TUALATIN CITY COUNCIL MEETING



MONDAY, JUNE 10, 2024

TUALATIN CITY SERVICES 10699 SW HERMAN ROAD TUALATIN, OR 97062

Mayor Frank Bubenik
Council President Valerie Pratt
Councilor Maria Reyes Councilor Bridget Brooks
Councilor Christen Sacco Councilor Cyndy Hillier
Councilor Octavio Gonzalez

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, June 10. 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: either by speaking in person or entering the meeting using the zoom link and writing your name in chat. 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

- 5:00 p.m. (60 min) Transportation System Plan Update. Staff and the consultant team will provide an update on the ongoing work of updating Tualatin's Transportation System Plan. This will include a discussion of the components of the TSP, public engagement around the TSP, building the project lists, and next steps. Council input and guidance is sought on all of the elements of the TSP, but particularly the key projects and their priority.
- 2. 6:00 p.m. (20 min) Overview of Upcoming Capital Projects. Staff will provide an overview of five projects on which Engineering work is starting. These projects come from our master plans, including the 2023 2028 Capital Improvement Plan, Water Master Plan, and Stormwater Master Plan, and are proposed in the 2024-25 Budget and the 2024-2029 Capital Improvement Plan. Engineering has developed Project Charters to help guide each project, including an emphasis on substantial community outreach throughout the design and construction.

- <u>3.</u> 6:20 p.m. (20 min) InPipe Micro-Hydro Turbine Project Update. Staff will provide an informational presentation about a proposed InPipe Micro-Hydro Turbine project.
- 6:40 p.m. (30 min) Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the June 10 City Council meeting and brief the Council on issues of mutual interest.

7:00 P.M. CITY COUNCIL MEETING

Call to Order

Pledge of Allegiance

Announcements

- 1. National Pollinator Week Presentation and Proclamation
- 2. Proclamation Declaring June 19, 2024 as Juneteenth Day in the City of Tualatin

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.

- Consideration of Approval of the Work Session and Regular Meeting Minutes of May 27, 2024
- Consideration of Approval of a New Liquor License Application for The Black Wine Market LLC
- 3. Consideration of <u>Resolution No. 5778-24</u> Authorizing the City to Enter into a Sole Source Energy Performance Savings Contract with InPipe Energy, Inc. and Tapani Inc.

Special Reports

- Outside Agency Grant Awardee- Borland Free Clinic
- 2. Review of the 2025–2029 Capital Improvement Plan

Public Hearings - <u>Legislative or Other</u>

 Consideration of <u>Ordinance No. 1486-24</u>, Updating the Tualatin Development Code to comply with Climate Friendly and Equitable Communities (CFEC) Parking Reform (PTA/PMA 24-0002) Consideration of <u>Resolution No. 5779-24</u> Declaring the City's Election to Receive State Revenue Sharing Funds During Fiscal Year 2024-25

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.

Tualatin City Council meets are broadcast live, and recorded, by Tualatin Valley Community Television (TVCTV) Government Access Programming. For more information, contact TVCTV at 503.629.8534 or visit www.tvctv.org/tualatin.

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 Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cody Field, Management Analyst II

DATE: June 10, 2024

SUBJECT:

Tualatin Transportation System Plan Update for June 2024

EXECUTIVE SUMMARY:

Staff and the consultant team will provide an update on the process to update Tualatin's Transportation System Plan (TSP). The presentation will cover the following topics:

- Components of a TSP:
 - High level steps
 - What we have done and where we are going next
 - How we have used public and Community Advisory Committee (CAC) feedback
 - Planning for the next outreach campaign
- Building the TSP Project List:
 - o Project List Inputs
 - Discussion of how the Pedestrian, Bicycle, Transit, and Roadway networks were crafted and the thought behind using these networks to create the project list.
 - Types of improvements and examples
- Project Discussion
 - This time will be set aside for council input and discussion
- Next Steps

Staff and the project team will be seeking Council input on these elements of the Transportation System Planning process.

ATTACHMENTS:

- Presentation Agenda
- PowerPoint Presentation



AGENDA



Workshop Agenda



Components of a TSP



Building the Project List



Project Discussion



Wrap Up & Next Steps



Components of a TSP





Legislative Process



Public Outreach



Public Engagement Schedule

PHASE 1

What is the TSP? Do you want to follow along with this process?

PHASE 2Oct 2023

What can the TSP address?
What are your
transportation goals and
needs?

PHASE 3

July-August 2024

How do our transportation goals connect to potential projects? Are these the right projects?

PHASE 4

Oct 2024

What do you think of the draft plan? What did we miss?



Existing & Future Conditions



Transportation
Goals &
Performance
Measures



Programs, Project List, & Prioritization



Funding Availability

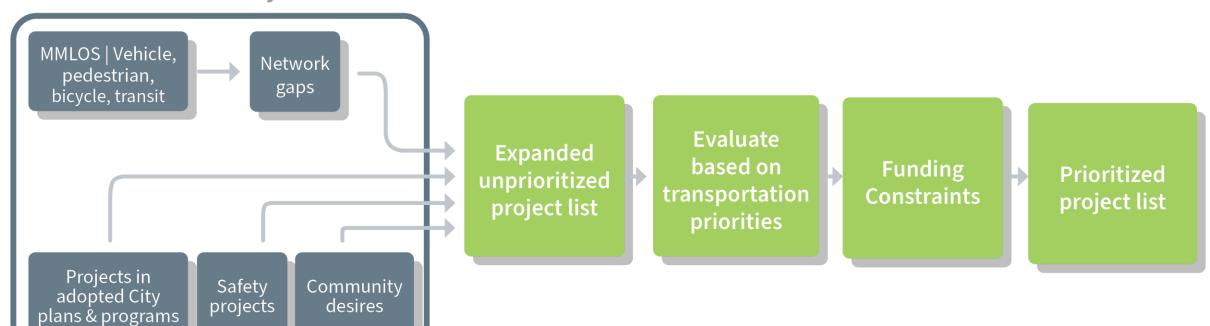


Draft Plan

Council Adoption

Building the project list

Source of Projects





Pedestrian Projects

1. Fill sidewalk gaps



Enhance pedestrian facilities in climate friendly area.



3. Meet crossing standards

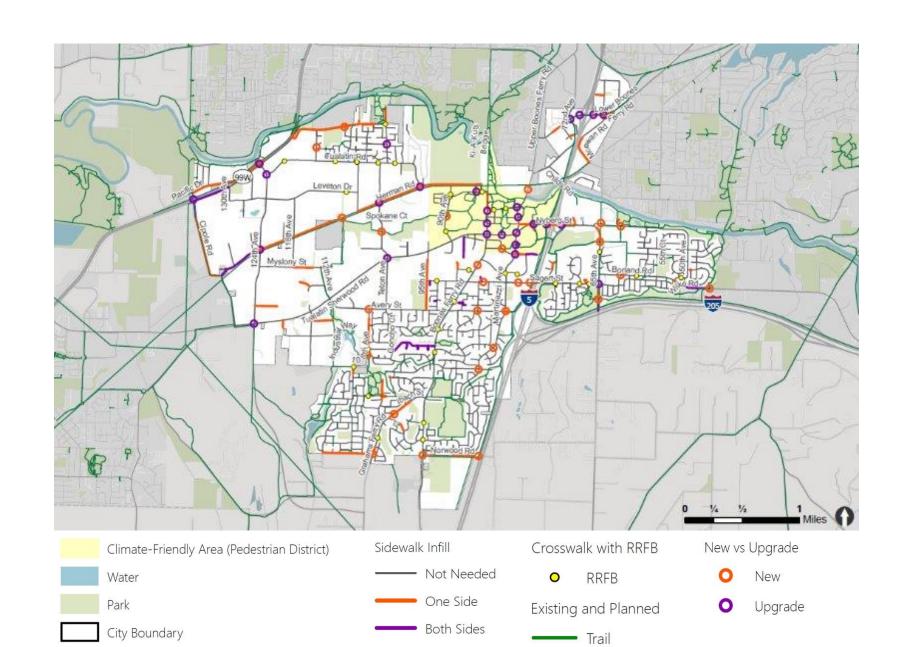




Proposed Pedestrian Network

Projects:

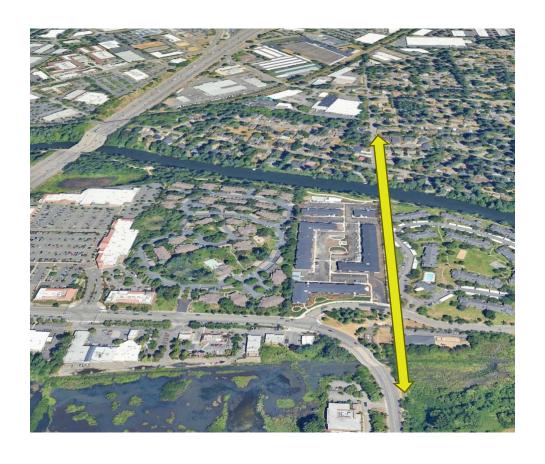
- Sidewalks
- Trails
- Crossings
 - New marked crossings (where none exist currently)
 - Upgrade existing marked crossings/ signals with enhancements
- Enhancements in Climate-Friendly Areas







Big Idea
Projects
PEDESTRIAN





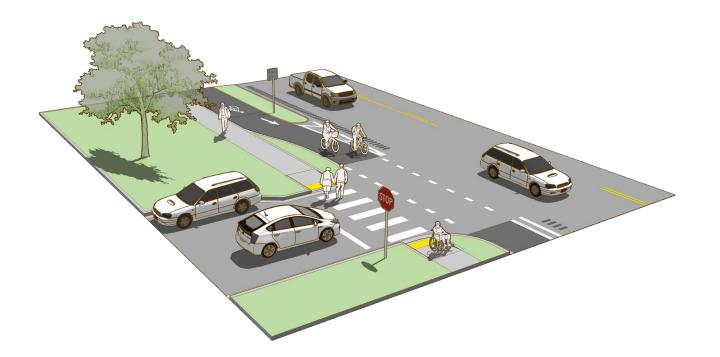


Sagert St Bridge Pedestrian Facility (see also Nyberg Creek Trail)



Bicycle Project Lists

"Plan for a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities."























Bicycle Project Lists

Proposed Bike Network

Separated Off-street Trail or Path

Bike Boulevard

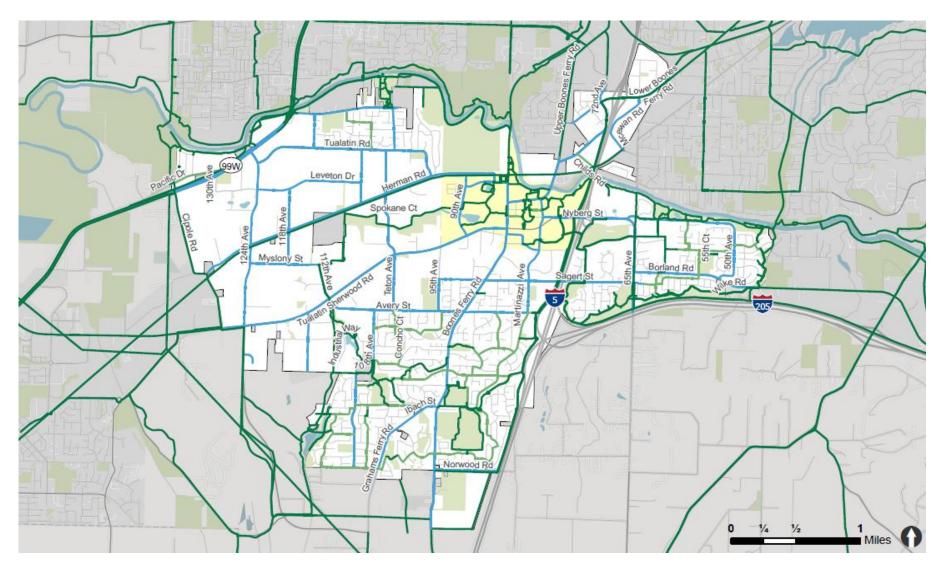
On-street Bicycle Facility

Climate-Friendly Area

Cilinate-Theridiy I

Park

Water





Bicycle Project Types

Separated off-street trail, path or bridge







Bike boulevard





On-street bicycle facility











Big Idea Projects BICYCLE





Nyberg Creek Trail and I–5 Crossing

Overcomes major barrier, connects equity priority communities to destinations and each other

Complete Boones Ferry Road

Filling this gap will create a seamless connection from Wilsonville to Tigard



Transit Network

Tiered network

- Transit Priority Corridors (frequent service)
- Regular Service
- Flexible Service

Transit Projects

- Focus on amenities, access to transit, and reliability
- Advocating for service improvements with the transit agencies.

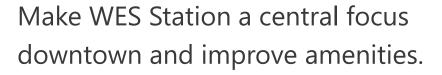






TRANSIT







Work with Ride Connection to provide two-way service on the shuttles.



Vehicle Projects

Bringing roadway facilities up to standard



Safety Improvements



Congestion Bottlenecks and Signal Improvements







ROADWAY







Build a bridge carrying Tualatin-Sherwood Road over the railroad and Boones Ferry Road.

What projects are important to you?

What would be your top three projects?

What types of projects should be prioritized in the final project list?

Are we missing any key projects?





Project List updates



Outreach to the CAC and the public



Prioritization





Transportation System Plan - Project List Discussion

Tualatin City Council

June 10, 2024, 5:00 PM

Tualatin City Services Building

5 minutes	Introductions, Agenda, and Workshop Objectives	Fehr & Peers
5 minutes	Components of a TSP	Fehr & Peers / Alta
25 minutes	Building the Project List	Fehr & Peers / Alta
20 minutes	Project Discussion	Fehr & Peers
5 minutes	Next Steps	Fehr & Peers



CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Mike McCarthy, City Engineer

Kim McMillan, Community Development Director

DATE: June 10, 2024

SUBJECT:

Overview of Upcoming Engineering Capital Projects

EXECUTIVE SUMMARY:

Staff will provide an overview of five projects on which Engineering work is starting. These projects come from our master plans, including the 2023 – 2028 Capital Improvement Plan, Water Master Plan, and Stormwater Master Plan, and are proposed in the 2024-25 Budget and the 2024-2029 Capital Improvement Plan. Engineering has developed Project Charters to help guide each project, including an emphasis on substantial community outreach throughout the design and construction. These projects are:

B-Level Reservoir and B to C Pump Station at ASR Site – This project is to design and construct a new 2.5 million gallon reservoir and a new pump station at the City's Aquifer Storage and Recovery (ASR) site at 22675 SW 108th Avenue. This will provide better water service and resiliency for current and future residents and other water users in the southern part of Tualatin. A contract with Consor Inc. will be on the June 24th Consent Agenda for design work to start in July.

65th Ave Intersections with Borland Rd and Sagert St – This project is to make traffic flow, safety, and pedestrian improvements at the intersections of 65th Avenue with Borland Road and Sagert Street. One option is to add a northbound right turn lane on 65th Ave for traffic turning east on Borland Rd. The first phase of this project will consider options of turn lanes and traffic control and signalization changes to identify the best option to be designed and constructed in the second and third phases. The City has requested proposals from engineering firms for this project.

Nyberg Creek Area Storm Drainage improvements – This project examines the flooding and storm drainage issues in the Nyberg Creek area near Martinazzi Avenue and, building on previous mater planning, identifies, designs, and constructs projects to best address the issues. This is anticipated to include pipe replacement, drainage way improvements, and may include work in the Creek itself. This project is also anticipated to include a new swale or other stormwater treatment facility on city-owned property on the south side of Nyberg Creek near I-5. The City has requested proposals from engineering firms for this project.

Siuslaw Stormwater Quality Retrofit and Pipe Replacement – This project replaces existing deteriorated stormwater pipes in the Siuslaw Ln / Indian Meadows Greenway area, improves stormwater flow through the greenway, and adds swales to treat this stormwater before it enters

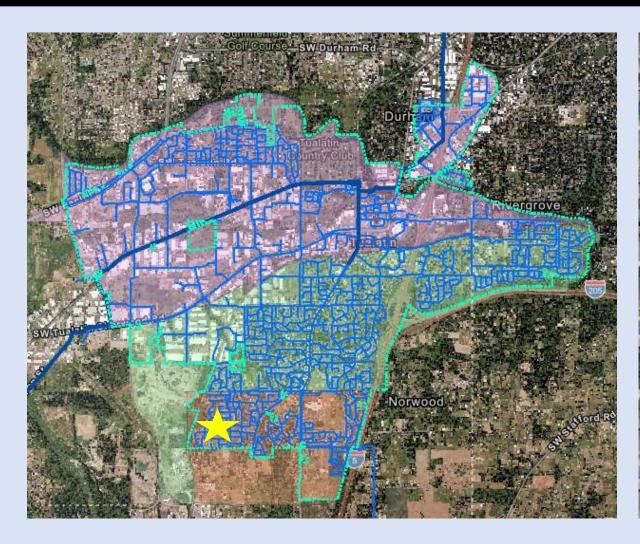
Hedges Creek near 99th Ave and Coquille Dr. The City will soon be requesting proposals from engineering firms for this project.

Martinazzi (Avery to Sagert) Sewer Construction – Construction will start in a few weeks building a new sewer main under Martinazzi Ave from Seminole Tr (north of Avery St) to north of Sagert Street. This will include repaving Martinazzi Avenue from Seminole to Sagert, and will also include repaving the Martinazzi / Sagert intersection and paving Sagert St from Martinazzi Ave to the I-5 bridge. Martinazzi will be closed from Avery to Sagert this summer for sewer construction. Expect delays on Sagert Street during work in that area.



Water Reservoir & Pump Station at ASR Project City of Tualatin

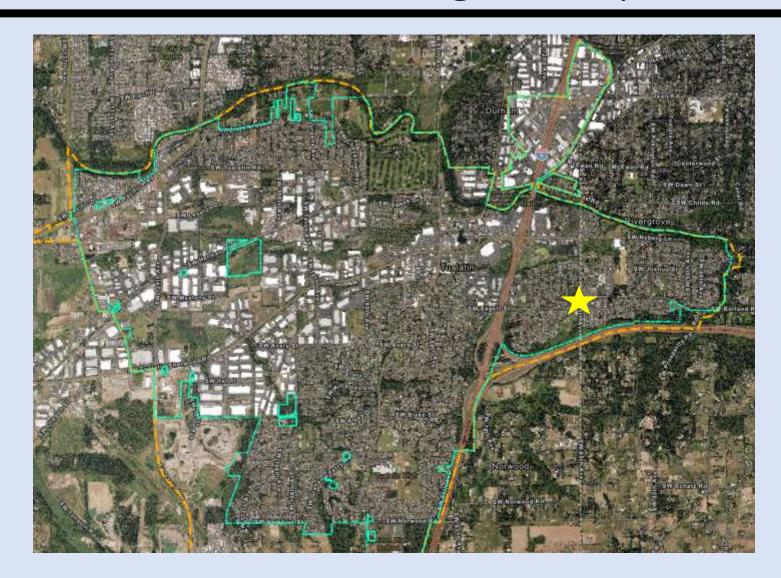






65th / Borland / Sagert Improvements Project

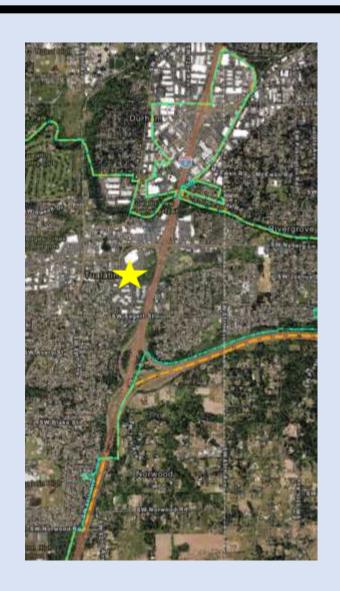


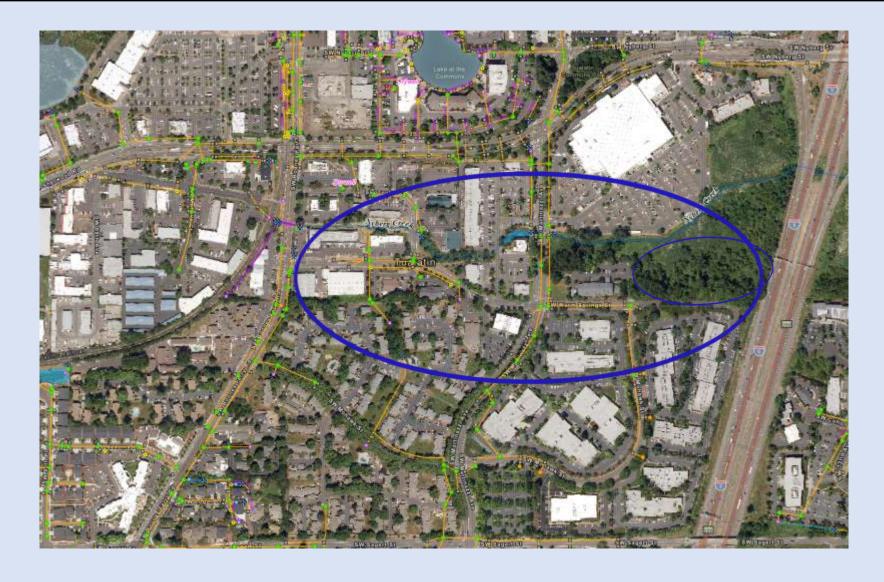




Nyberg Creek Storm Improvements

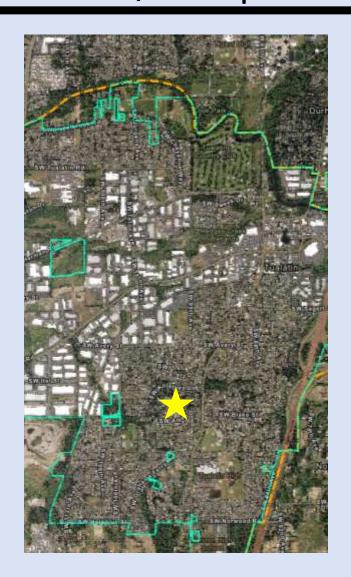


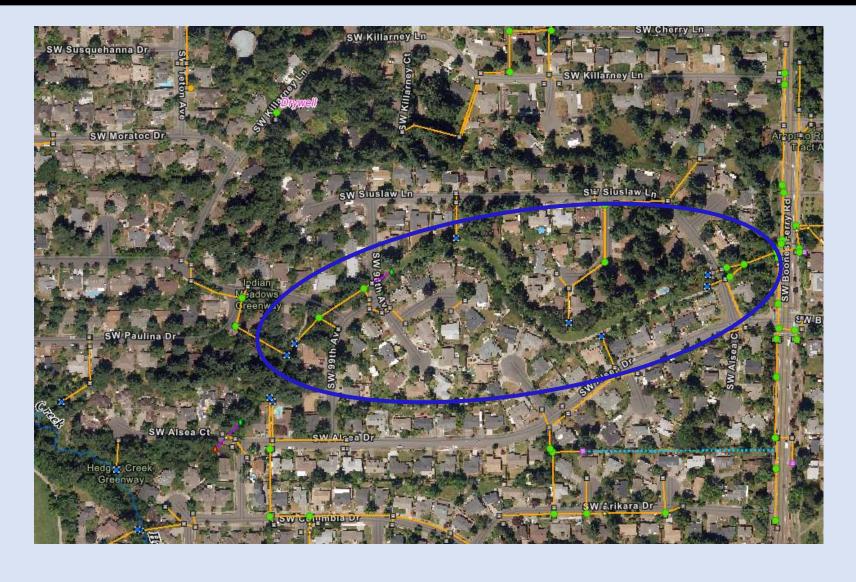




Siuslaw Water Quality Retrofit and 99th/Coquille Stormwater Rehabilitation

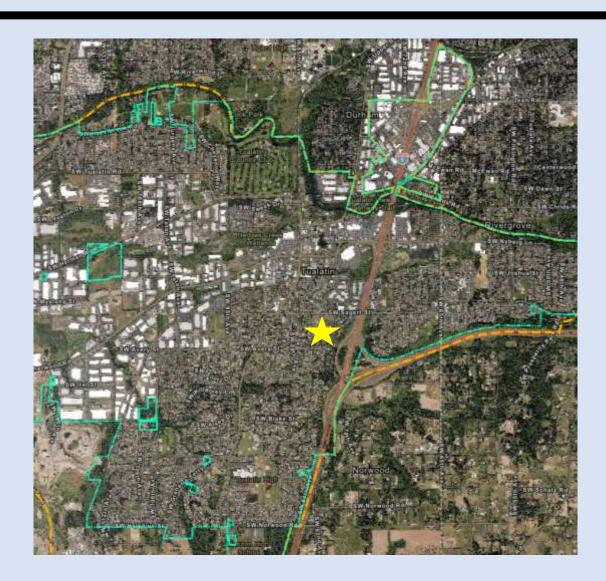






Martinazzi Sewer Construction and Paving









CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Rachel Sykes, Public Works Director

Nic Westendorf, Deputy Public Works Director

DATE: June 10, 2024

SUBJECT:

Informational Presentation about Proposed InPipe Micro-Hydro Turbine Project

PROJECT SUMMARY:

During the spring of 2023, InPipe Energy Inc. approached city staff about a burgeoning technology that may be of interest to the City of Tualatin. InPipe Energy has a patented energy recovery system that consists of micro-turbines that are installed along pressurized water distribution lines, harnessing the energy produced and converting it into usable electricity. This electricity is then diverted back into the power grid, or can be consumed at an adjacent site/property.

Tualatin's water distribution system has a number of high pressure water lines; upon further review by InPipe, a site at the intersection of 108th and Herman Road, just outside of the Tualatin City Services Center, rose as a prime opportunity for the installation of a turbine. Here, the turbine would be installed in place of an existing pressure reducing valve. Based on pressure levels and water flow volumes, it is estimated that a turbine at this site would generate approximately 278,000 kWh of electricity annually. Electricity generated can be 'net-metered' back into the power grid, or could be consumed on site at the City Services Center. This offers a financial incentive, as electricity costs are lowered on site or metered back into the power grid for a monetary incentive offered by PGE. The proposed scope of work includes purchase of the turbine, design and consultation services provided by InPipe, and installation/construction services provided by Tapani.

Further information can be found in the staff report titled, "Consideration of <u>Resolution No. 5778-24</u>, authorizing the City to enter into a sole source energy performance savings contract without competitive procurement to InPipe Energy, Inc. and Tapani Inc.", under the consent agenda for the June 10th meeting.

ATTACHMENTS:

Powerpoint Slide Deck

InPipe Micro Hydro Turbine Project



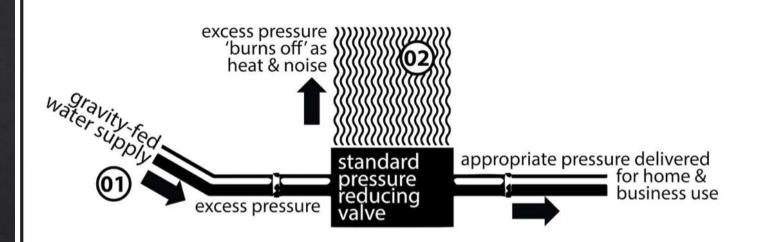
City Council Work Session
June 10, 2024

What is InPipe?

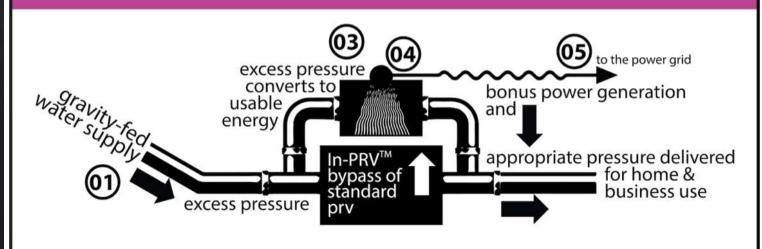
- Electricity generating turbine placed adjacent to high pressure water line
- Water flows are diverted through turbine, electricity generated
- Electricity 'net metered' via arrangement with PGE
- Estimated life span: 30-years or longer
- Operational considerations



standard pressure reducing



The In-PRV[™] energy recovery & pressure reducing solution



Other Users of InPipe

- City of Hillsboro https://www.youtube.com/watch?v=n2yTJQsAptw
- Skagit P.U.D. Mt. Vernon Washington
- East Bay M.U.D. Oakland, California







Benefits of InPipe

- Relatively 'short term' project
- Little to no ongoing maintenance 30-year est. life
- Climate Action initiative 278,000 kWh clean electricity
- Visible and easy to tout project
- Can have a short payback period (large amount of external funding available)

Costs and Opportunities

- Cost of InPipe: \$690,295
- External Funding Opportunities grants and incentives!
- Payback Period







		Payback
Cost of InPipe	\$690,295	18.0 years
40% Direct Pay (Inflation Reduction Act)	<u>- \$276,000</u> \$414,295	12.5 years
Energy Trust of OR –	<u>- \$124,000</u> \$290,295	9.0 years
OR Dept. of Energy –	-\$100,000 \$190,295	6.5 years

Sole Source Contract

- Patent pending energy recovery system
- Unique design integrates seamlessly with existing water system
- InPipe provides assistance obtaining external funding
- If Council would like to proceed, authorization for sole source contract with InPipe is on consent agenda, Resolution 5778-24

Comments or Questions?



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

Bella DePhillipo, Office Coordinator

DATE: June 10, 2024

SUBJECT:

National Pollinator Week Presentation and Proclamation

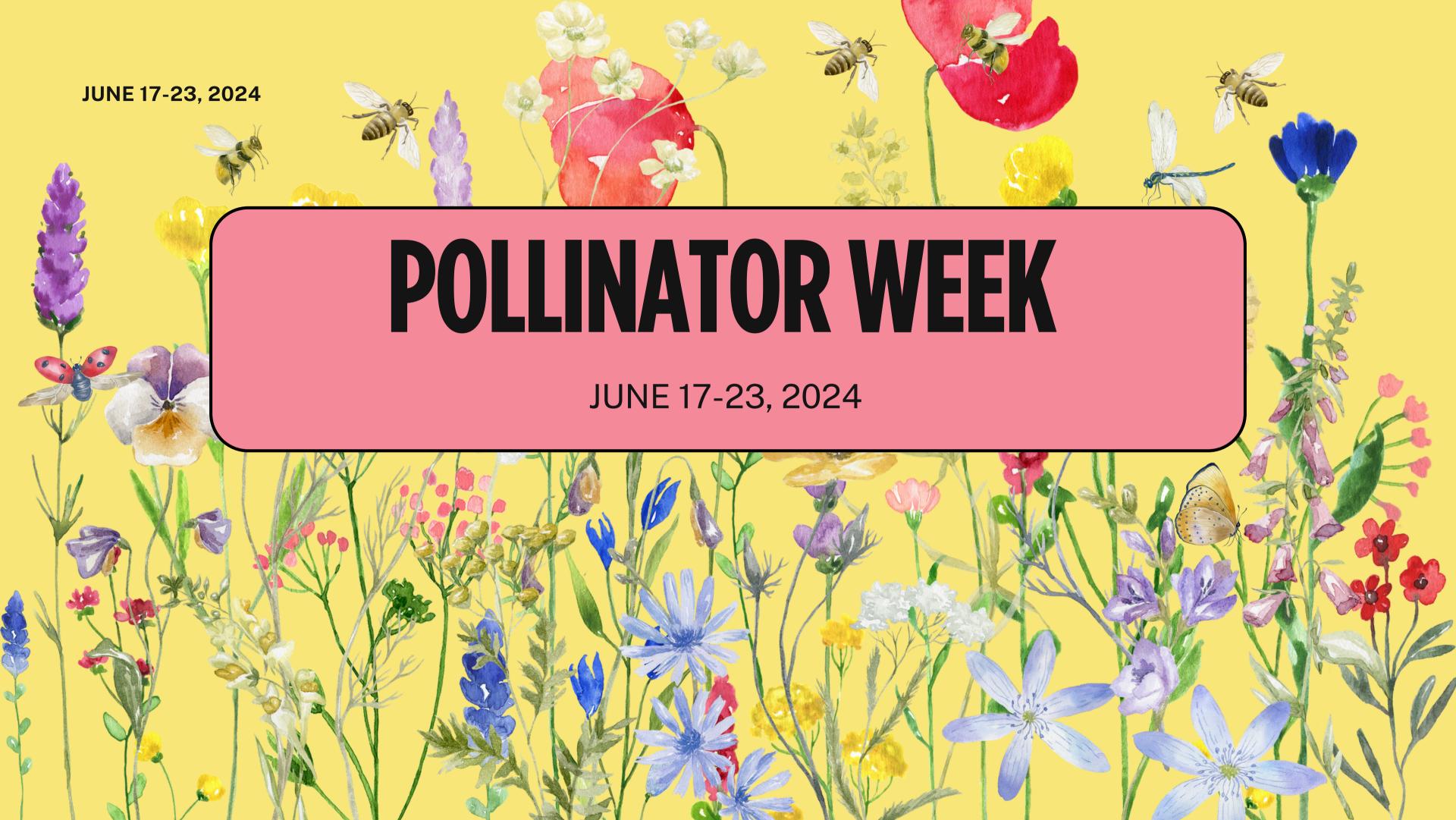
EXECUTIVE SUMMARY:

National Pollinator Week is the third full week of June each year. The National Pollinator Week Proclamation recognizes the importance of pollinators to our ecosystem and affirms the City's commitment to help sustain pollinators. Additionally, the proclamation supports goals of the Tualatin Parks Advisory Committee, and the City's Bee City USA affiliation.

Tualatin Parks Advisory Committee members will provide the Pollinator Week presentation emphasizing the importance of native pollinator species.

ATTACHMENTS:

Presentation Proclamation



BEE CITY USA

Thinking globally and acting locally, Bee City USA provides a framework for communities to work together to conserve native pollinators by increasing the abundance of native plants, providing nest sites, and reducing the use of pesticides.

Bee City USA affiliates make commitments to conserve native pollinators, laid out in a resolution adopted by the local city council. City staff and community members work together to carry out these commitments and make their city a better place for pollinators.





POLLINATOR EVENTS & ACTIVITIES

2,500

Pollinators planted

29,340

Square feet of habitat enhanced

13

Planting events and activities

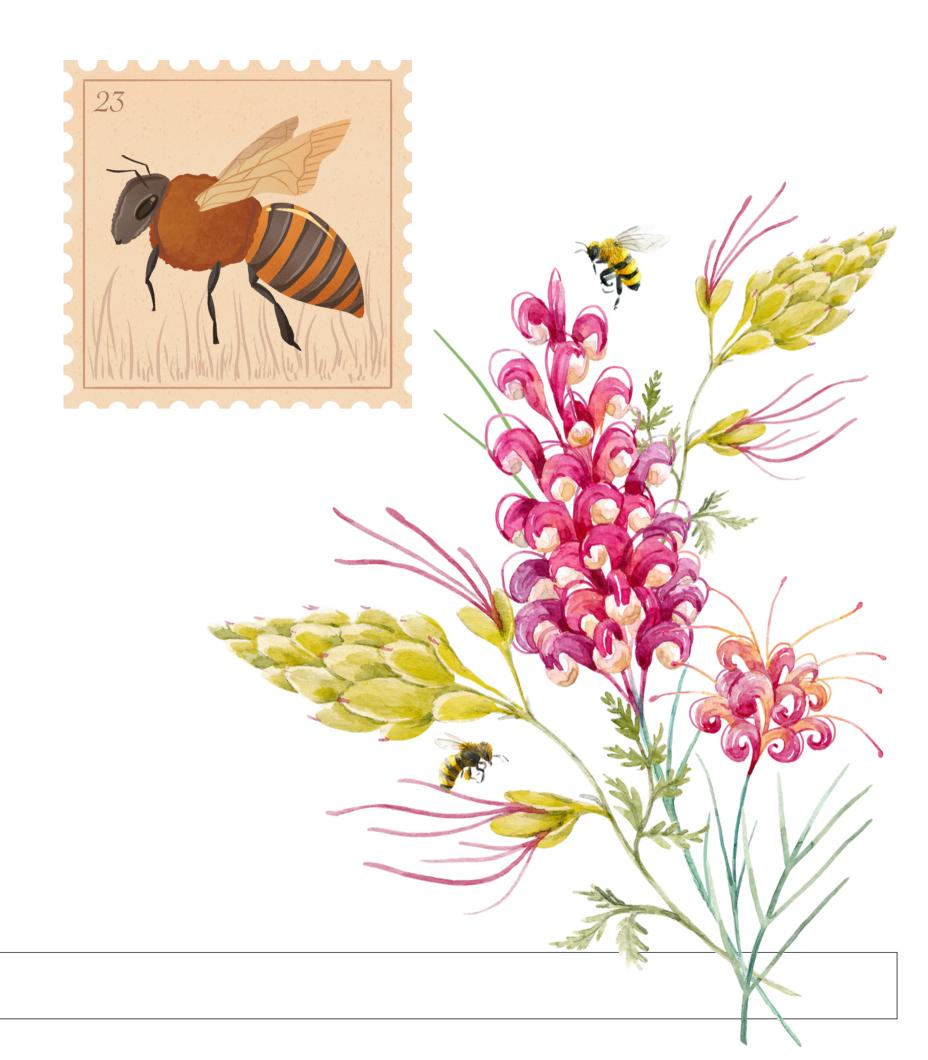
687

Volunteers



COMMUNITY BENEFITS

- Ensure survival of vital animal species
- Build community locally and nationally
- Improve local food production
- Support small businesses
- Address pest problems with fewer pesticides
- Heighten awareness of biological diversity



POLLINATION FACTS

WHAT POLLINATION DOES

- Pollination is a vital stage in the life cycle of all flowering plants.
- Pollinators are critical to the native species ecosystem.
- An estimated 1/3 of all foods and beverages is delivered by pollinators.
- In the U.S., pollination produces nearly \$20 billion worth of products annually.

HOW YOU CAN HELP

- Help pollinators by planting pollinator friendly gardens.
- Reduce use of pesticides to support pollinators.



GET INVOLVED



Audubon Backyard Habitat Certification Program

https://audubonportland.org/get-involved/backyard-habitat-certification-program

Friends of Trees

https://friendsoftrees.org/

Byrom School Pollinator Garden

https://www.facebook.com/byromgarden

Nationwide Parks for Pollinators

https://www.nrpa.org/our-work/Three-Pillars/conservation/parks4pollinators/

Bee City USA City of Tualatin

https://www.tualatinoregon.gov/recreation/bee-city-usa-city-tualatin



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Proclamation

Declaring the Week of June 17 - June 23, 2024 as National Pollinator Week in the City of Tualatin

WHEREAS, pollinators such as thousands of species of bees are essential partners in producing much of our food supply; and

WHEREAS, pollinators provide significant environmental benefits that are necessary for maintaining healthy, diverse ecosystems in towns and cities; and

WHEREAS, pollination plays a vital role for the trees and plants of our community, enhancing our quality of life, and creating recreational and economic development opportunities; and

WHEREAS, the City of Tualatin manages parks, public landscaping, and other public lands that includes greenways, natural areas and wildlife habitats; and

WHEREAS, the City of Tualatin provides recommendations to developers and residents regarding landscaping to promote wise conservation stewardship, including the protection of pollinators and maintenance of their habitats.

NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, Oregon that the City of Tualatin designates the week of June 17-23, 2024 as National Pollinator Week in the City of Tualatin.

All are urged to recognize this observance, and support efforts to protect and plant pollinators.

The City of Tualatin supports Bee City USA certified affiliate status in their recognition of the value of pollinators by proclaiming June 17-23, 2024, as National Pollinator Week in Tualatin.

INTRODUCED AND ADOPTED this 10th day of June, 2024.

BY		
	Mayor	
ATTEST:		
BY	City Recorder	

CITY OF TUALATIN, OREGON

Proclamation

Declaring June 19, 2024, as Juneteenth Day in the City of Tualatin

WHEREAS, the City Council's 2030 Vision is for Tualatin to be an inclusive community that promotes equity, diversity, and access in creating a meaningful quality of life for everyone; and

WHEREAS, President Abraham Lincoln signed the Emancipation Proclamation on January 1, 1863, declaring enslaved people as free, paving the way for the passage of the 13th Amendment, which formally abolished slavery in the United States; and

WHEREAS, Texas was the last of the Confederate States to receive orders requiring the end of slavery, with Union troops announcing that all slaves were free in Galveston, Texas, on June 19, 1865; and

WHEREAS, June 19 has a special meaning to African Americans, and has been celebrated by the Black American community for more than 150 years; and

WHEREAS, Juneteenth celebrates the end of slavery and recognizes the high price Black Americans have paid for civil rights and equal access; and

WHEREAS, Juneteenth is an occasion to remember and reflect on the significant ways that African Americans have enriched society through their contributions; and

WHEREAS, Tualatin is a community that includes, values, and welcomes diversity in our community, and we believe that the rich diversity of communities in Tualatin is one of our greatest strengths.

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

June 19, 2024, is recognized as Juneteenth in the City of Tualatin. The community is encouraged to respect and honor our diverse community, celebrate, and build a culture of inclusivity and acceptance.

INTRODUCED AND ADOPTED this 10th day of June, 2024.

CITY OF TUAL	ATIN, OREGON
BY	
	Mayor
ATTEST:	
BY	
	City Pecorder



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: June 10, 2024

SUBJECT:

Consideration of Approval of the Work Session and Regular Meeting Minutes of May 27, 2024

RECOMMENDATION:

Staff respectfully recommends the Council adopt the attached minutes.

ATTACHMENTS:

- -City Council Work Session Meeting Minutes of May 27, 2024
- -City Council Regular Meeting Minutes of May 27, 2024



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL WORK SESSION MEETING FOR MAY 28, 2024

Present: Mayor Frank Bubenik, Council President Valerie Pratt, Councilor Bridget Brooks, Councilor Maria Reyes (joined at 5:46 p.m.), Councilor Cyndy Hillier, Councilor Christen Sacco, Councilor Octavio Gonzalez

Mayor Bubenik called the meeting to order at 5:32 p.m.

1. Current Regional Transportation Issues & Priorities for 2025.

City Engineer Mike McCarthy and Management Analyst Cody Fields presented an update on regional transportation. Analyst Fields discussed the future TriMet Transit Planning (Forward Together 2.0), an effort to restore and grow service, projecting into 2045 for bus and MAX services. The goals are to increase ridership and mode share, respond to community needs, and position TriMet and partners for future funding. Engineer McCarthy mentioned he submitted feedback on the routes being studied to streamline future routes and provide additional service.

Council President Pratt inquired about the expanded Route 76 and the limited hours for Route 96. Analyst Fields explained the future service changes affecting those routes.

Councilor Brooks asked about the FX System Plan. Analyst Fields stated it involves high-capacity frequency lines, with ongoing efforts to expand these lines.

Mayor Bubenik noted that former Councilor Kellogg, now part of TriMet's Board, is working to retain line 96, which faces elimination if ridership does not improve.

Analyst Fields addressed the status of Washington County's 2023-2028 MSTIP funding cycle. He stated the WCCC approved county staff's proposed MSTIP 3f allocation recommendation, totaling \$250 million. The package includes \$17.3 million for Herman Road/Cipole intersection improvements. Analyst Fields highlighted a 5% reduction in funding for the next year approved by the board of commissioners.

Council President Pratt asked about the origin of MSTIP funds. Analyst Fields explained it started as a levy and is now part of the county's budget.

Analyst Fields stated Metro is developing programs for their Regional Flexible Fund Allocations and is seeking support for new bond issues. He stated JPACT will further consider program direction in June. Analyst Fields stated there will be twelve upcoming meetings for the Joint Commission on Transportation Special Subcommittee, discussing the need for stable transportation funding. Public comments will be accepted at these meetings.

Council President Pratt asked if Regional Flexible Funds would cover projects like the SW Corridor. Analyst Fields stated he has not seen proposals for the funds yet.

Analyst Fields then discussed ODOT funding and revenue needs, noting the necessity for structural reform to the State Highway Fund to avoid future service reductions. He stated with adequate and reliable funding, ODOT will prioritize restoring essential maintenance services,

addressing safety issues, and fulfilling HB 2017 commitments. Analyst Fields explained that ODOT's budget is split between capital projects and maintenance/agency operations. Capital Projects are funded by federal and state funds, while Maintenance and Agency Operations are funded by the State Highway Fund, supported by gas tax, motor carrier fees, and DMV fees. He highlighted the funding challenges due to declining fuel tax revenue, reliance on few revenue sources, rigid statutory structures, and rising inflation. Analyst Fields stated there is an estimated \$1.8 billion funding gap if revenue remains unchanged. Future options include indexing fees to inflation, a road user charge, tolling, general fund sources, and other yet-to-be-identified solutions.

Analyst Fields shared the budget for the 2027-2030 Statewide Transportation Improvement Program (STIP), noting reductions in each funding category for the coming year.

Council President Pratt asked if a DMT (Distance Measuring Tool) could capture out-of-state travelers. Engineer McCarthy stated that this is under debate if that is the right tool to use.

Councilor Brooks inquired about ODOT's debt payments, given that it is a significant portion of the budget. Analyst Fields suggested they are related to past bonds but offered to look into it further.

Engineer McCarthy and Mayor Bubenik recapped their JPACT trip to Washington DC, advocating for transportation funding in the region.

Councilor Sacco asked if there is a strategy that Councilors can use to help advocate for funding for the bridge. Mayor Bubenik stated they can work with representatives on the transportation committee on initiatives like that.

2. Neighborhood Transportation Safety Program Update.

City Engineer Mike McCarthy and Engineer Associate Abby McFetridge presented information on the city's Neighborhood Transportation Safety Program. Associate McFetridge stated this is an annual program that was established based on previous success and positive community feedback. She mentioned the program is funded at \$150,000 per fiscal year and is supported by the City's Road Operating Fund. Associate McFetridge stated project suggestions are submitted by the public through an online survey. She stated the program timeline gathers suggestions in the fall, with the cycle ending in the summer when the selected projects are constructed.

Associate McFetridge explained the program has two criteria tiers. Tier 1 consists of projects located in Tualatin on City streets, estimated to cost less than \$100,000, and within the scope of transportation safety. Tier 2 criteria have four guiding principles: equity, impact, safety, and feasibility.

Associate McFetridge stated they received 123 suggestions, including new and carryover suggestions from previous years. She stated 43 suggestions met Tier 1 and were then evaluated for Tier 2. Associate McFetridge further stated that 11 projects were then forwarded to the steering group for evaluation, where three projects were advanced to conceptual design: lbach and Grahams Ferry crosswalk with additional lbach and Boones improvements, Sagert Street Bridge lights, and Tualatin Road and Herman Road striping and cycling improvements.

Councilor Brook asked if the program addresses safety concerns outside of bike and pedestrian issues. Engineer McCarthy stated it is open to all safety concerns.

Councilor Brooks inquired if the program aligns with the Community Development Block Grant (CDBG) programs related to safety. Engineer McCarthy explained that the CDBG uses federal funding and the city aims to keep this program nimble, so merging the two could create barriers when federal funding is introduced. He noted however, staff looks to leverage additional funding dollars when appropriate.

Council President Pratt asked about the Ibach crosswalk improvements project and if the missing crosswalk piece is being added as part of this. Engineer McCarthy stated staff can look into the missing crosswalk she is referring to.

Councilor Sacco asked for the ratio of projects in the equity areas, expressing a desire to ensure that project suggestions are being received from those areas. If not, she emphasized the need for sufficient outreach. Associate McFetridge stated they can evaluate that now that the suggestion form is electronic and provide that information during the next cycle.

Councilor Gonzalez asked how to submit requests that come to Council to staff. Associate McFetridge stated they should be referred to the survey to submit the suggestions for evaluations.

Councilor Gonzalez asked about the jurisdiction of Nyberg Lane. Engineer McCarthy clarified that Nyberg Lane falls under Tualatin's jurisdiction, despite being in Clackamas County. Councilor Gonzalez then inquired about who he could speak with regarding the adoption of the road. City Manager Lombos responded that the city currently does not have a program for road adoption at this time.

3. Council Meeting Agenda Review, Communications & Roundtable.

Councilor Sacco stated she attended the council sub-committee on council rules meeting and the IDEA committee meeting.

Councilor Hillier stated she attended the council sub-committee on council rules meeting.

Councilor Reyes and Gonzalez thanked city staff for their work at the Memorial Day event.

Councilor Brooks attended the Midwest CIO meeting and the Memorial Day event.

Council President Pratt stated she attended the C4 Metro sub-committee meeting, Commissioner Harrington's budget proposal, and the Memorial Day event.

Mayor Bubenik stated he attended the JPACT trip in Washington DC, the Key Leaders meeting for Communities that Care, the Metro Mayors Consortium meeting, the Clackamas County Mayors meeting, and the Washington County Coordinating Committee meeting. He thanked Jess Thompson and the VFW for hosting the Memorial Day Celebration. Mayor Bubenik reminded everyone that the River Park CIO will be hosting their neighborhood fair on June 1st at Jurgens Park.

Adjournment

Mayor Bubenik adjourned the meeting at 6:48 p.m.

Sherilyn Lombos, City Manager

 / Nicole Morris, Recording Secretary
 / Frank Bubenik, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR MAY 28, 2024

Present: Mayor Frank Bubenik, Council President Valerie Pratt, Councilor Bridget Brooks, Councilor Maria Reyes, Councilor Cyndy Hillier, Councilor Christen Sacco, Councilor Octavio Gonzalez

Call to Order

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

Pledge of Allegiance

Announcements

1. Proclamation Declaring June 2024 as Gun Violence Awareness Month in the City of Tualatin

Moms Demand Action representatives thanked the Council for the opportunity to build awareness in the community about the prevalence of firearm violence and to remember those who have perished from it. They stated they wear orange today in their honor.

Councilor Reyes read the proclamation declaring June 2024 as Gun Violence Awareness Month in the City of Tualatin.

2. Proclamation Declaring June 2024 as Pride Month in the City of Tualatin

Councilor Sacco read the proclamation declaring June 2024 as Pride Month in the City of Tualatin. She invited everyone to the Tualatin Pride Stride on June 22nd, 10am, at the Tualatin Commons.

Public Comment

None.

Consent Agenda

Motion to adopt the consent agenda made by Council President Pratt, Seconded by Councilor Sacco.

Voting Yea: Mayor Bubenik, Council President Pratt, Councilor Brooks, Councilor Reyes, Councilor Hillier, Councilor Sacco, Councilor Gonzalez

MOTION PASSED

Councilor Brooks thanked the police department for their leadership in the trauma informed response.

- 1. Consideration of Approval of the Regular Meeting Minutes of May 13, 2024
- 2. Consideration of Approval of a New Liquor License Application for Straightaway Cocktails

3. Consideration of <u>Resolution No. 5776-24</u> Authorizing the City Manager to Execute a Grant Agreement with the Oregon Department of Justice for Trauma Informed Response Training

General Business

1. Consideration of <u>Resolution No. 5774-24</u> Authorizing the City Manager to Execute a Lease Agreement for Small Cell Facilities in the Rights-of-Way with Crown Castle Fiber, LLC

Deputy Public Works Director Nic Westendorf presented a small cell lease agreement with Crown Castle Fiber. He provided a brief background on the small cell program in Tualatin, highlighting that construction standards and fees were adopted in December 2018. Director Westendorf explained that small cells are used to increase coverage capacity in high-traffic areas and extend coverage to hard-to-reach locations. These cells improve cell coverage and speed, eliminate "dead zones," and accommodate future technology. Director Westendorf stated small cells are typically mounted on streetlights and utility poles.

Director Westendorf outlined the lease agreement, noting it is a five-year term that covers location determination, a \$250 usage fee per year per site, legal protections, and alignment with the existing rights-of-way ordinance. He also shared the small cell process for both the provider and the city.

Councilor Brooks inquired if the improved cell quality benefits only the provider leasing the cell. Director Westendorf confirmed that it benefits the single provider leasing the cell, though multiple poles are available for different providers.

Councilor Brooks asked how often the design standards are updated. Director Westendorf said they have not been updated since adoption but can be modified as needed.

Council President Pratt questioned how the small cell provider sells their capacity. Director Westendorf explained that the provider sells capacity to a cell provider, who then benefits from the improved service.

Councilor Sacco inquired about potential downsides. Director Westendorf mentioned initial concerns about safety, aesthetics, and health, which have diminished since 2018. Mayor Bubenik noted that original contentions were also about FCC fees.

Councilor Hillier asked if the city has input on locations based on community needs. Director Westendorf stated that while providers determine locations, the city can indicate where gaps exist.

Councilor Reyes asked who owns the streetlights downtown. Director Westendorf stated most have been transferred to PGE.

Councilor Hillier asked about fee collection. Director Westendorf explained that PGE collects fees for poles they own, while the city collects application and attachment fees.

Council President Pratt asked if additional providers could apply after this agreement. Director Westendorf confirmed that any provider can apply.

Mayor Bubenik inquired about adjusting the usage fee. Director Westendorf stated that staff will monitor their time and ensure fees are appropriately aligned as the program evolves.

Motion to adopt Resolution No. 5774-24 authorizing the City Manager to execute a lease agreement for Small Cell Facilities in the rights-of-way with Crown Castle Fiber, LLC made by Councilor Sacco, Seconded by Council President Pratt.

Voting Yea: Mayor Bubenik, Council President Pratt, Councilor Brooks, Councilor Reyes, Councilor Hillier, Councilor Sacco, Councilor Gonzalez MOTION PASSED

2. Consideration of **Resolution No. 5775-24** Adopting the Community Climate Action Plan (CAP)

Deputy Public Works Director Nic Westendorf presented the Tualatin Community Climate Action Plan, which aims for the city to achieve net-zero carbon emissions by 2050. He detailed that the plan comprises two major sections: one focusing on preparing for climate change (adaptation) and the other on reducing emissions (mitigation). Within these sections, there are seven primary focus areas, each containing specific strategies and actions. In total, the plan outlines 28 strategies and 146 actions. Deputy Westendorf noted the key outcomes of the plan, which include preparing for the impacts of climate change, reducing greenhouse gas emissions, and positioning the city for effective implementation of these strategies. He stated the creation of the plan was guided by four principles: a science-based approach, equity, community benefits, and partnerships.

Director Westendorf explained the community outreach process for developing the plan was conducted in three phases: building awareness and understanding, creating the plan, and reviewing the draft plan. He stated since the last Council meeting, several developments occurred including NW Natural, a local utility company, submitting comments on the plan. Director Westendorf stated phase three of community engagement continued, a density memo was added to the plan, the final design of the plan was completed, and an executive summary was created. He noted that during phase three of community engagement, it was found that the majority of the community supported the plan's outcomes, which include protecting the environment and people, reducing car dependency, and encouraging responsible consumption. Director Westendorf stated there were also concerns about the costs associated with the plan, government regulations, a potential natural gas ban, and uncertainty about increased density in certain areas. The concerns led to updates in the community support section and the addition of more context for the implementation phase.

Director Westendorf shared that NW Natural's comments raised issues with the city's methodology, the plan's reliance on the Climate Protection Program (CPP), and the language used in actions related to technology and programs. In response to these comments, some action language was updated, but the overall actions were retained.

Director Westendorf explained that the added density memo looks at the benefits of increased density in downtown Tualatin, helping to create a clearer and more measurable picture of the holistic benefits of increased density. He stated if the plan is adopted staff will return with a five-year work plan that includes specific, prioritized actions for Council feedback and adoption.

PUBLIC COMMENT

Dan Kershner voiced his opposition to the Tualatin Community Climate Action Plan, specifically addressing concerns with two strategies: strategy 4.4, which involves banning gas connections, and strategy 4.5, which pertains to the replacement of appliances in existing buildings. Mr. Kershner highlighted the costs associated with implementing these strategies, as well as the reliability of natural gas as a dependable energy source.

NW Natural Government Affairs Officer Nina Carlson asked to have a letter submitted for the record. She provided additional comments and concerns related to electrification and a potential gas ban.

COUNCIL COMMENT

Councilor Brooks stated the plan has been well thought out and thanked the staff and city partners for all of their work. She responded to questions related to a gas ban, saying she doesn't foresee the city implementing a gas ban as a first step but wants to ensure the option remains in the plan.

Councilor Brooks asked about the different phases of the plan. Director Westendorf explained that the first phase of the plan focuses on the community, the second phase on city operations, and the third phase on sustainability. Councilor Brooks emphasized the importance of remembering why they have carbon measure goals, noting that while the plan is not a complete fix, it addresses community, livability, safety, and climate change.

Council President Pratt stated she would like to see considerations about the city's future direction and the associated actions they can take. She stressed the importance of cost-effectiveness.

Councilor Gonzalez asked how many respondents the city received to the survey. Director Westendorf stated there were around 300 participants. Councilor Gonzalez noted that this is a very small portion of the community and expressed concerns about NW Natural being included in the plan. He suggested removing those parts and addressing other straightforward measures, such as bolstering the city's tree plan to naturally address most of the city's carbon emissions.

Councilor Reyes supported addressing straightforward measures first, such as planting trees. She emphasized the importance of reviewing and revising the plan every five years and ensuring the city's climate strategy considers both hot and cold weather.

Councilor Sacco stressed the importance of using the plan as a guiding framework for all city actions, particularly in terms of consumption and its impact on the climate. She stated her desire to keep the natural gas actions in the plan to set up future councils for success, even if these actions are not immediate.

Councilor Hillier acknowledged the current straightforward measures already being addressed in the community. She advocated for increased education and highlighting these ongoing efforts, and called for a stronger focus on equity within the plan.

Council President Pratt sought clarification on the purpose of the document. Director Westendorf explained that it serves as a dynamic roadmap. He stated that as the work plan is defined, more measurable actions can be applied.

Councilor Brooks noted that having the plan in place positions the city to be prepared for future regulations and funding opportunities. Director Westendorf added that the comprehensive scope of the plan allows for future work to overlap with and support these goals moving forward.

Mayor Bubenik asked if a gas ban is unconstitutional. Attorney McConnell stated he doesn't believe so but would need to look into it further. Mayor Bubenik suggested that a gas ban should be considered further out in the plan, possibly in the 6-10 year range.

Councilor Gonzalez argued that the gas ban is on the short list as it is part of the current plan. He acknowledged that it will not happen immediately but noted it is in the near future. He emphasized that the city should focus on actionable items it can implement right now, such as enhancing the tree plan and offering credits for water conservation.

Council President Pratt, Councilor Reyes, and Councilor Brooks concurred with the Mayor on moving the gas ban discussion to the 6-10 year category.

Motion to adopt Resolution No. 5775-24 Adopting the Community Climate Action Plan (CAP) and moving sections 4.4 and 4.5 moved to the 6-10 year category out made by Councilor Brooks, Seconded by Councilor Sacco.

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

Councilor Hillier, Councilor Sacco Voting Nay: Councilor Gonzalez

Mayor Bubenik adjourned the meeting at 8:55 p.m.

MOTION PASSED

Council Communications

Council President Pratt announced that Blender Dash will be held on June 8th.

Council President Pratt read a statement regarding interactions at the last Council meeting: "Our responsibility serving on Council is to make the best possible decisions for our community and to make sure city staff has the needed support to enact these decisions. Voicing our varying perspectives is essential to making the best and most informed decisions as a governing body. At times, this can mean somewhat heated discussions. To operate most effectively as one governing body, it is imperative that each of us keep in mind the importance of engaging in this process with civil discourse, keeping the focus on the topic at hand without taking it personally, and showing respect for the Mayor and other Councilors. It is through our joint efforts that we can best serve the interests of all who work, play, and live in Tualatin."

Councilor Brooks acknowledge that May is Asian American Pacific Islander Month.

Mayor Bubenik announced the Riverpark CIO Community Fair, June 1st, 11am-1pm, at Jurgens Park.

Adjournment

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Sherilyn Lombos, City Manager	
	_ / Nicole Morris, Recording Secretary
	/ Frank Ruhenik Mayor



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: 6/10/2024

SUBJECT:

Consideration of Approval of a New Liquor License Application for The Black Wine Market LLC

RECOMMENDATION:

Staff respectfully recommends the Council approve endorsement of the liquor license application for The Black Wine Market LLC.

EXECUTIVE SUMMARY:

The Black Wine Market LLC has submitted a liquor license application under the category of limited on-premises. This would permit them to sell factory-sealed malt beverages, wine, and cider at retail to individuals in Oregon for consumption on the license premises. The business is located at 7479 SW Bridgeport Road. The application is in accordance with provisions of Ordinance No. 680-85 which establishes procedures for liquor license applicants. Applicants are required to fill out a City application form, from which a review by the Police Department is conducted, according to standards and criteria established in Section 6 of the ordinance. The Police Department has reviewed the new liquor license application and recommended approval. According to the provisions of Section 5 of Ordinance No. 680-85 a member of the Council or the public may request a public hearing on any of the liquor license requests. If such a public hearing request is made, a hearing will be scheduled and held on the license. It is important that any request for such a hearing include reasons for said hearing.

FINANCIAL IMPLICATIONS:

A fee has been paid by the applicant.

ATTACHMENTS:

- -Application
- -Vicinity Map



CITY OF TUALATIN

City of Tualatin Attn: Finance 18880 SW Martinazzi Ave Tualatin, OR 97062

neturn completed form to.

LIQUOR LICENSE APPLICATION

Date _	5/	17/	24	

IMPORTANT: This is a three-page form. You are required to complete all sections of the form. If a question does not apply, please indicate N/A. Please include full names (last, first middle) and full dates of birth (month/day/year). Incomplete forms shall receive an unfavorable recommendation.

Thank you for your assistance and cooperation.

SECTION 1: TYPE OF APPLICATION
 ✓ Original (New) Application - \$100.00 Application Fee. ☐ Change in Previous Application - \$75.00 Application Fee. ☐ Renewal of Previous License - \$35.00 Application Fee. Applicant must possess current business license. License #
SECTION 2: DESCRIPTION OF BUSINESS
Name of business (dba): 1 he Black Wine Market Ill
Business address 7479 SW Bridge part Bobity Tirgurd State 07 Zip Code 97224
Mailing address City State Zip Code
Telephone # 650-787-3210Fax #
Email The Black Wine Market @ Gmail. com
Name(s) of business manager(s) First Adam Middle S. Last Black
(attach additional pages ir necessary)
Type of business Wike Shop wine box
Type of food served Bistyo Boards, Small bites
Type of entertainment (dancing, live music, exotic dancers, etc.)
Days and hours of operation Sunday through Thursday 11am - 8pm Friday & Saturday 11am - 10pm
Food service hours: Breakfast W/A
Restaurant seating capacity Apx 20 Outside or patio seating capacity M/A
How late will you have outside seating? <u>///A</u> How late will you sell alcohol? <u>Till close</u>

	Part-time employees? 1 onc
SECTION 3: DESCRIPTION OF LIQUOR LICENSE	
Name of Individual, Partnership, Corporation, LLC, or C	
Type of liquor license (refer to OLCC form) Limital C	on-promises Sales
Form of entity holding license (check one and answer a	Il related applicable questions):
INDIVIDUAL: If this box is checked, provide full Full name	name, date of birth, and residence address. Date of birth
Residence address	
PARTNERSHIP: If this box is checked, provide for each partner. If more than two partners exist, us individuals, also provide for each partner a description information required by the section corresponding to Full name	se additional pages. If partners are not on of the partner's legal form and the o the partner's form. Date of birth
Residence address	
Full name Residence address	Date of birth
Business address	
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Full name:	Date of birth:
OTHER: If this box is checked,	use a separate page to describe the entity, and identify with with an interest in the liquor license.
SECTION 4: APPLICANT SIGNAT	TURE
A false answer or omission of any runfavorable recommendation.	equested information on any page of this form shall result in an
Signature of Applicant	Date
Number of alcohol-related inc	For City Use Only S by TuPD Records by Cidents during past year for location.
· ·	spect contacts for
It is recommended that this applic	cation be:
Granted Denied Cause of unfavorable recomm	mendation:
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Signature	5/24/24 Date
Signature Greg Pickering	Date

Greg Pickering Chief of Police Tualatin Police Department

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The Black Wine Market LLC - 7479 SW Bridgeport Road







CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Rachel Sykes, Public Works Director

Nic Westendorf, Deputy Public Works Director

DATE: June 10, 2024

SUBJECT:

Consideration of <u>Resolution No. 5778-24</u>, authorizing the City to enter into a sole source energy performance savings contract without competitive procurement to InPipe Energy, Inc. and Tapani Inc.

RECOMMENDATION:

Staff recommends that Council adopt the resolution, which would allow the City to enter into a contract with both InPipe Energy Inc. and Tapani Inc. for the design and installation of the HydroXS Micro-Hydro Turbine on a City-owned water transmission main. The contract valuation is \$690,295.00.

PROJECT SUMMARY:

During the spring of 2023, InPipe Energy Inc. approached city staff about a burgeoning technology that may be of interest to the City of Tualatin. InPipe Energy has a patented energy recovery system that consists of micro-turbines that are installed along pressurized water distribution lines, harnessing the energy produced and converting it into usable electricity. This electricity is then diverted back into the power grid, or can be consumed at an adjacent site/property.

Tualatin's water distribution system has a number of high pressure water lines; upon further review by InPipe, a site at the intersection of 108th and Herman Road, just outside of the Tualatin City Services Center, rose as a prime opportunity for the installation of a turbine. Here, the turbine would be installed in place of an existing pressure reducing valve. Based on pressure levels and water flow volumes, it is estimated that a turbine at this site would generate approximately 278,000 kWh of electricity annually. Electricity generated can be 'net-metered' back into the power grid, or could be consumed on site at the City Services Center. This offers a financial incentive, as electricity costs are lowered on site or metered back into the power grid for a monetary incentive offered by PGE. The proposed scope of work includes purchase of the turbine, design and consultation services provided by InPipe, and installation/construction services provided by Tapani.

External Funding and Payback Period

As part of the proposed contractual agreement, InPipe Energy will provide assistance in obtaining external funding for the proposed project, to help cover the contract cost identified above. Grants and incentives are available from PGE, Oregon Department of Energy, and the Energy Trust of Oregon, among others. This funding can help significantly lower the project cost, allowing for a faster payback period on the project investment. Ideally, a payback period of 7-years or less can be reached by obtaining external funding. Financially, this would mean an initial investment of approximately \$214,000, which would pay itself off in 7-years. This is in comparison with a projected 30-year life span of the turbine, meaning that the next 23-years of the turbine's lifespan would bring additional monetary value.

Sole Source Procurement

Staff are requesting Council consideration to award the proposed contract to InPipe Energy and Tapani on a sole source basis. Staff feel that the sole source award is justified, because findings indicate that this is a patented energy recovery system that is only available from one source, InPipe Energy. InPipe's unique design provides the ability for the turbine to integrate seamlessly with the City's existing water distribution system, meaning there is no disruption or impact on the water system or its end users. A copy of the City's Notice of Sole Source Procurement, along with InPipe Energy's Justification Letter for Sole Source procurement have been attached as exhibits to this report.

Alignment with Goals

The proposed project is in alignment with Tualatin City Council's vision, particularly the endeavor to be, "an environmentally active, sustainable, responsible, and forward-thinking community". The City's Community Climate Action Plan identifies a goal of reaching net-zero carbon emissions by the year 2050. While not specifically called out as an action in the Climate Action Plan, this project is an example of additional, related projects that can be undertaken with benefits that align with the goals and strategies outlined within the plan.

From an operational perspective, electricity generation through an existing and abundant source (water flowing through City water lines) is opportunistic, and can lead to cost efficiencies and potential resiliency measures. As electricity costs grow, the value of the electricity generated will increase over time. This, paired with the large quantity of external funding opportunities to ideally lower the City's cost of the project and lead to a

During the Council Work Session, staff will provide a presentation with further details about the proposed project for which authorization is sought, with more information about how the turbine works, project costs, possible external funding opportunities, and a closer look at the target payback period.

OUTCOMES OF DECISION:

Adopting the resolution would allow the City to move forward with the execution of the proposed contract with InPipe Energy and Tapani Inc., allowing the project to move forward.

FINANCIAL IMPLICATIONS:

The total proposed cost of the project is \$690,295.00. Funds for this project are not currently in the

City's adopted budget. The first phase of the project (\$48,500), includes engineering/design work, regulatory/permitting work, and grant writing services. The second phase of the contract includes purchase of the equipment, site upgrades and installation costs (\$641,795). Contract approval commits that the City will pay for work in phase one. As written into the proposed contract, proceeding to phase 2 of the project can be contingent on receipt of external funding, at the discretion of the City. As mentioned above, external funding can bring the project cost down significantly. If the City does not receive external funding in the form of grants or incentives that brings the projected payback period to 7-years or less, meaning an investment of \$214,000, the City can elect to cancel the contract and not proceed.

ATTACHMENTS:

Resolution No. 5778-24

City of Tualatin Notice of Sole Source Procurement

InPipe Energy Sole Source Procurement Justification Memo

Powerpoint Slide Deck

RESOLUTION NO. 5778-24

A RESOLUTION AUTHORIZING THE CITY OF TUALATIN TO ENTER INTO A SOLE SOURCE ENERGY PERFORMANCE SAVINGS CONTRACT WITHOUT COMPETITIVE PROCUREMENT WITH INPIPE ENERGY, INC. AND TAPANI, INC.

WHEREAS, the City desires to procure equipment and services, from InPipe Energy Inc. and Tapani Inc. on a sole source basis for a micro-hydro turbine to be placed along an existing City water line. The scope of work includes design and installation, ("Project");

WHEREAS, The sole source procurement is justified under ORS 279B.075(2)(d) because findings support the conclusion that these services are available from only one source.

WHEREAS, the City published notice of the intent for a sole source procurement in the *Daily Journal of Commerce* a minimum of seven days prior to June 10th Council meeting for contract consideration.

WHEREAS, The notice within the *Daily Journal of Commerce* offered an opportunity for any Affected Party, as defined by OAR 137-047-0100, to file a protest, as set forth by the requirements in OAR 137-047-0710; and

WHEREAS, no protests were filed by any Affected Party within the designated time frame.

BE IT RESOLVED BY THE CITY COUNCIL, SITTING AS THE LOCAL CONTRACT REVIEW BOARD, OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Inpipe Energy, Inc. and Tapani Inc. are hereby awarded a contract for the design and installation of a micro hydro turbine on a City water line;

Section 2. The City Manager is authorized to execute a contract with InPipe Energy, Inc. and Tapani, Inc. in the amount of \$690,295.00.

Section 3. The City Manager, or the City Manager's designee, is authorized to execute Change Orders totaling up to 10% of the original contract amount.

Section 4. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this June 10th, 2024.

CITY OF	TUALATIN, OREGON
BY	
	Mayor
ATTEST:	
BY	
	City Recorder

SOLE SOURCE LETTER InPipe Energy, Inc. 920 SW 6th Ave, 12th Floor Portland. OR 97202

Email: kyle@inpipeenergy.com

DATE: October 20, 2023

TO: Maddie Cheek, Management Analyst, City of Tualatin

FROM: Kyle Perrin, Sales Manager, InPipe Energy

RE: InPipe Energy Sole Source Justification for HydroXS Energy Recovery Systems

This letter is to confirm that InPipe Energy's HydroXS Energy Recovery Systems meet sole source requirements per Oregon administrative rules (OAR 125-247-0275) and other related procurement guidelines. Note that this product must be purchased directly from InPipe Energy.

InPipe Energy has a proven track record of being approved as a sole source provider of the HydroXS. InPipe Energy and the HydroXS have been sole-sourced and procured through other Oregon water utilities (City of Hillsboro Utilities Commission). Key factors exclusive to InPipe Energy's HydroXS solution include:

1) Proprietary technology

The HydroXS incorporates trade secret software control code proven to optimize energy recovered in water pipelines and enables precise management of downstream water pressure per water utility requirements and specifications. The product also uses InPipe Energy's patent pending variable speed technology to maximize energy generation for a range of water pipeline flow conditions.

2) Unique Design

The HydroXS uses a unique modular design that can be efficiently customized to meet specific project requirements. The system integrates mechanical, structural, electrical and communications components into a cohesive package to meet the standards of its water agency customers. The system is also space efficient so that it can be installed in a range of facility footprints.

3) Availability and delivery timing

As a foremost expert in energy recovery & pressure management, InPipe Energy is fully experienced in all steps required to facilitate the seamless installation and setup of the HydroXS. Through following its 8-step process, InPipe Energy is able to quickly navigate any roadblocks to deliver a completed project in the fastest timeframe.

4) Service offering

InPipe Energy offers an industry leading range of services included in its turn-key product, including grant writing, interconnection application preparation & submission, assistance with regulatory approvals, and installation.

5) Warranty and Operations and Maintenance (O&M) support

InPipe Energy includes a one-year warranty for the HydroXS system and extends component or sub-assembly warranties to the owner. Additionally, the Company provides comprehensive O&M documentation and as-built drawings after the system's startup.

There are no other like items or products available for purchase that would serve the same purpose or function. If you desire additional information about this product, please do not hesitate to contact me at the email address listed above or visit our website at https://inpipeenergy.com.

Sincerely,

Kyle Perrin Sales Manager InPipe Energy



LEGAL NOTICE

CITY OF TUALATIN 10699 SW HERMAN RD., TUALATIN, OR 97062 • (503) 691-3020

NOTICE OF SOLE SOURCE PROCUREMENT

Micro-Hydro Turbine

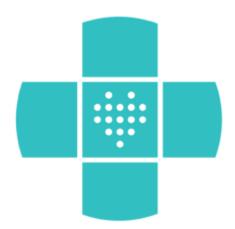
Pursuant to ORS 279B.075, the City of Tualatin intends to award a sole source energy performance savings contract without competitive procurement to InPipe Energy, Inc. and Tapani, Inc. The contract is for the design and installation of the HydroXS Micro-Hydro Turbine, a patented energy recovery system that replicates the functionality of control valves and generates electricity from the flow of water in pressurized pipelines.

The sole source procurement is justified under ORS 279B.075(2)(d) because findings support the conclusion that these services are available from only one source. Anyone desiring to protest award of this sole source contract must file a written protest no later than 5:00 p.m. on June 7, 2024, with Rachel Sykes, Public Works Director, via email at rsykes@tualatin.gov. A protest may only be filed by an Affected Person as defined by OAR 137-047-0100 and must comply with the requirements for a valid protest contained in OAR 137-047-0710.

In accordance with Tualatin Municipal Code 1-21-110(6)(j), the City of Tualatin may award this contract seven days after the publication of this notice.

Published: May 31, 2024

Published in: Daily Journal of Commerce



BORLAND FREE CLINIC

HOPE + HEALTH + COMMUNITY







Our Mission & Vision

• Mission:

To bring hope and healing to vulnerable people in our community as an expression of Christ's love.

Vision:

Every person in the South Portland Metropolitan area has the blessing of access to quality health care that is respectful and compassionate.

Values:

Borland Free Clinic **C.A.R.E.S.** about its patients by providing its community **C**ompassionate, **A**ttentive, **R**espectful, and **E**xcellent **S**ervice.



Our History

- 2011: The idea of BFC is born
- 2012: BFC established as a legal corporation
- **2016:** BFC becomes a 501(c)(3) nonprofit
- 2017: Clinic opens, offering Diabetes Prevention Education
- 2018: Clinic begins offering Primary Care and other services
- 2024: Clinic completes \$1.5M capital renovation project



Our Services and Partners

Services:

- Primary Care
- Women's Health
- Mental Health
- Physical Therapy
- Diabetes Education
- Prescriptions
- Labs
- Physicals
- Vaccines
- *Dental, Vision, Mammogram
 Screening, Specialty Care Referrals

Some of Our Partners:

- Providence Internal Medicine Residency Program
- Labs through Legacy Meridian Park
- MTI Dental Van
- OHSU Casey Eye Institute of Optometry
- OHSU Hillsboro Mobile Mammogram Screenings
- Pacific University School of Physician Assistant Studies, School of Optometry,
 School of Dental Hygiene
- Support from Legacy, Providence, Kaiser, PeaceHealth, CareOregon
- Support from Oregon Community Foundation, City of Tualatin, Tualatin
 Rotary Club, M.J. Murdock Charitable Trust, TualatinTogether, Mission
 Increase, Maybelle Clark Macdonald Fund, Autzen Foundation, Clackamas
 County, & More

HOPE THROUGH

Our Impact

2023

- 400 unique patients (261 new)
- 850 patient appointments
- Vast majority uninsured
- 1,200+ patients in our EHR
- 140 volunteers serving 6,500+ hours
- 63% Hispanic serving

"I guess I just needed somebody to say 'I want to invest in you. You are worth investing in."

~ Patient

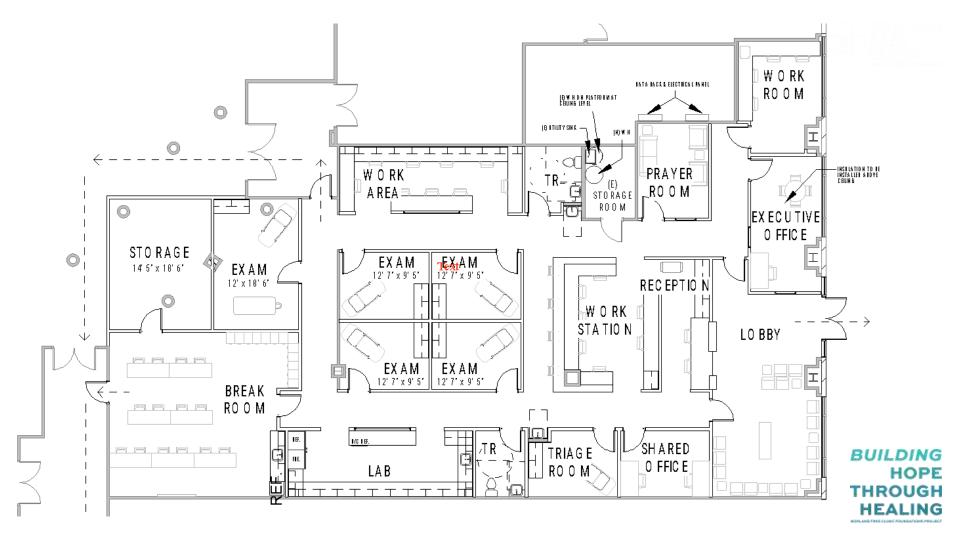
"I was just taken away by how empathetic the people were. I felt like I had developed a relationship with them and that I was in good hands."

~ Patient























Medical Teams International

 This new partnership has enabled BFC to add to our service offerings in a critical area, and expand our hours of operation.









BUILDING HOPE THROUGH HEALING

Please join us for a Grand Opening Event

CELEBRATING OUR DIGNITY!

Celebrardo Nuestra Diguidad!

SUNDAY JUNE 9, 2024 • 12:00 PM TO 3:00 PM
PROGRAM & RIBBON CUTTING AT 1:00 PM

BORLAND FREE CLINIC 3550 SW BORLAND RD. TUALATIN, OR 97062

COME CELEBRATE THE GRAND OPENING OF OUR NEW CLINIC SPACE!

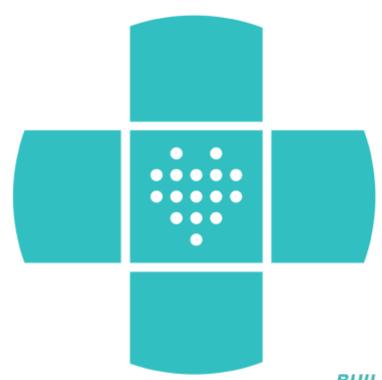
FOOD: EL TORO LOCO + CHURROS LOCOS MUSIC: A CARA O CRUZ BAND



Ways to Get Involved

- Spread the word
- 2. Volunteer
- 3. Donate

Questions? info@borlandclinic.org jordanskornik@borlandclinic.or g







CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cody Field, Management Analyst II

DATE: June 10, 2024

SUBJECT:

Review of the 2025–2029 Capital Improvement Plan.

EXECUTIVE SUMMARY:

The Capital Improvement Plan (CIP) prioritizes funding for projects, including development of new infrastructure, improvements to existing infrastructure, writing master plans and purchasing new vehicles and technology.

The CIP promotes efficient use of the City's limited financial resources and assists in coordinating public capital projects and private development projects. The planning process provides a valuable means of coordinating the timing of transportation and utility projects to take advantage of shared mobilization (construction activities) and prevent disturbing new facilities to build another project shortly after.

CIP projects are grouped in five major categories: Facilities & Equipment, Parks & Recreation, Technology, Transportation and Utilities. Each project identifies whether it addresses health and safety concerns, supports Council goals, meets a regulatory requirement, considers service delivery needs, includes outside funding or partnerships, or implements a Master Plan.

The CIP process evolves and is generally refined each year. The City adopted a full five-year CIP in Fiscal Year 2024 for the first time since February of 2020. This year's CIP format includes five planning years for all project categories, full-page maps for most projects, and projected revenue available in the General Fund.

The attached PowerPoint presentation provides an overview of the CIP structure, explains the importance of completing an annual CIP update, and highlights some project examples from each major category.

FINANCIAL IMPLICATIONS:

The CIP is used to help plan for funding projects with a long range perspective. It is also the beginning of planning for capital projects in the next budget year. It is not a budget; however, and adopting this plan does not have any immediate financial implications.

ATTACHMENTS:

-Attachment A FY 2025-2029 Capital Improvement Plan (CIP)

-Attachment B CIP Presentation - TBD

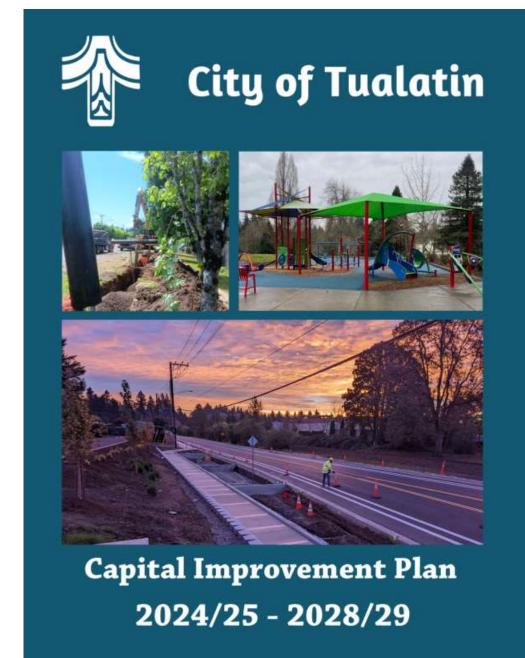
Capital Improvement Plan 2024/25 – 2028/29

City Council Work Session
June 10, 2024



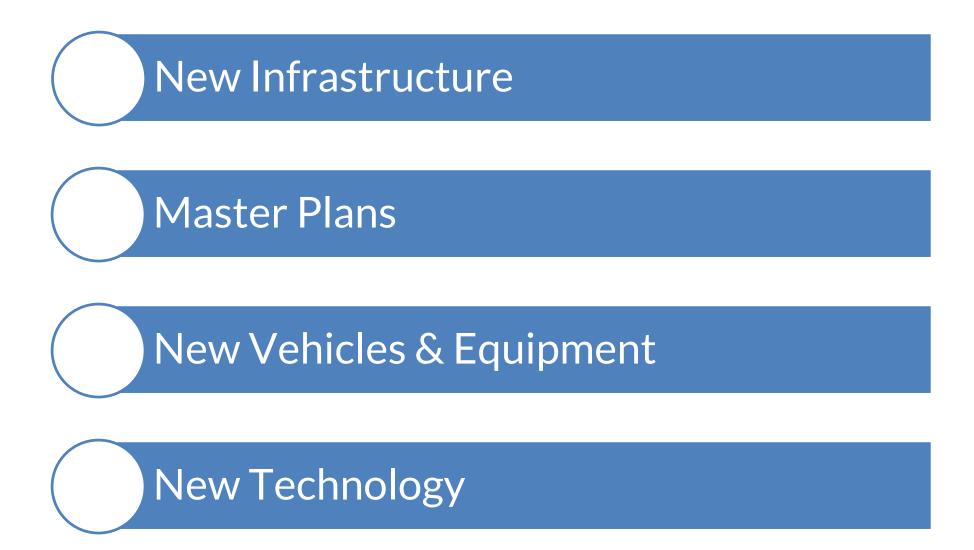
Presentation Overview

- Review of the FY 2025-2029 Capital Improvement Plan (CIP)
 - What is the plan?
 - Why do we adopt a CIP?
 - How to find projects in the plan
 - Project Highlights



What is a Capital Improvement Plan?

The Capital Improvement Plan (CIP) identifies and prioritizes funding for projects



Why does the City adopt a CIP?

- Coordinate Projects
- Plan for needed rate adjustments
- Create an approved list for grants
- Create an approved list for SDC Funding
- Prioritize limited funding

How to Find Projects

The Executive Summary arranges projects in two ways:

PROJECT SUMMARY BY CATEGORY

Parks & Recreation	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Greenway & Path Expansion	2,668,000	2,668,000	2,668,000	2,668,000	
Ice Age Tonquin Trail #E37	144,700	144,700			
Ki-a-Kuts Bridge Repair	250,000				
Little Woodrose Natural Area	1,225,619		:		

Categories in the CIP:

- Facilities & Equipment
- Parks & Recreation
- Technology
- Transportation
- Utilities (Sewer, Storm, Water)

How to Find Projects

The Executive Summary arranges projects in two ways:

PROJECT SUMMARY BY FUNDING SOURCE

Road Operating/Gas Tax Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Neighborhood Solutions / Ped-friendly	150,000	150,000	150,000	150,000	150,000
Transportation System Plan	200,000				
Road Operating/Gas Tax	350,000	150,000	150,000	150,000	150,000

Sewer Operating Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Sewer Pipe Rehab Program	200,000	200,000	200,000	200,000	200,000
Sewer Total	200,000	200,000	200,000	200,000	200,000

Sewer SDC Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Martinazzi Sanitary Sewer Upsizing (Priorities II, III, IV, V)	38,800				
Tualatin Sherwood Rd (TSR) / Teton Trunk Upsizing			51,450	374,010	215,040
Tualatin Reservoir Trunk Upsizing				5,050	36,430
Sewer SDC Total	38,300	-	51,450	379,060	251,470

A Page for Each Project

DEPARTMENT:	Maintenance Services	CONCEPT SCHEDULE:			
CATEGORY:	Facilities & Equipment	DESIGN SCHEDULE:			
TOTAL COST:	\$475,000	CONSTRUCTION SCHEDULE:			
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	,	
	Regulatory Requirement	☐ Maintenance	☐ Yes \$	⊠No	
	Service Delivery Need	□ Replacement			
☐Master Plan:		☐ New/Expansion			
DESCRIPTION:					
Replaces the build-u	p roof with a PVC membrane	type.			
	and analogo it with a new PVG	· There is a second		hl	
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Police Station Roof



Unfunded Projects in the Back

APPENDIX: UNFUNDED PROJECTS – LISTED BY CATEGORY

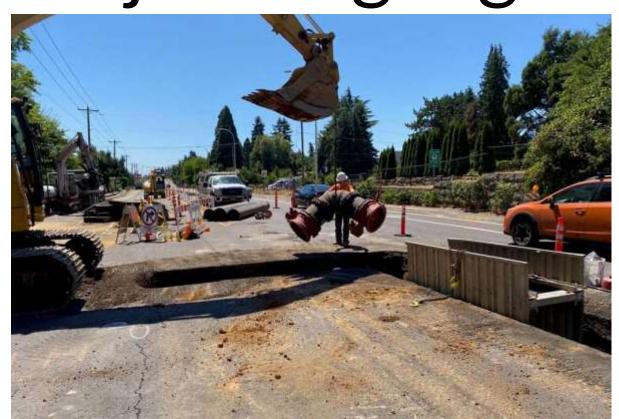
Unfunded CIP Projects by Category	Unfunded
Parks & Recreation	117,593,003
65th Avenue Multi Use Path	100,000
Boones Ferry Muli Use Path	100,000
Brown's Ferry Park Redevelopment #E10	28,39,479
Byrom Multi Use Path	100,000
Central Sports Park	8,012,000
Chieftain Dakota Geenway	1,520,978
Cherokee Street Multi Use Path	\$100,000
Community Recreation Center	33,835,000

Category Totals

Total Project Cost by Category

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Grand Total
Facilities & Equipment	1,311,700	1,521,833	2,112,693	2,100,615	446,000	7,492,840
Parks & Recreation	13,368,319	19,000,325	32,515,895	24,732,700	20,897,000	110,514,239
Technology	78,000	530,000	735,000	35,000	185,000	1,563,000
Transportation	1,550,000	3,050,000	2,750,000	150,000	150,000	7,650,000
Utilities	10,700,000	10,965,000	8,900,000	7,195,000	11,417,000	49,177,000
Grand Total	27,008,019	35,067,158	47,013,588	34,213,315	33,095,000	176,397,079

Project Highlights:







Facilities & Equipment

Police Station Roof Replacement

\$475,000

Juanita Pohl Center Interior Painting

\$20,000

Library Light Control

\$35,000

Parks & Recreation

Nyberg Creek Greenway Trail

\$4,000,000

New Riverfront Access Park

\$8,000,000

Veterans Plaza

\$4,000,000

Technology

Office 365 G3 Suite Upgrade

\$78,000

Cloud Migration

\$200,000

Library Patron Computer Replacement

\$35,000

Transportation

65th Ave / Borland Rd / Sagert St Improvements \$2,500,000

Neighborhood Transportation Safety Program \$150,000/year

Transportation System Plan

\$200,000

Utilities

B Reservoir Level at ASR

\$6,250,000

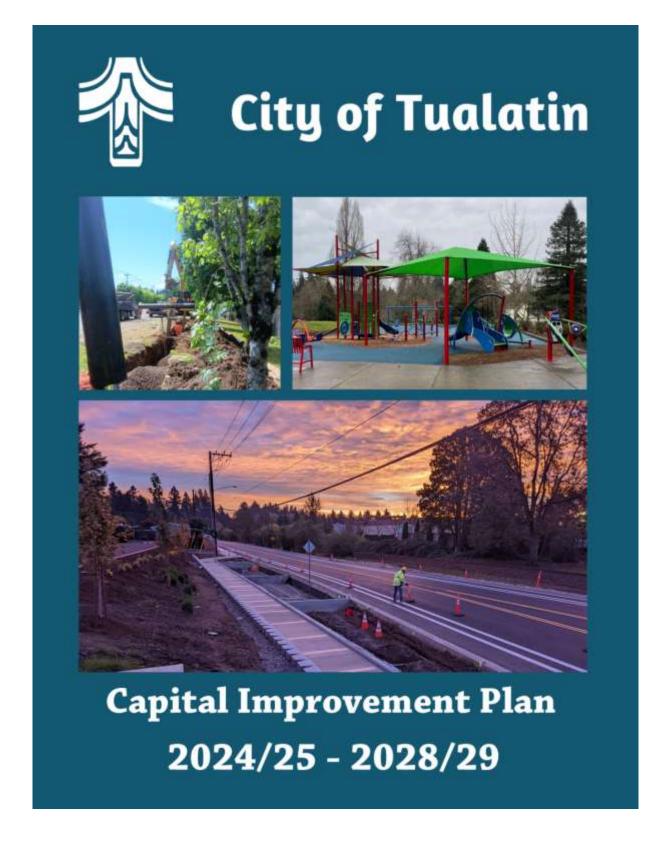
Nyberg Creek Stormwater Improvements

\$5,000,000

Martinazzi Sanitary Sewer Upsizing

\$6,292,400

Questions or Comments?





City of Tualatin







Capital Improvement Plan 2024/25 - 2028/29



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LEADERSHIP & REVIEW TEAM

CITY COUNCIL

Frank Bubenik Mayor Valerie Pratt Council President

Maria ReyesCouncilorChristen SaccoCouncilorBridget BrooksCouncilorCyndi HillierCouncilor

Octavio Gonzalez Councilor

CITY MANAGER

Sherilyn Lombos

EXECUTIVE MANAGEMENT TEAM

Kim McMillan Community Development Director

Rachel Sykes Public Works Director Megan George Deputy City Manager

Ross Hoover Parks & Recreation Director

Don Hudson Assistant City Manager/Finance Director

Bates Russell Information Services Director Stacy Ruthrauff Human Resources Director

Greg Pickering Police Chief
Jerianne Thompson Library Director

CIP PROJECT MANAGER

Cody Field Management Analyst II (Community Development)

CIP REVIEW TEAM & CONTRIBUTORS

Mike McCarthy City Engineer
Hayden Ausland Principal Engineer
Frank Butler Network Administrator
Nic Westendorf Deputy Public Works Director

Sarah Jesudason Library Public Services Supervisor

Terrance Leahy Water Manager
Nicole Morris Deputy City Recorder

Rich Mueller Parks & Recreation Manager
Bert Olheiser Street/Sewer/Storm Manager

Greg Pickering Police Captain
Kira Hein Project Manager

Bryce McKenna Fleet & Facilities Manager

Charlie Rollins Fleet Technician II
Tom Scott GIS Technician

Tom Steiger Parks Maintenance Manager

Brian Struckmeier Police Captain

Bryce Donovan Engineering Associate

EXECUTIVE SUMMARY

Tualatin Capital Improvement Plan FY 2024/25 – FY 2028/29

The City of Tualatin's Capital Improvement Plan (CIP) establishes, prioritizes, and plans funding for projects to improve existing and develop new infrastructure and facilities. This plan promotes efficient use of the City's limited financial resources, reduces costs, and assists in the coordination of public and private development.

The City's CIP is a five-year roadmap which identifies the major expenditures beyond routine annual operating expenses. While the CIP serves as a long range plan, it is reviewed and revised annually. Priorities may be changed due to funding opportunities or circumstances that cause a more rapid deterioration of an asset.

As a basic tool for documenting anticipated capital projects, it includes "unfunded" projects in which needs have been identified, but specific solutions and funding have not necessarily been determined.

THE CIP PROCESS

The CIP is the result of an ongoing infrastructure planning process. The 2025-2029 CIP is developed through agreement with adopted policies and master plans, the public, professional staff, and elected and appointed City officials. The Draft CIP is reviewed by City staff, and then presented to the City Council. The projects listed in the 2024/2025 fiscal year become the basis for preparation of the City's budget for that year.

CIP REVIEW TEAM

The CIP Review Team is responsible annually for reviewing General Fund-funded capital project proposals and providing recommendations to the City Manager. This team is comprised of staff from most City departments. This team analyzes the financial impact of the CIP as well as the City's ability to process, design, and ultimately maintain projects. The review team meets periodically in the fall of each year to evaluate the progress of projects and examine future needs of the City.

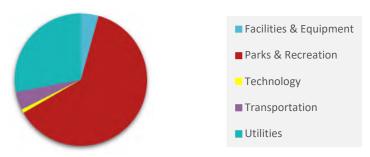
The overall goal of the CIP Review Team is to develop CIP recommendations that:

- preserve the past, by investing in the continued maintenance of City assets and infrastructure;
- protect the present with improvements to City facilities and infrastructure; and
- plan for the future.

CATEGORIES

Projects generally fit within the five primary categories identified below:

- **Utilities** projects involving water, storm, and sewer infrastructure.
- Transportation projects affecting streets, bike lanes, pedestrian crossings, paths, trails, and rail.
- **Facilities and Equipment** projects involving buildings, structures, equipment, and vehicles that the City owns and manages.
- Parks and Recreation projects affecting parks and open spaces, including parks facilities.
- Technology projects involving hardware, software, or infrastructure that improves and/or supports technology.



CIP CRITERIA

There are always more project requests than can be funded in the five-year CIP period, so the CIP Review Team considers many factors. The criteria used in the ranking process include, but are not limited to:

Addressing health and safety concerns – enhancing, improving, or protecting overall health and safety of the City's residents;

Supporting Council goals - supporting the goals established by the City Council, meeting city-wide long-term goals, and meeting the Tualatin Community Plan;

Meeting a regulatory or mandated requirement – proposed projects satisfy regulatory or mandated requirements; Considering service delivery needs – the potential for projects to improve service delivery, including coordination with other projects to minimize financial or development impacts to maintain and enhance the efficiency of providing services in Tualatin;

Including outside funding and partnerships - outside funding has been identified, committed to, or may be obtained through other revenue sources or partnerships;

Implementing a Master Plan - maintenance and development of existing or new facilities and infrastructure is identified in one of the City's Master Plans, enabling the City to continue to deliver essential services to residents.

CAPITAL IMPROVEMENT POLICIES

Time Period

This working CIP document is designed to forecast capital needs for the next five fiscal years. The plan is produced every year prior to the annual budget process. Looking at the City's capital projects in terms of revenue over the next five years also allows the City to be more strategic in matching large capital projects with competitive grant opportunities that require significant advance planning and coordination to accomplish. Examples are projects with federal funding, or those projects so large they are likely to need financing.

Definition of a Capital Expense

The CIP will include those items in excess of \$10,000 with an expected useful life of more than one year. Smaller projects (less than \$10,000) may be combined into one project and therefore defined as a capital expense. Items such as minor equipment and routine expenses will continue to be accounted for in the City's annual budget and will not be included in the capital improvement plan.

Operating Budget Impact

The operating impact of proposed capital projects, such as personnel and operating expenses, will be considered in preparing the annual operating budget as the CIP project approaches construction.

Types of Financing

The nature and amount of the project generally determine financing options as do projected revenue resources. The following financial instruments could be used:

- Outside funding, including grants, federal, state, and county funds, and donations
- Development fees
- Utility fund revenues
- General fund revenues
- Debt secured by a restricted revenue source
- General obligation debt

PROJECT LISTS AND DETAILS

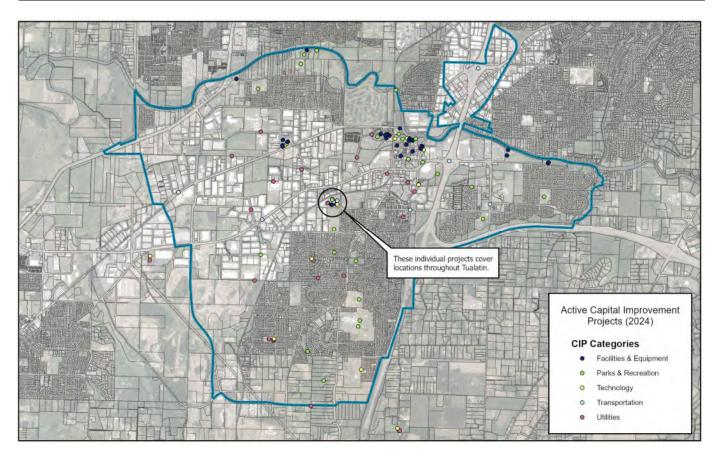
Summary lists of projects by category and by funding source are provided for quick reference. Projects in this five-year CIP total nearly \$178.5 million. Just over \$49 million of the funded projects are utility projects and \$7.7 million in transportation projects have been identified. \$112.5 million in Parks & Recreation projects were identified and included from the Parks Master Plan.

Detailed project sheets are grouped by category and sorted by fiscal year for all funded projects included in the CIP. Project sheets are designed to explain the need for the project, type of project, the criteria met, funding sources, and provide cost information including potential on-going costs.

The appendix identifies approximately \$277 million in unfunded projects to highlight the City's needs beyond available funding. Cost estimates have been developed for each project based on preliminary project descriptions. Estimates are in today's dollars; future year projections have been adjusted for inflation based on the industry expertise of each department.

Total Project Cost by Category

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Grand Total
Facilities & Equipment	1,311,700	1,521,833	2,112,693	2,100,615	446,000	7,492,840
Parks & Recreation	11,868,319	22,500,325	32,515,895	24,732,700	20,897,000	112,514,239
Technology	78,000	530,000	735,000	35,000	185,000	1,563,000
Transportation	1,550,000	3,050,000	2,750,000	150,000	150,000	7,650,000
Utilities	10,700,000	10,965,000	8,900,000	7,195,000	11,417,000	49,177,000
Grand Total	25,508,019	38,567,158	47,013,588	34,213,315	33,095,000	178,397,079



Facilities & Equipment	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Brown's Ferry Park Sewer line repairs / replacement of					
colored concrete panel	13,000				
Core Area Parking: Blue Lot - ADA Construction	135,000				
Jergens House Demolition	100,000				
Juanita Pohl Center Coffee bar replacement with new cabinets and countertop	12,000				
Juanita Pohl Center Interior Painting	20,000				
Library & City Offices HVAC Unit Replacement	76,000	42,000			
Library Furnishing Replacement	25,000	47,000		65,000	
Library Light Control	35,000				
Maintenance Services Building Brickwash Seal Coat	15,000				
Operations Building A HVAC Unit Replacement	18,000	20,000			
Police Public Parking Lot- Tree and Pavement Maintenance	12,500				
Police Station Evidence Room Heat System (mini-split)	25,000				
Police Station HVAC Unit Replacement	36,000	42,000			
Police Station Interior Update	50,000				
Police Station New Fire Panel Replacement	17,000				
Police Station Roof	475,000				
Tualatin Heritage Center Carpet Replacement and Painting	23,000				
Brown's Ferry C. Center HVAC Unit Replacement		12,000	12,000		
Browns Ferry Community Center buildings -Repair & Paint		13,500			
Core Area Parking: White Lot Slurry Seal		34,000			
Library Teen Room Light Sculpture		25,000			
Parks & Rec. Admin. Building ADA Improvements		325,000			
Parks & Rec. Admin. Building Roof Replacement		68,000			
Police -PGE Fleet Partner EV Program		100,000			
Tualatin City Park Boat Ramp Drive Aisle and Parking Lot		190,000			
Walnut House Roof Replacement		26,000			
Browns Ferry Community Center & Garage Re-roof			75,000		
Core Area Parking: Green Lot Slurry Seal			14,000		
Core Area Parking: Yellow Lot Slurry Seal			14,000		
Juanita Pohl Center Parking Lot Repair			100,000	400,000	
Operations Covered Parking Structure for Trucks			175,000	600,000	
Tualatin City Services - Fuel Tank Relocation and Site Upgrades			1,300,000		
Browns Ferry Community Center & Garage ADA Remodel				245,000	
Browns Ferry Park Barn Structural Upgrade				265,000	
Vehicles	224,200	477,333	422,693	525,615	446,000
Facilities & Equipment Total	1,311,700	1,521,833	2,112,693	2,100,615	446,000

Parks & Recreation	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Greenway & Path Expansion	2,668,000	2,668,000	2,668,000	2,668,000	
Ice Age Tonquin Trail #E37	144,700	144,700			
Ki-a-Kuts Bridge Repair	250,000				
Little Woodrose Natural Area	1,225,619				
Nyberg Creek Greenway Trail	2,000,000	2,000,000			
Riverfront Access	1,000,000	3,000,000	4,000,000		
Stoneridge Park Renovation	3,000,000				
Veterans Plaza	500,000	3,500,000			
Tualatin Community Park Expansion	1,000,000	3,000,000			
Victoria Woods Natural Area	80,000				
Atfalati Park Renovation & Improvements #P8		7,094,925			
High School Field #E30		700,000			
Integrated Pest Management Plan #P15		165,000			
Jurgens Park Expansion		227,700	4,550,895		
Basalt Creek Park #P3			17,948,000		
Lafky Park Renovation & Improvement #E4			349,000		
School City Facility Partnership			3,000,000	3,000,000	
Jurgens Park Renovation & Improvements #E3				7,328,675	
New Parks				4,925,000	
Sweek Pond Natural Area				1,261,784	
Tualatin Commons Park				65,470	
Tualatin River Greenway Development				5,483,771	
Tualatin Community Park Renovation & Improvements					20,897,000
Parks & Recreation Total	11,868,319	22,500,325	32,515,895	26,732,700	20,897,000

Technology	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Upgrade to Office365 G3 Suite	78,000				
Badge Access Expansion		200,000	700,000		
Cloud Migration		200,000			
Library Patron Computer Replacement		30,000			
VMware renewal		30,000			
VX Rail		35,000	35,000	35,000	35,000
Police MDT (Laptop) Replacement					150,000
Technology Total	78,000	530,000	735,000	35,000	185,000

Transportation	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
65th Ave / Borland Rd / Sagert St Intersection Improvements	500,000	2,000,000			
Herman Rd: 124th to Cipole Rd Improvements	100,000	800,000	2,500,000		
Neighborhood Solutions / Ped-friendly	150,000	150,000	150,000	150,000	150,000
Martinazzi / Sagert Signal	100,000				
Transportation System Plan	200,000				
Tualatin-Sherwood Rd Utility Relocation	500,000				
Interchange Area Management Plan		100,000	100,000		
Transportation Total	1,550,000	3,050,000	2,750,000	150,000	150,000

Utilities	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Sewer					
Martinazzi Sanitary Sewer Upsizing (Priorities II, III, IV, and V)	1,970,000	1,615,000	1,905,000	860,000	
Sewer Pipe Rehab Program	200,000	200,000	200,000	200,000	200,000
Tualatin-Sherwood Rd (TSR)/Teton Trunk Upsizing			245,000	1,781,000	1,024,000
Tualatin Reservoir Trunk Upsizing				505,000	3,646,000
Cipole/Bluff Trunk Upsizing					400,000
Sewer Total	2,170,000	1,815,000	2,350,000	3,346,000	5,267,000
Utilities cont'd on next page					

Utilities, Cont'd	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Storm					
Nyberg Creek Stormwater Improvements Phase 1 & 2	1,000,000	2,000,000	2,000,000		
Siuslaw Stormwater Quality Retrofit & 99th/Coquille	650,000				
Storm pipe replacement placeholder	100,000	100,000	100,000	100,000	100,000
WQ Facility & Structure Replacement Placeholder	300,000	300,000	300,000	300,000	300,000
Sweek Drive/Emery Zidell Pond B		250,000			
Storm Total	2,050,000	2,650,000	2,400,000	400,000	400,000
Water					
B Reservoir Level at ASR (#601)	3,125,000	3,125,000			
Basalt Creek Pipeline from Boones to Grahams	55,000		1,250,000	1,250,000	
B to C Level Pump Station at ASR Site (#603)	1,000,000	1,000,000			
C Level Pump Station Generator	200,000				
SCADA System Improvements (#611)	2,100,000				
A-1 Reservoir Upgrades (#613)		925,000	1,175,000		
Emergency Supply Improvements Placeholder (#604)		1,000,000	1,000,000		
Seismic Upgrades at B-2, C-1, & C-2 Reservoirs (#605)		225,000	225,000		
Miscellaneous Physical Site & Cyber Security Upgrades (#610)		225,000	250,000		
90th Ave (A Level) (#404)					100,000
ASR Well Rehabilitation (#612)				300,000	
A-2 Reservoir upgrades (#614)				100,000	1,900,000
Leveton (A Level - #405)				549,000	
Manhasset Dr (A Level) (#402)				250,000	1,000,000
Blake Street – Railroad to 115th (#401)			250,000	1,000,000	
Upgrade Martinazzi Pump Station (#606)					2,750,000
Water Total	6,480,000	6,500,000	4,150,000	3,449,000	5,750,000
Utilities Total	10,700,000	10,965,000	8,900,000	7,195,000	11,417,000

Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Grand Total
American Rescue Plan	3,035,000	-	-	-	-	3,035,000
Core Area Parking	135,000	34,000	28,000	-	-	197,000
General Fund	995,500	9,028,125	7,296,895	15,684,230	21,082,000	54,086,750
Leveton Tax Increment	-	-	-	-	-	-
Park Development (SDC)	2,812,700	2,812,700	20,616,000	2,668,000	1	28,909,400
Park Utility Fee	1,555,619	700,000	-	65,470	-	2,321,089
Park Project Fund	4,500,000	11,500,000	7,000,000	7,925,000	1	30,925,000
Road Operating/Gas Tax	350,000	150,000	150,000	150,000	150,000	950,000
Sewer	200,000	200,000	200,000	200,000	200,000	1,000,000
Sewer SDC	38,800		51,450	379,060	251,470	720,780
Stormwater	1,710,500	2,270,000	2,020,000	400,000	400,000	6,800,500
Stormwater SDC	339,500	380,000	380,000	1	1	1,099,500
Transportation Dev. Tax	1,200,000	2,900,000	2,600,000	-	1	6,700,000
Vehicle Replacement Fund	224,200	477,333	422,693	525,615	446,000	2,095,840
Water	3,518,100	3,642,500	3,403,000	2,828,180	4,715,000	18,106,780
Water SDC	2,961,000	2,857,500	747,000	620,820	1,035,000	8,222,220
Outside Funded (Grants,						
County Projects, etc.)	1,931,200	1,625,000	2,098,550	2,766,940	4,815,530	13,227,220
Grand Total	25,508,019	38,567,158	47,013,588	34,213,315	33,095,000	178,397,079

General Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Brown's Ferry Park Sewer line repairs and replacement of	13,000				
one colored concrete panel Jergens House Demolition	100,000				
Juanita Pohl Center coffee bar replacement with new	100,000				
cabinets and countertop	12,000				
Juanita Pohl Center Interior Painting	20,000				
Library & City Offices HVAC Unit Replacement	76,000	42,000			
Library Furnishing Replacement	25,000	47,000		65,000	
Maintenance Services Building Brickwash Seal Coat	15,000				
Operations Building A HVAC Unit Replacement	18,000	20,000			
Police Public Parking Lot- Tree and Pavement Maintenance	12,500				
Police Station Evidence Room Heat System (mini-split)	25,000				
Police Station HVAC Unit Replacement	36,000	42,000			
Police Station Interior Update	50,000				
Police Station New Fire Panel Replacement	17,000				
Police Station Roof	475,000				
Tualatin Heritage Center Carpet Replacement and Painting	23,000				
Upgrade to Office365 G3 Suite	78,000				
Atfalati Park Renovation & Improvements #P8		7,094,925			
Badge Access Expansion		200,000	700,000		
Brown's Ferry C. Center HVAC Unit Replacement		12,000	12,000		
Browns Ferry Community Center buildings -Repair & Paint		13,500			
Cloud Migration		200,000			
Integrated Pest Management Plan #P15		165,000			
Jurgens Park Expansion		227,700	4,550,895		
Library Teen Room Light Sculpture		25,000			
Parks & Rec. Admin. Building ADA Improvements		325,000			
Parks & Rec. Admin. Building Roof Replacement		68,000			
Police -PGE Fleet Partner EV Program		100,000			
Police Station - Remove flagstone to meet ADA		100,000			
Tualatin City Park Boat Ramp Drive Aisle and Parking Lot		190,000			
VMware Renewal		65,000			
VX Rail		35,000	35,000	35,000	35,000
Walnut House Roof Replacement		26,000			
Browns Ferry Community Center & Garage Re-roof			75,000		
Juanita Pohl Center Parking Lot Repair			100,000	400,000	
Lafky Park Renovation & Improvement #E4			349,000		
Operations Covered Parking Structure for Trucks			175,000	600,000	
Tualatin City Services - Fuel Tank Relocation and Site Upgrades			1,300,000		
Browns Ferry Community Center & Garage ADA Remodel				245,000	
Browns Ferry Park Barn Structural Upgrade				265,000	
Jurgens Park Renovation & Improvements #E3				7,328,675	

General Fund, Cont'd	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Sweek Pond Natural Area				1,261,784	
Tualatin River Greenway Development				5,483,771	
Police MDT (Laptop) Replacement					150,000
Tualatin Community Park Renovation & Improvements					20,897,000
General Fund Total	995,500	9,028,125	7,296,895	15,684,230	21,082,000
Projected Revenue Available for Projects	1,000,000	750,000	750,000	750,000	750,000

American Rescue Plan	FY 24/25	FY 26/27	FY 26/27	FY 27/28	FY 28/29
Library Light Control	35,000				
Stoneridge Park Renovation	3,000,000				
Leveton Projects Total	3,035,000	-	-	-	-

Core Area Parking Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Core Area Parking: ADA Project- Blue Lot	135,000				
Core Area Parking: White Lot Slurry Seal		34,000			
Core Area Parking: Green Lot Slurry Seal			14,000		
Core Area Parking: Yellow Lot Slurry Seal			14,000		
Core Area Parking Total	135,000	34,000	28,000	-	-

Park Development Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Greenway & Path Expansion	2,668,000	2,668,000	2,668,000	2,668,000	
Ice Age Tonquin Trail #E37	144,700	144,700			
Basalt Creek Park #P3			17,948,000		
Park Development Total	2,812,700	2,812,700	20,616,000	2,668,000	-

Park Utility Fee Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Ki-a-Kuts Bridge Repair	250,000				
Little Woodrose Natural Area	1,225,619				
Victoria Woods Natural Area	80,000				
High School Field #E30		700,000			
Tualatin Commons Park				65,470	
Park Utility Fee Total	1,555,619	700,000	-	65,470	-

Parks Project Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Nyberg Creek Greenway Trail	2,000,000	2,000,000			
Riverfront Access	1,000,000	3,000,000	4,000,000		
Veterans Plaza	500,000	3,500,000			
Tualatin Community Park Expansion	1,000,000	3,000,000			
School City Facility Partnership			3,000,000	3,000,000	
New Parks				4,925,000	
Parks Bond Total	4,500,000	11,500,000	7,000,000	7,925,000	-

Road Operating/Gas Tax Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Neighborhood Solutions / Ped-friendly	150,000	150,000	150,000	150,000	150,000
Transportation System Plan	200,000				1
Road Operating/Gas Tax	350,000	150,000	150,000	150,000	150,000

Sewer Operating Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Sewer Pipe Rehab Program	200,000	200,000	200,000	200,000	200,000
Sewer Total	200,000	200,000	200,000	200,000	200,000

Sewer SDC Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Martinazzi Sanitary Sewer Upsizing (Priorities II, III, IV, V)	38,800				
Tualatin Sherwood Rd (TSR) / Teton Trunk Upsizing			51,450	374,010	215,040
Tualatin Reservoir Trunk Upsizing				5,050	36,430
Sewer SDC Total	38,300	-	51,450	379,060	251,470

Stormwater Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Nyberg Creek Stormwater Improvements Phase 1 & 2	810,000	1,620,000	1,620,000		
Siuslaw Stormwater Quality Retrofit & 99th/Coquille	500,500				
Storm pipe replacement placeholder	100,000	100,000	100,00	100,000	100,000
WQ Structure Replacement	300,000	300,000	300,000	300,000	300,000
Sweek Drive/Emery Zidell Pond B			250,000		
Storm Drain Total	1,710,500	3,180,000	2,020,000	400,000	400,000

Storm SDC Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Nyberg Creek Stormwater Improvements Phase 1 & 2	190,000	380,000	380,000		
Siuslaw Stormwater Quality Retrofit & 99th/Coquille	149,500				
Storm SDC Total	339,500	380,000	380,000	•	•

Transportation Development Tax Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
65th Ave / Borland Rd / Sagert St Intersection Improvements	500,000	2,000,000			
Herman Rd: 124th to Cipole Rd Improvements	100,000	800,000	2,500,000		
Martinazzi / Sagert Signal	100,000				
Tualatin-Sherwood Rd Utility Relocation	500,000				
Interchange Area Management Plan		100,000	100,000		
Transp. Dev. Tax Total	1,200,000	2,900,000	2,600,000	-	-

Water Operating Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
B Reservoir Level at ASR (#601)	875,000	875,000			
Basalt Creek Pipeline from Boones to Grahams	45,100		1,025,000	1,025,000	
B to C Level Pump Station at ASR Site (#603)	820,000	820,000			
C Level Pump Station Generator (#607)	56,000				
SCADA System Improvements (#611)	1,722,000				
A-1 Reservoir Upgrades (#613)		758,500	963,500		
Emergency Supply Improvements Placeholder (#604)		820,000	820,000		
Seismic Upgrades at B-2, C-1, & C-2 Reservoirs (#605)		184,500	184,500		
Miscellaneous Physical Site and Cyber Security Upgrades (#610)		184,500	205,000		
90th Ave (A Level) (#404)					82,000
ASR Well Rehabilitation (#612)				246,000	
A-2 Reservoir upgrades (#614)				82,000	1,558,000
Leveton (A Level - #405)				450,180	
Manhasset Dr (A Level) (#402)				205,000	820,000
Blake Street – Railroad to 115th (#401)			205,000	820,000	
Upgrade Martinazzi Pump Station (#606)					2,255,000
Water Total	3,518,000	3,642,500	3,403,000	2,828,180	4,715,000

Water SDC Fund	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
B Reservoir Level at ASR (#601)	2,250,000	2,250,000			
Basalt Creek Pipeline from Boones to Grahams	9,900		225,000	225,000	
B to C Level Pump Station at ASR Site (#603)	180,000	180,000			
C Level Pump Station Generator (#607)	144,000				
SCADA System Improvements (#611)	378,000				
A-1 Reservoir Upgrades (#613)		166,500	211,500		
Emergency Supply Improvements Placeholder (#604)		180,000	180,000		
Seismic Upgrades at B-2, C-1, & C-2 Reservoirs (#605)		40,500	40,500		
Miscellaneous Physical Site and Cyber Security Upgrades (#610)		40,500	40,500		
90th Ave (A Level) (#404)				45,900	
ASR Well Rehabilitation (#612)				54,000	
A-2 Reservoir upgrades (#614)				135,000	135,000
Leveton (A Level - #405)				98,820	
Manhasset Dr (A Level) (#402)				45,000	180,000
Blake Street – Railroad to 115th (#401)			45,000	180,000	
Upgrade Martinazzi Pump Station (#606)					495,000
Water SDC Total	2,961,900	2,857,500	747,000	620,820	1,035,000

Outside Funded	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Martinazzi Sanitary Sewer Upsizing (Priorities II, III, IV, V) - (CWS)	1,931,200	1,615,000	1,905,000	860,000	
Tualatin Sherwood Rd (TSR) / Teton Trunk Upsizing) - (CWS)			193,550	1,406,990	808,960
Tualatin Reservoir Trunk Upsizing - (CWS)				499,950	3,606,570
Cipole/Bluff Trunk Upsizing					400,000
Outside Funded Total	1,931,200	1,615,000	2,098,550	2,766,940	4,815,530

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FACILITIES & EQUIPMENT

This section of the CIP includes all buildings and structures the City owns and manages with the exception of structures located in City parks or open spaces, such as accessory buildings and restrooms. Parks related facilities are included in the Parks & Recreation section of the CIP.

Equipment and Fleet needs are also captured in this category.

FUNDING SOURCES:

General Fund & Special Revenue Funds: Water, Sewer, Road/Gas Tax, Core Area Parking District Fund

IN THIS CATEGORY ARE:

Projects necessary to avoid equipment failure or potential property damage and to maintain the current level of services.

Facilities & Equipment	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Brown's Ferry Park Sewer line repairs / replacement of colored				-	
concrete panel	13,000				
Core Area Parking: Blue Lot - ADA Construction	135,000				
Jergens House Demolition	100,000				
Juanita Pohl Center Coffee bar replacement with new cabinets and countertop	12,000				
Juanita Pohl Center Interior Painting	20,000				
Library & City Offices HVAC Unit Replacement	76,000	42,000			
Library Furnishing Replacement	25,000	47,000		65,000	
Library Light Control	35,000				
Maintenance Services Building Brickwash Seal Coat	15,000				
Operations Building A HVAC Unit Replacement	18,000	20,000			
Police Public Parking Lot- Tree and Pavement Maintenance	12,500				
Police Station Evidence Room Heat System (mini-split)	25,000				
Police Station HVAC Unit Replacement	36,000	42,000			
Police Station Interior Update	50,000				
Police Station New Fire Panel Replacement	17,000				
Police Station Roof	475,000				
Tualatin Heritage Center Carpet Replacement and Painting	23,000				
Brown's Ferry C. Center HVAC Unit Replacement		12,000	12,000		
Browns Ferry Community Center buildings -Repair & Paint		13,500			
Core Area Parking: White Lot Slurry Seal		34,000			
Library Teen Room Light Sculpture		25,000			
Parks & Rec. Admin. Building ADA Improvements		325,000			
Parks & Rec. Admin. Building Roof Replacement		68,000			
Police -PGE Fleet Partner EV Program		100,000			
Tualatin City Park Boat Ramp Drive Aisle and Parking Lot		190,000			
Walnut House Roof Replacement		26,000			
Browns Ferry Community Center & Garage Re-roof			75,000		
Core Area Parking: Green Lot Slurry Seal			14,000		

Facilities & Equipment, Cont'd	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28
Core Area Parking: Yellow Lot Slurry Seal			14,000		
Juanita Pohl Center Parking Lot Repair			100,000	400,000	
Operations Covered Parking Structure for Trucks			175,000	600,000	
Tualatin City Services - Fuel Tank Relocation and Site Upgrades			1,300,000		
Browns Ferry Community Center & Garage ADA Remodel				245,000	
Browns Ferry Park Barn Structural Upgrade				265,000	
Vehicles	224,200	477,333	422,693	525,615	446,000
Facilities & Equipment Total	1,311,700	1,521,833	2,112,693	2,100,615	446,000

Brown's Ferry Park	Sewer line repairs and replace	ement of one colored co	ncrete panel	
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$13,000		CONSTRUCTION SCHEDULE:	FY 24/25
⊠Health & Safety [MET: □Regulatory Requirement □Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$? ⊠No
The existing line has	nunity Park requires maintenal a "belly" in it that causes freq ay will need to be removed and	uent blockages. To acce	_	
	es will work with the Parks and then have the line and walkway		t and appropriate contractors	to excavate to
HISTORY : The lateral wastewa	ter line in question has been ir	n need of repair for seve	ral years.	
FUNDING PARTNER N/A	SHIPS:			
	FOR THIS PROJECT: Iding Maintenance		YEAR FY 24/25	AMOUNT \$13,000
			TOTAL:	\$13,000

Brown's Ferry Park Sewer line repairs and replacement of one colored concrete panel



Blue Lot - ADA Desi	gn 1st year	then construction.			
DEPARTMENT:	Mainte	enance Services		CONCEPT SCHEDULE:	
CATEGORY:	Faciliti	es & Equipment		DESIGN SCHEDULE:	FY 23/24
TOTAL COST:	\$205,0	000		CONSTRUCTION SCHEDULE:	FY 24/25
RANKING CRITERIA Council Goal Health & Safety Master Plan: ADA	□ Regulatory □ Service De	/ Requirement livery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
the parking lot and PROJECT SCOPE:	renovation of	of the sidewalk acc	ess. Followed by the slu	are available; consisting of leveli rry seal maintenance. e budget, and the following year	
HISTORY: N/A	arry scar.				
FUNDING PARTNER N/A	SHIPS:				
FUNDING SOURCES	FOR THIS P	ROJECT:		YEAR	AMOUNT
Core Area Parking	g Fund	Blue		FY 23/24	\$70,000
Core Area Parking	g Fund	Blue		FY 24/25	\$135,000
				CIP TOTAL:	\$205,000

Blue Lot – ADA Design and Construction



Jurgens Park House	Demolition			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$100,000		CONSTRUCTION SCHEDULE:	FY 24/25
☑ Health & Safety □☐ Master Plan:DESCRIPTION:	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
that it offers no mea		nd has become a safety h	such a state of disrepair and s azard for any entrants. Demo	-
Maintenance Service initiation to complet HISTORY: The "Rife" house was plan since acquisition	s will partner with a selected ion and closeout. s present at the time the proper was to demolish the house, he structure poses safety haz	contractor to obtain any perty was acquired by the which is non livable. All h	e city. Originally purchased for nazardous materials have been effectively restored to provide	the project from r the land only, the n already identified
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES General Fund: Buil			YEAR FY 24/25	AMOUNT \$100,000
			TOTAL:	\$100.000

Jurgen's Park House Demolition



Juanita Pohl Center	Coffee Bar, Cabinet, and Cou	ntertop Replacements		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$12,000		CONSTRUCTION SCHEDULE:	FY 24/25
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS: ☐ Yes \$? ⊠No
DESCRIPTION : This small project en age and condition of		ing cabinets, countertop	, and coffee bar at the Juanita	Pohl Center due to
PROJECT SCOPE: Maintenance Service new components.	es will identify and engage a s	uitable local contractor t	o remove and replace the exis	ting structure with
of useful life. The Po	ohl Center is a frequented loca	al meeting space and res	g, in various states of disrepair ource. This refurbishment/rep igh FY 28 to ensure ongoing us	placement is one of
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES General Fund: Buil			YEAR FY 24/25	AMOUNT \$12,000
			TOTAL:	\$12,000

Juanita Pohl Center Coffee Bar, Cabinet, and Countertop Replacements



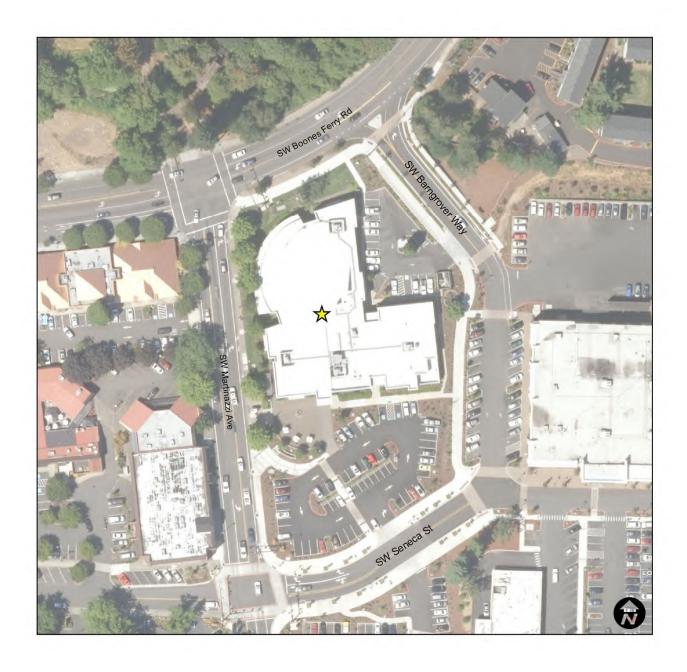
Juanita Pohl Center Ir	nterior Painting			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$20,000		CONSTRUCTION SCHEDULE:	FY 24/25
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$? ⊠No
DESCRIPTION: This small project enta	ails interior repainting and m	ninor wall repair at the Ju	uanita Pohl Center due to age	and condition.
PROJECT SCOPE: Maintenance Services	will identify and engage a so	uitable local contractor to	o repaint interior surfaces in t	he center.
of useful life. The Poh	ol Center is a frequented loca	nl meeting space and reso	g, in various states of disrepair ource. This refurbishment is o 28 to ensure ongoing usability	one of many
F UNDING PARTNERS H N/A	HIPS:			
FUNDING SOURCES F General Fund: Build	OR THIS PROJECT:		YEAR	
			FY 24/25	AMOUNT \$20,000

Juanita Pohl Center Interior Painting



Library and City Off	ices HVAC Unit Replacement			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	Various		CONSTRUCTION SCHEDULE:	
⊠Health & Safety [MET: ☐ Regulatory Requirement ☑ Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
would require a cost	ife expectancy of each HVAC utly and inconvenient emergence programmed replacement is	cy replacement. The condi	tion of each unit is reviewe	
PROJECT SCOPE : Following procurem	ent rules to select supplier/ins	staller to provide services f	or removal and installation	of a new unit.
HISTORY: Each of the 10 HVAC	Cunits will be at least 16 years	old.		
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
General Fund: Bui			FY 24/25	\$76,000
General Fund: Bui	•		FY 25/26	\$42,000

Library and City Offices HVAC Unit Replacement



Library Furnishing Rep	lacement			
DEPARTMENT:	Library		CONCEPT SCHEDULE:	FY 16/17
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$137,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA MI ☐ Council Goal ☐ R ☐ Health & Safety ☐ S ☐ Master Plan:Libra	egulatory Requirement ervice Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
devices. Comfortable s chairs) support both in should be periodically	eating creates an inviting a dividual and collaborative g replaced or repaired becau ne children and young adul	tmosphere, encouraging re groups. To keep the Library se of normal wear and tea	sure reading, studying, and epeat use. Work areas (inclust inviting and welcoming, Liker, as well as to address chan in those areas remain in	ding tables and orary furnishings ging usage of the
priorities identified in t was produced, identify replacing folding tables	the Library strategic plan. B ing priorities for furnishing in the Community Room.	ased on consultant recomi to be repaired, reupholste Phase 6 will include replaci	e and layout regarding adeq mendations, a furniture repl ered, or replaced. Phase 5 w ing Community Room nestir g tables and all wood-backe	acement schedule ill consist of ng chairs and
Phases 1-4 are already		placing furnishings in the (llly cleaned with minor repa Children's Room, Teen Roon	
FUNDING PARTNERSH N/A	IPS:			
FUNDING SOURCES FO General Fund: Library	OR THIS PROJECT: Phase 5		YEAR FY 24/25	AMOUNT \$25,000
General Fund: Library	Phase 6		FY 25/26	\$47,000
General Fund: Library	Phase 7		FY 27/28	\$65,000
			CIP TOTAL:	\$137,000

Library Furnishing Replacement



Library Lighting Contro	ol System Replacement			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$35,000		CONSTRUCTION SCHEDULE:	FY 24/25
☑ Health & Safety ☑ S☑ Master Plan:DESCRIPTION:	Regulatory Requirement Service Delivery Need 	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion rical engineering services	NEW ONGOING COSTS ☐ Yes \$ s for design and specification	⊠No
lighting control system implementation of the		n engaging a lighting/eled	ctrical contractor for installati	on and
changed significantly i federal mandate whicl meeting space and res	n the last many years. Most n adds to the need to mode	lighting components are rnize the lighting system. s essential to ensure ade	end of useful life. Lighting con e no longer available or are be . The Library is a popular and equate, reliable, and safe light	ing obsoleted by well-used local
FUNDING PARTNERS H N/A				
FUNDING SOURCES FO General Fund: Buildi			YEAR FY 24/25	AMOUNT \$35,000
			TOTAL:	\$35,000

Library Lighting Control System Replacement



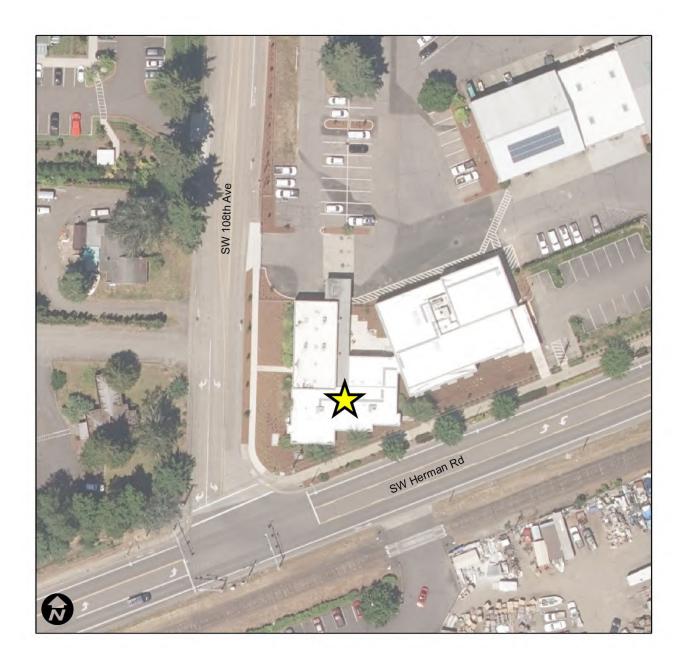
Tualatin Operations	Center – Warehouse Brick Se	eal Coat		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$15,000		CONSTRUCTION SCHEDULE:	FY 24/25
☐Health & Safety ☐	MET: Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
DESCRIPTION : This small project en the warehouse brick		g contracted services to a	apply a water resistant seal coaf	t to the exterior o
PROJECT SCOPE: Maintenance Service	es will identify and engage a s	uitable local contractor t	o perform the service.	
			e porous structure. Sealing the d supplies stored in the wareho	
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES General Fund: Buil			YEAR FY 24/25	AMOUNT \$15,000
			TOTAL:	\$15,000

Tualatin Operations Center – Warehouse Brick Seal Coat



Operations: Building	g A HVAC Replacement			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	Various		CONSTRUCTION SCHEDULE:	Ongoing
	☐Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS	? ⊠No
require an inconven	expectancy of these HVAC unit ient emergency replacement. ement date is appropriate or c	The condition of each un		
PROJECT SCOPE: Follow procurement	process to select supplier/ins	taller providing services f	or removal and install of new	unit.
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
General Fund: Buildi	ng Maintenance		FY 24/25	\$18,000
General Fund: Buildi	ng Maintenance		FY 25/26	\$20,000

Operations: Building A HVAC Replacement



Police Public Parking	Lot - Tree and Pavement Ma	aintenance		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$24,500		CONSTRUCTION SCHEDULE:	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	No
DESCRIPTION : Police Public Parking I	Lot, remove, grind, replant n	ew landscape trees, and re	epair the pavement and curb	S.
Note the project could	to remove and replace the trood be done in two phases, first the done in two phases, first the done in two phases and the causing date the done in 2000 and are causing date.	t the trees followed by the	e pavement and curb repairs.	
FUNDING PARTNERSI N/A	HIPS:			
FUNDING SOURCES F	OR THIS PROJECT:		YEAR	AMOUNT
General Fund: Polic	ce		FY 24/25	\$12,500

Police Public Parking Lot- Tree and Pavement Maintenance



CATEGORY: Facilities & Equipment DESIGN SCHEDULE: FY 24/25 TOTAL COST: \$25,000 CONSTRUCTION SCHEDULE: FY 24/25 RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? Council Goal Regulatory Requirement Maintenance Yes \$ SNO	Police Station Evide	nce Room HVAC Mini-Split In	stallation		
TOTAL COST: \$25,000 CONSTRUCTION SCHEDULE: FY 24/25 RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? Council Goal Regulatory Requirement Maintenance Yes \$ No	DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
RANKING CRITERIA MET: Gouncil Goal Regulatory Requirement Maintenance Yes \$ Soo	CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
□Council Goal □Regulatory Requirement □Maintenance □Yes \$□ □No □Metalth & Safety □Service Delivery Need □Replacement □Master Plan: □New/Expansion □ESCRIPTION: This small project entails identifying and obtaining contracted services to install an HVAC mini-split system in the police station's evidence area. PROJECT SCOPE: Maintenance Services will identify and engage a suitable local contractor to perform the service and installation. HISTORY: The police station's current HVAC system does not sufficiently maintain appropriate temperatures in the evidence areas. Various items of evidentiary value must be maintained within specific temperature ranges to preserve that evidence. The most cost-effective solution to the deficiency is the installation of a mini-split system specifically devoted to the evidence area. FUNDING PARTNERSHIPS: N/A FUNDING SOURCES FOR THIS PROJECT: YEAR AMOUNT General Fund: Building Maintenance FY 24/25 \$25,000	TOTAL COST:	\$25,000		CONSTRUCTION SCHEDULE:	FY 24/25
PROJECT SCOPE: Maintenance Services will identify and engage a suitable local contractor to perform the service and installation. HISTORY: The police station's current HVAC system does not sufficiently maintain appropriate temperatures in the evidence areas. Various items of evidentiary value must be maintained within specific temperature ranges to preserve that evidence. The most cost-effective solution to the deficiency is the installation of a mini-split system specifically devoted to the evidence area. FUNDING PARTNERSHIPS: N/A FUNDING SOURCES FOR THIS PROJECT: General Fund: Building Maintenance FY 24/25 \$25,000	□ Council Goal □ ☑ Health & Safety □ □ Master Plan: DESCRIPTION:	Regulatory Requirement Service Delivery Need	☐ Maintenance ☐ Replacement ☑ New/Expansion	☐ Yes \$	
Maintenance Services will identify and engage a suitable local contractor to perform the service and installation. HISTORY: The police station's current HVAC system does not sufficiently maintain appropriate temperatures in the evidence areas. Various items of evidentiary value must be maintained within specific temperature ranges to preserve that evidence. The most cost-effective solution to the deficiency is the installation of a mini-split system specifically devoted to the evidence area. FUNDING PARTNERSHIPS: N/A FUNDING SOURCES FOR THIS PROJECT: General Fund: Building Maintenance YEAR AMOUNT FY 24/25 \$25,000		, -	g contracted services to ir	nstall an HVAC mini-split systen	n in the police
FUNDING SOURCES FOR THIS PROJECT: General Fund: Building Maintenance YEAR AMOUNT FY 24/25 \$25,000	The police station's of a violation's of a violation of evidence of the state of th	dentiary value must be mainta	ained within specific temp	perature ranges to preserve that	at evidence. The
General Fund: Building Maintenance FY 24/25 \$25,000		SHIPS:			
TOTAL: \$25,000					AMOUNT \$25,000
					\$25,000

Police Station Evidence Room HVAC Mini-Split Installation



Police Station: HVA	Police Station: HVAC Unit Replacement					
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:			
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:			
TOTAL COST:	Various		CONSTRUCTION SCHEDULE:			
☐ Health & Safety □	MET: □ Regulatory Requirement ☑ Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No		
the HVAC units will be which would require evaluated annually p	the police station was installed be 20 years old and nearing the e inconvenient emergency down prior to this scheduled replacer of function until the replacement	e end of their useful life. The n time. The condition of the ment to ensure the units an	his is a planned replacement e ten individual units will be	prior to failure reviewed and		
HISTORY: Units were installed	in 2000.					
FUNDING PARTNER N/A	SHIPS:					
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT		
General Fund: Buildi			FY 24/25	\$36,000		
General Fund: Buildi	ing Maintenance		FY 25/26	\$42,000		



Police Department I	nterior Design and Renovatio	ons		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$50,000		CONSTRUCTION SCHEDULE:	FY 24/25
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
			dations and plans for police sta tional work may be requested	
	es will identify and engage a so wed by remaining funding.	uitable local contractor f	or design and planning, then co	oordinate
useful life. The police	e station is the command cen	ter for the police depart	various states of disrepair, and ment and provides essential of ngoing usability of the facilities	fice, storage and
FUNDING PARTNER : N/A	SHIPS:			
FUNDING SOURCES General Fund: Buil General Fund: Buil	ding Maintenance		YEAR FY 24/25 FY 25/26	AMOUNT \$50,000 TBD
			TOTAL:	\$50,000

Police Department Interior Design and Renovations



Police Department Fi	re Panel Replacement			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 24/25
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 24/25
TOTAL COST:	\$17,000		CONSTRUCTION SCHEDULE:	FY 24/25
RANKING CRITERIA N	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
	Regulatory Requirement Service Delivery Need	☐ Maintenance☒ Replacement☐ New/Expansion	☐ Yes \$	⊠No
DESCRIPTION : This project entails id panel system for the _l		aging an appropriate cor	ntractor for replacement/install	ation of a new fir
PROJECT SCOPE: Maintenance Services	s will identify and engage a so	uitable local contractor t	o perform the service and insta	llation.
			life. The fire panel is an essenti ve operation of the fire control	
FUNDING PARTNERS N/A	HIPS:			
FUNDING SOURCES F General Fund: Build			YEAR FY 24/25	AMOUNT \$17,000
			TOTAL:	\$17,000

Police Department Fire Panel Replacement



Police Station Roof				
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$475,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA N		PROJECT TYPE:	NEW ONGOING COST	
	Regulatory Requirement Service Delivery Need	☐ Maintenance☒ Replacement☐ New/Expansion	□ Yes \$	_ ⊠No
DESCRIPTION : Replaces the build-up	roof with a PVC membrane	type.		
	nd replace it with a new PVC of TPO to go over existing re		note possibility that new to	echnology "may
FUNDING PARTNERS	HIPS:			
FUNDING SOURCES F General Fund: Build			YEAR FY 24/25	AMOUNT \$475,000
			CIP TOTAL:	\$475,000

Police Station Roof



Tualatin Heritage C	enter Carpet Replacement an	d Painting		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$23,000		CONSTRUCTION SCHEDULE:	
☐ Health & Safety	MET: □Regulatory Requirement □Service Delivery Need □	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COST ☐ Yes \$	
DESCRIPTION: Replace carpet with the actual replacem	new carpet tiles. Each year as ent date.	the target date approache	es, the carpet will be evalu	ated to determine
PROJECT SCOPE: Select a supplier and	d installer following procureme	ent rules.		
HISTORY: The carpet will be 1	2 years old by the target date.			
FUNDING PARTNER N/A	SHIPS:			
	FOR THIS PROJECT: Iding Maintenance		YEAR FY 24/25	AMOUNT \$23,000
	-		CIP TOTAL:	\$23,000

Tualatin Heritage Center Carpet Replacement



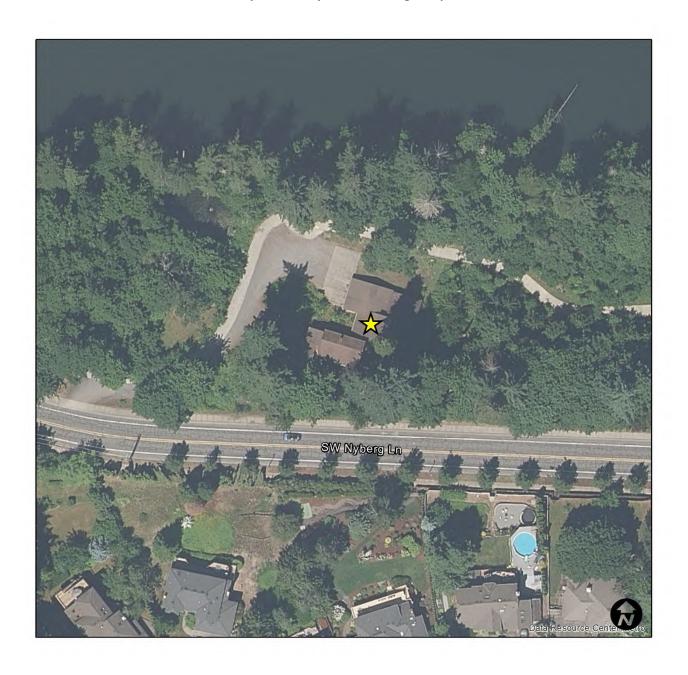
Brown's Ferry Com	munity Center: HVAC Replacen	nent		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$24,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COST	s ?
☐ Health & Safety	□Regulatory Requirement ☑Service Delivery Need	☐ Maintenance ☑ Replacement ☐ New/Expansion	□ Yes \$	_ ⊠No
would require a cost if programmed replacements of the project scope:	life expectancy of this HVAC un tly and inconvenient emergence acement date is appropriate or process to determine suitable o	y replacement. The condi can be extended.	tion of the unit is reviewed	d annually to determine
HISTORY: HVAC unit will be 18	3 years old.			
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
	lding Maintenance		FY 24/25	\$12,000
General Fund: Bui	lding Maintenance		FY 25/26	\$12,000
			CIP TOTAL:	\$24,000

Brown's Ferry Community Center HVAC Replacement



Browns Ferry Community Center buildings - Repair & Paint					
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:		
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:		
TOTAL COST:	\$13,500		CONSTRUCTION SCHEDULE:		
RANKING CRITERIA N	ИЕТ :	PROJECT TYPE:	NEW ONGOING COSTS	5?	
	Regulatory Requirement Service Delivery Need	✓ Maintenance☐ Replacement☐ New/Expansion	□ Yes \$	_ □No	
DESCRIPTION : Repair and replace de	eteriorated siding, and paint				
PROJECT SCOPE: The wood siding is de	eteriorating in places, needing	g repairs and replacement,	and all the buildings will n	eed painted.	
HISTORY : N/A					
FUNDING PARTNERS N/A	HIPS:				
FUNDING SOURCES F General Fund: Build			YEAR FY 24/25	AMOUNT \$13,500	
			CIP TOTAL:	\$13,500	

Browns Ferry Community Center buildings - Repair & Paint



Core Area Parking Lots: Slurry Seal					
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:		
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:		
TOTAL COST:	Various	CONSTRUCTION SCHEDULE:			
RANKING CRITERIA ME Council Goal Re Health & Safety Se Master Plan:	egulatory Requirement ervice Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$		
Slurry- seal, and re-strip excavation and repaving	oing. This programmed mains. It is a recommended mains.	intenance will prolong the aintenance practice to sluri	making small surface repair pavement life and prevent ry seal the lots every seven Il be seven to eight years si	expensive costs of to eight years	
PROJECT SCOPE: Clean, repair, slurry seal	l and re-stripe these parkin	g lot surfaces.			
HISTORY: At scheduled slurry seal	date, the sealant on each	of these proposed lots will	be at least seven years old		
FUNDING PARTNERSHI N/A	PS:				
FUNDING SOURCES FOR	R THIS PROJECT:		YEAR	AMOUNT	
Core Area Parking Fund	White		FY 25/26	\$34,000	
Core Area Parking Fund	Yellow Lot		FY 26/27	\$14,000	
Core Area Parking Fund	Green Lot		FY 26/27	\$14,000	
			CIP TOTAL:	\$76,000	

Core Area Parking Lots: Slurry Seal



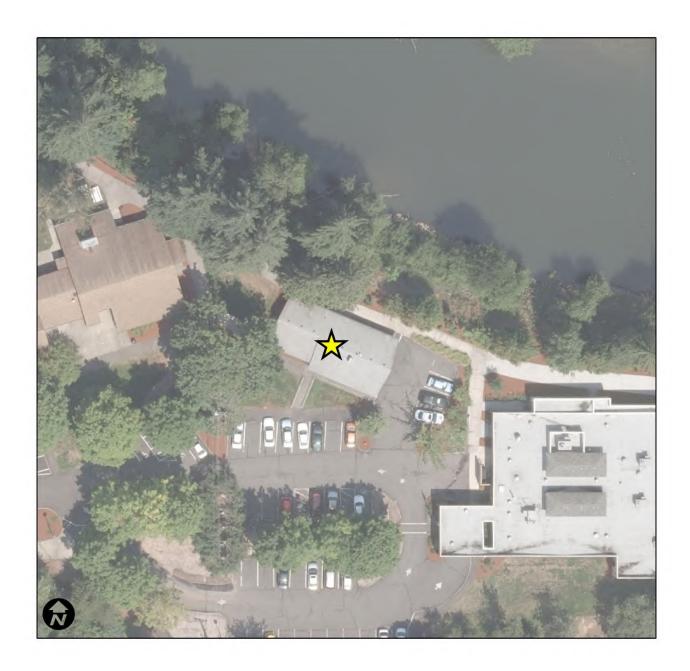
Library Teen Room	Light Sculpture			
DEPARTMENT:	Library		CONCEPT SCHEDULE:	FY25/26
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY25/26
TOTAL COST:	\$25,000		CONSTRUCTION SCHEDULE:	FY25/26
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
	☐Regulatory Requirement☐Service Delivery Need	☐ Maintenance ☑ Replacement ☐ New/Expansion	☐ Yes \$	⊠No
harder to find and a Advisory Committee	re more expensive. Following and the Teen Library Commit	a design process with contree), the Library seeks to	prohibitive to maintain. Replac mmunity engagement (through preplace the existing light sculp well as provide additional lightin	the Library ture with a new
PROJECT SCOPE: Following a design p	rocess (not included in this bu	udget), develop and insta	ll a new light sculpture in the T	een Room.
HISTORY: The current light pie technology is out-of		rary was built in 2008. Th	e lights are cold-cathode tubes	and the lighting
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES			YEAR	AMOUNT
General Fund: Libi	ary		FY 25/26	\$25,000
			CIP TOTAL:	\$25,000

Library Teen Room Light Sculpture



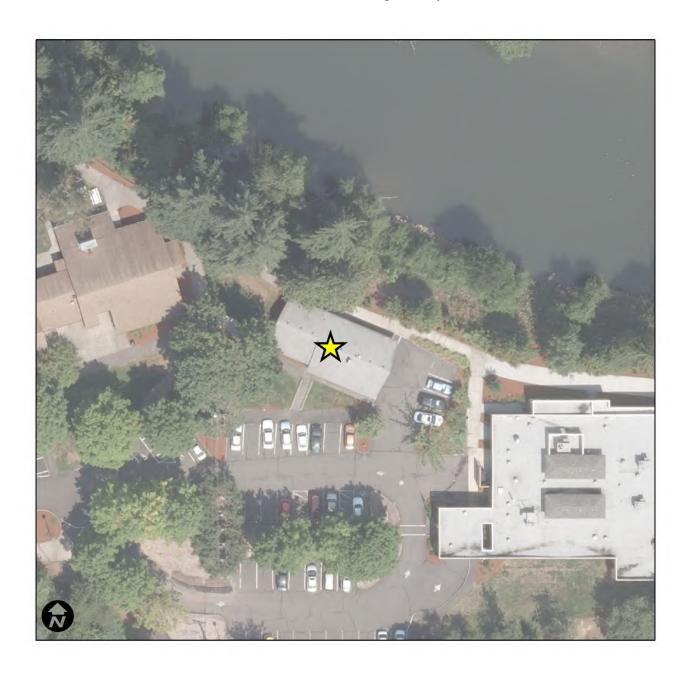
Parks & Rec. Admin	. Building ADA Improvements	S		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$325,000		CONSTRUCTION SCHEDULE:	FY 25/26
\square Health & Safety [MET: ☑ Regulatory Requirement ☑ Service Delivery Need A Transition Plan (2018)	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
	s include ADA ramp, restroom Plan adopted by City Council in			
Consult with a desig	n team, permit, and hire a co	ntractor to install the ramp	and other ADA requirement	S.
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
	FOR THIS PROJECT: Iding Maintenance		YEAR FY 25/26	AMOUNT \$325,000
			CIP TOTAL:	\$325,000

Parks & Rec. Admin. Building ADA Improvements



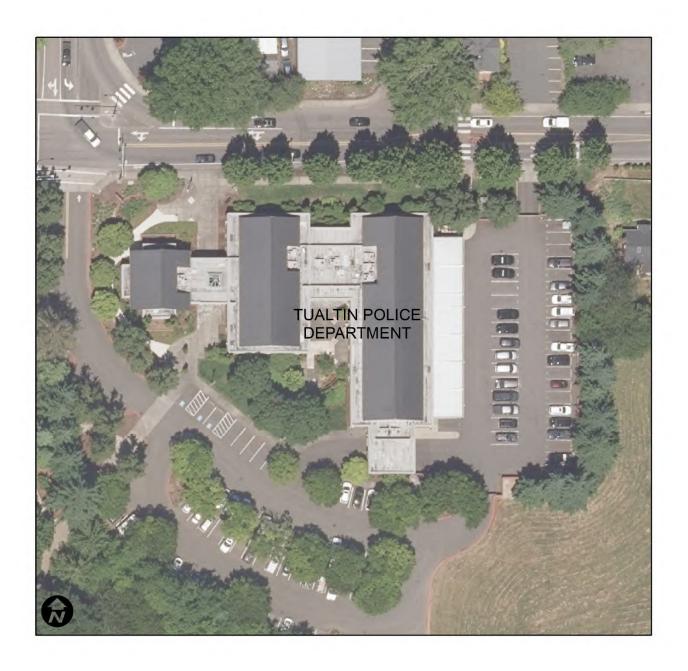
Park & Rec. Admini	stration Building Roof Replace	ement		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	N/A
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	N/A
TOTAL COST:	\$68,000		CONSTRUCTION SCHEDULE:	FY 25/26
RANKING CRITERIA		PROJECT TYPE:	NEW ONGOING COSTS	?
☐ Health & Safety [□Regulatory Requirement ☑Service Delivery Need	☐ Maintenance ☑ Replacement ☐ New/Expansion	□ Yes \$	⊠No
DESCRIPTION : Project consists of re	eplacing the Parks and Recreat	tion Administration buildi	ng's roof.	
PROJECT SCOPE: Hire a contractor to	replace roof.			
HISTORY: The current roof wil	l be 23 years old by the target	replacement date.		
FUNDING PARTNER N/A	SHIPS:			
	FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$ 68,00
General Fund: Bui	lding Maintenance		F1 23/20	انانار,80 ډ
			CIP TOTAL:	\$68,000

Park & Rec. Administration Building Roof Replacement



Police - PGE Fleet Pa	artner EV Program			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$100,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA MET: □ Council Goal ⊠ Regulatory Requirement □ Health & Safety □ Service Delivery Need □ Master Plan:		PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
	er program pays for a percent iable option for the Police Flea y goals.			
PROJECT SCOPE: The scope would be	to make site improvements a	dding the electrical gear, fo	or the charging stations in t	the secure lot.
HISTORY: N/A				
FUNDING PARTNER PGE- Fleet Partner P				
FUNDING SOURCES General Fund: Pol			YEAR FY 25/26	AMOUNT \$100,000
			CIP TOTAL:	\$100,000

Police -PGE Fleet Partner EV Program



Police Station – Rem	nove Flagstone Walkways			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 25/26
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 25/26
TOTAL COST:	\$100,000		CONSTRUCTION SCHEDULE:	FY 25/26
RANKING CRITERIA MET: □ Council Goal □ Regulatory Requirement □ Health & Safety □ Service Delivery Need □ Master Plan:		PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
	executing a contract(s) for rer ensure ongoing accessibility a		of decorative flagstone pathwa	ys inside and outsi
concrete and other s HISTORY: The decorative flagsi displaced, creating a	urface materials as needed. cones that make up the walkw brupt edges that are tripping	vays around the main ent hazards and out of comp	nove the decorative stone and note that the decorative stone and note that the police station free oliance with ADA. The only viable hat are more stable, such as co	quently become ole long-term
FUNDING PARTNERS N/A				
FUNDING SOURCES General Fund: Buil			YEAR FY 25/26	AMOUNT \$100,000
			TOTAL:	\$100,000

Police Station – Remove Flagstone Walkways



Tualatin City Park Bo	oat Ramp Drive Aisle and Par	king Lot		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$190,000		CONSTRUCTION SCHEDULE:	FY 26
RANKING CRITERIA		PROJECT TYPE:	NEW ONGOING COSTS	
	Regulatory Requirement Service Delivery Need	☑ Maintenance☐ Replacement☐ New/Expansion	□ Yes \$	⊠No
DESCRIPTION : Repair and overlay t	he drive aisle to the boat ram	p and parking lot in Tuala	atin City Park.	
PROJECT SCOPE: Repair and overlay d parking lots.	rive aisle to the boat ramp ar	nd two small parking lots	at the boat. This will include r	estriping of the two
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES General Fund: Buil			YEAR FY 25/26	AMOUNT \$190,000
			CIP TOTAL:	\$190,000

Tualatin City Park Boat Ramp Drive Aisle and Parking Lot



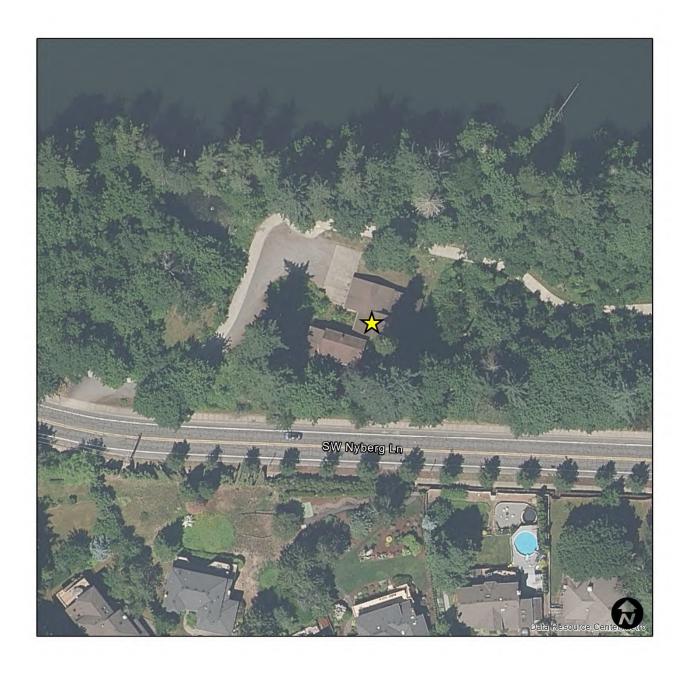
Walnut House Roof Replacement					
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:		
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:		
TOTAL COST:	\$26,000		CONSTRUCTION SCHEDULE:	FY 26	
RANKING CRITERIA MET: □ Council Goal □ Regulatory Requirement □ Health & Safety □ Service Delivery Need □ Master Plan:		PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No	
DESCRIPTION : Replace the compos	sition roof.				
PROJECT SCOPE: Remove and install	composition roof.				
HISTORY: The roof is reaching	the end of its life.				
FUNDING PARTNER N/A	SHIPS:				
	FOR THIS PROJECT:		YEAR	AMOUNT	
General Fund: Bui	llding Maintenance		FY 25/26	\$26,000	
			CIP TOTAL:	\$26,000	

Walnut House Roof Replacement



Browns Ferry Comn	nunity Center & Garage Re-ro	of		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$75,000		CONSTRUCTION SCHEDULE:	FY 27
☐ Health & Safety	MET: □Regulatory Requirement □Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☒ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	No
DESCRIPTION : Remove and replace	e the roof with metal roofing o	lue to the tree debris.		
PROJECT SCOPE: Replace the compos HISTORY: N/A	ition roof with a metal roof or	n the house, utility room,	and garage.	
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES General Fund: Bui	FOR THIS PROJECT: Iding Maintenance		YEAR FY 26/27	AMOUNT \$75,000
	Ü		CIP TOTAL:	\$75,000

Browns Ferry Community Center & Garage Re-roof



Juanita Pohl Center	Parking Lot Repairs			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	FY 26/27
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 26/27
TOTAL COST:	\$500,000		CONSTRUCTION SCHEDULE:	FY 26/27 & 27/2
	MET: ☑ Regulatory Requirement ☑ Service Delivery Need ———————	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
	executing a contract(s) for de Center to ensure ongoing safe		paving the parking lot and drive	e access for the
pavement, ingress, erepairs and reconstructions HISTORY: The pavement, vehiclisrepair, and poses	egress, and maneuvering spacuction as needed. cle access and parking areas for accessibility challenges. The	es within the drive acces or the Juanita Pohl Senio Pohl Center is a frequent	ess the needs and deficiencies of and parking stalls and then pear of the pear	erform appropriate te state of ource. This
ongoing usability of FUNDING PARTNER N/A	the facility.	cts planned for the Poin	Center Hom F1 24 tillough F1 2	o to ensure
FUNDING SOURCES General Fund: Bui General Fund: Bui	lding Maintenance		YEAR FY 26/27 FY 27/28	AMOUNT \$100,000 \$400,000
			TOTAL:	\$500,000

Juanita Pohl Center Parking Lot Repairs



Operations Covered	Parking Structure for Trucks			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY26-27
TOTAL COST:	\$775,000		CONSTRUCTION SCHEDULE:	FY27-28
☐ Health & Safety [☑ Master Plan: DESCRIPTION: Following TCS Site N	□Regulatory Requirement □Service Delivery Need ────────────────		NEW ONGOING COSTS? Yes \$ roof enclosed stalls for the Jet V stending replacement dates ext	
-	covered parking with freeze prutility trucks and equipment.	rotection for jet/vac truc	ks and snow equipment. There v	will be additional
HISTORY : N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES General Fund: Bui			YEAR FY 26/27 FY 27/28	AMOUNT \$175,000 \$600,000
			CIP TOTAL:	\$775,000

Operations Covered Parking Structure for Trucks



Tualatin City Service	s - Fuel Tank Relocation and S	Site Upgrades		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$1,300,000		CONSTRUCTION SCHEDULE:	FY 27
☐ Health & Safety ☐	MET: ☐Regulatory Requirement ☐Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS® ☐ Yes \$? ⊠No
DESCRIPTION : Site improvements a	nd relocation of fuel island wi	th new above-ground fu	el tanks.	
HISTORY : The fuel tanks are ov	rete base pad, parking, and ca ver 30 years old and we can't g od site for emergencies in Was	get insurance on them ar	-	
FUNDING PARTNER: Currently looking for	SHIPS: possible grant funding to assi	st with the costs.		
FUNDING SOURCES General Fund: Buil			YEAR FY 26/27	AMOUNT \$1,300,000
			CIP TOTAL:	\$1,300,000

Tualatin City Services - Fuel Tank Relocation and Site Upgrades



Browns Ferry Comn	nunity Center & Garage ADA I	Remodel		
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$245,000		CONSTRUCTION SCHEDULE:	FY 28
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS	?
☐ Health & Safety [□Regulatory Requirement ☑Service Delivery Need ————	☐ Maintenance ☐ Replacement ☑ New/Expansion	□ Yes \$	⊠No
DESCRIPTION : To make the buildin	g ADA compliant it will need a	major remodel.		
	e building does not have an ac egress, or restroom facility. T rds.			
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES General Fund: Bui			YEAR FY 27/28	AMOUNT \$245,000
			CIP TOTAL:	\$245,000

Browns Ferry Community Center & Garage ADA Remodel



Browns Ferry Park I	Barn Structural Upgrade			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$265,000		CONSTRUCTION SCHEDULE:	FY 28
\square Health & Safety	MET: □ Regulatory Requirement □ Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$? ⊠No
DESCRIPTION : The barn is in need	of a structural upgrade, includ	ing concrete flooring, ele	ctrical service, and lighting fo	r future use.
•	ermine the future use and creang electrical and lighting	ate a design plan. Constr	uction consists of structural u	pgrades, installing a
HISTORY: The condition of the	estructural integrity of the bar	n needs to be upgraded	before collapsing in the future	2.
FUNDING PARTNER N/A	SHIPS:			
	FOR THIS PROJECT: Iding Maintenance		YEAR FY 27/28	AMOUNT \$265,000
			CIP TOTAL:	\$265,000

Browns Ferry Park Barn Structural Upgrade



Vehicle Replacemen	t Fund 2024 - 2028			
DEPARTMENT:	Maintenance Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	Various		CONSTRUCTION SCHEDULE:	
	MET: Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No

DESCRIPTION:

As part of the replacement cycle, vehicles are scheduled to be replaced after a minimum of ten years of service. Mileage and maintenance costs of each vehicle are reviewed prior to replacement. Those with minimal maintenance requirements are transferred to the vehicle pool or reassigned.

PROJECT SCOPE:

Purchase replacement vehicles following procurement policies.

HISTORY:

Vehicles are scheduled to be replaced after a minimum of ten years of service. Each of these vehicles will exceed the 10 year minimum at their scheduled replacement date.

FUNDING PARTNERSHIPS:

N/A

FUNDING SOURCES FOR THIS PROJECT:			AMOUNT
Vehicle Replacement Fund	2013 EV Maintenance Cart	FY 24/25	\$ 19,000
	2011 Ford Escape (1103)	FY 24/25	\$38,000
	2017 Ford Explorer Patrol (1702)	FY 24/25	\$62,600
	2017 Ford Explorer Patrol (1703)	FY 24/25	\$62,600
	2017 BMW Motorcycle (1708)	FY 24/25	\$42,000
	2015 Ford Trans-Connect Van (1504)	FY 25/26	\$39,338
	2010 Ford F250 Landscape Pickup (1008)	FY 25/26	\$42,000
	2011 Chevy 15 Passenger Van (1106)	FY 25/26	\$40,431
	2014 Ford F250 Crew Cab (1401)	FY 25/26	\$65,564
	2017 Ford Explorer Patrol (1701)	FY 25/26	\$65,000
	2018 Ford Explorer Patrol (1801)	FY 25/26	\$65,000
	2018 Ford Explorer Patrol (1803)	FY 25/26	\$65,000
20	15 Ford 1.5 Ton Utility Truck w Crane (1506)	FY 25/26	\$95,000
	2016 Ford Escape (1607)	FY 26/27	\$40,518
	1993 Komatsu Forklift	FY 26/27	\$45,000
	2016 Ford 15 Passenger Van (1601)	FY 26/27	\$41,644

FUNDING SOURCES FOR THIS PROJECT (cont'd)		AMOUNT
2015 Ford F250 Landscape Pickup (1505)	FY 26/27	\$67,531
2018 Toyota Highlander (1804)	FY 26/27	\$43,000
2018 Toyota Sienna Van (1806)	FY 26/27	\$43,000
2019 Chevy Tahoe Patrol (1901)	FY 26/27	\$70,000
2019 Chevy Tahoe Patrol (1902)	FY 26/27	\$72,000
2018 Ford Pickup F150 (1805)	FY 27/28	\$40,000
2009 Chevy 1-Ton (Shop Truck) 0901	FY 27/28	\$73,158
2016 Ford F250 Landscape Pickup (1605)	FY 27/28	\$69,556
2020 Ford Explorer Patrol (2001)	FY 27/28	\$74,300
2020 Ford Explorer Patrol (2002)	FY 27/28	\$74,300
2020 Ford Explorer Patrol (2003)	FY 27/28	\$74,300
1017 Ford F150 Pickup (1705) (Replace to be EV)	FY 27/28	\$70,000
2019 Ford Escape (1903)	FY 28/29	\$45,000
2017 Ford F-150 (1704)	FY 28/29	\$70,000
2017 Ford F-250 (1707)	FY 28/29	\$55,000
2021 Ford Explorer Patrol (2101)	FY 28/29	\$77,000
2021 Ford Explorer Patrol (2102)	FY 28/29	\$77,000
2021 Toyota Rav4 (2104)	FY 28/29	\$45,000
2021 Ford Explorer Patrol (2106)	FY 28/29	\$77,000
	CIP TOTAL:	\$2,095,840

PARKS & RECREATION

For the purposes of the Capital Improvement Plan (CIP), "Parks and Recreation" covers a broad range of essential parklands, facilities, community services including parks, trails, greenways, natural areas, indoor and outdoor recreational and cultural facilities, and recreation, arts and historic programs.

The CIP includes planning, land acquisition, site design and development, and restoration and renovation projects to maintain and enhance Tualatin's long-term investment in parks and recreation facilities essential to creating and supporting a high quality of life in Tualatin.

The City's continuing commitment to the park and recreation system is demonstrated by the investment in, and planning for parks and recreation facilities, while maintaining existing infrastructure. The Parks and Recreation System Plan was recently updated. This comprehensive update will help guide the City in future land acquisitions, development of parks, recreation areas and facilities, and the CIP will reflect the new system plan.

PARKS AND TRAILS

Tualatin's parklands conserve and enhance natural resources while providing a variety of facilities for the community to enjoy. Parklands provide a place to be outside and experience nature, exercise, enjoy greenways and park paths, kayak and canoe the Tualatin River, and play in active and passive park facilities. Park playgrounds, sports fields, courts, picnic shelters, community centers, and off leash areas provide places to recreate and socialize. In addition to replacing wornout existing facilities, new programs and facilities are developed, that require improvements and operational resources.

PROGRAMS

Tualatin's recreation programs, services and special events are held at parklands, community centers, schools and other community locations. A variety of vital programming in enrichment learning and physical activity are offered for all ages and abilities. Recreation programs and services strengthen the community by improving health, enhancing community development, providing learning opportunities, reducing crime, promoting tourism, and creating community connections and spirit. These programs collaborate with many other agencies, schools, businesses and nonprofit partners to maximize resources.

PLANNING

Tualatin's park needs are diverse and change over time. The Parks and Recreation System Plan was updated in 2018. This system-wide plan included extensive public involvement and community input. The updated plan identifies future Parks and Recreation land acquisition, development projects and programs.

FUNDING SOURCES

Projects, development, and programs in the Parks and Recreation have a variety of funding sources including the City's General Fund, parks system development charges, parks utility fee, bond measures, grants, donations, and partnerships.

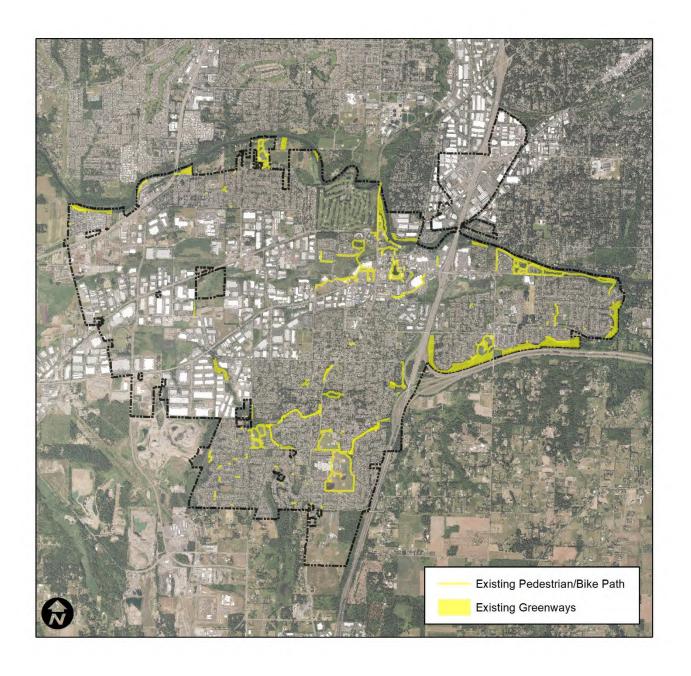
ISSUES FACING PARKS AND RECREATION

Securing capital and operating resources to adequately fund maintenance, facility renovation and restoration, land acquisition, development, and programming to provide an equitably distributed and utilized parks and recreation system is the challenge facing Parks and Recreation.

Parks & Recreation	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Greenway & Path Expansion	2,668,000	2,668,000	2,668,000	2,668,000	
Ice Age Tonquin Trail #E37	144,700	144,700			
Ki-a-Kuts Bridge Repair	250,000				
Little Woodrose Natural Area	1,225,619				
Nyberg Creek Greenway Trail	2,000,000	2,000,000			
New Riverfront Access Park	1,000,000	3,000,000	4,000,000		
Stoneridge Park Renovation	3,000,000				
Veterans Plaza	500,000	3,500,000			
Tualatin Community Park Expansion	1,000,000	3,000,000			
Victoria Woods Natural Area	80,000				
Atfalati Park Renovation & Improvements #P8		7,094,925			
High School Field #E30		700,000			
Integrated Pest Management Plan #P15		165,000			
Jurgens Park Expansion		227,700	4,550,895		
Basalt Creek Park #P3			17,948,000		
Lafky Park Renovation & Improvement #E4			349,000		
School City Facility Partnership			3,000,000	3,000,000	
Jurgens Park Renovation & Improvements #E3				7,328,675	
New Parks				4,925,000	
Sweek Pond Natural Area				1,261,784	
Tualatin Commons Park				65,470	
Tualatin River Greenway Development				5,483,771	
Tualatin Community Park Renovation & Improvements					20,897,000
Parks & Recreation Total	11,868,319	22,500,325	32,515,895	24,732,700	20,897,000

Greenway & Path Ex	pansion			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$10,672,000		CONSTRUCTION SCHEDULE:	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS	
DESCRIPTION : Develop interconnec	ted system of trails and relat	ed facilities.		
PROJECT SCOPE: Acquire land rights, _l	planning ,design, and develop	oment of trails.		
	on Master Plan identified the specific recommendations.	e community need for addit	ional trails and related fac	ilities consistent with
FUNDING PARTNERS There are no identifi	SHIPS: ed funding partnerships at th	is time.		
FUNDING SOURCES Park SDC Fund Park SDC Fund Park SDC Fund Park SDC Fund	FOR THIS PROJECT:		YEAR FY 2024/25 FY 2025/26 FY 2026/27 FY 2027/28	AMOUNT \$2,668,000 \$2,668,000 \$2,668,000 \$2,668,000
			CIP TOTAL:	\$10,672,000

Greenway & Path Expansion



Ice Age Tonquin Trail	Easements			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY20-25
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$289,400	•	CONSTRUCTION SCHEDULE:	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	□No
DESCRIPTION : Secure easements for This project fulfills thr	a future multi use interconi	nected trail system. atives that include: Connecto	ed Informed & Engaged, Thr	iving & Diversified
PROJECT SCOPE: Obtain land rights in a	accordance with the adopted	d trail alinement.		
_	on. Metro with city jurisdict	ail, which is planned and par ions have been obtaining lar		
FUNDING PARTNERSI Metro	HIPS:			
FUNDING SOURCES F	OR THIS DROIFCT.		YEAR	ANGUNIT
Park SDC Fund	ON THIS PROJECT:		FY 2024/25	AMOUNT \$144,700
Park SDC Fund			FY 2025/26	\$144,700
			CIP TOTAL:	\$289,400

Ice Age Tonquin Trail Easements



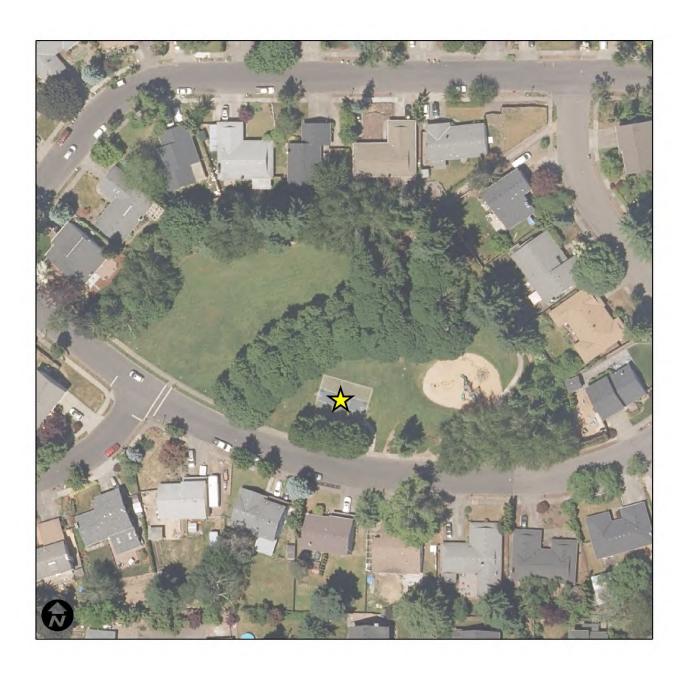
Ki-a-Kuts Bridge Re	pairs			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY20/21
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY20/21
TOTAL COST:	\$250,000		CONSTRUCTION SCHEDULE:	FY24/25
	□Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes ⊠ No	
DESCRIPTION : A recent bridge insp	ection identified several essei	ntial and immediate repa	irs	
	lishes three Council 2030 Vision disconomy and Efficient, Acco		es: Connected, Informed & Engansportation System.	ged Community,
	ordance with recent bridge in: idge joints resealed.	spection recommendatio	ns. Repairs include shoring up a	butment
Community Park to Metro region. Tuala Intergovernmental	Durham Park and Cook Park in tin is the lead agency respons	n Tigard. It is the second i ible for the maintenance ity of Durham, City of Tig	Is and spans the Tualatin River f most used regional trail section of the bridge, in accordance wit gard and Clean Water Services. In wide bridge assessment.	in the Portland th an
• • • •	eceive 65% of costs reimburse		000 for bridge maintenance base Tigard (45%) and Clean Water S	
FUNDING SOURCES Parks Utility Fee	FOR THIS PROJECT:		YEAR FY 2024/25	AMOUNT \$250,000
			CIP TOTAL:	\$250,000

Ki-a-Kuts Bridge Repairs



Little Woodrose Na	tural Area			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$1,225,619	CONSTRUCTION SCHEDULE:		
	□Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COST ☑ Yes \$	
DESCRIPTION : Renovate, improve a Plan.	and expand trails, greenways,	natural areas, and parks co	onsistent with the Parks &	Recreation Master
PROJECT SCOPE: Plan, design, and de	velopment trails, greenways,	natural areas, and parks.		
	ion Master Plan identified col areas, and parks consistent w			
FUNDING PARTNER No identified fundin				
FUNDING SOURCES Parks Utility Fee	FOR THIS PROJECT:		YEAR FY 2026/27	AMOUNT \$1,225,619
Junio Junio 1				
			CIP TOTAL:	\$1,225,619

Little Woodrose Natural Area



Nyberg Creek Green	way Trail			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
OTAL COST:	\$4,000,000		CONSTRUCTION SCHEDULE:	
☐Health & Safety 🏻	MET: ☐Regulatory Requirement ☑Service Delivery Need <u>Master Plan #E25</u>	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☑ Yes \$	
DESCRIPTION: Renovate, improve a Plan.	and expand trails, greenways,	natural areas, and parks co	nsistent with the Parks & I	Recreation Master
PROJECT SCOPE: Plan, design, and de	velopment trails, greenways,	natural areas, and parks.		
	ion Master Plan identified cor areas, and parks consistent wi			
UNDING PARTNERS Io identified fundin				
UNDING SOURCES Parks Project Fund Parks Project Fund			YEAR FY 2024/25 FY 2025/26	AMOUNT \$2,000,000 \$2,000,000
			CIP TOTAL:	\$4,000,00

Nyberg Creek Greenway Trail

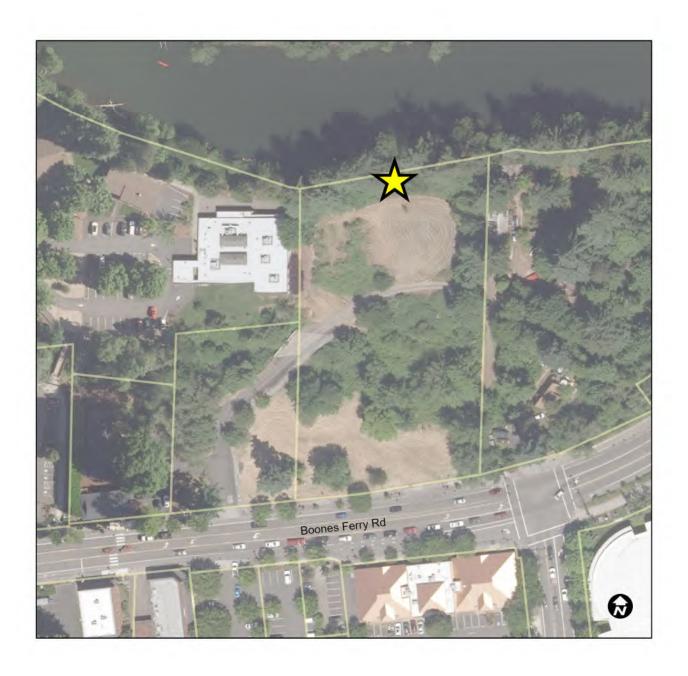


New River Acces	s Park					
DEPARTMENT:	Parks & F	Recreation		CONC	EPT SCHEDULE:	Spring/Summer 2025
CATEGORY:	Parks & F	Recreation		DESI	GN SCHEDULE:	Fall 2025 – Spring 2026
TOTAL COST:	\$8,000,0	00		CONSTRUCTI	ON SCHEDULE:	Summer 2026 – Winter
RANKING CRITER □ Council Goal □ Health & Safet ☑ Master Plan: N	\square Regulatory R	ery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	□ Yes \$	NGOING COSTS	
DESCRIPTION : From the Parks a access point for t		e were able to pu	irchase 6 acres of nev	w land behind th	e Pohl Center t	o develop a new rivei
PROJECT SCOPE:						
Summer 2024	Fall 2024	Winter 2025	Spring/Summe r 2025	Fall 2025	Winter/Spri g 2026	Summer 2027 – Winter
Budget, Scope, Scale	Stakeholder Groups	RFP/Selectio n	Community Engagement and Conceptual Plan	Council and Community Approval	CD's and Permitting	Construction
HISTORY: N/A						
FUNDING PARTN Parks & Trails Bo		Marine Board gra	nt funding.			
FUNDING SOURC	CES FOR THIS PRO	DJECT:		YI	EAR	AMOUNT
Parks Project F					/ 24/25 / 25/26	\$1,000,000
Parks Project Fund Parks Project Fund					/ 25/26 / 26/27	\$ 3,000,000 \$ 4,000,000

TOTAL:

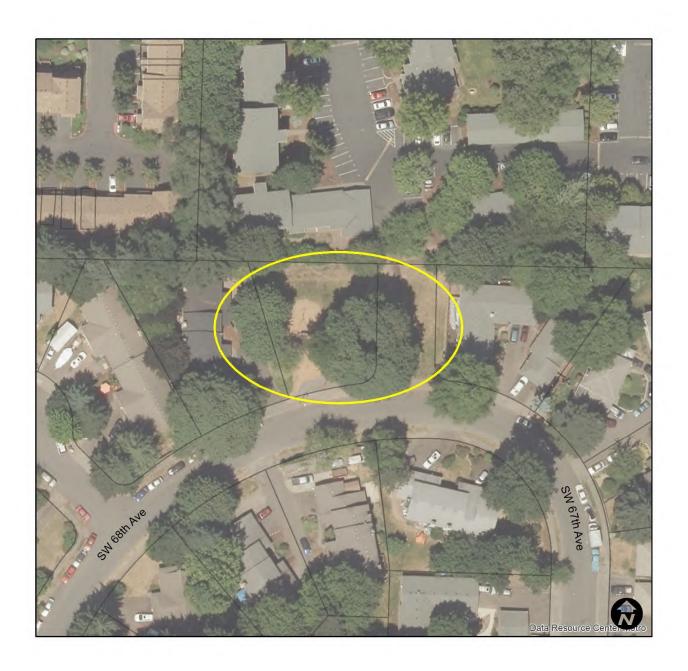
\$8,000,000

New River Access Park



Stoneridge Park Rer	novation Design			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY20/21
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY20/21
TOTAL COST:	\$3,000,000		CONSTRUCTION SCHEDULE:	FY24/25
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
	Regulatory Requirement	□Maintenance	□ Yes \$	₫No
	Service Delivery Need	☑ Replacement	•	
⊠Master Plan: <u>P&R</u>	· ·	□ New/Expansion □		
DESCRIPTION : Stoneridge neighbor	rhood planning process to det	ermine facility upgrades	and park renovation projects ar	nd priorities.
	ve Council 2030 Vision initiati e Gathering Places, and Safe, I		ve Community, Connected Inforr Neighborhoods.	ned & Engaged,
	ning process and conceptual of to select park facilities that in	=	I upgrades to the park. Partnersl gathering plaza.	hip with the
•	n 1977 and is in need of renov Plan identified Stoneridge Parl	· ·	/, safety and condition issues. Th	ne Parks &
FUNDING PARTNER No funding partners	SHIPS: hips have been identified at t	his time.		
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
American Rescue Pla			FY 2024/25	\$3,000,000
			CIP TOTAL:	\$3,000,000
			CIP TOTAL:	55.000.00

Stoneridge Park Renovation Design



Veterans Plaza				
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	2020-2022
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	2023
TOTAL COST:	\$4,000,000		CONSTRUCTION SCHEDULE:	2024-2025
RANKING CRITERIA ☑ Council Goal	MET: □Regulatory Requirement	PROJECT TYPE:	NEW ONGOING COSTS ☐ Yes \$? ⊠No
☑ Health & Safety ☑☑ Master Plan: Park	⊠Service Delivery Need s & Rec E6	☑ Replacement☐ New/Expansion		
DESCRIPTION : Renovation of Tua	latin Commons public plaza	ı east side as Veterans	Plaza.	

PROJECT SCOPE:

Total plaza renovation with surface, landscape, lighting and drain replacement. Addition of reflection pool, and plaza amenities such as benches, picnic tables, drinking fountains, signage, public art, and lighting.

HISTORY:

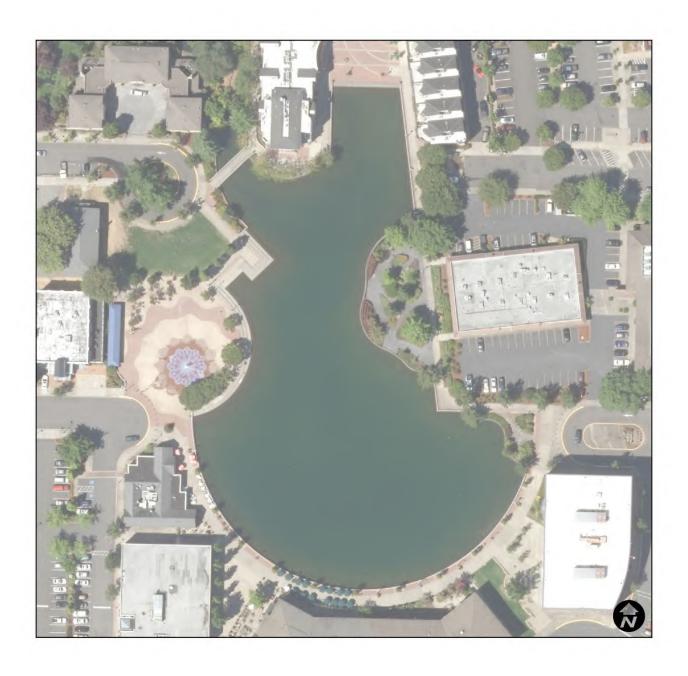
Tualatin Common public plaza and lake were developed in mid 1990's by the City through a public private partnerships funded through urban renewal. The public plaza is at the end of the useful lifespan and in need of replacement. The plaza renovation are expected to provide safety and security repairs and upgrades, and be a welcoming and inclusive space.

FUNDING PARTNERSHIPS:

This section details the outside funding sources that could be available for this project and any involvement with outside agencies. If there are no special funding notes, state "N/A".

FUNDING SOURCES FOR THIS PROJECT:	YEAR	AMOUNT
Parks Project Fund	FY 24/25	\$500,000
Parks Project Fund	FY 25/26	\$3,500,000
	CIP TOTAL:	\$4,000,000

Veterans Plaza



Tualatin Community Park Renovation DEPARTMENT: Parks & Recreation **CONCEPT SCHEDULE:** FY23/24 **CATEGORY:** Parks & Recreation **DESIGN SCHEDULE:** FY23/24 **TOTAL COST:** \$4,170,000 **CONSTRUCTION SCHEDULE:** FY24/25 **RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? ⊠**Council Goal □Maintenance

☑ Health & Safety ☑ Service Delivery Need
 ☑ Master Plan: P&R Master Plan #P2
 ☑ New/Expansion

DESCRIPTION:

Master plan and develop the park site. The park facilities are aging out and have accessibility, safety and condition issues.

This project fulfills five Council 2030 Vision initiatives that includes: Inclusive Community, Connected Informed & Engaged, Vibrant & Accessible Gathering Places, Safe, Desirable & Welcoming Neighborhoods, and Environmentally Active & Responsible.

PROJECT SCOPE:

The project phases include public engagement, re-planning and designing the park, and construction.

HISTORY:

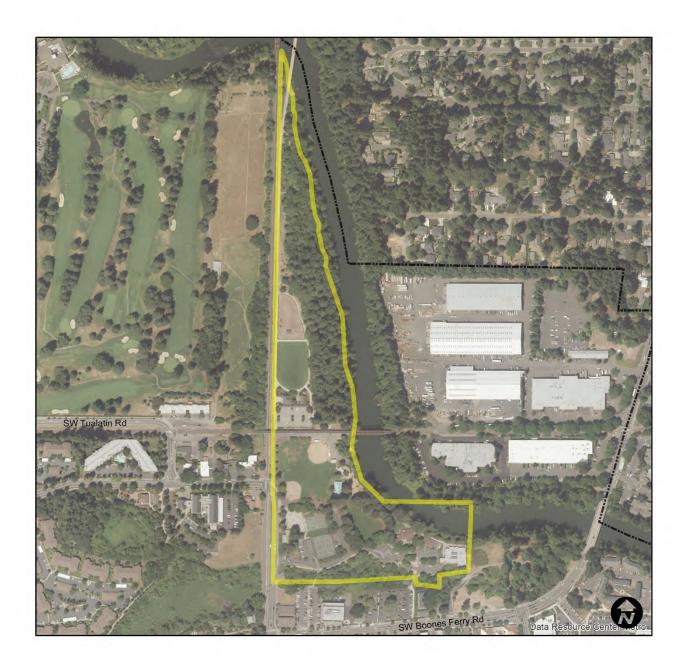
A City Park was located from 1920 to 1960 and the City purchased the property in 1970. Since 1970 the park property was expanded and development occurred. Facilities in community park were built without standards and best practices available today.

FUNDING PARTNERSHIPS:

There are no identified funding partnerships at this time.

FUNDING SOURCES FOR THIS PROJECT:	YEAR	AMOUNT
Parks Project Fund	FY 24/25	1,000,000
Parks Project Fund	FY 24/25	3,000,000
	CIP TOTAL:	\$4,000,000

Tualatin Community Park Renovation



Victoria Woods Nati	ural Area			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$80,000		CONSTRUCTION SCHEDULE:	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☑ Yes \$	
DESCRIPTION : Renovate, improve a Plan.	nd expand trails, greenways,	natural areas, and parks co	onsistent with the Parks & I	Recreation Master
HISTORY : The Parks & Recreati	velopment trails, greenways, on Master Plan identified con areas, and parks consistent w	mmunity need for renovatio		
FUNDING PARTNERS No identified funding				
FUNDING SOURCES Parks Utility Fund	FOR THIS PROJECT:		YEAR FY 2024/25	AMOUNT \$80,000
			CIP TOTAL:	\$80,000

Victoria Woods Natural Area



Atfalati Park Renov	ation & Improvements			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY22/23
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY24/25
TOTAL COST:	\$7,094,925		CONSTRUCTION SCHEDULE:	FY24/25
☑ Health & Safety 〔 ☑ Master Plan: <u>P&R</u>	☑Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$ □	⊠ No
DESCRIPTION : Phase 1 is Planning, construction to follo		sment with public engage	ement to implement park plan v	vith phase 2
			nclusive Community, Connected ing Neighborhoods, and Enviro	
	. Emphasis on improving and		d renovation to include address es, play areas, shade trees, spo	_
	lan focus on expanding parki		ecommendations identified in t s, shade structures, natural play	
FUNDING PARTNER No funding partners	SHIPS: hips are currently identified.			
FUNDING SOURCES			YEAR	AMOUNT
General Fund: Par	ks Maintenance		FY 2025/26	\$7,094,925
			CIP TOTAL:	\$7,094,925

Atfalati Park Renovation & Improvements



High School Field				
DEPARTMENT: CATEGORY: FOTAL COST:	Parks & Recreation Parks & Recreation \$700,000		CONCEPT SCHEDULE: DESIGN SCHEDULE: CONSTRUCTION SCHEDULE:	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☑ Yes \$	S? _ □No
Renovate, improve a Plan. PROJECT SCOPE:	and expand trails, greenways,	natural areas, and parks co	onsistent with the Parks & I	Recreation Master
HISTORY : The Parks & Recreat	velopment trails, greenways, ion Master Plan identified cor areas, and parks consistent wi	mmunity need for renovatio		
FUNDING PARTNER: No identified fundin				
FUNDING SOURCES Parks Utility Fund	FOR THIS PROJECT:		YEAR FY 2025/26	AMOUNT \$700,000
			CIP TOTAL:	\$700,000

High School Field



CATEGORY: Parks & Recreation DESIGN SCHEDULE: F720/21 TOTAL COST: \$165,000 CONSTRUCTION SCHEDULE: RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? SCOUNCIL Goal Megulatory Requirement Maintenance Mellealth & Safety Mervice Delivery Need Replacement Master Plan: P&R Master Plan #P15 New/Expansion DESCRIPTION: Development of an integrated pest management plan. This project fulfills three Council 2030 Vision initiatives that include: Connected Informed & Engaged, Safe, Desirable & Welcoming Neighborhoods and Environmentally Active & Responsible. PROJECT SCOPE: PROJECT SCOPE: PROJECT SCOPE: Prost management plan with consultant support and extensive community engagement resulting in an integrated pest management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time.					
CATEGORY: Parks & Recreation DESIGN SCHEDULE: F720/21 TOTAL COST: \$165,000 CONSTRUCTION SCHEDULE: RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? SCOUNCIL Goal Megulatory Requirement Maintenance Mellealth & Safety Mervice Delivery Need Replacement Master Plan: P&R Master Plan #P15 New/Expansion DESCRIPTION: Development of an integrated pest management plan. This project fulfills three Council 2030 Vision initiatives that include: Connected Informed & Engaged, Safe, Desirable & Welcoming Neighborhoods and Environmentally Active & Responsible. PROJECT SCOPE: PROJECT SCOPE: PROJECT SCOPE: Prost management plan with consultant support and extensive community engagement resulting in an integrated pest management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time.	Integrated Pest Mai	nagement Plan			
RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? All Council Goal Regulatory Requirement Maintenance Replacement Masser Plan: Messer Plan: Description: Development of an integrated pest management plan. This project fulfills three Council 2030 Vision initiatives that include: Connected Informed & Engaged, Safe, Desirable & Welcoming Neighborhoods and Environmentally Active & Responsible. PROJECT SCOPE: Pest management plan with consultant support and extensive community engagement resulting in an integrated pest management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time.	DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY20/21
RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS?	CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY20/21
☐ Maintenance ☐ Yes \$ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	TOTAL COST:	\$165,000		CONSTRUCTION SCHEDULE:	
Mealth & Safety ⊠service Delivery Need	RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
Master Plan: P&R Master Plan #P15	⊠Council Goal 🗵	Regulatory Requirement	⊠Maintenance	☐ Yes \$	₫No
Description: Development of an integrated pest management plan. This project fulfills three Council 2030 Vision initiatives that include: Connected Informed & Engaged, Safe, Desirable & Welcoming Neighborhoods and Environmentally Active & Responsible. PROJECT SCOPE: Pest management plan with consultant support and extensive community engagement resulting in an integrated pest management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time. FUNDING SOURCES FOR THIS PROJECT: YEAR AMOUN General Fund: Parks Maintenance FY 2025/26 \$165,0	☑Health & Safety ☑	Service Delivery Need	☐ Replacement		
Development of an integrated pest management plan. This project fulfills three Council 2030 Vision initiatives that include: Connected Informed & Engaged, Safe, Desirable & Welcoming Neighborhoods and Environmentally Active & Responsible. PROJECT SCOPE: Pest management plan with consultant support and extensive community engagement resulting in an integrated pest management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time. FUNDING SOURCES FOR THIS PROJECT: YEAR AMOUN General Fund: Parks Maintenance FY 2025/26 \$165,0	· ·	· · · · · · · · · · · · · · · · · · ·	<u>. </u>		
This project fulfills three Council 2030 Vision initiatives that include: Connected Informed & Engaged, Safe, Desirable & Welcoming Neighborhoods and Environmentally Active & Responsible. PROJECT SCOPE: Pest management plan with consultant support and extensive community engagement resulting in an integrated pest management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time. FUNDING SOURCES FOR THIS PROJECT: YEAR AMOUN General Fund: Parks Maintenance FY 2025/26 \$165,0	DESCRIPTION : Development of an i	ntegrated pest management	plan.		
management policy and plan. The process will determine approaches and best practices for pest management in public places and parkland. HISTORY: To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time. FUNDING SOURCES FOR THIS PROJECT: General Fund: Parks Maintenance YEAR AMOUN FY 2025/26 \$165,0	Welcoming Neighbo	rhoods and Environmentally	Active & Responsible.		
To become Bee City USA, and due to community concern over herbicide use, there is a need for this plan. The Parks & Recreation Master Plan identified this project as a priority. FUNDING PARTNERSHIPS: There are no identified funding partnerships at this time. FUNDING SOURCES FOR THIS PROJECT: General Fund: Parks Maintenance YEAR AMOUN FY 2025/26 \$165,0	management policy	and plan. The process will de	•		•
There are no identified funding partnerships at this time. FUNDING SOURCES FOR THIS PROJECT: General Fund: Parks Maintenance YEAR AMOUNT FY 2025/26 \$165,00	=	· · · · · · · · · · · · · · · · · · ·		e, there is a need for this plan.	The Parks &
General Fund: Parks Maintenance FY 2025/26 \$165,0			nis time.		
					AMOUNT \$165.000
CIP TOTAL: \$165,00	General Fullu. Palks	iviaiiiteiiaiite		F1 2023/20	λ100,000
				CIP TOTAL:	\$165,000

Jurgens Park Renovation DEPARTMENT: Parks & Recreation **CONCEPT SCHEDULE:** FY22/23 **CATEGORY:** Parks & Recreation **DESIGN SCHEDULE:** FY24/25 **TOTAL COST:** \$4,778,595 **CONSTRUCTION SCHEDULE:** FY25/26 **RANKING CRITERIA MET: PROJECT TYPE: NEW ONGOING COSTS? ⊠**Council Goal □No □Maintenance ⊠Health & Safety ⊠Service Delivery Need ☑ Replacement ⊠Master Plan: P&R Master Plan #P1 ☑ New/Expansion **DESCRIPTION:** Plan, design and develop the park due to aging facilities with condition issues. To include an additional 8.5 acres of parkland to expand the park.

PROJECT SCOPE:

This is a two phase project, with phase 1 to include public engagement to redesign the current park, and the additional 8.5 acres of adjacent parkland. Park development and construction will occur in phase 2 of the project.

This project fulfills five Council 2030 Vision initiatives that includes: Connected Informed & Engaged, Vibrant & Accessible Gathering Places, Efficient, Accessible & Sustainable Transportation System, Safe, Desirable & Welcoming Neighborhoods,

HISTORY:

Jurgens Park is a 12 acre neighborhood park built in the 1990's. The City purchased an additional 8.5 acres of adjacent land for future park expansion. The Parks & Recreation Master Plan identified the project phases.

FUNDING PARTNERSHIPS:

No funding partnerships have been identified.

and Environmentally Active & Responsible.

Improvements may save some ongoing costs, and revenue will be generated to support operating cost.

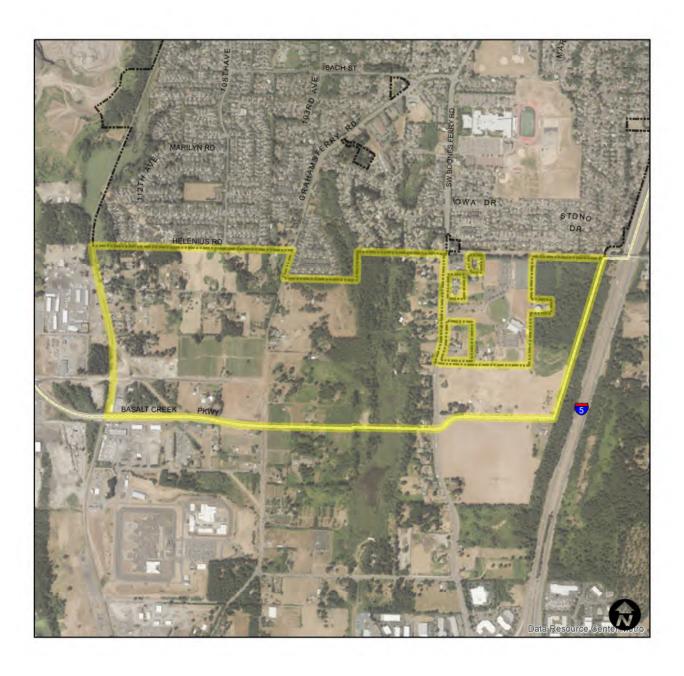
FUNDING SOURCES FOR THIS PROJECT:	YEAR	AMOUNT
	FY 25/26	
General Fund: Parks Maintenance	,	\$227,700
General Fund: Parks Maintenance	FY 25/26	\$4,550,895
	CIP TOTAL:	\$4,778,595

Jurgens Park Renovation



Basalt Creek Park				
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY20/21
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY20/21
TOTAL COST:	\$19,948,000		CONSTRUCTION SCHEDULE:	FY26/27
	□Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☑ Yes \$ unknown □ No)
		· · · · · · · · · · · · · · · · · · ·	ral resources for a new neighbor and recreation facilities in futur	· ·
			Connected Informed & Engaged , and Environmentally Active &	
PROJECT SCOPE: Planning process wi park and recreation		rmine the park needs an	d priorities to acquire land, desi	gn and construct a
HISTORY : The Parks and Recre	eation Master Plan and Basalt (Creek Concept Plan calls	for a park(s) and trails in the Ba	salt Creek area.
FUNDING PARTNER No funding partners	SHIPS: hips have been identified at tl	his time.		
FUNDING SOURCES Park SDC Fund	FOR THIS PROJECT:		YEAR FY 2026/27	AMOUNT \$17,948,000
			CIP TOTAL:	\$17,948,000

Basalt Creek Park



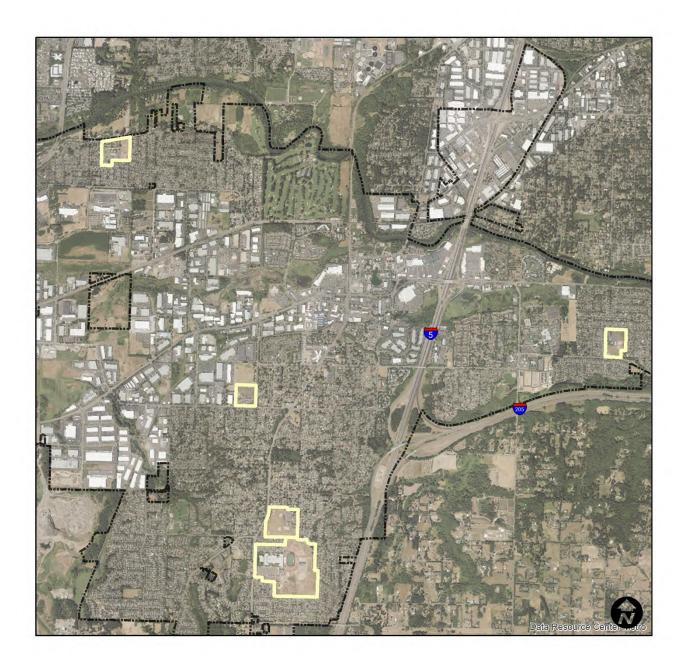
	on & Improvement			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY24/25
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY24/25
TOTAL COST:	\$349,000		CONSTRUCTION SCHEDULE:	FY24/25
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes ☑No	
DESCRIPTION: Develop and design i	park improvements and repla	ace aging recreation facili	ties	
Vibrant & Accessible PROJECT SCOPE: Replace playground	Gathering Places, and Safe, I	Desirable & Welcoming N	e Community, Connected Infor leighborhoods. bility and condition issues. Plan	
afky Park is a small		built in the late 1970s. Th	ne Parks & Recreation Master P	lan identified tl
components of this p	project.		ne Parks & Recreation Master P	lan identified tl
Lafky Park is a small components of this property of the prope	SHIPS: ed funding partnerships for t FOR THIS PROJECT:		ne Parks & Recreation Master P YEAR FY 24/25	AMOUNT \$349,000

Lafky Park Renovation & Improvement



School City Facility I	Partnership			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	FY22/23
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	FY22/23
TOTAL COST:	\$6,220,000		CONSTRUCTION SCHEDULE:	
	☐Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
• .	th the school district having poduring out of school hours.	ublic engagement to deter	mine school sites that may se	rve as
	our of the Council 2030 Vision g Places and Safe, Desirable &			, Vibrant &
PROJECT SCOPE: Engage the public arduring out of school	nd schools in the planning and hours.	l conceptual design for sch	ool sites that my serve as neig	shborhood parks
	alatin lack access to a nearby te(s) for neighborhood park u ships.			-
FUNDING PARTNER Tigard Tualatin Scho				
FUNDING SOURCES Parks Project Fund	b		YEAR FY 26/27	AMOUNT \$3,000,000
Parks Project Fund	d		FY 27/28	\$3,000,000
			CIP TOTAL:	\$6,000,000

School City Facility Partnership



Jurgens Park Renov	ation & Improvements			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$7,328,675		CONSTRUCTION SCHEDULE:	
	☑Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☒ Replacement ☒ New/Expansion	NEW ONGOING COST ☑ Yes \$	
DESCRIPTION : Jurgens Park renova	tion and improvements.			
PROJECT SCOPE : Plan, design, and co	nstruct park renovation and ir	nprovements.		
HISTORY: The Parks & Recreat and site specific reco	ion Master Plan identified cor ommendations.	nmunity need and desire to	o renovate the park consis	tent with systemwide
FUNDING PARTNER There are no identif	SHIPS: ied funding partnerships at th	is time.		
FUNDING SOURCES			YEAR	AMOUNT
General Fund: Par	ks iviaintenance		FY 27/28	\$7,328,675
			CIP TOTAL:	\$7,328,675

Jurgens Park Renovation



New Parks				
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY: Parks & Recreation			DESIGN SCHEDULE:	
TOTAL COST:	\$8,925,000		CONSTRUCTION SCHEDULE:	
	□Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☑ Yes \$? □No
DESCRIPTION : Develop new parks a	and recreation facilities.			
PROJECT SCOPE: Property acquisition	, planning ,design, and develo	pment of future parkland.		
	ion Master Plan identified the d site specific recommendatic		tional parks and recreation	facilities consistent
FUNDING PARTNER There are no identif	SHIPS: ied funding partnerships at th	is time.		
FUNDING SOURCES			YEAR	AMOUNT
Parks Project Fund	3		FY 27/28	\$4,925,000
			CIP TOTAL:	\$4,925,000

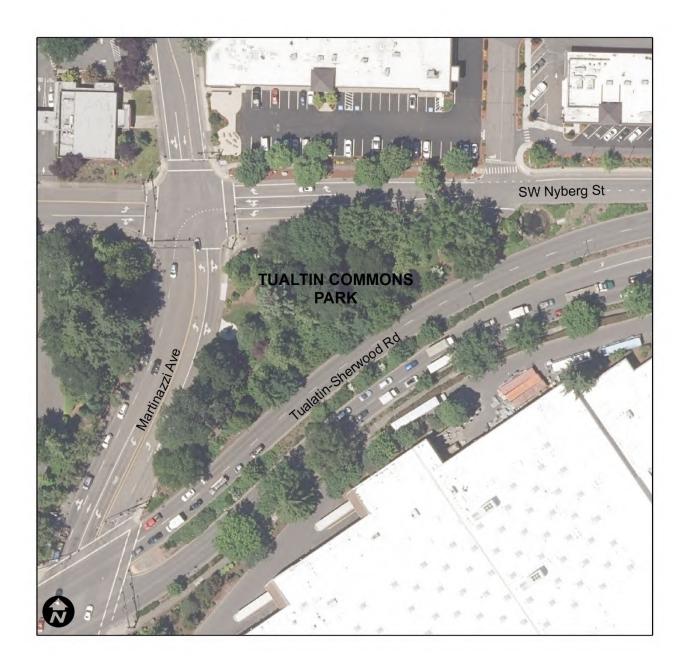
Sweek Pond Natura	l Area			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$1,261,784		CONSTRUCTION SCHEDULE:	
	□Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COST ☑ Yes \$	
DESCRIPTION : Renovate, improve a Plan.	and expand trails, greenways,	natural areas, and parks co	onsistent with the Parks &	Recreation Master
PROJECT SCOPE: Plan, design, and de	velopment trails, greenways,	natural areas, and parks.		
	ion Master Plan identified col areas, and parks consistent w			
FUNDING PARTNER No identified fundin				
FUNDING SOURCES General Fund: Par	FOR THIS PROJECT:		YEAR FY 2027/28	AMOUNT \$1,261,784
Conciai i unu. Fai	No Maintenance			
			CIP TOTAL:	\$1,261,784

Sweek Pond Natural Area



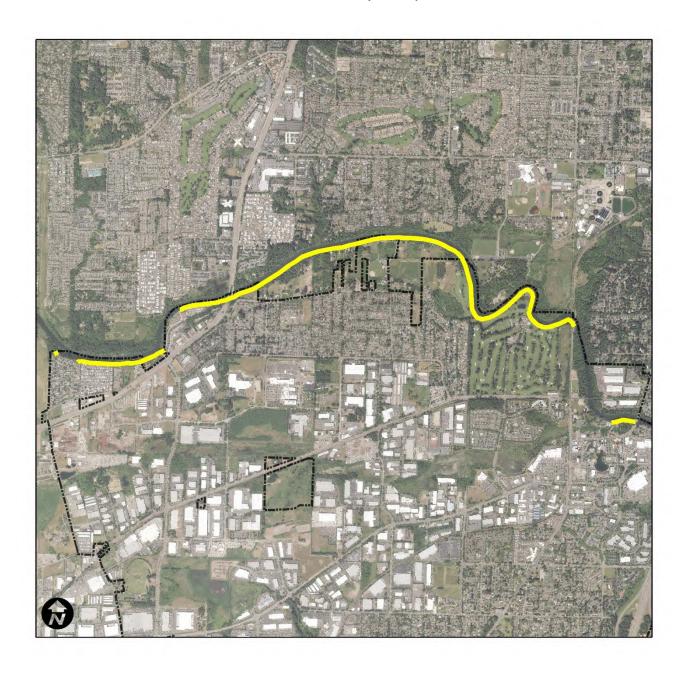
Tualatin Commons	Park			
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:	
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:	
TOTAL COST:	\$65,470		CONSTRUCTION SCHEDULE:	
	□Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☑ Yes \$	
DESCRIPTION: Renovate, improve a Plan.	and expand trails, greenways,	. natural areas, and parks co	onsistent with the Parks & F	tecreation Master
PROJECT SCOPE: Plan, design, and de	velopment trails, greenways,	natural areas, and parks.		
	ion Master Plan identified co areas, and parks consistent w			
FUNDING PARTNER No identified fundin				
FUNDING SOURCES Parks Utility Fund	FOR THIS PROJECT:		YEAR FY 2025/26	AMOUNT \$65,470
			CIP TOTAL:	\$65,470

Tualatin Commons Park



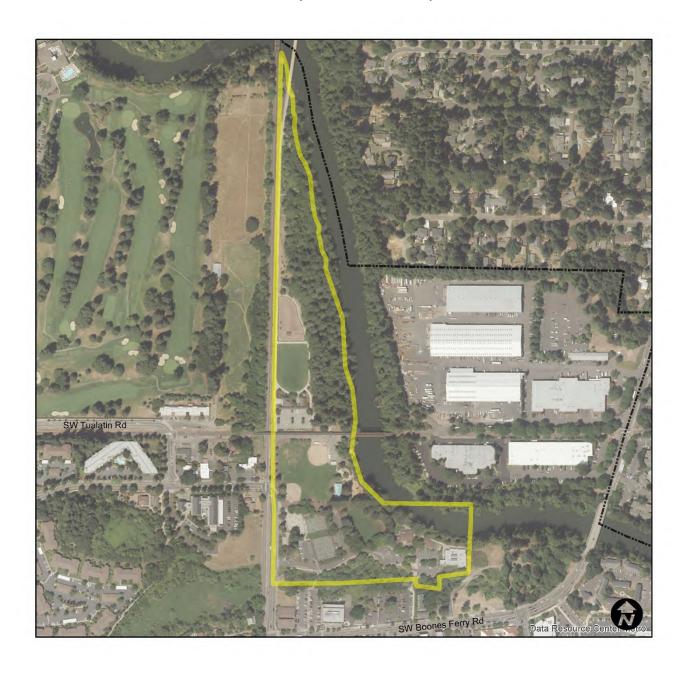
Tualatin River Greei	nway Development			
DEPARTMENT: CATEGORY: TOTAL COST:	Parks & Recreation Parks & Recreation \$5,483,771	(CONCEPT SCHEDULE: DESIGN SCHEDULE: CONSTRUCTION SCHEDULE:	
☐ Health & Safety © Master Plan: P&R DESCRIPTION:	∃Regulatory Requirement ⊠Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion ed facilities.	NEW ONGOING COSTS ☑ Yes \$	
PROJECT SCOPE: Acquire land rights,	planning, design, and develop	ment interconnected trail s	ystem.	
	ion Master Plan identified the d site specific recommendatio		op planned trails and relat	ed facilities consistent
FUNDING PARTNER : There are no identifi	SHIPS: led funding partnerships at thi	s time.		
FUNDING SOURCES General Fund: Par			YEAR FY 2027/28	AMOUNT \$5,483,771
			CIP TOTAL:	\$5,483,771

Tualatin River Greenway Development



Tualatin Community Park Renovation & Improvements					
	,				
DEPARTMENT:	Parks & Recreation		CONCEPT SCHEDULE:		
CATEGORY:	Parks & Recreation		DESIGN SCHEDULE:		
TOTAL COST:	\$20,897,000	CONSTRUCTION SCHEDULE:			
⊠Health & Safety [MET: ☑ Regulatory Requirement ☑ Service Delivery Need <u>Master Plan #E8</u>	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS	? □No	
DESCRIPTION : Community Park rer	novation and improvements.				
PROJECT SCOPE: Plan, design, and co	nstruct park renovation and ir	mprovements.			
HISTORY: The Parks &Recreati and site specific reco	on Master Plan identified com ommendations.	nmunity need and desire to	renovate the park consiste	nt with systemwide	
FUNDING PARTNER There are no identif	SHIPS: ied funding partnerships at th	is time.			
FUNDING SOURCES General Fund: Par			YEAR FY 2026/27	AMOUNT \$20,897,000	
			CIP TOTAL:	\$20,897,000	

Tualatin Community Park Renovation & Improvements



TECHNOLOGY

Technology projects and expenses are designed to improve production of information, connections with customers, staff productivity, and automated processes while also maintaining security and access.

As computer technology becomes more involved than just a typical personal computer and network and begins to integrate with other uses such as phones, hand held devices, and even automobiles, a larger portion of city resources will need to be dedicated to support these functions.

The Technology Category captures those expenses relating to city-wide hardware needs such as computers, servers, switches, network fiber and regional connections. It also includes major software needs such as city-wide financial software, anti-virus, and desktop software. Support for web services, web development, and Geographical Information Services is also included.

Minor equipment, scheduled replacement of computers or equipment, and other routine expenses are not included in the capital improvement plan.

FUNDING SOURCES:

General Fund

ISSUES FACING TECHNOLOGY:

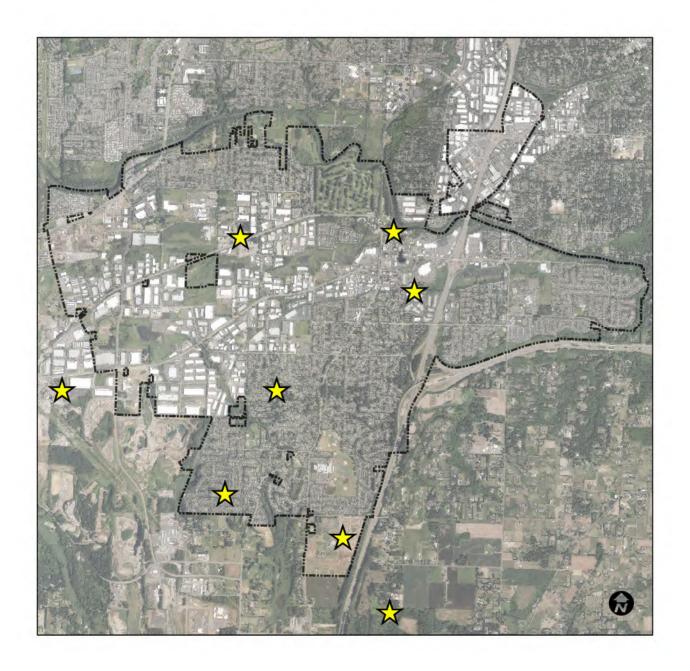
Forecasting what technology will be needed when trends and improvements are changing so rapidly.

Technology	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Upgrade to Office365 G3 Suite	78,000				
Badge Access Expansion		200,000	700,000		
Cloud Migration		200,000			
Library Patron Computer Replacement		30,000			
VMware renewal		30,000			
VX Rail		35,000	35,000	35,000	35,000
Police MDT (Laptop) Replacement					150,000
Technology Total	78,000	495,000	735,000	35,000	185,000

Upgrade to Office365 G3 Suite						
DEPARTMENT:	Information Services	CONCEPT SCHEDULE:				
CATEGORY:	Technology		DESIGN SCHEDULE:			
TOTAL COST:	\$78,000	CONSTRUCTION SCHEDULE:				
RANKING CRITERIA I	ANKING CRITERIA MET:		PROJECT TYPE: NEW ONGOING COSTS?			
	Regulatory Requirement Service Delivery Need	☐ Maintenance☒ Replacement☐ New/Expansion	⊠ Yes \$	_ □No		
DESCRIPTION : Upgrade the city O36	55 licensing from G1 to the ne	ext level, G3.				
	55 licensing from G1 to the no Office desktop applications a					
FUNDING PARTNERS	SHIPS:					
FUNDING SOURCES I General Fund: Info			YEAR FY 24/25	AMOUNT \$78,000		

	ion				
DEPARTMENT:	Info. & Maintenance Ser	vices	CONCEPT SCHEDULE:	2026	
CATEGORY:	Technology		DESIGN SCHEDULE:		
TOTAL COST:	\$900,000		CONSTRUCTION SCHEDULE:		
RANKING CRITERIA N	лет:	PROJECT TYPE:	NEW ONGOING COSTS?		
□ Council Goal □ Regulatory Requirement ☑ Health & Safety □ Service Delivery Need □ Master Plan:		☐ Maintenance ☐ Replacement ☑ New/Expansion	□ Yes \$	_ □No	
-	al system for badge access to CIP project is to add addition		ne Police department and City	/ Offices/Library	
	Buildings, Parks buildings, an nels, and hardware for entric		All buildings will require netv	vorking, wiring,	
HISTORY: We can complete this and can be completed		funds, grants, and time all	ow. Total cost is over 1M. Eac	ch site has a cost	
	HIPS: grant opportunities present				
General fund unless g	grant opportunities present		YEAR	AMOUNT	
FUNDING PARTNERS General fund unless g FUNDING SOURCES F General Fund: Infor General Fund: Infor	FOR THIS PROJECT: rmation Services		YEAR FY 25/26 FY 26/27	AMOUNT \$200,000 \$700,000	

Badge Access Expansion



Cloud Migration					
DEPARTMENT:	EPARTMENT: Info. & Maintenance Services		CONCEPT SCHEDULE:	2026	
CATEGORY:	Technology		DESIGN SCHEDULE:		
TOTAL COST:	\$200,000		CONSTRUCTION SCHEDULE:		
		PROJECT TYPE: ☑ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$ ⊠ No		
	to the "Cloud" based off-site software to the "Cloud".	subscription model for m	any software, it is time to plai	n and perform a	
migratinf software, s Microsoft Azure, Am upon the city's need integrations betwee all at one time.	services, or infrastructure to a lazon Web Services, 11:11 sto s and funding, however, we w n them. This will allow us to n om the CIP or General Fund f	an outside agency. Several orage, and some proprieta will be looking at all major nake a cohesive plan that	ions, the term Cloud is a simple more commonly used agencing storage locations. The scop software the city uses as will will save money, time, and from and maintenance. Once move	les include be can shift based as reviewing the ustration by moving	
cloud model and we	will eventually be forced to r	move some or all applicati	etwork barrier. The industry h on to their cloud. This will res ir need to power, cool, and pr	ult in some	
FUNDING PARTNERS General fund unless	SHIPS: grant opportunities present				
FUNDING SOURCES General Fund: Info			YEAR FY 25/26	AMOUNT \$200,000	
			CIP TOTAL:	\$200,000	

LIBRARY: PUBLIC TE	CHNOLOGY			
DEPARTMENT:	Information Services		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$30,000	CONSTRUCTION SCHEDULE:		
☐ Health & Safety [MET: ☐ Regulatory Requirement ☑ Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
computers (in separ this technology is us in technology, and t	internet, productivity software ate areas for child, teen, and a ed for education, social inclus he changing needs of a connectly, new software will be consid	adult use), 20 Chromebook ion, employment, and civi cted citizenry, the Library':	ks, and 10 laptops. Accordin c engagement. In order to k s public technology needs to	g to a WCCLS survey, keep up with advances to be regularly
process. Equipment	ormation Services will collabor purchased will be informed by the deployed within the Library	y that plan, including how	-	
Terminal Control of the Control of t	urchased in 2018, and laptops Service Plan recommend equip			ormation Services and
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
General Fund: Lib	ary		FY 25/26	\$30,000
			CIP TOTAL:	\$30,000

VMWare Replacemen	nt			
DEPARTMENT:	Info. & Maintenance Ser	vices	CONCEPT SCHEDULE:	2026
CATEGORY:	Technology		DESIGN SCHEDULE:	
TOTAL COST:	\$65,000		CONSTRUCTION SCHEDULE:	
☐ Health & Safety ☐ Master Plan: DESCRIPTION:	Regulatory Requirement Service Delivery Need 	PROJECT TYPE: ☑ Maintenance ☑ Replacement ☐ New/Expansion at all of our city software	NEW ONGOING COSTS? ☑ Yes \$10,000-50,000 □ and files run on. VMWare was r	
increase. This project		ssary replacement or, in	tware. For the city, that will me a less ideal case, to pay for the	
or Purchase VMWare for HISTORY:	tandard in this regards. We v		ternal structure for VMs and ba	ickup to adjust to
FUNDING PARTNERSI General fund unless g	HIPS: rant opportunities present			
FUNDING SOURCES F General Fund: Infor			YEAR FY 25/26	AMOUNT \$65,000
			TOTAL:	\$65,000

VX Rail				
DEPARTMENT:	Info. & Maintenance Ser	vices	CONCEPT SCHEDULE:	2026
CATEGORY:	Technology		DESIGN SCHEDULE:	
TOTAL COST:	\$140,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS	?
☐ Health & Safety	☑Regulatory Requirement ☑Service Delivery Need	☐ Maintenance☑ Replacement☐ New/Expansion	⊠ Yes \$	□No
	e current hardware used to ruver then next 4 years, one eac		vers. We own 4 VX Rail mod	ules and the plan will
PROJECT SCOPE : 1 of 4 VXrail servers	replaced over then next 4 year	ars, one per year.		
HISTORY: Instead of one large years.	purchase, we are able to repl	ace this over time helping	to spread the costs and effo	rt over several
FUNDING PARTNER General fund unless	SHIPS: grant opportunities present			
FUNDING SOURCES General Fund: Info General Fund: Info General Fund: Info General Fund: Info	ormation Services ormation Services ormation Services		YEAR FY 25/26 FY 26/27 FY 27/28 FY 28/29	AMOUNT \$35,000 \$35,000 \$35,000 \$35,000
			TOTAL:	\$140,000

Police MDT Replace	ment			
DEPARTMENT:	Information Services		CONCEPT SCHEDULE:	
CATEGORY:	Technology		DESIGN SCHEDULE:	
TOTAL COST:	\$150,000		CONSTRUCTION SCHEDULE:	
⊠Health & Safety [MET: □ Regulatory Requirement ☑ Service Delivery Need ──	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes	5 ? ⊠No
	obile Data Terminals (MDT) for purchase of a proven model v		-	ese devices as they
replacement followi total = \$210,000 HISTORY: The current Panasor record and should in needs starting at year	ment MDTs, vehicle mounts, ong the current model of assignation of the current model of assignation of the current model of assignation of the current was selected at 5 and determine the likelihor or the current was it is the primary learns to the current of the current was it is the primary learns or the current was it is the primary learns or the current was it is the primary learns or the current was it is the primary learns or the current was it is the primary learns or the current was it is the primary learns or the current was a second or the current	ned devices to staff. Deper 5-7 year replacement sche ng replacement. IT will star bood of need for replaceme	nding on the model (\$4,000) dule. This version of MDT hart ert evaluating the condition a nt each year.	-\$6,000 per MDT) as a good track and replacement
to all relevant crimin	nal and citation information.			
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES General Fund: Pol			YEAR FY 28/29	AMOUNT \$150,000
			CIP TOTAL:	\$150,000

TRANSPORTATION

The City of Tualatin's transportation network includes 91 miles of streets (seventy-seven miles are maintained by the City, nine miles are maintained by Washington and Clackamas counties, and five miles are maintained by the State) and 48 traffic signals (the City owns twenty-two, eighteen are County-owned, and eight are State-owned). All signals within Tualatin are operated by Washington County or Oregon Department of Transportation.

Tualatin's right-of-way serves a multitude of transportation system users including pedestrians, bicycles, transit, automobiles, and freight. Projects included in the CIP include projects designed to improve the safety, capacity, and connectivity for all roadway users.

The transportation projects included in the CIP are generally identified in the 2014 Transportation System Plan (TSP). The TSP prioritized projects as short-term (one to five years), medium-term (five to ten years), and long term (more than 10 years). In addition to design and construction projects, there are also concept studies programmed into the CIP to evaluate possible projects and define scope for viable projects. The CIP plans for projects based on the TSP and anticipated funding.

STREETS

Roadway projects improve the safety and capacity of Tualatin's street network. These projects include improvements for vehicles, bicycles, transit, and freight as well as sidewalk improvements for pedestrians. Street projects also include striping and signing projects to help make the transportation network easier and safer to use.

INTERSECTIONS

These projects increase the carrying capacity and improve the safety by moving traffic more efficiently and safely through existing intersections. Safe pedestrian travel is also enhanced with these projects. Project features may include placement of traffic signals, re-channeling traffic, and/or creating protected left turn lanes.

PATHWAYS/BIKEWAYS

Pedestrian and bicycle use is enhanced and encouraged through the development of pathway/bikeway projects. These projects help alleviate traffic congestion, air pollution, and contribute to a sense of community by providing an alternative mode of transportation.

FUNDING SOURCES

The Road Operating/Gas Tax Fund receives its revenue from a share of the Washington County gasoline tax and a share of the State gasoline tax. The Washington County gasoline tax is a \$0.01/gallon tax on gas sold in the County; apportioned on a per capita basis. The State Highway Trust Fund consists of a gas tax, vehicle registration fees, and weighted mile taxes for heavy vehicles. It is projected to be apportioned to the City at a rate of \$77.86 per capita for FY 2023-24.

Per Oregon Revised Statute (ORS), 1% of State Gas Tax funds are set aside for footpath/bike trail projects; if these funds are not used annually, they may be held for up to ten years in a reserve fund.

The Road Utility Fee Fund is designed to fund maintenance of City streets, including repairing sidewalks, landscape enhancements along the rights-of-way, street tree replacement, and for operational costs of street lights. Revenue for this fund is generated through a monthly utility fee paid by residents and businesses.

The Transportation Development Tax Fund is supported by one-time fees levied against new development within Washington County. The fund pays for capital costs associated with roads and transit to serve new development.

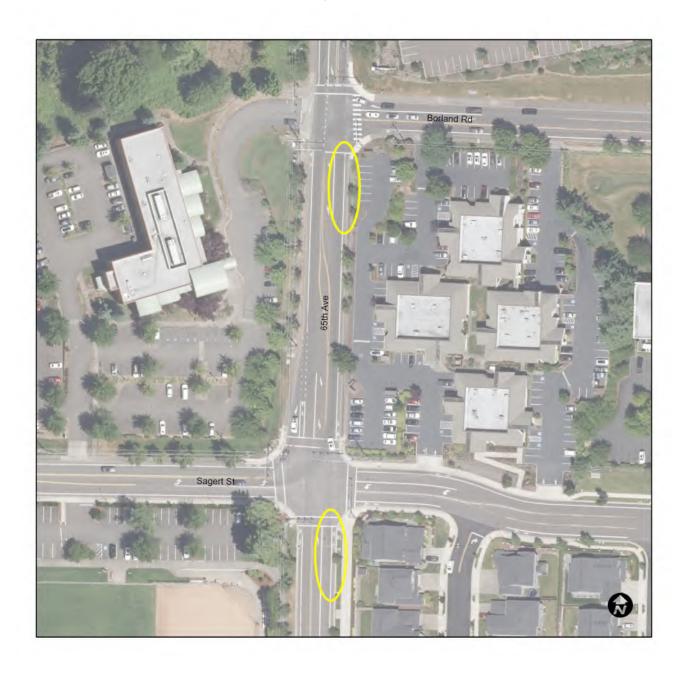
ISSUES FACING TRANSPORTATION

The Transportation System Plan, updated in 2014, identified many projects which have been prioritized and included in this CIP. There are more projects than funding currently available and forecast in future years.

Transportation	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
65th Ave / Borland Rd / Sagert St Intersection Improvements	500,000	2,000,000			
Herman Rd: 124th to Cipole Rd Improvements	100,000	800,000	2,500,000		
Neighborhood Transportation Safety Program	150,000	150,000	150,000	150,000	150,000
Martinazzi / Sagert Signal	100,000				
Transportation System Plan	200,000				
Tualatin-Sherwood Rd Utility Relocation	500,000				
Interchange Area Management Plan		100,000	100,000		
Transportation Total	1,550,000	3,050,000	2,750,000	150,000	150,000

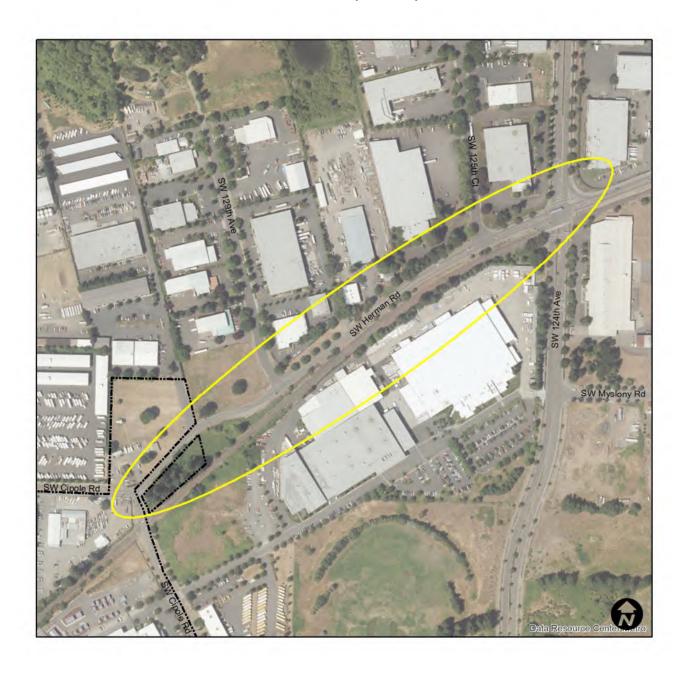
65 th Ave / Borland F	Rd / Sagert St Intersection Im	provements		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Transportation		DESIGN SCHEDULE:	FY2025
TOTAL COST:	\$2,500,000		CONSTRUCTION SCHEDULE:	FY2026
	□Regulatory Requirement □Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
Road and Sagert Str Rd. The first phase	eet. One option is to add a no of this project will consider op	orthbound right turn lane otions of turn lanes and tr	t the intersections of 65th Aven on 65th Ave for traffic turning affic control and signalization uld be engineering design and	east on Borland changes to figure out
	and pedestrian improvements Avenue with Borland Road ar	-	raffic control and signalization	n changes) at the
HISTORY: Identified in the City	y's TSP and County's TSP.			
FUNDING PARTNER Possible partnership	SHIPS: o with Washington County and	d Clackamas County.		
Transportation De	FOR THIS PROJECT: velopment Tax Fund velopment Tax Fund		YEAR FY 24/25 FY 25/26	AMOUNT \$500,000 \$2,000,000
			CIP TOTAL:	\$2,500,000

65th Ave / Borland Rd / Sagert St Intersection Improvements



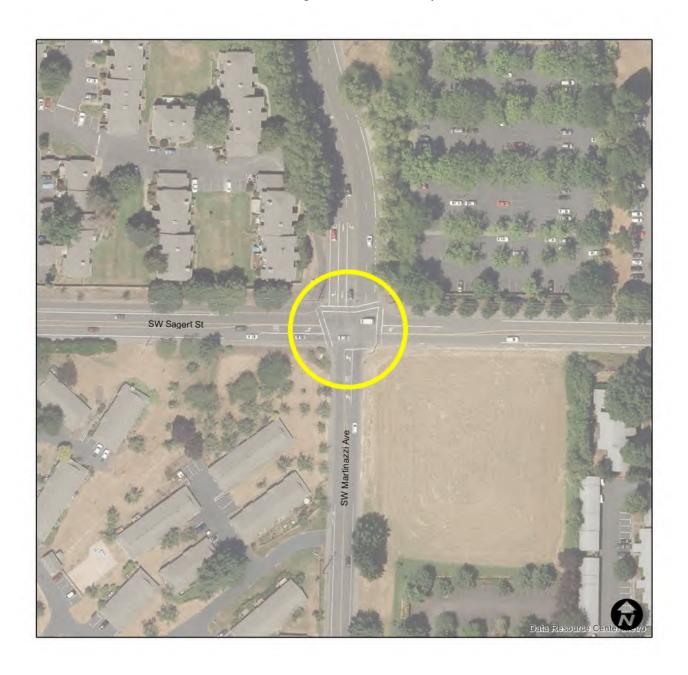
Herman Rd, 124 th A	ve to Cipole Rd Improvement	ts		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Transportation		DESIGN SCHEDULE:	FY 23/24
TOTAL COST:	\$3,400,000		CONSTRUCTION SCHEDULE:	FY 24/25
RANKING CRITERIA MET: □ Council Goal □ Regulatory Requirement □ Health & Safety □ Service Delivery Need □ Master Plan: Transp. System Plan R1		PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	_ ⊠No
DESCRIPTION : Upgrade Herman Rd	to urban standards from 124	th Avenue to Cipole Roac	I.	
adding a center turn	t a complete street improven lane, bike lanes, stormwater	_	from 124 th Avenue to Cipole Rosystem, and sidewalk.	oad, including
HISTORY : This project is identi	fied in the 2014 Transportation	on System Plan.		
FUNDING PARTNER : This project is eligibl		ed on the Washington Co	unty approved project list as Pr	oject #6023.
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
•	elopment Tax Fund		FY 24/25	\$100,000
•	elopment Tax Fund		FY 25/26	\$800,000
Transportation Dev	elopment Tax Fund		FY 26/27	\$2,500,000
			CIP TOTAL:	\$3,400,000

Herman Rd, 124th Ave to Cipole Rd Improvements



Martinazzi Ave at S	agert St: Intersection Improv	ements		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Transportation		DESIGN SCHEDULE:	
TOTAL COST:	\$150,000		CONSTRUCTION SCHEDULE:	FY 23/24 – 24/25
☐ Health & Safety ☐ Master Plan: _ <u>Tra</u>	MET: □ Regulatory Requirement □ Service Delivery Need Insp. System Plan R35	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☐ Yes \$ ⊠ No	?
DESCRIPTION : New traffic signal at	the intersection of Martinazz	ri Avenue with Sagert Stre	et.	
lane improvements. HISTORY:			Ave with Sagert St, along with	
FUNDING PARTNER Transportation Deve		age the Tualatin Moving F	orward bond funds on this pr	oject.
FUNDING SOURCES Transportation De	FOR THIS PROJECT: velopment Tax Fund		YEAR FY 24/25	AMOUNT \$100,000
			CIP TOTAL:	\$100,000

Martinazzi Ave at Sagert St: Intersection Improvements

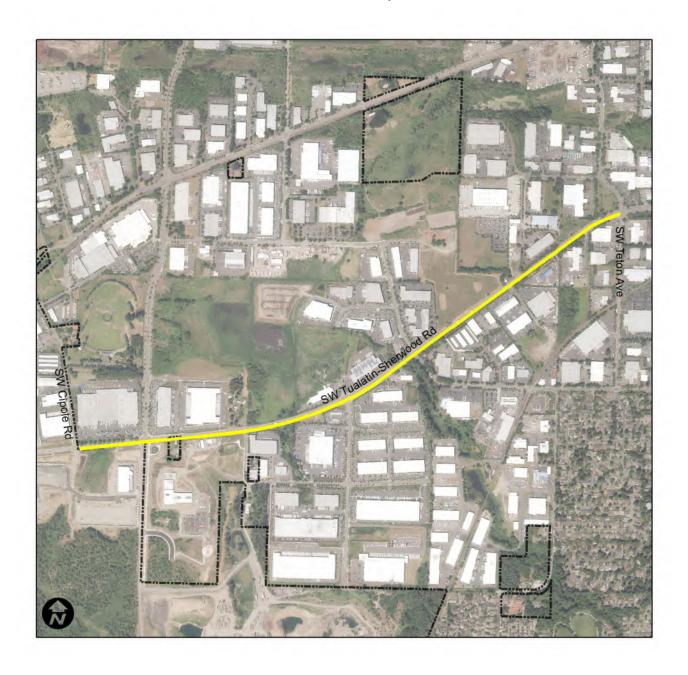


Neighborhood Transportation Safety Program (NTSP)					
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:		
CATEGORY:	Transportation		DESIGN SCHEDULE:		
TOTAL COST:	\$750,000		CONSTRUCTION SCHEDULE:		
⊠Health & Safety [MET: □ Regulatory Requirement □ Service Delivery Need —	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☑ Yes \$150,000 each y		
DESCRIPTION : New program to fur	nd the construction of small so	ale bike/ pedestrian safety	improvements.		
PROJECT SCOPE: Install or improve bi	ke and pedestrian facilities ur	nder \$150,000.			
	alatin Moving Forward Bond ing that practice from the boi	=	sed to construct projects su	ggested by the	
FUNDING PARTNER N/A	SHIPS:				
	FOR THIS PROJECT:		YEAR	AMOUNT	
Road Operating/G			FY 24/25	\$150,000	
Road Operating/G Road Operating/G			FY 25/26 FY 26/27	\$150,000 \$150,000	
Road Operating/G			FY 27/28	\$150,000	
Road Operating/G			FY 28/29	\$150,000	
			CIP TOTAL:	\$750,000	

Transportation Syst	em Plan			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Transportation		DESIGN SCHEDULE:	
TOTAL COST:	\$509,319		CONSTRUCTION SCHEDULE:	
⊠Health & Safety □	MET: ☐Regulatory Requirement ☑Service Delivery Need 	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
DESCRIPTION : Update the 2014 Tra	ansportation System Plan (TSF	P) based on community inp	ut and changing conditions	
PROJECT SCOPE: Hire a consultant to	evaluate traffic impacts, prep	are concept level cost estin	mates and identify funding	sources.
	adopted in 2014. Many gran tant to update the TSP to refl			
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Road Operating/G			YEAR FY 24/25	AMOUNT \$200,000
			CIP TOTAL:	\$200,000

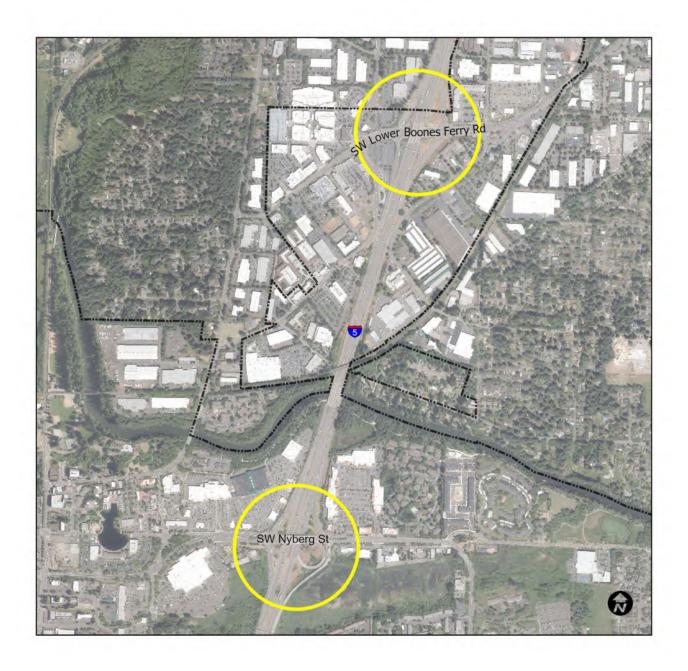
Tualatin-Sherwood	Rd Utility Relocation			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Transportation		DESIGN SCHEDULE:	
TOTAL COST:	\$1,000,000		CONSTRUCTION SCHEDULE:	FY24 – FY25
\square Health & Safety	MET: □Regulatory Requirement □Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
	ilities along Tualatin-Sherwoo project to Widen this portion		nue to Sherwood City Limits, ir oad.	n conjunction with a
blow-offs, valve lids The Road sanitary se	, and other water infrastructu	re work to accommodate stment and relocation of	ater meters, and fire hydrants, the road project. manholes, cleanouts, and oth	
FUNDING PARTNER N/A	SHIPS:			
	FOR THIS PROJECT: velopment Tax Fund		YEAR FY 24/25	AMOUNT \$500,000
			CIP TOTAL:	\$500,000

Tualatin-Sherwood Rd Utility Relocation



Interchange Manage	ment Plan			
DEPARTMENT:	Community Developmen	t	CONCEPT SCHEDULE:	
CATEGORY:	Transportation		DESIGN SCHEDULE:	FY26 – FY27
TOTAL COST:	\$200,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA MET: □ Council Goal □ Regulatory Requirement □ Health & Safety ☑ Service Delivery Need □ Master Plan:		PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	□No
· · · · · · · · · · · · · · · · · · ·			o develop specific transportat and may include the Upper Bo	-
cycling, and pedestria		e areas, develop concept	ment and traffic growth and fuual projects to meet these nee er contributions.	
surrounding the inter	_	e significant facility need	o lot of development potential s in these areas and the interso ons for these improvements.	
•		ed jurisdictions such as C	DDOT, Washington County, Cla	ckamas County,
FUNDING SOURCES F Choose a fund from t Choose a fund from t	he dropdown list.		YEAR FY 25/26 FY 26/27	AMOUNT \$100,000 \$100,000
			TOTAL:	\$200,000

Interchange Management Plan



UTILITIES- SEWER

The City owns and operates a sanitary sewer collection system consisting of 96 miles of sewer pipes (eighty-eight miles are maintained by the City and eight miles are maintained by Clean Water Services (CWS). Over 6,400 sewer connections, hundreds of manholes, and ten lift stations are maintained by CWS.

Wastewater generated in Tualatin is treated at Clean Water Services' Durham Creek Waste Water Treatment Plant.

FUNDING SOURCES

Fees collected in the Sewer Operating Fund provide funding for, and are restricted to, maintenance and capital construction of the sewer distribution and collection systems.

Developers are required to pay a Sewer System Development Charge established by Clean Water Services to cover the costs associated with extending service to new and expanding developments. These funds can be used to construct capital improvements thus increasing the capacity of the system.

ISSUES FACING UTILITIES

Aging parts of infrastructure— while Tualatin's distribution system is relatively young, regular replacement and upgrades are needed to prevent disruption of services.

Regulatory requirements— as new or more stringent regulatory requirements are put into place, changes to the distribution and collection systems are necessary to stay in compliance.

Expansion to serve new development— new development requires new infrastructure be constructed to meet the increasing demands.

An updated Sewer Master Plan was adopted in FY 19/20 and this is CIP includes new projects from that plan.

Sewer	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Martinazzi Sanitary Sewer Upsizing (Priorities II, III, IV, and V)	1,970,000	1,615,000	1,905,000	860,000	
Sewer Pipe Rehab Program	200,000	200,000	200,000	200,000	200,000
Tualatin-Sherwood Rd (TSR)/Teton Trunk Upsizing			245,000	1,781,000	1,024,00
Tualatin Reservoir Trunk Upsizing				505,000	3,643,000
Cipole/Bluff Trunk Upsizing					400,000
Sewer Total	2,170,000	1,815,000	2,350,000	3,346,000	5,267,000

Martinazzi Sanitary	Sewer Upsizing			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Sewer		DESIGN SCHEDULE:	
TOTAL COST:	\$7,750,000		CONSTRUCTION SCHEDULE:	FY 24-28
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
□Council Goal □	Regulatory Requirement	□Maintenance	☐ Yes \$	No
☐ Health & Safety ☐ Service Delivery Need		☐ Replacement	· 	
⊠Master Plan: Sewer Master Plan (SS-6)		New/Expansion		
capacity limitations before any significant capacity in the sewer Altogether, around 1,690 feet of 10-inclustandards. PROJECT SCOPE:	and potential overflow location to development occurs in the er currently is less than 50 equals, 700 feet of pipe will need to hip pipe directly downstream or	ons. This portion of the Meastern portions of the Belivalent dwelling units (EDE) be upgraded from existing this project will also nee	SW Chelan Street, is the most of lartinazzi Trunk project needs to asalt Creek Planning Area. Estinous). Ing 10-inch or 12-inch pipes to 1 d to be upsized to 15 inches to a cor to build the improvements.	be completed nated remaining 5-inch pipes.
FUNDING PARTNER Because this project for a majority of the	is upgrading pipes from 12-i	nch to 15-inch diameters,	Clean Water Services (CWS) wil	ll be responsible
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Sewer SDC Fund			FY 24/25	\$37,600
Outside Funded- CV			FY 24/25	\$1,902,400
Outside Funded- CV			FY 25/26	\$1,625,000
Outside Funded- CV			FY 26/27	\$1,905,000
Outside Funded- CV	VS		FY 27/28	\$860,000
			CIP TOTAL:	\$6,292,400

Martinazzi Sanitary Sewer Upsizing



Sewer Pipe Rehabili	tation Program			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Sewer		DESIGN SCHEDULE:	
TOTAL COST:	Ongoing		CONSTRUCTION SCHEDULE:	Ongoing
	MET:]Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☑ Yes \$200,000 per year	_ □No
DESCRIPTION:				
backups and overfloinflow and infiltration the treatment plant. Sewer lines in some functioning and not above. This will ensure the proposed rehab cracks and separate repair is cost effective. PROJECT SCOPE: Based on review of clining. Areas prioritizes.	ws in the wastewater system on of groundwater and storm and leads to higher treatmer areas of Tualatin are over 50 at the point of complete replare that the pipes are function ilitation method is the use of d joints. The hard fiberglass live and can last for 50-years.	, which are damaging to the water into sewer lines: this it costs. years of age, many construction accement, rehabilitation we hing as intended and will pure Cured in Place Fiberglass I ner is far less susceptible to age, several neighborhood during the late 1960's and of the water into the water into the late 1960's and of the water into the wat	separation at pipe joints. This he environment and costly to us in turn causes a larger volument in turn causes a larger volument is needed to eliminate the rolong the life of these assets iners that coat the inside of the root intrusion. This 'trenchle areas in Tualatin would beneficiarly 70's and have multiple as Sagert Street and Boones Fer	repair. It also causes e of liquid going to e pipes are still defects noted e sewer line, sealing ess' method of it from sewer reas of cracks,
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Sewer Fund			FY 24/25	\$200,000
Sewer Fund			FY 25/26	\$200,000
Sewer Fund			FY 26/27	\$200,000
Sewer Fund			FY 27/28	\$200,000
Sewer Fund			FY 28/29	\$200,000
			CIP TOTAL:	\$1,000,000

Tualatin-Sherwood	Rd (TSR)/ Teton Sanitary Sew	ver (SS) Trunk Upsizing		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	FY25/26
CATEGORY:	Utilities- Sewer		DESIGN SCHEDULE:	FY26/27 & FY27/28
TOTAL COST:	\$3,050,000		CONSTRUCTION SCHEDULE:	FY27/28 & FY28/29
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$? □No
DESCRIPTION:				
into one ov developme Basin indus	erall project. The <i>TSR SS Trun</i> nt of the eastern portion of th	k Upsizing project section ne Basalt Creek Planning A izing project section will i	nk Upsizing and Teton SS Truing will improve flow capacity as Area and increasing wastewat mprove flow capacity associa	sociated with future er flows from Teton
PROJECT SCOPE:				
sewer main project sect	along SW Tualatin-Sherwood ion will install a total of appro	l Rd between SW 90 th Ave ox. 1,231 LF of new 15-ind	rox. 2,871 lineal feet (LF) of ne and SW Tonka St. The <i>Teton</i> ch sanitary sewer main along of newly installed pipe is appro	SS Trunk Upsizing SW Teton Ave
HISTORY:				
	ts are identified and docume the 2019 Tualatin Sewer Ma		ater Services (CWS) East Basiı	n Master Plan
FUNDING PARTNERS	SHIPS:			
· · · · · · · · · · · · · · · · · · ·	ovide reimbursement for 79% eligibility is 48%.	6 of the project costs.		
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Sewer SDC Fund			FY 26/27	\$51,450
Outside Funded- CW	'S		FY 26/27	\$193,550
Sewer SDC Fund			FY 27/28	\$374,010
Outside Funded- CW	'S		FY 27/28	\$1,406,990
Sewer SDC Fund			FY 28/29	\$215,040

FY 28/29

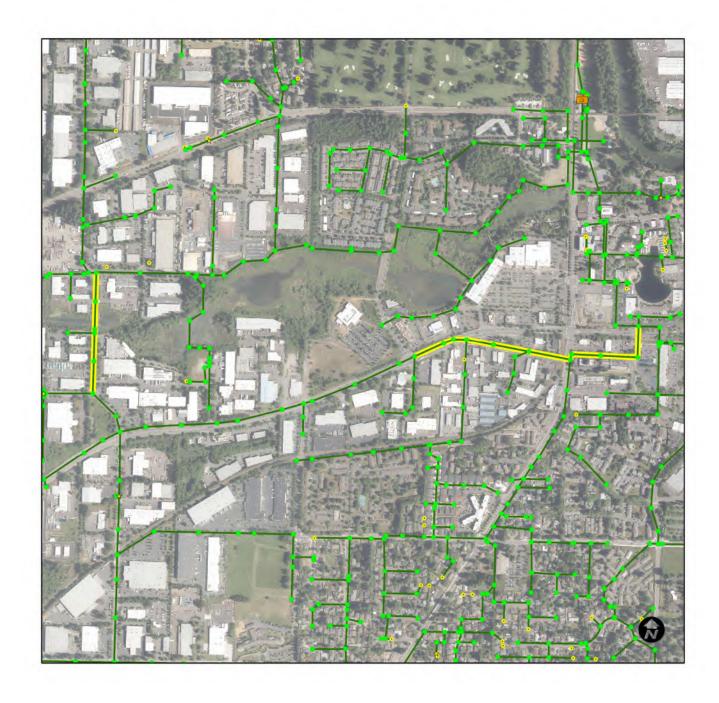
TOTAL:

\$808,960

\$3,050,000

Outside Funded- CWS

Tualatin-Sherwood Rd (TSR)/ Teton Sanitary Sewer (SS) Trunk Upsizing

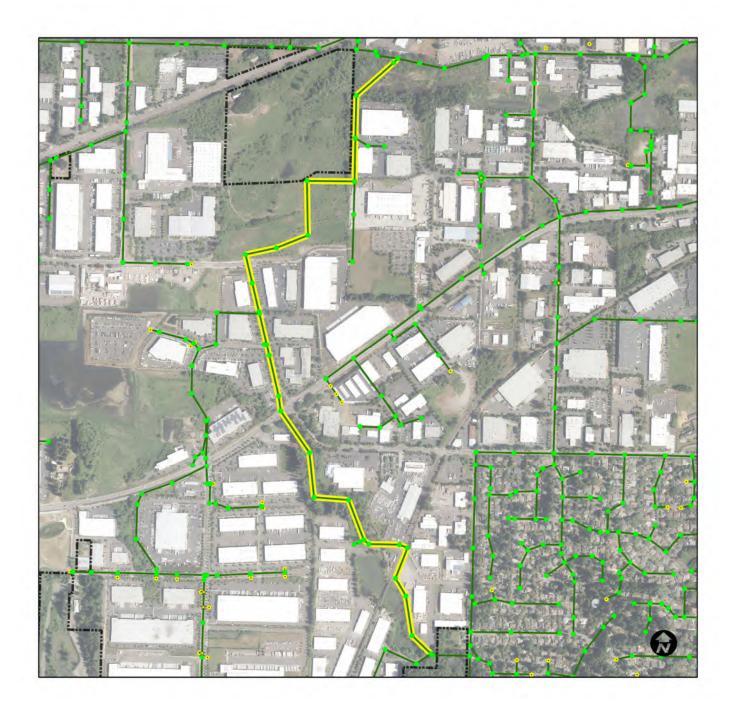


Tualatin Reservoir S	anitary Sewer (SS) Trunk Ups	sizing		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	FY26/27
CATEGORY:	Utilities- Sewer		DESIGN SCHEDULE:	FY27/28 & FY28/29
TOTAL COST:	\$6,240,000		CONSTRUCTION SCHEDULE:	FY28/29 & FY29/30
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS	?
	Regulatory Requirement Service Delivery Need	☐ Maintenance☒ Replacement☐ New/Expansion	☐ Yes \$	□No
DESCRIPTION:.				
developme capacity lim	nt of the western and central	areas of the Basalt Creekes, sanitary sewer overflo	improves flow capacity assoc Planning Area in the south o lows (SSOs) are likely unless the	f the city. Due to
PROJECT SCOPE:				
of new 24-in northwest a northeast th	nch sanitary sewer main runn along Hedges Creek Greenwa	ing from just southeast o	will install a total of approx. 6 of the Tualatin Reservoir on S od Rd; northwest through SW cts with CWS's 30" trunk mair	W 108 th Ave; 112 th Ave; then
HISTORY:				
	t number DU21C-13 (p. 9-13)		er Services (CWS) East Basin M n Sewer Master Plan (TSMP) a	
FUNDING PARTNERS	SHIPS			
	ovide reimbursement for 99% g eligibility is 53%.	6 of the project costs.		
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Sewer SDC Fund			FY 27/28	\$5,050
Outside Funded- CW	'5		FY 27/28	\$499,950
Sewer SDC Fund Outside Funded- CW	' S		FY 28/29 FY 28/29	\$26,430 \$3,606,570
Catalac i allaca- CVV	•		1120/23	φ3,000,370

\$4,138,000

CIP TOTAL:

Tualatin Reservoir Sanitary Sewer (SS) Trunk Upsizing



Cipole/Bluff Sanitar	y Sewer (SS) Trunk Upsizing			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	FY27/28
CATEGORY:	Utilities- Sewer		DESIGN SCHEDULE:	FY28/29 & FY29/30
TOTAL COST:	\$4,900,000		CONSTRUCTION SCHEDULE:	FY29/30 & FY30/31
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
DESCRIPTION:				
western are sewer will e because the very difficul routes that and conduct PROJECT SCOPE: • The Cipole/	ea of the Basalt Creek Plannin experience a hydraulic backupe sewer is sufficiently deep. In the because the sewer runs und would avoid the wetlands are tillow monitoring studies before the sewer runs are tillow monitoring studies.	g Area in the south of the and surcharged manhole acreasing the pipe diamet der a sensitive wetlands a ea. It is recommended that fore 2035 to verify if distu	associated with future develor city. When this level of develors, but there is little risk of over would relieve the backup, rea. Currently, there are no cat the City monitor developm rbing the wetland area is just prox. 3,804 lineal feet (LF) of	erflows occurs the erflows occurring but this would be lear alternative ent levels in the area ified.
	t number DU21C-36 (p. 9-18)		r Services (CWS) East Basin M n Sewer Master Plan (TSMP) a	
FUNDING PARTNERS	SHIPS:			
· ·	ovide reimbursement for 100 g eligibility is 31%.	% of the project costs.		
FUNDING SOURCES Outside Funded- CW			YEAR FY 28/29	AMOUNT \$400,000
			CIP TOTAL:	\$400,000

Cipole/Bluff Sanitary Sewer (SS) Trunk Upsizing



UTILITIES- STORMWATER

The City of Tualatin manages stormwater discharges in accordance with Clean Water Services (CWS) Municipal Separate Storm Sewer System (MS4) permit. The City is one of 12 member cities who operate under CWS's MS4 permit, which established regulations and standards for managing stormwater within the Tualatin River Watershed. The permit sets standards intended to reduce pollutant loads in stormwater runoff through implementation of Best Management Practices (BMPs).

The City works closely with CWS to construct and maintain public stormwater facilities and the City manages the private stormwater quality program to ensure that privately operated stormwater quality facilities provide the treatment benefits they were designed to provide.

Tualatin's storm drain system includes approximately 89 miles of pipes, 12 drainage basins, more than 2,800 catch basins, 86 public water quality facilities (WQFs), and hundreds of manholes.

FUNDING SOURCES

Fees collected in Storm Drain Operating Enterprise Fund, through Clean Water Services' Surface Water Management Program provide funding for and must be used for maintenance and capital construction of the stormwater collection and treatment system.

When property is developed within Tualatin, the property owners are required to pay a Storm Drain System Development Charge to cover the costs associated with extending service to new and expanding developments. These funds may be used to construct capital improvements that increase the capacity of the system.

ISSUES FACING UTILITIES

Aging parts of infrastructure—While Tualatin's stormwater system is relatively young, regular replacement and upgrades are needed to prevent disruption of services.

Regulatory requirements— In May 2016, Clean Water Services signed a new MS4 permit which regulates stormwater discharge in the Tualatin River watershed. The new permit updates previous standards and implements new stormwater requirements. CWS and the member cities – including Tualatin – are currently updating the Design and Construction Standards that provide direction to developers, the design community, and contractors. Some of the changes will impact future capital improvement projects.

Expansion to serve growth— The City is currently preparing a comprehensive stormwater master plan that will evaluate the existing stormwater system, provide a framework for future improvements, and evaluate and recommend a rate structure to fund the stormwater system. Once the Master Plan is completed, more projects will be added to this section.

Storm	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Nyberg Creek Stormwater Improvements Phase 1 & 2	1,000,000	2,000,000	2,000,000		
Siuslaw Stormwater Quality Retrofit & 99th/Coquille					
Storm pipe replacement placeholder	100,00	100,000	100,000	100,000	100,000
WQ Structure Replacement	300,000	300,000	300,000	300,000	300,000
Sweek Drive/Emery Zidell Pond B		250,000			
Storm Total	2,050,000	2,650,000	2,400,000	400,000	400,000

yberg Creek Stormwater Improvements - Phase 1 and 2					
DEPARTMENT:	Community Development		CONCEPT SCHEDULE:		
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	FY 23-24	
TOTAL COST:	\$5,200,000		CONSTRUCTION SCHEDULE:	FY 26-28	
☐Health & Safety	A MET: ☐ Regulatory Requirement ☐ Service Delivery Need ormwater MP (CIP#2 and #21)	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	□No	

DESCRIPTION:

This project alleviates localized flooding between Boones Ferry Road and Martinazzi Avenue by upsizing undersized pipe segments, relocating StormFilter catch basin units, and rerouting stormwater flow from select areas away from locations experiencing routine flooding.

Due to the significant cost and extent of the project, the project has been broken into three phases. Phase 1 includes installation of a new trunk line down Martinazzi Avenue from Mohawk Street to Nyberg Creek. Phase 2 includes installation of a 48-inch pipe along Warm Springs Street and a new outfall to Nyberg Creek. Phase 3 includes upsizing the existing storm system along Boones Ferry Road and diversion of flow to the new system on Warm Springs Street. Phases should be constructed in consecutive order. Design and construction of Phase 1 and Phase 2 have been combined into one project.

Detailed activities by phase are listed below:

Phase 1

Phase 1 must first be constructed to redirect approximately 51 acres of contributing drainage area from areas prone to flooding at Warm Springs Street and Tonka Street. This phase is also recommended prior to implementation of CIP #4 (Mohawk Apartments Stormwater Improvements). This phase includes the following:

- Disconnection of the existing stormwater system from the south at Mohawk Street.
- Replacement of existing infrastructure on Martinazzi with 1500 LF of 24-inch pipe from existing node 263397 (CIP system naming is 263397_NY-0290) to existing node 270963.
- Installation of 9 manholes and 8 catch basins along Martinazzi Avenue. 440 LF of 12-inch inlet leads are also reflected in the cost estimate for the connection of new and existing catch basins.
- Construction of a new outfall to Nyberg Creek east of the bridge crossing with Martinazzi Avenue.

It is recommended that Phase 1 be completed in conjunction with the anticipated repair of the sanitary sewer system along this section of roadway to minimize disturbance and costs.

Phase 2

Phase 2 increases capacity of the stormwater system down Warm Springs Street to support redirection of flow from Boones Ferry Road. This phase includes the following:

- Installation of 800 LF of 48-inch pipe down Warm Springs Street from existing node 270971 to new outfall (CIP system naming is Node569) to route flow west to east.
- Installation of 4 manholes and 5 connections to existing infrastructure for the new pipe down Warm Springs Street.
- Construction of a new outfall to Nyberg Creek, northeast of the intersection of Tonka Street and Warm Springs Street.

PROJECT SCOPE:

Develop conceptual design for Phase 1 and Phase 2 in fiscal year 2024.

Hire consultant for engineering, permitting, and admin services.

Hire general contractor for earthwork, water quality facility installation, structure installations, restoration and resurfacing, and contingencies (mobilization/demobilization, traffic control/utility relocation, erosion control, etc.).

It would be ideal to coordinate and collaborate with the Martinazzi Sanitary Sewer Trunk Upsizing project, particularly to reduce the costs and impacts of mobilization and traffic control.

HISTORY:

City staff and the public have identified routine flooding along Boones Ferry Road. The affected area, from Boones Ferry Road to Martinazzi Avenue, is relatively flat, contains aging infrastructure, and requires frequent maintenance to remove accumulated sediment. Gravel and railway ballast debris transported from the nearby railroad open conveyance channel (see CIP #7) accumulates in this portion of the storm system.

Hydraulic modeling of the system confirms that undersized pipes near the intersections of Warm Springs Street and Boones Ferry Road and Warm Springs Street and Tonka Street contribute to roadway flooding. Two StormFilter catch basin units located on Boones Ferry Road, north of Warm Springs Street, are located at a roadway sag and regularly clog due to accumulated sediment, which also contributes to roadway flooding.

FUNDING PARTNERSHIPS:

19% SDC Eligible.

FUNDING SOURCES FOR THIS PROJECT:	YEAR	AMOUNT
Storm Drain Fund	FY 24/25	\$810,000
Storm SDC Fund	FY 24/25	\$190,000
Storm Drain Fund	FY 25/26	\$1,620,000
Storm SDC Fund	FY 25/26	\$380,000
Storm Drain Fund	FY 26/27	\$1,620,000
Storm SDC Fund	FY 26/27	\$380,000
	CIP TOTAL:	\$5,000,000

Nyberg Creek Stormwater Improvements - Phase 1 and 2



Siuslaw Stormwater	Quality Retrofit & 99th/Coq	uille		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$650,000		CONSTRUCTION SCHEDULE:	FY 23/24 – 24/25
☐ Health & Safety ☐ Master Plan:	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$? ⊠No
DESCRIPTION : Two capital projects	at each end of the Indian Me	adows Greenway will be o	constructed together.	
and Siuslaw Lane, wh Boones Ferry, includi Greenway, which pro	nich serves as a significant col ing Talawa Drive, Arapaho Ro ovides natural stormwater co	llector of stormwater convader and Iroquois Lane. Wallection and conveyance.	estructure that spans betwee veyance from Boones Ferry R ter is conveyed into the India The greenway ends at the we chabilitate slope that has beco	oad and areas east of an Meadows est end of Coquille
greenway is failing an Existing corrugated p inch diameter pipe w (2) will be replaced.	nd needs to be reconstructed lipe has deteriorated and is n vill be replaced. A new water	and improved to provide o longer functioning corre quality manhole will be ac enway will be replaced, an	conveys stormwater into the enhanced stormwater qualit ectly: 350 feet of 30-inch pipe dded and existing catch basin d grading will be completed t	y treatment. e and 100 feet of 48- s (3) and manholes
be dug up and reconpipe is an outfall that	structed. Project will consist of t drains into a natural collecti	of replacement of 300 fee on area. The existing pipe	e has deteriorated so severel t of 30 inch pipe. The west en outfall has eroded the hillsic added to stabilize bank and s	nd of the segment of le; bank
	identified as a needed capita nance review of storm line ca	•	er Master Plan. 99th/Coquille ed failures in the field.	e project was
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES I Storm Drain Fund Storm SDC Fund	FOR THIS PROJECT:		YEAR FY 24/25 FY 24/25	AMOUNT \$500,500 \$149,500

CIP TOTAL:

\$650,000

Siuslaw Stormwater Quality Retrofit & 99th/Coquille



Storm Pipe Replace	ment Placeholder			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$ 500,000		CONSTRUCTION SCHEDULE:	
TOTAL COST.	\$ 500,000		-	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☑ Yes \$ \$100,000 per	
backups and overflo inflow and infiltratio the treatment plant Sewer lines in some functioning and not above. This will ensurable proposed rehab cracks and separated	hey are prone to root intrusion with the wastewater system, or of groundwater and stormwand leads to higher treatment areas of Tualatin are over 50 year the point of complete replaine that the pipes are function dilitation method is the use of dipoints. The hard fiberglass linge and can last for 50-years.	which are damaging to the vater into sewer lines: this t costs. years of age, many construction working as intended and will procured in Place Fiberglass li	e environment and costly to in turn causes a larger voluncted of concrete. While the rk is needed to eliminate the rolong the life of these assements that coat the inside of	o repair. It also causes me of liquid going to ese pipes are still the defects noted ts.
lining. Areas prioritiz	CCTV sewer line camera foota red for lining are those built d intrusion. Identified areas inc	uring the late 1960's and e	arly 70's and have multiple	areas of cracks,
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Storm Drain Fund			FY 24/25	\$100,000
Storm Drain Fund			FY 25/26	\$100,000
Storm Drain Fund			FY 26/27	\$100,000
Storm Drain Fund			FY 27/28	\$100,000
Storm Drain Fund			FY 28/29	\$100,000
			TOTAL:	\$500,000

Vater Quality Structure Replacement				
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	N/A
TOTAL COST:	\$ Ongoing		CONSTRUCTION SCHEDULE:	Ongoing
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
☐Council Goal	⊠ Regulatory Requirement	⊠Maintenance		<u>nance</u> □No
☐ Health & Safety	⊠Service Delivery Need	□ Replacement		
☐ Master Plan:		☐ New/Expansion		

DESCRIPTION:

There are existing storm utility structures (Water Quality Manholes, Flow Control Manholes, etc.) that were not properly installed or constructed and these individual structures need unique replacement and/or rehabilitation efforts to bring them into compliance with the MS4 permit requirements. There are more than 40 individual manhole structures that have been identified to date that need some level of elevated interior repair or complete replacement.

PROJECT SCOPE:

The first phase of this project will involve hiring a licensed Contractor to replace and/or repair interior manhole components in roughly 25 manholes. These interior components are either missing completely or are in degraded-condition. There will not be any design work associated with this first phase.

The second phase will involve hiring an Engineering consultant to prepare Civil Drawings for the replacement of approximately 15 existing storm manholes, and to varying degrees. A Contractor will need to be hired once the Civil Drawings are ready to bid. These structural replacement efforts will require excavation and is intended to correct mistakes related to failing interior controls (pollution control, flow control, flow diversion, etc.). There also exists the potential to enhance Water Quality and/or Hydromodification of existing areas so these can meet current MS4 design standards.

HISTORY:

Our Engineering Inspectors have identified numerous stormwater utility structures that require maintenance, rehabilitation, and/or replacements that are beyond the scope of the internal City staff. Over the course of several months, the list of individual manholes and structures that require this maintenance attention has continued to increase. It is anticipated that more structures will likely be identified and City staff feel it is beneficial to have a funding mechanism in place to identify, repair, and/or replace these degraded structures in the future. It is the goal of our Engineering Division to have this work completed within a 3- to 5-year time span. Potential future projects include: • 95th Ave Water Quality Facility (\$250,000); Gertz Water Quality Facility (\$100,000);
 Hedges Creek Storm Repair (\$160,000);
 Highland Terrace Water Quality Facility (\$300,000); • Lakeridge Water Quality Facility (\$100,000).

FUNDING PARTNERSHIPS:

N/A

FUNDING SOURCES FOR THIS PROJECT:	YEAR	AMOUNT
Storm Drain Fund	FY 24/25	\$300,000
Storm Drain Fund	FY 25/26	\$300,000
Storm Drain Fund	FY 26/27	\$300,000
Storm Drain Fund	FY 27/28	\$300,000
Storm Drain Fund	FY 28/29	\$300,000
	CIP TOTAL:	\$1.500.000

95 th Ave Water Qua	lity Facility			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$250,000		CONSTRUCTION SCHEDULE:	FY 25/26
☐Health & Safety □	MET: ☑Regulatory Requirement ☑Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	₫No
requires structural results replaced in the second replaced repl	eplacements. Rehabilitation	work should include site cture, and will require re	of 5 th Ave. This swale needs to be survey, dredging or regrading o vegetating with natives to meet ed pipe structures.	f the bottom of the
the extent required within the pond may	to regrade this site and will evalued to be removed, and re-	valuate the structural int construction of any struc	trol structures. An initial site su egrity of the existing infrastruct tures will be reviewed after sur site will need to be revegetated	ure. Certain trees vey findings and/or
12" concrete storm This public facility ha	pipe and discharges from the	facility via a 12" concretoned and is in need of sign	rom SW 95 th Ave. Influent flow e storm pipe which is conveyed ificant regrading, structural rep fance.	to Hedges Creek.
FUNDING PARTNER : N/A	SHIPS:			
FUNDING SOURCES Storm Drain Fund	FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$250,000
			CIP TOTAL:	\$250,000

95th Ave Water Quality Facility



Gertz Water Quality	Facility			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$100,000		CONSTRUCTION SCHEDULE:	FY 25/26
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$ [⊠No
adjacent properties b	out is short-circuiting the swa	le's intended flow path a	Ave. This facility is lower in elond is causing erosion and down of the swale, and revegetate w	nstream flooding
revegetating the swa	_	ervices (CWS) standards v	easible steps for rehabilitation will be required. There is poten	
Hazelbrook Rd inters facility and freely dis	ection. Influent flow is collec charge via overland flow to th	cted via a 12" ductile iron he 100 year floodplain of	om a small subdivision off 110 storm pipe and is intended to the Tualatin River. The taxlot t complaints regarding the disc	flow through the it is conveyed to is
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES I Stormwater Fund	FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$100,000
			CIP TOTAL:	\$100,000

Gertz Water Quality Facility



Hedges Creek Strea	m Repair			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$160,000		CONSTRUCTION SCHEDULE:	FY 23-24
☐ Health & Safety [MET: ☐Regulatory Requirement ☐Service Delivery Need 	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$? ⊠No
DESCRIPTION : Hedges Creek Stream	n improvements to address o	bserved instream channe	el erosion and protect infrastr	ucture.
• •	an outfall extension, bioengi ress observed instream chani	•	d fill, vegetation restoration a nfrastructure.	nd construction of a
	entified as a project need in th	ne supplemental Hedges	Creek Stream Assessment.	
			this project and any involvem	ent with outside
FUNDING SOURCES Storm Drain Fund	FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$160,000
			CIP TOTAL:	\$160,000

Hedges Creek Stream Repair



Highland Terrace \	Vater Quality Facility			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$300,000		CONSTRUCTION SCHEDULE:	FY 24/25
□Health & Safety □Master Plan: DESCRIPTION : Rehabilitate a 1.26	☑Regulatory Requirement☑Service Delivery Needacre existing public water quaehabilitation work will include		NEW ONGOING COSTS? ☐ Yes \$	
control structures.	An initial site survey will deter	rmine whether any regrad	with potential for regrading an ling of the site is necessary and construction needs will be finali	will evaluate the
an 18" corrugated Creek and Wetland using a detention p properly maintaine	plastic pipe (CPP). This flow from the second is concurrently utilized to condition to multipers. Multip	eely discharges using a co d as a stormwater detentic le subdivisions drain into t	ahams Ferry Rd via a flow continstant velocity energy dissipate on basin. From there, effluent this large facility. This public fa val, structural repairs, and gene	er into Coffee Lake flow is controlled cility has not been
FUNDING PARTNE N/A	RSHIPS:			
FUNDING SOURCE Stormwater Fund	S FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$300,000
			CID TOTAL:	\$300,000

Highland Terrace Water Quality Facility



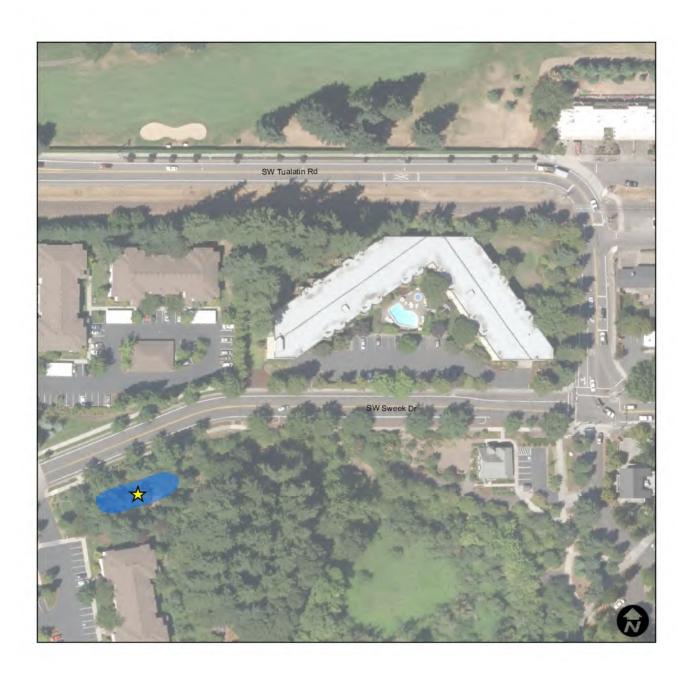
Lakeridge Terrace W	ater Quality Facility			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$100,000		CONSTRUCTION SCHEDULE:	FY 24/25
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☑ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$ [⊠No
private residences, is	significantly lower in elevation ree and invasive vegetation r	on, and has accumulated	W 110 th Place. This facility is b considerable debris. Rehabilit ng, evaluation of existing infras	ation work would
•	_		feasible steps for rehabilitation eed to dredge the existing pon	
PVC storm pipe. This storm pipe to the pu	flow discharges from the fac	cility into high-flow, low-f ore freely discharging into	om the Lakeridge Terrace subd flow ditch inlets and is conveye o a wetland near the southeast ection schedule.	d in a 12" PVC
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$100,000
			CIP TOTAL:	\$100,000

Lakeridge Terrace Water Quality Facility



Sweek Drive/Emery	Zidell Pond B			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Storm		DESIGN SCHEDULE:	
TOTAL COST:	\$250,000		CONSTRUCTION SCHEDULE:	FY 23/24
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COST	S?
□Health & Safety 区	Regulatory Requirement Service Delivery Need n Master Plan (prelim.)	□Maintenance 図 Replacement □ New/Expansion	□ Yes \$	⊠No
	roperly and needs tree remo		week Drive (Sweek Drive/Em tion of damaged structures, a	
structures. An initia structural integrity o at the NE corner and	site survey will determine v f the existing infrastructure. influent pipe in the NW cor	vhether any regrading of Certain trees within the ner), and reconstruction	otential for regrading and new the site is necessary and will pond may have damaged stro of these structures will be rev fence and is missing a City of	evaluate the uctures (i.e. ditch inlet riewed after survey
and discharges using public facility has no	a flow control ditch inlet, fo	ollowed by 20 linear feet of and is in need of significa	week Drive via a 15" corrugat of 4" PVC, into the adjacent S nt tree removal, structural re	week Pond. This
FUNDING PARTNER : N/A	SHIPS:			
FUNDING SOURCES Stormwater Fund	FOR THIS PROJECT:		YEAR FY 25/26	AMOUNT \$250,000
Stormwater i unu			CIP TOTAL:	\$250,000

Sweek Drive/Emery Zidell Pond B



UTILITIES- WATER

Tualatin's water supply comes from the Bull Run Watershed and the Columbia Southshore Wellfield systems which are unfiltered systems. The City purchases the water from the City of Portland and distributes it to Tualatin residents.

The City's distribution system contains 111 miles of water lines ranging from four to 36 inches in diameter, five reservoirs, three pump stations, and over 6,600 water connections.

FUNDING SOURCES

Fees collected in the Water Operating Enterprise Fund, provide funding for, and are restricted to, maintenance and capital construction of the water distribution and collection system.

Developers are required to pay a Water System Development Charge to cover the costs associated with extending service to new and expanding developments. These funds can be used to construct capital improvements thus increasing the capacity of the system.

ISSUES FACING UTILITIES

Aging parts of infrastructure—while Tualatin's distribution system is relatively young, regular replacement and upgrades are needed to prevent disruption of services.

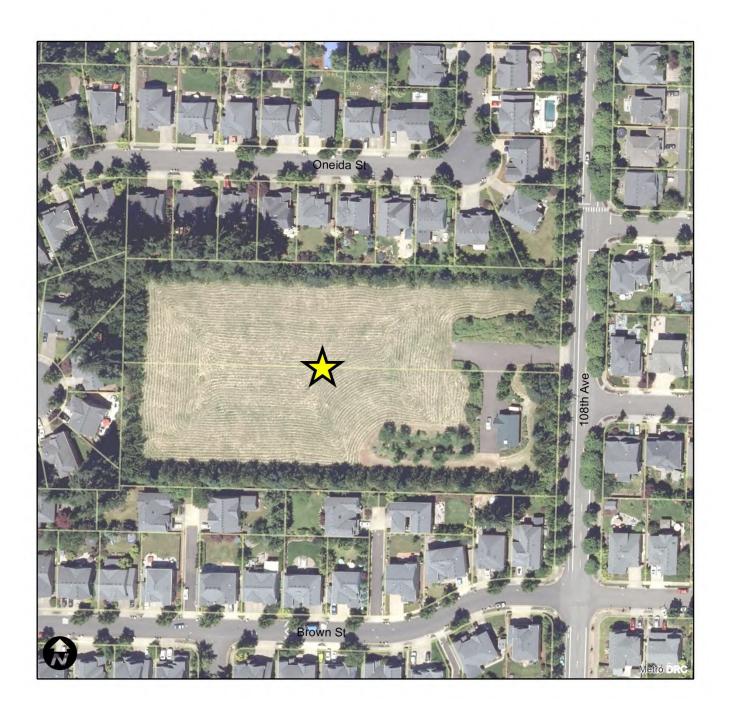
Regulatory requirements— as new or more stringent regulatory requirements are put into place, changes to the distribution and collection systems are necessary to stay in compliance.

Expansion to serve new development— new development requires new infrastructure be constructed to meet the increasing demands.

Water	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
B Reservoir Level at ASR (#601)	3,125,000	3,125,000			
Basalt Creek Pipeline from Boones to Grahams	55,000		1,250,000	1,250,000	
B to C Level Pump Station at ASR (#603)	1,000,000	1,000,000			
C Level Pump Station Generator (#607)	200,000				
SCADA System Improvements (#611)	2,100,000				
A-1 Reservoir Upgrades (#613)		925,000	1,175,000		
Emergency Supply Improvements Placeholder (#604)		1,000,000	1,000,000		
Seismic Upgrades at B-2, C-1, & C-2 Reservoirs (#605)		225,000	225,000		
Miscellaneous Physical Site & Cyber Security Upgrades (#610)		225,000	250,000		
90th Ave (A Level) (#404)					100,000
ASR Well Rehabilitation (#612)				300,000	
A-2 Reservoir upgrades (#614)				100,000	1,900,000
Leveton (A Level - #405)				549,000	
Manhasset Dr (A Level) (#402)				250,000	1,000,000
Blake Street – Railroad to 115th (#401)			250,000	1,000,000	
Upgrade Martinazzi Pump Station (#606)					2,750,000
Water Total	6,480,000	6,500,000	4,150,000	3,449,000	5,750,000

B Level Reservoir at	ASR			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$6,250,000			
RANKING CRITERIA MET: □ Council Goal □ Regulatory Requirement □ Health & Safety □ Service Delivery Need □ Master Plan: Water Master Plan #601		PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COST ☐ Yes \$	
because the reservo	seismic events, allowing for vir could be used as a distribut in both the A and B levels. Thivel.	ion point in case of emerg	ency. The site also address	es existing and future
	onal 2.5-MG Reservoir at the A and allow for storage of water		_	orage on the west
HISTORY: The ASR site was pu	rchased as a future reservoir s	site and became a conveni	ent ASR location.	
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 2024/25 FY 2024/25 FY 2025/26 FY 2025/26	AMOUNT \$875,000 \$2,250,000 \$875,000 \$2,250,000
			CIP TOTAL:	\$6,250,000

B Level Reservoir at ASR



Basalt Creek Pipelin	e (Boones to Grahams)			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$2,555,000		CONSTRUCTION SCHEDULE:	
RANKING CRITERIA MET: □ Council Goal □ Regulatory Requirement □ Health & Safety □ Service Delivery Need □ Master Plan: Water Master Plan #503A		PROJECT TYPE: ☐ Maintenance ☑ Replacement ☑ New/Expansion	NEW ONGOING COST ☐ Yes \$	
Grahams Ferry Rd. a	restrained water main at the and Boones Ferry Rd. In addition the C level, which serves the s	on to Basalt Creek, this line	provides additional hydra	ulic capacity from the
Ferry Rd. and Boone	mically restrained water main es Ferry Rd. in Coordination wi n will occur with the remainde	th Washington County, wh	o's constructing the road a	
HISTORY: In response to Basal C level.	t Creek urbanization, there is	a need for backbone transr	nission to serve the Basalt	Creek service area in
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund Water Fund Water SDC Fund Water Fund Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 2024/25 FY 2024/25 FY 2025/26 FY 2025/26 FY 2026/27 FY 2026/27	AMOUNT \$45,100 \$9,900 \$1,025,000 \$225,000 \$1,025,000 \$225,000
			CIP TOTAL:	\$2,555,000

Basalt Creek Pipeline (Boones to Grahams)



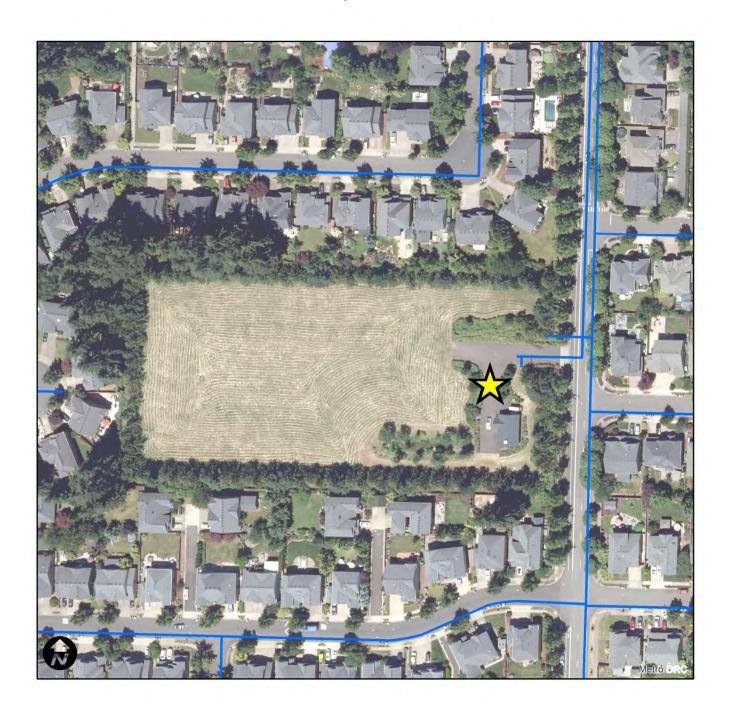
B to C Level Pump S	tation at ASR Site				
DEPARTMENT:	Public Works	CONCEPT SCHEDULE:			
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:		
TOTAL COST:	\$2,000,000	CONSTRUCTION SCHEDULE:			
RANKING CRITERIA MET: Council Goal Regulatory Requirement Health & Safety Service Delivery Need Master Plan: Water Master Plan #603 DESCRIPTION: A new pump station at the ASR site, concurrent or primarily to improve service to the developing wes			NEW ONGOING COST ☐ Yes \$ a new reservoir (601), to see	_ ⊠No	
site. This new pump	C-Level Pump Station to be loo station will provide resilience nts. Further planning and desig	and flexibility for supplying	ng the C-Level, for both typ		
HISTORY: N/A					
FUNDING PARTNER N/A	SHIPS:				
FUNDING SOURCES Water Fund Water SDC Fund Water Fund	FOR THIS PROJECT:		YEAR FY 2024/25 FY 2024/25 FY 2025/26	AMOUNT \$820,000 \$180,000 \$820,000	
Water SDC Fund			FY 2025/26 CIP TOTAL:	\$180,000	

B to C Level Pump Station at ASR Site



C Level Pump Statio	n Generator			
DEPARTMENT:	Administration		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$200,000	CONSTRUCTION SCHEDULE:		
RANKING CRITERIA MET: Council Goal Regulatory Requirement Health & Safety Service Delivery Need Master Plan: Water Master Plan #607 DESCRIPTION:		PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COST ☐ Yes \$	
C Level Pump Statio operations.	n, On Site Power Generation,	including an automatic tra	nsfer switch (ATS) for auto	omated generator
· ·	oower generation (either traile clude an automatic transfer sv y's resiliency goals.			ease resiliency in B to
FUNDING PARTNER N/A	SHIPS:			
Water Fund	FOR THIS PROJECT:		YEAR FY 2024/25	AMOUNT \$56,000
Water SDC Fund			FY 2024/25	\$144,000
			CIP TOTAL:	\$200,000

C Level Pump Station Generator



SCADA System Impi	rovements			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$2,225,000	CONSTRUCTION SCHEDULE:		
☐ Health & Safety [MET: □ Regulatory Requirement □ Service Delivery Need er Master Plan #611	PROJECT TYPE: NEW ONGOING COSTS? ☐ Maintenance ☐ Yes \$ ☐ No ☐ Replacement ☐ New/Expansion		
DESCRIPTION : Upgrade the Superv	isory Control and Data Acquis	ition (SCADA) system that s	staff use to monitor the Cit	y's water system.
project includes red	eem to better manage water sesigning and upgrading SCAD, uipment. The project is currer	A software as well as field e	· · · · · · · · · · · · · · · · · · ·	
_	system has reached end of life ont equipment has become ch	_	f to operate the water syst	em efficiently.
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Water Fund			FY 2024/25	\$1,722,000
Water SDC Fund			FY 2024/25	\$378,000
			CIP TOTAL:	\$2.100.000

A-1 Reservoir Upgra	des			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$2,100,000		CONSTRUCTION SCHEDULE:	
	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	•
	ades and interior coating reha and barb anti-climb feature.	b along with replacement	of the sites fence with new	oft, 2-inch mesh, and
Surface preparation v	analysis before coating. Remov will include full removal of exis ding an appropriate sized vault	ting interior and exterior o		
approached the reco containment. The int be removed and a ne	diameter and 50 feet tall and mmended limit for adding mo terior coating appears to be the coating applied. Consistent ce of the tank following a seis	re coatings, and has a leac e original coal tar coating a with the Oregon Resilienc	I-based primer coating that pplied when the reservoir w	will require full vas installed and must
FUNDING PARTNERS N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 2025/26 FY 2025/26 FY 2026/27 FY 2026/27	\$749,000 \$166,000 \$963,000 \$212,000
			CIP TOTAL:	\$2,100,000

A-1 Reservoir Upgrades



Emergency Supply I	mprovements Placeholder			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	FY 26/27
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$2,000,000		CONSTRUCTION SCHEDULE:	
 ☑ Health & Safety ☑ ☑ Master Plan: Water DESCRIPTION: Portland Water Burerecommended to end • Invest in a None of the Increase Reserved PROJECT SCOPE: Continue to update and detail are estable HISTORY: The Washington Country 	Regulatory Requirement Service Delivery Need er Master Plan #604 eau (PWB) remains the most resure the continued reliability New Backup Supply Support Reliability of the PW eliability of Local Interties and refine the strategies as welished for the City's long-term	of the City's water supply /B System ork continues, as well as u supply needs.	including: pdate the CIP estimates as n m of rehabilitation and even	□ No Iree prong strategy is nore information
As partners of the W PWB evaluated pote discontinues use of t should be offset by v	for continued investment in the I/CSL change their use of the stantial changes in water quality the transmission main for who water quality improvements a for potential increases in disirus	upply main, this investmer as a result of increased w plesale supply in 2026. Wh ssociated with the implem	nt may change as well. A reco ater age as the WCSL's large ile the study indicated that i mentation of filtration of the	ent investigation by st user, TVWD, ncreased water age Bull Run supply, the
FUNDING PARTNER: N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Water Fund			FY 25/26	\$820,000
Water SDC Fund			FY 25/26	\$180,000
Water Fund			FY 26/27	\$820,000
Water SDC Fund			FY 26/27	\$180,000

\$2,000,000

TOTAL:

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Seismic Valve Upgra	ades at B-2, C-1, and C-2 Leve	l Reservoirs		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$450,000		CONSTRUCTION SCHEDULE:	
\square Health & Safety	MET: □ Regulatory Requirement □ Service Delivery Need <u>er Master Plan #605</u>	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COST ☐ Yes \$	
kept in the reservoir the reservoirs will a	des at C Level Reservoirs. The rs rather than drained out and flow the City the ability to dist distributing the water directly I resiliency.	l leaked through broken pip ribute water to residents a	oes in the distribution syst fter an event. More work	em. Retaining water in is needed to determine
Project includes the	ng at both C-Level reservoirs to installation of valving and con detection of an earthquake th	nnection to Shake Alert ear	ly earthquake detection sy	stem, which
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Water Fund			FY 2025/26	\$184,500
Water SDC Fund			FY 2025/26	\$40,500 \$184,500
Water Fund Water SDC Fund			FY 2026/27 FY 2026/27	\$184,500 \$40,500
a.c. CDO i unu			CIP TOTAL:	\$450,000

Seismic Upgrades at C Level Reservoirs



Miscellaneous Phys	ical Site & Cyber Security Upg	rades		
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	
TOTAL COST:	\$475,000		CONSTRUCTION SCHEDULE:	
☐ Health & Safety [MET: □ Regulatory Requirement □ Service Delivery Need er Master Plan #610	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COST ☐ Yes \$	
installation of new p	cal site and cyber security upg ad locks, electronic access gat ribes in the AWIA report.			_
PROJECT SCOPE: Same as above				
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 25/26 FY 25/26 FY 26/27 FY 26/27	AMOUNT \$184,500 \$40,500 \$205,000 \$45,000
			TOTAL:	\$475,000

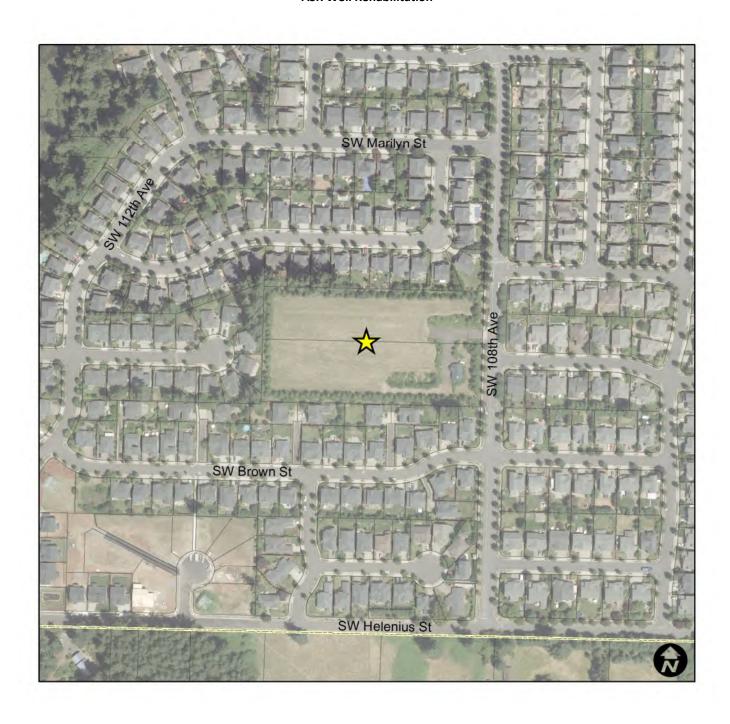
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90 th Ave (A Level)				
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 28/29
TOTAL COST:	\$500,000		CONSTRUCTION SCHEDULE:	FY 29/30
☐ Health & Safety	MET: ☐ Regulatory Requirement ☐ Service Delivery Need ter Master Plan #404	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS? ☐ Yes \$	⊠No
DESCRIPTION:	ain connecting mains on Tuala	·	ood Rd. to loop system resultii	ng in better system
	rnatives to identify most feasib surface level and strap to the b			
Project ensures con area with lower pre	nectivity north/south in A-leve ssure.	l pressure zone to ensur	e water quality and can improv	ve fire flow in this
South main (TS Road	d) is 8", North Main (Tualatin R	load) is 12". New segmer	nt would be 12".	
HISTORY: N/A				
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 28/29 FY 28/29	AMOUNT \$82,000 \$18,000
			CIP TOTAL:	\$100,000



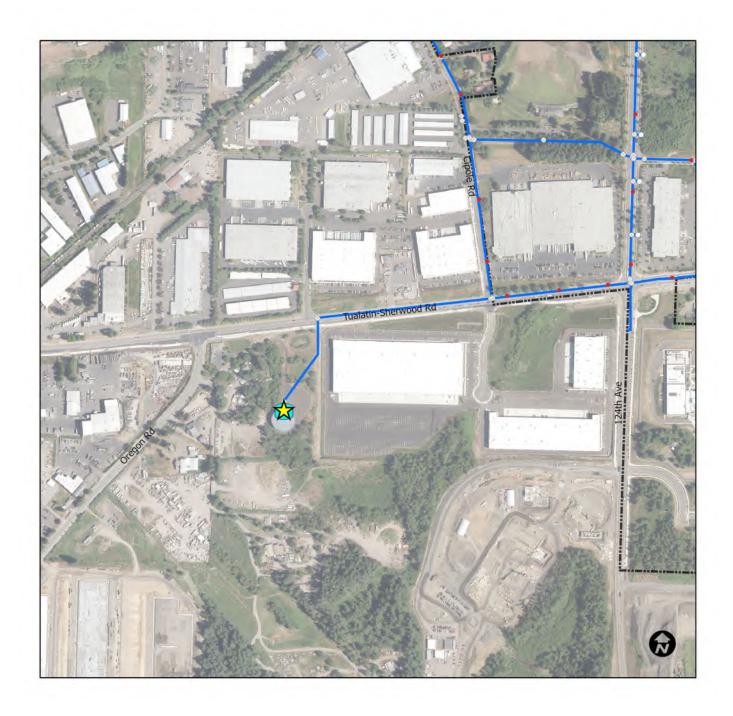
ASR Well Rehabilita	tion			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$300,000		CONSTRUCTION SCHEDULE:	
☐ Health & Safety [MET: ☐ Regulatory Requirement ☐ Service Delivery Need er Master Plan #612	PROJECT TYPE: ☑ Maintenance ☑ Replacement □ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	5? _ ⊠No
•	bilitation includes removal of pump. The project includes th if needed.		_	
PROJECT SCOPE: Inspect, clean and tr	eat the ASR well. Replace dov	vn-hole control valve if nec	essary.	
maintain/improve p	t into service in 2009. The ASI erformance and reduce biofor en on GSI's radar for 5 – 7 yea	uling. The ASR was last reh	abilitated in 2010. The dow	-
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Water Fund			FY 2027/28	\$246,000
Water Fund			FY 2027/28	\$54,000
			CIP TOTAL:	\$300,000

ASR Well Rehabilitation



A-2 Reservoir Upgra	ades			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	FY 27/28
TOTAL COST:	\$2,000,000		CONSTRUCTION SCHEDULE:	FY 28/29
☐ Health & Safety	MET: □ Regulatory Requirement □ Service Delivery Need er Master Plan #614	PROJECT TYPE: ☑ Maintenance ☐ Replacement ☐ New/Expansion	NEW ONGOING COSTS ☐ Yes \$	
	ection and rehabilitation.			
Work could be comp HISTORY: This project was ide	urethane – inspection needed pleted in tandem with seismic ntified in the 2023 Water Mas ion completed in 2022 and ev	upgrades as well. ster Plan. Built 2006 - AW	VWA recommends recoating e	
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 27/28 FY 27/28 FY 28/29 FY 28/29	AMOUNT \$82,000 \$18,000 \$1,558,000 \$342,000
			TOTAL:	\$2,000,000

A-2 Reservoir Upgrades



Leveton (A Level)				
DEPARTMENT:	Public Works		CONCEPT SCHEDULE	:
CATEGORY:	Utilities- Water		DESIGN SCHEDULE	:
TOTAL COST:	\$549,000		CONSTRUCTION SCHEDULE	:
	☐Regulatory Requirement ☐Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COS ☐ Yes \$	
	of the partial completion 650 flow deficiencies in the area.			
PROJECT SCOPE: Install new water m operation and wate	ain connecting mains on Tualar r quality.	atin Rd. and Leveton Ave to	o loop system resulting in	better system
HISTORY: This project is identi	fied in the 2013 Water Maste	r Plan and remained as a p	project to complete in the	2023 Master Plan.
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES	FOR THIS PROJECT:		YEAR	AMOUNT
Water Fund			FY 2027/28	\$450,180
Water SDC Fund			FY 2027/28	\$98,820
			CIP TOTAL:	\$549,000

Leveton (A Level)



Manhasset Dr (A Leve	1)			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 27/28
TOTAL COST:	\$1,250,000		CONSTRUCTION SCHEDULE:	FY 28/29
☐ Health & Safety ☐ S ☑ Master Plan: <u>Water</u> DESCRIPTION :	Regulatory Requirement Service Delivery Need	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion better system operation		⊠No
8". Connection is appr	oximately 600 feet. ial to improve fire flow in th		to UPS facility. Both sides of thi	
HISTORY : N/A				
FUNDING PARTNERSH N/A	IIPS:			
FUNDING SOURCES FO Water Fund Water SDC Fund Water Fund Water SDC Fund	OR THIS PROJECT:		YEAR FY 27/28 FY 27/28 FY 28/29 FY 27/28	\$205,000 \$45,000 \$820,000 \$180,000
			CIP TOTAL:	\$1,250,000

Manhasset Dr (A Level)



Blake Street – Railro	oad to 115 th			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Facilities & Equipment		DESIGN SCHEDULE:	FY 26/27
TOTAL COST:	\$1,250,000		CONSTRUCTION SCHEDULE:	FY 27/28
RANKING CRITERIA	MET:	PROJECT TYPE:	NEW ONGOING COSTS?	
☐ Health & Safety	□Regulatory Requirement □Service Delivery Need er Master Plan #401	☐ Maintenance☐ Replacement☑ New/Expansion	□ Yes \$	⊠No
DESCRIPTION : Install new water m	ain to loop system resulting in	better system operation	n and water quality.	
only 1 line. Connect	ing the line at the end of 115t d looping will improve some w	h with the dead end line	d. Businesses on 115th are currenced will providual rience in this area. Connection	e redundancy
F UNDING PARTNER N/A	SHIPS:			
Water Fund	FOR THIS PROJECT:		YEAR FY 26/27	AMOUNT \$205,000
Nater SDC Fund Nater Fund Nater SDC Fund			FY 26/27 FY 27/28 FY 27/28	\$45,000 \$820,000 \$180,000
			CIP TOTAL:	\$1,250,000



Upgrade Martinazzi	Pump Station			
DEPARTMENT:	Public Works		CONCEPT SCHEDULE:	
CATEGORY:	Utilities- Water		DESIGN SCHEDULE:	
TOTAL COST:	\$2,750,000		CONSTRUCTION SCHEDULE:	FY 28/29
☐ Health & Safety ☐ Master Plan: Wat DESCRIPTION:	MET: ☐ Regulatory Requirement ☐ Service Delivery Need er Master Plan #606 Martinazzi Pump Station will lik	PROJECT TYPE: ☐ Maintenance ☐ Replacement ☑ New/Expansion	NEW ONGOING COSTS Yes \$	⊠No
past its usable lifesp upsizing. A new pum	an, not seismically up to code p station would ideally includ afety features, likely necessita	, and extensive structura e a modern pump station	l upgrades would be required n structure with adequate acc	in addition to pump
the Boones Ferry F Norwood Reservo HISTORY: The existing Martina sufficiently for reliab	oump station is required. The PRV is out of service, the purir to feed B and C levels. The province of the purice	imp station is the only ndition, has reached the Pump Station pumps from	other way that water can be end of its usable life, and is n n Zone A to Zone B, but has n	oe pushed to ot exercised ot been in normal
FUNDING PARTNER N/A	SHIPS:			
FUNDING SOURCES Water Fund Water SDC Fund	FOR THIS PROJECT:		YEAR FY 28/29 FY 28/29	AMOUNT \$2,255,000 \$495,000
			CIP TOTAL:	\$2.750.000

Upgrade Martinazzi Pump Station



APPENDIX: UNFUNDED PROJECTS – LISTED BY CATEGORY

Unfunded CIP Projects by Category	Unfunded
Parks & Recreation	117,593,003
65th Avenue Multi Use Path	100,000
Boones Ferry Muli Use Path	100,000
Brown's Ferry Park Redevelopment #E10	28,39,479
Byrom Multi Use Path	100,000
Central Sports Park	8,012,000
Chieftain Dakota Geenway	1,520,978
Cherokee Street Multi Use Path	\$100,000
Community Recreation Center	33,835,000
Hedges Creek Greenway	1,798,218
Hedges Creek Wetlands	1,213,220
Helenius Greenway	149,000
Hervin Grove Natural Area	20,000
High School & Byrom Trail	42,865
Hi-West Greenway	190,338
I-5 Multi Use Path	462,000
Ibach Park	9,041,788
Indian Meadows Greenway	545,049
Koller Wetlands	2,506,200
New Natural Areas	5,655,000
Nyberg Creek South Greenway Development	759,700
Pony Ridge & Heritage Pine Needs Assessment	231,000
Sarinen Wayside Park	20,000
Saum Creek Greenway	4,376,436
Sequoia Ridge Natural Area	46,000
Shaniko Greenway Development	48,732
Sweek Woods Natural Area	20,000
Tournament Sports Complex	12,585,000
Westside Trail Bridge	5,575,000
Transportation	112,114,000
105th Ave at Avery St: Add Signal	325,000
108th Ave at Leveton: Add Signal	600,000
128th Ave: Extend to Cipole Rd via Cumming Drive with ROW	5,930,000
65th Ave, Hospital to Nyberg Ln: Construct Sidewalk on East Side	1,700,000
65th Ave, Tualatin River to I205: Add multi-use path (R16)	9,734,000
95th Ave, Sagert St to Tual-Sher Rd: Construct Bike Lanes (R15-2)	2,920,000
Avery St and Teton Ave: New Traffic Signal (R37)	609,000
Boones Ferry Rd at Iowa Dr: Improve Intersection	425,000
Boones Ferry Rd at Norwood Rd: Improve Intersection	425,000
Boones Ferry Rd, Martinazzi north to city limits: Widen to 5 lanes (R19)	17,818,000
Borland Rd at Wilke Rd: Improve Intersection	637,000

Unfunded CIP Projects by Category	Unfunded
Transportation, continued	
Borland Rd, 65th Ave to City Limit: Upgrade to standards (R21)	9,646,000
Cipole Rd, Pacific Hwy to TSR: Upgrade to standards & add multi-use path(R18)	20,030,000
Grahams Ferry Rd at Helenius Rd: Add Signal	530,000
Grahams Ferry Rd at Ibach St: Add Signal	430,000
Grahams Ferry Rd, Ibach to Helenius: Upgrade to standards (R22)	10,000,000
Hazelbrook Rd, 99W to Jurgens: Upgrade to standards (R2)	3,543,000
Helenius Rd: 109th Terrace to Grahams Ferry Rd: Upgrade to standards (R9)	1,403,000
Martinazzi Ave, Warm Springs to Boones Ferry Rd: Add bike lanes (R14	2,403,000
McEwan Rd, 65th Ave to Railroad Tracks/LO City Limits: Rebuild/Widen to 3 lanes	10,000,000
Norwood Rd, BFR to eastern City limits: upgrade to standards (R10)	2,824,000
Nyberg St: Add Lane to on-ramp to northbound I-5 traffic (R45)	1,071,000
Nyberg St: Improve Bike Lane East of Interchange (BP15)	800,000
Sagert St bridge over I-5: Widen to add sidewalk or multi-use path (R11)	3,282,000
Teton at Avery St: Add southbound turn pocket (R36)	274,000
Teton Ave, Herman to Tual-Sher Rd: Widen to 3 lanes add bike lane (R4)	2,464,000
Teton Ave: Add right-turn onto Tual-Sher Rd (R48)	890,000
Tualatin Rd and 115th Ave: New Traffic Signal (R31)	609,000
Tual-Sher Rd at Boones Ferry Rd: add eastbound right-turn lane (R42)	792,000

Utilities-Sewer	22,055,000
Basalt Creek Gravity Sewer	7,676,000
Basalt Creek Pump Stations and Force Mains	4,160,000
Cipole/Bluff Trunk	-
Dakota & Mandon Lining	1,264,000
Fuller Drive Sewer	1,477,000
Nyberg Trunk	-
Sherwood Trunk	1,550,000
Southwest Tualatin Gravity Sewer	836,000
Southwest Tualatin Pump Station and Force Main	734,000
SW Tonquin Loop Sewer	606,000
Teton Trunk	398,000
Tualatin Reservoir Trunk	3,354,000
Utilities-Storm	
125th Court Water Quality Retrofit	206,000
89th Avenue Water Quality Retrofit	262,000
Boones Ferry Railroad Conveyance Improvements	515,000
Community Park Water Quality Retrofit	158,000
Franklin Business Park Rehab and Retrofit	TBD
Juanita Pohl Water Quality Retrofit	156,000
Manhasset Storm System Improvements	1,581,000
Mohawk Apartments Stormwater Improvements	295,000

Nyberg Creek Stormwater Improvements	3,412,000
Nyberg Creek Water Quality Facility	2,037,000
Victoria Woods Rehab and Retrofit	TBD
Water Quality Facility Restoration – Piute Court	104,000
Water Quality Facility Restoration - Waterford	180,000
Utilities-Water	36,481,000
C Level Transmission - new I-5 crossing (Norwood or Greenwood)	3,000,000
Amu St Extension (A Level)	417,000
Iowa St (C Level)	444,000
C Level Transmission upsizing - SW 82nd Ave to C Level Reservoirs	400,000
B Level Transmission upsizing - Ibach to Sagert	5,091,000
Upgrade Martinazzi Pump Station	5,500,000
Residential - SW Dakota Dr	148,000
Residential - SW Iowa Dr	170,000
Non-residential - SW Sagert St and 65th Ave	586,000
Non-residential - SW Bridgeport Rd	748,000
Annual Replacement of Aging Pipes	9,000,000
Residential - SW Lummi St	99,000
Non-residential - SW 97th Ave	187,000
Non-residential - SW 89th Ave	195,000
Non-residential - SW Manhasset Dr	204,000
Non-residential - SW 95th Ave	208,000
Residential - SW 103rd Ct	217,000
Non-residential - SW 95th Ave	244,000
Non-residential - SW Herman Rd	268,000
Non-residential - Stonesthrow Apartments	288,000
Residential - SW Columbia Cir	344,000
Non-residential - SW 119th Ave	362,000
Non-residential -SW 90th Ct	376,000
Non-residential - SW 125th Ct	396,000
Non-residential - SW 124th Ave	406,000
Non-residential - SW 129th Ave	514,000
Non-residential - Nyberg Rivers Looping	258,000
Non-residential - SW Mohawk St	401,000
Non-residential - SW Hazel Fern Rd, McEwan Rd, and I-5 Crossing	-
B-1 Reservoir seismic upgrades	2,110,000
Portland Supply Valve Seismic Upgrades	1,000,000
B Level Reservoir 2	2,000,000
Western B Level Extension	-
Planned Residential near I5	-
C Level Extension	-
C to B Level PRV in Basalt Creek	-
Grand Total	263,217,824



Contact Your City of Tualatin Capital Improvement Plan Team:

Cody Field, Management Analyst II & CIP Project Manager cfield@tualatin.gov

Contact Cody with specific questions about the plan, the CIP process, schedule or implementation.

Don Hudson, Assistant City Manager/Finance Director dhudson@tualatin.gov

Contact Don with general questions about City finances, forecasts, budgets, taxes, and debt.

Ross Hoover, Parks & Recreation Director rhoover@tualatin.gov

Contact Ross with questions about the City's parks and recreation and park SDC projects.

Rachel Sykes, Public Works Director rsykes@tualatin.gov

Contact Rachel with questions about the City's facilities, water, sewer, storm, transportation and associated SDC projects.

Bates Russell, Information Services Director <u>brussell@tualatin.gov</u>

Contact Bates with questions about the City's equipment and technology projects.

City of Tualatin

18880 SW Martinazzi Ave • Tualatin, Oregon 97062 Phone: 503-692-2000 • www.tualatinoregon.gov



CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Steve Koper, AICP, Assistant Community Development

Director

Erin Engman, AICP, Senior Planner

DATE: June 10, 2024

SUBJECT:

Consideration of <u>Ordinance No. 1486-24</u>, state-mandated updates to the Tualatin Development Code to comply with Climate Friendly and Equitable Communities (CFEC) Parking Reform (PTA/PMA 24-0002).

EXECUTIVE SUMMARY:

The City of Tualatin proposes legislative amendments to the Tualatin Comprehensive Plan and Development Code (TDC) in order to comply with the mandatory CFEC rules adopted by the State of Oregon's Land Conservation and Development Commission through OAR 660-012-0400. These rules are the result of Executive Order No. 20-04 (Exhibit 6) which directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. While the CFEC mandates also require updates to our land use regulation and Transportation System Plan, this amendment is limited to DLCD's implementation of parking reform.

The proposed amendments are limited to compliance with CFEC parking mandates to repeal minimum parking requirements and address parking lot design, pedestrian connectivity, tree canopy, electric vehicle readiness, and maximum parking requirements.

Summary of Rulemaking and Effective Dates

OAR 660-012-0430 and 660-012-0440

Effective December 31, 2022

- Removes minimum parking requirement downtown and near frequent transit
- Limits residential development with more than one unit to 1 space / unit

OAR 660-012-0410

Effective March 31, 2022

 New commercial/multi-family development must provide electric vehicle conduit to 20/40% of parking provided

OAR 660-012-0415 through 0450

DLCD granted Tualatin an extension to adopt the rules no later than July 10, 2024 (Exhibit 5)

- Remove minimum parking requirements citywide
- Require parking regulation improvements for pedestrian connectivity, tree canopy, and surface lots over half an acre
- Apply parking maximums downtown and along frequent transit

The Ordinance before you tonight, will bring the development code into compliance with the various components of CFEC. Rules that are in effect would take precedent over existing development code standards and are administratively applied to development applications submitted after the effective dates.

Summary of proposed code amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
31	General Provisions	 Updates code definitions in support of CFEC rules. Interpretation application may be used to determine parking/bicycle parking quantity requirements for unlisted uses.
33	Applications and Approval Criteria	 Brings applicability and/or approval criteria around parking into compliance with the state rules.
34	Special Regulations	Brings special regulations into compliance with the state rules.
36	Subdivisions	Updates amended code reference.
40	Low Density Residential Zone	Removes mandatory garage requirement for manufactured homes.
53	Central Commercial Zone	Amends minimum lot size to maintain former Core Area Parking District standard.
58	Central Tualatin Overlay Zone	Removes standards based on Core Area Parking District.
62	Manufacturing Park Zone	Removes reference of "ample employee parking" from purpose statement.
64	Manufacturing Business Park Zone	Removes reference of "ample employee parking" from purpose statement.
73A	Site Design Standards	Consolidates design standards.Additional pedestrian connectivity standards.
73B	Landscaping Standards	 Replaces reference to "Core Area Parking District" with "Central Tualatin Overlay". Consolidates landscaping standards.
73C	Parking Standards	 Provides clearer purpose statement. Adds description on how to measure parking lot area to align with state standard. Amends parking lot design standards to comply with state rules. Removes minimum parking requirements. Amends maximum parking allowances to comply with state rules. Adds description on how to measure tree canopy coverage to align with state standard. Consolidates parking lot landscaping standards.
73D	Waste and Recyclables Management Standards	Removes reference to minimum off-street parking requirement.

73E	Central Design District	Updates amended code reference.
75	Access Management	Removes duplicative standards found in TDC 73C.090.
APP-B	Figures	 Updates Figure 73-1: Parking Space Design Standards. Removes Figure 73-3: Parking Maximum Map.
Map 10-3	Central Tualatin Overlay Map	Removes Core Area Parking District delineation.

Planning Commission Recommendation:

The Tualatin Planning Commission reviewed the proposed amendments on April 17, and passed a unanimous recommendation for approval of PTA/PMA 24-0002.

CLIMATE IMPACTS:

As the rules are aimed at lessening greenhouse gas emissions from transportation, they additionally support a number of Tualatin's Climate Action Plan strategies, including:

- **Action 1.1.4** Consider higher future temperatures when updating Public Works Construction Code, the Development Code, and the Municipal Code.
- Action 1.1.6 Develop parking lot design standards that result in cooler, shaded lots.
- Action 1.3.5 Increase sustainability of outdoor spaces.
- Action 2.1.9 Update the City's tree code to retain or increase tree cover.
- Action 5.1.1 Reduce barriers to compact urban development in the downtown/ town center(s), transit corridors.
- **Action 5.1.3** Build walkable neighborhoods where residents can meet most of their daily needs without the use of a car.
- Action 6.1.1 Establish parking and charging infrastructure requirements for electric vehicles (EVs) at new developments.

OUTCOMES OF DECISION:

If approved, Ordinance 1486-24 will adopt CFEC Parking Reform (PTA/PMA 24-0002) to amend various chapters of the Tualatin Development Code to comply with state rulemaking around parking reform.

ALTERNATIVES TO THE RECOMMENDATION:

The state rulemaking is mandatory for metropolitan areas in Oregon.

ATTACHMENTS:

Ordinance 1486-24

- -Attachment A Presentation
- -Exhibit 1 PTA/PMA 24-0002: Findings and Analysis
- -Exhibit 2 PMA 24-0002: Map 10-3 Amendments
- -Exhibit 3 PTA 24-0002: CFEC Parking Reform Amendments
- -Exhibit 4 Noticing Materials
- -Exhibit 5 DLCD Extension
- -Exhibit 6 DLCD Comments

-Exhibit 7 – Executive Order No. 20-04



CFEC PARKING REFORM CODE AMENDMENTS

City Council Hearing June 10, 2024

Presented by: Erin Engman, Senior Planner Steve Koper, Assistant Community Development Director



AGENDA

- CFEC Background and Summary
- Overview of Amendments
- Approval Criteria
- Planning Commission Recommendation

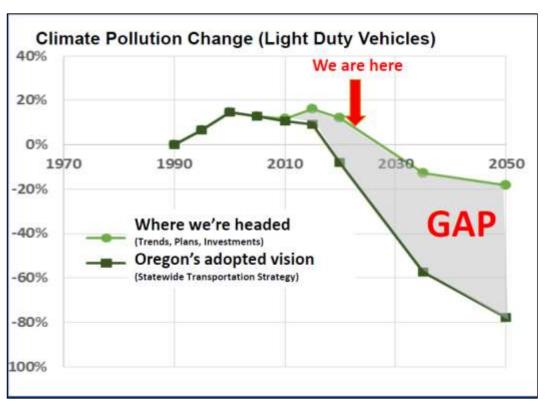


BACKGROUND

What is CFEC?

Climate Friendly and Equitable Communities

- Response to Executive Order No. 20-04
- State mandate to reduce greenhouse gas emissions from transportation
- Implemented through Oregon Administrative Rules 660-012-040



Source: DLCD

BACKGROUND

Where does CFEC apply?

This legislative program applies to eight metropolitan regions throughout Oregon

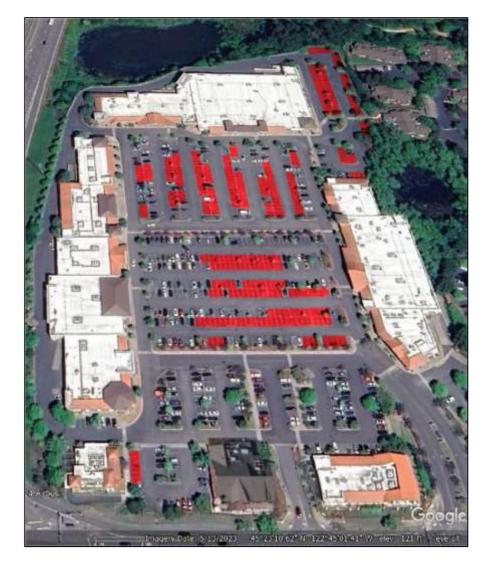


Source: DLCD

SUMMARY

Why CFEC?

- Minimum parking requirements can result in overbuilt parking lots
- Required parking can be a regulatory barrier to businesses
- Excess parking is costly to build
- Smaller parking lots with denser development, sidewalks, and shade trees may encourage more walking trips over driving trips
- It will help Tualatin begin to implement its Climate Action Plan



Nyberg Woods parking lot on a Saturday. Under-used gaps highlighted in red.

SUMMARY

What does CFEC include?

- Removes minimum parking requirements
- Parking regulation improvements for pedestrian connectivity, tree canopy, and surface lots over half an acre
- New commercial / multi-family development to include electric vehicle charging conduit
- Parking maximums apply downtown and along frequent transit for multi-family, some commercial uses, and large buildings





SUMMARY

When does CFEC apply?

Effective December 31, 2022

- Remove minimum parking requirement downtown and near frequent transit
- Limit residential development with more than one unit to 1 space / unit

Effective March 31, 2022

 Commercial/multi-family development must provide electric vehicle conduit to 20/40% of parking

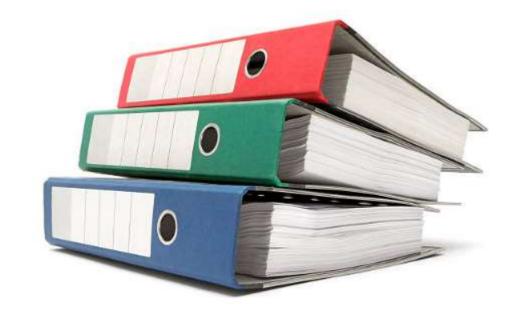
Becomes effective July 10, 2024 (by extension)

- Remove minimum parking requirements citywide
- Parking regulation improvements for pedestrian connectivity, tree canopy, and surface lots over half an acre
- Parking maximums apply downtown and along frequent transit

CFEC PARKING REFORM CODE AMENDMENTS

Overview

- Council direction to comply with CFEC rulemaking and remove minimum parking requirements to comply with OAR 660-012-400
- Updates 15 development code chapters
- Substantial amendments to Chapter 73C Parking Standards
- Minor amendments added to improve usability



CHAPTER / TITLE		PROPOSED AMENDMENT	
31	General Provisions	 Updates code definitions in support of CFEC rules. Interpretation application may be used to determine parking/bicycle parking quantity requirements for unlisted uses. 	
33	Applications and Approval Criteria	Brings applicability and/or approval criteria around parking into compliance with the state rules.	
34	Special Regulations	Brings special regulations into compliance with the state rules.	
36	Subdivisions	Updates amended code reference.	
40	Low Density Residential	Removes mandatory garage requirement for manufactured homes.	
53	Central Commercial Zone	Amends minimum lot size to maintain former Core Area Parking District standard.	
58	Central Tualatin Overlay Zone	Removes standards based on Core Area Parking District.	

CHA	PTER / TITLE	PROPOSED AMENDMENT	
62	Manufacturing Park Zone	Removes reference of "ample employee parking" from purpose statement.	
64	Manufacturing Business Park Zone	Removes reference of "ample employee parking" from purpose statement.	
73A	Site Design Standards	 Consolidates design standards. Additional pedestrian connectivity standards. 	
73B	Landscaping Standards	 Replaces reference to "Core Area Parking District" with "Central Tualatin Overlay". Consolidates landscaping standards. 	
73C	Parking Standards	 Provides clearer purpose statement. Defines parking lot area with state standard. Amends parking lot design standards to comply with state rules. Removes minimum parking requirements. Amends maximum parking allowances to comply with state rules. Defines tree canopy coverage with state standard. Consolidates parking lot landscaping standards. 	

CHAPTER / TITLE		PROPOSED AMENDMENT	
73D	Waste and Recyclables Management Standards	Removes reference to minimum off-street parking requirement.	
73E	Central Design District	Updates amended code reference.	
75	Access Management	Removes duplicative standards found in TDC 73C.090.	
APP-B	Figures	 Updates Figure 73-1: Parking Space Design Standards. Removes Figure 73-3: Parking Maximum Map. 	
Map 10-3	Central Tualatin Overlay Map	Removes Core Area Parking District delineation.	

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

73C.020 Parking Lot Design Requirements.

73C.030. Shared Parking Requirements.

73C.040. Joint Use Parking Requirements.

73C.050. Bicycle Parking Requirements/Standards.

73C.060. Transit Facility Conversion.

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

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

73C.120. Off-Street Loading Facilities Minimum Requirements

73C.130. Parking Lot Driveway and Walkway Minimum Requirements.

73C.200. Parking Lot Landscaping Purpose and Applicability.

73C.210. Multi-Family Parking Lot Landscaping Requirements.

73C.220. Commercial Parking Lot Landscaping Requirements.

73C.230. MUC Parking Lot Landscaping Requirements.

73C.240. Industrial Parking Lot Landscaping Requirements.

73C.250. Institutional Parking Lot Landscaping Requirements.

73C.010. Off-Street Parking and Loading Purpose and Applicability.

73C.020. Calculating Parking Lot Area.

73C.030. Parking Lot Design Requirements.

73C.040. Off-Street Vehicle and Bicycle Parking Quantity Requirements.

73C.050. Bicycle Parking Requirements.

73C.060. Bicycle and Transit Facility Conversion.

73C.070. Shared Parking Requirements.

73C.080. Off-Street Loading Facilities Requirements.

73C.090. Parking Lot Driveway and Walkway Requirements.

73C.200. Tree Canopy Coverage.

73C.210. General Parking Lot Landscaping Requirements.

73C.220. Multi-family Residential Parking Lot Landscaping Requirements.

73C.230. MUC Parking Lot Landscaping Requirements.

TDC 73C.020. Parking Lot Design Standards.

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

- (1) Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1;
 - (a) Exception: Parking structures and underground parking where stall length and width requirements for a standard size stall must be reduced by one-half feet and vehicular access at the entrance if gated must be a minimum of 18 feet in width.
- Parking lots and parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
- (3) Parking stalls must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete Gravel or woody material are not an acceptable materials. Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor;
- (4) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;
- (5) Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.
- (6) Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration:
- (7) Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;
- (8) Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;
- (9) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site:
- (10) On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic.
- (11) Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-ofway, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor:
- (12) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and
- (13) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.

TDC 73C.030. Parking Lot Design Requirements.

All development where new parking is provided, must comply with the following:

- (1) Parking Space and Aisle Dimensions.
 - (a) Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1; and
 - (i) Exception: Parking structures and underground parking where stall length and width requirements for a standard size stall must be reduced by one-half feet and vehicular access at the entrance if gated must be a minimum of 18 feet in width.
 - (b) On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for twoway traffic and 12 feet for one-way traffic.

(2) Surface Materials.

- Parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete.
 Gravel is not an acceptable material;
- (b) Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor; and
- (c) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks.
- (3) Wheel Stops. Parking bumpers, wheel stops, or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.

(4) Circulation

- (a) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site; and
- Groups of more than four parking spaces must be located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way, other than an alley.
- (5) Lighting. Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor.

(6) Screening.

- (a) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200-230; and
- (b) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
- (7) Accessible Parking. Accessible parking spaces must meet federal and state building code standards applicable at time of construction or alteration. Such parking spaces must be sized, signed, and marked in compliance with ORS 447.
- (8) Compact Parking. Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking provided

14

Electric Vehicle Readiness

TDC 73C.030. Parking Lot Design Requirements.

- (10) Electrical Service Capacity. Electrical service capacity, as defined in ORS 455.417 must be provided to new off-street parking spaces subject to the following standards. Variance requests to these standards are prohibited.
 - (a) Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.
 - (b) Residential or mixed-use development with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on site.

Parking Lot Coverage

TDC 73C.030. Parking Lot Design Requirements.

[...]

(11) *Maximum Coverage.* For developments with more than 65,000 square feet of floor area on site, the total area of surface parking must not exceed the total square footage of the floor area on that site.



Tree Canopy

TDC 73C.030. Parking Lot Design Requirements.

- (12) *Tree Canopy*. Tree canopy must be provided over parking areas in compliance with the following standards.
 - (a) Developments with off-street parking areas less than one-half acre in size, as measured using the method provided in TDC 73C.020, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.
 - (b) Developments with off-street parking areas of one-half acre or more, as measured using the method provided in TDC 73C.020, must provide trees along driveways.
 - (i) Trees must be planted an average of not more than 30 feet on center, except when interrupted by driveways, drive aisles, and other site design considerations; and
 - (ii) The required landscape area must be a minimum of five feet in width, as measured from the inside of any proposed curb.
 - (c) Development of a tree canopy plan under this section shall be done in coordination with the local utility provider.

Climate Mitigation

TDC 73C.030. Parking Lot Design Requirements.

- (13) *Climate Mitigation.* Developments with off-street parking areas of one-half acre or more, as measured using the method provided in TDC 73C.020, must provide at least one of the following:
 - (a) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new offstreet parking space. Panels may be located anywhere on the property, subject to Tualatin Development Code standards.
 - (b) Invest at least 1.5% of the project cost on green energy, in compliance with OAR 330-135-0010. This provision applies to public projects only.
 - (c) Tree canopy covering at least 40 percent of the new parking lot area at maturity, but no more than 15 years after planting.

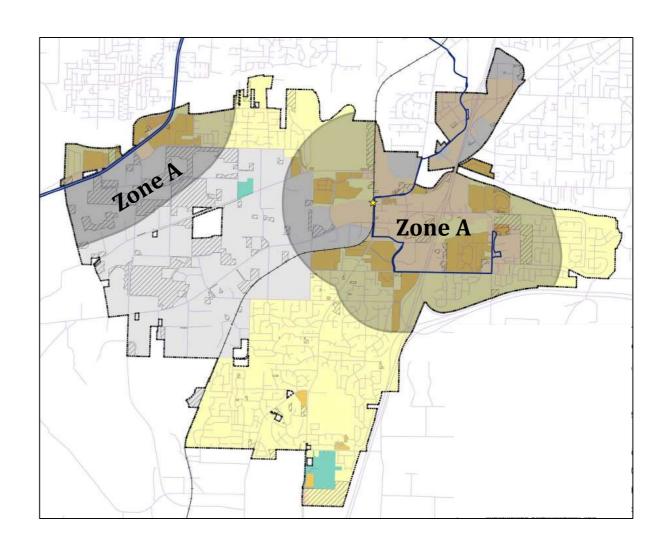
Maximum Parking Requirement

TDC 73C.040. Off-Street Vehicle and Bicycle Parking Quantity Requirements.

[...]

Applies to Parking Zone A:

- Town center
- ¼ mile of transit stops with peak hour service
- ½ mile of light rail station platforms with peak hour service



Implements Climate Action Plan



- Action 1.1.4 Consider higher future temperatures when updating Public Works Construction Code, the Development Code, and the Municipal Code.
- Action 1.1.6 Develop parking lot design standards that result in cooler, shaded lots.
- Action 1.3.5 Increase sustainability of outdoor spaces.
- Action 2.1.9 Update the City's tree code to retain or increase tree cover.
- Action 5.1.1 Reduce barriers to compact urban development in the downtown/ town center(s), transit corridors.
- Action 5.1.3 Build walkable neighborhoods where residents can meet most of their daily needs without the use of a car.
- Action 6.1.1 Establish parking and charging infrastructure requirements for electric vehicles (EVs) at new developments.

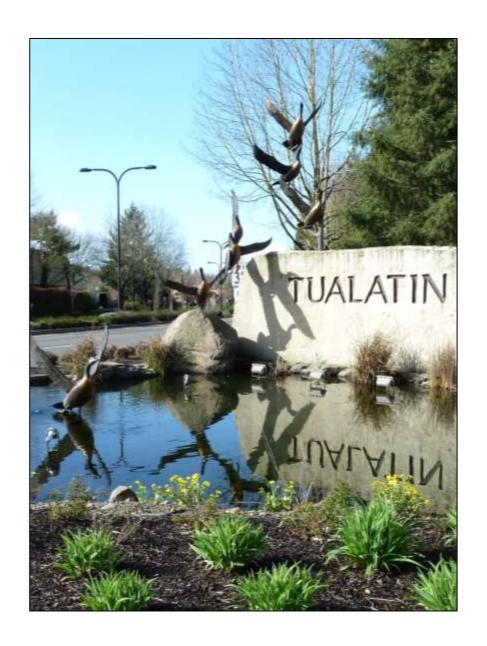
APPROVAL CRITERIA

- Statewide Planning Goals
- Oregon Administrative Rules
- Metro Code
- Tualatin Development Code:
 - Chapter 33.250 Type IV-B
 - Chapter 33.070 Plan Amendments



RECOMMENDATION

The Tualatin Planning Commission made a recommendation of approval for PTA/PMA 24-0002.



ORDINANCE NO. 1486-24

AN ORDINANCE RELATED TO LAND USE; AMENDING THE TUALATIN COMPREHENSIVE PLAN AND TUALATIN DEVELOPMENT CODE; PTA / PMA 24-0002.

WHEREAS, on March 10, 2020, the Governor of Oregon issued Executive Order 20-04, directing state agencies to reduce and regulate greenhouse gas emissions;

WHEREAS, the Department of Land Conservation and Development commenced a twoyear rulemaking process to amend the Transportation Planning Rule to comply with the Governor's order:

WHEREAS, the Land Conservation and Development Commission adopted amendments to the Transportation Planning Rule on July 21, 2022;

WHEREAS, the Land Conservation and Development Commission adopted technical fixes to amend the Transportation Planning Rule on November 2, 2023;

WHEREAS, the City initiated Plan Text and Plan Map Amendment (PTA / PMA 24-0002) known as Climate Friendly and Equitable Communities (CFEC) Parking Reform to comply with Transportation Planning Rule 660-012-0400;

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

WHEREAS, the City provided notice to government agencies and other interested parties, as required by TDC 32.250 and TDC 33.070;

WHEREAS, the Tualatin Planning Commission held a public hearing on April 17, 2024 and recommended by unanimous vote that Council approve the proposed amendments;

WHEREAS, the Tualatin City Council held a public hearing on June 10, 2024, to consider adopting the proposed amendments;

WHEREAS, the Tualatin City Council has considered the recommendation of the Planning Commission; and

WHEREAS, the Tualatin City Council has determined that the proposed amendments are consistent with the applicable review criteria as demonstrated in the City's findings.

NOW, THEREFORE, THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Comprehensive Plan Chapter 10 is amended as follows:

[...]

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.

[...]

Manufacturing Business Park Planning District (MBP)

[...]

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.

[...]

Section 2. Tualatin Development Code (TDC) Chapter 31 is amended as follows:

[...]

TDC 31.060. Definitions.

As used in this Code, the masculine includes the feminine and the neuter, and the singular includes the plural. For the purposes of the TDC, the following words and phrases, unless the context otherwise requires, mean:

[...]

Core Area Parking District. The Core Area Parking District as identified in Section D of the Central Urban Renewal Plan.

Core Area Parking District (CAPD) Parking Standards. Off-street motor vehicle parking requirements for development within the CAPD.

[...]

<u>Electric vehicle charging station</u>. A device or facility for delivering electricity for motor vehicles that use electricity for propulsion (see ORS 455.417).

[...]

Joint Use Parking. Vehicle parking where two or more separate developments are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times.

[...]

Residential Structure Types and Related (includes, but is not limited to, definitions for Housing Types in Section 39.200 and Group Living in Section 39.210).

Accessory Dwelling Unit (ADU). An interior attached or detached residential structure that is accessory to a single family dwelling. An Accessory Dwelling Unit is not a dwelling unit for density purposes.

Certified or registered family child care home. (see ORS 329A.440). See, Child Care.

Cottage Cluster. A grouping of no fewer than four cottages per acre that includes a common courtyard, subject to the provisions of Chapter 73A.

Duplex. A type of dwelling that contains two dwelling units on one lot in any configuration.

Dwelling Unit. A habitable structure designed for occupancy and only having one cooking facility.

<u>Garden Apartments.</u> A multi-family housing structure characterized by the emphasis of open landscaped areas.

Modular Home. A residential structure consisting of prefabricated components manufactured at a remote location and assembled on-site.

Multi-Family Dwelling. A dwelling unit within a multi-family structure.

Multi-Family Structure. A structure containing five or more dwelling units on one lot. The land underneath the structure is not divided into separate lots. Multi-Family Structure includes, but is not limited to structures commonly called apartments, condominiums, and garden apartments.

Garden Apartments. A multi-family housing structure characterized by the emphasis of openlandscaped areas.

Quadplex. Four dwelling units on a lot or parcel in any configuration.

Residential Home. A residential training home or residential treatment home for five or fewer individuals exclusive of staff, as defined in ORS 443.400.

Retirement Housing Facility. Retirement housing consisting of dwelling units in a multi-family structure or complex.

Retirement Housing. Housing occupied by persons who are 55 years of age and older, including couples with one person 55 years of age or older, where a more supportive living environment than typically afforded to residents in conventional apartments or single-family residential housing is provided. Retirement housing includes "congregate care facility" and "retirement housing facility," or combinations thereof as defined by this Code. Retirement housing does not include "nursing facility" as defined below by this code.

Retirement Housing Facility. Retirement housing consisting of dwelling units in a multi-family structure or complex.

Single-Family Dwelling (detached). A detached structure on a lot or parcel that is comprised of a single dwelling unit.

<u>Studio.</u> A unit in a multi-family structure characterized by one combined living, sleeping, and <u>kitchen area</u>, although it may have a separate bathroom containing sanitary facilities.

Townhouse A dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot or parcel and shares at least one common wall with an adjacent unit.

Triplex. Three dwelling units on a lot or parcel in any configuration.

Residential Trailer. See Residential Structure Types/Manufactured Dwelling Types.

[...]

TDC 31.070. Interpretation of Code Provisions.

- (2) Unless accompanied by an application, submitted under some other Development Code or Ordinance provision, a party wishing an interpretation must submit a written application to the City Manager. The application must be accompanied by a detailed description of factors related to the issue for interpretation, including, but not limited to:
 - (a) The amount and type of traffic generated;
 - (b) The type of manufacturing or commercial process;
 - (c) The nature of any machinery used;
 - (d) Noise and odor characteristics, associated with the use or activity;
 - (e) Outside storage of materials or products;
 - (f) Type of structures required;
 - (g) Character of activity to be conducted on the site;
 - (h) Amount of parking required; Determination of the maximum vehicle parking and/or minimum bicycle parking required;

[...]

Section 3. TDC Chapter 33 is amended as follows:

[...]

TDC 33.020. Architectural Review.

[...]

(2) Applicability.

[...]

- (b) Examples of development subject to Architectural Review, include but are not limited to the following:
 - (i) New buildings, condominiums, townhouse, single family dwellings, or manufactured dwelling park;
 - (ii) Construction, installation, or alteration of a building or other structure;
 - (iii) Landscape improvements;
 - (iv) New, improved, or expanded parking lots or the addition of new impervious surface to an existing parking lot;

[...]

TDC 33.050. Industrial Master Plans.

[...]

(2) Applicability.

- (b) An Industrial Master Plan is optional for any development in the Manufacturing Park (MP) Zone or Manufacturing Business Park (MBP) Zone. An Industrial Master Plan is required to do any of the following:
 - (i) Modify the requirements for internal circulation, building location and orientation, street frontage, parking, setbacks, building height, or lot size as provided in TDC Chapter 62 for the Manufacturing Park (MP) Zone and TDC Chapter 64 for the Manufacturing

Business Park (MBP) Zone; and

[...]

- (3) *Procedure Type.* Industrial Master Plans must be processed in accordance with the Type III review procedures as specified in Chapter 32.
- (4) Specific Submittal Requirements. In addition to the general submittal requirements in TDC 32.140 (Application Submittal), the applicant must submit the following additional information and materials:
 - (a) The printed names and signatures of all property owners within the area of the proposed Industrial Master Plan.
 - (b) A written statement describing all alternate development standards that may include the following:
 - (i) Setbacks from each lot line to buildings, parking areas and circulation areas. Required setbacks may be exact, or minimum and maximum ranges may be specified. Required setbacks may be greater than or less than those required under TDC 62.060 or TDC 64.060;
 - (ii) Locations of shared parking and circulation areas and access improvement, including truck maneuvering and loading areas and common public or private infrastructure improvements;
 - (iii) Building heights and placement and massing of buildings with respect to parcel boundaries; and
 - (iv) Location and orientation of building elements such as pedestrian ways or accesses, main entrances, and off-street parking or truck loading facilities, including the number of off-street parking spaces and loading docks required.

[...]

- (5) Approval Criteria.
 - (a) Public facilities and services, including transportation, existing or planned, for the area affected by the use are capable of supporting the proposed development or will be made capable by the time development is completed.
 - (b) The location, design, size, color and materials of the exterior of all structures for the proposed development and use is compatible with the character of other developments within the same general vicinity.
 - (c) The internal circulation, building location and orientation, street frontage, parking, setbacks, building height, lot size, and access are in accordance with TDC Chapter 62 for the Manufacturing Park (MP) Zone and TDC Chapter 64 for the Manufacturing Business Park (MBP) Zone unless otherwise approved through the Industrial Master Plan process.

[...]

TDC 33.090. Temporary Outdoor Sales Permit.

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

- (b) The proposed outdoor sale must be located entirely within private property in a Central Commercial or General Commercial Zone and the applicant must have the written permission from the property owner to utilize the subject property.
- (c) The outdoor sale must be located on a site with Architectural Review approved access, parking and landscaping improvements.
- (d) The use is listed as a permitted use in the Central Commercial or General Commercial Zones.
- (e) The proposed outdoor sale will not result in vehicular traffic congestion, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.
- (f) The applicant can make provision for adequate parking facilities.
- (g) The outdoor sale will not result in the elimination of parking spaces required by the applicable City ordinance unless the business or businesses using such required spaces are closed for business on the day of the sale.
- (h)—The outdoor sale will meet all state and county health rules and regulations.

[...]

Section 4. TDC Chapter 34 is amended as follows:

[...]

TDC 34.400. Congregate Care and Retirement Housing Facility Standards.

[...]

- (3) The allowable density is one and one-half times the density of the underlying Planning District.
- (4) For congregate care facilities, one-half of a parking space must be provided for each unit. For retirement housing facilities, one parking space per unit must be provided.
- (5)—Landscaping/open space must be at least 30 percent of the site, unless it can be shown that other alternatives for open space are available.

TDC 34.500. Manufactured Dwelling Park Development Standards.

[...]

- (5) The manufactured dwelling park street system must include at least one direct access to a public street, containing a right-of-way width of not less than 50 feet.
- (6) Each manufactured dwelling space must be designed to include at least two standard size automobile parking spaces, and may be designed either end-to-end or side-to-side. Such Provided parking spaces must be paved in accordance with City standards for residential driveways.
- (7) Each manufactured dwelling must have its wheels, axles, tongue, and traveling lights removed.

Section 5. TDC Chapter 36 is amended as follows:

[...]

TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

[...]

- (2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:
 - (a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;
 - (b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;
 - (c) The Landscape Standards in 73B.020, 73B.050, and 73B.0860;
 - (d) The Parking Standards in TDC 73C.010 through 73C.13090;

[...]

TDC 36.125. Housing Clear and Objective Tentative Subdivision Plan Approval Criteria.

[...]

- (2) The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:
 - (a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones:
 - (b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;
 - (c) The Landscape Standards in 73B.020, 73B.050, and 73B.0860;
 - (d) The Parking Standards in TDC 73C.010 through 73C.13090;

[...]

Section 6. TDC Chapter 40 is amended as follows:

[...]

TDC 40.320. - Additional Development Standards.

[...]

- (3) Manufactured Homes. Except for manufactured homes placed in manufactured dwelling parks, manufactured homes must meet the following standards:
- [...]
 - (e) Garage Requirement. The manufactured home must have an attached or detached two-car garage constructed of materials similar to the manufactured home.

Section 7. TDC Chapter 53 is amended as follows:

[...]

TDC 53.300. - Development Standards.

Development standards in the CC zone are listed in Table 53-2. Additional standards may apply to some uses and situations, see TDC 53.310.

Table 53-2
Development Standards in the CC Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MINIMUM LOT SIZE		
All Uses	10 5,000 square feet	
[]		

[...]

Section 8. TDC Chapter 58 is amended as follows:

[...]

TDC 58.800 Central Tualatin Overlay Development Standards.

Table 58-7
Development Standards in the Central Tualatin Overlay District

STANDARD		REQUIREMENT	LIMITATIONS AND CODE REFERENCES
	CENTRAL COMMERC	CIAL (CC)	
Density within the Residential Sub- District		16-25 dwelling units per acre	
Minimum Lot Size within Core Area Parking District		5,000 square feet	For mixed use developments, and multi-family dwellings on separate lots, lot areas, widths and frontages are
Minimum Lot Size outside Core Area Parking District		25,000 square feet	
Minimum Lot Width		40 feet	determined through
Minimum Lot Width at the Street		40 feet	the Architectural Review Process.

Minimum Lot Width at	35 feet	
the Street on a Cul-		
De-Sac Street		

[...]

Section 9. TDC Chapter 62 is amended as follows:

[...]

TDC 62.100. Purpose.

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 must 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 aesthetically attractive working environment with park or campus like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. The purpose is also to protect existing and future sites for such uses by maintaining large lot configurations or a cohesive planned development design and limiting uses to those that are of a nature so as to not conflict with other industrial uses or surrounding residential areas. The purpose is also to allow a limited amount of commercial uses and services and other support uses.

[...]

Section 10. TDC Chapter 64 is amended as follows:

[...]

TDC 64.100. Purpose.

- (1) The purpose of this zone 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 must not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastesemanating from the property. The zone is to provide for an aesthetically attractive working environment with park or campus like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. The purpose is also to protect existing and future sites for such uses. The purpose of this zone is to provide an environment for industrial development consistent with the Southwest Concept Plan (SWCP) and with the Metro-designated Regionally Significant Industrial Area (RSIA).
- (2) The Manufacturing Business Park (MBP) Zone will be a mix of light industrial and high-tech uses in a corporate campus setting. Permitted uses are required to be conducted within a building and uses with unmitigated hazardous or nuisance effects are restricted. 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 to medium industrial uses with some limited, local-serving commercial services. The zone is intended to provide for an aesthetically 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.

[...]

Section 11. TDC Chapter 73A is amended as follows:

General Purpose and Objectives of Site and Building Design Standards

Residential Design Standards

Multi-Family Design Standards

Commercial Design Standards

Industrial Design Standards

Institutional Design Standards

GENERAL PURPOSE AND OBJECTIVES OF SITE AND BUILDING DESIGN STANDARDS

[...]

RESIDENTIAL DESIGN STANDARDS

[...]

TDC 73A.10020. Residential Design Standards Applicability; Exceptions.

[...]

TDC 73A.11030. Clear and Objective Residential (Type I) Design Standards.

Residential housing types using the Clear and Objective (Type I) standards must comply with the following:

[...]

- (4) Walkways. Walkways must be provided for townhouses as follows:
 - (a) Walkways must be a minimum of three feet in width;
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete; and
 - (c) The walkways must meet ADA standards applicable at time of construction or alteration.

[...]

TDC 73A.12040. Type I Residential Roof Design Elements.

[...]

TDC 73A.13050. Type I Residential Wall Design Elements.

TDC 73A.14060. Discretionary (Type II) Residential Development Design Standards.

[...]

TDC 73A.15070. Clear and Objective (Type I) Cottage Cluster Design Standards.

[...]

TDC 73A.16080. Discretionary (Type II) Cottage Cluster Design Standards.

[...]

TDC 73A.17090. Accessory Dwelling Unit Design Standards.

[...]

MULTI-FAMILY DESIGN STANDARDS

TDC 73A.2100. Multi-Family Design Standards.

The following standards are the minimum standards requirements for all other residential multi-family development in all zones, except that does not meet the definition of single-family dwelling, duplex, townhouse, triplex, quadplex, or cottage cluster or is 5 or more dwelling units. These standards do not apply to development in the Central Design District and Mixed Use Commercial (MUC) zones, which have separate standards and may be less than the minimums provided below.

[...]

- (7) Walkways. Multi-family uses must provide walkways as follows:
 - (a) Walkways for duplexes and townhouses must be a minimum of three feet in width;
 - (b) All other multi-family development must have wWalkways of must be a minimum of six feet in width;
 - (e<u>b</u>) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable; and
 - (dc) The walkways must meet ADA standards applicable at time of construction or alteration;-
 - (d) Walkways must provide pedestrian connections between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way; and
 - (e) Walkways through parking areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas.

[...]

- (9) Carports and Garages. Multi-family uses must may provide Carports and Garage features as follows:
 - (a) The form, materials, color, and construction must be compatible with the complex they serve.

[...]

(11) Service, Delivery and Screening. Multi-family uses must provide service, delivery, and screening features as follows:

- (a) Provisions for postal delivery must be made consistent with US Postal Service regulations conveniently located and efficiently designed for residents;
- (b) Pedestrian access from unit entries to postal delivery areas, shared activity areas, and parking areas must be provided via accessways; and
- (c) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping.

COMMERCIAL DESIGN STANDARDS

TDC 73A.30110. Commercial General Design Standards.

The following standards are the minimum requirements for commercial nonresidential development in all zones, except the Mixed-Use Commercial (MCUC) and Basalt Creek Employment (BCE) zones, which has its own standards have separate standards.:-

- (1) Walkways. Commercial dDevelopment must provide walkways as follows:
 - (a) Walkways must be have a minimum of six feet in width of:;-
 - (i) Six feet for commercial and institutional uses; and
 - (ii) Five feet for industrial uses.
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
 - (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
 - (e) Walkways through parking areas, drive aisles, and loading areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas;
 - (f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and
 - (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.
- (2) Accessways.
 - (a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - [...]
 - (b) Design Standard. Accessways must meet the following design standards:
 - [...]
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody-material:
 - [...]
- (3) Drive-up Uses. When permitted, dDrive-up uses must comply with the following:

- (a) Provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:
 - (i) Banks—Each lane must be 100 feet long;
 - (ii) Restaurants—Each lane must be 160 feet long; and
 - (iii) Other uses—Each lane must be between 80 and 160 feet long, as determined by the City.
- (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property.
- (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.
- (d) The width and turning radius of drive-up aisles must be approved by the City.
- (e) A wall or other visual or acoustic may be required by the City.
- (4) Safety and Security. Commercial dDevelopment must provide safety and security features as follows:

[...]

(5) Service, Delivery, and Screening. Commercial dDevelopment must provide service, delivery, and screening features as follows:

[...]

- (6) Adjacent to Transit. Commercial dDevelopment adjacent to transit must comply with the following:
 - (a) Development on a transit street designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
 - (b) Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must:

[...]

TDC 73A.40120 Mixed Use Commercial Design Applicability; Exceptions.

[...]

TDC 73A.41130 Mixed Use Commercial Design Standards.

- (1) Applicability. The Mixed Use Commercial (MUC) design standards apply to:
 - (a) New buildings in the Mixed Use Commercial (MUC) zone.
 - (b) Expansion or substantial exterior remodeling of existing development in the Mixed Use Commercial (MUC) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage by more than 50 percent.
- (2) Exceptions: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:
 - (a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep

- slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or
- (b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

The following are the minimum standards for development in the Mixed-Use Commercial zone.

- (13) Walkways. Mixed-Use Commercial zone dDevelopment must provide walkways as follows:
 [...]
- (24) Parking Location. When provided, pParking for all Mixed-Use Commercial zone uses must be provided within garages or parking lots as follows:
 - (a) Parking and loading areas are prohibited between the public street and proposed building(s);
 - (b) Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site; and
 - (c) Parking must be setback a minimum of 50 feet from the front property line.; and
 - (d) Parking required for residential uses must be provided on the development site of the primary structure.
- (35) Drive-up Uses. When permitted, dPrive-up uses must comply with the following:

[...]

- (46) Adjacent to Transit. Mixed-Use Commercial zone dDevelopment adjacent to transit must comply with the following:
 - (a) Development on a transit street designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
 - (b) Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must:

[...]

- (57) Building Location. Buildings must occupy a minimum of 50 percent of arterial and collector street frontages. Buildings must be located at public street intersections on arterials and collectors.
- (68) Building Design Standards. Mixed-Use Commercial zone dDevelopment must meet the following building design standards.

[...]

INDUSTRIAL DESIGN STANDARDS

TDC 73A.500. Industrial Design Standards.

The following standards are minimum requirements for industrial development in all zones, except the Basalt Creek Employment (BCE) zone, which has its own standards:

- (1) Walkways. Industrial development must provide walkways as follows:
 - (a) Walkways must be a minimum of five feet in width;
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
 - (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (e) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
 - (f) Walkways through parking areas, drive aisles, and loading areas must be of a different appearance than the adjacent paved vehicular areas; and
 - (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.

(2) Accessways.

- (a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.
- (b) Design Standard. Accessways must meet the following design standards:
 - (i) Accessways must be a minimum of eight feet in width;
 - (ii) Public accessways must be constructed in accordance with the Public Works-Construction Code;
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material:
 - (iv) Accessways must meet ADA standards applicable at time of construction or alteration;
 - (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;
 - (vi) Accessways may be gated for security purposes;
 - (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and
 - (viii) Must be constructed, owned and maintained by the property owner.
- (c) Exceptions. The Accessway standard does not apply to the following:
 - (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and
 - (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not beconstructed at the time the subject property is developed. In such cases the applicantfor development must enter into a written agreement with the City guaranteeing futureperformance by the applicant and any successors in interest of the property beingdeveloped to construct an accessway when the adjacent undeveloped parcel isdeveloped. The agreement recorded is subject to the City's review and approval.

- (3) Drive-up Uses. Drive-up uses must comply with the following:
 - (a) Must provide a minimum stacking area clear of the public right-of-way and parking lotaisles from the window serving the vehicles as follows:
 - (i) Banks—each lane must be 100 feet long;
 - (ii) Restaurants—each lane must be 160 feet long; and
 - (iii) Other uses—each lane must be between 80 and 160 feet long, as determined by the City.
 - (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property;
 - (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.
 - (d) The width and turning radius of drive-up aisles must be approved by the City; and
 - (e) A wall or other visual or acoustic may be required by the City.
- (4) Safety and Security. Industrial development must provide safety and security features as follows:
 - (a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;
 - (b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-of-way;
 - (c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas:
 - (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and
 - (e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.
- (5) Service, Delivery, and Screening. Industrial development must provide service, delivery, and screening features as follows:
 - (a) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;
 - (b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and
 - (c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight-obscuring fences or walls and landscaping.
- (6) Adjacent to Transit. Industrial development adjacent to transit must comply with the following:
 - (a) Development on a transit street illustrated on TDC Chapter 11 Comprehensive Plan-Map 8-5 (Figure 11) must provide either a transit stop pad on-site, or an on-site orpublic sidewalk connection to a transit stop along the subject property's frontage on the transit street; and

- (b) Development abutting major transit stops as illustrated on TDC Chapter 11
 Comprehensive Plan Map 8-5 (Figure 11) must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

TDC 73A.60140. Basalt Creek Employment (BCE) Design Standards.

- (1) Applicability. The Basalt Creek Employment (BCE) design standards apply to:
 - (a) New buildings in the Basalt Creek Employment (BCE) zone.
 - (b) Expansion or substantial exterior remodeling of existing non-residential development in the Basalt Creek Employment (BCE) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage or property within a residential planning district by more than 50 percent.
- (2) Exceptions: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:
 - (a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or
 - (b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.
- (3) Building Design Standards. BCE zone dDevelopment must provide building design as follows:

[...]

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

[...]

- (5) Accessways.
 - (a) When Required. Accessways are required to be constructed when a BCE-development is adjacent to any of the following:

[...]

(b) Design Standard. Accessways must meet the following design standards:

(iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody-material;

[...]

(6) Safety and Security. BCE zone dDevelopment must provide safety and security features as follows:

[...]

(7) Adjacent to Transit. BCE zone dDevelopment adjacent to transit must comply with the following:

[...]

INSTITUTIONAL DESIGN STANDARDS

TDC 73A.700. Institutional Design Standards.

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

- (1) Walkways. Institutional development must provide walkways as follows:
 - (a) Walkways must be a minimum of six feet in width;
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
 - (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
 - (e) Walkways through parking areas, drive aisles, and loading areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas;
 - (f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and
 - (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.

(2) Accessways.

- (a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.
- (b) Design Standard. Accessways must meet the following design standards:
 - (i) Accessways must be a minimum of eight feet in width;
 - (ii) Public accessways must be constructed in accordance with the Public Works-Construction Code:
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody

material:

- (iv) Accessways must meet ADA standards applicable at time of construction or alteration;
- (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;
- (vi) Accessways must not be gated to prevent pedestrian or bike access;
- (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and
- (viii) Must be constructed, owned and maintained by the property owner.
- (c) Exceptions. The Accessway standard does not apply to the following:
 - (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and
 - (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.
- (3) Safety and Security. Institutional development must provide safety and security features as follows:
 - (a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;
 - (b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-of-way;
 - (c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas:
 - (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and
 - (e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.
- (4) Service, Delivery, and Screening. Institutional development must provide service, delivery, and screening features as follows:
 - (a) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;
 - (b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and
 - (c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight-obscuring fences or walls and landscaping.
- (5) Adjacent to Transit. Institutional development adjacent to transit must comply with the following:

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

Section 12. TDC Chapter 73B is amended as follows:

[...]

TDC 73B.020. Landscape Area Standards Minimum Areas by Use and Zone.

The following are the minimum areas required to be landscaped for each use and zone:

Table 73B-1
Required Minimum Landscape Area

Zone	Minimum Area Requirement*	Minimum Area Requirement with dedication for a fish and wildlife habitat*
(1) RL, RML, RMH, RH and RH/HR zones—Permitted Uses	None	None
(2) RL, RML, RMH, RH and RH/HR zones—Conditional Uses, except Small Lot Subdivisions	25 percent of the total area to be developed	20 percent of the total area to be developed
(3) CO, CR, CC, CG, ML and MG zones except within the Central Tualatin Overlay-Core-Area Parking District—All uses	15 percent of the total area to be developed	12.5 percent of the total area to be developed
(4) CO, CR, CC, CG, MUC, ML and MG zones within the Central Tualatin Overlay-Core Area Parking District—All uses-	10 percent of the total area to be developed	7.5 percent of the total area to be developed
(5) IN, CN, CO/MR, MC and MP zones—All uses	25 percent of the total area to be developed	22.5 percent of the total area to be developed
(6) BCE zone—All uses; Industrial Business Park Overlay District and MBP—	20 percent of the total area to be developed	Not applicable

must be approved through Industrial Master Plans
--

* For properties within the Hedges Creek Wetland Protection District which have signed the "Wetlands Mitigation Agreement," the improved or unimproved wetland buffer area may reduce the required landscaping to 12.5 percent as long as all other landscape requirements are met.

[...]

TDC 73B.040. Additional Minimum-Landscaping Requirements for Commercial Nonresidential Uses.

(1) General. In addition to requirements in TDC 73B.020, <u>nonresidential</u> uses, except those located in the Mixed-Use Commercial (MUC) zone <u>which has its own standards</u>, must comply with the following:

[...]

- (e) Landscape screening provisions are superseded by the vision clearance requirements of Figure 73B-4.
- (2) Manufacturing Park (MP)—Wetland Buffer. Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:
 - (a) Area counted as landscaping is limited to a maximum of two and one-half percent (of the total land area to be developed:
 - (b) Area to be counted as landscape must be within the boundaries of the subject property;
 - (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
 - (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and the Unified Sewerage Agency Clean Water Services; and
 - (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and the Unified Sewerage Agency Clean Water Services as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

[...]

TDC 73B.060. Additional Minimum Landscaping Requirements for Industrial Uses.

- (1) General. In addition to requirements in TDC 73B.020, industrial uses must comply with the following:
 - (a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.
 - (i) This standard does not apply to areas subject to the Hedges Creek Wetlands-Mitigation Agreement.

- (b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:
 - (i) Pedestrian amenities such as landscaped plazas and arcades; and
 - (ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.
- (c) Five-foot-wide landscaped area requirement does not apply to:
 - (i) Loading areas,
 - (ii) Bicycle parking areas,
 - (iii) Pedestrian egress/ingress locations, and
 - (iv) Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.
- (d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.
- (2) MP Area—Wetland Buffer. Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:
 - (a) Area counted as landscaping is limited to a maximum of two and one-half percent of the total land area to be developed;
 - (b) Area to be counted as landscape must be within the boundaries of the subject property;
 - (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
 - (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and the Clean Water Services; and
 - (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation planapproved by the Oregon Division of State Lands and Clean Water Services, as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

TDC 73B.070. Additional Minimum Landscaping Requirements for Institutional Uses.

- (1) General. In addition to the requirements in TDC 73B.020, institutional uses comply with the following:
 - (a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrianareas, or undisturbed natural areas must be landscaped.
 - (i) This standard does not apply to areas subject to the Hedges Creek Wetlands-Mitigation Agreement.

- (b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:
 - (i) Pedestrian amenities such as landscaped plazas and arcades; and
 - (ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.
- (c) Five-foot-wide landscaped area requirement does not apply to:
 - (i) Loading areas,
 - (ii) Bicycle parking areas,
 - (iii) Pedestrian egress/ingress locations, and
 - (iv) Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.
- (d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.
- (2) MP Area—Wetland Buffer. Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:
 - (a) Area counted as landscaping is limited to a maximum of two and one-half percent of the total land area to be developed;
 - (b) Area to be counted as landscape must be within the boundaries of the subject property;
 - (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
 - (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and Clean Water Services; and
 - (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation planapproved by the Oregon Division of State Lands and Clean Water Services as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

TDC 73B.0860. - Minimum Landscaping Standards for All Zones.

[...]

TDC 73B.0970. - Minimum Standards Trees and Plants.

[...]

Section 13. TDC Chapter 73C is amended as follows:

In General

IN GENERAL

TDC 73C.010. Off-Street Parking and Loading <u>Purpose and</u> Applicability-and General Requirements.

- (1) <u>Purpose.</u> The purpose of the off-street parking and loading area standards are to promote functional and safe parking areas that are:
 - (a) Limited in scale:
 - (b) Designed to minimize conflicts with active transportation modes;
 - (c) Designed to mitigate heat island effects or generate sustainable power.

Applicability. Off-street parking and loading is required to be provided by the owner and/or-developer, in all zones, whenever the following occurs:

- (a) Establishment of a new structure or use;
- (b) Change in use; or
- (c) Change in use of an existing structure.
- (2) <u>Applicability</u>. The off-street parking and loading provisions of this chapter apply to all new development and modifications to existing development, including changes of use, unless otherwise stated in this chapter.

General Requirements. Off-street parking spaces, off-street vanpool and carpool parking spaces, off-street bicycle parking, and off-street loading berths must be as provided as setforth in TDC 73C.100, unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process.

- (a) The following apply to property and/or use with respect to the provisions of TDC 73C.100:-
 - (i) The requirements apply to both the existing structure and use, and enlarging a structure or use:
 - (ii) The floor area is measured by gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading:
 - (iii) Where employees are specified, the term applies to all persons, including proprietors, working on the premises during the peak shift;
 - (iv) Calculations to determine the number of required parking spaces and loading berthsmust be rounded to the nearest whole number;
 - (v) If the use of a property changes, thereby increasing off-street parking or loading requirements, the increased parking/loading area must be provided prior to commencement of the new use;
 - (vi) Parking and loading requirements for structures not specifically listed herein must be determined by the City Manager, based upon requirements of comparable uses listed;
 - (vii) When several uses occupy a single structure, the total requirements for off-street parking may be the sum of the requirements of the several uses computed separately or be computed in accordance with TDC 73.370(1)(m), Joint Use Parking;
 - (viii) Off-street parking spaces for dwellings must be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the

building to be served, measured along the shortest pedestrian route to the building.

The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site.

The parcel upon which parking facilities are located must be in the same ownership as the structure;

- (ix) Required parking spaces must be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business:
- (x) Institution of on-street parking, where none is previously provided, must not be done solely for the purpose of relieving crowded parking lots in commercial or industrial zones:
- (xi) Required vanpool and carpool parking must meet the 9-foot parking stall standards in Figure 73-1 and be identified with appropriate signage;
- (xii) Where uses are mixed in a single building, parking must be a blend of the ratiorequired less ten percent for the minimum number of spaces. The maximum numberof spaces must be ten percent less than the total permitted maximum for each use; and
- (xiii) If the applicant demonstrates that too many or too few parking spaces are required, applicant may seek a variance from the minimum or maximum by providing evidence that the particular use needs more or less than the amount specified in this Code.

TDC 73C.020. Calculating Parking Lot Area.

Parking lot area shall be based on the cumulative area measured around the perimeter of all parking spaces, vehicle maneuvering areas, interior walkways, and interior landscaping areas. This requirement applies to parking areas scattered throughout a property or that span multiple lots but serve a common use or uses.

TDC 73C.0230. Parking Lot Design Standards Requirements.

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks All development where new parking is provided, must comply with the following:

- (1) <u>Parking Space and Aisle Dimensions</u>. Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1; Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1.
 - (a) Exception: Parking structures and underground parking where stall space length and width requirements for a standard size stall space must may be reduced by one-half feet and vehicular access at the entrance may be a minimum of 18 feet in width, if gated must be a minimum of 18 feet in width.
- (2) <u>Surface Materials.</u> Parking lots and parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
 - (a) Parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
 - (b) Pavers, pervious concrete, or grasscrete are encouraged for parking spaces in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor; and

- (c) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks.
- (3) Wheel Stops. Parking bumpers, wheel stops, or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways. Parking stalls must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete.

 Gravel or woody material are not an acceptable materials. Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection-Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor;
- (4) <u>Circulation</u>. Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;
 - (a) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site; and
 - (b) Groups of more than four parking spaces must be located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way, other than an alley.
- (5) <u>Lighting.</u> Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor. Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.
- (6) <u>Screening.</u> Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration;
 - (a) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200-230; and
 - (b) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
- (7) Accessible Parking. Accessible parking spaces must meet federal and state building code standards applicable at time of construction or alteration. Such parking spaces must be sized, signed, and marked in compliance with ORS 447. Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;
- (8) <u>Compact Parking</u>. Parking spaces for sub-compact vehicles must not exceed 35 percent of the total parking provided. Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;
- (9) <u>Employee Parking.</u> New commercial, institutional, and/or industrial developments with more than 50 parking spaces, must provide preferential parking for carpools and vanpools. The number of carpool/vanpool parking spaces shall be at least 10 percent of the amount of parking spaces provided. Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site;
- (10) <u>Electrical Service Capacity</u>. Electrical service capacity, as defined in ORS 455.417 must be provided to new off-street parking spaces subject to the following standards. Variance

requests to these standards are prohibited. On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and subcompact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic;

- (a) Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.
- (b) Residential or mixed-use development with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on site.
- (11) <u>Maximum Coverage</u>. For developments with more than 65,000 square feet of floor area on site, the total area of surface parking must not exceed the total square footage of the floor area on that site. Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor;
- (12) <u>Tree Canopy.</u> Tree canopy must be provided over parking areas in compliance with the following standards. Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and
 - (a) Developments with off-street parking areas less than one-half acre (21,780 square feet) in size, as measured using the method provided in TDC 73C.020, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.
 - (b) Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide trees along driveways.
 - (i) Trees must be planted an average of not more than 30 feet on center, except when interrupted by driveways, drive aisles, and other site design considerations; and
 - (ii) The required landscape area must be a minimum of five feet in width, as measured from the inside of any proposed curb.
 - (c) Development of a tree canopy plan under this section shall be done in coordination with the local utility provider.
- (13) <u>Climate Mitigation</u>. Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide at least one of the following: Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
 - (a) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property, subject to Tualatin Development Code standards.
 - (b) Invest at least 1.5% of the project cost on green energy, in compliance with OAR 330-135-0010. This provision applies to public projects only.
 - (c) Tree canopy covering at least 40 percent of the new parking lot area at maturity, but no more than 15 years after planting.

TDC 73C.030. Shared Parking Requirements.

Parking facilities may be shared by users on adjacent parcels if the following standards are met:

- (1) One of the parcels has excess parking spaces, considering the present use of the property; the other parcel lacks sufficient area for required parking spaces;
- (2) The total number of parking spaces meets the standards for the sum of the number of spaces required for each use;
- (3) Legal documentation, to the satisfaction of the City Attorney, must be submitted verifying permanent use of the excess parking area on one lot by patrons of the uses deficient in required parking area;
- (4) Physical access between adjoining lots must be such that functional and reasonable access is provided to uses on the parcel deficient in parking spaces;
- (5) Adequate directional signs must be installed specifying the joint parking arrangement; and
- (6) Areas in the Natural Resource Protection Overlay District, Other Natural Areas, or a Clean-Water Services Vegetated Corridor would be better protected.

TDC 73C.040. Joint Use Parking Requirements.

- (1) Joint use of parking spaces may occur where adjacent developments or multiple uses in a development are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times.
- (2) Joint use of parking spaces may be allowed are met:
 - (a) There must be no substantial conflict; the principal operating hours of the buildings or uses for which the joint use parking is proposed. Future change of use, such as expansion of a building or establishment of hours of operation which conflict with or affect a joint use parking agreement are prohibited, unless approval is obtained through the Architectural Review process;
 - (b) The joint use parking spaces must be located no more than 500 feet from a building or use to be served by the joint use parking;
 - (c) The number and location of parking spaces, hours of use and changes in operating hours of uses subject to joint use must be approved through the Architectural Review process;
 - (d) Legal documentation, to the satisfaction of the City Attorney, must be submitted verifying the joint use parking between the separate developments. Joint use parking agreements may include provisions covering maintenance, liability, hours of use and cross easements;
 - (e) The City Attorney approved legal documentation must be recorded by the applicant at the Washington or Clackamas County Recorder's Office and a copy of the recorded document must be submitted to the Planning Department prior to issuance of a building permit; and
 - (f) Areas in the Natural Resource Protection Overlay District or a Clean Water Services Vegetated Corridor would be better protected.

TDC 73C.050. Bicycle Parking Requirements and Standards.

- (1) Requirements. Bicycle parking facilities must include:
 - (a) Long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;
 - (i) Long-term bicycle parking facilities may be provided inside a building in suitable secure and accessible locations.
 - (b) Short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.
- (2) Standards. Bicycle parking must comply with the following:
 - (a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet;
 - (b) A five-foot-wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard-surface such as pavers or grasscrete, and be maintained;
 - (c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
 - (d) Bicycle parking areas and facilities must be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs must be located at the main entrance and at the location of the bicycle parking facilities;
 - (e) Bicycle parking must be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights-of-way or fish and wildlife habitat areas;
 - (f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for-profit bicycle parking businesses;
 - (g) Bicycle parking may be provided within the public right-of-way in the Core Area Parking-District subject to approval of the City Engineer and provided it meets the otherrequirements for bicycle parking; and
 - (h) The City Manager or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or-short-term parking pursuant to Architectural Review.

TDC 73C.060. Transit Facility Conversion.

Parking on existing residential, commercial, and industrial development may be redeveloped as transit_facility_as a way to encourage the development of transit supportive facilities such as busstops and pullouts, bus shelters and park and ride stations. Parking spaces converted to such uses in conjunction with the transit agency and approved through Architectural Review process-will not be required to be replaced.

TDC 73C.4040. Off-Street <u>Vehicle and Bicycle Parking Minimum/Maximum Quantity</u> Requirements.

- (1) <u>Parking Table. Parking Table. Table 73C-1 lists the maximum permitted vehicle and minimum required bicycle parking requirements listed for land use types. The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC 73C.110.</u>
- (2) Parking Categories.
 - (a) Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within the town center (Comprehensive Plan Map 10-4), one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service, or one-half mile walking distance of light rail station platforms that have 20-minute peak hour transit service.
 - (b) Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, and that have a greater than 20-minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops and one-half mile walking distance of light rail station platforms, or both,
 - (c) Dual Parking Zones. If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A ratios.
- (3) Ratios. Calculations to determine the parking quantities must be rounded to the nearest whole number.
- (4) <u>Uses Not Listed.</u> For uses not specifically mentioned in Table 73C-1, a use determination may be requested as provided in TDC 31.070 for the purposes of determining off-street parking facilities for vehicles and bicycles.

TABLE 73C-1: Off-Street Vehicle and Bicycle Parking Quantity Requirements					
USE	MINIMUM MOTOR VEHICLE PARKING MAXIMUM MOTOR VEHICLE PARKING MAXIMUM PERMITTED VEHICLE PARKING PARKING		MINIMUM PERMITTED BICYCLE	PERCENTAGE OF BICYCLE PARKING TO	
			PARKING	BE COVERED	
	Zone A	Zone B			
(a) Residential Us	ses				
(i) Detached	2.00 vehicle	None	None Required	N/A	
sSingle-family	parking spaces				
dwelling <u>s and</u> ,	per dwelling unit,				
residential home,	residential home				
residential	or residential				
facilities (located	facility				

in low density (RL) zones) accessory dwelling units	
accessory	
<u>dwelling units</u>	
(ii) Middle 1.00 vehicle None None Required N/A	
Housing: parking space	
Duplexes per dwelling unit	
a. Duplexes None	
b. Triplexes	
c. Quadplexes	
d. Townhouses	
e. Cottage	
Clusters	
(iii) Townhouses 1.00 vehicle None None Required None None Required None Require	
parking space	
per dwelling unit	
(iv) Triplexes 1.00 space in None None Required	
and (v) total for lots less	
Quadplexes than 3,000 SF.	
2.00 spaces in	
total for lots	
greater than or	
equal to 3,000	
SF and less than	
5,000 SF. 3.00	
spaces in total	
for lots greater	
than 5,000 SF	
and less than	
7,000 SF.	
4.00 spaces in	
total for lots	
equal to or	
greater than	
7.000 SF.	
(vi) Cottage 1.00 space per None None Required	
Clusters dwelling unit in a	
Cottage Cluster.	
Spaces may be	
provided for	
individual	
1.1.1.1.5.5.5.	
cottages or in	
shared parking	
clusters.	
(viii) Multi-family 1.50 spaces per None Developments 100	
dwellings: in unit with five or more	
subdivisions a. 1.2 spaces units; none	
a. studio units per unit required if a	
b. non-studio b. 2.0 spaces garage is	
units per unit provided as an	

	1		1	1
			integral element	
			of a unit;	
			otherwise 1.00	
			space per unit	
(viii) Multi-family	1.0 space/studio,	None-	Developments	100 -
dwellings in	1.25 space/1		with five or more	
complexes with	bedroom,		units; none	
private internal	1.50 space/2		required if a	
driveways	bedroom,		garage is	
	1.75 space/3=		provided as an	
	bedroom-		integral element	
	500.00		of a unit;	
			otherwise 1.00	
			space per unit	
(ixv) Retirement	1.00 space per	None	0.50 space per	50
housing facility	dwelling unit	INOTIC	unit	30
Tiousing racility	None		unit	
(x) Boarding	1.00 space per	None-	0.25 space per	50 -
` '	guest house	NOHO	guest house	50-
house, lodging	accommodation		accommodation	
(viv) Congregate		None	2, or 0.20	50
(xiv) Congregate	0.50 space per	ivone	1	50
care, assisted	dwelling unit		spaces per	
living and	<u>None</u>		dwelling unit;	
residential care			whichever is	
facilities	4.00		greater	
(xi<u>vi</u>) Residential	1.00 space per	None	2, or 1.0 0 space	50
facilities (located	three beds, plus		for every six	
in other than low	1.00 space per		beds; whichever	
density	employee		is greater	
residential	<u>None</u>			
zones)				
(xiii) Dwelling	1.50 space per	None-	Multi-family	100
units within the	dwelling unit,		residential	
Central Design	including garage		developments	
District except as			with five or more	
specified in (d),			units; none	
(e), and (f)			required if a	
above			garage is	
			provided as an	
			integral element	
			of a unit;	
			otherwise 1.00	
			space per unit	
(b) Institutions				
(i) Convalescent	1.00 space per 2	None	2, or 1.0 0 space	50
home, or nursing	beds for patients		for every six	
home or	or residents		beds; whichever	
sanitarium-	<u>None</u>		is greater	

(ii) Hospital	1.00 space per 500 square feet	None	1 space per 1,000 gross	First ten 10 spaces or 40
	of gross floor area		square feet	percent whichever is
	None			greater
(c) Places of Pub				0
(i) Library, reading room	1.00 space per 400 square feet of public area None	None	2, or 1.5 spaces per 1,000 gross square feet; whichever is greater	10
(ii) Nursery, primary, elementary or middle school, child day care center	2.00 spaces per employee None	None	4, or 1.00 space per five students based on the design capacity of the facility; whichever is greater	75
(iii) Senior high school	0.2 <u>3</u> spaces per student and staff	Zone A and Zone B: 0.3 spaces per student plus 1.00 space per and staff	4, or 1.00 space per five students based on the design capacity of the facility; whichever is greater	25
(iv) Other places of public assembly, including churches	1.00 0.6 spaces per four seats or eight feet of bench length	Zone A: 0.6- spaces per seat- Zone B: 0.58 spaces per seat	1.0 space per 40 seats or 80 feet of bench length	35
(d) Commercial A	musements			
(i) Theater	1.00 space per- four seats 0.4 spaces per seat	Zone A: 0.4 spaces per seat Zone B: 0.5 spaces per seat	1.0 space per 30 seats	10
(ii) Bowling alley	5.00 spaces per lane 5.4 spaces per 1,000 square feet of gross floor area	None 6.5 spaces per 1,000 square feet of gross floor area	4 spaces, or 0.50 spaces per lane; whichever is greater	40
(iii) Dance hall, skating rink	4.3 5.4 spaces per 1,000 square feet of gross floor area	Zone A: 5.4 spaces per 1,000 square feet of gross floor area Zone B: 6.5 spaces per 1,000 square	2.0 spaces per 1,000 square feet of floor area	50

		foot of	T	T
		feet of gross floor area		
(iv) Racquet court, health club	1.00 1.3 spaces per 1,000 square feet of gross floor area	Zone A: 1.3 spaces per 1,000 square feet of gross floor area Zone B: 1.5 spaces per 1,000 square feet of gross floor area	2.0 spaces per 1,000 square feet of exercise area	50
(e) Commercial			1	1
(i) General Rretail—grocery stores, convenience stores, specialty retail and shops shops (under- 100,000 square- feet of gross- floor area)	4.00 5.0 spaces per 1,000 square feet of gross floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	0.50 space per 1,000 square feet of gross floor area	50
(ii) Bulk Rretail—store handling exclusively bulky merchandise such as furniture and home furnishings, appliances, building materials, and similar large items or automobiles and service or repair shops	1.00 space per 400 square feet of sales floor area 5.0 spaces per 1,000 square feet of gross floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.20 space per 1,000 square feet of sales floor area; whichever is greater	50
(iii) Shopping- center (over- 100,000 square- fect of gross- floor area)	4.1 spaces per 1,000 square feet of gross- floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	0.50 space per- 1,000 square- feet of gross- floor area	50

(i <u>ii</u> ∀)	4.30 <u>5.0</u> spaces	Zone A: 5.4	2 spaces, or	10
Banks/Savings and loans	per 1,000 square feet of gross floor area	spaces per 1,000 square feet of gross floor area Zone B: 6.5 spaces per 1,000 square feet of gross floor area	0.33 spaces per 1,000 square feet; whichever is greater	10
(<u>i</u> v) Medical & dental offices	43.90 spaces per 1,000 square feet of gross floor area	Zone A: 4.9 spaces per 1,000 square feet of gross floor area Zone B: 5.9 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 gross square feet; whichever is greater	First ten 10 spaces or 40 percent; whichever is greater
(vi) General office	2.70 3.4 spaces per 1,000 square feet of gross floor area	Zone A: 3.4 spaces per 1,000 square feet of gross floor area Zone B: 4.1 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.50 spaces per 1,000 gross square feet; whichever is greater	First ten 10 spaces or 40 percent; whichever is greater
(viii) Restaurant	10.00 19.1 spaces per 1,000 square feet of gross floor area	Zone A: 19.1 spaces per 1,000 square feet of gross floor area Zone B: 23.0 spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet	25
(viii) Drive-up restaurant	9.90 12.4 spaces per 1,000 square feet of gross floor area	Zone A: 12.4 spaces per 1,000 square feet of gross floor area Zone B: 14.9 spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet sq. ft	25

(viiix) Motel	1.00 space per	None	0.2 0 space per	10		
(<u>vii</u> i x) iviolei	room None	INOTIC	room	10		
(<u>i</u> x) Mortuary	1.00 space per- four seats or an eight feet of bench length in	None	1.0 space per 40 seats or 80 feet of bench length	10		
(xi) Office- furniture and- office furniture- sales	chapels None 1.00 space per 550 gross square feet	None-	2 spaces, or- 0.20 space per- 1,000 square- feet of sales floor area, whichever- is greater-	10-		
(xii) Park and ride lots	None	None	5 percent of auto spaces	100		
(xiii) Major transit stops (not Park and Ride lots)	None	None	4	100		
(xiv) Wireless communication facility	1.0 space	None	N/A	N/A		
(f) Industrial						
(i) Manufacturing	1.60 spaces per 1,000 square feet of gross floor area None	None	2 spaces, or 0.10 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater		
(ii) Warehousing	0.430 spaces per 1,000 square feet of gross floor area	Zone A: 0.4 spaces per 1,000 square feet of gross floor area Zone B: 0.5 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.10 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater		
(iii) Wholesale establishment	3.00 spaces per 1,000 square feet of gross- floor area None	None	2 spaces, or 0.50 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater		
(g) Exempt Uses						
(i) <u>Commercial</u> Parking Structures	Exempt	Exempt	Exempt	Exempt		
(ii) Fleet Parking	Exempt	Exempt	Exempt	Exempt		

(iii) Parking for	Exempt-	Exempt-	Exempt-	Exempt-
vehicles for sale,				
lease, or rent				
(iv) Car/Vanpool	Exempt-	Exempt-	Exempt-	Exempt-
Parking		-	-	
(v) Dedicated	Exempt-	Exempt-	Exempt-	Exempt
Valet Parking		·	·	·
(vi) User-Paid	Exempt-	Exempt-	Exempt-	Exempt-
Parking				

(2) In addition to the general parking requirements in subsection (1), the following are the minimum number of off-street vanpool and carpool parking for commercial, institutional, and industrial uses)

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

TDC 73C.050. Bicycle Parking Requirements.

- (1) Requirements. Bicycle parking facilities must include:
 - (a) Long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;
 - (i) Long-term bicycle parking facilities may be provided inside a building and/or parking garage in secure and accessible locations.
 - (b) Short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.
- (2) Standards. Bicycle parking must comply with the following:
 - (a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet:
 - (b) A five-foot-wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
 - (c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
 - (d) Bicycle parking areas and facilities must be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs must be located at the main entrance and at the location of the bicycle parking facilities;
 - (e) Bicycle parking must be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights-of-way or fish and wildlife habitat areas:

- (f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for-profit bicycle parking businesses;
- (g) Bicycle parking may be provided within the public right-of-way in the Core Area Parking

 District subject to approval of the City Engineer and provided it meets the other

 requirements for bicycle parking; and
- (h) The City Manager or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or short-term parking pursuant to Architectural Review.

TDC 73C.060. Bicycle and Transit Facility Conversion.

Any portion of existing off-street parking areas may be redeveloped as a bicycle-oriented ortransit-oriented facility including bicycle parking, bus stops and pullouts, bus shelters and park and ride stations, and similar facilities. Conversion to such uses is reviewed through the Architectural Review process.

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

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

- (1) The following uses must provide 75 percent of the spaces required in TDC 73C.100(1), whether provided individually, in accordance with the Shared Parking in TDC 73C.030, or the Joint Use Parking in TDC 73C.040:
 - (a) Multi-Family dwellings in complexes with private internal driveways;
 - (b) Retirement housing facility;
 - (c) Boarding house, lodging;
 - (d) Congregate care, assisted living and residential care facilities;
 - (e) Residential facilities (located in other than low density residential planning districts);
 - (f) Library, reading room;
 - (g) Nursery, primary, elementary or middle school, and child day care center;
 - (h) Other places of public assembly, including churches;
 - (i) Theater;
 - (i) Bowling alley;
 - (k) Retail shops (under 100,000 square feet of gross floor area):
 - (I) Retail store handling exclusively bulky merchandise such as furniture or automobiles and service or repair shops;
 - (m) Mortuary;
 - (n) Office furniture and office furniture sales; and
 - (o) Major transit stops (not Park and Ride lots).
- (2) At the time of enlargement of an existing structure or change in use, there must be no net loss of existing off-street parking, in addition to providing new off-street parking as required under TDC 73C.110.

- (3) The following uses are exempt from providing off-street parking within the Core Area Parking District:
 - (a) The publicly-owned community center on Tract 8 of the Tualatin Commons; and
 - (b) Outdoor dining facilities.

TDC 73C.070. Shared Parking Requirements.

Parking facilities for two or more uses, structures, or parcels of land may be shared. The right to shared use parking must be evidenced by a recorded deed, lease, contract, or similar written instrument establishing the shared use.

TDC 73C.12080. Off-Street Loading Facilities Minimum Requirements.

(1) The minimum number of off-street loading berths for commercial, industrial, and institutional uses is as follows:

Use	Square Feet of Floor Area	Number of Berths	Dimensions of Berth	Unobstructed Clearance of Berth
Commercial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet x 25 feet	14 feet
	25,000—60,000	2	12 feet x 35 feet	14 feet
	60,000 and over	3	12 feet x 35 feet	14 feet
Industrial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet x 60 feet	14 feet
	25,000—60,000	2	12 feet x 60 feet	14 feet
	60,000 and over	3	12 feet x 60 feet	14 feet
Institutional	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet x 25 feet	14 feet
	25,000—60,000	2	12 feet x 35 feet	14 feet
	60,000 and over	3	12 feet x 35 feet	14 feet

- (2) Loading berths must not use the public right-of-way as part of the required off-street loading area.
- (3) Required loading areas must be screened from public view, public streets, and adjacent properties by means of sight-obscuring landscaping, walls or other means, as approved through the Architectural Review process.
- (4) Required loading facilities must be installed prior to final building inspection and must be permanently maintained as a condition of use.
- (5) The off-street loading facilities must in all cases be on the same lot or parcel as the structure they are intended to serve. In no case must the required off-street loading spaces be part of the area used to satisfy the off-street parking requirements.
- (6) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children must be located on the site of a school or child day care center having a capacity greater than 25 students.

TDC 73C.13090. Parking Lot Driveway and Walkway Minimum Requirements.

Parking lot driveways and walkways must comply with the following requirements:

- (1) Residential Use. Minimum requirements for residential uses:
 - (a) Ingress and egress for single-family residential uses and duplexes, must be paved to a minimum width of ten feet. Maximum driveway widths must not exceed 26 feet for one and two car garages, and 37 feet for three or more car garages. For the purposes of this section, driveway widths must be measured at the right-of-way line.
 - (b) Parking lots driveways and walkways for townhouses, triplexes, quadplexes, and cottage clusters must be provided consistent with the provisions of Chapter 73A.
 - (c) Ingress and egress for multi-family residential uses must not be less than the following:

Dwelling Units	Minimum Number Required	Minimum Width	Walkways, etc.
5-19	1	24 feet	No walkways or curbs required
20-49	1 or 2	24 feet 16 feet (one way)	6-foot walkway, 1 side only; curbs required
50-499	1 or 2	32 feet 24 feet	6-foot walkway, 1 side only; curbs required
Over 500	As required by City Manager	As required by City Manager	As required by City Manager

(2) Commercial Uses. Ingress and egress for commercial and institutional uses must not be less than the following:

<u>Provided</u> Required Parking Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, etc.
1-99	1	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
100-249	2	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
Over 250	As required by City Manager	As required by City Manager	As required by City Manager

(3) *Industrial Use.* Ingress and egress for industrial uses must not be less than the following:

<u>Provided</u> Required Spaces	•		Minimum Pavement Walkways, etc.
1-250	1	36 feet for first 50' from ROW, 24 feet thereafter	No curbs or walkway required

Over 250	As required by	As required by	As required by
	City Manager	City Manager	City Manager

(4) Institutional Uses. Ingress and egress must not be less than 24 feet. In all other cases, ingress and egress for institutional uses must not be less than the following:

<u>Provided</u> Required	Minimum Number	Minimum Pavement	Minimum Pavement Walkways, etc.
Spaces	Required	Width	
1-99	1	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
100-249	2	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
Over 250	As required by	As required by	As required by
	City Manager	City Manager	City Manager

- (5) One-way Ingress or Egress. When approved through the Architectural Review process, one-way ingress or egress may be used to satisfy the requirements. However, the hard surfaced pavement of one-way drives must not be less than 16 feet for multi-family residential developments (as defined in TDC 31.060), commercial, or industrial uses.
- (6) Maximum Driveway Widths and Other Requirements.
 - (a) Unless otherwise provided in this chapter, maximum driveway widths for Commercial, Industrial, and Institutional uses must not exceed 40 feet.
 - (b) Driveways must not be constructed within five feet of an adjacent property line, unless the two adjacent property owners elect to provide joint access to their respective properties, as provided by TDC73C.040.
 - (c) The provisions of subsection (b) do not apply to townhouses, duplexes, triplexes, quadplexes, and cottage clusters which are allowed to construct driveways within five feet of adjacent property lines.
 - (d) There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.
 - (e) Must comply with the distance requirements for access as provided in TDC 75.
 - (f) Must comply with vision clearance requirements in TDC 75.

PARKING LOT LANDSCAPING

TDC 73C.200. Parking Lot Landscaping Standards Purpose and Applicability.

(1) Purpose. The goals of the off-street parking lot standards are to create shaded areas in parking lots, to reduce glare and heat buildup, provide visual relief within paved parking areas, emphasize circulation patterns, reduce the total number of spaces, reduce the impervious surface area and stormwater runoff, and enhance the visual environment. The design of the off-street parking area must be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics.

(2) Applicability. Off-street parking lot landscaping standards apply to any surface vehicle parking or circulation area. The following standards do not apply to the following residential development: single family detached or attached; duplexes; townhouses; triplexes; quadplexes; or cottage clusters.

TDC 73C.200 Tree Canopy Coverage.

When calculating tree canopy coverage, the following rules must be followed:

- (1) The expected diameter of the tree crown at 15 years must be used to calculate tree canopy coverage, regardless of if the tree is mature at that time;
- (2) Parking lot area under the canopy that is either paved surface or interior and perimeter parking lot landscaping will count towards meeting the required canopy coverage standard;
- (3) Trees located off-site, including those in the public right-of-way, do not count towards the canopy coverage standard;
- (4) Canopy that covers structures does not count towards the canopy coverage standard, unless the tree canopy covers an unenclosed carport; and
- (5) Canopy area with significant overlap does not count towards the canopy coverage standard.

 Significant overlap is defined as any overlap greater than 5 feet. The overlap measurement is the length of a line segment within the overlap area of a line between tree canopy trucks/centers. See Figure 73-3.

TDC 73C.210. Multi-Family General Parking Lot Landscaping Requirements.

All development where new parking is provided, must comply with the following landscaping requirements:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three vears:
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round:
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking space must be improved with landscape island areas and must comply with the following.

- (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping:
- (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
- (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
- (d) Landscape separation required for every eight continuous spaces in a row.
- (e) Must be planted with one deciduous shade trees for every four parking spaces;
 Required trees must be evenly dispersed throughout the parking lot;
- (f) Must be planted with groundcover or shrubs;
- (g) Native plant materials are encouraged;
- (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
- (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (j) Exceptions:
 - (i) Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:
 - (a) Landscape area at least five feet in width on each side of the site access; and
 - (b) Landscape area must extend at the following lengths:
 - (i) Commercial and institutional development must extend 25 feet back from the right-of-way line.
 - (ii) Industrial development must extend 30 feet back from the right-of-way line.
 - (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.220. Multi-family Residential Parking Lot Landscaping Requirements.

Multi-family residential uses (as defined in TDC 31.060) must comply with the following landscaping requirements for parking lots in all zones addition to those listed in TDC 73C.210:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone must be provided for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exceptions: does not apply to parking structures and underground parking.
- (3)—Setback. Minimum 10-foot landscape setback must be provided between the property lines and parking areas and must comply with the following:

- (a) Must be planted with deciduous trees an average of not more than 30 feet on center and shrubs at least 30 inches in height which provide screening of vehicular headlights; and
- (b) Native trees and shrubs are encouraged.
- (4) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center:
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exceptions:
 - (i) Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
 - (ii) Minimum of ten feet in width for all conditional uses in residential zones. However perimeter landscaping does not apply to small lot subdivisions.
- (52) Transition. Minimum 10-foot landscaped transition area between parking and vehicle circulation areas and buildings and shared outdoor areas and must comply with the following:
 - (a) Deciduous shade trees located at not less than 30 feet on center must be located in this transition area;
 - (b) Groundcover plants mixed with low shrubs must completely cover the remainder of this area within three years;
 - (c) Native trees and shrubs are encouraged; and
 - (d) Exceptions: Minimum 10-foot landscaped transition area does not apply to Duplexes and Townhouses.
- (6) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Landscape separation required for every eight continuous spaces in a row;
 - (d) Must be planted with one deciduous shade trees for every four parking spaces.

 Required trees must be evenly dispersed throughout the parking lot;
 - (e) Must be planted with groundcover or shrubs;
 - (f) Native plant materials are encouraged;
 - (g) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);

- (h) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (i) Exceptions:
 - (i) Landscape island requirements do not apply to Duplexes and Townhouses; and
 - (ii) Landscape square footage requirements do not apply to parking structures and underground parking.

TDC 73C.220. Commercial Parking Lot Landscaping Requirements.

Commercial uses must comply with the following landscaping requirements for parking lots in allzones:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center:
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following.
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
 - (d) Landscape separation required for every eight continuous spaces in a row.
 - (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
 - (f) Must be planted with groundcover or shrubs;
 - (g) Native plant materials are encouraged;

- (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
- (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (i) Exceptions:
 - (i) Landscape island requirements do not apply to Duplexes and Townhouses; and
 - (ii) Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:
 - (a) Landscape area at least five feet in width on each side of the site access;
 - (b) Landscape area must extend 25 feet from the right-of-way line; and
 - (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.230. Mixed Use Commercial Parking Lot Landscaping Requirements.

Uses located within the Mixed Use Commercial zone must comply with the following landscaping requirements for parking lots in addition to those listed in TDC 73C.2210.

- (1) Screening. Additional specifications for parking and loading area screening are as follows:
 - (a) Landscaped parking areas must include special design features that effectively screen the parking lot areas from public right-of-way view. These design features may include the use of landscaped berms, decorative walls and raised planters; and
 - (b) Trees must be planted in landscaped islands in all parking areas, and must be equally distributed and on the basis of one tree for each seven parking spaces in order to provide a canopy effect.

TDC 73C.240. Industrial Parking Lot Landscaping Requirements.

Industrial uses must comply with the following landscaping requirements for parking lots in allzones.

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;

- (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
- (d) Native trees and shrubs are encouraged; and
- (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following.
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
 - (d) Landscape separation required for every eight continuous spaces in a row;
 - (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
 - (f) Must be planted with groundcover or shrubs;
 - (g) Native plant materials are encouraged;
 - (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb):
 - (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
 - (j) Exception: Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Landscaping Along Driveway Access. For lots with 12 or more parking spaces:
 - (a) Landscape area at least five (5) feet in width on each side of an accessway;
 - (b) Landscape area must extend 30 feet back from the property line; and
 - (c) Exceptions: does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.250. Institutional Parking Lot Landscaping Requirements.

Institutional uses must comply with the following landscaping requirements for parking lots in all zones.

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.

- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
 - (d) Landscape separation required for every eight continuous spaces in a row;
 - (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
 - (f) Must be planted with groundcover or shrubs;
 - (g) Native plant materials are encouraged;
 - (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
 - (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
 - (j) Exception: Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:
 - (a) Landscape area at least five feet in width on each side of the site access;
 - (b) Landscape area must extend 25 feet from the right-of-way line; and
 - (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

Section 14. TDC Chapter 73D is amended as follows:

[...]

TDC 73D.060. Franchised Hauler Review Method.

[...]

- (c) A narrative describing how the proposed site meets one or more unique conditions:
 - (i) Use of either of the three other methods of compliance would interfere with the use of the proposed development by reducing the productive space of the proposed development, or make it impossible to comply with the minimum off-street parking requirements of the underlying zone, or

[...]

Section 15. TDC Chapter 73E is amended as follows:

[...]

TDC 73E.040. - Central Design Standards Residential Uses.

For townhouses, duplexes, residential, and mixed use residential developments in the Central Design District for Common Wall Development, the AR decision must consider the standards in TDC 73A.300 (Common Wall Residential Design Standards) along with the Central Tualatin Concept Standards to determine the appropriate design standard. The design standards may be less than those provided in TDC 73A.300 (Common Wall Residential Design Standards).

[...]

TDC 73E.090. Central Design Standards Access Standards.

All common wall residential, commercial, and institutional development in the Central Design District must meet the Access Standards of TDC 73C.13090 (Parking Lot Driveway Standards), except when driveway access is on local streets, not collectors or arterials and the building(s) on the property is(are) less than 5,000 square feet in gross floor area, or parking is the only use on the property, then:

[...]

Section 16. TDC Chapter 75 is amended as follows:

[...]

TDC 75.030. Driveway Approach Closure.

- (1) The City Manager may require the closure of a driveway approach where:
 - (a) The driveway approach is not constructed in conformance with this Chapter and the Public Works Construction Code;
 - (b) The driveway approach is not maintained in a safe manner;
 - (c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;
 - (d) A new building or driveway is constructed on the property;
 - (e) A plan text amendment or zone change is proposed for the property served by the driveway;
 - (f) A change of use or activity in an existing building increases the amount of required parking:

- (g) The driveway approach has been abandoned; or
- (hg) There is a demonstrated safety issue.

[...]

TDC 75.040. Driveway Approach Requirements.

[...]

(9) Minimum driveway approach width for uses are as provided in <u>TDC 73C .090.</u> Table 75-1 (Driveway Approach Width):

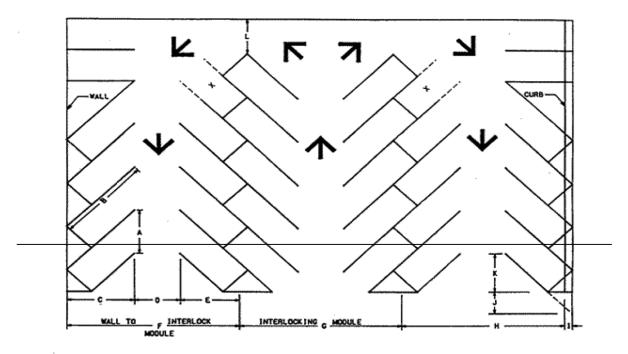
TABLE 75-1
Driveway Approach Width

Use	Minimum Driveway	Maximum Driveway
	Approach Width	Approach Width
Single-Family Residential,	10 feet	26 feet for one or two care
Duplexes, Triplexes,		garages
Quadplexes, Townhomes,		
Cottage Clusters		37 feet for three or more
		garages
Multi-family	5-49 Units = 24 feet	May provide two 16 foot one-
	_	way driveways instead of one
	50-499 = 32 feet	24-foot driveway
	_	
	Over 500 = as required by the	May provide two 24-foot one-
	City Manager	way driveways instead of one
		32-foot driveway
Commercial	1-99 Parking Spaces = 32	Over 250 Parking Spaces =
	feet	As Required by the City
	_	Manager, but not exceeding
	100-249 Parking Spaces =	40 feet
	two approaches each 32 feet	
Industrial Industrial	36 feet	Over 250 Parking Spaces =
		As Required by the City
		Manager, but not exceeding
		40 feet
Institutional	1-99 Parking Spaces = 32	Over 250 Parking Spaces =
	feet-	As Required by the City
	 	Manager, but not exceeding
	100-249 Parking Spaces =	40 feet
	two approaches each 32 feet	

[...]

Section 17. TDC Appendix B - Figures is amended as follows:

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



Dimension	On Diagram	45°	60*	<u>75°</u>	90*
Stall width parallel to aisle				9.3	
Stall Length of line	В			20.0	
Stall depth to wall	С			19.5	
Aisle width between stall lin	es D	12.0	16.0	21.0	24.0
Stall depth, interlock	E	15.3	17.5	18.8	18.5
Module, wall to interlock	F	44.8	52.5	61.3	63.0
Module, interlocking	G	42.6	51.0	61.0	63.0
Module, interlocking to curb		42.8	50.2	58.8	60.5
Bumper overhang (typical)	I	2.0	2.3	2.5	2.5
Offset	J	6.3	2.7	0.5	0.0
Setback	ĸ	11.0	8.3	5.0	0.0
Cross aisle, one-way	L	12.0	12.0	12.0	12.0
Cross aisle, two way	-	22.0	22.0	22.0	22.0
X = Stall not accessible in s	ome cases.				

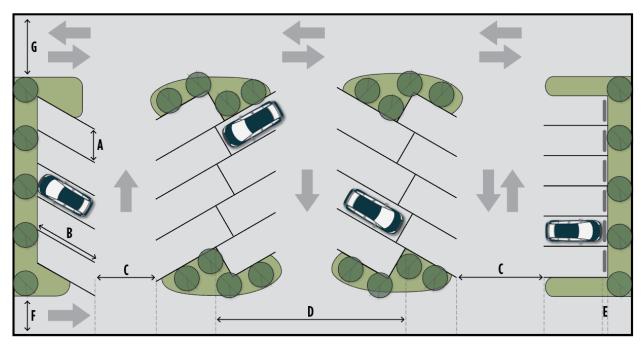
Parking Dimensions for Subcompact Parking	45°	60*	75°	90°
Stall Width				7.7
Aisle Width per Stall				7.5 15.0
Depth of Stalls at right angle to aisle				20.0

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

Figure 73-1: Parking Space Design Standards

Wall-to-Wall module

43.0 47.4 50.0 50.0



<u>Dimension</u>	On Diagram	0º Parallel	<u>45°</u>	<u>60°</u>	<u>75°</u>	<u>90°</u>
Stall Width	<u>A</u>	8.0	9.0	9.0	9.0	9.0
Stall Depth	<u>B</u>	24.0	<u>17.5</u>	<u>19.0</u>	<u>19.5</u>	<u>18.5</u>
Aisle Width	<u>C</u>	N/A	<u>12.0</u>	<u>16.0</u>	23.0	<u>24.0</u>
Module Width	<u>D</u>	<u>N/A</u>	<u>47.0</u>	<u>54.0</u>	62.0	<u>61.0</u>
Bumper Overhang	<u>E</u>	<u>N/A</u>	<u>2.0</u>	<u>2.5</u>	<u>2.5</u>	<u>2.5</u>
<u>Driveway, One Way</u>	<u>E</u>			12.0		
<u>Driveway, Two Way</u>	<u>G</u>			22.0		

Dimensions for Sub-compact Parking	On Diagram	0º Parallel	<u>45°</u>	<u>60°</u>	<u>75°</u>	<u>90°</u>
Stall Width	<u>A</u>	8.0	8.0	8.0	8.0	8.0
Stall Depth	<u>B</u>	20.0	<u>15.5</u>	<u>17.0</u>	<u>17.5</u>	<u>16.0</u>
Aisle Width	<u>C</u>	<u>N/A</u>	<u>11.0</u>	14.0	21.0	20.0
Module Width	<u>D</u>	N/A	<u>42.0</u>	<u>48.0</u>	<u>56.0</u>	<u>52.0</u>
Bumper Overhang	E	<u>N/A</u>	2.0	<u>2.5</u>	<u>2.5</u>	<u>1.5</u>
<u>Driveway, One Way</u>	<u>E</u>			12.0		
<u>Driveway, Two Way</u>	<u>G</u>			20.0		

Figure 73-3: Parking Maximum Map

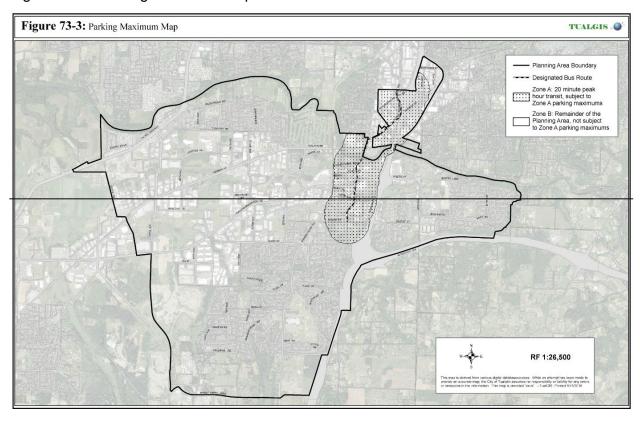
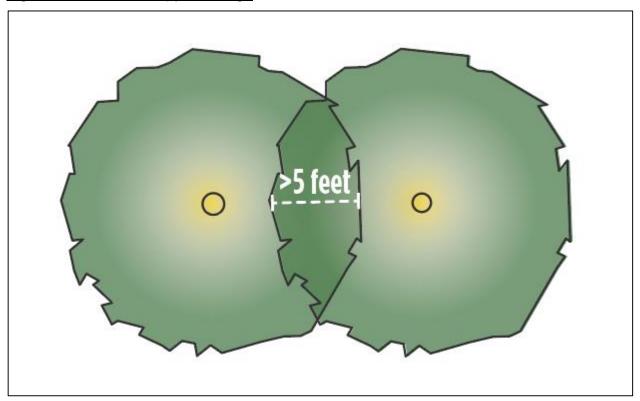


Figure 73-3: Tree Canopy Coverage



[...]

Section 18. Tualatin Comprehensive Plan Map 10-3 is amended as set forth in Exhibit 2 which is attached and incorporated by reference.

Section 19. Findings. The Council adopts the Findings and Analysis as set forth in Exhibit 1, which is attached and incorporated by reference.

Section 20. 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 shall remain in full force and effect.

Section 21. 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 10th day of June, 2024.

	CITY OF TUALATIN, OREGON	
	BY Mayor	
APPROVED AS TO FORM	ATTEST:	
BYCity Attorney	BYCity Recorder	



ANALYSIS AND FINDINGS CFEC PARKING REFORM

May 2024

Case #: PTA/PMA 24-0002
Project: CFEC Parking Reform
Procedure: Type IV-B, Legislative

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I. INTRODUCTION

A. Applicable Criteria

Applicable Statewide Planning Goals; Oregon Administrative Rules 660-012; Tualatin Comprehensive Plan Chapters 8 and 10; and Tualatin Development Code Chapters 32 and 33.

B. Project Description

The City of Tualatin proposes legislative amendments to the Tualatin Comprehensive Plan and Development Code (TDC) in order to comply with the mandatory Climate Friendly and Equitable Communities (CFEC) Rules adopted by the State of Oregon's Land Conservation and Development Commission through OAR 660-012-0400. These rules are the result of Executive Order No.20-04 which directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. While the CFEC mandates also require updates to our land use regulation and Transportation System Plan, this amendment is limited to DLCD's implementation of parking reform.

The proposed amendments are limited to compliance with CFEC parking mandates to repeal minimum parking requirements and address parking lot design, pedestrian connectivity, tree canopy, electric vehicle readiness, and maximum parking requirements.

Table 1—Summary of proposed code amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
31	General Provisions	 Updates code definitions in support of CFEC rules. Interpretation application may be used to determine parking/bicycle parking quantity requirements for unlisted uses
33	Applications and Approval Criteria	Brings applicability and/or approval criteria around parking into compliance with the state rules.
34	Special Regulations	Brings special regulations into compliance with the state rules.
36	Subdivisions	Updates amended code reference.
40	Low Density Residential	Removes mandatory garage requirement for manufactured homes
53	Central Commercial Zone	Amends minimum lot size to maintain former Core Area Parking District standard.
58	Central Tualatin Overlay Zone	Removes standards based on Core Area Parking District.
62	Manufacturing Park Zone	Removes reference of "ample employee parking" from purpose statement.
64	Manufacturing Business Park Zone	Removes reference of "ample employee parking" from purpose statement.
73A	Site Design Standards	Consolidates design standards.Additional pedestrian connectivity standards.

73B	Landscaping Standards	 Replaces reference to "Core Area Parking District" with "Central Tualatin Overlay". Consolidates landscaping standards.
73C	Parking Standards	 Provides clearer purpose statement. Adds description on how to measure parking lot area to align with state standard. Amends parking lot design standards to comply with state rules. Removes minimum parking requirements. Amends maximum parking allowances to comply with state rules. Adds description on how to measure tree canopy coverage to align with state standard. Consolidates parking lot landscaping standards.
73D	Waste and Recyclables Management Standards	Removes reference to minimum off-street parking requirement.
73E	Central Design District	Updates amended code reference.
75	Access Management	Removes duplicative standards found in TDC 73C.090.
АРР-В	Figures	Removes Figure 73-3: Parking Maximum Map.
Map 10-	Central Tualatin Overlay Map	Removes Core Area Parking District delineation.

C. Attachments

Exhibit 2. PMA 24-0002 Map Amendments Exhibit 3. PTA 24-0002 Text Amendments

II. PLANNING FINDINGS

A. Oregon Statewide Planning Goals

State planning regulations require cities to adopt and amend Comprehensive Plans and land use regulations in compliance with state land use goals. Because the proposed code amendments have a limited scope, their impact to Statewide Planning Goals is limited to those goals addressed below.

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 Department of Land Conservation and Development conducted a comprehensive public engagement process for the CFEC rulemaking project. This legislative amendment will bring the City's development code into compliance with those administrative rules and the associated state law.

Additionally the amendments are subject to the public notification requirements specified in TDC 32.250. A notice was published in the Tualatin Times on May 9, 2024. A minimum of two public hearings will be held. The first hearing before the Planning Commission was held on April 17, 2024 and the second hearing will be held before the City Council on June 10, 2024. Any comments submitted by the community will be included in the City Council hearing packet. 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.

Finding:

The Department of Land Conservation and Development has acknowledged the City's Comprehensive Plan as being consistent with the statewide planning goals. And the Development Code provides a policy framework which service as the basis for all decisions and actions related to land use. The proposed text amendments to the Tualatin Development Code have been processed in accordance with these procedures. The proposed amendments conform to Goal 2.

B. Oregon Administrative Rules

660-012-0400

Parking Management

- (1) OAR 660-012-0400 through OAR 660-012-0450 apply to:
- (a) Cities within metropolitan areas; and

[...]

(2) Cities and counties shall adopt comprehensive plans and land use regulations that implement provisions of OAR 660-012-0405 through OAR 660-012-0415.

(3) Cities and counties shall remove parking mandates as directed under OAR 660-012-0420. In lieu of removing parking mandates, cities and counties may amend their comprehensive plans and land use regulations to implement the provisions of OAR 660-012-0425, OAR 660-012-0430, OAR 660-012-0445, and OAR 660-012-0450.

660-012-0405
Parking Regulation Improvements

660-012-0410 Electric Vehicle Charging

660-012-0415

Parking Maximums and Evaluation in More Populous Communities

Finding:

Executive Order No.20-04 directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. In response, the Department of Land Conservation and Development adopted Climate Friendly and Equitable Communities rulemaking as OAR 660-12-0400 through 0450. On January 22, 2024, Tualatin's City Council directed staff to remove parking mandates as directed in OAR 660-012-0400 and implement provisions found in OAR 660-012-0405, 0410, and 0415. The proposed code amendments comply with OAR 660-012-0405 through 415 by adopting parking lot design standards related to tree canopy provision, pedestrian connectivity, electric vehicle charging, and maximum parking allowances. The city will also begin to develop a parklet program for on-street parking.

The state administrative rule requirements are met.

C. Metro Code

Regional Transportation Functional Plan Title 4 – Regional Parking Management 3.08.410 Parking Management

Cities and county parking regulations shall establish parking ratios, consistent with the following:

- (1) No minimum ratios higher than those shown on Table 3.08-3.
- (2) No maximums ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area shall be added to Zone A.

[...]

Finding:

The proposed amendments repeal parking minimums and therefore will not exceed the minimum ratios listed in Table 3.08-3. The proposal also ensures that parking maximums are no higher than those shown on Table 3.08-3. The proposed amendments are consistent with Title 4.

E. Tualatin Development Code

Chapter 32: Procedures

TDC 32.010. - Purpose and Applicability.

- (2) Applicability of Review Procedures. All land use and development permit applications andecisions, will be made by using the procedures contained in this Chapter. The procedure "type" assigned to each application governs the decision-making process for that permit or application. There are five types of permit/application procedures as described in subsections (a) through (e) below. Table 32-1 lists the City's land use and development applications and corresponding review procedure(s). (e) Type IV-B Procedure (Legislative Review). The Type IV-B procedure is used to review proposals to amend the Tualatin Comprehensive Plan, the City's land use regulations, and large-scale changes to the Comprehensive Plan or Plan Maps, and involve the creation, revision, or implementation of broad public policy. Type IV-B reviews are first considered by the Planning Commission, which makes a recommendation to City Council. City Council makes the final decision on a legislative proposal through the enactment of an ordinance. Appeals of Type IV-B decisions are heard by the Land Use Board of Appeals (LUBA).
- (3) Determination of Review Type. Unless specified in Table 32-1, the City Manager will determine whether a permit or application is processed as Type I, II, III, IV-A or IV-B based on the descriptions above. Questions regarding the appropriate procedure will be resolved in favor of the review type providing the widest notice and opportunity to participate. An applicant may choose to elevate a Type I or II application to a higher numbered review type, provided the applicant pays the appropriate fee for the selected review type.

Table 32-1—Applications Types and Review Procedures

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre- Application Conference Required	Neighborhood/ Developer Mtg Required	Applicable Code Chapter
Plan Amendments						
Legislative Map or Text Amendments	IV-B	СС	LUBA	No	No	TDC <u>33.070</u>

^{*} City Council (CC); Planning Commission (PC); Architectural Review Board (ARB); City Manager or designee (CM); Land Use Board of Appeals (LUBA).

Finding:

The proposed application is a text amendment to the Tualatin Development Code and a Comprehensive Plan map amendment. The proposed amendments are legislative in nature as they apply to broad areas of the City, as opposed to specific properties. The proposed application is being processed in accordance with the Type IV-B procedures. These criteria are met.

TDC 32.250. - Type IV-B (Legislative Decisions).

Type IV-B decisions are legislative land use decisions made by the City Council. Legislative land use proceedings include proposals to amend the Tualatin Comprehensive Plan and zoning maps, and involve the creation, revision, or implementation of broad public policy generally impacting more than one property owner or a large number of individual properties. The City Council may initiate its own legislative proposals at any time. Legislative requests are not subject to the 120-day review period under ORS 227.178. In most cases a public hearing is required. However, no public hearing is required in a legislative land use proceeding if the purpose of the amendment is to conform to new requirements in state land use statutes, Statewide Land Use Planning Goals, or administrative rules of the Oregon Land Conservation and Development Commission implementing state land use statutes or Statewide Land Use Planning Goals, if the Oregon Department of Land Conservation and Development confirms in writing that the only effect of the proposed change is to conform the City's Comprehensive Plan or land use regulations to the new state requirements. The Council may, in its discretion, hold a public hearing although one is not required.

- (1) Submittal Requirements—Type IV-B. Legislative land use proceedings may be initiated by the City Council or City staff.
- (2) Notice of Public Hearing—Type IV-B. Hearings on Legislative Land Use requests must conform to state land use laws (ORS 227.175), as follows:
- (a) *DLCD Pre-Adoption Notice*. The City Manager will notify in writing the Oregon Department of Land Conservation and Development (DLCD) of legislative amendments (zone change, rezoning with annexation, or comprehensive plan amendment) in accordance with the minimum number of days required by ORS Chapter 197.

[...]

- (c) Other Public Notice. In addition to any other notice required, at least 14 calendar days before the scheduled City Council public hearing date, the City must mail by regular first class mail Notice of a Public Hearing to the following individuals and agencies.
- (i) Any affected governmental agency;
- (ii) Any person who requests notice in writing;
- (iii) For a zone change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175;
- (iv) Designated representatives of recognized Citizen Involvement Organizations;
- (v) For an amendment which affects the transportation system, ODOT and Metro; and
- (vi) For a plan amendment or land use regulation amendment that significantly impacts school capacity, the Tigard-Tualatin School District.
- (d) At least 14 calendar days before the scheduled City Council public hearing date, public notice must be provided by publication in a newspaper of general circulation in the city.
- (e) At least 14 calendar days before the scheduled City Council public hearing date, public notice must be posted in two public and conspicuous places within the City.

[...]

Finding:

As discussed in response to the previous criterion, the proposed amendments are legislative in nature and have been processed consistent with the Type IV-B requirements. The amendments will bring the city into compliance with the mandatory Climate Friendly and Equitable Communities (CFEC) Rules adopted by the State of Oregon's Land Conservation and Development Commission through OAR 660-012-0400. These rules are the result of Executive Order No.20-04 which directs state agencies to take action to reduce and regulate greenhouse gas emissions from

transportation. City staff will follow the appropriate notification procedures including DLCD notice, agency notice, newspaper notice, and posted notice. These criterion are met.

- (4) Conduct of the Hearing—Type IV-B. A Type IV-B land use hearing will follow the City's legislative hearing procedures. There can be pre-hearing contact between citizens and the decision makers on legislative matters. "Ex parte contact" is not a concern.
- (5) Notice of Adoption and Effective Date of a Type IV-B Decision.
- (a) Notice of Adoption must be mailed to the applicant, all participants of record, and the Department of Land Conservation and Development within 20 business days after the City Council decision is filed with the City Manager. The City must also provide notice to all persons as required by other applicable laws.
- (b) A Legislative Land Use decision, if approved, takes effect and becomes final as specified in the enacting ordinance or, if not approved, upon mailing of the Notice of Adoption to the applicant.

Finding:

The City Council public is scheduled for June 10, 2024 and will be conducted following legislative hearing procedures. If adopted, a notice of adoption will be mailed and effective consistent with the above provisions. These criteria can be met.

Chapter 33: Applications and Approval Criteria Section 33.070 Plan Amendments

- [...]
- (2) Applicability. [...] Legislative amendments may only be initiated by the City Council.
- (3) Procedure Type.
 - (b) Map or text amendment applications which are legislative in nature are subject to Type IV-B Review in accordance with TDC Chapter 32.

Finding:

The proposed amendments are legislative in nature, in that they apply broadly across the City. The application will be processed consistent with the Type IV-B Review requirements in accordance with Chapter 32, which include publishing a newspaper notice at least 14 days prior to the City Council hearing, sending notice to the state DLCD. These criteria will be satisfied.

- (5) Approval Criteria.
- (a) Granting the amendment is in the public interest.

Finding:

Executive Order No.20-04 directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. In response, the Department of Land Conservation and Development adopted Climate Friendly and Equitable Communities rulemaking as OAR 660-12-0400 through 0450. On January 22, 2024, Tualatin's City Council directed staff to remove parking mandates and implement parking lot design standards related to tree canopy, pedestrian connectivity, electric vehicle charging, and maximum parking allowances. The CFEC rules also support a number of actions within Tualatin's Draft Climate Action Plan by reducing barriers to compact urban development (5.1.1), by encouraging an increase in tree canopy cover (5.2.1), and

by establishing electric vehicle charging infrastructure requirements for new developments (6.1.1),

Additionally the amendments are subject to the public notification requirements specified in TDC 32.250. A notice was published in the Tualatin Times on May 9, 2024. A minimum of two public hearings will be held. The first hearing before the Planning Commission was held on April 17, 2024 and the second hearing will be held before the City Council on June 10, 2024. Any comments submitted by the community will be included in the City Council hearing packet. Therefore, granting the proposed amendments is in the public interest as represented by Tualatin's City Council. This criterion will be met.

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

Finding:

The public interest is best protected by complying with state mandates to reduce greenhouse gas emissions from transportation. This criterion is met.

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

Finding:

The proposed amendments are in response to state rulemaking to reduce greenhouse emissions from transportation, and are in conformity with the following applicable objectives of the Tualatin Comprehensive Plan:

- POLICY 1.1.1 Support community advisory committees to provide recommendations on planning matters.
- POLICY 2.2.2 Promote the protection and establishment of trees during the development process.
- POLICY 4.1.3 Encourage functional and attractive commercial development through standards for site design and landscaping.

The Tualatin Planning Commission, which serves as an advisory committee will have an opportunity to provide a recommendation to City Council on April 17, 2024 in support of Policy 1.1.1. The amendments also implement parking lot design standards related to tree canopy in support of Policy 2.2.2 and pedestrian connectivity in support of Policy 4.1.3. Therefore, the proposed amendments are in conformity with the Tualatin Comprehensive Plan and 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 implement state rulemaking which include requirements for tree canopy, pedestrian connectivity, and electric vehicle charging for new developments. The amendments also repeal minimum parking requirements, while adjusting maximum parking requirements for certain uses and at lesser ratios when a site is located near frequent transit. This provides greater flexibility for property owners to determine how much parking is required to support their development and ensures that more area is available for buildings and landscaping rather than occupied by unnecessary surface parking. This will encourage more destinations with closer proximity to one another, which in turn will support non-auto transportation options like walking and biking in commercial and employment areas. These criterion are met.

(iii) Trends in land improvement and development;

Finding:

The state mandates to remove minimum off-street parking requirements provide a developer increased flexibility to maximize building area and thereby providing higher-intensity development within Mixed Use, Commercial, and Employment areas. This provides more building space to accommodate housing, commercial businesses, civic uses, and jobs. The proposed amendments may also result in smaller surface parking lots, which means buildings and destinations will be located closer together; making walking trips more doable, attractive, and pleasant. Encouraging more destinations within close proximity to one another supports current trends in land improvement and development. This criterion is met.

(iv) Property values;

Finding:

The amendments remove minimum off-street parking requirements, which will encourage more efficient use of underdeveloped and vacant properties. Therefore, the proposed amendments support property values and the 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 will remove all minimum off-street parking requirements, which will encourage increased intensity of development within Mixed Use, Commercial, and Employment areas by allowing more building area to accommodate housing, commercial space, civic uses, and jobs, the proposed amendments support the needs of economic enterprise. The proposed amendments do not modify existing right-of-way and access standards. This criterion is met.

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

Finding:

The proposed amendments do not impact natural resource protection nor application of requirements to future development, which would fully apply to any new development. Therefore, this criterion is met.

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

Finding:

The proposed amendments implement state rulemaking to reduce greenhouse gas emissions from transportation. In doing so, the amendments improve requirements for tree canopy and pedestrian connectivity for private development. The amendments also remove minimum off-street parking requirements, which provides flexibility for higher-intensity development with smaller surface parking lots. By allowing buildings and destinations to be located closer together and while requiring continuous tree canopy and pedestrian connections, walking trips will become more doable, attractive, and pleasant. Therefore, the amendments support the public need for healthful, safe, and esthetic surroundings. The criterion is met.

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

Finding:

The proposed amendments remove minimum off-street parking requirements for residential uses. While this provision may remove an obstacle to achieving maximum density, the amendment does not create a direct impact to residential capacity for school districts, and therefore 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:

The proposed amendments comply with the mandatory Climate Friendly and Equitable Communities (CFEC) Rules adopted by the State of Oregon's Land Conservation and Development Commission through OAR 660-012-0400. These rules are the result of Executive Order No.20-04 which directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. While the CFEC mandates also require updates to our land use regulation and Transportation System Plan, this amendment is limited to DLCD's implementation of parking reform.

The proposed amendments are limited to compliance with CFEC parking mandates and address parking lot design, pedestrian safety, connectivity, tree canopy, electric vehicle readiness, and maximum parking requirements. Discussion of State of Oregon Planning Goals and applicable Oregon Administrative Rules is found in Sections II-A and B of these findings and find

consistency. 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 do not impact the Metro Urban Growth Management Functional Plan; the proposal supports parking maximum consistent with Title 4 of the Regional Transportation Functional Plan as discussed in Section II-C of these findings. Therefore, these requirements were consciously considered. 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 10-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

Finding:

The proposed text amendment will remove minimum off-street parking requirements citywide, set maximum parking requirements for multi-family, select commercial and retail uses, and for buildings over 65,000 square feet located in the town center or along frequent transit routes or rail stops, and include development standards for new surface parking lots.

The amendments do not propose changes to the functional classification of transportation facilities, nor the standards implementing the functional classification system. The proposed amendments also will not result in types or levels of travel or access that are inconsistent with adopted functional classifications. These factors were consciously considered but 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. These factors were consciously considered but this criterion is not applicable.

Core Area Parking District

CFEC Parking Reform Compliance Project- Draft Code Amendments

- Proposed new language is underlined
- Proposed deleted language is stricken
- Language that has been skipped is indicated by [...]

TUALATIN COMPREHENSIVE PLAN

Chapter 10 – LAND USE DESIGNATIONS & ZONING

[...]

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.

[...]

Manufacturing Business Park Planning District (MBP)

[...]

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.

TUALATIN DEVELOPMENT CODE

CHAPTER 31 GENERAL PROVISIONS

[...]

TDC 31.060. Definitions.

As used in this Code, the masculine includes the feminine and the neuter, and the singular includes the plural. For the purposes of the TDC, the following words and phrases, unless the context otherwise requires, mean:

[...]

Core Area Parking District. The Core Area Parking District as identified in Section D of the Central Urban Renewal Plan.

Core Area Parking District (CAPD) Parking Standards. Off-street motor vehicle parking requirements for development within the CAPD.

[...]

<u>Electric vehicle charging station</u>. A device or facility for delivering electricity for motor vehicles that use electricity for propulsion (see ORS 455.417).

[...]

Joint Use Parking. Vehicle parking where two or more separate developments are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times.

[...]

Residential Structure Types and Related (includes, but is not limited to, definitions for Housing Types in Section 39.200 and Group Living in Section 39.210).

Accessory Dwelling Unit (ADU). An interior attached or detached residential structure that is accessory to a single family dwelling. An Accessory Dwelling Unit is not a dwelling unit for density purposes.

Certified or registered family child care home. (see ORS 329A.440). See, Child Care.

Cottage Cluster. A grouping of no fewer than four cottages per acre that includes a common courtyard, subject to the provisions of Chapter 73A.

Duplex. A type of dwelling that contains two dwelling units on one lot in any configuration.

Dwelling Unit. A habitable structure designed for occupancy and only having one cooking facility.

<u>Garden Apartments</u>. A multi-family housing structure characterized by the emphasis of open landscaped <u>areas</u>.

Modular Home. A residential structure consisting of prefabricated components manufactured at a remote location and assembled on-site.

Multi-Family Dwelling. A dwelling unit within a multi-family structure.

Multi-Family Structure. A structure containing five or more dwelling units on one lot. The land underneath the structure is not divided into separate lots. Multi-Family Structure includes, but is not limited to structures commonly called apartments, condominiums, and garden apartments.

Garden Apartments. A multi-family housing structure characterized by the emphasis of open landscaped areas.

Quadplex. Four dwelling units on a lot or parcel in any configuration.

Residential Home. A residential training home or residential treatment home for five or fewer individuals exclusive of staff, as defined in ORS 443.400.

Retirement Housing Facility. Retirement housing consisting of dwelling units in a multi-family structure or complex.

Retirement Housing. Housing occupied by persons who are 55 years of age and older, including couples with one person 55 years of age or older, where a more supportive living environment than typically afforded to residents in conventional apartments or single-family residential housing is provided. Retirement housing includes "congregate care facility" and "retirement housing facility," or combinations thereof as defined by this Code. Retirement housing does not include "nursing facility" as defined below by this code.

<u>Retirement Housing Facility.</u> Retirement housing consisting of dwelling units in a multi-family structure or complex.

Single-Family Dwelling (detached). A detached structure on a lot or parcel that is comprised of a single dwelling unit.

<u>Studio.</u> A unit in a multi-family structure characterized by one combined living, sleeping, and kitchen area, although it may have a separate bathroom containing sanitary facilities.

Townhouse A dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot or parcel and shares at least one common wall with an adjacent unit.

Triplex. Three dwelling units on a lot or parcel in any configuration.

Residential Trailer. See Residential Structure Types/Manufactured Dwelling Types.

[...]

TDC 31.070. Interpretation of Code Provisions.

[...]

- (2) Unless accompanied by an application, submitted under some other Development Code or Ordinance provision, a party wishing an interpretation must submit a written application to the City Manager. The application must be accompanied by a detailed description of factors related to the issue for interpretation, including, but not limited to:
 - (a) The amount and type of traffic generated;
 - (b) The type of manufacturing or commercial process;
 - (c) The nature of any machinery used;
 - (d) Noise and odor characteristics, associated with the use or activity;
 - (e) Outside storage of materials or products;
 - (f) Type of structures required;
 - (g) Character of activity to be conducted on the site;
 - (h) Amount of parking required; Determination of the maximum vehicle parking and/or minimum bicycle parking required;

CHAPTER 33 APPLICATIONS AND APPROVAL CRITERIA

[...]

TDC 33.020. Architectural Review.

[...]

(2) Applicability.

[...]

- (b) Examples of development subject to Architectural Review, include but are not limited to the following:
 - (i) New buildings, condominiums, townhouse, single family dwellings, or manufactured dwelling park;
 - (ii) Construction, installation, or alteration of a building or other structure;
 - (iii) Landscape improvements;
 - (iv) New, improved, or expanded parking lots or the addition of new impervious surface to an existing parking lot;

[...]

TDC 33.050. Industrial Master Plans.

[...]

(2) Applicability.

[...]

- (b) An Industrial Master Plan is optional for any development in the Manufacturing Park (MP) Zone or Manufacturing Business Park (MBP) Zone. An Industrial Master Plan is required to do any of the following:
 - (i) Modify the requirements for internal circulation, building location and orientation, street frontage, parking, setbacks, building height, or lot size as provided in TDC Chapter 62 for the Manufacturing Park (MP) Zone and TDC Chapter 64 for the Manufacturing Business Park (MBP) Zone; and

- (3) *Procedure Type.* Industrial Master Plans must be processed in accordance with the Type III review procedures as specified in Chapter 32.
- (4) Specific Submittal Requirements. In addition to the general submittal requirements in TDC 32.140 (Application Submittal), the applicant must submit the following additional information and materials:
 - (a) The printed names and signatures of all property owners within the area of the proposed Industrial Master Plan.
 - (b) A written statement describing all alternate development standards that may include the following:
 - (i) Setbacks from each lot line to buildings, parking areas and circulation areas. Required setbacks may be exact, or minimum and maximum ranges may be specified. Required setbacks may be greater than or less than those required under TDC 62.060 or TDC 64.060;

- (ii) Locations of shared parking and circulation areas and access improvement, including truck maneuvering and loading areas and common public or private infrastructure improvements;
- (iii) Building heights and placement and massing of buildings with respect to parcel boundaries; and
- (iv) Location and orientation of building elements such as pedestrian ways or accesses, main entrances, and off-street parking or truck loading facilities, including the number of off-street parking spaces and loading docks required.

[...]

- (5) Approval Criteria.
 - (a) Public facilities and services, including transportation, existing or planned, for the area affected by the use are capable of supporting the proposed development or will be made capable by the time development is completed.
 - (b) The location, design, size, color and materials of the exterior of all structures for the proposed development and use is compatible with the character of other developments within the same general vicinity.
 - (c) The internal circulation, building location and orientation, street frontage, parking, setbacks, building height, lot size, and access are in accordance with TDC Chapter 62 for the Manufacturing Park (MP) Zone and TDC Chapter 64 for the Manufacturing Business Park (MBP) Zone unless otherwise approved through the Industrial Master Plan process.

[...]

TDC 33.090. Temporary Outdoor Sales Permit.

[...]

- (5) Approval Criteria.
 - (a) The total number of days that a parcel of land may be used for temporary outdoor sales in a calendar year is 55 days.
 - (b) The proposed outdoor sale must be located entirely within private property in a Central Commercial or General Commercial Zone and the applicant must have the written permission from the property owner to utilize the subject property.
 - (c) The outdoor sale must be located on a site with Architectural Review approved access, parking and landscaping improvements.
 - (d) The use is listed as a permitted use in the Central Commercial or General Commercial Zones.
 - (e) The proposed outdoor sale will not result in vehicular traffic congestion, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.
 - (f) The applicant can make provision for adequate parking facilities.
 - (g) The outdoor sale will not result in the elimination of parking spaces required by the applicable City ordinance unless the business or businesses using such required spaces are closed for business on the day of the sale.
 - (h)—The outdoor sale will meet all state and county health rules and regulations.

CHAPTER 34 SPECIAL REGULATIONS

[...]

TDC 34.400. Congregate Care and Retirement Housing Facility Standards.

[...]

- (3) The allowable density is one and one-half times the density of the underlying Planning District.
- (4) For congregate care facilities, one-half of a parking space must be provided for each unit. For retirement housing facilities, one parking space per unit must be provided.
- (5) Landscaping/open space must be at least 30 percent of the site, unless it can be shown that other alternatives for open space are available.

TDC 34.500. Manufactured Dwelling Park Development Standards.

[...]

- (5) The manufactured dwelling park street system must include at least one direct access to a public street, containing a right-of-way width of not less than 50 feet.
- (6) Each manufactured dwelling space must be designed to include at least two standard size automobile parking spaces, and may be designed either end-to-end or side-to-side. Such-Provided parking-spaces must be paved in accordance with City standards for residential driveways.
- (7) Each manufactured dwelling must have its wheels, axles, tongue, and traveling lights removed.

CHAPTER 36 SUBDIVIDING, PARTITIONS, AND PROPERTY LINE ADJUSTMENTS

[...]

TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

[...]

- (2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:
 - (a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;
 - (b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;
 - (c) The Landscape Standards in 73B.020, 73B.050, and 73B.0860;
 - (d) The Parking Standards in TDC 73C.010 through 73C.13090;

[...]

TDC 36.125. Housing Clear and Objective Tentative Subdivision Plan Approval Criteria.

[...]

- (2) The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:
 - (a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;
 - (b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;
 - (c) The Landscape Standards in 73B.020, 73B.050, and 73B.0860;
 - (d) The Parking Standards in TDC 73C.010 through 73C.13090;

CHAPTER 40 - LOW DENSITY RESIDENTIAL ZONE (RL)

آ...آ

TDC 40.320. - Additional Development Standards.

[...]

(3) Manufactured Homes. Except for manufactured homes placed in manufactured dwelling parks, manufactured homes must meet the following standards:

[...]

(e) Garage Requirement. The manufactured home must have an attached or detached two-car garage constructed of materials similar to the manufactured home.

CHAPTER 53 - CENTRAL COMMERCIAL ZONE (CC)

[...]

TDC 53.300. - Development Standards.

Development standards in the CC zone are listed in Table 53-2. Additional standards may apply to some uses and situations, see TDC 53.310.

Table 53-2
Development Standards in the CC Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES		
MINIMUM LOT SIZE				
All Uses	10 5,000 square feet			
[]				

CHAPTER 58 CENTRAL TUALATIN OVERLAY ZONE

[...]

TDC 58.800 Central Tualatin Overlay Development Standards.

[...]

Table 58-7 Development Standards in the Central Tualatin Overlay District

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES			
CENTRAL COMMERCIAL (CC)					
Density within the Residential Sub- District	16-25 dwelling units per acre				
Minimum Lot Size within Core Area Parking District	5,000 square feet	For mixed use developments, and multi-family dwellings on separate			
Minimum Lot Size outside Core Area Parking District	25,000 square feet	lots, lot areas, widths and frontages are determined through			
Minimum Lot Width	40 feet	the Architectural Review Process.			
Minimum Lot Width at the Street	40 feet				
Minimum Lot Width at the Street on a Cul-De-Sac Street	35 feet				

CHAPTER 62 MANUFACTURING PARK ZONE (MP)

TDC 62.100. Purpose.

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 must 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 aesthetically attractive working environment with park or campus like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. The purpose is also to protect existing and future sites for such uses by maintaining large lot configurations or a cohesive planned development design and limiting uses to those that are of a nature so as to not conflict with other industrial uses or surrounding residential areas. The purpose is also to allow a limited amount of commercial uses and services and other support uses.

CHAPTER 64 MANUFACTURING BUSINESS PARK ZONE (MBP)

TDC 64.100. Purpose.

- (1) The purpose of this zone 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 must not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The zone is to provide for an aesthetically attractive working environment with park or campus like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. The purpose is also to protect existing and future sites for such uses. The purpose of this zone is to provide an environment for industrial development consistent with the Southwest Concept Plan (SWCP) and with the Metro-designated Regionally Significant Industrial Area (RSIA).
- (2) The Manufacturing Business Park (MBP) Zone will be a mix of light industrial and high-tech uses in a corporate campus setting. Permitted uses are required to be conducted within a building and uses with unmitigated hazardous or nuisance effects are restricted. 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 to medium industrial uses with some limited, local-serving commercial services. The zone is intended to provide for an aesthetically 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.

CHAPTER 73A SITE DESIGN STANDARDS

General Purpose and Objectives of Site and Building Design Standards

Residential Design Standards

Multi-Family Design Standards

Commercial Design Standards

Industrial Design Standards

Institutional Design Standards

GENERAL PURPOSE AND OBJECTIVES OF SITE AND BUILDING DESIGN STANDARDS

[...]

RESIDENTIAL DESIGN STANDARDS

[...]

TDC 73A.10020. Residential Design Standards Applicability; Exceptions.

[...]

TDC 73A.11030. Clear and Objective Residential (Type I) Design Standards.

Residential housing types using the Clear and Objective (Type I) standards must comply with the following:

[...]

- (4) Walkways. Walkways must be provided for townhouses as follows:
 - (a) Walkways must be a minimum of three feet in width;
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete; and
 - (c) The walkways must meet ADA standards applicable at time of construction or alteration.

[...]

TDC 73A.12040. Type I Residential Roof Design Elements.

[...]

TDC 73A.13050. Type I Residential Wall Design Elements.

[...]

TDC 73A.14060. Discretionary (Type II) Residential Development Design Standards.

[...]

TDC 73A.15070. Clear and Objective (Type I) Cottage Cluster Design Standards.

TDC 73A.16080. Discretionary (Type II) Cottage Cluster Design Standards.

[...]

TDC 73A.17090. Accessory Dwelling Unit Design Standards.

[...]

MULTI-FAMILY DESIGN STANDARDS

TDC 73A.2100. Multi-Family Design Standards.

The following standards are the minimum standards requirements for all other residential multi-family development in all zones, except that does not meet the definition of single-family dwelling, duplex, townhouse, triplex, quadplex, or cottage cluster or is 5 or more dwelling units. These standards do not apply to development in the Central Design District and Mixed Use Commercial (MUC) zones, which have separate standards and may be less than the minimums provided below.

[...]

- (7) Walkways. Multi-family uses must provide walkways as follows:
 - (a) Walkways for duplexes and townhouses must be a minimum of three feet in width;
 - (b) All other multi-family development must have wWalkways of must be a minimum of six feet in width;
 - (e<u>b</u>) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable; and
 - (dc) The walkways must meet ADA standards applicable at time of construction or alteration i.-
 - (d) Walkways must provide pedestrian connections between the main building entrances and other onsite buildings, accessways, and sidewalks along the public right-of-way; and
 - (e) Walkways through parking areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas.

[...]

- (9) Carports and Garages. Multi-family uses must may provide Carports and Garage features as follows:
 - (a) The form, materials, color, and construction must be compatible with the complex they serve.

- (11) Service, Delivery and Screening. Multi-family uses must provide service, delivery, and screening features as follows:
 - (a) Provisions for postal delivery must be made consistent with US Postal Service regulations conveniently located and efficiently designed for residents;
 - (b) Pedestrian access from unit entries to postal delivery areas, shared activity areas, and parking areas must be provided via accessways; and
 - (c) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping.

COMMERCIAL DESIGN STANDARDS

TDC 73A.30110. Commercial General Design Standards.

The following standards are <u>the minimum requirements</u> for commercial <u>nonresidential</u> development in all zones, except the Mixed-Use Commercial (M&UC) and Basalt Creek Employment (BCE) zones, which has its own standards have separate standards.

- (1) Walkways. Commercial dDevelopment must provide walkways as follows:
 - (a) Walkways must be have a minimum of six feet in width of:;
 - (i) Six feet for commercial and institutional uses; and
 - (ii) Five feet for industrial uses.
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
 - (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
 - (e) Walkways through parking areas, drive aisles, and loading areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas;
 - (f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and
 - (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.
- (2) Accessways.
 - (a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - [...]
 - (b) Design Standard. Accessways must meet the following design standards:
 - [...]
 - iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;
 - [...]
- (3) Drive-up Uses. When permitted, d Prive-up uses must comply with the following:
 - (a) Provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:
 - (i) Banks—Each lane must be 100 feet long;
 - (ii) Restaurants—Each lane must be 160 feet long; and
 - (iii) Other uses—Each lane must be between 80 and 160 feet long, as determined by the City.
 - (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property.

- (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.
- (d) The width and turning radius of drive-up aisles must be approved by the City.
- (e) A wall or other visual or acoustic may be required by the City.
- (4) Safety and Security. Commercial dDevelopment must provide safety and security features as follows:

[...]

(5) Service, Delivery, and Screening. Commercial dDevelopment must provide service, delivery, and screening features as follows:

[...]

- (6) Adjacent to Transit. Commercial dDevelopment adjacent to transit must comply with the following:
 - (a) Development on a transit street designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
 - (b) Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must:

[...]

TDC 73A.40120 Mixed Use Commercial Design Applicability; Exceptions.

[...]

TDC 73A.41130 Mixed Use Commercial Design Standards.

- (1) Applicability. The Mixed Use Commercial (MUC) design standards apply to:
 - (a) New buildings in the Mixed Use Commercial (MUC) zone.
 - (b) Expansion or substantial exterior remodeling of existing development in the Mixed Use Commercial (MUC) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage by more than 50 percent.
- (2) Exceptions: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:
 - (a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or
 - (b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

The following are the minimum standards for development in the Mixed-Use Commercial zone.

(13) Walkways. Mixed-Use Commercial zone dDevelopment must provide walkways as follows:

- (24) Parking Location. When provided, pParking for all Mixed-Use Commercial zone uses must be provided within garages or parking lots as follows:
 - (a) Parking and loading areas are prohibited between the public street and proposed building(s);

- (b) Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site; and
- (c) Parking must be setback a minimum of 50 feet from the front property line.; and
- (d) Parking required for residential uses must be provided on the development site of the primary structure.
- (35) Drive-up Uses. When permitted, dDrive-up uses must comply with the following:

[...]

- (4<u>6</u>) Adjacent to Transit. <u>Mixed-Use Commercial zone dD</u>evelopment adjacent to transit must comply with the following:
 - (a) Development on a transit street designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.
 - (b) Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) illustrated on Comprehensive Plan Map 8-5 must:

[...]

- (57) Building Location. Buildings must occupy a minimum of 50 percent of arterial and collector street frontages. Buildings must be located at public street intersections on arterials and collectors.
- (68) Building Design Standards. Mixed-Use Commercial zone dDevelopment must meet the following building design standards.

[...]

INDUSTRIAL DESIGN STANDARDS

TDC 73A.500. Industrial Design Standards.

The following standards are minimum requirements for industrial development in all zones, except the Basalt Creek Employment (BCE) zone, which has its own standards:

- (1) Walkways. Industrial development must provide walkways as follows:
 - (a) Walkways must be a minimum of five feet in width;
 - (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
 - (c) Walkways must meet ADA standards applicable at time of construction or alteration;
 - (e) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
 - (f) Walkways through parking areas, drive aisles, and loading areas must be of a different appearance than the adjacent paved vehicular areas; and
 - (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.
- (2) Accessways.

- (a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.
- (b) Design Standard. Accessways must meet the following design standards:
 - (i) Accessways must be a minimum of eight feet in width;
 - (ii) Public accessways must be constructed in accordance with the Public Works Construction Code;
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;
 - (iv) Accessways must meet ADA standards applicable at time of construction or alteration;
 - (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;
 - (vi) Accessways may be gated for security purposes;
 - (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and
 - (viii) Must be constructed, owned and maintained by the property owner.
- (c) Exceptions. The Accessway standard does not apply to the following:
 - (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and
 - (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.
- (3) Drive-up Uses. Drive-up uses must comply with the following:
 - (a) Must provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:
 - (i) Banks—each lane must be 100 feet long;
 - (ii) Restaurants—each lane must be 160 feet long; and
 - (iii) Other uses—each lane must be between 80 and 160 feet long, as determined by the City.
 - (b) Stacking area must not interfere with safe and efficient access to other parking areas on the property;
 - (c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.
 - (d) The width and turning radius of drive-up aisles must be approved by the City; and
 - (e) A wall or other visual or acoustic may be required by the City.

- (4) Safety and Security. Industrial development must provide safety and security features as follows:
 - (a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;
 - (b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-ofway;
 - (c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas;
 - (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and
 - (e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.
- (5) Service, Delivery, and Screening. Industrial development must provide service, delivery, and screening features as follows:
 - (a) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;
 - (b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and
 - (c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight-obscuring fences or walls and landscaping.
- (6) Adjacent to Transit. Industrial development adjacent to transit must comply with the following:
 - (a) Development on a transit street illustrated on TDC Chapter 11 Comprehensive Plan Map 8-5 (Figure 11) must provide either a transit stop pad on site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street; and
 - (b) Development abutting major transit stops as illustrated on TDC Chapter 11 Comprehensive Plan Map 8-5 (Figure 11) must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

TDC 73A.60140. Basalt Creek Employment (BCE) Design Standards.

- (1) Applicability. The Basalt Creek Employment (BCE) design standards apply to:
 - (a) New buildings in the Basalt Creek Employment (BCE) zone.
 - (b) Expansion or substantial exterior remodeling of existing non-residential development in the Basalt Creek Employment (BCE) zone which is greater than 50 percent of the building's gross floor area or

alters any façade which abuts a public or private street frontage or property within a residential planning district by more than 50 percent.

- (2) Exceptions: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:
 - (a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or
 - (b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.
- (3) Building Design Standards. BCE zone dDevelopment must provide building design as follows:

[...]

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

[...]

- (5) Accessways.
 - (a) When Required. Accessways are required to be constructed when a BCE-development is adjacent to any of the following:

[...]

- (b) Design Standard. Accessways must meet the following design standards:
 - [...]
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;

[...]

(6) Safety and Security. BCE zone dDevelopment must provide safety and security features as follows:

[...]

(7) Adjacent to Transit. BCE zone dDevelopment adjacent to transit must comply with the following:

[...]

INSTITUTIONAL DESIGN STANDARDS

TDC 73A.700. Institutional Design Standards.

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

- (1) Walkways. Institutional development must provide walkways as follows:
 - (a) Walkways must be a minimum of six feet in width;

- (b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or bark chips are not acceptable;
- (c) Walkways must meet ADA standards applicable at time of construction or alteration;
- (d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;
- (e) Walkways through parking areas, drive aisles, and loading areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas;
- (f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and
- (g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.

(2) Accessways.

- (a) When Required. Accessways are required to be constructed when a multi-family development is adjacent to any of the following:
 - (i) Residential property;
 - (ii) Commercial property;
 - (iii) Areas intended for public use, such as schools and parks; and
 - (iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.
- (b) Design Standard. Accessways must meet the following design standards:
 - (i) Accessways must be a minimum of eight feet in width;
 - (ii) Public accessways must be constructed in accordance with the Public Works Construction Code;
 - (iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete, but not gravel or woody material;
 - (iv) Accessways must meet ADA standards applicable at time of construction or alteration;
 - (v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;
 - (vi) Accessways must not be gated to prevent pedestrian or bike access;
 - (vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and
 - (viii) Must be constructed, owned and maintained by the property owner.
- (c) Exceptions. The Accessway standard does not apply to the following:
 - (i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and
 - (ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when

the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.

- (3) Safety and Security. Institutional development must provide safety and security features as follows:
 - (a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;
 - (b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-ofway;
 - (c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas;
 - (d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and
 - (e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.
- (4) Service, Delivery, and Screening. Institutional development must provide service, delivery, and screening features as follows:
 - (a) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;
 - (b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and
 - (c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight-obscuring fences or walls and landscaping.
- (5) Adjacent to Transit. Institutional development adjacent to transit must comply with the following:
 - (a) Development on a transit street designated in TDC Chapter 11 (Figure 11-5) must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street; and
 - (b) Development abutting major transit stops as designated in TDC Chapter 11 (Figure 11-5) must:
 - (i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;
 - (ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;
 - (iii) Provide a transit passenger landing pad accessible to disabled persons;
 - (iv) Provide an easement or dedication for a passenger shelter as determined by the City; and
 - (v) Provide lighting at the major transit stop.

CHAPTER 73B LANDSCAPING STANDARDS

[...]

TDC 73B.020. Landscape Area Standards Minimum Areas by Use and Zone.

The following are the minimum areas required to be landscaped for each use and zone:

Table 73B-1 Required Minimum Landscape Area

Zone	Minimum Area Requirement*	Minimum Area Requirement with dedication for a fish and wildlife habitat*
(1) RL, RML, RMH, RH and RH/HR zones—Permitted Uses	None	None
(2) RL, RML, RMH, RH and RH/HR zones—Conditional Uses, except Small Lot Subdivisions	25 percent of the total area to be developed	20 percent of the total area to be developed
(3) CO, CR, CC, CG, ML and MG zones except within the <u>Central</u> <u>Tualatin Overlay Core Area Parking</u> <u>District</u> —All uses	15 percent of the total area to be developed	12.5 percent of the total area to be developed
(4) CO, CR, CC, CG, MUC, ML and MG zones within the <u>Central</u> <u>Tualatin Overlay Core Area Parking</u> <u>District</u> —All uses	10 percent of the total area to be developed	7.5 percent of the total area to be developed
(5) IN, CN, CO/MR, MC and MP zones—All uses	25 percent of the total area to be developed	22.5 percent of the total area to be developed
(6) BCE zone—All uses; Industrial Business Park Overlay District and MBP—must be approved through Industrial Master Plans	20 percent of the total area to be developed	Not applicable

^{*} For properties within the Hedges Creek Wetland Protection District which have signed the "Wetlands Mitigation Agreement," the improved or unimproved wetland buffer area may reduce the required landscaping to 12.5 percent as long as all other landscape requirements are met.

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TDC 73B.040. Additional Minimum-Landscaping Requirements for Commercial Nonresidential Uses.

(1) General. In addition to requirements in TDC 73B.020, <u>nonresidential</u> uses, except those located in the Mixed-Use Commercial (MUC) zone <u>which has its own standards</u>, must comply with the following:

- (e) Landscape screening provisions are superseded by the vision clearance requirements of Figure 73B-4.
- (2) Manufacturing Park (MP)—Wetland Buffer. Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:
 - (a) Area counted as landscaping is limited to a maximum of two and one-half percent (of the total land area to be developed;

- (b) Area to be counted as landscape must be within the boundaries of the subject property;
- (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
- (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and the Unified Sewerage Agency Clean Water Services; and
- (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and the Unified Sewerage Agency Clean Water Services as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

TDC 73B.050 Additional Minimum Landscaping Requirements for all uses in the Mixed Use Commercial Zone.

- (1) General. In addition to requirements in TDC 73B.020, all uses within the Mixed-Use Commercial (MUC) zone, must comply with the following:
 - (a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped:
 - (i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.
 - (b) A landscape area may be occupied by utilities, screening, sidewalks, bikeways; and
 - (c) Landscape screening provisions are superseded by the vision clearance requirements of Figure 73B-4.

[...]

TDC 73B.060. Additional Minimum Landscaping Requirements for Industrial Uses.

- (1) General. In addition to requirements in TDC 73B.020, industrial uses must comply with the following:
 - (a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.
 - (i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.
 - (b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:
 - (i) Pedestrian amenities such as landscaped plazas and arcades; and
 - (ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.
 - (c) Five-foot-wide landscaped area requirement does not apply to:
 - (i) Loading areas,

- (ii) Bicycle parking areas,
- (iii) Pedestrian egress/ingress locations, and
- (iv) Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.
- (d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.
- (2) MP Area—Wetland Buffer. Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:
 - (a) Area counted as landscaping is limited to a maximum of two and one-half percent of the total land area to be developed;
 - (b) Area to be counted as landscape must be within the boundaries of the subject property;
 - (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
 - (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and the Clean Water Services; and
 - (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and Clean Water Services, as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

TDC 73B.070. Additional Minimum Landscaping Requirements for Institutional Uses.

- (1) General. In addition to the requirements in TDC 73B.020, institutional uses comply with the following:
 - (a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.
 - (i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.
 - (b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:
 - (i) Pedestrian amenities such as landscaped plazas and arcades; and
 - (ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.
 - (c) Five-foot-wide landscaped area requirement does not apply to:
 - (i) Loading areas,
 - (ii) Bicycle parking areas,
 - (iii) Pedestrian egress/ingress locations, and

- (iv) Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.
- (d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.
- (2) MP Area—Wetland Buffer. Wetland buffer areas up to 50 feet in width may be counted toward the required percentage of site landscaping, subject to the following:
 - (a) Area counted as landscaping is limited to a maximum of two and one-half percent of the total land area to be developed;
 - (b) Area to be counted as landscape must be within the boundaries of the subject property;
 - (c) No credit may be claimed for wetland buffer areas lying outside the lot lines of the subject parcel;
 - (d) Where wetlands mitigation in the buffer has not yet occurred at the time of development, the developer must perform, or bear the cost of, all necessary mitigation work in the course of site development, in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers and Clean Water Services; and
 - (e) Where wetlands mitigation in the buffer has already been performed in accordance with a Removal/Fill Permit or permits issued by the Oregon Division of State Lands and the US Army Corps of Engineers, the developer must include an enhanced mitigation plan approved by the Oregon Division of State Lands and Clean Water Services as part of the Architectural Review submittal. The developer must complete all work required by the enhanced wetland mitigation plan in conjunction with development of the site.

TDC 73B.0860. - Minimum Landscaping Standards for All Zones.

[...]

TDC 73B.0970. - Minimum Standards Trees and Plants.

[...]

CHAPTER 73C PARKING STANDARDS

In General

Parking Lot Landscaping

IN GENERAL

TDC 73C.010. Off-Street Parking and Loading <u>Purpose and</u> Applicability-and General Requirements.

- (1) <u>Purpose.</u> The purpose of the off-street parking and loading area standards are to promote functional and safe parking areas that are:
 - (a) Limited in scale;
 - (b) Designed to minimize conflicts with active transportation modes;
 - (c) Designed to mitigate heat island effects or generate sustainable power.

Applicability. Off-street parking and loading is required to be provided by the owner and/or developer, in all zones, whenever the following occurs:

- (a) Establishment of a new structure or use;
- (b) Change in use; or
- (c) Change in use of an existing structure.
- (2) <u>Applicability</u>. The off-street parking and loading provisions of this chapter apply to all new development and modifications to existing development, including changes of use, unless otherwise stated in this chapter.

General Requirements. Off-street parking spaces, off-street vanpool and carpool parking spaces, off-street bicycle parking, and off-street loading berths must be as provided as set forth in TDC 73C.100, unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process.

- (a) The following apply to property and/or use with respect to the provisions of TDC 73C.100:
 - (i) The requirements apply to both the existing structure and use, and enlarging a structure or use;
 - (ii) The floor area is measured by gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading;
 - (iii) Where employees are specified, the term applies to all persons, including proprietors, working on the premises during the peak shift;
 - (iv) Calculations to determine the number of required parking spaces and loading berths must be rounded to the nearest whole number;
 - (v) If the use of a property changes, thereby increasing off-street parking or loading requirements, the increased parking/loading area must be provided prior to commencement of the new use;
 - (vi) Parking and loading requirements for structures not specifically listed herein must be determined by the City Manager, based upon requirements of comparable uses listed;
 - (vii) When several uses occupy a single structure, the total requirements for off-street parking may be the sum of the requirements of the several uses computed separately or be computed in accordance with TDC 73.370(1)(m), Joint Use Parking;

- (viii) Off-street parking spaces for dwellings must be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site. The parcel upon which parking facilities are located must be in the same ownership as the structure;
- (ix) Required parking spaces must be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business;
- (x) Institution of on-street parking, where none is previously provided, must not be done solely for the purpose of relieving crowded parking lots in commercial or industrial zones;
- (xi) Required vanpool and carpool parking must meet the 9-foot parking stall standards in Figure 73-1 and be identified with appropriate signage;
- (xii) Where uses are mixed in a single building, parking must be a blend of the ratio required less ten percent for the minimum number of spaces. The maximum number of spaces must be ten percent less than the total permitted maximum for each use; and
- (xiii) If the applicant demonstrates that too many or too few parking spaces are required, applicant may seek a variance from the minimum or maximum by providing evidence that the particular use needs more or less than the amount specified in this Code.

TDC 73C.020. Calculating Parking Lot Area.

Parking lot area shall be based on the cumulative area measured around the perimeter of all parking spaces, vehicle maneuvering areas, interior walkways, and interior landscaping areas. This requirement applies to parking areas scattered throughout a property or that span multiple lots but serve a common use or uses.

TDC 73C.0230. Parking Lot Design Standards Requirements.

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks <u>All</u> <u>development where new parking is provided</u>, must comply with the following:

- (1) <u>Parking Space and Aisle Dimensions.</u> Off street parking lot design must comply with the dimensional standards set forth in Figure 73-1; Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1.
 - (a) Exception: Parking structures and underground parking where stall-space length and width requirements for a standard size stall space must may be reduced by one-half feet and vehicular access at the entrance may be a minimum of 18 feet in width, if gated must be a minimum of 18 feet in width.
- (2) <u>Surface Materials.</u> Parking lots and parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel is not an acceptable material;
 - (a) Parking areas must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete.

 Gravel is not an acceptable material;
 - (b) Pavers, pervious concrete, or grasscrete are encouraged for parking spaces in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor; and
 - (c) Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks.

- (3) Wheel Stops. Parking bumpers, wheel stops, or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways. Parking stalls must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete. Gravel or woody material are not an acceptable materials. Pavers, pervious concrete, or grasscrete are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor:
- (4) <u>Circulation</u>. Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;
 - (a) Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site; and
 - (b) Groups of more than four parking spaces must be located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way, other than an alley.
- (5) <u>Lighting.</u> Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services <u>Vegetated Corridor.</u> Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.
- (6) <u>Screening.</u> Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration;
 - (a) Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200-230; and
 - (b) Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
- (7) Accessible Parking. Accessible parking spaces must meet federal and state building code standards applicable at time of construction or alteration. Such parking spaces must be sized, signed, and marked in compliance with ORS 447. Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;
- (8) <u>Compact Parking</u>. Parking spaces for sub-compact vehicles must not exceed 35 percent of the total parking provided. Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an allev:
- (9) Employee Parking. New commercial, institutional, and/or industrial developments with more than 50 parking spaces, must provide preferential parking for carpools and vanpools. The number of carpool/vanpool parking spaces shall be at least 10 percent of the amount of parking spaces provided. Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site;
- (10) Electrical Service Capacity. Electrical service capacity, as defined in ORS 455.417 must be provided to new off-street parking spaces subject to the following standards. Variance requests to these standards are prohibited. On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic;

- (a) Non-residential development and residential or mixed use developments with less than five dwelling units must provide electrical service capacity to a minimum of 20 percent of all off-street vehicle parking spaces on the site.
- (b) Residential or mixed-use development with five or more dwelling units must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on site.
- (11) Maximum Coverage. For developments with more than 65,000 square feet of floor area on site, the total area of surface parking must not exceed the total square footage of the floor area on that site. Artificial lighting, must be deflected to not shine or create direct glare on adjacent properties, street right of way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor:
- (12) <u>Tree Canopy</u>. <u>Tree canopy must be provided over parking areas in compliance with the following standards</u>. Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and
 - (a) Developments with off-street parking areas less than one-half acre (21,780 square feet) in size, as measured using the method provided in TDC 73C.020, must provide a minimum effective tree canopy coverage of 30 percent over all parking areas.
 - (b) Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide trees along driveways.
 - (i) Trees must be planted an average of not more than 30 feet on center, except when interrupted by driveways, drive aisles, and other site design considerations; and
 - (ii) The required landscape area must be a minimum of five feet in width, as measured from the inside of any proposed curb.
 - (c) Development of a tree canopy plan under this section shall be done in coordination with the local utility provider.
- (13) <u>Climate Mitigation</u>. Developments with off-street parking areas of one-half acre (21,780 square feet) or more, as measured using the method provided in TDC 73C.020, must provide at least one of the following: Except for parking to serve residential uses, parking areas adjacent to or within residential zones or adjacent to residential uses must be designed to minimize disturbance of residents.
 - (a) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property, subject to Tualatin Development Code standards.
 - (b) Invest at least 1.5% of the project cost on green energy, in compliance with OAR 330-135-0010. This provision applies to public projects only.
 - (c) Tree canopy covering at least 40 percent of the new parking lot area at maturity, but no more than 15 years after planting.

TDC 73C.030. Shared Parking Requirements.

Parking facilities may be shared by users on adjacent parcels if the following standards are met:

- (1) One of the parcels has excess parking spaces, considering the present use of the property; the other parcel lacks sufficient area for required parking spaces;
- (2) The total number of parking spaces meets the standards for the sum of the number of spaces required for each use;

- (3) Legal documentation, to the satisfaction of the City Attorney, must be submitted verifying permanent use of the excess parking area on one lot by patrons of the uses deficient in required parking area;
- (4) Physical access between adjoining lots must be such that functional and reasonable access is provided to uses on the parcel deficient in parking spaces;
- (5) Adequate directional signs must be installed specifying the joint parking arrangement; and
- (6) Areas in the Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor would be better protected.

TDC 73C.040. Joint Use Parking Requirements.

- (1) Joint use of parking spaces may occur where adjacent developments or multiple uses in a development are able to jointly use some or all of the same required parking spaces because their parking demands occur at different times.
- (2) Joint use of parking spaces may be allowed are met:
 - (a) There must be no substantial conflict; the principal operating hours of the buildings or uses for which the joint use parking is proposed. Future change of use, such as expansion of a building or establishment of hours of operation which conflict with or affect a joint use parking agreement are prohibited, unless approval is obtained through the Architectural Review process;
 - (b) The joint use parking spaces must be located no more than 500 feet from a building or use to be served by the joint use parking;
 - (c) The number and location of parking spaces, hours of use and changes in operating hours of uses subject to joint use must be approved through the Architectural Review process;
 - (d) Legal documentation, to the satisfaction of the City Attorney, must be submitted verifying the joint use parking between the separate developments. Joint use parking agreements may include provisions covering maintenance, liability, hours of use and cross easements;
 - (e) The City Attorney approved legal documentation must be recorded by the applicant at the Washington or Clackamas County Recorder's Office and a copy of the recorded document must be submitted to the Planning Department prior to issuance of a building permit; and
 - (f) Areas in the Natural Resource Protection Overlay District or a Clean Water Services Vegetated Corridor would be better protected.

TDC 73C.050. Bicycle Parking Requirements and Standards.

- (1) Requirements. Bicycle parking facilities must include:
 - (a) Long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;
 - (i) Long term bicycle parking facilities may be provided inside a building in suitable secure and accessible locations.
 - (b) Short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.
- (2) Standards. Bicycle parking must comply with the following:
 - (a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet;

- (b) A five-foot-wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (d) Bicycle parking areas and facilities must be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs must be located at the main entrance and at the location of the bicycle parking facilities;
- (e) Bicycle parking must be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights of way or fish and wildlife habitat areas;
- (f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for-profit bicycle parking businesses;
- (g) Bicycle parking may be provided within the public right-of-way in the Core Area Parking District subject to approval of the City Engineer and provided it meets the other requirements for bicycle parking; and
- (h) The City Manager or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or short-term parking pursuant to Architectural Review.

TDC 73C.060. Transit Facility Conversion.

Parking on existing residential, commercial, and industrial development may be redeveloped as transit_facility_as a way to encourage the development of transit supportive facilities such as bus stops and pullouts, bus shelters and park and ride stations. Parking spaces converted to such uses in conjunction with the transit agency and approved through Architectural Review process will not be required to be replaced.

TDC 73C.1040. Off-Street <u>Vehicle and Bicycle</u> Parking <u>Minimum/Maximum</u> <u>Quantity</u> Requirements.

(1) <u>Parking Table. Parking Table.</u> Table 73C-1 lists the maximum permitted vehicle and minimum required bicycle parking requirements listed for land use types. The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC 73C.110.

(2) Parking Categories.

- (a) Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within the town center (Comprehensive Plan Map 10-4), one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service, or one-half mile walking distance of light rail station platforms that have 20-minute peak hour transit service.
- (b) Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, and that have a greater than 20-minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile

- walking distance of bus transit stops and one-half mile walking distance of light rail station platforms, or both,
- (c) Dual Parking Zones. If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A ratios.
- (3) Ratios. Calculations to determine the parking quantities must be rounded to the nearest whole number.
- (4) Uses Not Listed. For uses not specifically mentioned in Table 73C-1, a use determination may be requested as provided in TDC 31.070 for the purposes of determining off-street parking facilities for vehicles and bicycles.

TABLE 73C-1: Off-Street Vehicle and Bicycle Parking Quantity Requirements				
USE	MINIMUM MOTOR VEHICLE PARKING MAXIMUM MOTOR VEHICLE PARKING		MINIMUM PERMITTED BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
	Zone A	Zone B		
(a) Residential Uses	5			
(i) Detached <u>sSingle-family</u> dwellings and, residential home, residential	2.00 vehicle parking spaces per dwelling unit, residential home or residential	None	None Required	N/A
facilities (located	facility			
in low density (RL)	<u>None</u>			
zones)				
accessory				
dwelling units				
(ii) Middle Housing: Duplexes a. Duplexes b. Triplexes c. Quadplexes d. Townhouses e. Cottage Clusters	1.00 vehicle parking space per dwelling unit None	None	None Required	<u>N/A</u>
(iii) Townhouses	1.00 vehicle parking space per dwelling unit	None	None Required	N/A
(iv) Triplexes and (v) Quadplexes	1.00 space in total for lots less than 3,000 SF. 2.00 spaces in total for lots greater than or equal to 3,000 SF and less than	None	None Required	

	T = ===			
	5,000 SF. 3.00 spaces in total for lots greater than 5,000 SF and less than 7,000 SF. 4.00 spaces in total for lots equal to or greater than			
	7,000 SF.			
(vi) Cottage Clusters	1.00 space per dwelling unit in a Cottage Cluster. Spaces may be provided for individual cottages or in shared parking clusters.	None	None Required	
(viii) Multi-family dwellings: in subdivisions a. studio units b. non-studio units	1.50 spaces per unit a. 1.2 spaces per unit b. 2.0 spaces per unit	None	Developments with five or more units; none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	100
(viii) Multi-family dwellings in complexes with private internal driveways	1.0 space/studio, 1.25 space/1 bedroom, 1.50 space/2 bedroom, 1.75 space/3= bedroom	None	Developments with five or more units; none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	100
(ix <u>v</u>) Retirement housing facility	1.00 space per dwelling unit None	None	0.50 space per unit	50
(x) Boarding house, lodging	1.00 space per guest house accommodation	None	0.25 space per guest house accommodation	50
(xiv) Congregate care, assisted living and	0.50 space per dwelling unit None	None	2, or 0.20 spaces per dwelling unit; whichever is greater	50

		T	T	
residential care				
facilities				
(xivi) Residential	1.00 space per	None	2, or 1.0 0 space	50
facilities (located	three beds, plus		for every six beds;	
in other than low	1.00 space per		whichever is	
density residential	employee		greater	
zones)	<u>None</u>			
(xiii) Dwelling	1.50 space per	None	Multi-family	100
units within the	dwelling unit,		residential	
Central Design	including garage		developments	
District except as			with five or more	
specified in (d),			units; none	
(e), and (f) above			required if a	
			garage is provided	
			as an integral	
			element of a unit;	
			otherwise 1.00	
			space per unit	
(b) Institutions				
(i) Convalescent	1.00 space per 2	None	2, or 1.0 0 space	50
home , <u>or</u> nursing	beds for patients		for every six beds;	
home or	or residents		whichever is	
sanitarium	<u>None</u>		greater	
(ii) Hospital	1.00 space per	None	1 space per 1,000	First ten 10
	500 square feet of		gross square feet	spaces or 40
	gross floor area			percent
	None			whichever is
				greater
(c) Places of Public	Assembly			
(i) Library, reading	1.00 space per	None	2, or 1.5 spaces	10
room	400 square feet of		per 1,000 gross	
	public area		square feet;	
	<u>None</u>		whichever is	
			greater	
(ii) Nursery,	2.00 spaces per	None	4, or 1.0 0 space	75
primary,	employee		per five students	
elementary or	<u>None</u>		based on the	
middle school,			design capacity of	
child day care			the facility;	
center			whichever is	
			greater	
(iii) Senior high	0. 2 3 spaces per	Zone A and	4, or 1.0 0 space	25
school	student and staff	Zone B: 0.3 spaces	per five students	
		per student plus	based on the	
			design capacity of	
	<u>l</u>	l .	L Ecolott capacity of	I

		1.00		1
		1.00 space per	the facility;	
		and staff	whichever is	
			greater	
(iv) Other places	1.00 <u>0.6</u> space <u>s</u>	Zone A: 0.6	1.0 space per 40	35
of public	per four seat s or	spaces per seat	seats or 80 feet of	
assembly,	eight feet of	Zone B : 0. 5 <u>8</u>	bench length	
including	bench length	spaces per seat		
churches				
(d) Commercial Am	usements	•		
(i) Theater	1.00 space per	Zone A: 0.4	1.0 space per 30	10
	four seats	spaces per seat	seats	
	0.4 spaces per	Zone B: 0.5 spaces		
	seat	per seat		
(ii) Bowling alley	5.00 spaces per	None	4 spaces, or 0.5 0	40
	lane	6.5 spaces per	spaces per lane;	
	5.4 spaces per	1,000 square feet	whichever is	
	1,000 square feet	of gross floor area	greater	
	of gross floor area			
(iii) Dance hall,	4.3 <u>5.4</u> spaces per	Zone Λ: 5.4	2.0 spaces per	50
skating rink	1,000 square feet	spaces per 1,000	1,000 square feet	
Januaring I IIII	of gross floor area	square feet of	of floor area	
	01 81000 11001 4164	gross floor area	or noor area	
		Zone B: 6.5 spaces		
		per 1,000 square		
		feet of gross floor		
		_		
(iv) Pacquet court	1.00.1.2 cpaces	area Zone A: 1.3	2.0 cpaces per	50
(iv) Racquet court, health club	1.00 1.3 spaces		2.0 spaces per	30
inearth thub	per 1,000 square	spaces per 1,000	1,000 square feet of exercise area	
	feet of gross floor	square feet of	or exercise area	
	area	gross floor area		
		Zone B: 1.5 spaces		
		per 1,000 square		
		feet of gross floor		
() 2		area		
(e) Commercial		l	I o 50	l - o
(i) <u>General</u>	4.00 <u>5.0</u> spaces	Zone A: 5.1	0.5 0 space per	50
Rretail—grocery	per 1,000 square	spaces per 1,000	1,000 square feet	
stores,	feet of gross floor	square feet of	of gross floor area	
<u>convenience</u>	area	gross floor area		
stores, specialty		Zone B: 6.2 spaces		
retail and shops		per 1,000 square		
shops (under		feet of gross floor		
100,000 square		area		
feet of gross floor				
area)				

(ii) Bulk Rretail— store handling exclusively bulky merchandise such as-furniture and home furnishings, appliances, building materials, and similar large items or automobiles and service or repair shops	1.00 space per 400 square feet of sales floor area 5.0 spaces per 1,000 square feet of gross floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.20 space per 1,000 square feet of sales floor area; whichever is greater	50
(iii) Shopping center (over 100,000 square feet of gross floor area)	4.1 spaces per 1,000 square feet of gross floor area	Zone A: 5.1 spaces per 1,000 square feet of gross floor area Zone B: 6.2 spaces per 1,000 square feet of gross floor area	0.50 space per 1,000 square feet of gross floor area	50
(i <u>ii</u> +) Banks/Savings and loans	4.30 5.0 spaces per 1,000 square feet of gross floor area	Zone A: 5.4 spaces per 1,000 square feet of gross floor area Zone B: 6.5 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 square feet; whichever is greater	10
(<u>i</u> v) Medical & dental offices	43.90 spaces per 1,000 square feet of gross floor area	Zone A: 4.9 spaces per 1,000 square feet of gross floor area Zone B: 5.9 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 gross square feet; whichever is greater	First ten 10 spaces or 40 percent; whichever is greater
(vɨ) General office	2.70 3.4 spaces per 1,000 square feet of gross floor area	Zone A: 3.4 spaces per 1,000 square feet of gross floor area Zone B: 4.1 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.50 spaces per 1,000 gross square feet; whichever is greater	First ten 10 spaces or 40 percent; whichever is greater

(viii) Restaurant	10.00 19.1 spaces per 1,000 square feet of gross floor area	Zone A: 19.1 spaces per 1,000 square feet of gross floor area Zone B: 23.0 spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet	25
(viiɨ) Drive-up restaurant	9.90 12.4 spaces per 1,000 square feet of gross floor area	Zone A: 12.4 spaces per 1,000 square feet of gross floor area Zone B: 14.9 spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet sq. ft	25
(<u>vii</u> ix) Motel	1.00 space per room None	None	0.2 0 space per room	10
(<u>i</u> x) Mortuary	1.00 space per four seats or an eight feet of bench length in chapels None	None	1.0 space per 40 seats or 80 feet of bench length	10
(xi) Office furniture and office furniture sales	1.00 space per 550 gross square feet	None	2 spaces, or 0.20 space per 1,000 square feet of sales floor area, whichever is greater	10
(xii) Park and ride lots	None	None	5 percent of auto spaces	100
(xiii) Major transit stops (not Park and Ride lots)	None	None	4	100
(xiv) Wireless communication facility	1.0 space	None	N/A	N/A
(f) Industrial				
(i) Manufacturing	1.60 spaces per 1,000 square feet of gross floor area None	None	2 spaces, or 0.10 spaces per 1,000 gross square feet; whichever is greater	First five 5 spaces or 30 percent; whichever is greater

(11)		Γ	I	I
(ii) Warehousing	0. <u>4</u> 30 spaces per	Zone A: 0.4	2 spaces, or 0.1 0	First five 5 spaces
	1,000 square feet	spaces per 1,000	spaces per 1,000	or 30 percent;
	of gross floor area	square feet of	gross square feet;	whichever is
		gross floor area	whichever is	greater
		Zone B: 0.5 spaces	greater	
		per 1,000 square		
		feet of gross floor		
		area		
(iii) Wholesale	3.00 spaces per	None	2 spaces, or 0.5 0	First five 5 spaces
establishment	1,000 square feet		spaces per 1,000	or 30 percent;
	of gross floor area		gross square feet;	whichever is
	<u>None</u>		whichever is	greater
			greater	
(g) Exempt Uses				
(i) Commercial	Exempt	Exempt	Exempt	Exempt
Parking Structures				
(ii) Fleet Parking	Exempt	Exempt	Exempt	Exempt
(iii) Parking for	Exempt	Exempt	Exempt	Exempt
vehicles for sale,				
lease, or rent				
(iv) Car/Vanpool	Exempt	Exempt	Exempt	Exempt
Parking				
(v) Dedicated	Exempt	Exempt	Exempt	Exempt
Valet Parking		·	·	
(vi) User-Paid	Exempt	Exempt	Exempt	Exempt
Parking				

(2) In addition to the general parking requirements in subsection (1), the following are the minimum number of off-street vanpool and carpool parking for commercial, institutional, and industrial uses)

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

TDC 73C.050. Bicycle Parking Requirements.

- (1) Requirements. Bicycle parking facilities must include:
 - (a) Long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms in which the bicycle is stored;
 - (i) Long-term bicycle parking facilities may be provided inside a building and/or parking garage in secure and accessible locations.
 - (b) Short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels.
- (2) Standards. Bicycle parking must comply with the following:

- (a) Each bicycle parking space must be at least six feet long and two feet wide, with overhead clearance in covered areas must be at least seven feet;
- (b) A five-foot-wide bicycle maneuvering area must be provided beside or between each row of bicycle parking. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (c) Access to bicycle parking must be provided by an area at least three feet in width. It must be constructed of concrete, asphalt, or a pervious hard surface such as pavers or grasscrete, and be maintained;
- (d) Bicycle parking areas and facilities must be identified with appropriate signing as specified in the Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). At a minimum, bicycle parking signs must be located at the main entrance and at the location of the bicycle parking facilities;
- (e) Bicycle parking must be located in convenient, secure, and well-lighted locations approved through the Architectural Review process. Lighting, which may be provided, must be deflected to not shine or create glare into street rights-of-way or fish and wildlife habitat areas;
- (f) Required bicycle parking spaces must be provided at no cost to the bicyclist, or with only a nominal charge for key deposits, etc. This does not preclude the operation of private for-profit bicycle parking businesses;
- (g) Bicycle parking may be provided within the public right-of-way in the Core Area Parking District subject to approval of the City Engineer and provided it meets the other requirements for bicycle parking; and
- (h) The City Manager or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or short-term parking pursuant to Architectural Review.

TDC 73C.060. Bicycle and Transit Facility Conversion.

Any portion of existing off-street parking areas may be redeveloped as a bicycle-oriented or-transit-oriented facility including bicycle parking, bus stops and pullouts, bus shelters and park and ride stations, and similar facilities.

Conversion to such uses is reviewed through the Architectural Review process.

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

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

- (1) The following uses must provide 75 percent of the spaces required in TDC 73C.100(1), whether provided individually, in accordance with the Shared Parking in TDC 73C.030, or the Joint Use Parking in TDC 73C.040:
 - (a) Multi-Family dwellings in complexes with private internal driveways;
 - (b) Retirement housing facility;
 - (c) Boarding house, lodging;
 - (d) Congregate care, assisted living and residential care facilities;
 - (e) Residential facilities (located in other than low density residential planning districts);
 - (f) Library, reading room;
 - (g) Nursery, primary, elementary or middle school, and child day care center;
 - (h) Other places of public assembly, including churches;
 - (i) Theater;

- (j) Bowling alley;
- (k) Retail shops (under 100,000 square feet of gross floor area);
- (I) Retail store handling exclusively bulky merchandise such as furniture or automobiles and service or repair shops;
- (m) Mortuary;
- (n) Office furniture and office furniture sales; and
- (o) Major transit stops (not Park and Ride lots).
- (2) At the time of enlargement of an existing structure or change in use, there must be no net loss of existing off-street parking, in addition to providing new off-street parking as required under TDC 73C.110.
- (3) The following uses are exempt from providing off-street parking within the Core Area Parking District:
 - (a) The publicly owned community center on Tract 8 of the Tualatin Commons; and
 - (b) Outdoor dining facilities.

TDC 73C.070. Shared Parking Requirements.

Parking facilities for two or more uses, structures, or parcels of land may be shared. The right to shared use parking must be evidenced by a recorded deed, lease, contract, or similar written instrument establishing the shared use.

TDC 73C.12080. Off-Street Loading Facilities Minimum-Requirements.

(1) The minimum number of off-street loading berths for commercial, industrial, and institutional uses is as follows:

Use	Square Feet of Floor Area	Number of Berths	Dimensions of Berth	Unobstructed Clearance of Berth
Commercial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 25 feet	14 feet
	25,000—60,000	2	12 feet × 35 feet	14 feet
	60,000 and over	3	12 feet × 35 feet	14 feet
Industrial	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 60 feet	14 feet
	25,000—60,000	2	12 feet × 60 feet	14 feet
	60,000 and over	3	12 feet × 60 feet	14 feet
Institutional	Less than 5,000	0	0	0
	5,000—25,000	1	12 feet × 25 feet	14 feet
	25,000—60,000	2	12 feet × 35 feet	14 feet
	60,000 and over	3	12 feet × 35 feet	14 feet

- (2) Loading berths must not use the public right-of-way as part of the required off-street loading area.
- (3) Required loading areas must be screened from public view, public streets, and adjacent properties by means of sight-obscuring landscaping, walls or other means, as approved through the Architectural Review process.
- (4) Required loading facilities must be installed prior to final building inspection and must be permanently maintained as a condition of use.
- (5) The off-street loading facilities must in all cases be on the same lot or parcel as the structure they are intended to serve. In no case must the required off-street loading spaces be part of the area used to satisfy the off-street parking requirements.

(6) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children must be located on the site of a school or child day care center having a capacity greater than 25 students.

TDC 73C.13090. Parking Lot Driveway and Walkway Minimum Requirements.

Parking lot driveways and walkways must comply with the following requirements:

- (1) Residential Use. Minimum requirements for residential uses:
 - (a) Ingress and egress for single-family residential uses and duplexes, must be paved to a minimum width of ten feet. Maximum driveway widths must not exceed 26 feet for one and two car garages, and 37 feet for three or more car garages. For the purposes of this section, driveway widths must be measured at the right-of-way line.
 - (b) Parking lots driveways and walkways for townhouses, triplexes, quadplexes, and cottage clusters must be provided consistent with the provisions of Chapter 73A.
 - (c) Ingress and egress for multi-family residential uses must not be less than the following:

Dwelling Units	Minimum Number Required	Minimum Width	Walkways, etc.
5-19	1	24 feet	No walkways or curbs required
20-49	1 or 2	24 feet 16 feet (one way)	6-foot walkway, 1 side only; curbs required
50-499	1 or 2	32 feet 24 feet	6-foot walkway, 1 side only; curbs required
Over 500	As required by City Manager	As required by City Manager	As required by City Manager

(2) Commercial Uses. Ingress and egress for commercial and institutional uses must not be less than the following:

<u>Provided Required</u> Parking Spaces	Minimum Number Required	Minimum Pavement Width	Minimum Pavement Walkways, etc.
1-99	1	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
100-249	2	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
Over 250	As required by City Manager	As required by City Manager	As required by City Manager

(3) Industrial Use. Ingress and egress for industrial uses must not be less than the following:

Provided Required	Minimum Number	Minimum Pavement	Minimum Pavement
Spaces	Required	Width	Walkways, etc.
1-250	1	36 feet for first 50' from ROW, 24 feet thereafter	No curbs or walkway required
Over 250	As required by City Manager	As required by City Manager	As required by City Manager

(4) *Institutional Uses.* Ingress and egress must not be less than 24 feet. In all other cases, ingress and egress for institutional uses must not be less than the following:

<u>Provided Required</u>	Minimum Number	Minimum Pavement	Minimum Pavement
Spaces	Required	Width	Walkways, etc.
1-99	1	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
100-249	2	32 feet for first 50 feet from ROW, 24 feet thereafter	Curbs required; walkway 1 side only
Over 250	As required by	As required by	As required by
	City Manager	City Manager	City Manager

- (5) One-way Ingress or Egress. When approved through the Architectural Review process, one-way ingress or egress may be used to satisfy the requirements. However, the hard surfaced pavement of one-way drives must not be less than 16 feet for multi-family residential developments (as defined in TDC 31.060), commercial, or industrial uses.
- (6) Maximum Driveway Widths and Other Requirements.
 - (a) Unless otherwise provided in this chapter, maximum driveway widths for Commercial, Industrial, and Institutional uses must not exceed 40 feet.
 - (b) Driveways must not be constructed within five feet of an adjacent property line, unless the two adjacent property owners elect to provide joint access to their respective properties, as provided by TDC73C.040.
 - (c) The provisions of subsection (b) do not apply to townhouses, duplexes, triplexes, quadplexes, and cottage clusters which are allowed to construct driveways within five feet of adjacent property lines.
 - (d) There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.
 - (e) Must comply with the distance requirements for access as provided in TDC 75.
 - (f) Must comply with vision clearance requirements in TDC 75.

PARKING LOT LANDSCAPING

TDC 73C.200. Parking Lot Landscaping Standards Purpose and Applicability.

(1) Purpose. The goals of the off-street parking lot standards are to create shaded areas in parking lots, to reduce glare and heat buildup, provide visual relief within paved parking areas, emphasize circulation

- patterns, reduce the total number of spaces, reduce the impervious surface area and stormwater runoff, and enhance the visual environment. The design of the off-street parking area must be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics.
- (2) Applicability. Off-street parking lot landscaping standards apply to any surface vehicle parking or circulation area. The following standards do not apply to the following residential development: single family detached or attached; duplexes; townhouses; triplexes; quadplexes; or cottage clusters.

TDC 73C.200 Tree Canopy Coverage.

When calculating tree canopy coverage, the following rules must be followed:

- (1) The expected diameter of the tree crown at 15 years must be used to calculate tree canopy coverage, regardless of if the tree is mature at that time;
- (2) Parking lot area under the canopy that is either paved surface or interior and perimeter parking lot landscaping will count towards meeting the required canopy coverage standard;
- (3) Trees located off-site, including those in the public right-of-way, do not count towards the canopy coverage standard;
- (4) Canopy that covers structures does not count towards the canopy coverage standard, unless the tree canopy covers an unenclosed carport; and
- (5) Canopy area with significant overlap does not count towards the canopy coverage standard. Significant overlap is defined as any overlap greater than 5 feet. The overlap measurement is the length of a line segment within the overlap area of a line between tree canopy trucks/centers. See Figure 73-3.

TDC 73C.210. Multi-Family-General Parking Lot Landscaping Requirements.

All development where new parking is provided, must comply with the following landscaping requirements:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years:
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking space must be improved with landscape island areas and must comply with the following.

- (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
- (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
- (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
- (d) Landscape separation required for every eight continuous spaces in a row.
- (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
- (f) Must be planted with groundcover or shrubs;
- (g) Native plant materials are encouraged;
- (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
- (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (j) Exceptions:
 - (i) Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:
 - (a) Landscape area at least five feet in width on each side of the site access; and
 - (b) Landscape area must extend at the following lengths:
 - (i) Commercial and institutional development must extend 25 feet back from the right-of-way line.
 - (ii) Industrial development must extend 30 feet back from the right-of-way line.
 - (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.220. Multi-family Residential Parking Lot Landscaping Requirements.

Multi-family residential uses (as defined in TDC 31.060) must comply with the following landscaping requirements for parking lots in all zones addition to those listed in TDC 73C.210:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone must be provided for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exceptions: does not apply to parking structures and underground parking.
- (3)—Setback. Minimum 10-foot landscape setback must be provided between the property lines and parking areas and must comply with the following:

- (a) Must be planted with deciduous trees an average of not more than 30 feet on center and shrubs at least 30 inches in height which provide screening of vehicular headlights; and
- (b) Native trees and shrubs are encouraged.
- (4) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exceptions:
 - (i) Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
 - (ii) Minimum of ten feet in width for all conditional uses in residential zones. However perimeter landscaping does not apply to small lot subdivisions.
- (52) Transition. Minimum 10-foot landscaped transition area between parking and vehicle circulation areas and buildings and shared outdoor areas and must comply with the following:
 - (a) Deciduous shade trees located at not less than 30 feet on center must be located in this transition area;
 - (b) Groundcover plants mixed with low shrubs must completely cover the remainder of this area within three years;
 - (c) Native trees and shrubs are encouraged; and
 - (d) Exceptions: Minimum 10-foot landscaped transition area does not apply to Duplexes and Townhouses.
- (6) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Landscape separation required for every eight continuous spaces in a row;
 - (d) Must be planted with one deciduous shade trees for every four parking spaces. Required trees must be evenly dispersed throughout the parking lot;
 - (e) Must be planted with groundcover or shrubs;
 - (f) Native plant materials are encouraged;
 - (g) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
 - (h) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
 - (i) Exceptions:
 - (i) Landscape island requirements do not apply to Duplexes and Townhouses; and

(ii) Landscape square footage requirements do not apply to parking structures and underground parking.

TDC 73C.220. Commercial Parking Lot Landscaping Requirements.

Commercial uses must comply with the following landscaping requirements for parking lots in all zones:

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following.
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following.
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;
 - (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
 - (d) Landscape separation required for every eight continuous spaces in a row.
 - (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
 - (f) Must be planted with groundcover or shrubs;
 - (g) Native plant materials are encouraged;
 - (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
 - (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
 - (j) Exceptions:
 - (i) Landscape island requirements do not apply to Duplexes and Townhouses; and
 - (ii) Landscape square footage requirements do not apply to parking structures and underground parking.

- (5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:
 - (a) Landscape area at least five feet in width on each side of the site access;
 - (b) Landscape area must extend 25 feet from the right-of-way line; and
 - (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.230. Mixed Use Commercial Parking Lot Landscaping Requirements.

Uses located within the Mixed Use Commercial zone must comply with the following landscaping requirements for parking lots in addition to those listed in TDC 73C.2 $\frac{1}{2}$ 0.

- (1) Screening. Additional specifications for parking and loading area screening are as follows:
 - (a) Landscaped parking areas must include special design features that effectively screen the parking lot areas from public right-of-way view. These design features may include the use of landscaped berms, decorative walls and raised planters; and
 - (b) Trees must be planted in landscaped islands in all parking areas, and must be equally distributed and on the basis of one tree for each seven parking spaces in order to provide a canopy effect.

TDC 73C.240. Industrial Parking Lot Landscaping Requirements.

Industrial uses must comply with the following landscaping requirements for parking lots in all zones.

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following.
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands;

- (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
- (d) Landscape separation required for every eight continuous spaces in a row;
- (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
- (f) Must be planted with groundcover or shrubs;
- (g) Native plant materials are encouraged;
- (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
- (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (j) Exception: Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Landscaping Along Driveway Access. For lots with 12 or more parking spaces:
 - (a) Landscape area at least five (5) feet in width on each side of an accessway;
 - (b) Landscape area must extend 30 feet back from the property line; and
 - (c) Exceptions: does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

TDC 73C.250. Institutional Parking Lot Landscaping Requirements.

Institutional uses must comply with the following landscaping requirements for parking lots in all zones.

- (1) General. Locate landscaping or approved substitute materials in all areas not necessary for vehicular parking and maneuvering.
- (2) Clear Zone. Clear zone required for the driver at ends of on-site drive aisles and at driveway entrances, vertically between a maximum of 30 inches and a minimum of eight feet as measured from the ground level.
 - (a) Exception: does not apply to parking structures and underground parking.
- (3) Perimeter. Minimum five feet in width in all off-street parking and vehicular circulation areas, including loading areas and must comply with the following:
 - (a) Deciduous trees located not more than 30 feet apart on average as measured on center;
 - (b) Shrubs or ground cover, planted so as to achieve 90 percent coverage within three years;
 - (c) Plantings which reach a mature height of 30 inches in three years which provide screening of vehicular headlights year round;
 - (d) Native trees and shrubs are encouraged; and
 - (e) Exception: Not required where off-street parking areas on separate lots are adjacent to one another and connected by vehicular access.
- (4) Landscape Island. Minimum 25 square feet per parking stall must be improved with landscape island areas and must comply with the following:
 - (a) May be lower than the surrounding parking surface to allow them to receive stormwater run-off and function as water quality facilities as well as parking lot landscaping;
 - (b) Must be protected from vehicles by curbs, but the curbs may have spaces to allow drainage into the islands:

- (c) Islands must be utilized at aisle ends to protect parked vehicles from moving vehicles and emphasize vehicular circulation patterns;
- (d) Landscape separation required for every eight continuous spaces in a row;
- (e) Must be planted with one deciduous shade trees for every four parking spaces; Required trees must be evenly dispersed throughout the parking lot;
- (f) Must be planted with groundcover or shrubs;
- (g) Native plant materials are encouraged;
- (h) Landscape island areas with trees must be a minimum of five feet in width (from inside of curb to curb);
- (i) Required plant material in landscape islands must achieve 90 percent coverage within three years; and
- (j) Exception: Landscape square footage requirements do not apply to parking structures and underground parking.
- (5) Driveway Access. For lots with 12 or more parking spaces, site access from the public street must be defined by:
 - (a) Landscape area at least five feet in width on each side of the site access;
 - (b) Landscape area must extend 25 feet from the right-of-way line; and
 - (c) Exceptions: Does not apply to parking structures and underground parking which must be determined through the Architectural Review process.

CHAPTER 73D WASTE AND RECYCLABLES MANAGEMENT STANDARDS

[...]

TDC 73D.060. Franchised Hauler Review Method.

[...]

- (c) A narrative describing how the proposed site meets one or more unique conditions:
 - (i) Use of either of the three other methods of compliance would interfere with the use of the proposed development by reducing the productive space of the proposed development, or make it impossible to comply with the minimum off-street parking requirements of the underlying zone, or

[...]

CHAPTER 73E CENTRAL DESIGN DISTRICT DESIGN GUIDELINES

[...]

TDC 73E.040. - Central Design Standards Residential Uses.

For townhouses, duplexes, residential, and mixed use residential developments in the Central Design District for Common Wall Development, the AR decision must consider the standards in TDC 73A.300 (Common Wall Residential Design Standards) along with the Central Tualatin Concept Standards to determine the appropriate design standard. The design standards may be less than those provided in TDC 73A.300 (Common Wall Residential Design Standards).

[...]

TDC 73E.090. Central Design Standards Access Standards.

All common wall residential, commercial, and institutional development in the Central Design District must meet the Access Standards of TDC 73C.13090 (Parking Lot Driveway Standards), except when driveway access is on local streets, not collectors or arterials and the building(s) on the property is(are) less than 5,000 square feet in gross floor area, or parking is the only use on the property, then:

[...]

CHAPTER 75 ACCESS MANAGEMENT

[...]

TDC 75.030. Driveway Approach Closure.

- (1) The City Manager may require the closure of a driveway approach where:
 - (a) The driveway approach is not constructed in conformance with this Chapter and the Public Works Construction Code;
 - (b) The driveway approach is not maintained in a safe manner;
 - (c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;
 - (d) A new building or driveway is constructed on the property;
 - (e) A plan text amendment or zone change is proposed for the property served by the driveway;
 - (f) A change of use or activity in an existing building increases the amount of required parking;
 - (g) The driveway approach has been abandoned; or
 - (hg) There is a demonstrated safety issue.

[...]

TDC 75.040. Driveway Approach Requirements.

[...]

(9) Minimum driveway approach width for uses are as provided in <u>TDC 73C .090.</u> Table 75-1 (Driveway Approach Width):

TABLE 75-1 Driveway Approach Width

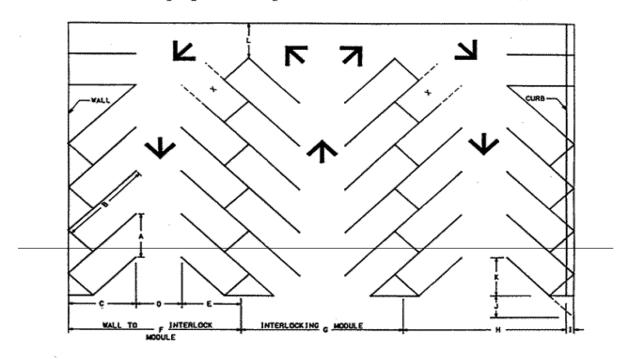
Use	Minimum Driveway	Maximum Driveway
	Approach Width	Approach Width
Single-Family Residential,	10 feet	26 feet for one or two care garages
Duplexes, Triplexes, Quadplexes,		
Townhomes, Cottage Clusters		37 feet for three or more garages
Multi-family	5-49 Units = 24 feet	May provide two 16 foot one-way
		driveways instead of one 24-foot
	50-499 = 32 feet	driveway
	Over 500 = as required by the City	May provide two 24-foot one-way
	Manager	driveways instead of one 32-foot
		driveway
Commercial	1-99 Parking Spaces = 32 feet	Over 250 Parking Spaces = As
		Required by the City Manager, but
	100-249 Parking Spaces = two	not exceeding 40 feet
	approaches each 32 feet	
Industrial	36 feet	Over 250 Parking Spaces = As
		Required by the City Manager, but
		not exceeding 40 feet

Institutional	1-99 Parking Spaces = 32 feet	Over 250 Parking Spaces = As
		Required by the City Manager, but
	100-249 Parking Spaces = two	not exceeding 40 feet
	approaches each 32 feet	

[...]

APPENDIX B - FIGURES

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



<u>Dimension</u>	On Diagram	45°	<u>60°</u>	<u>75°</u>	90*
Stall width parallel to aisle	A	12.7	10.4	9.3	9.0
Stall Length of line	В	25.0	22.0	20.0	18.5
Stall depth to wall	С	17.5	19.0	19.5	18.5
Aisle width between stall line	es D	12.0	16.0	21.0	24.0
Stall depth, interlock	E	15.3	17.5	18.8	18.5
Module, wall to interlock	F	44.8	52.5	61.3	63.0
Module, interlocking	G	42.6	51.0	61.0	63.0
Module, interlocking to curb	face H	42.8	50.2	58.8	60.5
Bumper overhang (typical)	1	2.0	2.3	2.5	2.5
Offset	J	6.3	2.7	0.5	0.0
Setback	ĸ	11.0	8.3	5.0	0.0
Cross aisle, one-way	L	12.0	12.0	12.0	12.0
Cross aisle, two way	-	22.0	22.0	22.0	22.0

X = Stall not accessible in some cases.

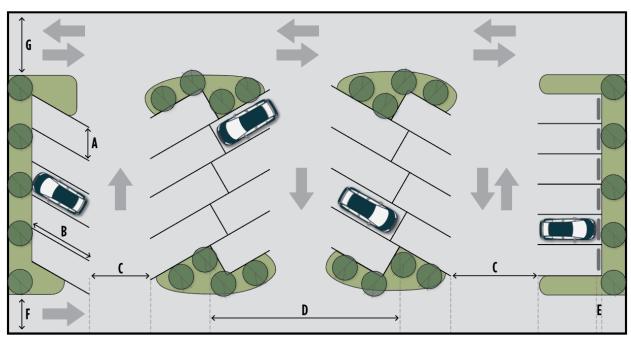
Parking Dimensions for Subcompact Parking

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

45° 60° 75° 90°

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

Figure 73-1: Parking Space Design Standards



<u>Dimension</u>	On Diagram	<u>0°</u> Parallel	<u>45°</u>	<u>60°</u>	<u>75°</u>	<u>90°</u>
Stall Width	<u>A</u>	<u>8.0</u>	9.0	9.0	<u>9.0</u>	9.0
Stall Depth	<u>B</u>	<u>24.0</u>	<u>17.5</u>	<u>19.0</u>	<u>19.5</u>	<u>18.5</u>
Aisle Width	<u>C</u>	N/A	<u>12.0</u>	<u>16.0</u>	<u>23.0</u>	<u>24.0</u>
Module Width	<u>D</u>	N/A	<u>47.0</u>	<u>54.0</u>	<u>62.0</u>	<u>61.0</u>
Bumper Overhang	<u>E</u>	N/A	2.0	<u>2.5</u>	<u>2.5</u>	<u>2.5</u>
Driveway, One Way	<u>F</u>	12.0				
Driveway, Two Way	<u>G</u>	<u>22.0</u>				

Dimensions for Sub-compact Parking	<u>On</u> <u>Diagram</u>	<u>0°</u> <u>Parallel</u>	<u>45°</u>	<u>60°</u>	<u>75°</u>	<u>90°</u>
Stall Width	<u>A</u>	<u>8.0</u>	<u>8.0</u>	8.0	8.0	<u>8.0</u>
Stall Depth	<u>B</u>	<u>20.0</u>	<u>15.5</u>	<u>17.0</u>	<u>17.5</u>	<u>16.0</u>
Aisle Width	<u>C</u>	N/A	<u>11.0</u>	<u>14.0</u>	<u>21.0</u>	<u>20.0</u>
Module Width	<u>D</u>	N/A	<u>42.0</u>	<u>48.0</u>	<u>56.0</u>	<u>52.0</u>
Bumper Overhang	<u>E</u>	<u>N/A</u>	<u>2.0</u>	<u>2.5</u>	<u>2.5</u>	<u>1.5</u>
<u>Driveway, One Way</u>	<u>F</u>			<u>12.0</u>		
<u>Driveway, Two Way</u>	<u>G</u>		•	<u>20.0</u>		•

Figure 73-3: Parking Maximum Map

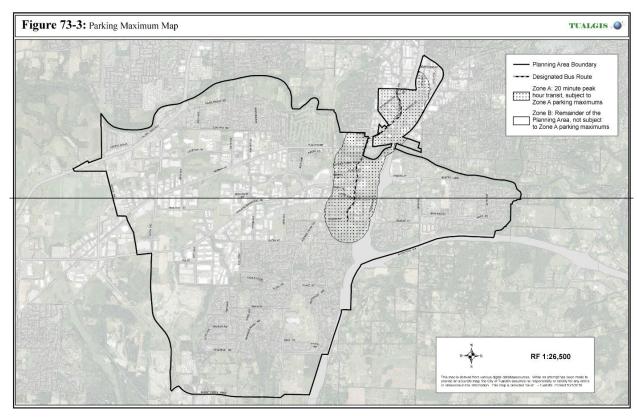
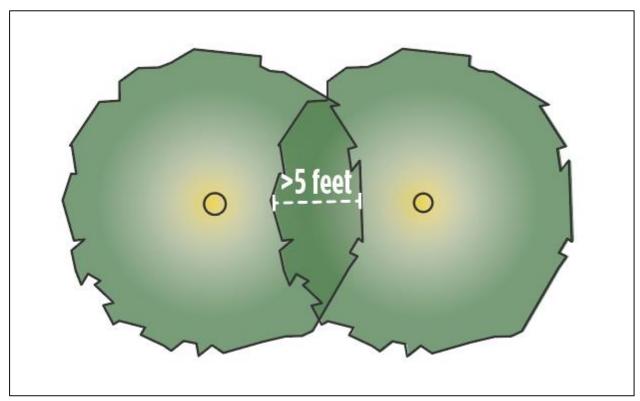


Figure 73-3: Tree Canopy Coverage



From: <u>DLCD Plan Amendments</u>

To: <u>Erin Engman</u>

Subject: Confirmation of PAPA Online submittal to DLCD Date: Wednesday, April 24, 2024 11:11:02 AM



Tualatin

Your notice of a proposed change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: PTA 24-0002: Climate Friendly and Equitable Communities (CFEC) Parking

Reform

DLCD File #: <u>002-24</u>

Proposal Received: 4/24/2024

First Evidentiary Hearing: 6/10/2024

Submitted by: eengman

If you have any questions about this notice, please reply or send an email to plan.amendments@dlcd.oregon.gov.

Pamplin Media Group

-Ad Proof-

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TUALATIN

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Fax:

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Email: khumphries@pamplinmedia.com

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The Times05/09/24

NOTICE OF HEARING CITY OF TUALATIN, OREGON

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin City Council at 7:00 p.m., Monday, June 10, 2024, at the Tualatin Service Center. You are invited to attend and participate in the public hearing.

PTA 24-0002: The City of Tualatin is proposing a Plan Text Amendment (PTA) to comply with state-mandated rulemaking known as Climate Friendly and Equitable Communities (CFEC) Parking Reform.

The public is invited to comment by e-mail, writing or by testifying at the hearing. Written comments can be made by email to planning@tualatin.gov or submitted at the hearing. Failure to raise an issue at the hearing or in writing or to provide sufficient specificity to afford the City Council an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA). Legislative hearings begin with the Mayor opening the hearing, presentation of the staff report, public testimony, questions of staff or anyone who testified by Council, after which the Mayor closes the public hearing, and Council may then deliberate to a decision and a motion would be made to either approve, deny, or continue the public hearing. The time of individual testimony may be limited.

For those who would prefer to make verbal comment at the hearing, there are two options:

Zoom teleconference. Instructions on how to provide comment will be provided during the meeting itself.

· Full instructions and a current link are available at: https://www. tualatinoregon.gov/citycouncil/council-meetings

• Attend in person at the Tualatin Service Center at 10699 SW Herman Road. Tualatin, Oregon

To view application materials visit: https://www.tualatinoregon.gov/planning/

pta-24-0002-climate-friendly-and-equitable-communities-cfec-parking-reform
A staff report will available seven day prior to the public hearing. This meeting and any materials being considered can be made accessible upon request.

To grant the amendment, Council must find the proposal meets the applicable criteria of the Oregon Statewide Planning Goals, Oregon Administrative Rules Chapter 660, Metro Code, and Tualatin Development Code Section 33.070. CITY OF TUALATIN, OREGON

Published May 9, 2024

TT323862

From: <u>Erin Engman</u>

To: cityofdurham@comcast.net; rsmith@ci.king-city.or.us; planning@lakeoswego.city;

manager@cityofrivergrove.com; planning@sherwoodgregon.gov; TomM@tigard-or.gov;

manager@cityofrivergrove.com; planning@sherwoodoregon.gov; TomM@tigard-or.gov; bateschell@ci.wilsonville.or.us; neamtzu@ci.wilsonville.or.us; kenken@clackamas.us;

naomi vogel@co.washington.or.us; theresa cherniak@co.washington.or.us; deginfo@deq.state.or.us; landusenotifications@oregonmetro.gov; ODOT_R1_DevRev@odot.state.or.us; baldwinb@trimet.org; LUComments@cleanwaterservices.org; alexander.mcgladrey@tvfr.com; kherrod@republicservices.com; trose1@ttsd.k12.or.us; gbennett@sherwood.k12.or.us; info@theintertwine.org; Caitlyn@tualatinchamber.com;

OR.METRO.ENGINEERING@ZIPLY.COM; tod.shattuck@pgn.com; brandon.fleming@pgn.com;

kenneth.spencer@pgn.com; Steven.Monier@nwnatural.com; icrawford@wccca.com

Cc: <u>Erin Engman</u>

Subject: Notice of Hearing: PTA/PMA 24-0002 Climate Friendly and Equitable Communities (CFEC) Parking Reform

Date: Tuesday, May 14, 2024 10:14:00 AM



NOTICE OF HEARING AND OPPORTUNITY TO COMMENT

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin City Council at 7:00 p.m., Monday June 10, 2024, at the Tualatin Service Center.

You are invited to attend and participate in the public hearing. Under consideration is Plan Text and Map Amendment (PTA/PMA 24-0002) to comply with state-mandated rulemaking known as Climate Friendly and Equitable Communities (CFEC) Parking Reform.

The public is invited to comment by e-mail, writing or by testifying at the hearing. Written comments can be made by email to planning@tualatin.gov or submitted at the hearing. Failure to raise an issue at the hearing or in writing or to provide sufficient specificity to afford the City Council an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA). Legislative hearings begin with the Mayor opening the hearing, presentation of the staff report, public testimony, questions of staff or anyone who testified by Council, after which the Mayor closes the public hearing, and Council may then deliberate to a decision and a motion would be made to either approve, deny, or continue the public hearing. The time of individual testimony may be limited.

For those who would prefer to make verbal comment at the hearing, there are two options:

- Attend in person at the Tualatin Service Center at 10699 SW Herman Road, Tualatin, Oregon
- **Zoom teleconference.** Instructions on how to provide comment will be provided during the meeting itself.
 - Full instructions and a current link are available at: https://www.tualatinoregon.gov/citycouncil/council-meetings

To view application materials visit: https://www.tualatinoregon.gov/planning/pta-24-0002-climate-

<u>friendly-and-equitable-communities-cfec-parking-reform</u>. A staff report will be available seven days prior to the public hearing and published at: <u>www.tualatinoregon.gov/meetings</u>. This meeting and any materials being considered can be made accessible upon request.

To grant the amendment, Council must find the proposal meets the applicable criteria of the Oregon Statewide Planning Goals, Oregon Administrative Rules Chapter 660, Metro Code, and Tualatin Development Code Section 33.070.

Erin Engman, AICP

Senior Planner
City of Tualatin | Planning Division
503.691.3024 | www.tualatinoregon.gov

From: <u>Erin Engman</u>

Cc:

To: Riverparkcio@gmail.com; jasuwi7@gmail.com; christine@newmountaingroup.com; rockybixby@hotmail.com;

katepinamonti@hotmail.com; cynmartz12@gmail.com; daniel@bachhuber.co; cio.East.west@gmail.com; doug_ulmer@comcast.net; keenanwoods7@gmail.com; keenanwoods7@gmail.com; dana476@gmail.com; crowell248@gmail.com; tualatinmidwestcio@gmail.com; tmpgarden@comcast.net; sixgill@comcast.net; jdrsr80@gmail.com; snoelluwcwle@yahoo.com; danytyrell@gmail.com; MartinazziWoodsCIO@gmail.com; solson.1827@gmail.com; delmoore@frontier.com; jamison.l.shields@gmail.com; ClaudiaSterling68@gmail.com; abuschert@gmail.com; roydloop@gmail.com; TualatinIbachcio@gmail.com; Parsons.Patricia@outlook.com;

afbohn@gmail.com; edkcnw@comcast.net; fiskelady@hotmail.com; clinefelters@outlook.com;

Byromcio@gmail.com; timneary@gmail.com; jujuheir@aol.com; dtcme99@comcast.net; katzmari22@gmail.com; mwestenhaver@hotmail.com; tualatincommercialcio@gmail.com; tualatincommercialcio@gmail.com; scottm@capacitycommercial.com; scottm@capacitycommercial.com; ksdrangsholt@yahoo.com; christine@newmountaingroup.com; robertekellogg@yahoo.com; sonyanybergrygh@gmail.com

tualatincio@gmail.com, Megan George, Erin Engman

Subject: Notice of Hearing: PTA/PMA 24-0002 Climate Friendly and Equitable Communities (CFEC) Parking Reform

Date: Tuesday, May 14, 2024 10:21:00 AM



NOTICE OF HEARING AND OPPORTUNITY TO COMMENT

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin City Council at 7:00 p.m., Monday June 10, 2024, at the Tualatin Service Center.

You are invited to attend and participate in the public hearing. Under consideration is Plan Text and Map Amendment (PTA/PMA 24-0002) to comply with state-mandated rulemaking known as Climate Friendly and Equitable Communities (CFEC) Parking Reform.

The public is invited to comment by e-mail, writing or by testifying at the hearing. Written comments can be made by email to planning@tualatin.gov or submitted at the hearing. Failure to raise an issue at the hearing or in writing or to provide sufficient specificity to afford the City Council an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA). Legislative hearings begin with the Mayor opening the hearing, presentation of the staff report, public testimony, questions of staff or anyone who testified by Council, after which the Mayor closes the public hearing, and Council may then deliberate to a decision and a motion would be made to either approve, deny, or continue the public hearing. The time of individual testimony may be limited.

For those who would prefer to make verbal comment at the hearing, there are two options:

- Attend in person at the Tualatin Service Center at 10699 SW Herman Road, Tualatin,
 Oregon
- **Zoom teleconference.** Instructions on how to provide comment will be provided during the meeting itself.
 - Full instructions and a current link are available at: https://www.tualatinoregon.gov/citycouncil/council-meetings

To view application materials visit: https://www.tualatinoregon.gov/planning/pta-24-0002-climate-friendly-and-equitable-communities-cfec-parking-reform. A staff report will be available seven days prior to the public hearing and published at: www.tualatinoregon.gov/meetings. This meeting and any materials being considered can be made accessible upon request.

To grant the amendment, Council must find the proposal meets the applicable criteria of the Oregon Statewide Planning Goals, Oregon Administrative Rules Chapter 660, Metro Code, and Tualatin Development Code Section 33.070.

Erin Engman, AICP

Senior Planner
City of Tualatin | Planning Division
503.691.3024 | www.tualatinoregon.gov

From: <u>Erin Engman</u>

To: Ext - Planning; Kim McMillan (kmcmillan@tualatin.gov); Mike McCarthy; Tony Doran; Hayden Ausland; Terrance

Leahy; Sherilyn Lombos; Don Hudson; Heather Heidel; Kevin McConnell; Rich Mueller; Tom Steiger; Martin

Loring; Tom Scott

Cc: <u>Erin Engman</u>

Subject: Notice of Hearing: PTA/PMA 24-0002 Climate Friendly and Equitable Communities (CFEC) Parking Reform

Date: Tuesday, May 14, 2024 10:18:00 AM



NOTICE OF HEARING AND OPPORTUNITY TO COMMENT

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin City Council at 7:00 p.m., Monday June 10, 2024, at the Tualatin Service Center.

You are invited to attend and participate in the public hearing. Under consideration is Plan Text and Map Amendment (PTA/PMA 24-0002) to comply with state-mandated rulemaking known as Climate Friendly and Equitable Communities (CFEC) Parking Reform.

The public is invited to comment by e-mail, writing or by testifying at the hearing. Written comments can be made by email to planning@tualatin.gov or submitted at the hearing. Failure to raise an issue at the hearing or in writing or to provide sufficient specificity to afford the City Council an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA). Legislative hearings begin with the Mayor opening the hearing, presentation of the staff report, public testimony, questions of staff or anyone who testified by Council, after which the Mayor closes the public hearing, and Council may then deliberate to a decision and a motion would be made to either approve, deny, or continue the public hearing. The time of individual testimony may be limited.

For those who would prefer to make verbal comment at the hearing, there are two options:

- Attend in person at the Tualatin Service Center at 10699 SW Herman Road, Tualatin,
 Oregon
- **Zoom teleconference.** Instructions on how to provide comment will be provided during the meeting itself.
 - Full instructions and a current link are available at: https://www.tualatinoregon.gov/citycouncil/council-meetings

To view application materials visit: https://www.tualatinoregon.gov/planning/pta-24-0002-climate-friendly-and-equitable-communities-cfec-parking-reform. A staff report will be available seven days prior to the public hearing and published at: www.tualatinoregon.gov/meetings. This meeting and any materials being considered can be made accessible upon request.

To grant the amendment, Council must find the proposal meets the applicable criteria of the Oregon Statewide Planning Goals, Oregon Administrative Rules Chapter 660, Metro Code, and Tualatin Development Code Section 33.070.

Erin Engman, AICP

Senior Planner
City of Tualatin | Planning Division
503.691.3024 | www.tualatinoregon.gov



Department of Land Conservation and Development

Director's Office 635 Capitol Street NE, Suite 150 Salem, Oregon 97301-2540

> Phone: 503-373-0050 Fax: 503-378-5518

www.oregon.gov/LCD

May 20, 2024

Cody Field, Management Analyst City of Tualatin 18880 SW Martinazzi Avenue Tualatin, OR 97062

By Email: cfield@tualatin.gov

Subject: Alternative Dates Granted as Provided in OAR 660-012-0012(3)

Dear Analyst Field,

I am writing in response to the city's request of May 16, 2024 for an adjusted alternative date for compliance with portions of the Oregon Administrative Rules (OAR) chapter 66. division 12, as provided in OAR 660-012-0012(3). The city's request included:

• An alternative date of July 10, 2024 for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in OAR 660-012-0400, OAR 660-012-0405, and OAR 660-012-0415 through OAR 660-012-0450.

I have considered each of the criteria in OAR 660-012-0012(3)(e) in granting this alternative date. The criteria are:

- The director shall review the proposed alternative dates to determine (e) whether the proposed alternative dates meet the following criteria:
 - Ensures urgent action; (A)
 - (B) Coordinates actions across jurisdictions within the metropolitan
 - (C) Coordinates with work required as provided in OAR 660-044-0100;
 - Sequences elements into a logical progression; and (D)
 - Considers availability of funding and other resources to complete (E) the work.



City of Tualatin Letter RE: Alternative Dates Granted as Provided in OAR 660-012-0012(3) May 20, 2024 Page 2 of 3

I find that the city meets the criteria in OAR 660-012-0012(3)(e), and therefore the adjusted alternative date is **granted**. A summary of this approval is included in Attachment A.

Sincerely,

Brenda DBatternon

Brenda Bateman, Ph.D. Director

CC: Matt Crall, DLCD Planning Services Division Manager
Erik Havig, ODOT Statewide Policy and Planning Manager
Laura Kelly, DLCD Regional Representative
Neelam Dorman, ODOT Region 1 Planning Manager
Theresa Conley, ODOT Transportation Planner
Bill Holmstrom, DLCD Land Use and Transportation Planning Coordinator
Evan Manvel, DLCD Climate Mitigation Planner
Cody Meyer, DLCD Land Use and Transportation Planner

City of Tualatin Letter RE: Alternative Dates Granted as Provided in OAR 660-012-0012(3) May 20, 2024 Page 3 of 3

Attachment A Alternative Dates – City of Tualatin

The city has been granted the following alternative dates as provided in OAR 660-012-0012(3).

• An alternative date of July 10, 2024 is approved for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in:

OAR 660-012-0400: Parking Management

OAR 660-012-0405: Parking Regulation Improvements

OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities

OAR 660-012-0420: Exemption for Communities without Parking Mandates

OAR 660-012-0425: Reducing the Burden of Parking Mandates OAR 660-012-0435: Parking Reform in Climate-Friendly Areas

OAR 660-012-0445: Parking Management Alternative Approaches

OAR 660-012-0450: Parking Management in More Populous Communities



Department of Land Conservation and Development

635 Capitol Street NE, Suite 150 Salem, Oregon 97301-2540

> Phone: 503-373-0050 Fax: 503-378-5518

www.oregon.gov/LCD

August 7, 2023

Steve Koper, AICP, Assistant Community Development Director City of Tualatin 18880 SW Martinazzi Avenue Tualatin, OR 97062



By Email: skoper@tualatin.gov

Subject: Alternative Dates Granted as Provided in OAR 660-012-0012(3)

Dear Assistant Director Koper,

I am writing in response to the city's updated request of July 6, 2023 for an alternative date for compliance with portions of the Oregon Administrative Rules (OAR) chapter 66, division 12, as provided in OAR 660-012-0012(3). The city's request included:

 An alternative date of June 30, 2024 for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in OAR 660-012-0400, OAR 660-012-0405, and OAR 660-012-0415 through OAR 660-012-0450.

I have considered each of the criteria in OAR 660-012-0012(3)(e) in granting this alternative date. The criteria are:

- (e) The director shall review the proposed alternative dates to determine whether the proposed alternative dates meet the following criteria:
 - (A) Ensures urgent action;
 - (B) Coordinates actions across jurisdictions within the metropolitan area:
 - (C) Coordinates with work required as provided in OAR 660-044-0100;
 - (D) Sequences elements into a logical progression; and
 - (E) Considers availability of funding and other resources to complete the work.

I find that the city meets the criteria in OAR 660-012-0012(3)(e), and therefore the alternative date is **granted**. This alternative date applies to OAR 660-012-0400, OAR 660-012-0405, OAR 660-012-0415, OAR 660-012-0420, OAR 660-012-0425, OAR 660-012-0420, OAR 660-012-0425, OAR 660

012-0435, OAR 660-012-0445, and OAR 660-012-0450. A summary of this approval is included in Attachment A.

Sincerely,

Brenda DBattemon

Brenda Bateman, Ph.D. Director

CC: Matt Crall, DLCD Planning Services Division Manager
Erik Havig, ODOT Statewide Policy and Planning Manager
Laura Kelly, DLCD Regional Representative
Neelam Dorman, ODOT Region 1 Planning Manager
Theresa Conley, ODOT Transportation Planner
Bill Holmstrom, DLCD Land Use and Transportation Planning Coordinator
Evan Manvel, DLCD Climate Mitigation Planner
Cody Meyer, DLCD Land Use and Transportation Planner

Attachment A Alternative Dates – City of Tualatin

The city has been granted the following alternative dates as provided in OAR 660-012-0012(3).

• An alternative date of June 30, 2024 is approved for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in:

OAR 660-012-0400: Parking Management

OAR 660-012-0405: Parking Regulation Improvements

OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities

OAR 660-012-0420: Exemption for Communities without Parking Mandates

OAR 660-012-0425: Reducing the Burden of Parking Mandates

OAR 660-012-0435: Parking Reform in Climate Friendly Areas

OAR 660-012-0445: Parking Management Alternative Approaches

OAR 660-012-0450: Parking Management in More Populous Communities

From: <u>Erin Engman</u>

To: MARQUARDT Ryan * DLCD

Cc: KELLY Laura * DLCD; MANVEL Evan * DLCD; Steve Koper

Subject: RE: DLCD comments on Tualatin parking code amendments (PTA 24-0002)

Date: Wednesday, May 29, 2024 9:19:00 AM

Hi Ryan-

Thanks for providing the parklet examples and additional guidance. We'll digest the information and will circle back on this piece.

I can also confirm that our planting and maintenance standards in TDC 73B apply to all landscaping, including parking lot landscaping.

Hope you had a great weekend,

Erin Engman, AICP

Senior Planner
City of Tualatin | Planning Division
503.691.3024 | www.tualatinoregon.gov

From: MARQUARDT Ryan * DLCD < Ryan.MARQUARDT@dlcd.oregon.gov>

Sent: Friday, May 24, 2024 4:39 PM

To: Erin Engman <eengman@tualatin.gov>

Cc: KELLY Laura * DLCD <Laura.Kelly@dlcd.oregon.gov>; MANVEL Evan * DLCD

<Evan.MANVEL@dlcd.oregon.gov>; Steve Koper <skoper@tualatin.gov>

Subject: RE: DLCD comments on Tualatin parking code amendments (PTA 24-0002)



Hi Erin.

For the on-street conversion, we have a couple of examples from the <u>660-012-0405</u> rule guidance, page 11. Page 2 of the DLCD rule guidance describes the intent of this rule.

See examples in links below. DLCD staff recommends creating application packet, limiting supplemental information requirements to insurance/liability documentation, and setting review fees as close as possible to jurisdiction's actual processing/review costs.

See also:

- City of Milwaukie parklet code
- City of Salem parklet guide
- City of Bend parklet program

Grants Pass also has a good program - https://www.grantspassoregon.gov/1987/Downtown-Parklets.

We consider a jurisdiction to have satisfied this rule if they have a program or process in place to handle requests, or at least some publicized information on the city website that these requests can be made. Evan may be able to provide additional detail if needed.

On the landscaping requirements – thank you for bringing that to my attention. I looked in that chapter but didn't catch those. Assuming that those would apply to trees required in sections 73C.030(12) and (13), then those standards suffice. Can you please confirm that they do?

Thanks.



Ryan Marquardt, AICP

Land Use and Transportation Planner | Planning Services Division

Pronouns: He/Him

Cell: 971-375-5659 | Main: 503-373-0050

ryan.marquardt@dlcd.oregon.gov | www.oregon.gov/LCD

From: Erin Engman < eengman@tualatin.gov>

Sent: Friday, May 24, 2024 1:38 PM

To: MARQUARDT Ryan * DLCD < Ryan.MARQUARDT@dlcd.oregon.gov >

Cc: KELLY Laura * DLCD < Laura. Kelly@dlcd.oregon.gov >; MANVEL Evan * DLCD

<<u>Evan.MANVEL@dlcd.oregon.gov</u>>; Steve Koper <<u>skoper@tualatin.gov</u>>

Subject: RE: DLCD comments on Tualatin parking code amendments (PTA 24-0002)

Hi Ryan-

Thanks for reviewing our draft CFEC code for compliance with the rules. I had a few follow-up questions.

For your first comment, I was not aware that other cities had addressed 405(2) for parking in the right of way. Could you provide an example of how other cities achieved that?

Regarding the second comment on 405(4)(e), I believe our existing code language in <u>TDC 73B.080</u>, which provides minimum landscape standards for all private development, meets the requirement. Let me know if this would meet the requirement. I'm happy to amend my findings to clarify the existing code reference.

I appreciate your coordination and support as we navigate the new rules.

Hope you have a great holiday weekend,

Erin Engman, AICP

Senior Planner
City of Tualatin | Planning Division
503.691.3024 | www.tualatinoregon.gov

From: MARQUARDT Ryan * DLCD < Ryan.MARQUARDT@dlcd.oregon.gov >

Sent: Friday, May 24, 2024 9:35 AM

To: Erin Engman < eengman@tualatin.gov>

Cc: KELLY Laura * DLCD < Laura. Kelly@dlcd.oregon.gov >; MANVEL Evan * DLCD

<<u>Evan.MANVEL@dlcd.oregon.gov</u>>

Subject: DLCD comments on Tualatin parking code amendments (PTA 24-0002)

Hello Erin,

Thanks for submitting Tualatin's CFEC parking amendments for DLCD review. Staff appreciates the work the city has done to implement these new rules.

There are some rules for which additional amendments or further explanation may be needed.

- 660-012-0405(2) This rule call for policies addressing conversion of underutilized on-street spaces. These policies may take the form of policies or programs allowing for on-street parking to be converted to parklets, bike corrals, or green-infrastructure (swales, vegetation). Findings for adoption of these amendments should identify policies that implement this rule. Since this concerns what is allowed in the right-of-way, the programs or policies are not required or expected to be in the development code. The part of this rule addressing conversion of underutilized off-street spaces is satisfied by the repeal of parking mandates.
- 660-012-0405(4)(e) This rule requires the city to have planting and maintenance standards for parking lot trees. DLCD staff did find these standards in the proposed amendments or other sections of the Tualatin Development Code.

DLCD staff is available to further discuss the amendments and CFEC rules and answer any questions you may have. Please let me know if I've overlooked something in the existing code or proposed amendments that addresses the items listed above. We can provide an official comment letter for the application casefile upon request.

Sincerely,

Ryan



Ryan Marquardt, AICP

Land Use & Transportation Planner| Planning Services Division

Pronouns: He/Him

Oregon Department of Land Conservation and Development 635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540

Cell: 971-375-5659 | Main: 503-373-0050

ryan.marquardt@dlcd.oregon.gov | www.oregon.gov/LCD



EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions in GHG emissions to levels at least 80 percent below 1990 levels by 2050; and

WHEREAS, Oregon, as a member of the U.S. Climate Alliance, has committed to implementing policies to advance the emissions reduction goals of the international Paris Agreement; and

WHEREAS, GHG emissions present a significant threat to Oregon's public health, economy, safety, and environment; and





EXECUTIVE ORDER NO. 20-04 PAGE TWO

WHEREAS, the transition from fossil fuels to cleaner energy resources can significantly reduce emissions and increase energy security and the resilience of Oregon communities in the face of climate change; and

WHEREAS, emissions from the transportation sector are the single largest source of GHG emissions in Oregon; and

WHEREAS, actions to reduce GHG emissions in Oregon's transportation sector will provide substantial public health co-benefits by reducing air pollutants from the combustion of gasoline and diesel fuel that are harmful to human health; and

WHEREAS, the rapid transition from internal combustion engines to zero-emission vehicles will play a key role in reducing emissions from the transportation sector and advancing the state's GHG emissions reduction goals; and

WHEREAS, zero-emission vehicles provide multiple benefits to Oregonians, including lower operating, maintenance, and fuel costs, and lower emissions of GHGs and other pollutants; and

WHEREAS, the Legislature established ambitious goals for the adoption of zeroemission vehicles in Senate Bill 1044 (2019); and

WHEREAS, rapid actions and investments by Oregon's utility sector to reduce GHG emissions and improve the resilience of the energy system in the face of climate change and wildfire risk can reduce risks for utility customers; and

WHEREAS, transitioning the traditional natural gas supply to renewable natural gas can significantly reduce GHG emissions; and

WHEREAS, energy efficiency standards in the built environment can reduce operating costs, save renters and homeowners money on their utility bills, improve the comfort and habitability of dwellings, and reduce GHG emissions; and

WHEREAS, product energy efficiency standards reduce costs for consumers, save energy, and reduce GHG emissions; and





EXECUTIVE ORDER NO. 20-04 PAGE THREE

WHEREAS, in the absence of effective federal engagement on these issues, it is the responsibility of individual states to take immediate actions to address climate change and ocean acidification; and

WHEREAS, after thorough hearings within the Oregon Legislature, a majority of both chambers support addressing climate change, and the failure of the Oregon Legislature to attain quorum has thwarted legislative action to achieve sciencebased GHG emissions reduction goals; and

WHEREAS, given the urgency and severity of the risks from climate change and ocean acidification, and the failure of the Legislature to address these immediate harms, the executive branch has a responsibility to the electorate, and a scientific, economic, and moral imperative to reduce GHG emissions and to reduce the worst risks of climate change and ocean acidification for future generations, to the greatest extent possible within existing laws; and

WHEREAS, existing laws grant authority to state agencies to take actions to regulate and encourage a reduction of GHG emissions in a variety of circumstances; and

WHEREAS, the Legislature through the Emergency Board took action on March 9, 2020, to provide permanent funding to the executive branch to pursue executive action on reducing GHG emissions; and

WHEREAS, considering climate change in agency planning and decision making will help inform decisions regarding climate change risks and avoid higher mitigation and adaptation costs in the future; and

WHEREAS, all agencies with jurisdiction over the sources of GHG emissions will need to continue to develop and implement programs that reduce emissions to reach the state's GHG goals; and

WHEREAS, all agencies with jurisdiction over natural and working landscapes in Oregon will need to prepare and plan for the impacts of climate change and take actions to encourage carbon sequestration and storage; and





EXECUTIVE ORDER NO. 20-04 PAGE FOUR

WHEREAS, the Legislature previously established the goal of achieving GHG levels "at least 75 percent below 1990 levels" by 2050, and our State has an urgent, moral obligation to set and achieve more ambitious GHG reduction goals.

NOW, THEREFORE, IT IS HEREBY DIRECTED AND ORDERED:

- 1. <u>State Agencies</u>. The following state commissions and state agencies are subject to the directives set forth in this Executive Order:
 - A. Business Oregon;
 - B. Department of Administrative Services (DAS);
 - C. Department of Consumer and Business Services Building Codes Division (BCD);
 - D. Department of Land Conservation and Development (DLCD) and Land Conservation and Development Commission (LCDC);
 - E. Environmental Justice Task Force;
 - F. Environmental Quality Commission (EQC) and Department of Environmental Quality (DEQ);
 - G. Oregon Department of Agriculture (ODA);
 - H. Oregon Department of Energy (ODOE);
 - I. Oregon Department of Fish and Wildlife (ODFW);
 - J. Oregon Department of Forestry (ODF);
 - K. Oregon Department of Transportation (ODOT) and Oregon Transportation Commission (OTC);
 - L. Oregon Global Warming Commission;
 - M. Oregon Health Authority (OHA);
 - N. Oregon Water Resources Department (OWRD);
 - O. Oregon Watershed Enhancement Board (OWEB); and
 - P. Public Utility Commission of Oregon (PUC).





EXECUTIVE ORDER NO. 20-04 PAGE FIVE

- 2. GHG Emissions Reduction Goals. Consistent with the minimum GHG reduction goals set forth in ORS 468A.205(1)(c), this Executive Order establishes science-based GHG emissions reduction goals, and calls for the State of Oregon to reduce its GHG emissions (1) at least 45 percent below 1990 emissions levels by 2035; and (2) at least 80 percent below 1990 emissions levels by 2050.
- 3. <u>General Directives to State Agencies</u>. From the date of this Executive Order, the state commissions and state agencies listed in paragraph 1 are directed to take the following actions:
 - A. <u>GHG Reduction Goals</u>. Agencies shall exercise any and all authority and discretion vested in them by law to help facilitate Oregon's achievement of the GHG emissions reduction goals set forth in paragraph 2 of this Executive Order.
 - B. <u>Expedited Agency Processes</u>. To the full extent allowed by law, agencies shall prioritize and expedite any processes and procedures, including but not limited to rulemaking processes and agency dockets, that could accelerate reductions in GHG emissions.
 - C. <u>Agency Decisions</u>. To the full extent allowed by law, agencies shall consider and integrate climate change, climate change impacts, and the state's GHG emissions reduction goals into their planning, budgets, investments, and policy making decisions. While carrying out that directive, agencies are directed to:
 - (1) Prioritize actions that reduce GHG emissions in a costeffective manner;
 - (2) Prioritize actions that will help vulnerable populations and impacted communities adapt to climate change impacts; and
 - (3) Consult with the Environmental Justice Task Force when evaluating climate change mitigation and adaptation priorities and actions.
 - D. Report on Proposed Actions. The following agencies are directed to report to the Governor by May 15, 2020, on proposed actions within their statutory authority to reduce GHG emissions and mitigate climate change impacts: DEQ, DLCD, ODA, ODOE, ODFW, ODF, ODOT, OWRD, OWEB, and PUC.





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- E. Participation in Interagency Workgroup on Climate Impacts to Impacted Communities. The Governor's Office will convene an interagency workgroup on climate impacts to impacted communities to develop strategies to guide state climate actions, with participation by the following agencies and commissions: DEQ, DLCD, ODA, ODF, ODFW, ODOE, ODOT, OHA, OWEB, OWRD, PUC, Environmental Justice Task Force, Oregon Global Warming Commission, Oregon Parks and Recreation Department, and Oregon Sustainability Board.
- 4. <u>Directives to the Environmental Quality Commission and the</u>

 <u>Department of Environmental Quality</u>. In addition to the general directives set forth in paragraph 3, the EQC and DEQ are directed to take the following actions:
 - A. Oregon's Clean Fuel Standards. Pursuant to its authority under ORS 468A.265 *et seq.* and other applicable laws, the EQC and DEQ shall take actions necessary to amend the low carbon fuel standards, and the schedule to phase in implementation of those standards, with the goal of reducing the average amount of GHG emissions per unit of fuel energy by 20 percent below 2015 levels by 2030, and 25 percent below 2015 levels by 2035.
 - B. <u>Clean Fuel Credits for Electrification</u>. The EQC and DEQ are directed to advance methods accelerating the generation and aggregation of clean fuels credits by utilities that can advance the transportation electrification goals set forth in Senate Bill 1044 (2019).
 - C. <u>Sector-specific GHG Cap and Reduce Program</u>. Pursuant to its authority under ORS 468A.005 *et seq*. and other applicable laws, the EQC and DEQ shall take actions necessary to:
 - (1) Cap and reduce GHG emissions from large stationary sources of GHG emissions, consistent with the science-based emissions reduction goals set forth in paragraph 2 of this Executive Order;
 - (2) Cap and reduce GHG emissions from transportation fuels, including gasoline and diesel fuel, consistent with the science-based emissions reduction goals set forth in paragraph 2 of this Executive Order; and





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- (3) Cap and reduce GHG emissions from all other liquid and gaseous fuels, including natural gas, consistent with the science-based emissions reduction goals set forth in paragraph 2 of this Executive Order.
- D. Regulation of Landfill Methane Emissions. The EQC and DEQ shall take actions necessary to reduce methane gas emissions from landfills, as defined in ORS 459.005(14), that are aligned with the most stringent standards and requirements for reducing methane gas emissions from landfills adopted among the states having a boundary with Oregon.
- E. Reduction of Food Waste. The EQC and DEQ are directed to take actions necessary to prevent and recover food waste, with the goal of reducing food waste by 50 percent by 2030, to reduce GHG emissions resulting from such waste, including but not limited to engaging with states and other jurisdictions, industry, food retailers, and brand manufacturers to develop and implement strategies to prevent and recover food waste.
- F. <u>Timeline and Implementation</u>.
 - (1) No later than May 15, 2020, DEQ shall submit a report to the Governor regarding an estimated timeline for rulemaking necessary for implementing the directives of paragraph 4(A)–(B) and paragraph 4(D)–(E), above.
 - (2) DEQ shall submit a preliminary report to the Governor by May 15, 2020, regarding program options to cap and reduce emissions from large stationary sources, transportation fuels, and other liquid and gaseous fuels that can commence no later than January 1, 2022. A final report shall be due by June 30, 2020.
 - (3) Reports submitted pursuant to paragraph 4 of this Executive Order also should detail DEQ's plans to engage impacted communities during the rulemaking process, in a manner consistent with ORS chapter 183.
- 5. <u>Directives to the Public Utility Commission of Oregon</u>. In addition to the general directives set forth in paragraph 3, the PUC is directed to consider the following factors and values, consistent with state law:





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- A. <u>Statement of Public Interest</u>. It is in the interest of utility customers and the public generally for the utility sector to take actions that result in rapid reductions of GHG emissions, at reasonable costs, to levels consistent with the GHG emissions reduction goals set forth in paragraph 2 of this Executive Order, including transitioning to clean energy resources and expanding low carbon transportation choices for Oregonians.
- B. <u>Regulatory Considerations</u>. Executive Order 00-06, which ensures that the PUC maintains its independence in decision making, is reaffirmed. The directives in this Executive Order are consistent with Executive Order 00-06. When carrying out its regulatory functions, the PUC is directed to:
 - (1) Determine whether utility portfolios and customer programs reduce risks and costs to utility customers by making rapid progress towards reducing GHG emissions consistent with Oregon's reduction goals;
 - (2) Encourage electric companies to support transportation electrification infrastructure that supports GHG reductions, helps achieve the transportation electrification goals set forth in Senate Bill 1044 (2019), and is reasonably expected to result in long-term benefit to customers;
 - Prioritize proceedings and activities, to the extent consistent with other legal requirements, that advance decarbonization in the utility sector, and exercise its broad statutory authority to reduce GHG emissions, mitigate energy burden experienced by utility customers, and ensure system reliability and resource adequacy;
 - (4) Evaluate electric companies' risk-based wildfire protection plans and planned activities to protect public safety, reduce risks to utility customers, and promote energy system resilience in the face of increased wildfire frequency and severity, and in consideration of the recommendations made by the Governor's Council on Wildfire Response 2019 Report and Recommendations;





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- (5) Convening periodic workshops for purposes of assisting electric companies, consumer-owned utilities, and operators of electrical distribution systems to develop and share best practices for mitigating wildfire risk; and
- (6) In cooperation with Oregon Housing and Community Services, establish a public process to address and mitigate differential energy burdens and other inequities of affordability and environmental justice, including rate design and other programs to mitigate energy burden.
- 6. <u>Directives to the Department of Consumer and Business Services</u>

 <u>Building Codes Division</u>. In addition to the general directives set forth in paragraph 3, BCD is directed to take the following actions:
 - A. <u>Energy Efficiency Goal for New Construction</u>. BCD, through its advisory boards and committees, and in cooperation with ODOE, is directed to adopt building energy efficiency goals for 2030 for new residential and commercial construction. That goal shall represent at least a 60 percent reduction in new building annual site consumption of energy, excluding electricity used for transportation or appliances, from the 2006 Oregon residential and commercial codes.
 - B. Code Progress and Updates. BCD, through its advisory boards and committees, and in cooperation with ODOE, is directed to evaluate and report on Oregon's current progress toward achieving the goal for new residential and commercial buildings, pursuant to paragraph 6(A) of this Executive Order, and options for achieving steady progress toward the goal over the next three code cycles (2023, 2026, and 2029). Pursuant to its authority under ORS 455.500, BCD also is directed to update the Reach Code on the same timeline. No later than September 15, 2020, BCD should submit a report to the Governor on current progress and options for achieving the goals over the next three code cycles. The report should be updated every three years thereafter.
 - C. <u>Baseline Metrics and Reductions</u>. BCD, in cooperation with ODOE, is directed to agree on metrics, based on best practice and academic research, to inform the baseline and reductions associated with the code updates set forth in paragraph 6(B).





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- 7. <u>Directives to the Oregon Department of Energy</u>. In addition to the general directives set forth in paragraph 3, ODOE is directed to take the following actions:
 - A. <u>Energy Efficiency Standards</u>. ODOE is directed to pursue emissions reductions by establishing and updating energy efficiency standards for products at least to levels equivalent to the most stringent standards among West Coast jurisdictions, including grid-connected appliances that can be utilized to manage end-use flexible electrical loads. ODOE also is directed to periodically evaluate and update those standards, as practicable, to remain at least equivalent to the most stringent standards among West Coast jurisdictions.
 - B. <u>Rulemaking</u>. ODOE is directed to take actions necessary to establish and update energy efficiency standards for products sold or installed in Oregon that include but are not limited to the following:
 - (1) High CRI fluorescent lamps;
 - (2) Computers and computer monitors;
 - (3) Faucets;
 - (4) Shower heads;
 - (5) Commercial fryers;
 - (6) Commercial dishwashers;
 - (7) Commercial steam cookers;
 - (8) Residential ventilating fans;
 - (9) Electric storage water heaters; and
 - (10) Portable electric spas.
 - C. <u>Timeline</u>. Any rulemaking necessary to implement the directives set forth in paragraph 7(B) should be completed by September 1, 2020.
 - D. <u>Third-Party Validation for Cost Savings</u>. ODOE, in cooperation with BCD, is directed to contract with a third party consulting firm to assess cost implications, including long-term energy cost savings, of the energy efficiency and building code actions set forth in paragraph 6(A)–(B) of this Executive Order.





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- **8.** <u>Directives to the Department of Administrative Services</u>. In addition to the general directives set forth in paragraph 3, DAS is directed to take the following actions:
 - A. Procurement Model for Zero-Emission Vehicles. DAS is directed to develop a statewide policy and plan for state agencies to follow for procuring zero-emission vehicles, which local governments and special government bodies may use as a model program for furthering adoption of zero-emission vehicles for their fleets. The model program shall provide for a rate of procurement of zero-emission vehicles consistent with the findings and goals set forth in ORS 283.398 and the provisions of ORS 283.327. The model program may provide for DAS to participate in, sponsor, conduct, or administer cooperative procurements in accordance with ORS 279A.200 to ORS 279A.225, under which DAS, local governments, and special government bodies may procure zero-emission vehicles.
 - B. <u>GHG Implications of Contracting</u>. DAS is directed to review existing state procurement laws and practices to identify potential improvements that can reduce GHG emissions, consistent with the GHG reduction goals set forth in paragraph 2 of this Executive Order. DAS shall provide a report to the Governor no later than September 15, 2020, detailing options.
 - C. GHG Reduction Goals and Electrification Goals. DAS is directed to support the state in meeting the GHG reduction goals set forth in paragraph 2 of this Executive Order, and the zero-emission vehicle adoption goals set forth in Senate Bill 1044 (2019), through the rapid conversion of state fleets to zero-emission vehicles, and the expansion of electric vehicle charging infrastructure for public buildings. DAS shall provide a report to the Governor no later than September 15, 2020, detailing its plan.
- 9. <u>Directives to the Oregon Transportation Commission, Oregon</u>
 <u>Department of Transportation, Land Conservation and Development Commission, Environmental Quality Commission, and Oregon</u>
 Department of Energy.





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- A. In a letter from the Governor, dated September 23, 2019, the OTC, LCDC, EQC, and ODOE were directed to prioritize implementation of the Statewide Transportation Strategy, adopted by the OTC. Those agencies are further directed to include the following elements in their implementation of the Statewide Transportation Strategy:
 - (1) Establishment of GHG emissions reduction performance metrics; and
 - (2) Amendments to the Transportation Planning Rule that direct changes to the transportation plans of metropolitan planning areas to meet GHG reduction goals.
- B. ODOT and DLCD are directed to identify and implement means to provide financial and technical assistance to metropolitan planning areas for amendment to transportation and land use plans that meet the state GHG reduction goals, or more stringent goals adopted by a metropolitan planning area.
- C. Implementation of the directives set forth in paragraph 9(A)–(B) shall be at the highest level within the agencies, with regular and direct reporting to the Governor. The first report shall be made to the Governor no later than June 30, 2020.
- **10.** <u>Directives to the Oregon Department of Transportation</u>. In addition to the general directives set forth in paragraph 3, ODOT is directed to take the following actions:
 - A. In consultation with DEQ, ODOE, other appropriate state agencies, and public utilities, ODOT is directed to conduct a statewide transportation electrification infrastructure needs analysis, with particular focus on rural areas of the state, across use types and vehicle classes, to facilitate the transportation electrification goals set forth in Senate Bill 1044 (2019). The study should be completed no later than June 30, 2021.
 - B. ODOT is directed to develop and apply a process for evaluating the GHG emissions implications of transportation projects as part of its regular capital planning and Statewide Transportation Improvement Program planning processes. ODOT shall provide a report on the process to the Governor no later than June 30, 2021.





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- 11. <u>Directives to Oregon Health Authority</u>. In addition to the general directives set forth in paragraph 3, OHA is directed to take the following actions:
 - A. OHA is directed to deliver a report to the Governor, the Oregon Global Warming Commission, and the Environmental Justice Task Force no later than September 1, 2020, on the public health impacts of climate change in Oregon, with particular emphasis on the risks faced by vulnerable communities, including Oregon's nine federally recognized Native American tribes, communities of color, low income communities, and rural communities. OHA is directed to update the report annually.
 - B. OHA is directed to study the impacts of climate change on youth depression and mental health in Oregon and deliver a report to the Governor no later than June 30, 2021.
 - C. OHA and the Oregon Occupational Safety and Health Administration (OSHA) are directed to jointly develop a proposal for standards to protect workplace employees from exposure to wildfire smoke and excessive heat. The proposal should be completed no later than June 30, 2021.
- **12.** <u>Directives to Oregon Global Warming Commission</u>. In addition to the general directives set forth in paragraph 3, the Global Warming Commission is directed to take the following actions:
 - A. In coordination with ODA, ODF, and OWEB, the Oregon Global Warming Commission is directed to submit a proposal to the Governor for consideration of adoption of state goals for carbon sequestration and storage by Oregon's natural and working landscapes, including forests, wetlands, and agricultural lands, based on best available science. The proposal shall be submitted no later than June 30, 2021.
 - B. Consistent with its reporting requirements in House Bill 3543 (2007), the Oregon Global Warming Commission shall also include reporting on progress toward the GHG reduction goals set forth in paragraph 2 of this Executive Order, and the zero-emission vehicle adoption goals set forth in SB 1044 (2019).





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13. <u>Effectiveness</u>. This Executive Order will remain in effect unless and until it is superseded by statute or another Executive Order.

Done at Salem, Oregon, this 10th day of March, 2020.

Kate Brown GOVERNOR

ATTEST:

Bev Clarne

SECRETARY OF STATE





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: June 10, 2024

SUBJECT:

Consideration of <u>Resolution No. 5779-24</u> Declaring the City's Election to Receive State Revenue Sharing Funds During Fiscal Year 2024-25

RECOMMENDATION:

Staff recommends adopting the attached Resolution after conducting the required public hearing.

EXECUTIVE SUMMARY:

In order for the City to receive state shared revenues, the City must have levied property taxes in the prior fiscal year, pass a resolution approving participation in the program, and hold two public hearings on the use of state revenue sharing funds. The first public hearing, before the budget committee, is to discuss possible uses of the funds. That public hearing was held on May 29, 2024. The second public hearing, before the City Council this evening, is to discuss the proposed uses of the funds.

The City is set to receive \$479,130 in State Revenue Sharing Funds in 2024-25. This amount is a portion of the Liquor Tax and is apportioned to cities based upon a calculation defined in Oregon Revised Statutes (ORS) 221.770 using factors such as adjusted population and state per capita income.

The City also receives allocations for another portion of Liquor Tax funds, as well as Cigarette and Gas Taxes, based upon a per capita distribution. These funds are governed under ORS 221.760. The law provides that cities located within a county having more than 100,000 inhabitants, must provide four or more municipal services (out of a list of seven types of services) to be eligible to receive these revenues. Ability to receive these revenues are not part of tonight's public hearing.

These revenues are not restricted by the State and are therefore used as a General Fund revenue source.

OUTCOMES OF DECISION:

If the Council approves the Resolution, the City will be eligible to receive state shared revenues. If the Council does not approve the Resolution, the City will not receive state shared revenues and will need to reduce its expenditures or contingencies.

FINANCIAL IMPLICATIONS:

The City has budgeted \$479,130 of state shared revenues in the General Fund for general city operations in Fiscal Year 2024-2025.

ATTACHMENTS:

- Resolution No. 5779-24

RESOLUTION NO. 5779-24

A RESOLUTION ELECTING TO RECEIVE STATE REVENUE SHARING FUNDS FOR THE 2024-25 FISCAL YEAR

WHEREAS, ORS 221.770 requires the City Council adopt a resolution declaring the City's election to receive State Revenue Sharing Funds; and

WHEREAS, the 2024-25 budget for the City of Tualatin contains State Revenue Sharing Funds as a resource in the budget year beginning July 1, 2024; and

WHEREAS, the Budget Advisory Committee held a public hearing to discuss the possible uses of State Revenue Sharing Funds on May 29, 2024 and the City Council held a public hearing on June 10, 2024 to discuss the proposed use of the funds for Fiscal Year 2024-25, giving citizens an opportunity to comment on use of State Revenue Sharing, and

WHEREAS, the City levied a property tax for the preceding fiscal year, beginning July 1, 2023.

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

Section 1. Pursuant to ORS 221.770, the City of Tualatin elects to receive State Revenue Sharing Funds for Fiscal Year 2024-25.

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 10th day of June, 2024.

	CITY OF TUALATIN, OREGON
	ВҮ
	Mayor
APPROVED AS TO FORM	ATTEST:
BY	BY
City Attorney	City Recorder