Code Chapter 3-7.

EXECUTIVE SUMMARY:

The park utility fee is proposed as a two-step process. The first step is Council consideration to create Tualatin Municipal Code authorization to create the Parks Utility. The second step, which will occur at a future meeting, is to consider establishing a fee amount. Ordinance No. 1447-20 is the first step and would create a Parks Utility in Tualatin Municipal Code Chapter 3-7

Ordinance No. 1447-20 is before the Council for third reading and consideration for final adoption. Under Charter Section 35, before an ordinance can be enacted, it must be read at two separate Council meetings. However, an ordinance may be enacted at a single Council meeting if the vote to adopt the ordinance receives the unanimous vote of all Council members present.

On November 23, 2020, the Council conducted the first and second readings of Ordinance No. 1447-20. The vote to adopt the Ordinance received a majority, but was not unanimous. As a result, Ordinance No. 1447-20 must return for a third reading and consideration for final adoption.

Adopting Ordinance No. 1447-20 would create a Parks Utility in Tualatin Municipal Code Chapter 3-7.

Attachments:

Ordinance No. 1447-20

ORDINANCE NO. 1447-20

AN ORDINANCE ESTABLISHING A PARKS UTILITY; AND CREATING TUALATIN MUNICIPAL CODE CHAPTER 3-7.

WHEREAS, City parks are an essential service of the City of Tualatin;

WHEREAS, the operation and maintenance of the City's parks, recreation facilities, natural areas, greenways, joint use facilities, and shared use paths are essential to serve City residents, employees of City businesses, and visitors;

WHEREAS, additional funds are needed to provide safe, equitable, and accessible parks, recreation facilities, natural areas, greenways, joint use facilities, and shared use paths, and ensure adequate maintenance of City parks can occur.

WHEREAS, the Council wishes to create a Park Utility to establish a funding source to help fund the City's parks, recreation facilities, natural areas, greenways, joint use facilities, and shared use paths; and

WHEREAS, the City finds it is in the public interest to create a Park Utility.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code Chapter 3-7 is created to read as follows:

TMC 3-7-010 – Creation of Parks Utility; Use of Funds.

(1) The City operates a Parks System that consists of City parks, natural areas, greenways, joint use facilities, shared use paths, and other parks and recreation facilities for the benefit of City residents, and which also benefits employees of City businesses and visitors to the City.

(2) The City finds additional funds are needed to provide maintenance of the City's Parks System and ensure the City can provide safe, equitable, and accessible City parks, natural areas, greenways, joint use facilities, shared use paths, and other parks and recreation facilities.

(3) A Parks Utility Fee is created for the purpose of providing for the operation and maintenance of the City's Parks System and the capital maintenance, improvement, renovation, and replacement of facilities within the City's Parks System.

(4) The City finds residential and nonresidential occupants of improved and developed properties within the City use and benefit from the City's Parks System, and that the imposition of a Parks Utility Fee on such persons is reasonable and necessary to fund the City's Parks System.

(5) Funds collected from the Parks Utility Fee may be used for the operation and maintenance of the City's Parks System, and the capital maintenance, improvement, renovation, or replacement of facilities and amenities within the City's Parks System.

TMC 3-7-020 – Definitions

As used in this Chapter, the following means:

City Manager means the City Manager, or the City Manager's designee.

City's Parks System means City parks, natural areas, greenways, joint use facilities, shared use paths, and other parks and recreation facilities operated or maintained by the City.

Developed Property means a lot or parcel, a portion of a lot or parcel, or other real property, on which an improvement exists or has been constructed.

Dwelling Unit means one occupied unit within a residential property.

Equivalent Dwelling Unit (EDU) means the equivalent impact of one dwelling unit that a non-residential property has on the City's Parks system.

Improvement means the development of property, or a portion thereof, and includes, but is not limited to, buildings, parking lots, landscaping, and outside storage.

Non-Residential Property means a use of property which is primarily not for personal, domestic accommodation, and includes, but is not limited to, industrial and commercial uses of property.

Residential Property means a use of property which is primarily for personal, domestic accommodation, including single family, multi-family residential property, and group homes, but excluding hotels and motels.

Vacant Property means that an entire building or building unit has become vacant or continuously unoccupied for at least 30 days, and does not include a portion of a developed property without separate water meters has become vacant or unoccupied.

TMC 3-7-030 – Dedication of Revenue.

(1) All funds collected pursuant to this Chapter must be allocated to the City's Parks Utility Fee Fund.

(2) The portion of the Parks Utility Fee Fund that represents the fees collected under this Chapter during a given year, fees carried over from prior years, and investment earnings from the fees must be used to operate and manage the City's Parks System, as provided in this Chapter.

(3) All amounts in the Parks Utility Fee Fund may be invested by the City Manager in accordance with State law. Earnings from such investments are dedicated to the Parks Utility Fee Fund.

TMC 3-7-040 – Parks Utility Fee Established.

(1) A Parks Utility Fee is imposed and levied upon the owner, tenant, agent, or other authorized representative responsible for occupancy of a developed property within the City.

(a) The Parks Utility Fee charged to occupants of residential properties will be on a per dwelling unit basis.

(b) The Parks Utility Fee charged to occupants of non-residential property will be on a per equivalent dwelling unit basis.

(2) The Parks Utility Fee will be established annually by resolution of the Council.

TMC 3-7-050 – Billing and Collection of the Parks Utility Fee.

(1) The Parks Utility Fee will be billed and collected as part of the monthly City utility bill for those persons utilizing City utilities. The City utility bill will be sent monthly by the City and is due and payable upon receipt.

(2) The owner, tenant, agent, or other authorized representative responsible for paying a City utility bill must pay the Parks Utility Fee, unless another responsible party has agreed in writing to pay the Parks Utility Fee and a copy of that writing is filed with the City.

(3) In the event a person makes a partial payment of the City utility bill such that funds are inadequate to satisfy in full all water, sanitary sewer, stormwater, Parks Utility Fee, and road utility fees, credit will be given first to the Parks Utility Fee, second to road utility fee, third to the sanitary and stormwater service charges, and last to the charges for water service.

TMC 3-7-060 – Delinquent Accounts.

When a person's account is delinquent, the person will be provided a notice of delinquency. If payment is not received, the City may discontinue City utility services and may collect the charges through any means authorized by law.

TMC 3-7-070 – Vacant Property.

(1) If a property becomes vacant and water service is discontinued, the owner, tenant, agent, or other authorized representative responsible for occupancy of the property may make a written application requesting that the City cease charging the Parks Utility Fee for the reason that the property is vacant. If the City Manager determines the property to be vacant and all outstanding water, sanitary sewer, stormwater, parks utility, and road utility charges have been paid in full, the City will cease charging the Parks Utility Fee.

(2) The City Manager may investigate any property for which a request to cease charging the Parks Utility Fee has been made in order to determine whether the property is vacant.

(3) The owner, tenant, agent, or other authorized representative responsible for occupancy of a property must notify the City within five business days of a previously vacant property becoming occupied, partially occupied, or used, regardless of whether water service is restored.

(4) The City may charge any person the appropriate Parks Utility Fee, including charges for prior billing periods, upon determining the property did not qualify as vacant during such time.

(5) A decision or determination of the City Manager under this section is final.

TMC 3-7-080 – Other Assessments.

Nothing contained in this Chapter limits the City's authority to levy additional assessments in accordance with applicable law.

Section 2. Severability. Each section of this ordinance, and any part thereof, is severable. If any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance remains in full force and effect.

Section 3. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this ____ day of _____, 2020.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO LEGAL FORM

ATTEST

BY _____
City Attorney

BY _____
City Recorder



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Sean Brady, City Attorney
DATE: December 14, 2020

SUBJECT:

Consideration of Ordinance No. 1449-20 Relating to the Initiative Process; and Amending Tualatin Municipal Code Chapter 1-24

RECOMMENDATION:

Staff recommends Council adopt the ordinance.

EXECUTIVE SUMMARY:

Under the existing Tualatin Municipal Code (TMC) Chapter 1-24, City initiatives that qualify for the ballot are only able to be voted on at the next statewide general election. Ordinance No. 1449-20 would amend TMC Chapter 1-24 to allow initiatives that qualify for the ballot to also be considered at the next statewide primary election.

Ordinance No. 1449-20 is before the Council for third reading and consideration for final adoption. Under Charter Section 35, before an ordinance can be enacted, it must be read at two separate Council meetings. However, an ordinance may be enacted at a single Council meeting if the vote to adopt the ordinance receives the unanimous vote of all Council members present.

On November 23, 2020, the Council conducted the first and second readings of Ordinance No. 1449-20. The vote to adopt the Ordinance received a majority, but was not unanimous. As a result, Ordinance No. 1449-20 must return for a third reading and consideration for final adoption.

Adopting Ordinance No. 1449-20 would allow City initiatives that qualify for the ballot to be voted on at either the next statewide primary election or next statewide general election, whichever is sooner.

ATTACHMENTS:

- Ordinance No. 1449-20

ORDINANCE NO. 1449-20

AN ORDINANCE RELATING TO THE INITIATIVE PROCESS; AND AMENDING TUALATIN MUNICIPAL CODE CHAPTER 1-24.

WHEREAS, the initiative powers of the legal voters of Tualatin are established by Article IV, section 1(5) and Article XI, section 2 of the Oregon Constitution;

WHEREAS, Tualatin Municipal Code Chapter 1-24 establishes the process by which the legal voters of Tualatin are to exercise the initiative power for City initiatives, consistent with State law;

WHEREAS, Tualatin Municipal Code 1-24 currently allows initiatives that qualify for the ballot to be voted on at the next available statewide general election; and

WHEREAS, the City wishes to amend Tualatin Municipal Code 1-24 to allow initiatives that qualify for the ballot to be voted on at the next available statewide primary.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code 1-24-070 (Election Dates for Initiative and Referendums) is amended to read as follows:

TMC 1-24-070 - Election Dates for Initiatives and Referendums.

(1) An initiative measure that qualifies for the ballot will be placed on the ballot at the next available statewide primary or general election.

(2) A referendum measure that qualifies for the ballot will be placed on the ballot at the next available statewide primary or general election, unless the Council finds that the public interest in a prompt resolution outweighs the costs associated with a special election. If the Council calls for a special election, the Council by resolution must specify the date upon which the special election is to be held.

Section 2. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this ____ day of _____, 2020.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO LEGAL FORM

ATTEST

BY _____
City Attorney

BY _____
City Recorder



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Don Hudson, Assistant City Manager/Finance Director
DATE: December 14, 2020

SUBJECT:

Consideration of Ordinance No. 1452-20, An Ordinance Relating to the Tax on Marijuana Sales; Amending Tualatin Municipal Code Chapter 13-1 and Creating New Provisions

RECOMMENDATION:

Staff recommends adoption of Ordinance No. 1452-20

EXECUTIVE SUMMARY:

In 2016, Tualatin voters approved a 3% local tax on the sale of marijuana items by marijuana retailers and the City Council adopted Ordinance No. 1396-16 creating Tualatin Municipal Code Chapter 13-01. TMC 13-01 imposed the tax and defined the collection of the tax. Since that time, the Oregon Department Revenue, who is responsible for collection of the statewide marijuana tax, began allowing local governments to enter into an intergovernmental agreement to collect local taxes for the local entities.

The Department of Revenue (DOR) requires local ordinances to include penalty and interest matching those found in state statute, to be consistent with the collection efforts of DOR. The attached ordinance adds the necessary sections to TMC 13-01, in order for the City to enter into an IGA with the State of Oregon DOR for collection of the City's taxes on marijuana items by marijuana retailers, should a retailer site in Tualatin.

The attached ordinance also authorizes the City Manager to enter into an IGA with the State of Oregon for the administration, collection, distribution, and enforcement of the City's tax.

OUTCOMES OF DECISION:

The proposed changes would allow the City to enter into an IGA with the Oregon DOR for collection of local marijuana taxes.

ALTERNATIVES TO RECOMMENDATION:

If the City Council does not pass the attached ordinance, the City would not be able to enter into the IGA and would have to collect any local taxes itself. The Finance Department would incur additional costs in order to collect these taxes.

FINANCIAL IMPLICATIONS:

The City would pay the DOR an annual Administrative Services Fee and an annual Business Fee for the collection of our local tax. The fees are based on the number of retail outlets in Tualatin and the Department's Business Division's expenses for the administration of all marijuana taxes, which would be subtracted from the local taxes collected.

ATTACHMENTS:

- Ordinance No. 1452-20

ORDINANCE NO. 1452-20

AN ORDINANCE RELATING TO THE TAX ON MARIJUANA SALES; AMENDING TUALATIN MUNICIPAL CODE CHAPTER 13-1; AND CREATING NEW PROVISIONS.

WHEREAS, section 34a of House Bill 3400 (2015), codified as ORS 475B.345, provides that a city council may adopt an ordinance to be referred to the voters that imposes up to a three percent tax or fee on the sale of marijuana items by a marijuana retailer in the area subject to the jurisdiction of the city;

WHEREAS, the Council passed and referred such an ordinance, which was approved by the voters of Tualatin on November 6, 2016;

WHEREAS, the tax on the sale of marijuana items is codified in Tualatin Municipal Code Chapter 13-1; and

WHEREAS, the City wishes to amend TMC Chapter 13-1 to provide certain penalties and interest for nonpayment, consistent with State law and Oregon Department of Revenue regulations.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code 13-1-040 (Interest and Penalty) is created to read as follows:

TMC 13-1-040 – Interest and Penalty.

(1) Interest shall be added to the overall tax amount due at the same rate established under ORS 305.220 for each month, or fraction of a month, from the time the return to the Oregon Department of Revenue was originally required to be filed by the marijuana retailer to the time of payment.

(2) If a marijuana retailer fails to file a return with the Oregon Department of Revenue or pay the tax as required, a penalty shall be imposed upon the marijuana retailer in the same manner and amount provided under ORS 314.400.

(3) Every penalty imposed, and any interest that accrues, becomes a part of the financial obligation required to be paid by the marijuana retailer and remitted to the Oregon Department of Revenue.

(4) Taxes, interest and penalties transferred to the City by the Oregon Department of Revenue will be distributed to the City's general fund.

(5) If at any time a marijuana retailer fails to remit any amount owed in taxes, interest or penalties, the Oregon Department of Revenue is authorized to enforce collection on behalf of the City of the owed amount in accordance with ORS 475B.700 to 475B.755, any agreement between the Oregon Department of Revenue and the City under ORS 305.620 and any applicable administrative rules adopted by the Oregon Department of Revenue.

Section 2. TMC 13-1-050 (Intergovernmental Agreement with the State of Oregon) is created to read as follows:

TMC 13-1-050 – Intergovernmental Agreement with the State of Oregon.

The City Manager is authorized to enter into an intergovernmental agreement (IGA) with the State of Oregon for the administration, collection, distribution, and enforcement of the tax authorized by this Chapter, consistent with State law and applicable State administrative rules.

Section 3. Severability. Each section of this ordinance, and any part thereof, is severable. If any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance remains in full force and effect.

Section 4. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this 14th day of December, 2020.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO LEGAL FORM

ATTEST

BY _____
City Attorney

BY _____
City Recorder