



TUALATIN CITY COUNCIL MEETING

MONDAY, OCTOBER 26, 2020

JUANITA POHL CENTER
8513 SW TUALATIN ROAD
TUALATIN, OR 97062

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

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

For those wishing to provide comment during the meeting, there is one opportunity on the agenda: Public Comment. Written statements may be sent in advance of the meeting to Deputy City Recorder Nicole Morris up until 4:30 pm on Monday, October 26. These statements will be included in the official meeting record, but not read during the meeting.

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

Phone: +1 669 900 6833

Meeting ID: 861 2129 3664

Password: 18880

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

Work Session

- 1. 5:00 p.m. (20 min) – Our Home, Our Health Event Recap.** Staff will present a summary of the September 30 “Our Home, Our Health” event.
 - 2. 5:20 p.m. (35 min) – Tualatin 2040 Implementation.** Staff will give an update on the Tualatin 2040 implementation, including creation of a Housing chapter in the Comprehensive Plan and adopting the 2019 Housing Needs Analysis.
 - 3. 5:55 p.m. (35 min) – Parks Condition Assessment and Funding Discussion.** Staff will present a summary of the condition of the park system, condition examples, cost estimates, funding options, and next steps.
 - 4. 6:30 p.m. (30 min) – Council Meeting Agenda Review, Communications & Roundtable.** Council will review the agenda for the October 26th City Council meeting and brief the Council on issues of mutual interest.
-

7:00 P.M. CITY COUNCIL MEETING

Call to Order

Announcements

- [1.](#) Proclamation Declaring November 8-14, 2020 as Veteran's Appreciation Week
- [2.](#) Proclamation Declaring October 23-31, 2020 Red Ribbon Week 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.

- [1.](#) Consideration of Approval of the City Council Work Session and Regular Meeting Minutes of October 12, 2020
- [2.](#) Consideration of Approval of a New Liquor License Application for Sushi Train

Special Reports

- [1.](#) Annual Report of the Juanita Pohl Center Advisory Committee
- [2.](#) Quarterly Financial Report

General Business

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

- [1.](#) Tualatin Moving Forward 2021 Neighborhood Safety Projects and Upcoming Projects Update
- [2.](#) Consideration of Recommendations from the Council Committee on Advisory Appointments

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

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Garet Prior, AICP, Policy Analyst
Karen Perl Fox, Senior Planner

DATE: October 26, 2020

SUBJECT:

Our Home, Our Health event recap

RECOMMENDATION:

Receive presentation on the “Our Home, Our Health” event and provide feedback for next steps.

EXECUTIVE SUMMARY:

The goal of the “Our Home, Our Health” was to meet state requirements and provide an engaging and inclusive community forum to deepen local understanding of the impacts of severe housing rent burden by identifying barriers and solutions.

Approximately 45 people attended an online Zoom meeting on September 30 from 6:00 to 7:30pm. An estimated 21 people were local residents, 14 attendees from outside of Tualatin, and the remaining were City of Tualatin staff or event members.

Read the speaker bios ([LINK](#)) and program ([LINK](#)). Watch the full event on the City of Tualatin’s YouTube channel ([ENGLISH](#) or [ESPAÑOL](#)). All of the presentations, questions and answers, and polling results are located on the event website ([LINK](#)).

ATTACHMENTS:

- A. Event summary
- B. Presentation for October 26th City Council work session
- C. Severe Rent Burden in Oregon 2020 list of cities



Our Home, Our Health Event Recap

Tualatin City Council
Work Session
10.26.2020

Goal

1. Further relationship with Diversity Task Force and provide an inclusive space for discussion about severe rent burdened
2. Meet state requirements

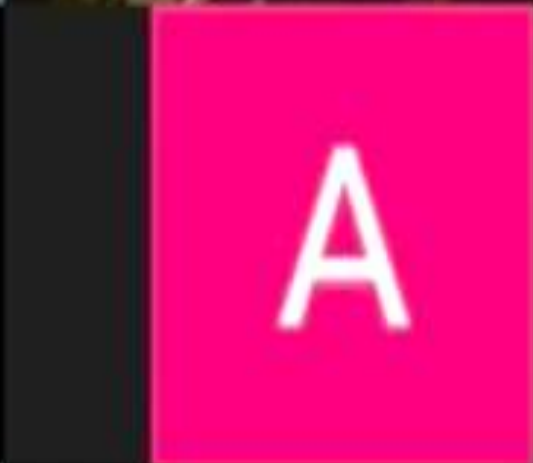
Outreach

- Months of coordination
- City intern for outreach and consultation
- Banner board, post cards, Tualatin Life, emails, city website and social media, phone calls, flyers, and more!



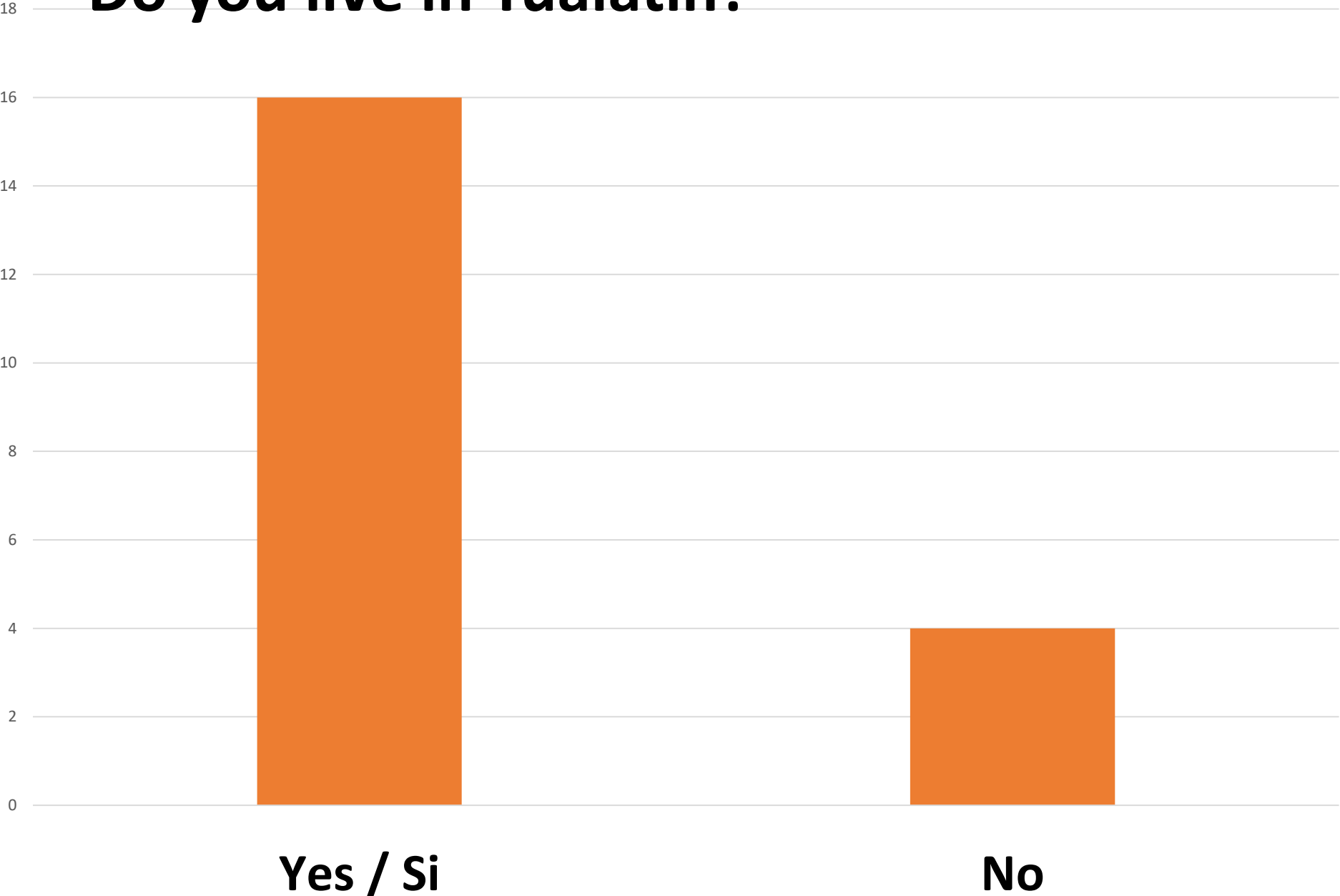
Speakers

- Councilor Reyes
- Bandana Shrestha, AARP
- Veronica Aguliar and Africa Ramirez Lopez, Diversity Task Force
- Katherine Galian, Community Action
- Aquilla Hurd-Ravich and Betsy Ruef
- Armando Gutierrez (interpreter)

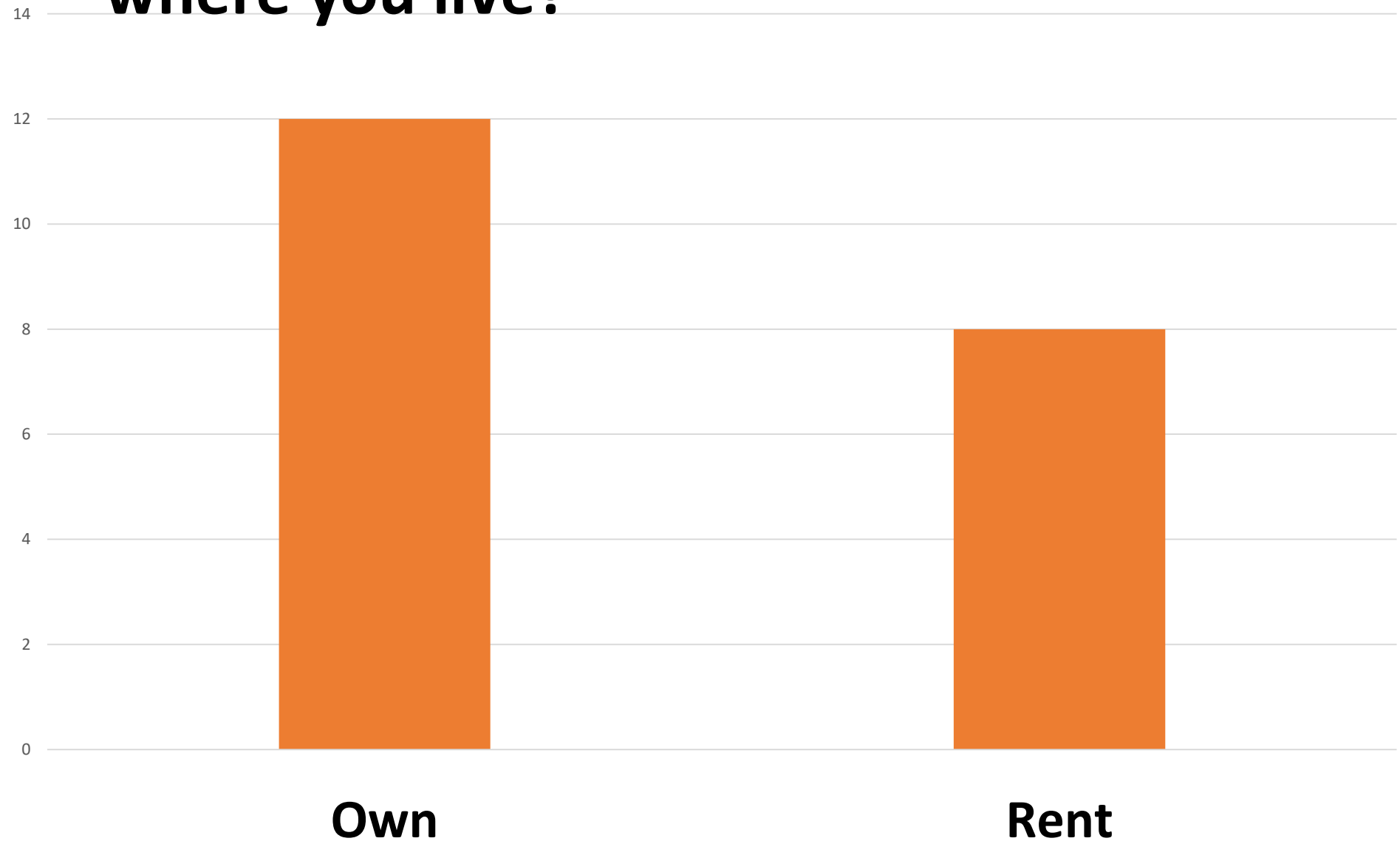


Who showed up?

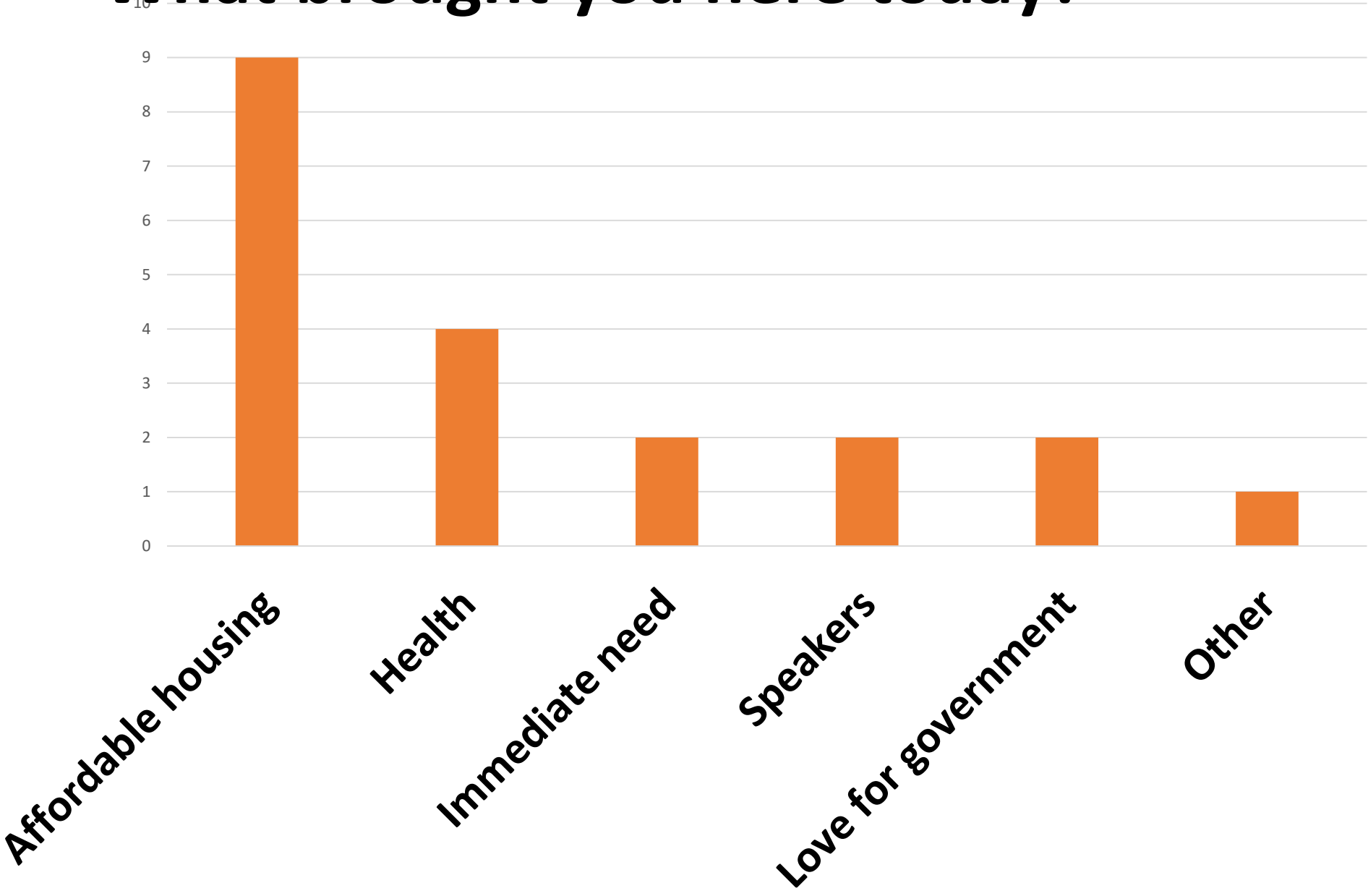
Do you live in Tualatin?



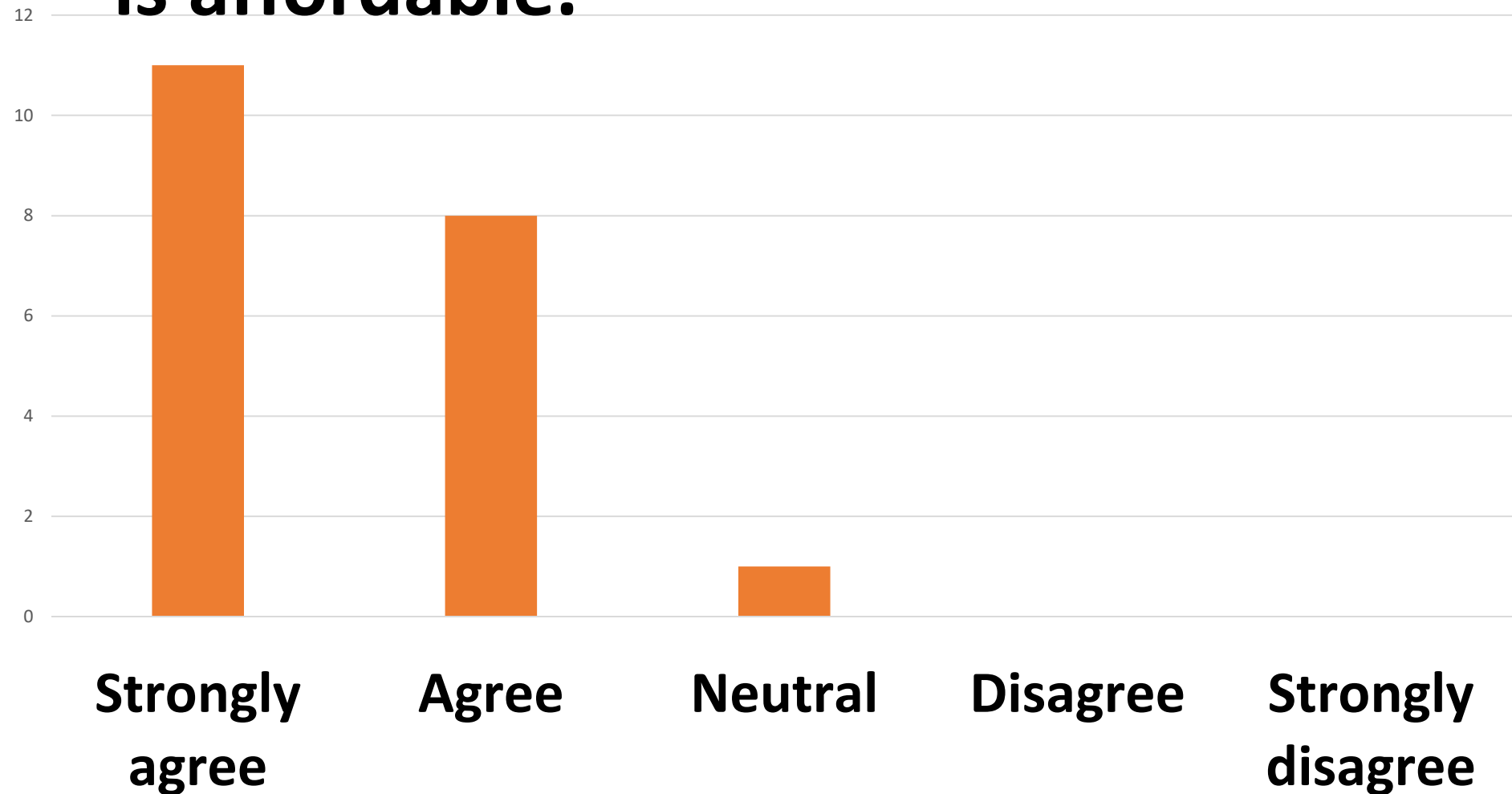
Do you or your family rent or own where you live?



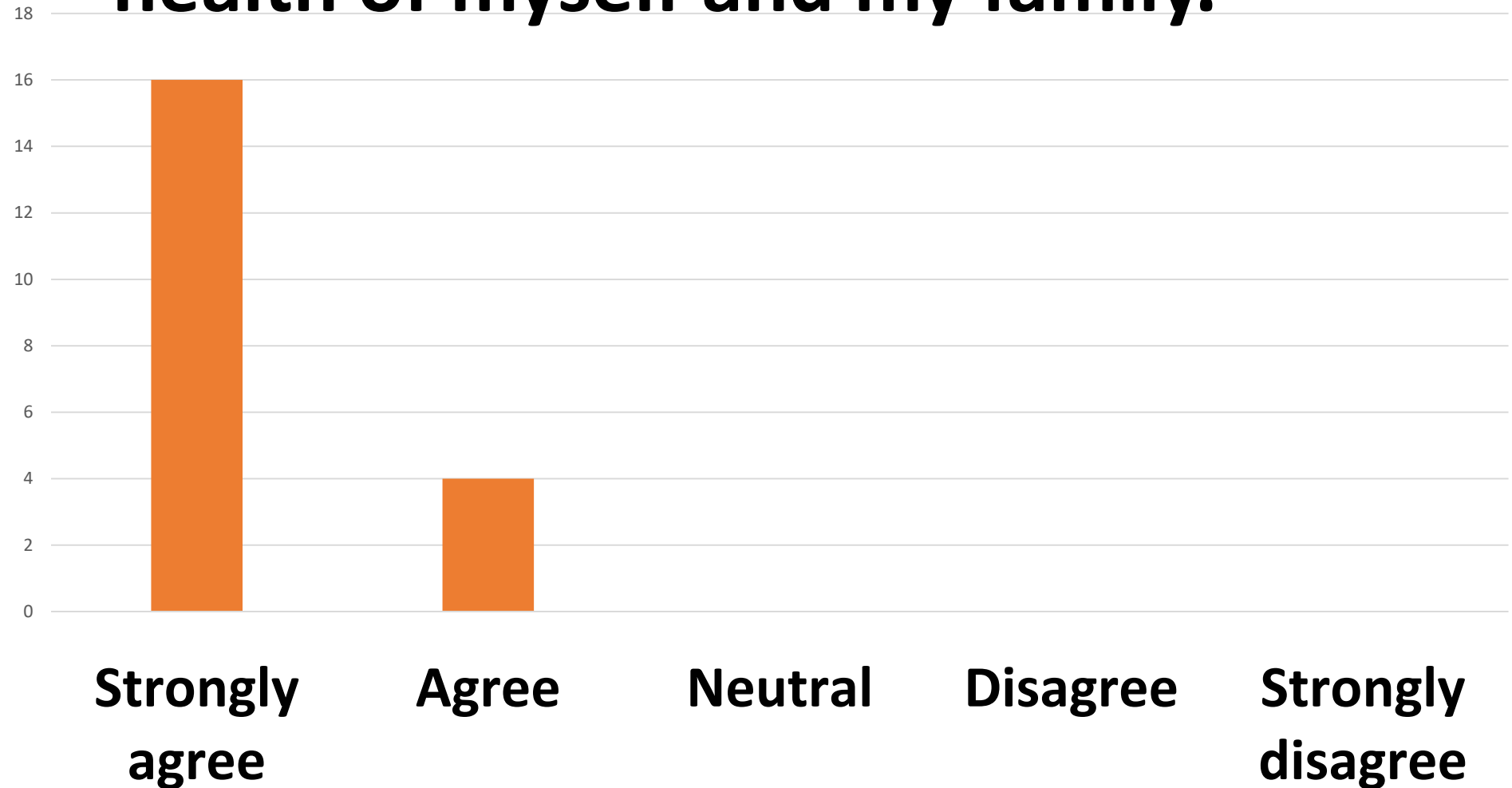
What brought you here today?



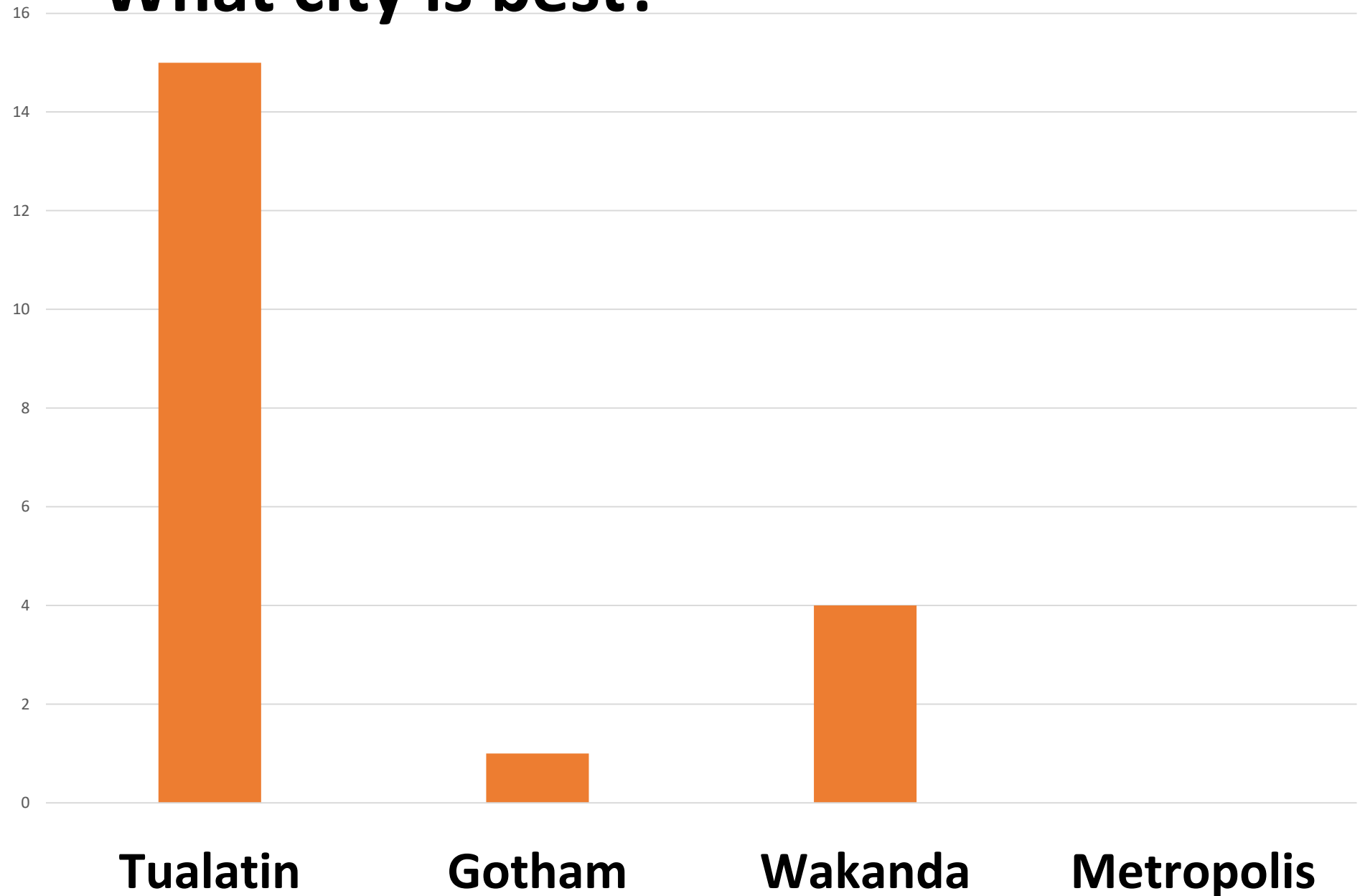
The cost of housing makes it hard to get into or stay in housing that is affordable.



Quality, safe, and stable housing plays a key role in the personal health of myself and my family.



What city is best?



Health and Housing

- Affordability and stability
- Housing quality and design
- Location and neighborhood design



Story Sharing

- Tualatin officials should visit apartments and listen to people
- After 25 years in Tualatin, rising housing costs make it hard to stay



Feedback on Barriers

- Falling into gap (makes too much for assistance, but not to survive)
- Choice between food and rent
- Fear of government or not invited into the conversation

OUR HOME, OUR HEALTH 9/30/2020 6:00-7:30PM ONLINE EVENT

BARRIERS & SOLUTIONS

In 2019, Tualatin 2040 began as a project to ask the community how, over the next 20 years, growth in Tualatin should happen.

In December 2019, City Council passed a list of housing strategies and policy priorities to address housing needs. Included on this sheet are select passages from the approved document that list the housing barriers and strategy solutions.

The Tualatin 2040 implementation process to update the Comprehensive Plan and Development Code continues!

To follow the project and provide input, go to the project webpage: www.tualatinoregon.gov/planning/tualatin-2040

<p>1.1.1. Addressing the Current Affordable Housing Crisis: The Council of Services for the Tualatin Area is composed of agencies that have housing in their Core Mission. Residents of Tualatin are facing a housing crisis. The City Council has passed a list of housing strategies and policy priorities to address housing needs. Included on this sheet are select passages from the approved document that list the housing barriers and strategy solutions.</p>	<p>Housing Strategy 1: Invest in affordable housing development in all urban centers. Encourage development in the urban fringe by providing incentives for affordable housing development in the urban fringe. Encourage development in the urban fringe by providing incentives for affordable housing development in the urban fringe.</p>
<p>1.1.2. Addressing Housing Costs: The Council of Services for the Tualatin Area is composed of agencies that have housing in their Core Mission. Residents of Tualatin are facing a housing crisis. The City Council has passed a list of housing strategies and policy priorities to address housing needs. Included on this sheet are select passages from the approved document that list the housing barriers and strategy solutions.</p>	<p>Housing Strategy 2: Encourage development of lower-cost housing options.</p>
<p>1.1.3. City Employees: Addressing opportunities for both housing and childcare. The City of Tualatin is providing opportunities for both housing and childcare. The City of Tualatin is providing opportunities for both housing and childcare.</p>	<p>Housing Strategy 3: Support childcare and provide services to support the childcare needs of residents.</p>
<p>1.1.4. Addressing Housing: Housing for affordable housing and the availability of affordable housing is a key to economic growth and job creation. The City of Tualatin is providing opportunities for both housing and childcare. The City of Tualatin is providing opportunities for both housing and childcare.</p>	<p>Housing Strategy 4: Support housing development in all urban centers.</p>

NUESTRO HOGAR, NUESTRA SALUD 9/30/2020 6:00-7:30PM EVENTO EN LÍNEA

BARRERAS Y SOLUCIONES

En 2019, Tualatin 2040 comenzó como un proyecto para preguntarle a la comunidad cómo debería ocurrir el crecimiento en Tualatin durante los próximos 20 años.

En diciembre 2019, el Concilio Municipal aprobó una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.

El proceso de implementación de Tualatin 2040 para actualizar el Plan Integral y el Código de Desarrollo continúa!

<p>1.1.1. Solución de Tensiones en Centros Urbanos Residenciales: El Concilio Municipal de Tualatin es un organismo que representa a los residentes de Tualatin. Los residentes de Tualatin están enfrentando una crisis de vivienda. El Concilio Municipal ha aprobado una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.</p>	<p>1.1.1. Solución de Tensiones en Centros Urbanos Residenciales: El Concilio Municipal de Tualatin es un organismo que representa a los residentes de Tualatin. Los residentes de Tualatin están enfrentando una crisis de vivienda. El Concilio Municipal ha aprobado una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.</p>
<p>1.1.2. Solución de Costos de Vivienda: El Concilio Municipal de Tualatin es un organismo que representa a los residentes de Tualatin. Los residentes de Tualatin están enfrentando una crisis de vivienda. El Concilio Municipal ha aprobado una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.</p>	<p>1.1.2. Solución de Costos de Vivienda: El Concilio Municipal de Tualatin es un organismo que representa a los residentes de Tualatin. Los residentes de Tualatin están enfrentando una crisis de vivienda. El Concilio Municipal ha aprobado una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.</p>
<p>1.1.3. Oportunidades para Empleados de la Ciudad: El Concilio Municipal de Tualatin es un organismo que representa a los residentes de Tualatin. Los residentes de Tualatin están enfrentando una crisis de vivienda. El Concilio Municipal ha aprobado una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.</p>	<p>1.1.3. Oportunidades para Empleados de la Ciudad: El Concilio Municipal de Tualatin es un organismo que representa a los residentes de Tualatin. Los residentes de Tualatin están enfrentando una crisis de vivienda. El Concilio Municipal ha aprobado una lista de estrategias de viviendas y prioridades políticas para abordar las necesidades de vivienda. En esta hoja se incluyen pasajes selectos del documento aprobado que enumeran las barreras de vivienda y las soluciones estratégicas.</p>
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Feedback on Solutions

- Rent assistance or control
- New affordable housing through incentives or loosening regulations
- Solve for housing instability

Question & Answer

- Homeownership opinions
- Will this ever be solved?
- How is this more than a checkbox?
- City's analysis of new development



Closing

- Community Action resources
- Recommendations on next steps
- Washington County homeless services survey

 Heat or Electricity is Shut Off <p>Contact the Energy and Emergency Rent program and leave a message (503) 615-0771</p>	 Experiencing Homelessness <p>Services for all, including veterans and seniors. Contact Community Connect (503) 640-3263</p>
 Emergency Food Assistance <p>Contact the Hillsboro Family Shelter (503) 640-3263</p>	 Eviction Prevention <p>Contact the Emergency Rent program (503) 615-0770 Must have a 72 hour notice and a lease in your name.</p>
 Utility Payment Assistance <p>Contact the Energy and Emergency Rent program (503) 615-0771</p>	 Home Heating, Health, and Safety Repairs <p>Contact the Energy Conservation program (503) 906-6550 - fax: (503) 357-6054 weatherization@caowash.org</p>
 Education for Children Ages 0-5 <p>Income-eligible, no cost to families. Contact Head Start Enrollment (503) 693-3262 - fax: (971) 223-6114 headstart@caowash.org</p>	 Child Care Resource and Referral <p>Interested in opening a child care business, providing child care, or professional development in early childhood education. Contact CCR&R (971) 223-6100 - fax: (971) 223-6101 - ccrr@caowash.org</p>
 Oregon Health Plan (OHP) Enrollment <p>OHP is open to all children and teens regardless of immigration status who are younger than 19 and meet certain income qualifications. Contact the Coordinated Systems team (503) 726-0877 - OHP@caowash.org</p>	 Pregnancy and Parenting Support <p>Contact the Help Me Grow program (503) 726-0879 - helpmegrow@caowash.org</p>
 Training for a Healthcare Profession <p>Contact the Health Careers Northwest Family Advocate HCNW@caowash.org</p>	 Financial Education Classes <p>Contact the Family Development program (503) 726-0823 - ida@caowash.org</p>
 Rent Well: Tenant Education Classes <p>Contact a Housing Specialist (503) 726-0821</p>	 TriMet Fare Assistance Enrollment <p>Ask the front desk staff at our Beaverton or Tigard offices.</p>
 Career Development for SNAP Recipients <p>Contact Family Development Career Coach careerboost@caowash.org</p>	

OUR HOME, OUR HEALTH

9/30/2020
6:00-7:30PM
ONLINE EVENT



Event Summary

Approximately 45 people attended an online Zoom meeting on September 30 from 6:00 to 7:30pm. An estimated 21 people were local residents, 14 attendees from outside of Tualatin, and the remaining were City of Tualatin staff or event members.

The goals was to provide an engaging and inclusive community forum to deepen local understanding of the impacts of severe housing rent burden by identifying barriers and solutions.

Read the speaker bios ([LINK](#)) and program ([LINK](#)). Watch the full event on the City of Tualatin's YouTube channel ([ENGLISH](#) or [ESPANOL](#)). More information is on the event website ([LINK](#)).

Overview

The event opened with an invitation for people to listen along Spanish language, provided by translator Armando Gutiérrez. Tualatin's Senior Planner, Karen Perl Fox, served as the moderator and began the night with a poll to see who was in the room ([LINK](#)).

Opening Remarks from Maria Reyes, Tualatin City Councilor

Councilor Reyes provided welcoming remarks and underscored that this event was to be an engaging and inclusive forum to deepen our understanding of the impacts of severe rent burdened, identify barriers and seek out solutions.

Keynote from Bandana Shrestha, AARP Oregon's Engagement Director

Bandana's presentation ([LINK](#)) highlighted the following connections between housing and health:

Housing affordability and cost. Households that are cost burdened have less to spend on essentials (e.g. food, health care, transportation, etc.), thus financial instability and has a cascade of impacts (e.g. psycho-social wellbeing, job security, school success, etc.).

Housing quality and design. Quality of housing, home design and features impact the health and wellbeing of residents physical health (e.g. lead, radon, mold, extreme temperatures), psychological health (e.g. noise, inadequate light), and safety (e.g. falls, fires).

Housing location and neighborhood design. Housing location determines access to amenities, transportation options, services, and opportunities.

Story Sharing with Veronica Aguilar and Africa Nairobi Ramirez Lopez, Tualatin Diversity Task Force Members

Veronica identifies as Black Latina, and is a married mother of three who has lived in the area for more than two decades. She is an active member of the community as an advocate and employee of the school district. She worked for school food programs to be extended and helped deliver food to families in need, where she was deeply impacted by what she experienced in Tualatin's apartments. Families are facing crime, low-incomes, and high rents. She has seen how this impact student health in school and the pressure it puts on parents to choose between food or shelter. This exists in all of Tualatin's communities of color.

She invited all City of Tualatin officials, politicians, and workers to go out into the community first-hand and listen to their stories.

Africa has lived in Tualatin for 25 years, working in the school district in various different roles and as a medical interpreter. In the last few years, Africa shared that it has become necessary for her to work three different jobs to maintain housing in Tualatin. This was made more difficult by the cultural barriers of being Latina and a single parent. She is proud to see that all her children graduated from Tualatin High School are now in college.

She does not want to leave friends and family, but it is hard to see another choice. She is not alone in the number of families who are forced to move out of Tualatin, due to high rent increases and a lack of well-paying jobs.

Moderated Panel with Veronica Aguilar, Africa Nairobi Ramirez Lopez, and Bandana Shrestha

The panel was asked about barriers to reduce severely rent burdened housing in Tualatin and provided the following list:

- Having to choose between rent and food due to a lack of good paying jobs and high price housing
- Not being able to advocate for oneself
- Resolving issues related to undocumented (people fear being reported) and inviting people of color into the conversation (support groups)
- Falling into the gap of making too much to qualify for assistance, but not enough to survive
- Not having the right kind of housing available

The following list were proposed solutions to severely rent burdened housing in Tualatin:

- Local rent assistance and control; continuing the eviction moratorium
- Support new affordable housing through development or loosening regulations and allowing new types, such as shared housing

- Solve for housing instability, which particularly has long-term impacts on children

Question and Answer with Panelists and City of Tualatin staff

A full list of questions and responses is provided in a separate document ([LINK](#)). The following were the most discussed questions:

What factors influence health outcomes and housing?

Pressure of staying in affordable housing, but need to look at more than housing cost because factors like transportation cost can add to this need.

How does the city evaluate whether new development will meet the needs of all the community?

Requirements can be used, but incentives are great. There may be room for businesses to create the climate to help families.

Is this meeting just a check mark, or does the City of Tualatin plan to help solve problems of rent burden for families?

The meeting is a state requirement, but would hopefully lead to a future of more affordable or attainable housing. The City of Tualatin is working on longer-term solutions, and the City Council are committed to this process.

Will we ever see affordable rents in the long run or is ownership the long-term solution?

The City of Tualatin is working on longer-term solutions but will need partners. Panelists then discussed the desire of homeownership, but the reality that it is highly difficult to save up enough for a down payment. In addition, there is a need for regional action.

Closing

Katherine Galian with Community Action provided an overview of their immediate need resources ([LINK](#)). Aquilla Hurd-Ravich, Community Development Director for the City of Tualatin, provided an overview of long-term housing work ([LINK](#)). Garet Prior, Policy Analyst for the City of Tualatin, provided an overview of the City's identified housing barriers and solutions ([ENGLISH](#) or [ESPANOL](#)) and the following call to action items ([ENGLISH](#) or [ESPANOL](#)):

1. Join the Diversity Task Force as a member or ally by contact Betsy Rodriguez Ruef (bruef@tualatin.gov).
2. Complete the Homelessness Services Survey for Washington County.
3. Contact your Tualatin City Council or speak at public comment.
4. Connect with staff to receive notifications on Tualatin 2040.

Severe Rent Burden in Oregon 2020

Severe rent burden by City (population >10,000): Share of households that spend more than 50 percent of income on rent

City	% Severely Rent Burdened	# Severely Rent Burdened	Total Renter Households	Population
Albany	23.0%	1,894	8,220	54,120
Ashland	34.7%	1,475	4,256	20,960
Beaverton	23.5%	4,561	19,370	98,255
Bend	26.5%	3,863	14,561	91,385
Canby	17.8%	367	2,063	16,950
Central Point	18.2%	473	2,601	18,365
Coos Bay	24.2%	677	2,795	16,700
Cornelius	17.8%	132	740	12,225
Corvallis	38.2%	4,583	12,012	58,885
Cottage Grove	35.4%	492	1,388	10,140
Dallas	30.1%	603	2,001	16,260
Eugene	35.1%	11,973	34,148	171,210
Forest Grove	34.6%	1,126	3,256	25,180
Gladstone	35.1%	578	1,646	11,905
Grants Pass	31.5%	2,265	7,180	37,485
Gresham	34.0%	6,097	17,952	111,810
Happy Valley	23.5%	230	980	21,700
Hermiston	15.1%	355	2,351	18,415
Hillsboro	18.3%	3,236	17,688	103,350
Keizer	25.9%	1,341	5,181	38,580
Klamath Falls	30.9%	1,553	5,031	22,000
La Grande	19.0%	469	2,468	13,290
Lake Oswego	24.3%	1,113	4,579	39,115
Lebanon	32.9%	1,073	3,262	17,135
McMinnville	25.0%	1,157	4,631	33,930
Medford	31.7%	4,684	14,782	81,465
Milwaukie	21.3%	747	3,509	20,535
Newberg	28.4%	822	2,899	24,045
Newport	19.2%	379	1,974	10,285
Ontario	25.1%	496	1,977	11,485
Oregon City	25.5%	1,107	4,349	35,570
Pendleton	25.0%	669	2,673	17,020
Portland	26.8%	31,713	118,444	657,100
Prineville	28.3%	495	1,749	10,220
Redmond	26.8%	1,266	4,722	30,600
Roseburg	29.7%	1,329	4,480	24,890
Salem	23.2%	6,249	26,919	167,400
Sandy	18.2%	218	1,200	11,075
Sherwood	21.9%	329	1,505	19,595
Silverton	16.7%	205	1,229	10,380
Springfield	23.2%	2,655	11,452	61,355

St. Helens	20.5%	354	1,730	13,410
The Dalles	23.0%	549	2,387	14,820
Tigard	29.5%	2,358	7,991	53,450
Troutdale	34.3%	669	1,950	16,185
Tualatin	27.4%	1,298	4,741	27,135
West Linn	23.6%	486	2,059	25,905
Wilsonville	17.2%	873	5,079	25,635
Woodburn	27.6%	796	2,888	25,135
Source: 2014-2018 American Community Survey 5-Year Estimates, Table B25070 and				
PSU Certified Population Estimates as of July 1, 2019				



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Steve Koper, AICP, Planning Manager
Tabitha Boschetti, AIPC, Assistant Planner

DATE: October 26, 2020

SUBJECT:

An update on Tualatin 2040 Implementation being done by the Tualatin Planning Commission, including creation of a Housing chapter in the Comprehensive Plan and adopting the 2019 Housing Needs Analysis.

RECOMMENDATION:

Informational presentation and discussion only.

EXECUTIVE SUMMARY:

- In 2019, the City of Tualatin completed Tualatin 2040 which consisted of a Housing Needs Analysis, Economic Opportunities Analysis, and Policy Prioritization document and was collectively endorsed by the City Council through a resolution.
- In early 2020, based on Council direction, staff began work with the Tualatin Planning Commission to implement the Tualatin 2040 work by updating the Comprehensive Plan to include a Housing Element (or chapter), which the current Plan lacks. The Housing chapter would be based on the 2019 Housing Needs Analysis, which would also be formally adopted and incorporated into the Plan. The Plan's updated goals and policies would help support a wider range of housing types and prices in Tualatin through future updates to the Development Code.
- Other updates to the Plan include application of the City's existing branding guidelines, and reorganization and updating chapters in a policy neutral manner so as to facilitate the Plan being separated from the Development Code consistent with Council direction and best practices.
- Tualatin 2040 Implementation includes two additional components: creation of a Housing Production Strategy, and updating the Development Code to accommodate "middle" housing types (duplex, triplex, quadplex, and cottage cluster) as required by Housing Bills 2003 and 2001. An update on this work will be provided to Council at a later date.
- On November 19, 2020, the Planning Commission will review final draft amendments, including any feedback from the Council, and make a recommendation to the Council.
- On December 7, 2020, the Council will be provided with the Planning Commission's recommendation on final proposed amendments to the Comprehensive Plan (PTA 20-0004) in a public hearing and an opportunity to adopt them at that time.

FINANCIAL IMPLICATIONS:

None at this time.

ATTACHMENTS:

A: Presentation

B: Draft Housing Chapter

C: Application of City branding guidelines example

D: Draft updated Plan Chapters overview

Tualatin | 2040 Implementation City Council Update October 26, 2020



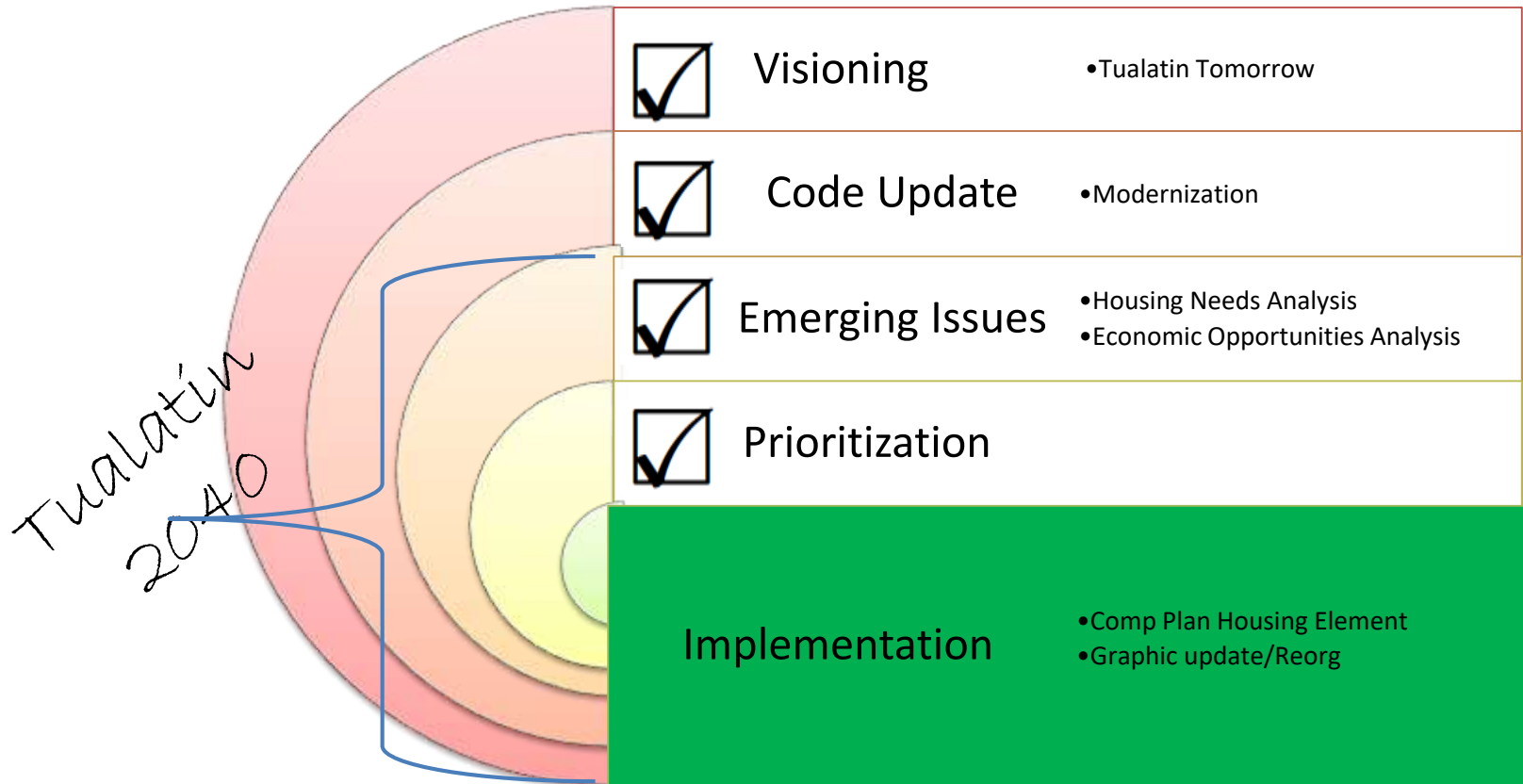


Tonight's Presentation

- Where we've been
- Timeline
- Comprehensive Plan Basics
- Housing Update (Comp Plan)
- Other Updates
- Community Input Opportunities
- Q&A

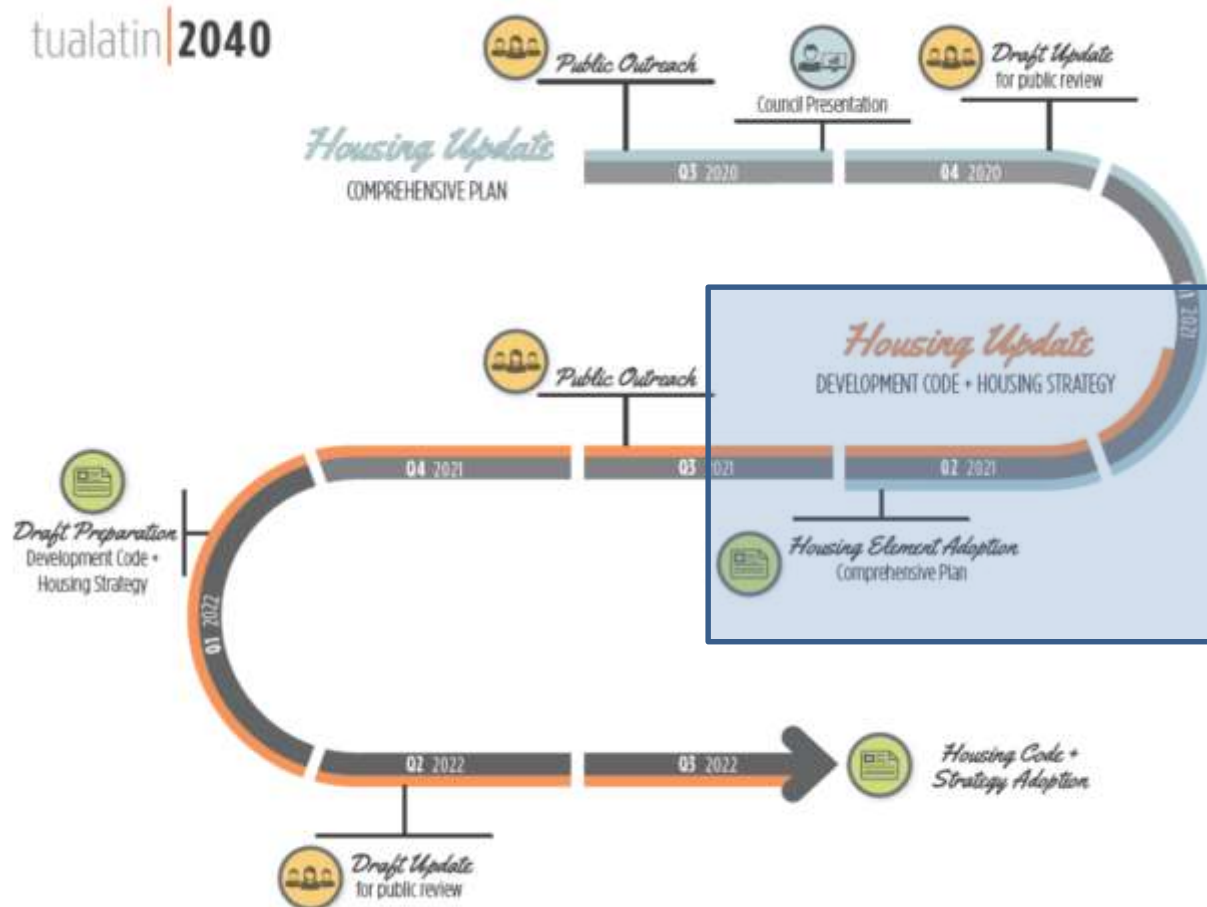


Where We've Been





Timeline and Work Products





Comp Plan Basics

Why have one?

- The Comprehensive Plan is a planning document that directs all activities related to land use and the future of natural and man-made systems and services in Tualatin.
- The plan helps manage how Tualatin's grows through a set of goals, policies, and implementation measures that align with the community's vision.

Why update it?

- To provide a Housing chapter that provides an updated vision of housing growth, particularly around housing type and affordability. More clearly articulate the community's vision and goal , particularly around housing.



Comp Plan Housing Element

Example:

Housing Strategy (2019)	Comp Plan Chapter 5
Strategy 2: Encourage development of a wider variety of housing types.	Goal 3.2: Housing for All. Encourage development and preservation of housing that is affordable for all households in Tualatin.
Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones	Policy 3.2.1 Housing type diversity. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.



Graphic Update

CITY OF
TUALATIN OREGON

Development Code

VERSION: DEC 31, 2019 (CURRENT) ▾

SUPPLEMENT HISTORY TABLE

- CHAPTER 1 - ADMINISTRATION
- CHAPTER 2 - INTRODUCTION
- CHAPTER 3 - TECHNICAL
- CHAPTER 4 - COMMUNITY GRO
- CHAPTER 5 - RESIDENTIAL PLAN
- GROWTH
- CHAPTER 6 - COMMERCIAL PLA
- DISTRICTS
- CHAPTER 7 - MANUFACTURING
- DISTRICTS

Tualatin's vision
for the future

**COMPREHENSIVE
PLAN 2040**

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Graphic Update Cont'd

CHAPTER 16 - HISTORIC PRESERVATION

TDC 16.010. - Background.

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

The City of Tualatin Comprehensive Plan—Phase I—Technical Memoranda developed in 1979 identified seven structures in the central area of downtown. These structures were subsequently given historic status and regulations pertaining to modifications, demolitions and alterations for the designated resources were adopted and integrated into the Tualatin Development Code. The Technical Memoranda further indicated additional historic resources are located in Tualatin and that urban development would cause the loss of these resources. The report concluded that the City should investigate ways to preserve the history of the community.

(Ord. No. 844-91, 51, 10-14-91)

TDC 16.020. - Assumptions.

The following are general assumptions used to formulate the assumptions:

- (1) The demand for the City's residential, commercial and industrial development would cause the loss of historic resources.



6 HISTORIC PRESERVATION

16.010 Background

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

Objectives

Enhance property values and increase economic and financial benefits to the City and its inhabitants;

Carry out the provisions of Statewide Planning Goal 5.

The City of Tualatin Comprehensive Plan—Phase I—Technical Memoranda developed in 1979 identified seven structures in the central area of downtown. These structures were subsequently given historic status and regulations pertaining to modifications, demolitions and alterations for the designated resources were adopted and integrated into the Tualatin Development Code. The Technical Memoranda further indicated additional historic resources are located in Tualatin and that urban development would cause the loss of these resources. The report concluded that the City should investigate ways to preserve the history of the community.

Goals



Comp Plan Reorg Example

Reorganized Comp Plan

TDC 10.050. - Tree Preservation and Street Tree Objectives.

(1) Develop a program for tree conservation within the City, including control over tree removal, in order to protect and enhance the esthetic character of Tualatin, protect and improve air and water quality, provide and protect buffering and screening between land uses, and provide and protect habitat for wildlife, in order to create and preserve a desirable community in which to live, work, and invest.

(a) Tualatin's tree preservation goal is consistent with the general purpose of the Tualatin Community Plan, which is to guide the physical development of the City so as to preserve the natural beauty of the area while accommodating economic growth.

(b) Tualatin's tree preservation goal shall be implemented through adoption and administration of Planning District Standards consistent with this goal.

(2) Develop a program for street tree planting along public rights-of-way within the City.

CHAPTER 2 – COMMUNITY DESIGN

Goal 2.2 Promote the preservation and establishment of trees throughout the city, in order to protect and enhance the aesthetic character of Tualatin, protect and improve air and water quality, provide noise and visual screening, and protect habitat for wildlife.

Policy 2.2.1: Require the establishment and protection of street trees.

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



Community Input Opportunities

- **Planning Commission Meeting Schedule**
 - Review of Draft Housing chapter (August 20, 2020)
 - Review of Updated Comprehensive Plan Organization and Formatting (September 17, 2020)
 - Review of refinements based on feedback (October 15, 2020)
 - Review and Recommendation to City Council (November 19, 2020)
- **City Council**
 - Hearing to Adopt Housing Element and Comprehensive Plan Update (December 7, 2020)



Questions



Chapter 3—Housing and Residential Growth

Purpose

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

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

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

Goals and Policies

- **Goal 3.1: Housing Supply.** Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.
 - **Policy 3.1.1 Density.** Maintain a citywide residential density of at least eight (8) dwelling units per net acre.
 - **Policy 3.1.2 Zoning for multifamily.** Provide zoning for multifamily development, which may be located in areas adjacent to transit.
 - **Policy 3.1.3 Commercial activity.** Allow home-based businesses and occupations in all residential zones, subject to regulations to minimize impact to housing supply and uses in commercial and industrial zones. Provide for compatible agricultural uses in areas where significant development barriers are present, or where compatible with permitted residential uses.

- **Policy 3.1.4 Clear and objective review.** Provide for clear and objective review standards for all residential development and redevelopment.
- **Policy 3.1.5 Functional planning.** Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.
- **Policy 3.1.6 Infrastructure planning.** Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.
- **Policy 3.1.7 Coordination.** Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin's housing land supply needs.
- **Strategic Actions:**
 - Evaluate opportunities to reduce parking requirements and increase development densities and building heights to address deficiencies identified in the Housing Needs Analysis within Tualatin's existing zones by modifying the Development Code.
 - Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
 - Evaluate Tualatin's land supply every two years, and make regular updates to the City's Buildable Lands Inventory and Housing Needs Analysis.
- **Goal 3.2: Housing for All.** Encourage development and preservation of housing that is affordable for all households in Tualatin.
 - **Policy 3.2.1 Housing type diversity.** Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.
 - **Strategic Actions:**
 - Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
 - Develop policies to prevent and address homelessness.
 - Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
 - Evaluate partnerships with organizations to establish a land bank or land trust.
 - Evaluate system development charge financing opportunities.
- **Goal 3.3: Affordable Housing.** Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.

- **Strategic Actions:**
 - Evaluate how best to leverage funds from regional, state, and other sources to support development of affordable housing.
 - Evaluate the establishment of local funding sources for affordable housing such as a construction excise tax.
- **Goal 3.4: Redevelopment.** Encourage timely strategic planning and redevelopment in Tualatin to create new mixed-use residential and commercial planning districts.
 - **Policy 3.4.1 Coordination.** Coordinate economic development planning and housing planning.
 - **Policy 3.4.2 Mixed-use commercial.** Support the application of mixed-use commercial designations that in areas of Tualatin that are suitable for a mix of office, retail commercial, and high-density housing.
 - **Strategic Actions:**
 - Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
 - Evaluate incentivizing redevelopment to include a portion of housing that addresses deficiencies identified in the Housing Needs Analysis.
 - Evaluate policies and/or incentives to support redevelopment of underutilized commercial buildings for housing.
- **Goal 3.5: Housing and transportation.** Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.
 - **Policy 3.5.1 Coordinated planning.** Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.
 - **Strategic Actions:**
 - Evaluate development of a design and planning framework for neighborhoods that includes a mixture of housing types, neighborhood uses, and amenities, enabling Tualatin residents to access services and amenities through active modes.
 - Evaluate opportunities to rezone land to provide additional opportunities for neighborhood commercial and/or small-scale employment zoning designations within or adjacent to existing residential areas.
- **Goal 3.6: Residential growth.** Residential growth by annexation or expansion to the Urban Planning Area or Urban Growth Boundary will be coordinated with local, state, and regional governments, districts, and stakeholders.

- **Policy 3.6.1 Consent-driven annexation.** Only property owners may initiate annexation of property within Tualatin's Urban Planning Areas, including cases involving unincorporated "islands" of property surrounded by land annexed previously. Property owner petitions for annexation may be granted if the petition is in conformance with local, state and regional policies.
- **Policy 3.6.2 Coordination.** Coordination will be made with local, state, and regional governments, districts, and stakeholders on residential growth.
- **Goal 3.7 Residential growth, and the environment.** Plan for housing and residential growth to minimize and mitigate for environmental impacts.
 - **Policy 3.7.1 Environmental protection.** Housing and residential growth policies will be evaluated for consistency with the environmental protection goals and policies of Chapter 7 (Parks, Open Space, and the Environment).



*Tualatin's vision
for the future*

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



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Part 1
**ABOUT OUR
COMMUNITY**

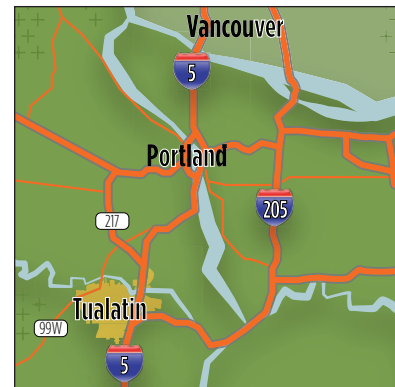
ABOUT OUR COMMUNITY

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

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

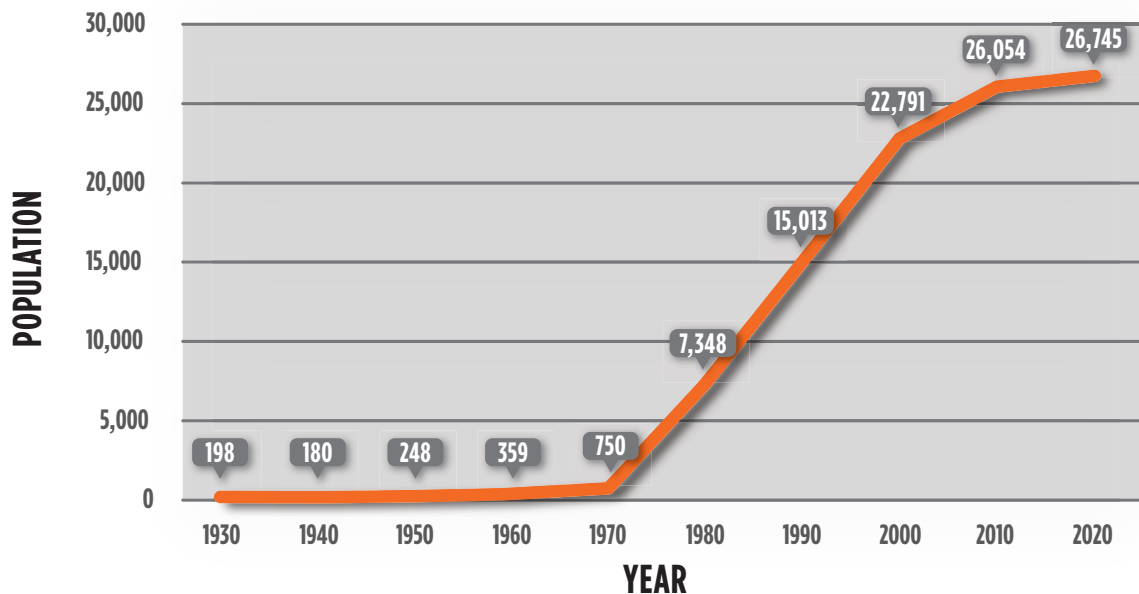
Location

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



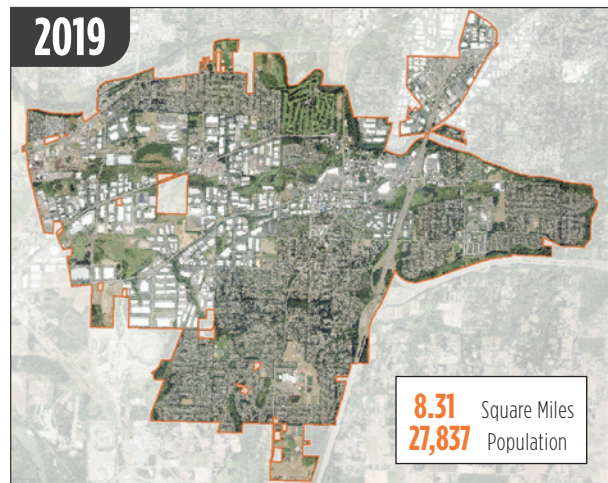
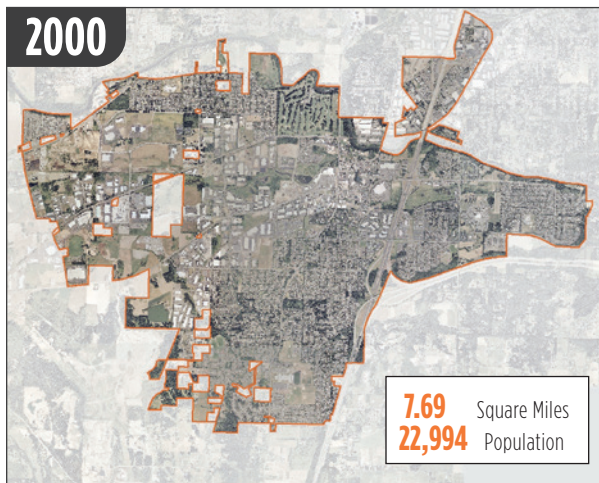
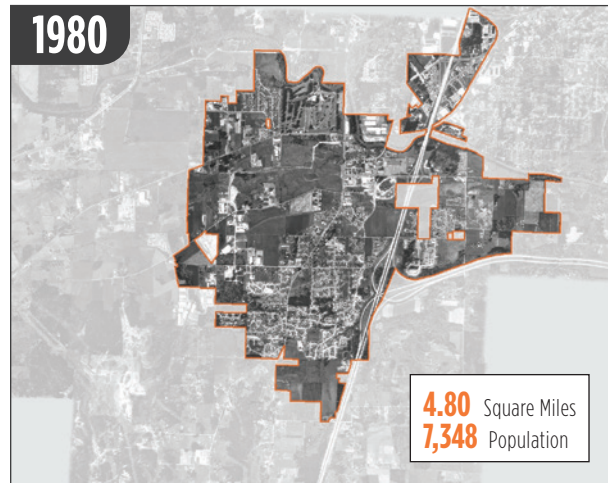
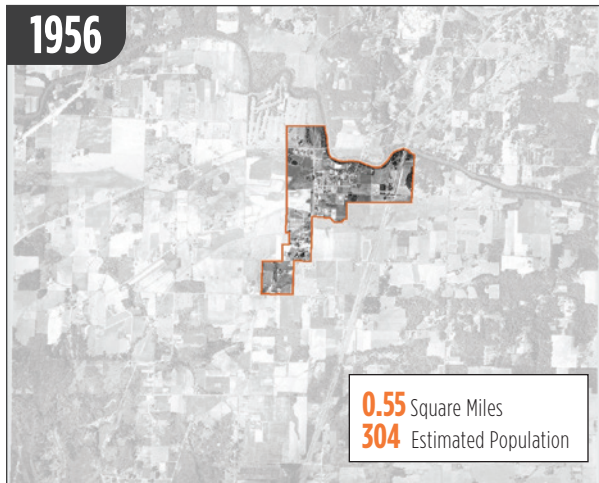
Population

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



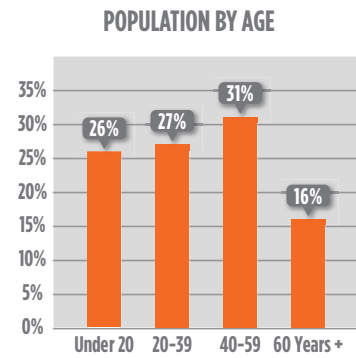
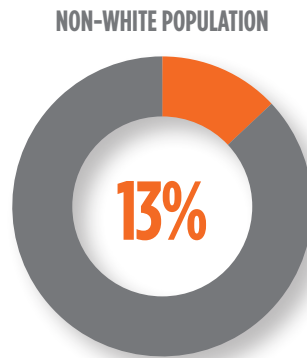
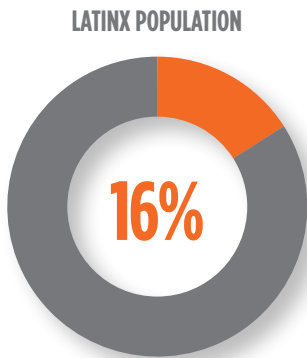
Growth

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



Demographics

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



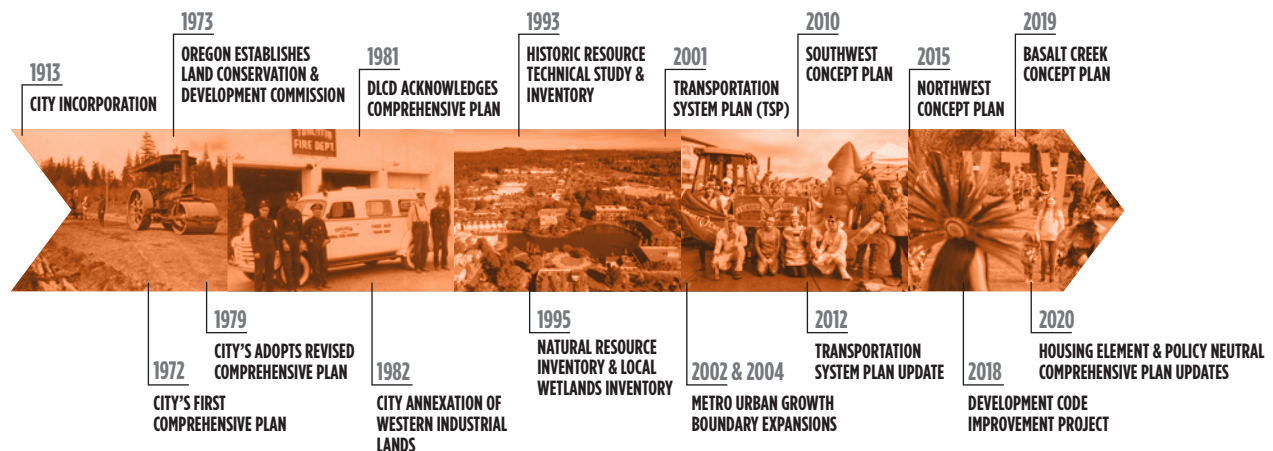
An aerial photograph of a university campus. In the foreground, there's a large, circular plaza with a blue and red geometric design. To the left, a large brick building with a flat roof is visible. A winding road with cars is on the right. In the background, there are dense green forests and a prominent snow-capped mountain peak under a clear blue sky. The text 'Part II' is in a white script font, and 'ABOUT THE COMPREHENSIVE PLAN' is in a large, bold, white sans-serif font, both overlaid on the image.

Part II
**ABOUT THE
COMPREHENSIVE
PLAN**

INTRODUCTION

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

TIMELINE OF MAJOR COMPREHENSIVE PLAN UPDATES



Planning Area Description

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

Agency Coordination

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

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

*Private utility companies included in coordination

Interpretation

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



Definitions

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

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

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

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

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

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

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

Density:

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

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

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

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

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

Definitions continued

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

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

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

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

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

Historic Resource. See, Chapter 31 and 68 definitions.

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

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

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

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

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

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

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

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

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

Planning District. See, Chapter 31 definitions.

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



Definitions continued

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

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

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

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

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

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

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



Supporting Technical Memoranda

BACKGROUND AND SUPPORTING DOCUMENTS ADOPTED AS PART OF THE COMPREHENSIVE PLAN

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

AREA-SPECIFIC CONCEPT PLANS

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



3 HOUSING

Purpose

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

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

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

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

Goals & Policies

GOAL 3.1: HOUSING SUPPLY.

Ensure that sufficient land is designated and has urban services to support development so the supply is adequate for all needed housing and housing types at the needed densities identified in the Housing Needs Analysis or through additional evaluation. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

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

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

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

Goals & Policies Continued

POLICY 3.1.4 CLEAR AND OBJECTIVE REVIEW.

Provide for clear and objective review standards for all residential development and redevelopment.

POLICY 3.1.5 COORDINATION. Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin’s housing needs.

Strategic Actions

- Evaluate opportunities to increase development densities within Tualatin’s existing zones by modifying the Development Code.
- Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
- Development a system to actively monitor changes in land supply that can accommodate housing and mixed-use housing and employment and evaluate success every two years.
- Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.

GOAL 3.2: HOUSING FOR ALL.

Encourage development and preservation of housing that is affordable for all households in Tualatin.

Strategic Actions

- Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).
- Develop policies to prevent and address homelessness.
- Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
- Evaluate partnerships with organizations to establish a land bank or land trust.
- Evaluate system development charge financing opportunities.

GOAL 3.3: AFFORDABLE HOUSING.

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

Strategic Actions

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

Goals & Policies Continued

GOAL 3.4: REDEVELOPMENT.

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

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

Strategic Actions

- Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning 60% or MFI or less.
- Establish a planning process for the creation of new mixed-use housing and employment and guide or incentivize redevelopment to include a portion of City's identified needed housing.
- Evaluate redevelopment of underutilized commercial buildings for housing.

GOAL 3.5: HOUSING AND TRANSPORTATION.

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

POLICY 3.5.1 COORDINATED PLANNING. Make updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.

Strategic Actions

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

GOAL 3.6: RESIDENTIAL GROWTH.

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

POLICY 3.6.1 CONSENT-DRIVEN ANNEXATION.

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

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

GOAL 3.8 HOUSING AND RESIDENTIAL GROWTH AND THE ENVIRONMENT.

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

POLICY 3.8.1 ENVIRONMENTAL PROTECTION.

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

6 HISTORIC PRESERVATION

16.010 Background

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

The City of Tualatin Comprehensive Plan—Phase I—Technical Memoranda developed in 1979 identified seven structures in the central area of downtown. These structures were subsequently given historic status and regulations pertaining to modifications, demolitions and alterations for the designated resources were adopted and integrated into the Tualatin Development Code. The Technical Memoranda further indicated additional historic resources are located in Tualatin and that urban development would cause the loss of these resources. The report concluded that the City should investigate ways to preserve the history of the community.

Objectives

Enhance property values and increase economic and financial benefits to the City and its inhabitants;

Carry out the provisions of Statewide Planning Goal 5.

Goals

16.1: PRESERVATION

POLICY 16.1.1 Promote the historic, educational, architectural, cultural, economic, and general welfare of the public through the identification, preservation, restoration, rehabilitation, protection and use of those buildings, structures, sites and objects of historic interest within the City;

POLICY 16.1.2 Strengthen the economy of the City by encouraging property owners to preserve historic resources for tourists, visitors and residents;

POLICY 16.1.3 Identify and preserve diverse architectural styles reflecting periods of the City's historical and architectural development, encourage complementary design and construction for alterations affecting historic resources and encourage relocation of historic resources over demolition;

POLICY 16.1.4 Identify and resolve conflicts between the preservation of historic resources and alternative land uses;

POLICY 16.1.5 Integrate the management of historic resources into public and private land management and development processes;

POLICY 16.1.6 Upon annexation, potential historic resources located outside of the City, but within the City's planning area shall proceed through the significance review, conflicting use and economic, social, environmental and energy analysis;

POLICY 16.1.7 Identify and list additional properties to the current list of protected historic resources. Review the impacts on landmarks when public improvement projects are proposed;

Downtown Resources



- 1 WINONA GRANGE HALL**
The Winona Grange was constructed as a Civic Building in 1940
- 2 ROBINSON STORE**
The Robinson store was constructed in 1912 by John L. Smith, who contributed greatly to the development of Tualatin.
- 3 SWECK HOUSE**
The Sweck house was constructed in 1858. John Sweck was responsible for platting the first town of Tualatin in 1888.
- 4 SMITH/BOONE HOUSE**
This home was constructed in 1895 by John L. Smith for his sister and her husband, who was a descendant of Daniel Boone.
- 5 WESCH HOUSE**
This house was constructed in 1890 by John Wesch, who was a saloon proprietor.
- 6 LITTLE WHITE HOUSE**
This house was constructed in 1890 and was also owned by the John Wesch family.
- 7 TUALATIN METHODIST CHURCH**
The church was constructed in 1926 on land donated by the John L. Smith family. It is now home to the Tualatin Heritage Center.

16.1: PRESERVATION CONTINUED

POLICY 16.1.8 Retain landmarks on parcels which cannot be partitioned or subdivided by preserving and not demolishing or relocating them. Retain landmarks located on parcels which can be partitioned or subdivided by property owners and developers integrating the resource into proposed lot configurations and development proposals.

16.2: EDUCATION

POLICY 16.2.1 Foster community and neighborhood pride and sense of identity based on recognition and use of historic resources;

POLICY 16.2.2 Encourage public awareness, understanding and appreciation of the City’s history and culture; Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of Tualatin.

Tualatin Comprehensive Plan: Goals and Policies Focus 10-15-20

PART III: GOALS AND POLICIES:

CHAPTER 1 – COMMUNITY INVOLVEMENT

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

Goals and Policies.

- **Goal 1.1** Implement community involvement practices in line with Statewide Planning Goal 1.
 - **Policy 1.1.1** Support community advisory committees to provide recommendations on planning matters.
 - **Policy 1.1.2** Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvement.
 - **Policy 1.1.3** Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

CHAPTER 2 - COMMUNITY DESIGN

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

Goals and Policies.

- **Goal 2.1** Promote the City's natural beauty, and achieve pleasant environments for living and working that sustain the comfort, health, tranquility, and contentment of people who live, work, and enjoy time in Tualatin.
 - **Policy 2.1.1:** Encourage structures be planned in ways that relate to the site and surrounding context.
 - **Policy 2.1.2:** Encourage meaningful public engagement with community design projects while also ensuring.
 - **Policy 2.1.3:** Promote design that fosters a sense of place and community identity through the Central Design District.
- **Goal 2.2** Promote the preservation and establishment of trees throughout the city, in order to protect and enhance the aesthetic character of Tualatin, protect and improve air and water quality, provide noise and visual screening, and protect habitat for wildlife.
 - **Policy 2.2.1:** Require the establishment and protection of street trees.
 - **Policy 2.2.2:** Promote the protection and establishment of trees during the development process.
- **Goal 2.3:** Balance the right of free speech, business needs, public wayfinding, safety for all modes, and diverse aesthetic interests, through a functional sign regulation program.
 - **Policy 2.3.1:** Protect public health and safety by limiting distracting signs, ensuring that signs do not interfere with multi-modal transportation safety, and ensuring safe construction and installation of signs.
 - **Policy 2.3.2:** Align the range of allowed sign types with the urban design context, such as additional small signs in pedestrian-oriented development areas.
 - **Policy 2.3.3:** Encourage attractive, creative, and unique sign types through the City's review program. Encourage the improvement and maintenance of non-conforming signs.

CHAPTER 3- HOUSING AND RESIDENTIAL GROWTH

Goals and Policies

- **Goal 3.1: Housing Supply.** Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.
 - **Policy 3.1.1 Density.** Maintain a citywide residential density of at least eight (8) dwelling units per net acre.
 - **Policy 3.1.2 Zoning for multifamily.** Provide zoning for multifamily development, which may be located in areas adjacent to transit.
 - **Policy 3.1.3 Commercial activity.** Allow home-based businesses and occupations in all residential zones, subject to regulations to minimize impact to housing supply and uses in commercial and industrial zones. Provide for compatible agricultural uses in areas where significant development barriers are present, or where compatible with permitted residential uses.
 - **Policy 3.1.4 Clear and objective review.** Provide for clear and objective review standards for all residential development and redevelopment.
 - **Policy 3.1.5 Functional planning.** Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.
 - **Policy 3.1.6 Infrastructure planning.** Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.
 - **Policy 3.1.7 Coordination.** Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin's housing land supply needs.
 - **Strategic Actions:**
 - Evaluate opportunities to increase development densities to address deficiencies identified in the Housing Needs Analysis within Tualatin's existing zones by modifying the Development Code.
 - Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
 - Evaluate Tualatin's land supply every two years, and make regular updates to the City's Buildable Lands Inventory and Housing Needs Analysis.
- **Goal 3.2: Housing for All.** Encourage development and preservation of housing that is affordable for all households in Tualatin.
 - **Policy 3.2.1 Housing type diversity.** Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.
 - **Strategic Actions:**

- Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
 - Develop policies to prevent and address homelessness.
 - Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
 - Evaluate partnerships with organizations to establish a land bank or land trust.
 - Evaluate system development charge financing opportunities.
- **Goal 3.3: Affordable Housing.** Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.
 - **Strategic Actions:**
 - Evaluate how best to leverage funds from regional, state, and other sources to support development of affordable housing.
 - Evaluate the establishment of local funding sources for affordable housing such as a construction excise tax.
- **Goal 3.4: Redevelopment.** Encourage timely strategic planning and redevelopment in Tualatin to create new mixed-use residential and commercial planning districts.
 - **Policy 3.4.1 Coordination.** Coordinate economic development planning and housing planning.
 - **Policy 3.4.2 Mixed-use commercial.** Support the application of mixed-use commercial designations that in areas of Tualatin that are suitable for a mix of office, retail commercial, and high-density housing.
 - **Strategic Actions:**
 - Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning 60% or MFI or less.
 - Evaluate incentivizing redevelopment to include a portion of housing that addresses deficiencies identified in the Housing Needs Analysis.
 - Evaluate policies and/or incentives to support redevelopment of underutilized commercial buildings for housing.
- **Goal 3.5: Housing and transportation.** Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.
 - **Policy 3.5.1 Coordinated planning.** Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.

- **Strategic Actions:**
 - Evaluate development of a design and planning framework for neighborhoods that includes a mixture of housing types, neighborhood uses, and amenities, enabling Tualatin residents to access services and amenities through active modes.
- **Goal 3.6: Residential growth.** Residential growth by annexation or expansion to the Urban Planning Area or Urban Growth Boundary will be coordinated with local, state, and regional governments, districts, and stakeholders.
 - **Policy 3.6.1 Consent-driven annexation.** Only property owners may initiate annexation of property within Tualatin's Urban Planning Areas, including cases involving unincorporated "islands" of property surrounded by land annexed previously. Property owner petitions for annexation may be granted if the petition is in conformance with local, state and regional policies.
 - **Policy 3.6.2 Coordination.** Coordination will be made with local, state, and regional governments, districts, and stakeholders on residential growth.
- **Goal 3.7 Residential growth, and the environment.** Plan for housing and residential growth to minimize and mitigate for environmental impacts.
 - **Policy 3.7.1 Environmental protection.** Housing and residential growth policies will be evaluated for consistency with the environmental protection goals and policies of Chapter 7 (Parks, Open Space, and the Environment).

CHAPTER 4 – ECONOMY, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Background.

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

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

Goals and Policies.

- **Goal 4.1:** Encourage commercial development that provides employment opportunities, as well as access to goods and services for residents, employees, and the general community.
 - **Policy 4.1.1 Location.** Locate and design areas that allow commercial development in a manner that increases access to goods and services while minimizing traffic impacts, including the location of commercial services where accessible through transit and active transportation modes, the encouragement of mixed use development, and small neighborhood commercial nodes.
 - **Policy 4.1.2 Critical services.** Provide for the continued development of major medical services and other critical infrastructure within the City of Tualatin.
 - **Policy 4.1.3 Design.** Encourage functional and attractive commercial development through standards for site design and landscaping.
 - **Policy 4.1.4 Mixed Use.** Encourage mixed use commercial and residential development.
- **Goal 4.2** Encourage new industrial development in ways that strengthen the local tax base and support Tualatin’s industrial lands as a major local and regional employment center.
 - **Policy 4.2.1** Preserve and protect, with limited exceptions, the City’s existing industrial land.
 - **Policy 4.2.2** Fully develop planned industrial areas, providing full transportation, sewer, and water services prior to or as development occurs.
 - **Policy 4.2.3** Cooperate with Washington County, Metro, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to growing industrial areas.
- **Goal 4.3** Manage industrial impacts to the environment and other uses

- **Policy 4.3.1** Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards.
- **Policy 4.3.2** Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.
- **Policy 4.3.3** Protect adjacent land uses from noise and adverse environmental impacts by adopting industrial noise and environmental impact standards.
- **Policy 4.3.4** Protect environmentally sensitive areas, including the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.
- **Policy 4.3.5** Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.
- **Policy 4.3.6** Protect wooded and other natural areas by requiring their preservation in a natural state or by integrating the major trees into the design of the parking lots, buildings, or more formal landscaping areas of an industrial development. If it is necessary to remove a portion or all of the trees, require mitigation.
- **Policy 4.3.7** Administer specific and enforceable architectural and landscape design standards for industrial development.
- **Policy 4.3.8** Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

CHAPTER 5- OTHER LAND USE

- **Goal 5.1 Location of public services and utilities.** Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.
 - **Policy 5.1.1 Government Services.** Locate government offices in a central location that serves the public, except operations functions, which may be appropriately located in the industrial districts. (
 - **Policy 5.1.2 Public safety.** Locate facilities such as utilities and other critical infrastructure to minimize the risk of hazards the facility may pose to surrounding uses, or risks that natural or other hazards may pose to the facility and surrounding uses alike.
 - **Policy 5.1.3 Compatibility.** Encourage attractive design, screening, and use of landscaping to moderate visual impacts of utilities and public facilities with their urban design context.
 - **Policy 5.1.4 School siting.** Locate schools to complement neighborhood park facilities and integrate the location of schools with surrounding residential neighborhoods. Locate schools to support multi-modal access and to avoid impacts from industrial or other uses that could be harmful to student health.
 - **Policy 5.1.5 Child care siting.** Allow the location of child care facilities within commercial, residential, and light industrial areas consistent with state law.
 - **Policy 5.1.6 Wireless facilities.** Allow the siting of wireless communication facilities consistent with federal and state law, while encouraging design measures to mitigate visual impacts of facilities and encourage safety and sound construction. Encourage siting strategies that reduce redundant facilities.
 - **Policy 5.1.7 Intergovernmental cooperation.** Cooperate with local school districts to plan adequate facilities. Actively involve school districts where school capacity or regulations applicable to school facilities may be considered. Cooperate with regional, state, and federal agencies in planning for medical facilities, solid waste.
- **Goal 5.2 Location of residential facilities, medical facilities, and religious institutions.** Allow flexibility to allow residential facilities, medical facilities, and religious institutions in residential, commercial, and mixed use areas while managing impacts between uses.
 - **Policy 5.2.1** Allow the location of religious institutions as retirement homes and hospitals in commercial and residential planning districts, subject to conditional use approval, and allow congregate care facilities, assisted living facilities and residential care facilities and hospitals as permitted uses in the Medical Center District.

- **Policy 5.2.2** Allow residential facilities and residential homes as permitted uses in all residential planning districts.
- **Policy 5.2.3** Limit the siting of residential facilities, retirement homes, and medical services in industrial areas.
- **Policy 5.2.4** Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.

CHAPTER 6 – HISTORIC PRESERVATION

- **Goal 6.1: Preservation.** Promote the historic, educational, architectural, cultural, economic, and general welfare of the public through the identification, preservation, restoration, rehabilitation, protection and use of those buildings, structures, sites and objects of historic interest within the City.
 - **Policy 6.1.1** Strengthen the economy of the City by encouraging property owners to preserve historic resources for tourists, visitors and residents.
 - **Policy 6.1.2** Identify and preserve diverse architectural styles reflecting periods of the City's historical and architectural development, encourage complementary design and construction for alterations affecting historic resources and encourage relocation of historic resources over demolition.
 - **Policy 6.1.3** Identify and resolve conflicts between the preservation of historic resources and alternative land uses.
 - **Policy 6.1.5** Integrate the management of historic resources into public and private land management and development processes.
 - **Policy 6.1.6** Upon annexation, potential historic resources located outside of the City, but within the City's planning area shall proceed through the significance review, conflicting use and economic, social, environmental and energy analysis.
 - **Policy 6.1.7** Identify and list additional properties to the current list of protected historic resources. Review the impacts on landmarks when public improvement projects are proposed.
 - **Policy 6.1.8** Retain landmarks on parcels which cannot be partitioned or subdivided by preserving and not demolishing or relocating them. Retain landmarks located on parcels which can be partitioned or subdivided by property owners and developers integrating the resource into proposed lot configurations and development proposals.
 - **Policy 6.1.9 Encourage adaptive use.** Allow conflicting uses where necessary to encourage preservation and maintenance of historic resources. Favor relocation over demolition.

- **Goal 6.2: Education.** Foster community and neighborhood pride and sense of identity based on recognition and use of historic resources.
 - **Policy 6.2.1** Encourage public awareness, understanding and appreciation of the City's history and culture. Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of Tualatin.

CHAPTER 7 - PARKS, OPEN SPACE, ENVIRONMENT

Goals and Policies.

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

- Goal 1: Expand accessible and inclusive parks and facilities to support community interests and recreation needs.
- Goal 2: Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.
- Goal 3: Conserve and restore natural areas to support wildlife, promote ecological functions, and connect residents to nature and the outdoors.
- Goal 4: Activate parks and facilities through vibrant programs, events, and recreational opportunities for people of different ages, abilities, cultures, and interests.
- Goal 5: Support the arts through programs, parks, and public spaces that reflect Tualatin's identity, heritage, history, and expressive character.
- Goal 6: Promote Tualatin's unique identity, economic vitality, tourism through parks, natural resources, historic preservation, events, programs, and placemaking.
- Goal 7: Manage, administer, and maintain quality parks, facilities, and programs through outstanding customer service, stewardship, and sustainable practices.

Goals and Policies

- **Goal 7.1** Identify and protect significant natural resources that promote a healthy environment and natural landscape that improves livability, and to provide recreational and educational opportunities.
 - **Policy 7.1.1** Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.
- **Goal 7.2** Balance natural resource protection and growth and development needs.
 - **Policy 7.2.1** Provide incentives and alternative development standards such as reduced minimum lot sizes and building setbacks for property

owners to preserve the natural resource while accommodating growth and development.

- **Policy 7.2.2** Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.
- **Policy 7.2.3** Except in Wetland Natural Areas, allow public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses.
- **Policy 7.2.4** Except in Wetland Natural Areas, allow the replacement of existing structures with structures in the same location that do not disturb additional riparian surface.

CHAPTER 8 - TRANSPORTATION

Transportation Goals and Objectives are renumbered, retaining Transportation System Plan language.

CHAPTER 9 - PUBLIC FACILITIES AND SERVICES

Water Services Goals and Policies

- **Goal 9.1 Water** Plan, construct, and maintain a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports all land uses.
 - **Policy 9.1.1** Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties. **Policy 9.1.2** Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.
 - **Policy 9.1.3** Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.
 - **Policy 9.1.4** Review and update the water system capital improvement program and funding sources as needed or during periodic review.
 - **Policy 9.1.5** Prohibit the extension of City water services outside the City's municipal boundaries, unless the water service is provided to an area inside an adjacent city.

Sanitary Sewer System Goals and Policies

- **Goal 9.2** Plan, construct, and maintain a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports all land uses.
 - **Policy 9.2.1** Provide a City sanitary sewer system in cooperation with Clean Water Services (CWS). The City is responsible for the collection system's smaller lines and the 65th Avenue pump station and CWS is responsible for the larger lines, pump stations and treatment facilities.
 - **Policy 9.2.2** Work with CWS to ensure the provisions of the intergovernmental agreement between the City and CWS are implemented.
 - **Policy 9.2.3** Prohibit the extension of sewer service to areas outside the City limits, unless it is provided to an area inside the city limits of an adjacent city.
 - **Policy 9.2.4** Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

- **Policy 9.2.5** Improve the existing sewer system to provide adequate service during peak demand periods.
- **Policy 9.2.6** Improve the existing sewer system to control and eliminate sanitary sewer overflows such as basement flooding to the extent possible.
- **Policy 9.2.7** Review and update the "Tualatin Sewer Master Plan" on a regular basis in coordination with CWS.
- **Policy 9.2.8** Perform a cost of service rate study and study funding methods to ensure sufficient City funds exist to construct planned improvements.
- **Policy 9.2.9** Work with CWS to update CWS's and the City's plans and regulations once new sanitary sewer overflow (SSO) and capacity, management, operation and maintenance (CMOM) regulations are published in the Federal Register.

Goals and Policies.

- **Goal 9.3** Provide a plan for routing surface drainage through the City, utilizing the natural drainages where possible. Update the plan as needed with drainage studies of problem areas and to respond to changes in the drainage pattern caused by urban development.
 - **Policy 9.3.1** Coordinate the City's Drainage Plan and Storm Water Management regulations with the City's Floodplain District, Wetland Protection District and Natural Resource Protection Overlay District regulations and with the plans of USA and other regional, state, and federal agencies to achieve consistency among the plans.
 - **Policy 9.3.2** Reduce sediment and other pollutants reaching the public storm and surface water system by implementing the Oregon Department of Environmental Quality (DEQ) and USA requirements for surface water management and water quality in the Tualatin River basin. Reduce soil erosion, manage surface water runoff and improve surface water quality.
 - **Policy 9.3.3** Identify and solve existing problems in the drainage system and plan for construction of drainage system improvements that support future development.
 - **Policy 9.3.4** Provide standards for surface water management and water quality by which development will be reviewed and approved. Review and update the standards as needed.
 - **Policy 9.3.5** Clearly indicate responsibilities for maintaining storm water management and water quality facilities.
 - **Policy 9.3.6** Enforce drainage and storm water management standards.
 - **Policy 9.3.7** Route storm water runoff from the upper Hedges Creek Subbasin through the Wetland Protected Area marsh which as a wetland

provides important drainage, storm water management and water quality benefits.

- **Policy 9.3.8** Protect the Wetland Protected Area marsh and its important drainage, storm water management and water quality functions in the Hedges Creek Subbasin.
- **Policy 9.3.9** Require new development to provide onsite pollution reduction facilities when necessary to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
- **Policy 9.3.10** To reduce sedimentation and erosive storm water flow volumes, require onsite storm water detention facilities for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area marsh.
- **Policy 9.3.11** Consider opportunities to construct regional pollution reduction facilities to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
- **Policy 9.3.12** Restrict beaver dam activity in the Wetland Protected Area marsh to retain the drainage flow through the marsh area and to reduce flooding between Teton Avenue and Tualatin Road.
- **Policy 9.3.13** As outlined in the HCS Plan, the City will assist CWS with non-structural activities including public education programs and water quality and management activity monitoring.
- **Policy 9.3.14** Comply with Metro's Urban Growth Management Functional Plan, Title 3.

CHAPTER 10 – LAND USE DESIGNATIONS AND ZONING

Planning District Objectives.

Zone descriptions retained as currently written, organized into a single chapter.

DATE: December 4, 2019
TO: Tualatin Housing Needs Analysis Project Advisory Committees
CC: Karen Perl Fox, Steve Koper, and Jonathan Taylor
FROM: Beth Goodman and Sadie DiNatale, ECONorthwest
SUBJECT: FINAL: TUALATIN HOUSING STRATEGY

The City of Tualatin contracted ECONorthwest to develop a Housing Needs Analysis and a Housing Strategy for Tualatin. The Housing Needs Analysis (HNA) will determine whether the City of Tualatin has enough land to accommodate twenty years of population and housing growth. It will characterize housing affordability problems and identify gaps in housing affordability in Tualatin. The HNA will provide the basis for an update to the City's Comprehensive Plan Housing Element, as well as for the development of an action plan to implement the housing policies (i.e., the Housing Strategy).

The HNA uses a planning period of 2020–2040. Tualatin is planning for minimum growth of 1,014 new dwelling units within the Tualatin city limits and the Basalt Creek area over the 2020–2040 planning period. Tualatin's vacant unconstrained buildable land has capacity for development of 1,207 new dwelling units at full build-out, not including redevelopment capacity. Build-out of Tualatin's vacant land could occur within the 2020–2040 period, or it could take longer. While the HNA works with the forecasted growth of 1,014 new dwelling units through 2040, the City may consider potential residential growth beyond this forecast in its housing policies, including build-out of all vacant land and redevelopment resulting in additional housing

The results of the HNA show that Tualatin has a deficit of land designated for housing in the Medium High Density Residential and the High Density / High-Rise Residential comprehensive plan designations. The City will need to develop policies to meet this deficit, such as redevelopment or rezoning land to meet these housing needs.

A key objective of the HNA and accompanying 2020 Housing Strategy is to identify options for changes to the City's Comprehensive Plan and land use regulations needed to address housing and residential land needs. This memorandum presents a housing strategy for Tualatin, based on the results of the HNA and discussions with the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC). This Housing Strategy presents a comprehensive package of interrelated policy changes that the CAC recommends the City address.

This Housing Strategy recognizes that the City does not build housing. The strategy focuses on land use tools to ensure there is adequate land planned and zoned to meet the range of housing needs and opportunities for a variety of housing types, whether they be priced at market rate or subsidized. To the extent possible, this strategy strives to provide opportunities for lower-cost market-rate housing to achieve more housing affordability without complete reliance on subsidies and to include subsidized housing as an important tool to meet the need at the lower end of the income spectrum (low, very low, and extremely low) in the mix of strategies.

The Housing Strategy addresses the needs of households with middle, low, very low, or extremely low income. The following describes these households, based on information from the Tualatin Housing Needs Analysis.

- **Very low-income and extremely low-income households** are those who have an income of 50% or less of Washington County’s median family income (MFI)¹ which is an annual household income of about \$41,000 or less for a family of four. About 31% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,018 or less.² Development of housing affordable to households at this income level is generally accomplished through development of income-restricted housing.
- **Low-income households** are those who have an income between 50% and 80% of Washington County’s MFI, or an income between \$41,000 and \$65,000 for a family of four. About 15% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,018 to \$1,625. Households with an income below 60% of MFI typically qualify for some types of income-restricted housing. The private housing market often struggles to develop housing affordable to households in this group, especially for the lower-income households in the group.
- **Middle-income households** are those who have an income between 80% and 120% of Washington County’s MFI, or an income between \$65,000 and \$98,000 for a family of four. About 15% of Tualatin’s households fit into this category. They can afford a monthly housing cost of \$1,625 to \$2,400. The private housing market may develop housing affordable to households in this group.

Through the technical analysis of the HNA and input from the CAC and TAC, the City identified six strategic priorities to meet housing needs identified in the HNA. Strategic priorities are described in greater detail in the section below. Appendix A presents the full text of Tualatin’s existing Comprehensive Plan policies for housing. Appendix B presents the information provided to the CAC in the memorandum “Housing Policy Tools to Address Needs” (May 16, 2019).

Tualatin’s Housing Strategy

The Tualatin Housing Strategy is organized around six broad strategic priorities: (1) ensure an adequate supply of land that is available and serviceable; (2) encourage development of a wider variety of housing types; (3) identify strategies to support affordable housing; (4) evaluate funding tools to support residential development; (5) identify redevelopment opportunities; and (6) ensure there are connections between planning for housing and other planning (such as transportation planning, water and wastewater planning, or economic development planning). The broad goal of the Tualatin Housing Strategy is to help the City manage the land within the

¹ Median family income is determined by the U.S. Department of Housing and Urban Development. In 2018, Washington County’s MFI was \$81,400.

² This assumes that households pay less than 30% of their gross income on housing costs, including rent or mortgage, utilities, home insurance, and property taxes.

Tualatin planning area to meet current and future housing needs while maintaining the character and quality of life in Tualatin and protecting public interests such as housing affordability, health, safety, and municipal revenues.

The Tualatin CAC convened seven times between March 2019 and September 2019. The CAC discussed housing at the meetings in March, May, August, and September. The Tualatin TAC met four times between April 2019 and September 2019 and discussed housing at all four meetings (while some meetings included discussions of other topics, as well). The CAC and TAC provided input into the development of the Housing Strategy through discussions at meetings and opportunities for input on written documents.

The recommendations from the CAC in this strategy consider key findings from the HNA, such as the following examples. The City has a long-term deficit of residential land. The housing market is not building enough housing that is affordable to households with annual incomes less than \$35,000 based on U.S. Census American Community Survey data. The housing market in Tualatin also has a deficit of housing affordable to households earning more than \$150,000.³ The composition of Tualatin's population is becoming older and more diverse. This document presents a comprehensive strategy that provides a variety of opportunities to meet the housing needs of Tualatin's residents at all income levels.

Many of the actions described in the Tualatin Housing Strategy will require legislative amendments to the City's Comprehensive Plan and/or Development Code. These actions will be subject to standard notification and hearing procedures. After the Housing Needs Analysis is completed, the Planning Commission and City Council will prioritize the actions suggested in this memorandum, along with other actions suggested for Tualatin through 2040. Implementation of high priority actions will begin in 2020, based on City Council direction.

³ This analysis is based on Exhibit 79 in the Tualatin Housing Needs Analysis.

Summary of Actions

The table below summarizes the strategies, actions, and recommendations made by the CAC. The priority shown in the table is based on discussions with the CAC about the actions they view to be in need of prompt attention. Low-priority actions represent actions that the CAC thinks are important but that may be executed later in the Tualatin 2040 process. At some level, all of the actions in this strategy are a high priority for the CAC.

Strategies, Actions, and Recommendations	Priority
Strategy 1: Ensure an adequate supply of land that is available and serviceable.	
<p>Action 1.1. Evaluate opportunities to increase development densities within Tualatin’s existing zones by modifying the Development Code.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.1a: Evaluate increasing densities in the Residential High and Residential High Density / High Rise residential designations by allowing buildings that are five to eight stories tall. ▪ Recommendation 1.1b: Conduct an audit of the City’s Development Code to identify barriers to residential development (e.g., lot size, setbacks, and lot coverage ratio) and identify alternatives for lowering or eliminating the barriers. ▪ Recommendation 1.1c: Evaluate off-street parking requirements for multifamily housing to identify opportunities for reduction in parking requirements, especially for housing developed for groups who have fewer cars. ▪ Recommendation 1.1d: Adopt a Planned Unit Development (PUD) ordinance to allow flexibility in both development standards and housing types. 	High
<p>Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.2a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes employment and residential uses. ▪ Recommendation 1.2b: Evaluate opportunities to re-zone Residential Low Density and Residential Medium Low Density residential land for higher-density housing. ▪ Recommendation 1.2c: Evaluate merging High Density zone and the High Density / High Rise zone into one zone and evaluate increasing the maximum density and maximum height limit allowed. 	High
<p>Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.3a: Identify opportunities to increase coordination between transportation planning and residential growth to manage congestion from growth. ▪ Recommendation 1.3b: Identify opportunities to increase transit service. 	Medium
<p>Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.</p> <ul style="list-style-type: none"> ▪ Recommendation 1.4a: Actively work with Metro staff on upcoming Regional Growth Management reports. Coordinate Tualatin’s planning with regional plans. ▪ Recommendation 1.4b: Develop and implement a system to monitor the supply of residential land every two years. ▪ Recommendation 1.4c: Reevaluate Tualatin’s housing needs and land sufficiency on a schedule tied to the Metro Growth Management cycle. ▪ Recommendation 1.4d: When needed in the future, work with Metro on potential expansion of the Metro UGB to include the Stafford area. 	High

Strategies, Actions, and Recommendations	Priority
Strategy 2: Encourage development of a wider variety of housing types.	
<p>Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.1a: Allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density residential zone. ▪ Recommendation 2.1b: Allow cottage cluster housing in the Medium-Low Density and Medium-High Density zones, at densities appropriate for the zones. 	Medium
<p>Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.2a: Identify opportunities for more mixed-use development. 	Medium
<p>Action 2.3. Identify opportunities to allow and support development of additional innovative housing types.</p> <ul style="list-style-type: none"> ▪ Recommendation 2.3a: Evaluate allowing and supporting development of other housing types in Tualatin, such as single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and higher-amenity housing on larger lots. 	Low
Strategy 3: Support development and preservation of housing that is affordable for all households.	
<p>Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).</p> <ul style="list-style-type: none"> ▪ Recommendation 3.1a: Develop policies to support development of housing affordable to households with incomes below 60% of MFI as part of the City's program to leverage funds from the Metro Housing Bond. 	High
<p>Action 3.2. Develop policies to support development of housing affordable to people who have income between 60% and 120% of MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.2a: Emphasize growth of jobs that pay at or above average wages, as part of the City's economic development strategy. ▪ Recommendation 3.2b: Identify opportunities to partner with or support employers who are interested in developing an employer-assisted housing program. 	Medium
<p>Action 3.3. Develop policies to prevent and address homelessness.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.3a: Develop policies to prevent and address homelessness. 	Low
<p>Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.4a: Develop policies to prevent displacement of existing residents. ▪ Recommendation 3.4b: Develop policies to prevent loss of existing affordable housing. 	Low
<p>Action 3.5. Partner with organizations to establish a land bank or land trust.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.5a: Determine whether to participate in a land bank or land trust, such as the Proud Ground Community Land Trust. 	Low
<p>Action 3.6. Evaluate creative system development charge financing opportunities.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.6a: Evaluate options for potential changes to SDCs and TDTs to support development of affordable housing. 	Medium
<p>Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.7a: Evaluate tax exemption options to support development of affordable housing or mixed-use housing. 	Medium

Strategies, Actions, and Recommendations	Priority
<p>Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.</p> <ul style="list-style-type: none"> ▪ Recommendation 3.8a: Determine whether the City will need to add staff to implement the policies in the housing strategy. 	Low
Strategy 4: Identify funding tools to support residential development.	
<p>Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.1a: Evaluate opportunities, such as housing development incentives (in Strategy 3), to use leveraged funding from the Metro Housing Bond to support the development of affordable housing. 	High
<p>Action 4.2. Evaluate establishing an urban renewal district.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.2a: Continue the evaluation of establishing a new urban renewal district and consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of MFI. 	High
<p>Action 4.3. Evaluate implementation of a construction excise tax.</p> <ul style="list-style-type: none"> ▪ Recommendation 4.3a: Evaluate implementation of a CET, starting with an analysis of the financial capacity of a CET. 	Medium
Strategy 5: Identify redevelopment opportunities.	
<p>Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 5.1a: Identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment. 	High
<p>Action 5.2. Support redevelopment of underutilized commercial buildings for housing.</p> <ul style="list-style-type: none"> ▪ Recommendation 5.2a: Identify underutilized commercial areas that are ripe for redevelopment and work with landowners and developers to support redevelopment. 	Medium
Strategy 6: Ensure there are connections between planning for housing and other community planning.	
<p>Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing. ▪ Recommendation 6.1b: Evaluate opportunities to expand transit and improve transportation connectivity in Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin's Town Center. ▪ Recommendation 6.1c: Evaluate opportunities for planning transit-oriented development. ▪ Recommendation 6.1d: Develop a bicycle and pedestrian plan for Tualatin to increase connectivity within Tualatin. 	High
<p>Action 6.2. Coordinate planning for economic development planning with housing planning.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.2a: Ensure the City includes housing planning for housing that is affordable to people who work at businesses in Tualatin. 	Medium
<p>Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.3a: Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life. 	Low
<p>Action 6.4. Support sustainable development practices.</p> <ul style="list-style-type: none"> ▪ Recommendation 6.4a: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable. 	Low

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

This strategy is about ensuring an adequate land supply — not only a twenty-year supply (as Goal 10 requires) but also a pipeline of serviced land that is available for immediate development. The following recommended strategies and actions are intended to ensure an adequate supply of residential land through a combination of changes to the Tualatin Development Code, rezoning land, and long-term regional planning for housing. Efficient use of Tualatin’s residential land is key to ensuring that Tualatin has adequate opportunities to grow from 2020 to 2040, and beyond.

Issue Statement

Tualatin’s vacant unconstrained residential land can accommodate about 1,900 new dwelling units, including land within the city limits and Basalt Creek. Development of all of Tualatin’s vacant unconstrained land may occur over a period longer than the twenty-year planning period of this project. The forecast for housing growth over the 2020 to 2040 period is 1,041 new dwelling units.

The results of the HNA show that Tualatin has a surplus of capacity for new housing in the Low Density Residential, Medium Low Density Residential, and High Density Residential Plan Designations but a deficit in the Medium High Density Residential and High Density / High-Rise Residential plan designations. Tualatin has a deficit of 109 dwelling units (about 7 gross acres of land) in the Medium High Density Residential designation and a deficit of 101 dwelling units (about 4 gross acres of land) in the High Density / High-Rise Residential designation.

Tualatin has enough land within its planning area to accommodate the forecast for new housing. The existing zoning, however, leads to deficits of land in the Medium High Density Residential and High Density / High-Rise Residential Plan Designations. Oregon’s statewide planning system requires cities that do not have enough land within their urban growth boundary (UGB) or in selected plan designations to evaluate and implement policies to increase land use efficiently, expand the UGB, or both.

Tualatin is part of the Metro UGB and cannot expand its planning area on its own. However, Tualatin can increase land use efficiency within its planning area by increasing allowable development densities, rezoning land, or planning for redevelopment to meet the needs in the Medium High Density Residential and High Density / High-Rise Residential plan designations. In addition, Tualatin can monitor growth to ensure that the city continues to have sufficient land for residential growth, and it can work with Metro and other regional partners on future expansions of the Metro UGB to accommodate additional residential development in Tualatin.

Tualatin needs land that is vacant with urban services that support residential development, such as municipal water service, sewer and wastewater service, stormwater management systems, and transportation connections with adequate capacity to accommodate growth.

Goal

Ensure that sufficient land is designated and has urban services to support development so the supply is adequate for all needed housing types at the needed densities. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

Recommended Actions

Action 1.1. Evaluate opportunities to increase development densities within Tualatin's existing zones by modifying the Development Code.

This approach seeks to increase housing capacity by increasing allowable density in residential zones. In short, it gives developers the option of building to higher densities. Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development, add tax revenue that benefits the City (as more units can be built), and make the provision of services more cost effective.

This action will look at increasing allowed densities in the Comprehensive Plan and decreasing minimum lot size standards and/or allowable densities in all residential zones.

Tualatin could modify the density ranges outlined in the Tualatin Development Code. These are currently:

- Residential Low-Density (RL): 1–6.4 dwelling units per acre
- Residential Medium Low–Density (RML): 6–10 dwelling units per acre
- Residential Medium High–Density (RMH): 11–15 dwelling units per acre
- Residential High-Density (RH): 16–25 dwelling units per acre
- Residential High-Density/High-Rise (RH/HR): 26–30 dwelling units per acre

With respect to zoning, Tualatin presently has the following zoning standards:

- P is permitted, C is conditional, and N is not permitted
- Minimum Lot size is in square feet and maximum density is in dwelling units per acre (du/ac)

Zone	Single-Family Detached	Manufactured Home on a Lot	Accessory Dwelling Unit	Manufactured Home Park	Duplex	Townhouse	Multi-family
Residential Low (RL)							
Allowed Uses	P	P	P	N	C	C	C
Minimum Lot Size	6,500 average	6,500 average	-		6,000	6,000	6,000

Zone	Single-Family Detached	Manufactured Home on a Lot	Accessory Dwelling Unit	Manufactured Home Park	Duplex	Townhouse	Multi-family
Maximum Density	6.4 du/ac	6.4 du/ac	Accessory to lot with single family dwelling		6.4 du/ac	6.4 du/ac	6.4 du/ac
Residential Medium Low-Density (RML)							
Allowed Uses	C	N	P	P	P	P	P
Minimum Lot Size	4,500				4,356*	1,400	4,356*
Maximum Density	10 du/ac			12 du/ac	10 du/ac	10 du/ac	10 du/ac
Residential Medium High-Density (RMH)							
Allowed uses	N	N	N	N	P	P	P
Minimum Lot Size					2,904*	1,400	2,904*
Maximum Density					15 du/ac	15 du/ac	15 du/ac
Residential High-Density (RH)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					1,742*	1,400	1,742*
Maximum Density					25 du/ac	25 du/ac	25 du/ac
Residential High-Density/High-Rise (RH/HR)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					1,452	1,452	1,452*
Maximum Density					30 du/ac	30 du/ac	30 du/ac
Mixed-Use Commercial Overlay Zone (MUCOD)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size					None	None	None
Maximum Density					50 du/ac	50 du/ac	50 du/ac
Central Tualatin Overlay Zone (RH/HR)							
Allowed Uses	N	N	N	N	P	P	P
Minimum Lot Size (Core Area)					5,000	5,000	5,000
Minimum Lot Size (Noncore Area)					25,000	25,000	25,000
Maximum Density					25 du/ac	25 du/ac	25 du/ac

*Note: The lot sizes for duplex and multifamily units are based on development on more than one acre. Development on less than one acre has a different standard for minimum lot size.

Changes to lot size standards are legislative changes to the Comprehensive Plan and/or zoning code. As such, this process should be initiated with the Planning Commission and include opportunities for public input.

Recommendation 1.1a: Tualatin should evaluate increasing densities in the residential High and Residential High Density / High Rise designations by allowing buildings that are five to eight stories tall (or higher). The City could increase densities to 60 to 100 dwelling units per acre. Alternatively, the City could allow the zoning standards to dictate the number of new dwelling units, based on standards such as building height limitations, parking requirements per unit, lot coverage ratios, setback requirements, and other zoning standards.

Recommendation 1.1b: Tualatin should conduct an audit of the City's Development Code to identify barriers to residential development (e.g., lot size, setbacks, and lot coverage ratio) and identify alternatives for lowering or eliminating the barriers. For example, the code audit could include these evaluating dimensional standards in all zones to understand the potential impact of development of vacant land (especially smaller or irregularly shaped lots) to identify barriers to infill development.

Recommendation 1.1c: Tualatin should evaluate off-street parking requirements for multifamily housing to identify opportunities for reduction in parking requirements, especially for housing developed for groups who have fewer cars, such as seniors or low-income affordable housing, close proximity to transit stop, and/or additional provision of bicycle parking. The City could consider changes that allow for alternative ways to meet parking requirements or reduce (or eliminate) parking requirements:

- Requiring off-street parking, but not necessarily requiring parking garages.
- Allowing some on-street parking within a set distance of the development to account for some off-street parking requirements.
- Requiring less off-street parking when close (such as within ¼ mile) of a transit stop.
- Requiring additional provision of bicycle parking to reduce parking requirements for the building.

Recommendation 1.1d: Adopt a (Planned Unit Development) PUD ordinance to allow flexibility in both development standards and housing types (subject to a maximum density) in exchange for provision of protected open space through a land use application process; this would require a hearing on the proposed development with the Planning Commission.

Action 1.2. Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.⁴

The community desires rezoning to promote the opportunity of housing redevelopment and development. This action seeks to address the deficit of land in the Medium High Density Residential designation (about 7 gross acres of land) and in the High Density / High-Rise Residential designation (about 4 gross acres of land). The action also seeks to provide additional opportunities for the development of multifamily housing; this may contribute, to providing more opportunities for people who work at businesses in Tualatin to also live in Tualatin.

Recommendation 1.2a: Identify opportunities to rezone industrial or commercial land for mixed-use that includes employment and residential uses. The City should exclude industrial sanctuary land (i.e., land in the Southwest Tualatin Concept Plan area) from this evaluation, as this land has been identified as regionally significant industrial areas.

Recommendation 1.2b: Evaluate opportunities to rezone Residential Low Density and Residential Medium Low Density residential land for higher-density housing.

Recommendation 1.2c: Evaluate merging the High Density zone and the High Density / High Rise zones into one zone, and evaluate increasing the maximum density and maximum height limit allowed in the revised zone, consistent with Action 1.1.

Action 1.3. Plan for infrastructure development to support residential development, consistent with Strategy 6.

The City already coordinates land use planning with the Capital Improvement Plan to ensure that infrastructure is available to support residential development, especially in newly urbanizing areas and areas identified as high priority for development. Some types of infrastructure development, especially transportation and transit infrastructure, have lagged behind growth in Tualatin and in the broader region, resulting in automotive congestion and insufficient transit service, as discussed in Strategy 6.

Recommendation 1.3a: Identify opportunities to increase coordination between transportation planning and residential growth to manage and reduce congestion resulting from new growth.

Recommendation 1.3b: Identify opportunities to increase transit service between Tualatin and other cities within the Portland region (such as the ongoing planning for the Southwest Corridor) and transit within Tualatin.

⁴ An alternative to this strategy suggested by a committee member was revising the City's zoning system to the following categories of land use: Suburban Residential (replaces the RL and RML zones) with a maximum of 10 dwelling unit per acre and maximum building height of 45 feet; Urban Residential (replaces the RMH and RH zones) with a minimum density of 15 dwelling units per acre and maximum building height of 65 feet; and Urban II (includes the RH/HR zone) with a minimum density of 30 dwelling units per acre and maximum building height of 100 feet.

Action 1.4. Plan for long-term development in Tualatin through 2040 and beyond.

The Housing Needs Analysis plans for the 2020 to 2040 period. It is based on Metro's current forecasts for household growth in Tualatin. The Economic Opportunities Analysis shows that employment will continue to grow in Tualatin at a substantially faster pace than households over the next twenty years.

Tualatin has capacity for residential development beyond the forecasted growth over the next twenty years and may be planning for additional capacity for residential growth through policies to increase multifamily building height and density standards (Action 1.1), increased mixed-use development, (Action 1.2) and redevelopment (Action 5.1). Even so, if Tualatin wants to provide more opportunities for development of housing to allow people to live and work in Tualatin, the City will need to identify additional opportunities for residential development beyond the Tualatin planning area.

A key part of this planning is working with Metro on regional planning for housing and employment in and around Tualatin. The City would be well served by having information to share with Metro about new development, the City's planning efforts to provide opportunities for people to work and live in Tualatin, and economic development plans.

[Recommendation 1.4a:](#) Actively work with Metro staff on upcoming Regional Growth Management reports to ensure that Tualatin's population and employment forecasts are planned for similar growth rates. Coordinate Tualatin's planning with regional plans.

[Recommendation 1.4b:](#) Develop and implement a system to monitor the supply of residential land every two years. This includes monitoring residential development (through permits) as well as land consumption (e.g., development on vacant or land for redevelopment). The reports resulting from growth monitoring can be used for working with Metro to better understand Tualatin's opportunities for growth.

[Recommendation 1.4c:](#) Reevaluate Tualatin's housing needs and land sufficiency on a regular basis tied to the Metro Growth Management cycle (i.e., every six years), as part of the City's coordination with Metro. This recommendation is consistent with new requirements in ORS 197.296 (2)(a)(B)(ii), which was updated through House Bill 2003 to require Metro cities to update their housing needs analysis every six years.

[Recommendation 1.4d:](#) As Tualatin continues to grow and eventually cannot accommodate residential growth within the City, work with Metro on potential expansion of the Metro UGB to include the Stafford area.

Strategy 2: Encourage Development of a Wider Variety of Housing Types

This strategy focuses on actions that are intended to ensure new residential structures developed in Tualatin are diverse and include missing middle, workforce housing, low to moderate-income senior housing and other housing products to achieve housing affordability for households and to meet Tualatin's twenty-year housing needs.

Issue Statement

Continued increases in housing costs may increase demand for denser housing (e.g., multifamily housing, single-family attached housing, and compact single-family detached housing). To the extent that denser housing types are more affordable than larger housing types (i.e., single-family detached units on larger lots, such as 2,500 square foot dwelling units on lots larger than 5,000 square feet), continued increases in housing costs will increase demand for denser housing.

Tualatin's housing mix in the 2013–2017 period⁵ was 53% single-family detached, 6% single-family attached and 41% multifamily. Of the multifamily housing, about 5% are low-density multifamily housing types such as duplexes, triplexes, and quadplexes. The HNA assumes that the housing mix of new dwelling units in Tualatin will be about 40% single-family detached, 15% single-family attached and 45% multifamily.

To achieve this mix, Tualatin will need to implement policies that allow a wider variety of middle-density housing types (e.g., cottage clusters, townhouses, duplexes, triplexes, and quadplexes), as well as higher-density housing types (e.g., apartment buildings taller than four stories and mixed-use buildings).

In addition, Tualatin will allow for development of housing that is affordable to workers in Tualatin⁶ and is located in proximity to employment opportunities to attract needed labor force for its industrial and commercial zones and mixed-use overlay zones. These types of housing include (but are not limited to) live-work units, "skinny" single-family detached housing, townhouses, cottage housing, duplexes and triplexes, and less costly types of multifamily housing.

Goal

Allow and encourage the development of a broader diversity of housing types, including middle-density housing types and higher-density housing types.

⁵ Based on 2013–2017 ACS five-year estimates for Tualatin.

⁶ The average wage in Tualatin was \$57,300 in 2017. Housing that is affordable to a worker with that wage would have a housing cost of no more than \$1,430 per month. Some workers make less than the average wage and would require housing affordable to lower incomes, as described in Strategy 3.

A single worker with a job paying the average wage could afford a dwelling with a sales price of no more than \$230,000. Given that the average sales price in Tualatin in early 2019 was \$480,000, housing affordable at the average wage in Tualatin is likely to be rental housing. If the household has two full-time workers with jobs paying the average wage, the household may be able to purchase a dwelling in Tualatin.

Recommended Actions

Action 2.1. Allow and encourage development of duplexes, cottage housing, townhomes, row houses, and triplexes and quadplexes in lower-density residential zones.

Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types.

This approach could be implemented through the local zoning or development code. These housing types would be listed as outright allowable uses in appropriate residential zones. These housing types may provide additional affordability and allow more residential units than would be achieved by detached homes alone.

The City has already partially implemented this strategy. The City already allows one accessory dwelling unit for existing single-family units. Tualatin allows duplexes, townhouses, and multifamily housing as a conditional use in the Residential Low Density residential zone. Tualatin allows duplexes, townhouses, and multifamily housing as a permitted use in the Medium-Low Density and Medium-High Density residential zones.

This strategy would move Tualatin toward compliance with the potential requirements of House Bill 2001, which passed during the 2019 legislative session. The bill requires cities within the Metro UGB to allow middle housing types in low-density residential zones. The bill defines middle housing types as:

- (A) duplexes,
- (B) triplexes,
- (C) quadplexes,
- (D) cottage clusters, and
- (E) townhouses.

To comply with House Bill 2001, Tualatin will need to:

- Allow cottage cluster as a housing type in the Residential Low Density residential zone. Tualatin may want to allow cottage cluster housing in the Medium-Low Density and Medium-High Density residential zones. Tualatin will also need to include development standards in the Tualatin Development Code.
- Allow duplexes, townhouses, and multifamily housing as a permitted use in the Residential Low Density residential zone.

[Recommendations 2.1a: Allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in the Residential Low Density residential zone.](#) Tualatin will also need to revise the Development Code to include development standards for these housing types. As part of implementation of House Bill 2001, the Oregon Department of Land Conservation and Development (DLCD) will be developing a model code for cities to accommodate these housing types. Given that the model code may not be available before December 2020 and the deadline for adoption of policies to meet the requirement

of House Bill 2001 is June 30, 2022, Tualatin should begin the process to identify changes necessary to implement House Bill 2001 before the model code is available.

[Recommendations 2.1b:](#) Allow cottage cluster housing in the Medium-Low Density and Medium-High Density residential zones, at densities appropriate for the zones.

Action 2.2. Identify opportunities to increase development of commercial and residential mixed-use development.

One way to provide additional opportunities for housing development, especially multifamily housing development, is through planning for mixed-use development. Tualatin defines mixed-use development as “a tract of land or building or structure with two or more different uses such as, but not limited to residential, office, retail, manufacturing, public or entertainment, in a compact urban form.”

The Economic Opportunities Analysis shows that Tualatin has a small amount of vacant unconstrained commercial land (11 acres). Strategy 5 (redevelopment) recommends identifying opportunities for redevelopment, especially for mixed-use development. Both the Economic Opportunities Analysis and Housing Needs Analysis document the fact that most people who work in Tualatin live elsewhere and that there are relatively few opportunities for housing for people who want to live and work in Tualatin.

One way to increase opportunities for this type of housing is to increase the overall amount of housing affordable to people who work at jobs in Tualatin, much of which will be multifamily housing and should be located near employment centers in Tualatin. Increasing opportunities for mixed-use development can address both of these issues.

[Recommendation 2.2a:](#) Identify opportunities for more mixed-use development, either through rezoning land to a mixed-use zone and/or through redevelopment (consistent with Action 5.1).

Action 2.3. Identify opportunities to allow and support development of innovative housing types.

Some housing types have traditionally not been present in Tualatin, either because they are not allowed or because the market is not developing them. Some innovative housing types may include single-room occupancy (more than four unrelated living in the same dwelling with shared kitchen and bathrooms); reuse of cargo containers for housing; tiny homes (dwelling units between 100 and 500 square feet); and other innovative housing types.

In addition, growth of seniors is increasing demand for single-level single-family detached units to allow seniors to remain in Tualatin as they age. While this type of unit is allowed in Tualatin, little of this housing has been developed over recent years.

Tualatin's land base does not provide opportunity for development of higher-amenity housing on larger lots. This type of housing generally appeals to households with higher incomes. When Tualatin is evaluating opportunities for UGB expansion, there may be opportunities for development of this type of housing in areas where developing higher-density housing is challenging or undesirable, such as on hillsides.

[Recommendation 2.3a: Evaluate allowing and supporting development of other housing types in Tualatin, such as single-room occupancy \(more than four unrelated living in the same dwelling with shared kitchen and bathrooms\); reuse of cargo containers for housing; tiny homes \(dwelling units between 100 and 500 square feet\); and higher amenity housing on larger lots.](#)

Strategy 3: Support development and preservation of housing that is affordable for all households

The following recommended strategy and actions are intended to use a deliberate set of mandates and incentives to support the development of new affordable housing and preserve existing affordable housing.

Issue Statement

Availability of housing that is affordable to households at all income levels is a key issue in Tualatin. For the purposes of this strategy, affordable housing is defined as 1) housing for very low-income and extremely low-income households at 50% or below the median family income (MFI)⁷ (\$41,000 in 2018); 2) housing for low-income households with incomes between 50% and 80% of the MFI (\$41,000 to \$65,000 in 2018); and 3) housing for middle-income households with incomes between 80% and 120% of the MFI (\$65,000 to \$98,000 in 2018).

The City's policy options for providing opportunities to build housing, especially affordable housing (both market-rate and government-subsidized affordable housing) are limited. The most substantial ways the City can encourage development of housing is through ensuring that

⁷ Based on U.S. Department of Housing and Urban Development Median Family Income of \$81,400 for Washington County in 2018.

enough land is zoned for residential development, in addition to assembling and purchasing land for affordable housing development, eliminating barriers to residential development where possible, and providing infrastructure in a cost-effective way.

Based on the actions identified below and the priorities set by decision makers, the City should develop a comprehensive housing strategy that supports the development of long-term (30–60 years) affordable housing that is government-subsidized which is developed by nonprofits, private developers, and/or in partnership between any of the following: public, nonprofit, and/or private developers. The Tualatin Housing Program will use a variety of tools, such as those described in this memorandum, to lower barriers to and encourage affordable housing development.

Goal

The goal of this strategy is to promote more lower-cost housing, with a focus on low and middle-income housing, creating mixed-income neighborhoods. This focus is to ensure that there is housing that is affordable to workers at businesses in Tualatin.

Recommended Actions

Action 3.1. Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County (\$48,900 or less for a household size of four people).

Evaluate policies to support development of low-income housing that would be affordable to households earning less than 80% of the MFI in Washington County (\$65,000 for a household size of four people), many of whom may be eligible for income-restricted housing, which is commonly known as low-income housing. These policies will leverage funds from the Metro Housing Bond (discussed in Strategy 4). Some examples of support include:

- Reducing or waiving systems development charges (SDCs) and Transportation Development Tax (TDT) fees (see Action 3.6).
- Evaluating adoption of a tax exemption program (see Action 3.7).
- Providing density bonuses for development of housing affordable to households with incomes below 60% of the MFI.
- Participating in a land bank for housing affordable to households with incomes below 60% of the MFI (see Action 3.5).
- Evaluating adoption of an inclusionary zoning program to require market-rate development to include some housing affordable to households with incomes below 80% of the MFI.
- Developing an expedited review process for development of affordable housing projects that target housing affordability at 60% of the MFI.

- Partnering with Washington County Housing Services and Oregon Housing and Community Services (OHCS) to identify resources for developing additional housing affordable for household with incomes of below 60% of the MFI.

[Recommendation 3.1a: Develop policies to support development of housing affordable to households with incomes below 60% of the MFI, as part of the City’s program to leverage funds from the Metro Housing Bond.](#)

Action 3.2 Develop policies to support development of housing affordable to people who have incomes between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four in Washington County) and live and work in Tualatin.

Workforce housing is housing that is affordable to households earning between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four in Washington County). An important part of this action is coordinating with economic development planning. In 2017, the average wage for jobs in Tualatin was \$57,300.

Action 3.1 includes housing policies for households earning between 60% and 120% of the MFI. Some additional ways that the City may support development of housing affordable to households with incomes between 60% and 120% of the MFI are:

- Coordinating planning for economic development with planning for residential development to emphasize the growth of jobs that pay at or above Tualatin’s average wage (\$57,300 in 2017).
- Supporting and potentially partnering with employers who are interested in developing an employer-assisted housing program to provide grants or loans to support rehabilitation or new housing development.
- Partnering with Washington County Housing Services and Oregon Housing and Community Services (OHCS) to identify resources for developing additional housing affordable for household with incomes between 80% and 120% of the MFI.
- Participating in a land bank for housing affordable to households with incomes between 80% and 120% of the MFI (see Action 3.5).

[Recommendation 3.2a: Emphasize growth of jobs that pay at or above average wages, as part of the City’s Economic Development Strategy.](#)

[Recommendation 3.2b: Identify opportunities to partner with or support employers who are interested in developing an employer-assisted housing program.](#)

Action 3.3. Develop policies to prevent and address homelessness.

Households earning less than 30% of the MFI (\$24,000 or less for a family of four) are at risk of becoming homeless. They can afford monthly rent of \$600 or less. About 16% of households in Tualatin currently fit into this income category. Tualatin has a deficit of about 1,400 units affordable to households with incomes of \$25,000 or less.

Tualatin can use approaches similar to those in Action 3.1 to support development of housing affordable to these households, including using funds from the Metro Housing Bond. Tualatin can also take the following actions to prevent and address homelessness:

- Develop a strategic plan to address homelessness and strengthen partnerships between the City and service providers who assist people experiencing homelessness.
- Partner with service providers to expand rapid rehousing and permanent supportive housing programs.
- Partner with service providers to support the creation of overnight shelters that provide safe sleeping options for people who are unsheltered. Work with service providers to explore alternatives to congregate shelters.

There are many other actions that Tualatin can take to prevent and address homelessness, such as expansion of transportation options, increasing outreach to the homeless population, partnering with service providers of mental health services, supporting a crisis intervention team, and other services.

[Recommendation 3.3a: Develop policies to prevent and address homelessness.](#)

Action 3.4. Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.

Redevelopment and development of new housing can increase housing costs and displace existing residents. Housing that is currently affordable to households, such as those earning below 60% of the MFI (less than \$48,900 for a household of four) or between 60% and 120% of the MFI (\$48,900 to \$98,000 for a household of four), can become unaffordable as a result of redevelopment and overall increases in housing costs in Tualatin, making it harder for existing residents of Tualatin and people working at businesses in Tualatin to afford to live in Tualatin.

- Identify funding to allocate to housing programs that prevent and alleviate the risk of displacement, such as the funding sources identified in Strategy 4, to fund programs such as the ones below.
- Evaluate the feasibility of developing a housing preservation and development program to assist with capital repairs, façade improvements, or weatherization. Tualatin may consider criteria for funding, such as the property must be regulated affordable or at risk of converting to market rate. Tualatin could consider offering funds to low-cost market-rate properties in need of major structural repairs (in return for the property owner maintaining existing rent levels).
- Partner with organizations to support programs that preserve market-rate housing and affordable housing. These partnerships can include programs such as provision of grants or low-interest loans to support rehabilitation of existing, older single-family detached homes in poor condition, and/or extending existing Low Income Housing Tax Credit projects for an additional term or converting to long-term affordable housing
- Limit condominium conversions. Develop and evaluate requirements for multifamily building owners who want to convert the apartment units to condominiums. Limitations may restrict the conditions under which conversion is allowed, (e.g., based on vacancy rates or tenant consent). Limitations could require that tenants be offered a right of first refusal to purchase their unit, should the owner want to convert their property to a condominium.
- Work with agencies who offer Fair Housing education and enforcement. Provide landlords and tenants with education of rights and responsibilities under Fair Housing Act and provide resources for enforcement actions where Fair Housing law has been violated. Tualatin could provide resources/information about the Housing Choice Voucher Program to reduce the extent to which landlords discriminate against voucher recipients in Tualatin.

[Recommendation 3.4a: Develop policies to prevent displacement of existing residents.](#)

[Recommendation 3.4b: Develop policies to prevent loss of existing affordable housing.](#)

Action 3.5. Partner with organizations to establish a land bank or land trust.

A land bank supports housing affordability by reducing or eliminating land or acquisition costs from a developer's total development budget. Land banks take several forms, but many are administered by a nonprofit or government entity with a mission of managing a portfolio of properties to support a public or community purpose over many years or decades. The land banking process involves key procedural steps, including (1) strategic land and property acquisition, (2) restoration of the property (e.g., clear blight, clear title), and (3) resale to a buyer.

A land trust is similar to land banking in that they participate in strategic land and property acquisition and restoration of the property (e.g., clear blight, clear title). Though instead of ultimately selling the property (land and buildings), the land trust holds the land in perpetuity and sells or leases the buildings. A land trust is typically a private or nonprofit organization that leases or sells the buildings (e.g., dwelling units) sited on the land but owns and manages the land permanently. A land trust can support housing affordability by leasing the dwelling units on their land to income-qualified renters. If the land trust prefers to pursue homeownership objectives, they can enact a deed covenant prior to selling the dwelling units to safeguard lasting affordability for homeowners.

The City's role in a land bank or land trust may include:

- Identifying opportunities to assist with assembly of land into a single tax lot or multiple adjacent tax lots in certain cases (i.e., mixed-use development with more than one developer involved) to support development of affordable housing.
- Identifying surplus publicly-owned properties that could be used for affordable housing and partner with developers of affordable housing (consistent with Actions 3.1 or 3.2).

[Recommendation 3.5a: Determine whether to participate in a land bank or land trust, such as the Proud Ground Community Land Trust, and determine the City's role in the land banking process.](#)

Action 3.6. Evaluate creative system development charge financing opportunities.

Opportunities to change the way that the City collects system development charges (SDC) and the Transportation Development Tax (TDT) include (1) reducing or waiving system development charges for residential development that meets Tualatin's housing needs or goals (such as the development of housing affordable to households earning less than 60% of the MFI [\$48,900 for a household of four]); (2) implementing an SDC financing credit program to incentivize needed housing types; (3) developing a sliding scale of SDC based on the size of the units, charging lower SDC for smaller units; (4) implementing a sole source system development charge program; (5) vesting SDC rates on submission of the complete land use review application to determine the SDC early in the development process; and (6) collecting SDC at completion of construction (prior to issuance of a certificate of occupancy) rather than at issuance of the building permit.

[Recommendation 3.6a: Review options for potential changes to SDC and TDT to determine if one or more of the options above is appropriate for Tualatin and implement changes to SDCs and the TDT, as appropriate.](#)

Action 3.7. Evaluate establishment of a tax exemption program to support development of affordable housing.

Tax exemption programs typically provide exemptions from property taxes for ten years, and for some, up to twenty years. Tax exemption programs include the following:

Program	Vertical Housing Development Zones (VHDZs)	Multiunit Housing (a.k.a. MUPTe)	Low-Income Rental Housing/Nonprofit Corporation Low-Income Housing	Tax Exemption for Newly Rehabilitated or Constructed Multiunit Rental Housing
Eligible Projects/ Properties	Must include at least one “equalized floor” of residential; at least 50% of the street-facing ground floor area must be committed to nonresidential use. Can be new construction or rehabilitation. City can add other criteria.	Housing subject to a housing assistance contract with a public agency; OR housing that meets City-established criteria for design elements benefitting the general public and number of units. May be new construction, addition of units, or conversion of an existing building to residential use.	New rental housing exclusively for low-income households (at or below 60% MFI); rental housing for low-income persons (at or below 60% MFI) that is owned, being purchased, and/or operated by a nonprofit; or land held for affordable housing development.	Newly rehabilitated or constructed multiunit rental housing. Rental units affordable to households with an annual income at or below 120% of MFI.
Eligible Areas	Within designated areas. City may designate any area it chooses. ⁸	Within designated areas. City may designate core areas. Alternatively, the City can designate the entire city and limit the program to affordable housing.	Anywhere in the city	Anywhere in the city
Duration of Tax Exemption/ Abatement	Exemption is for 10 years (this is set in statute, not by the City).	Exemption is for up to 10 years, except for low-income housing, exemption can be extended for as long as the housing is subject to the public assistance contract.	For the low-income rental housing program, exemption lasts 20 years.	City must establish a schedule that provides longer exemptions for projects with more qualifying units, with a maximum of 10 years.
Best Suited for	Encouraging mixed-use development in locations where ground floor commercial uses are essential to the vision and mixed-use is not economically feasible yet.	Encouraging multifamily housing in strategic locations or supporting development of housing affordable households with income of 80% of MFI or lower.	Reducing operating costs for regulated affordable housing affordable at 60% MFI or below.	Incentivizing market-rate/moderate-income multifamily housing development citywide.

Recommendation 3.7a: Review tax exemption options to support development of affordable housing or mixed-use housing to determine if one or more of the options

⁸ The prior statutes governing the VHDZ program specified certain types of areas where VHDZs could be designated. The current version of the statute leaves this decision entirely up to the City. However, logically, the zoning would need to allow both residential and nonresidential uses in order to allow development that could be eligible for VHDZ tax abatement.

above is appropriate for Tualatin and implement the tax exemption program(s) identified as appropriate for Tualatin.

Action 3.8. Ensure that Tualatin has sufficient staff capacity to implement the housing program priorities set by the City Council.

The Housing Strategy presented in this memorandum, and especially the actions presented in Strategy 3 and Strategy 4, will take substantial staff time to evaluate and implement. The City may need additional staffing to implement the Housing Strategy.

Recommendation 3.8a: As the City Council sets priorities for implementation of the Housing Strategy, the Council should work with the City Manager and Community Development Director to determine whether the City will need to add staff to implement the policies in the Housing Strategy.

Strategy 4: Identify Funding Tools to Support Residential Development

The following recommended strategy and actions are intended to consider a range of funding tools that Tualatin may implement and use to support residential development.

Issue Statement

Funding for affordable housing and the infrastructure that serves residential land is becoming increasingly difficult. Cities have adopted a broad range of tools to support affordable housing. The nature of those tools is dependent on local factors: tax base, council support, competing priorities, etc.

Funding affordable housing programs from existing revenue sources may be challenging. Supplemental tools will be necessary if the City wants to support residential development.

Goal

Explore creative and sound ways to support development of affordable housing and infrastructure development.

Recommended Actions

Action 4.1. Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing.

Evaluate opportunities to use leveraged funds from the Metro Housing Bond to support development of affordable housing. The Metro Housing Bond is for \$652.8 million, the majority of it will support development of at least 3,900 new affordable units. Most of the new units will be affordable to households with income below 60% of the MFI (\$48,600 for a family of four) or less. Funds from the bond measure can be used for building new affordable units, housing purchase and rehabilitating existing housing, buying land for new affordable housing, and producing affordable homeownership units.

Washington County has been allocated \$118.9 million from the bond. The County's draft Local Implementation Strategy allocates Tualatin \$17.5 million for new construction of about 175 units

of housing affordable for individuals and families. In addition, the County anticipates \$30.6 million in additional funds for Tualatin to support this housing development from sources such as Low Income Housing Tax Credits (LIHTC), private resources such as loans from private banks, property tax exemptions, Washington County HOME Partnership Investment Program funds, Washing County Housing Production Opportunity Fund, and resources from partner jurisdictions (such as fee waivers or exemptions, donated or discounted land, grants, or other resources).

The programs discussed in Strategy 3 (especially in Actions 3.1, 3.4, and 3.7) are ways that the City can support and leverage funding from the Metro Housing Bond. In addition, Actions 4.2 (Urban Renewal) and 4.3 (CET) can also leverage funding from the Metro Housing Bond.

[Recommendation 4.1a: Evaluate opportunities, such as housing development incentives \(from Strategy 3\), to use leveraged funding from the Metro Housing Bond to support the development of affordable housing.](#)

Action 4.2. Evaluate establishing an urban renewal district.

As the City evaluates establishing a new urban renewal district (which is currently an ongoing process within the City), evaluate opportunities to support development of affordable housing programs (Strategy 3) funded through urban renewal. The City should also evaluate development of infrastructure (Strategy 1) and redevelopment opportunities (Strategy 5) to support residential development.

Tax increment finance revenues (TIFs) are generated by the increase in total assessed value in an urban renewal district (from the time the district is first established). As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off the bonds. Over the long term (most districts are established for a period of twenty or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments:

- Redevelopment projects, such as mixed-use or infill housing developments
- Economic development strategies, such as capital improvement loans for small or start-up businesses that can be linked to family-wage jobs
- Streetscape improvements, including new lighting, trees, and sidewalks
- Land assembly for public as well as private reuse
- Transportation enhancements, including intersection improvements
- Historic preservation projects
- Parks and open spaces

As the City continues its ongoing evaluation of establishing a new urban renewal district, the City should consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of the MFI (\$48,600 for a household of four). Cities primarily use urban renewal funds to support the development of affordable housing by purchasing land and accepting development proposals on that land. Cities typically require some percentage of housing to be affordable, or they make the inclusion of affordable housing a criterion for the evaluation of development proposals.

In addition, cities use urban renewal funds to directly invest in infrastructure projects that benefit housing development.

[Recommendation 4.2a](#): As the City continues its ongoing evaluation of establishing a new urban renewal district, the City should consider including urban renewal projects that support development of multifamily housing affordable for households earning less than 60% of the MFI.

Action 4.3. Evaluate implementation of a construction excise tax.

The construction excise tax (CET) is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533, which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction.

The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:

- 50% must be used for developer incentives (e.g., fee and SDC waivers, tax abatements, etc.).
- 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction.
- 15% flows to Oregon Housing and Community Services for homeowner programs.

If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives, while the remaining 50% is unrestricted. The rate may exceed 1% if levied on commercial or industrial uses.

[Recommendation 4.3a](#): Evaluate implementation of a CET, starting with an analysis of the financial capacity of a CET based on historical construction rates and the amount of the CET. The fiscal potential will provide a foundation that (1) helps determine whether a CET would generate enough revenue to make an impact, and (2) helps focus discussion on how the City could generate the best return on investment of CET funds.

Strategy 5: Identify Redevelopment Opportunities

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

Issue Statement

Tualatin has a deficit of land for housing, a deficit of 109 dwelling units in the Medium High Density Residential designation and a deficit of 101 dwelling units in the High Density / High-Rise Residential designation. Some (or perhaps all) of this deficit could be accommodated through redevelopment of existing areas within Tualatin, where there are opportunities to increase the intensity of land uses. Redevelopment may also provide opportunities for the development of mixed-use areas that are more walkable, have amenities that households frequently access (e.g., schools, medical facilities, parks, retail, restaurants, and other services), and have access to transit, consistent with the actions in Strategy 6.

Redevelopment may require actions from other strategies, such as increasing allowable densities, up-zoning, density bonuses for affordable housing, land assembly, reduced parking requirements, tax abatement programs to support housing development, and funding support such as an urban renewal district.

As the City plans for redevelopment, it should be sensitive to the potential for displacement of existing residents. Action 3.4 includes measures to mitigate displacement resulting from redevelopment.

Goal

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

Recommended Actions

Action 5.1. Identify districts within Tualatin with opportunities for redevelopment for housing and employment uses.

A key finding of the Housing Needs Analysis is that Tualatin has limited land for development of multifamily housing and projects deficits of land to accommodate new housing in the Medium High Density and High Density / High Rise plan designations. The Economic Opportunities Analysis finds that Tualatin has limited land for commercial development and projects a substantial deficit of land to accommodate new housing.

The City should identify three to four areas within Tualatin for redevelopment into mixed-use areas, with a mixture of higher-density housing and employment uses such as retail, office, and commercial services. For example, some areas that may be appropriate for redevelopment include the Commons, areas near key transit stops, and the area west of 6th Street/east of 90th Street/north of Sagert Street. In selecting areas ripe for redevelopment, the City should consider whether economic conditions support redevelopment and landowner attitudes to redevelopment, and it should also set criteria based on transportation and transit connections and proximity to existing employment centers.

The City should engage the community in developing a vision for redeveloping the selected areas. The planning to implement this vision could be developed through redevelopment plans that show how the property will be redeveloped into a vibrant area with a mixture of uses, connections with Tualatin's automotive and pedestrian/bicycle transportation networks, and a variety of housing types. The redevelopment plans should include working with landowners to ensure they are supportive of the plans, as well as involving stakeholder and citizen input into the vision for the district and development of the redevelopment plans.

The City should consider opportunities to support redevelopment, such as urban renewal (Action 4.2), to address infrastructure deficiencies or to support development of affordable housing, funding from the Metro Housing Bond (Action 4.1) for affordable housing development, land banking (Action 3.5), opportunities to reduce SDCs (Action 3.6), and property tax exemptions (Action 3.7) to support housing development.

[Recommendation 5.1a: Initiate a process to identify opportunities for redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.](#)

Action 5.2. Support redevelopment of underutilized commercial buildings for housing.

Tualatin has several underutilized commercial buildings, such as stores that have closed, that may be appropriate for redevelopment. The City should work with landowners to evaluate opportunities for redeveloping vacant buildings for new housing.

The City should consider opportunities to support redevelopment of underutilized commercial buildings, such as urban renewal, to address infrastructure deficiencies or support development of affordable housing, such as the Metro Housing Bond (Action 4.1) or property tax abatements (Action 3.7).

[Recommendation 5.2a: Identify underutilized commercial areas that are ripe for redevelopment and work with landowners and developers to support redevelopment.](#)

Strategy 6: Ensure There are Connections between Planning for Housing and Other Community Planning

This strategy focuses on actions that are intended to ensure coordination between planning for housing and other community planning, such as transportation planning or neighborhood planning.

Issue Statement

Discussions of residential development led to discussions of the design of neighborhoods and connectivity in Tualatin and a desire for more deliberate planning of new residential development to integrate multiple modes of transportation, access to parks and schools, and retail and services in or near neighborhoods. Given that large parts of Tualatin are already built out, this type of planning will need to consider long-term redevelopment opportunities to retrofit the existing built environment into neighborhoods with these characteristics.

This type of planning should occur with attention paid to equity issues, ensuring that neighborhoods with these characteristics are developed in a way that does not displace existing households and provides opportunity for housing for all residents of Tualatin, regardless of income, age, or race/ethnicity. This implies development of neighborhoods with a mixture of incomes, homeowners and renters, and a mixture of housing types (i.e., both single-family detached housing and attached or multifamily housing).

Goal

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

Recommended Actions

Action 6.1. Ensure that updates to the Transportation System Plan are coordinated with planning for residential growth

The next update to the Transportation System Plan (TSP) should coordinate planning for housing, as well as employment growth, with transportation planning, providing for opportunities for more intensive multifamily development where there is sufficient capacity for automotive and transit capacity. The redevelopment areas (Action 5.1) should be planned for in areas where there is higher capacity for automotive and transit, as well as being connected by pedestrian and bicycle trails.

The update to the TSP ensures there are additional opportunities to decrease dependence on automotive transportation, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). The TSP update should also identify opportunities to address capacity issues on Tualatin's roads to ease congestion and make traveling by car within and outside of Tualatin easier.

[Recommendation 6.1a: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing, such as increased focus on development in](#)

walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit).

[Recommendation 6.1b:](#) Evaluate opportunities to expand transit and improve transportation connectivity in Tualatin, particularly from the future Southwest Corridor station in Bridgeport to the Tualatin’s Town Center and vital services, and out to the neighborhoods.

[Recommendation 6.1c:](#) Evaluate opportunities for planning transit-oriented development as transit becomes more available in Tualatin, consistent with redevelopment planning.

[Recommendation 6.1d:](#) Develop a bicycle and pedestrian plan for Tualatin to increase connectivity within Tualatin.

Action 6.2. Coordinate planning for economic development with housing planning.

Tualatin has a jobs-housing imbalance, with more jobs than residents in Tualatin. The other strategies in this memorandum are intended to support development of housing that is affordable to people who work at businesses in Tualatin (the average wage was \$57,300 in 2017), such as Action 3.2. The City should evaluate opportunities to support development of housing that is affordable to workers at businesses in Tualatin to ensure that people who work in Tualatin have the opportunity to live in Tualatin. As part of this evaluation, the City should identify opportunities for residential development closer to jobs in Tualatin, to make it easier for people to walk, bicycle, or use transit to get to work. These opportunities are parts of the strategies throughout this memorandum.

[Recommendation 6.2a:](#) Ensure the City includes housing planning for housing that is affordable to people who work at businesses in Tualatin.

Action 6.3. Develop a design and planning framework for “ten-minute neighborhoods” that include a mixture of uses.

The City should develop a framework for development of mixed-use neighborhoods that results in neighborhoods where residents have easy, convenient access to many of the places and services they use daily without relying heavily on a car. The framework would include the following elements: walkable neighborhoods with access to transit, nearby parks (i.e., within one-quarter mile), neighborhood retail and restaurants, and near schools. The neighborhood would have higher concentrations of people and would be complete with sidewalks, bike lanes, and bus routes that support a variety of transportation options. The design of the neighborhood should integrate design standards that promote public safety. In larger cities, these are referred to as “twenty-minute neighborhoods,” but given Tualatin’s smaller size, the scale might be more like “ten-minute neighborhoods.”

[Recommendation 6.3a:](#) Develop a framework for mixed-use neighborhoods that includes the elements that residents need for day-to-day life.

Action 6.4. Support sustainable development practices.

Sustainable development practices are environmentally responsible and resource-efficient building practices that range from building design, building construction, and building operations and maintenance. Examples of sustainable building practices include certification programs such as Leadership in Energy and Environmental Design (LEED) or National Green Building Standard.

The City could support sustainable development practices by offering incentives for certified buildings, or the City could require that new buildings adhere to specified sustainable building practices.

The trade-off with some types of sustainable building practices is that they can increase development costs (especially over the short run) and may make it more difficult to develop housing affordable for middle and lower-income households. Over the long run, some sustainable building practices pay for themselves with decreased operational costs (such as energy-efficient features that reduce heating and cooling costs).

[Recommendation 6.4a: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.](#)

Appendix A: Tualatin's Existing Comprehensive Plan Policies

Section 4.050 General Growth Objectives.

The following are general objectives used as a guide to formulate the Plan. The objectives are positive statements to describe the Plan's intent to:

- (1) Provide a plan that will accommodate a population range of 22,000 to 29,000 people.
- (2) Cooperate with the Metropolitan Service District to reach regional consensus on population growth projections within the Tualatin area.
- (3) Conform to Metropolitan Service District (Metro) procedures for initiating amendments to the Metro Urban Growth Boundary.
- (4) Provide a plan that will create an environment for the orderly and efficient transition from rural to urban land uses.
- (5) Convert agricultural land only if needed for urban uses.
- (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.
- (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.
- (8) Define the urban growth boundary.
- (9) Prepare a plan providing a variety of living and working environments.
- (10) Encourage the highest quality physical design for future development.
- (11) Coordinate development plans with regional, state, and federal agencies to assure consistency with statutes, rules, and standards concerning air, noise, water quality, and solid waste. Cooperate with the U.S. Fish and Wildlife Service to minimize adverse impacts to the Tualatin River National Wildlife Refuge from development in adjacent areas of Tualatin.
- (12) Adopt measures protecting life and property from natural hazards such as flooding, high groundwater, weak foundation soils and steep slopes.
- (13) Develop regulations to control sedimentation of creeks and streams caused by erosion during development of property.
- (14) Develop a separate growth program that controls the rate of community growth and is acceptable to the Land Conservation and Development Commission.
- (15) Arrange the various land uses in a manner that is energy efficient.

- (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.
- (17) Maintain for as long a period as possible a physical separation of non-urban land around the City so as to maintain its physical and emotional identity within urban areas of the region.
- (18) Fully develop the industrial area located in Washington County west of the City only when adequate transportation facilities are available and the area has been annexed to the City and served with water and sewer services.
- (19) Cooperate with Washington County to study the methods available for providing transportation, water and sewer service to the industrial area west of the City, designating this area as a special study area.
- (20) Initiate annexation of property within the Urban Growth Boundary planned for residential development only when petitioned to do so by owners of the affected property, including cases involving unincorporated "islands" of property surrounded by land annexed previously.
- (21) Territories to be annexed shall be in the Metro Urban Growth Boundary.
- (22) Address [Metro's Urban Growth Management Functional Plan, Title 13](#), Nature in Neighborhoods, through the conservation, protection and restoration of fish and wildlife habitat, including Metro's Regionally Significant Fish and Wildlife Habitat, through the Tualatin Basin Natural Resource Coordinating Committee and the Tualatin Basin Program.

(a) Support and implement the elements of the Tualatin Basin Program to:

- (i) Develop and adopt local policies and regulations to implement the provisions of the Tualatin Basin Program.
- (ii) Adopt low impact development (LID) provisions to reduce environmental impacts of new development and remove barriers to their utilization.
- (iii) Coordinate with Clean Water Services (CWS) to implement their Healthy Streams Action Plan and other programs such as their Stormwater Management Plan and Design and Construction Standards.
- (iv) Coordinate with CWS, Metro and others to develop and support the funding, voluntary and educational components of the Tualatin Basin Program.
- (v) Coordinate with CWS, Metro and others to develop and support the monitoring and adaptive management components of the Tualatin Basin Program.

(b) Continue active participation in the Tualatin Basin Natural Resources Coordinating Committee and the Steering Committee to support and implement the Tualatin Basin Program.

(c) Coordinate with CWS and Metro to update Metro's Regionally Significant Fish and Wildlife Habitat Inventory Map. Changes to the Inventory Map will be on-going as on-site inventories are conducted as part of private and public construction projects.

(d) Support and implement provisions allowing public access to planned public facilities.

Section 5.030 General Objectives.

The following are general objectives used to guide the development of the residential housing element of the Plan. They describe the Plan's intent to:

- (1) Provide for the housing needs of existing and future City residents.
- (2) Provide housing opportunities for residents with varied income levels and tastes that are esthetically and functionally compatible with the existing community housing stock.
- (3) Cooperate with the Housing Authority of Washington County and the Housing Division of Clackamas County to identify sites, projects and developers to provide the City's fair share of assisted housing units for low and moderate income households, and participate in the region's Housing Opportunity Plan.
- (4) Locate higher density development where it is convenient to the City's commercial core, near schools, adjacent to arterial and collector streets and, as much as possible, in areas with existing multi-family housing and provide residential opportunities in selected commercial areas through the Mixed Use Commercial Overlay District.
- (5) Provide areas that are suitable for manufactured dwelling parks and areas that are suitable for subdivisions that will accommodate manufactured homes.
- (6) Provide areas that will accommodate small-lot subdivisions.
- (7) Develop specific and enforceable design standards for multi-family developments, town-houses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.
- (8) Encourage owner occupancy of multi-family developments and other housing units within the City.
- (9) Encourage subdividers and other residential developers to consider the need for solar access on residential construction sites.

(10) Provide for the raising of agricultural animals and agricultural structures in areas that are presently used for this purpose and that are not buildable due to their location in the 100-year flood plain.

(11) Require that all residential development adjacent to Expressways be buffered from the noise of such Expressways through the use of soundproofing devices such as walls, berms or distance. Density transfer to accommodate these techniques is acceptable.

(12) Encourage the development of attached housing in accordance with the RML Planning District in the area of the Norwood Expressway/Boones Ferry Road intersection.

(13) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

(15) Protect adjacent land uses from noise impacts by adopting industrial noise standards.

(16) Protect the Tonquin Scablands from adverse impacts of adjacent development. This includes the main Scabland area in the vicinity of the Burlington Northern Railroad tracks which is preserved through the use of the Wetlands Protection District and the Greenway and Riverbank Protection District. This also includes other elements of the Scabland formations found farther to the east. These latter areas will be preserved on a case-by-case basis as development occurs through preservation in their natural state, allowing residential density transfer through the small lot subdivision, common wall housing, and condominium conditional use processes.

(17) Protect wooded areas identified on the Natural Features Map found in the Technical Memorandum by requiring their preservation in a natural state, by integrating the major trees into the design of the parking lots, buildings, or landscaping areas of multi-family complexes and non-residential uses, or in low density areas through the small lot, common wall, or condominium conditional use. If it is necessary to remove a portion or all of the trees, the replacement landscape features shall be subject to approval through the Architectural Review process, except for conventional single family subdivisions.

Appendix B: Housing Policy Tools to Address Needs

This appendix presents the information provided to the CAC in the memorandum Housing Policy Tools to Address Needs (dated May 16, 2019).

The City of Tualatin contracted ECONorthwest to develop a Housing Needs Analysis and a Housing Strategy for Tualatin. The Housing Needs Analysis will determine whether the City of Tualatin has enough land to accommodate 20-years of population and housing growth. It will characterize housing affordability problems and identify gaps in housing affordability in Tualatin. The Housing Needs Analysis will provide the basis for an update to the City's Comprehensive Plan Housing Element, as well as development of an action plan to implement the housing policies (i.e. the Housing Strategy).

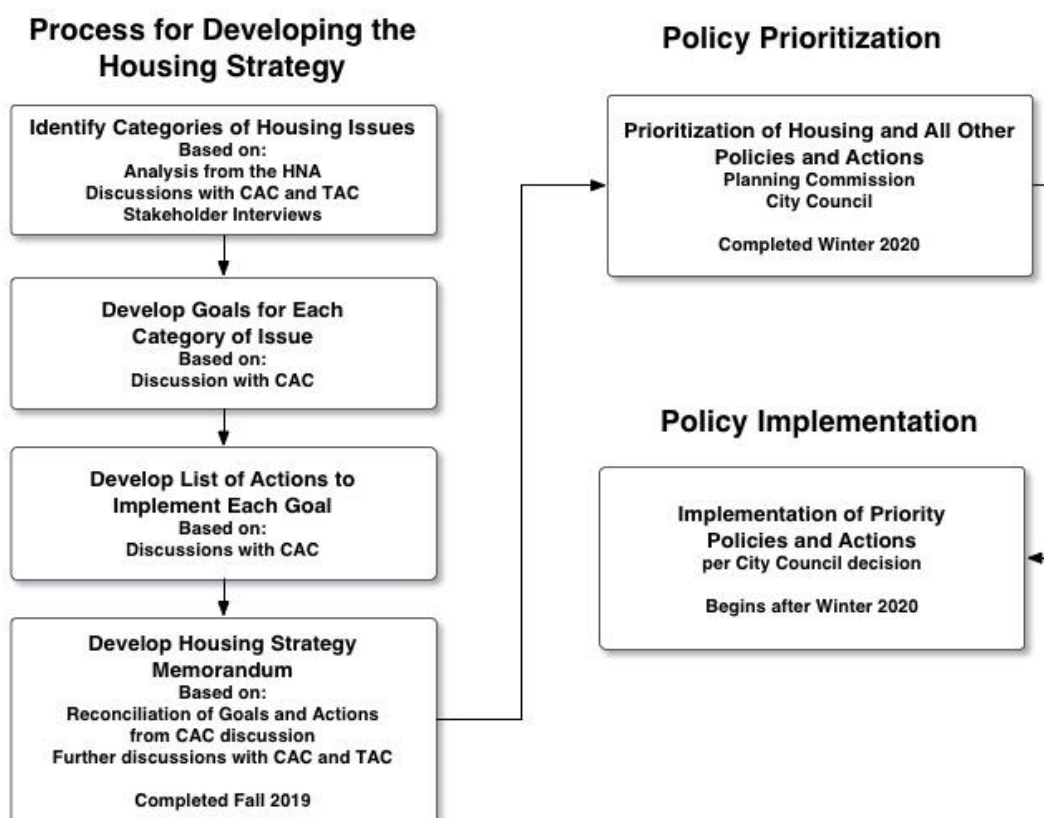
This memorandum provides a range of housing policy options for the City of Tualatin to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- Land Use Regulations
- Increase Housing Types
- Financial Assistance to Homeowners and Renters
- Lower Development or Operational Costs
- Funding Sources to Support Residential Development

The intention of this memorandum is to provide a toolbox of potential policies and actions that the City can use to address strategic issues. Exhibit 1 illustrates the process for developing the housing strategy and incorporating the strategy into the broader Tualatin 2040 process. Through this project, the CAC and TAC will provide feedback and recommendations that will be used to develop the Tualatin Housing Strategy. The May 23 CAC meeting will begin this process with the following steps: (1) identify categories of housing issues, (2) develop goal(s) to address each category of issue, and (3) developing a list of actions to implement each goal. At a subsequent CAC meeting, we will discuss one or more drafts of the Housing Strategy memorandum, which will document the housing issues, goals, and actions.

After the conclusion of this project, the Housing Strategy will be combined with other policies and actions and will be prioritized by the Tualatin Planning Commission and City Council. The policies and actions will be implemented per the Tualatin City Council's direction once prioritization is completed.

Exhibit 1. Process for developing and implementing the housing strategy



Options for Housing Policy Tools

This memorandum provides the City with information about potential policies that could be implemented in Tualatin to address the City’s housing needs. Implementing some of the strategies in this memorandum may be beyond Tualatin’s current staff or financial resources.

For many of the policy tools described below, we give an approximate scale of impact. **The purpose of the scale of impact is to provide some context for whether the policy tool generally results in a little or a lot of change in the housing market.** The scale of impact depends on conditions in the City, such as other the City’s other existing (or newly implemented) housing policies, the land supply, and housing market conditions. We define the scale of impact as follows:

- A **small** impact may not directly result in development of new housing or it may result in development of a small amount of new housing, such as 1% to 3% of the needed housing (which is 10 to 30 dwelling units for Tualatin). In terms of housing affordability, a small impact may not improve housing affordability in and of itself. A policy with a small impact may be necessary but not sufficient to increase housing affordability.
- A **moderate** impact is likely to directly result in development of new housing, such as 3% to 5% of needed housing (which is 30 to 50 dwelling units for Tualatin). In terms of

housing affordability, a moderate impact may not improve housing affordability in and of itself. A policy with a moderate impact may be necessary but not sufficient to increase housing affordability.

- A **large** impact is likely to directly result in development of new housing, such as 5% to 10% (or more) of needed housing (which is 50 to 100 dwelling units for Tualatin). In terms of housing affordability, a **large** impact may improve housing affordability in and of itself. A policy with a large impact may still need to work with other policies to increase housing affordability.

Land Use Regulations

The following policies focus on ways in which the City can modify its current land use regulations in order to increase housing affordability and available housing stock. Policies are broken into two categories: those that affect regulatory changes, and those which increase the land available for housing.

Strategy Name	Description	Scale of Impact
Regulatory Changes		
Administrative and Procedural Reforms	<p>Regulatory delay can be a major cost-inducing factor in development. Oregon has specific requirements for review of development applications. However, complicated projects frequently require additional analysis such as traffic impact studies, etc.</p> <p>A key consideration in these types of reforms is how to streamline the review process and still achieve the intended objectives of local development policies.</p>	<p>Scale of Impact - Small. The level of impact on production of housing and housing affordability will be small and will depend on the changes made to the city's procedures. Streamlining procedures may be necessary but not sufficient to increase housing production on its own.</p>
Expedited / Fast-tracked Building Permit	<p>Expedite building permits for pre-approved development types or building characteristics (e.g. green buildings).</p> <p>City of Bend offers expedited review and permitting for affordable housing. Any residential or mixed-use development that receives local, state or federal affordable housing funding is eligible to receive a written decision by the Planning Department within two weeks of the date of submittal. For projects that require more complex planning review, a decision will be written or the first public hearing will be held within six weeks of the date of submittal.</p>	<p>Scale of Impact - Small. Expedited permit processing will benefit a limited number of projects. It may be necessary but not sufficient to increase housing production on its own.</p>
Streamline Zoning Code and other Ordinances	<p>Complexity of zoning, subdivision, and other ordinances can make development more difficult, time consuming, and costly. Streamlining development regulations can result in increased development.</p> <p>As part of the streamlining process, cities may evaluate potential barriers to affordable workforce housing and multifamily housing. Potential barriers may include: height limitations, complexity of planned unit development regulations, parking requirements, and other zoning standards.</p> <p>Many of the remaining tools in this section focus on changes to the zoning code.</p>	<p>Scale of Impact - Small to moderate. The level of impact on production of housing and housing affordability will depend on the changes made to the zoning code and other ordinances.</p>

Strategy Name	Description	Scale of Impact
Allow Small Residential Lots	<p>Small residential lots are generally less than 5,000 sq. ft. and sometimes closer to 2,000 sq. ft. This policy allows individual small lots within a subdivision. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances.</p> <p>This policy is intended to increase density and lower housing costs. Small-lots limit sprawl, contribute to a more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types.</p> <p>Cities across Oregon allow small residential lots, including many cities in the Metro area.</p>	<p>Scale of Impact – Small to moderate. Cities have adopted minimum lot sizes as small as 2,000 sq. ft. However, it is uncommon to see entire subdivisions of lots this small. Small lots typically get mixed in with other lot sizes. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Mandate Maximum Lot Sizes	<p>This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.</p> <p>This approach ensures minimum densities in residential zones by limiting lot size. It places bounds on building at less than maximum allowable density. Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources, and reduce sprawl development.</p> <p>This tool is used by some cities but is used less frequently than mandating minimum lot sizes.</p>	<p>Scale of Impact—Small to moderate. Mandating maximum lot size may be most appropriate in areas where the market is building at substantially lower densities than are allowed or in cities that do not have minimum densities.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Strategy Name	Description	Scale of Impact
Mandate Minimum Residential Densities	<p>This policy is typically applied in single-family residential zones and places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multifamily zones, they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones.</p> <p>This policy increases land-holding capacity. Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. They reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective.</p> <p>Mandating minimum density is generally most effective in medium and high density zones where single-family detached housing is allowed. The minimum density ensures that low-density single-family housing is not built where higher-density multifamily housing could be built.</p>	<p>Scale of Impact—Small to moderate. Increasing minimum densities and ensuring clear urban conversion plans may have a small to moderate impact depending on the observed amount of “underbuild” and the minimum density standard.</p> <p>For cities that allow single-family detached housing in high density zones, this policy can result in a moderate or larger impact.</p>
Increase Allowable Residential Densities	<p>This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development codes. This strategy is most commonly applied to multifamily residential zones.</p> <p>For cities with maximum densities, consider removing maximum allowable densities. This change may be most relevant.</p> <p>Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective.</p>	<p>Scale of Impact—Small to moderate. This tool can be most effective in increasing densities where very low density is currently allowed or in areas where a city wants to encourage higher density development.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Strategy Name	Description	Scale of Impact
Allow Clustered Residential Development	<p>Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.</p>	<p>Scale of Impact—Moderate. Clustering can increase density, however, if other areas of the site that could otherwise be developed are not developed, the scale of impact can be reduced.</p>
Reduced Parking Requirements	<p>Jurisdictions can reduce or eliminate minimum off-street parking requirements, as well as provide flexibility in meeting parking requirements. Reducing parking requirements positively impact development of any type of housing, from single-family detached to multifamily housing.</p> <p>Reduced parking requirements are most frequently used in conjunction of development of subsidized affordable housing, but cities like Portland have reduced or eliminated parking requirements for market-based multifamily housing in specific circumstances.</p> <p>City of Bend offers parking reductions for affordable housing and transit proximity. Parking for affordable housing units is 1 space per unit regardless of size, compared to 1 space per studio or 1 bedroom unit, 1.5 spaces per 2-bedroom unit, and 2 spaces per 3- or more bedroom unit for market-rate multifamily development or 2 spaces per market rate detached dwelling unit. Affordable housing units must meet the same eligibility criteria as for other City of Bend affordable housing incentives</p> <p>City of Portland offers parking exceptions for affordable housing and sites adjacent to transit. The City of Portland allows housing developments that meet the inclusionary zoning requirements to reduce parking requirements to zero if located near frequent transit service, and to exclude the affordable housing units from parking requirements for developments located further from frequent transit service. The City also allows market rate housing developments located near frequent transit service to provide little or no parking, depending on the number of units in the development.</p>	<p>Scale of Impact—Small to moderate.</p> <p>The City could require the developer to prove the need and public benefit or reducing parking requirements to increase housing affordability.</p> <p>Reducing parking requirements can have a moderate to large impact on housing affordability if little or no parking is required.</p>

Strategy Name	Description	Scale of Impact
Reduce Street Width Standards	<p>This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. This strategy could be applied to alleys, when required, to ensure that alleys are relatively narrow to reduce development and maintenance costs.</p> <p>Narrower streets make more land available to housing and economic-based development. Narrower streets can also reduce long-term street maintenance costs.</p>	<p>Scale of Impact—Small. This policy is most effective in cities that require relatively wide streets.</p>
Preserving Existing Housing Supply	<p>Housing preservation ordinances typically condition the demolition or replacement of certain housing types on the replacement of such housing elsewhere, fees in lieu of replacement, or payment for relocation expenses of existing tenants. Preservation of existing housing may focus on preservation of smaller, more affordable housing. Approaches include:</p> <ul style="list-style-type: none"> • Housing preservation ordinances • Housing replacement ordinances • Manufactured home preservation • Single-room-occupancy ordinances • Regulating demolitions 	<p>Scale of Impact—Small to moderate. Preserving small existing housing can make a difference in the availability of affordable housing in a city but it is limited by the existing stock housing, especially smaller, more affordable housing. Cities with older housing stock are more likely to benefit from this policy.</p>

Strategy Name	Description	Scale of Impact
Inclusionary Zoning	<p>Inclusionary zoning policies tie development approval to, or provide regulatory incentives for, the provision of low- and moderate-income housing as part of a proposed development. Mandatory inclusionary zoning requires developers to provide a certain percentage of low-income housing. Incentive-based inclusionary zoning provides density or other types of incentives.</p> <p>The price of low-income housing passed on to purchasers of market-rate housing. Inclusionary zoning impedes the "filtering" process where residents purchase new housing, freeing existing housing for lower-income residents.</p> <p>Oregon's inclusionary zoning laws apply to structures with 20 or more multifamily units, with inclusion of units that are affordable at 80% of the median family income of the city.</p> <p>The City of Portland has implemented an inclusionary zoning program. While Portland's inclusionary zoning program is resulting in production of affordable multifamily units, there is considerable discussion and disagreement about the impact of number of multifamily units being built and potential changes in the location of units.</p>	<p>Scale of Impact—Small to moderate. Inclusionary zoning has recently been made legal in Oregon. The scale of impact would depend on the inclusionary zoning policies adopted by the city.</p>

Increasing Land Available for Housing		
<p>Re-designate or rezone land for housing</p>	<p>The types of land rezoned for housing are vacant or partially vacant low-density residential and employment land rezoned to multifamily or mixed use. In rezoning land, it is important to choose land in a compatible location, such as land that can be a buffer between an established neighborhood and other denser uses or land adjacent to existing commercial uses. When rezoning employment land, it is best to select land with limited employment capacity (i.e., smaller parcels) in areas where multifamily housing would be compatible (i.e., along transit corridors or in employment centers that would benefit from new housing). This policy change increases opportunity for comparatively affordable multifamily housing and provides opportunities for mixing residential and other compatible uses.</p> <p>Cities across Oregon frequently re-zone and re-designate land to address deficits of land for new housing.</p>	<p>Scale of Impact - Small to large. Scale of impact depends on the amount and location of land rezoned and the densities allowed on the rezoned land.</p>
<p>Encourage multifamily residential development in commercial zones</p>	<p>This tool seeks to encourage denser multifamily housing as part of mixed-use projects in commercial zones. Such policies lower or eliminate barriers to residential development in commercial or mixed-use zones. They include: eliminating requirements for non-residential uses in commercial zones (e.g., requirements for ground floor retail) or requiring minimum residential densities. This policy can increase opportunities for multifamily development on commercial or mixed-use zones or increase the density of that development.</p> <p>Cities across Oregon frequently encourage multifamily housing development in commercial zones, either as stand-alone residential buildings or as mixed-use buildings.</p>	<p>Scale of Impact – Small to moderate. Many cities already encourage multifamily housing in commercial zones. Further encouraging multifamily housing in commercial zones would likely have a small impact, as multifamily housing is allowed in many of the commercial areas where it would be desirable. Unless it is publicly subsidized, mixed-use development generally results in relatively costly housing because ground floor commercial development is relatively expensive.</p>

<p>Transfer or Purchase of Development Rights</p>	<p>This policy is intended to move development from sensitive areas to more appropriate areas. Development rights are transferred to “receiving zones” and can be traded and can increase overall densities. This policy is usually implemented through a subsection of the zoning code and identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed).</p> <p>Transfer of development rights is done less frequently in Oregon, as cities generally zone land for higher density housing where they would like it to occur. This policy is frequently used by cities outside of Oregon.</p>	<p>Scale of Impact - Small to moderate. Actual impact will depend on the extent to which the policy is used. TDRs may have little impact on overall densities since overall density is not changed; rather it is moved around. TDRs can be used to encourage higher densities in selected areas.</p>
<p>Provide Density Bonuses to Developers</p>	<p>The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired areas, provided certain requirements are met. This strategy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.</p> <p>Bonus densities can also be used to encourage development of low-income or workforce affordable housing. An affordable housing bonus would allow for more housing units to be built than allowed by zoning if the proposed project provides a certain number of affordable units.</p> <p>City of Bend offers affordable housing density and height bonuses. Qualifying affordable housing projects are eligible for a 10-foot building height bonus for multifamily housing when affordable housing units are gained and for a density bonus. The density increase is based on the percentage of affordable housing units within the proposed development: if 10% of the units are affordable, the maximum density is 110% of the standard maximum density. The maximum density bonus is 50% above the base density. Qualifying projects must be affordable to households at or below 60% of the AMI for rental housing and at or below 80% of the AMI for ownership housing, and require development agreements and restrictions to ensure continued affordability.</p> <p>Ashland has four different density bonuses, one of which is for development of affordable housing at higher densities and another for energy-efficient housing. Affordable housing projects meeting eligibility requirements (including rental housing affordable to households at or below 60% of AMI or ownership housing affordable to households at or below 80% of AMI for a minimum of 30 years) receive a density bonus</p>	<p>Scale of Impact – Small to moderate. Cities provide density bonuses on a case-by-case basis, which results in a small and sometimes moderate impact in many cities. Density bonuses can have a greater impact on housing affordability when the bonus increases the number of affordable units developed.</p>

	<p>of two units for each affordable housing unit provided, up to a maximum of a 35% increase in density.</p> <p>Kirkland Washington offers density bonuses for duplex, triplex, and cottage homes. Cottage homes (limited to 1,500 square feet of floor area) and two- and three-unit homes (up to 1,000 square feet of floor area average per unit) are allowed at double the density of detached dwelling units in the underlying zone.</p>	
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Increase Housing Types

The following policies focus on ways in which the City can increase the types of housing available in order to increase housing affordability. Policies focus on increasing housing density or the number of residents within existing City lots.

Strategy Name	Description	Scale of Impact
Allow Duplexes, Cottage housing, Townhomes, Row Houses, and Tri- and Quad-Plexes in low density zones	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p> <p>House Bill 2001 may require cities to allow some of these housing types in single-family zones.</p>	<p>Scale of Impact – Small to moderate. Allowing these types of housing in more zoning districts may provide relatively few number of new, relatively affordable, housing opportunities.</p>
Allow Cottage housing, Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses, Cottage Courts, Duplex/Townhouse Courts, & Garden Apartments in	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p>	<p>Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in medium density zones, as well as the types</p>

Strategy Name	Description	Scale of Impact
medium density zones		of housing newly allowed in the medium density zone.
Allow Stacked Townhouses, Garden Apartments and larger-scale Apartments in high density zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in high density zones, as well as the types of housing newly allowed in the high density zone.
Allow Live-Work housing or Mixed-use housing in commercial zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development codes and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities.
Remove barriers to Development of Accessory Dwelling Units (ADUs) in single-family zones	As of July 1, 2018, ORS 197.312 requires cities to allow at least one ADU for each detached single-family dwelling in areas zoned for detached single-family dwellings. Jurisdictions can make development of ADUs more likely by limiting restrictive standards and procedures, such as reducing systems development charges for ADUs, reducing or eliminating parking requirements, or allowing ADUs regardless of where the primary dwelling is owner-occupied.	Scale of Impact - Small. Oregon law recently changed to require cities to allow ADUs.

Strategy Name	Description	Scale of Impact
Allow small or “tiny” homes	<p>“Tiny” homes are typically dwellings that are 500 square feet or smaller. Some tiny houses are as small as 100 to 150 square feet. They include stand-alone units or very small multifamily units.</p> <p>Tiny homes can be sited in a variety of ways: locating them in RV parks (they are similar in many respects to Park Model RVs), tiny home subdivisions, or allowing them as accessory dwelling units.</p> <p>Smaller homes allow for smaller lots, increasing land use efficiency. They provide opportunities for affordable housing, especially for homeowners.</p> <p>Portland and Eugene allow tiny homes as temporary shelter for people experiencing homelessness.</p>	<p>Scale of Impact - Small: Scale of impact depends on regulation of tiny homes, where they are allowed, and market demand for tiny homes.</p>

Lower Development or Operational Costs

The following policies focus on ways in which the City and other entities involved in development can provide financial assistance to lower development or operational costs in a city in order to increase housing affordability and available housing stock.

Strategy Name	Description	Scale of Impact
Programs or policies to lower the cost of development		
Parcel assembly	<p>Parcel assembly involves the city’s ability to purchase lands for the purpose of land aggregation or site assembly. It can directly address the issues related to limited multifamily lands being available in appropriate locations (e.g., near arterials and commercial services). Typical goals of parcel assembly programs are: (1) to provide sites for rental apartments in appropriate locations close to services and (2) to reduce the cost of developing multifamily rental units</p> <p>Parcel assembly can lower the cost of multifamily development because the City is able to purchase land in strategic locations over time. Parcel assembly is often associated with development of affordable housing (affordable to households with income below 60% of MFI), where the City partners with nonprofit affordable housing developers.</p> <p>Parcel assembly can be critically important role for cities to kick start quality affordable housing and work force housing projects that can be positive catalysts too for market rate development.</p>	<p>Scale of Impact - Small to large. Parcel assembly is most likely to have an effect on a localized area, providing a few opportunities for new multifamily housing development over time.</p>

Strategy Name	Description	Scale of Impact
Land Banking	<p>Land banks support housing development by reducing or eliminating land cost from development, with the goal of increasing the affordability of housing. They can take several forms. Many are administered by a non-profit or non-governmental entity with a mission of managing a portfolio of properties to support affordable housing development over many years or decades. Ideally, a land bank is set up to manage financial and administrative resources, including strategic property disposal, for the explicit purpose of supporting affordable housing development. Cities can partner with non-profits or sometimes manage their own land banks. Cities may also donate, sell, or lease publicly-owned land for the development of affordable housing even without a formal 'land bank' organization.</p> <p>Land banks are purposed for short-term ownership of lands. Lands acquired are often vacant, blighted, or environmentally-contaminated. Land banks may also acquire lands with title defects or of which derelict structures sit. Lands are eventually transferred to a new owner for reuse and redevelopment.</p>	<p>Scale of Impact - Small to large. A land bank will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>
Land Trusts	<p>A land trust is typically a nonprofit organization that owns land and sells or leases the housing on the land to income-qualified buyers. Because the land is not included in the housing price for tenants / buyers, land trusts can achieve below-market pricing. Land trusts are most commonly used as a method for supporting affordable home ownership goals.</p> <p>Land trusts are purposed for long-term stewardship of lands and buildings. Lands / buildings acquired may have need for remediation or redevelopment. Lands / buildings may have also been acquired to preserve affordability, prevent deferred maintenance, or protect against foreclosure</p> <p>Proud Ground (Portland Metro Area) was founded in 1999 and has grown into one of the largest community land trusts in the country. The organization focuses on affordable homeownership and controls ground leases associated with 270 homes in Multnomah, Washington, Clackamas, and Clark County.</p>	<p>Scale of Impact - Small to large. A land trust will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>

Strategy Name	Description	Scale of Impact
Public Land Disposition	<p>The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. Land acquired with funding sources such as tax increment, EB-5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below market rates for various projects to help achieve redevelopment objectives. This increases development feasibility by reducing development costs and gives the public sector leverage to achieve its goals via a development agreement process with the developer. Funding can come from Tax Increment, CDBG/HUD 108, or EB-5.</p> <p>Cities across Oregon use publicly land to support affordable and market-rate of housing development. In some cases, municipalities put surplus public land into land banks or land trusts.</p> <p>Tri-Met is evaluating re-use of construction staging sites for future affordable housing and/or transit-orient development sites.</p> <p>Cottage Grove is working with the school district to discuss and plan for use of surplus school district land for future housing development.</p>	<p>Scale of Impact – Small to moderate. Depends on whether the City has surplus land that would be appropriate for future housing development.</p>

Strategy Name	Description	Scale of Impact
<p>Reduced / Waived Building Permit fee, Planning fees, or SDCs</p>	<p>Programs that reduce various development fees as an incentive to induce qualifying types of development or building features. There are a number of avenues to seek reduced or waived fees. For example, stormwater improvements can be made through the Commercial Stormwater Fee Reduction. There are commonly used tools, often implemented in conjunction with development agreements or other development negotiation processes.</p> <p>City of Portland offers SDC exemptions for affordable housing. Portland’s SDC Exemption Program exempts developers of qualifying affordable housing projects from paying SDCs levied by the City of Portland for transportation, water, parks and environmental services. Eligible rental projects must serve households earning at or below 60% of the AMI for a 60-year period. Portland also offers SDC waivers for development of ADUs.</p> <p>City of McMinnville offers SDC exemptions and reduced permit fees for affordable housing. Building and planning permit fees for new or remodel housing construction projects are reduced by 50% for eligible projects and SDCs for transportation, wastewater and parks are exempted at 100%. Reductions/exemptions are prorated for mixed use or mixed-income developments. The property must be utilized for housing for low-income persons for at least 10 years or the SDCs must be paid to the city.</p>	<p>Scale of Impact - Small.</p>
<p>SDC Financing Credits</p>	<p>May help to offset an SDC charge, which is a one-time fee that is issued when there is new development or a change in use.</p> <p>SDC financing enables developers to stretch their SDC payment over time, thereby reducing upfront costs. Alternately, credits allow developers to make necessary improvements to the site in lieu of paying SDCs. Note that the City can control its own SDCs, but often small cities manage them on behalf of other jurisdictions including the County and special districts. SDCs are granted when the project makes lasting improvements, such as improving roads, reducing number of trips, create or improve parks or recreational centers, and permanently removing water services.</p>	<p>Scale of Impact – Small to moderate. The City may consider changes in SDCs to allow financing but the City would want to ensure that the impact should be spread-out and non-negatively impact one entity.</p>

Strategy Name	Description	Scale of Impact
Sole Source SDCs	Retains SDCs paid by developers within a limited geographic area that directly benefits from new development, rather than being available for use city-wide. This enables SDC-eligible improvements within the area that generates those funds to keep them for these improvements. Improvements within smaller areas can enhance the catalytic and redevelopment value of the area. This tool can also be blended with other resources such as LIDs and Urban Renewal (Tax Increment Financing). Funding can come from an SDC fund or general fund. In some cases, there may be no financial impact. The housing can come in the form of student, low-income, or workforce housing.	Scale of Impact – Small to moderate. Depends on how the tool is implemented and whether it is used with other tools, such as LIDs or Urban Renewal.
Fees or Other Dedicated Revenue	Directs user fees into an enterprise fund that provides dedicated revenue to fund specific projects. Examples of those types of funds can include parking revenue funds, stormwater/sewer funds, street funds, etc. The City could also use this program to raise private sector funds for a district parking garage wherein the City could facilitate a program allowing developers to pay fees-in-lieu or “parking credits” that developers would purchase from the City for access “entitlement” into the shared supply. The shared supply could meet initial parking need when the development comes online while also maintaining the flexibility to adjust to parking need over time as elasticity in the demand patterns develop in the district and influences like alternative modes are accounted for. Funding can come from residents, businesses, and developers. Also, these fees or revenues allow for new revenue streams into the City.	

Strategy Name	Description	Scale of Impact
Reimbursement District	<p>A Reimbursement District is a cost sharing mechanism, typically Initiated by a developer. The purpose is to provide a reimbursement method to the developer of an infrastructure improvement, through fees paid by property owners at the time the property benefits from the improvement. A developer applies to create a Reimbursement District by demonstrating benefit to properties beyond their own. In addition, the size of the improvement must be measurably greater than would otherwise be ordinarily required for the improvement</p> <p>Eligible Reimbursement District projects typically include (but are not limited to) construction or connections of a sewer, water, storm water or street improvements. Applications typically include: a fee sufficient to cover the cost of administrative review, a description of the project, properties that would be impacted, and a detailed methodology and calculation of how the estimated costs would be reimbursed by payments from benefitted properties over a specified timeframe. A report from the City Engineer is generated in review of the submitted application. After a public hearing process, the council will approve, reject or modify the proposal. The approval of a Reimbursement District results in a resolution and distribution of notice among benefitted properties before construction can begin.</p> <p>Benefitted properties must pay the Reimbursement Fee when they make a physical connection to the improvement (or in the case of a sewer project, when the benefitted property creates an impervious surface that drains into the public sewer) within the Reimbursement District Area. Reimbursement fees are collected by the City and are distributed to the developer for the duration of the Reimbursement District, which are typically 10-15 years.</p> <p>Paid by benefitted properties at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system.</p>	Scale of Impact – Small to moderate.
Linkage Fees	<p>Linkage fees are charges on new development, usually commercial and / or industrial development only, which can be used to fund affordable housing. To implement them, a city must undertake a nexus study that identifies a legal connection between new jobs housed in the developments, the wages those jobs will pay, and the availability of housing affordable to those employees.</p> <ul style="list-style-type: none"> • Can be used for acquisition and rehabilitation of existing affordable units. • Can be used for new construction. 	Scale of Impact – Small to moderate.

Strategy Name	Description	Scale of Impact
Tax abatement programs that decrease operational costs by decreasing property taxes		
Vertical Housing Tax Abatement (Locally Enabled and Managed)	<p>The 2017 Legislature passed legislation moving the administration of Vertical Housing Program from Oregon Housing and Community Services (OHCS) to the local City and County beginning Oct 6th, 2017. OHCS no longer administers this program.</p> <p>The legislation subsidizes "mixed-use" projects to encourage dense development or redevelopment by providing a partial property tax exemption on increased property value for qualified developments. The exemption varies in accordance with the number of residential floors on a mixed-use project with a maximum property tax exemption of 80 percent over 10 years. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area is median income or below).</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>

<p>Multiple-Unit Limited Tax Exemption Program (Locally Enabled and Managed)</p>	<p>Through the multifamily tax exemption, a jurisdiction can incent diverse housing options in urban centers lacking in housing choices or workforce housing units. Through a competitive process, multi-unit projects can receive a property tax exemption for up to ten-years on structural improvements to the property. Though the state enables the program, each City has an opportunity to shape the program to achieve its goals by controlling the geography of where the exemption is available, application process and fees, program requirements, criteria (return on investment, sustainability, inclusion of community space, percentage affordable or workforce housing, etc.), and program cap. The City can select projects on a case-by-case basis through a competitive process.</p> <p>The passing of HB 2377 - Multiunit Rental Housing Tax Exemption allows cities and counties to create a property tax exemption for newly rehabilitated or newly constructed multi-unit rental housing within their boundaries depending on the number of units made available to low-income households, for up to 10 consecutive years. The bill was crafted to strengthen the connection to affordability by requiring cities and counties to establish a schedule in which the number of years an exemption is provided increases directly with the percentage of units rented to households with an annual income at or below 120 percent of MFI, and at monthly rates that are affordable to such households. While not specifically referenced in the measure, ORS 308.701 defines “Multi-unit rental housing” as: “(a) residential property consisting of four or more dwelling units” and; “does not include assisted living facilities.”</p> <p>All new multifamily units that are built or renovated that offer rent below 120% of AMI are potentially eligible for this tax exemption. In a city with an AMI of \$55,000 (common outside of Portland), that's rent of \$1,650 per month or less. The tax exemption is for all taxing districts which is administered by the City. Due to this, smaller jurisdictions may have more trouble managing this program. Local taxing jurisdictions that agree to participate—cities, school districts, counties, etc.</p> <p>The City of Eugene offers a ten-year Multi-Unit Property Tax Exemption (MUPTE) for projects in its eastern downtown core. Eugene’s criteria for granting MUPTE include: Project must provide 5 or more units of housing (not including student housing), development must meet minimum density standards, development must comply with minimum green building requirements, a portion of construction and other contracting requirements must</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>
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Strategy Name	Description	Scale of Impact
	<p>be through local business, the development must provide 30% of the units affordable at 100% of AMI or pay a fee of 10% of the value of the tax abatement toward supporting moderate income housing development, demonstrate that the project would not be financially feasible without the exemption by providing 10-year pro forma with and without MUPTTE and comply with other criteria.</p> <p>The City of Salem’s Multi-Unit Housing Tax Incentive Program (MUHTIP) was adopted in 2012 to spur the construction of “transit supportive”⁹ multi-unit housing in the city’s downtown core. In order to qualify for the exemption, projects must consist of at least two dwelling units, be located in the city’s “core area,” and include at least one public benefit.</p>	
<p>Nonprofit Corporation Low Income Housing Tax Exemption</p> <p>and</p> <p>Low-Income Rental Housing Tax Exemption</p>	<p>Note: These are two separate tax exemptions available under statute (ORS 307.515 to 307.523 / ORS 307.540 to 307.548). They are grouped together for their similarities (but differences are noted).</p> <p>Land and improvement tax exemption used to reduce operating costs for regulated affordable housing affordable at 60% AMI or below. Requires the City to adopt standards and guidelines for applications and enforcement mechanisms.</p> <p>The low-income rental housing program exemption lasts 20 years. The nonprofit corporation low-income housing program must be applied for every year but can continue as long as the property meets the criteria. Rents must reflect the full value of the property tax abatement and City can add additional criteria.</p> <p>There is no requirement that construction must be complete prior to application. Programs both work well in tandem with other incentives, such as land banking.</p>	<p>Scale of Impact – Small to moderate. The exemption reduces operating costs, meaning it is a tool more useful to property owners of affordable housing projects. Developers, who do not own and operate their own projects, may be less inclined to use the program.</p>

⁹ City of Salem, “Multi Unit Housing Tax Incentive Program,” <https://www.cityofsalem.net/Pages/multi-unit-housing-tax-incentive-program.aspx>.

Funding Sources to Support Residential Development

The following policies focus on ways to pay for the costs of implementing the affordable housing programs and infrastructure development.

Strategy Name	Description	Scale of Impact
Urban Renewal / Tax Increment Finance (TIF)	<p>Tax increment finance revenues are generated by the increase in total assessed value in an urban renewal district from the time the district is first established. As property values increase in the district, the increase in total property taxes (i.e., City, County, school portions) is used to pay off the bonds. When the bonds are paid off, the entire valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the urban renewal district expires or pays off bonds. Over the long term (most districts are established for a period of 20 or more years), the district could produce significant revenues for capital projects. Urban renewal funds can be invested in the form of low-interest loans and/or grants for a variety of capital investments:</p> <ul style="list-style-type: none"> • Redevelopment projects, such as mixed-use or infill housing developments • Economic development strategies, such as capital improvement loans for small or startup businesses which can be linked to family-wage jobs • Streetscape improvements, including new lighting, trees, and sidewalks • Land assembly for public as well as private re-use • Transportation enhancements, including intersection improvements • Historic preservation projects • Parks and open spaces <p>Urban renewal is a commonly used tool to support housing development in cities across Oregon.</p>	<p>Scale of Impact – Moderate to Large. Urban Renewal funding is a flexible tool that allows cities to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs). Portland used Urban Renewal to catalyze redevelopment across the City, including the Pearl District and South Waterfront.</p>

<p>Construction Excise Tax (CET)</p>	<p>Funds land use planning throughout the region by taxing construction permits. CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533 which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction. The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:</p> <ul style="list-style-type: none"> • 50% must be used for developer incentives (e.g. fee and SDC waivers, tax abatements, etc.) • 35% may be used flexibly for affordable housing programs, as defined by the jurisdiction. • 15% flows to Oregon Housing and Community Services for homeowner programs. <p>If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives and the remaining 50% are unrestricted. The rate may exceed 1% if levied on commercial or industrial uses. The City of Portland's CET went into effect in 2016. It levies a 1% CET on residential, commercial, and industrial development valued at \$100,000 or more, with all revenues going toward affordable housing. The revenues pay for production of housing at or below 60% AMI, developer incentives for inclusionary zoning, along with state homeownership programs.</p> <p>City of Bend adopted a CET of 0.3% on residential, commercial, and industrial development in 2006, with revenues dedicated to loans to fund developments by profit and nonprofit affordable housing developers. The fee has raised \$11 million as of 2016, allowing the City to lend money to fund 615 units. The fund has leveraged \$63 million in state and federal funding and \$14 million in equity.</p> <p>The City of Milwaukie adopted a CET on commercial, residential, and industrial development in November of 2017. The City exempted deed-restricted affordable</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>
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	<p>housing, ADUs, and improvements less than \$100,000 from paying the CET. The adopting ordinance allocates funds as required by state statutes, specifying that flexible funds from the commercial improvements will be used 50% toward housing available to those making up to 120% of MFI, and 50% for economic development programs in areas with sub-area plans (such as Downtown and Riverfront, and the City's urban renewal areas).</p>	
<p>General Fund and General Obligation (GO) Bonds</p>	<p>Allows funding for a project that is not dependent on revenue from the project to back the bond.</p> <p>City can use general fund monies on hand or can issue bonds backed by the full faith and credit of the city to pay for desired public improvements.</p> <p>Property taxes are increased to pay back the GO bonds.</p> <p>City of Portland passed \$258 million bond for affordable housing in 2016. The goal of the bond is to build or preserve up to 1,300 units in the next five to seven years. The city issued a request for information to solicit interest in acquiring properties or land under the affordable housing bond. The city is looking for opportunities to acquire existing properties of 20 or more units, or vacant land that is appropriately zoned for 20+ housing units, and is looking for both traditional and nontraditional development opportunities.</p>	<p>Scale of Impact – Moderate to large. GO Bonds can be used to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs).</p>
<p>Local Improvement District (LID)</p>	<p>Enables a group of property owners to share the cost of a project or infrastructural improvement.</p> <p>A special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open space. For residential property, the estimated assessment cannot exceed the pre-improvement value of the property based on assessor records.</p> <p>An ordinance must be passed through a public hearing process which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs and the portion of those costs in which property owners will be responsible to pay for. The public hearing process allows for LIDs to be challenged by property owners.</p> <p>The City collects the funds and regardless if the actual cost is greater than the estimated cost (on which the assessment was based), the City may make a deficit assessment for the additional cost, which would be prorated among all benefitted properties. Another public hearing would be held, in the event that an additional assessment were placed property owners (due to underestimation).</p>	<p>Scale of Impact – Depends on the amount of funding available and Bonding capacity.</p>

<p>General Fund Grants or Loans</p>	<p>A city can use general fund or tax increment dollars to directly invest in a specific affordable housing projects. These grants or loans can serve as gap funding to improve development feasibility. There are several options for using general fund grants or loans, including the potential for bonds to generate upfront revenue that is repaid over time, as recently approved in the City of Portland. Another option is to use general fund dollars to contribute to other programs that are successfully operating, such as non-profit land trusts or even other government agencies that have the administrative capacity to maintain compliance requirements over time, using intergovernmental agreements.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>
<p>Transient Lodging Tax (TLT)</p>	<p>Generates revenue by primarily taxing tourists and guests using temporary lodging services. Taxes for temporary lodging at hotels, motels, campgrounds, and other temporary lodgings. Oregon has a statewide TLT and cities and counties can also charge a local TLT subject to certain limitations. The statutes specify that 70% must be used for tourism promotion or tourism related facilities and 30% is unrestricted in use, and there cannot be a reduction of the total percent of room tax. The state tax is specified at 1.8%; local government tax rates vary as local governments set the rate for their jurisdiction by ordinance. Cities and counties may impose taxes on transient lodging. Alternatively, some cities have an agreement for the county to impose the tax and cities share in a percent of the revenue.</p>	<p>Scale of Impact – Small. The amount of funding from TLT is likely to be relatively small, given that only 30% of TLT funds have unrestricted use.</p>
<p>CDBG</p>	<p>The Community Development Block Grants program is a flexible program that provides annual grants on a formula basis to both local governments and States. Grants are awarded on a 1, 2, or 3-year period. It is required that at least 70% of the CDGB funds are used for activities that benefit low- and moderate- income. Additionally, each activity must address any threats to health or welfare in the community (for which other funding is unavailable). These funds can be used for acquisition and rehabilitation of existing affordable units, as well as new construction that prioritizes community development efforts.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>



City of Tualatin

CITY OF TUALATIN
Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

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

DATE: October 26, 2020

SUBJECT:
Parks Condition Assessment and Funding Discussion

EXECUTIVE SUMMARY:

During park funding discussion regarding implementation of the Parks and Recreation Master Plan during fall of 2019 and winter of 2020, Council asked for information regarding the condition of the park system. Many of the current parks and facilities are 25 to 30 years old and in need of renovation, replacement and improvement. At the Council meeting on June 22 and August 10 the Parks Condition Assessment and Park Asset Costs were presented with information on the process and purpose of asset assessment, data collected about the current condition of the park system, cost estimates, condition examples, projected timeline, and next steps.

Staff will present Parks Funding information with a summary on the condition of the park system, condition examples, cost estimates, funding options, and next steps.

ATTACHMENTS:

Presentation



City of

TUALATIN
PARKS & RECREATION

PARKS FUNDING

CONDITION OF PARK SYSTEM



1

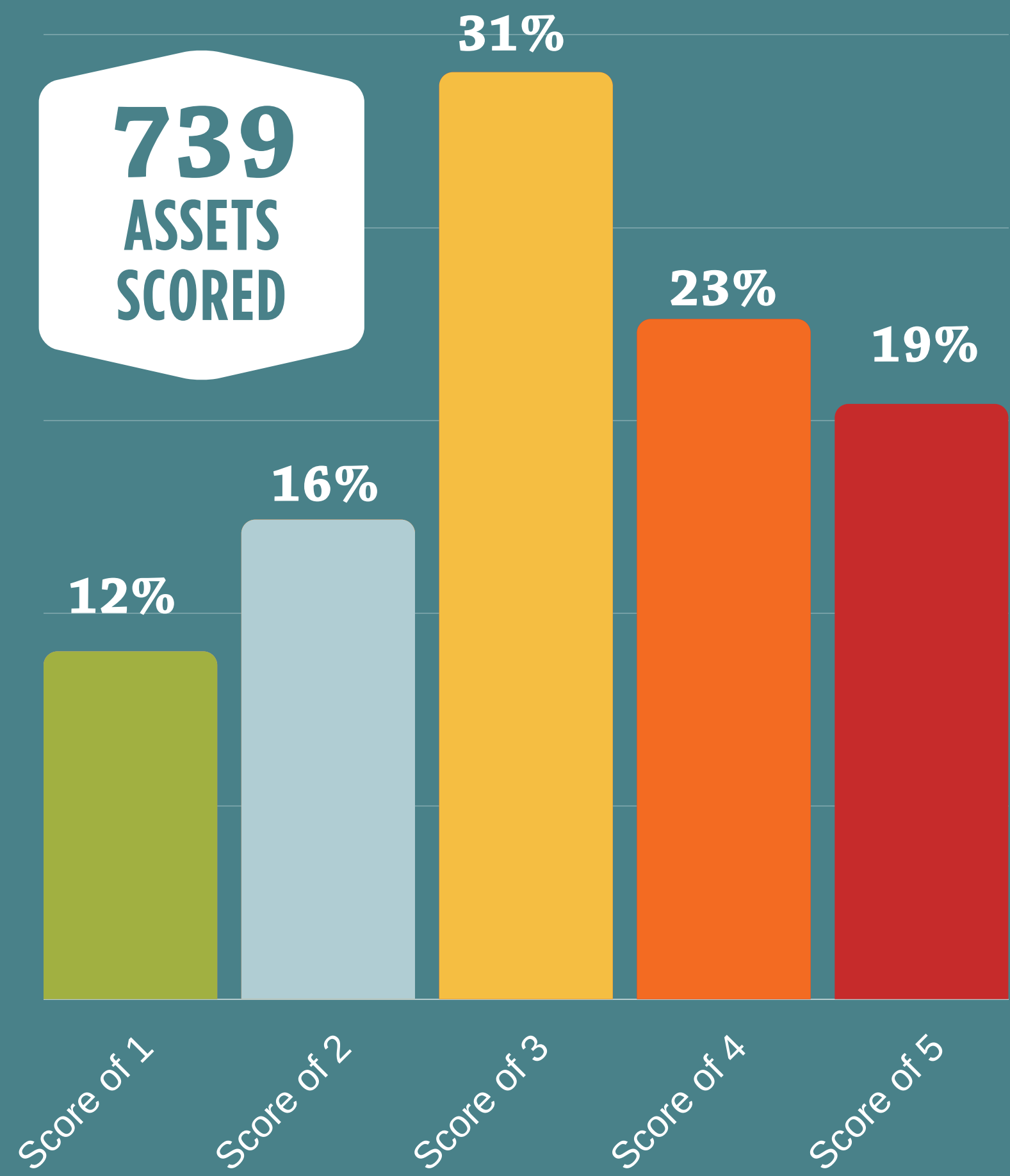
**BRAND NEW
PERFECT CONDITION
FULLY ACCESSIBLE**



5

**END OF LIFE CYCLE
SAFETY HAZARD
NON ACCESSIBLE**

**739
ASSETS
SCORED**



EXAMPLES

5



**TUALATIN COMMUNITY
PARK BOAT RAMP**



**TUALATIN COMMONS
PLAZA SURFACE**



STONERIDGE PARK



TOTAL
COST FOR



\$9,607,823



4

EXAMPLES

City of Tualatin Parks & Recreation PARKS FUNDING



LOWER TURF
ATFALATI PARK



CHIEFTAIN DAKOTA
PATH SURFACE



LITTLE WOODROSE PARK
STAIRS



TOTAL
COST FOR

4

\$5,116,100



TOTAL COST FOR  & 

\$14,723,923

TOTAL COST FOR   & 

\$19,972,640

CURRENT PROJECT EXAMPLES



&



- **JURGENS PLAYGROUND
RESURFACE**
- **ATFALATI SPORTS COURTS**



FUNDING OPTIONS

UTILITY FEE

LEVY

BOND

A UTILITY FEE COULD COVER

- **Jurgens Off-leash Area Bench**
 - **\$2,000**
- **Lafky Smart Irrigation**
 - **\$24,000**
- **Stoneridge Site Plan**
 - **\$60,000**
- **Atfalati Sport Court Resurface**
 - **\$88,500**
- **Ibach Playground**
 - **\$275,000**

\$2.00 per month, per account
\$271,200 annual revenue

\$5.00 per month, per account
\$678,000 annual revenue

\$10.00 per month, per account
\$1,356,000 annual revenue

A BOND OR A LEVY COULD COVER

- **High School Field & Light Replacement**
 - \$750,000
- **Brown's Ferry Bridge Replacements**
 - \$875,000
- **Commons Concrete surface replacement**
 - \$1,500,000
- **Community Park Boat Launch**
 - \$2,500,000



NEXT STEPS



COUNCIL DISCUSSION

Proclamation

*Declaring November 8-14, 2020
Veteran's Appreciation Week
In the City of Tualatin*

WHEREAS the City of Tualatin has always supported our Military and Veteran population including becoming a Purple Heart City; and

WHEREAS we want to make sure our Military Veterans are clearly aware that we value their service to our Nation, our State, and most especially, our City of Tualatin; and

WHEREAS Tualatin has a large population of Veterans including leaders awarded for valor and gold star families; and

WHEREAS Tualatin appreciates the sacrifices of all our military veterans, combat veterans, the families of the killed in action residents, as well as the personal sacrifices that have been made by our servicemen and women and their families while defending our freedom; and

WHEREAS Tualatin wishes to express its deepest appreciation and honor to each and every one of our Veterans.

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

November 8-14, 2020 shall be Veterans Appreciation Week

The City Council hereby encourages the residents and businesses of the City of Tualatin to show their appreciation for the sacrifices that our Military Veterans have made in defending our freedoms, to acknowledge their courage, and to show them the honor and support they have earned, especially during this week.

INTRODUCED AND ADOPTED this 26th day of October 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder

Proclamation

*Declaring October 23-31, 2020
Red Ribbon Week
in the City of Tualatin*

WHEREAS, Alcohol and other drug abuse in this nation has reached epidemic stages; and

WHEREAS, It is imperative that visible, unified prevention education efforts by community members be launched to eliminate the demand for drugs; and

WHEREAS, National Family Partnership (NFP) is sponsoring the National Red Ribbon Campaign offering citizens the opportunity to demonstrate their commitment to drug-free lifestyles; and

WHEREAS, The National Red Ribbon Campaign will be celebrated during "Red Ribbon Week" October 23-31; and

WHEREAS, Business, government, parents, law enforcement, media, medical, religious institutions, schools, seniors, service organizations and youth will demonstrate their commitment to healthy, drug-free lifestyles by wearing and displaying Red Ribbons during this week long campaign.

NOW THEREFORE BE IT RESOLVED, that the City of Tualatin does hereby proclaim October 23-31, 2019 as Red Ribbon Week and encourages its citizens to participate in drug prevention education activities, making a visible statement that we are strongly committed to a drug-free community.

INTRODUCED AND ADOPTED this 26th day of October, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder



City of Tualatin

CITY OF TUALATIN
Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nicole Morris, Deputy City Recorder
DATE: October 26, 2020

SUBJECT:

Consideration of Approval of the City Council Work Session and Regular Meeting Minutes of October 12, 2020

RECOMMENDATION:

Staff respectfully recommends the Council adopt the attached minutes.

ATTACHMENTS:

- City Council Work Session Meeting Minutes of October 12, 2020
- City Council Regular Meeting Minutes of October 12, 2020



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL WORK SESSION FOR OCTOBER 12, 2020

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

Absent: Councilor Valerie Pratt

Mayor Bubenik called the meeting to order at 5:33 p.m.

1. SW Corridor Project.

Policy Analyst Gareth Prior presented the Memorandum of Understanding (MOU) with TriMet regarding the Southwest Corridor Plan. He stated the MOU details the shared interest between Tualatin and TriMet, clarifies issues to be addressed, and does not obligate Tualatin to fund any part of the light rail system. He briefly highlighted the 12 items noted in the MOU. He stated the letter of support will help TriMet to apply for the next step in the Federal Transit Agency's New Start Program which helps with the federal risk assessment, and can increase competitiveness of the application and lower contingency costs.

Mayor Bubenik asked if the Metro vote fails if they will still finish the design of the project. Analyst Prior stated they will complete the process through the record of decision with the federal government so the project is ready to move forward if funded in the future.

2. Regional Land Use & Transportation Update.

Policy Analyst Gareth Prior presented the Regional Land Use and Transportation Planning update. He highlighted the Oregon Department of Transportation Tolling Project. Analyst Prior stated the Oregon Transportation Commission (OTC) met in September and approved investing net toll revenues on the corridors from which they were collected. He noted the chair called for a finance and implementation report that defines investments from ODOT staff. Analyst Prior stated the commission spoke to their regional strategy based on the I-205 corridor improvements. He noted improvements would include widening, bridge repairs, bike and pedestrian improvements, and additional safety improvement. Analyst Prior stated other updates include ongoing meetings of the Equity Committee, a letter from Clackamas County cities to the OTC for revenue decisions, and the National Environmental Policy Act first public comment period ending. He stated the next round of staff committee meetings on technical issues has begun.

Councilor Kellogg asked about potential for an expanded tolling corridor. Analyst Prior stated it is not likely they will carry it past the I-5 and I-205 intersection. Councilor Kellogg asked if there was discussion on the duration of the tolling infrastructure. Analyst Prior stated it is still being determined. Councilor Kellogg asked if there has been any movement on moving the proposed toll booths past Stafford Road. Analyst Prior stated he has not seen any new alternatives that include that option.

Councilor Morrison asked if 99W is the only alternative route besides I-205 that is slated for improvements. Analyst Prior stated the funding and implementation plan that was requested from ODOT is where the city will be able to understand what projects will be funded.

Councilor Reyes asked when the Equity Committee will be meeting again to discuss this. Analyst Prior stated the committee hasn't met since July as they were waiting for the comment period to close so the next round of alternatives could be discussed.

Analyst Prior presented an update on the HB2017 Transit Advisory Committee and the Statewide Transportation Improvement Fund (STIF). He stated the committee met in September and heard public comment on the greater investment in suburban shuttles and city-to-city connections. The committee also discussed regional coordination funding support in the amount of \$3.1 million for three years. He stated the timeline sets approval toward the end of this year.

Analyst Prior presented a jurisdictional transfer study being conducted by ODOT and Metro. He recapped which streets are owned by the state including: I-5, OR 99W, SW Nyberg Street, and SW Boones Ferry Road. Analyst Prior stated the study evaluates older state roads and establishes corridors that can be transferred to city or county ownership. He stated staff submitted comments on the proposed transfer that included the city stating Tualatin has no interest in taking ownership of 99W, but do want to see investments and a long-term plan for the corridor. Analyst Prior stated the study should provide a template for cost estimations and support changes that allow for greater flexibility in design and speed control on state facilities.

Councilor Brooks asked if Boones Ferry Road was recommended. Analyst Prior stated there were no other top tier recommendations in Tualatin.

Councilor Morrison asked if Nyberg Road could be presented as a project for ODOT to make improvements on. Analyst Prior stated they could present it to them to get the road to a state of good repair.

Councilor Kellogg asked about the Build Grant for the Basalt Creek Parkway. Analyst Prior stated he will have to check to see if that grant was awarded.

Councilor Brooks asked about the Boones Ferry Road section and the impacts light rail will have on the area.

3. Council Meeting Agenda Review, Communications & Roundtable.

Councilor Kellogg gave kudos to the local Lion's Club on their event and the Tualatin Historical Society on their fundraising event.

Councilor Morrison stated he will be attending the School Resource Officer meetings to continue those discussions.

Councilor Reyes stated she attended the Council Committee on Advisory Appointments meeting and the Our Health, Our Home forum.

Councilor Brooks stated she attended the following meetings: Council Committee on Advisory Appointments, the Our Health, Our Home forum, the Regional Water Advisory Committee, and the Washington County Implementation Planning Committee for the Metro Housing Bond.

Mayor Bubenik stated he attended the Clackamas County Mayors and Chair meeting and the Washington County Coordinating Committee. He reminded citizens about the upcoming Community Conversation about Police Use of Force on Wednesday.

Mayor Bubenik adjourned the meeting at 6:49 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR OCTOBER 12, 2020

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

Absent: Councilor Valerie Pratt

Call to Order

Mayor Bubenik called the meeting to order at 7:00 p.m.

Announcements

1. Recognition of Community Development Director Aquilla Hurd-Ravich

City Manager Lombos thanked Community Development Director Aquilla Hurd-Ravich for her service to the city.

The City Council shared sentiments and thanked Director Hurd-Ravich for her service to the city.

Councilor Morrison read the proclamation commending Aquilla Hurd-Ravich on her service to Tualatin.

Public Comment

None.

Consent Agenda

Motion to adopt the consent agenda made by Councilor Kellogg, Seconded by Councilor Brooks. Voting Yea: Mayor Bubenik, Council President Grimes, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes
MOTION PASSED

1. Consideration of Approval of the City Council Work Session and Regular Meeting Minutes of September 28, 2020
2. Consideration of **Resolution No. 5522-20** Authorizing Changes to the FY 2020-2021 Adopted Budget
3. Consideration of **Resolution No. 5523-20** Adopting the City of Tualatin Investment Policy
4. Consideration of **Resolution No. 5524-20** Authorizing the City Manager to Sign an Intergovernmental Agreement with the US Department of Justice and Department of the Treasury to Receive a Share of Forfeiture Proceeds.

Special Reports

1. Update on the Economic Recovery Programming for business assistance, childcare scholarships, and future disbursements.

Economic Development Manager Jonathon Taylor presented an update on the Economic Recovery Plan funding. He reminded Council there are three program areas including the economic stabilization fund, childcare scholarships, and future distribution. Manager Taylor stated sources of funding include \$278,000 from Business Oregon, \$252,000 in reimbursements, and \$680,000 from the Washington County Small Business Assistance Grant. He stated the Economic Stabilization Fund has \$600,000 allocated to it: \$332,000 from CARES funding and \$278,000 from Business Oregon. He stated from that 47 grants have been awarded and explained the qualifications for award of the grants from CARES and Business Oregon. He noted the City is having trouble distributing these grants to the public due to restrictions that are in place. Manager Taylor stated the childcare scholarship fund received four applications and awarded one grant. He stated the city advertised the grant with local daycare centers. Manager Taylor stated the future disbursements amount of \$360,000 is running on a deadline of November 15 and noted the council may need to discuss potentially reallocating the funds.

Councilor Brooks asked if the information about childcare grants is going through the schools. Manager Taylor stated it will be sent to school administrators, childcare facilities, and advertisements.

Councilor Reyes expressed concerns with the lack of applications for childcare scholarships. She stated she would like to see paper copies distributed to businesses around town.

Councilor Kellogg stated he is favor of reallocating funds how they need to be so the city can distribute as much funding as possible.

Mayor Bubenik asked if Business Oregon has been asked to rethink their criteria so the funds can be distributed easier. Manager Taylor stated the city's concerns have been expressed to them about the difficulties of distributing the funds.

Councilor Brooks expressed concerns with reallocating the funds away from childcare scholarships as the city has already done a lot for businesses. She stated she would like to see funds allocated for basic needs for citizens.

Councilor Morrison stated he is in favor or reallocating the funds so they can be disbursed. He expressed concerns around the marketing of the childcare funds and would like to see a push for more marketing.

Mayor Bubenik stated he is okay with being flexible with the funds and would like to see increased outreach.

Council President Grimes stated she is fine with moving the money as needed so it gets distributed. She would like to see a push again including printed materials being made available.

Councilor Reyes stated she is in favor of moving the funds around as needed and would like to help families first.

Council President Grimes asked if the Chamber of Commerce is able to help or have suggestions on distributing the funds. Manager Taylor stated Director Linda Moholt has been helping to spread the word about distribute funds. He stated he would reach out to her again.

Public Hearings - Quasi-Judicial

2. Consideration of Plan Text Amendment (PTA 20-0003) Which Would Modify the Medium Low-Density Residential (RML) Zone

Mayor Bubenik reopened the hearing for the Plan Text Amendment (PTA).

Planning Manager Steve Koper stated the draft proposal for the PTA represents direction from the Council from prior meetings.

Applicant Representative Michael Robinson stated the applicant is in favor of the proposal and asked the Council to adopt the ordinance as presented.

PUBLIC COMMENT

Dan Cobb asked to have the PTA summarized. Manager Koper stated it amends the RML zone in the Basalt Creek Area so future developments can construct detached single family homes through a conditional use process. Mr. Cobb expressed concerns with the ten units per acre and the potential for the area to become solely rental homes.

The applicant waived any final written arguments.

COUNCIL DISCUSSION

Councilor Brooks stated she is happy the proposal satisfies tree preservation and diversity of housing types.

Councilor Reyes spoke in favor of the PTA as presented.

Motion to approve Plan Text Amendment (PTA 20-0003) to modify the Medium Low-Density Residential (RML) Zone by Councilor Brooks, Seconded by Councilor Kellogg.

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

MOTION PASSED

General Business

1. Consideration of **Ordinance No. 1444-20** Amending Tualatin Development Code Chapter 41 Relating to the Medium Low Density Residential (RML) Zone; and Creating New Provisions

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

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

MOTION PASSED

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

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

MOTION PASSED

Motion to adopt Ordinance No. 1444-20 amending Tualatin Development Code Chapter 41 relating to the Medium Low Density Residential (RML) Zone; and creating new provisions made by Council President Grimes, Seconded by Councilor Brooks.

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

MOTION PASSED

Council Communications

Councilor Brooks stated the Police Foundation is holding a raffle despite the Pumpkin Regatta being cancelled, more information is available on their website.

Councilor Kellogg encouraged citizens to register to vote.

Mayor Bubenik reminded citizens about the upcoming community conversation regarding police use of force, more information is available on the city's website.

Adjournment

Mayor Bubenik adjourned the meeting at 8:32 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



CITY OF TUALATIN

LIQUOR LICENSE APPLICATION

Return Completed form to:
City of Tualatin
Attn: Deputy City Recorder
18880 SW Martinazzi Ave
Tualatin, OR 97062

Date 10/8/2020

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 # _____
- Temporary License - \$35.00 Application Fee.

SECTION 2: DESCRIPTION OF BUSINESS

Name of business (dba): SUSHI TRAIN (BH2020 LLC)

Business address 19239 SW Martinazzi Ave City Tualatin State OR Zip Code 97062

Mailing address 19239 SW Martinazzi Ave City Tualatin State OR Zip Code 97062

Telephone # 503 691 6140 Fax # _____

Email Bohhyun0508@gmail.com

Name(s) of business manager(s) First Bohhyun Middle _____ Last Park

Date of birth _____

Home address _____
(attach additional pages if necessary)

Type of business Japanese Restaurant

Type of food served Japanese food (sushi and Hot Food)

Type of entertainment (dancing, live music, exotic dancers, etc.)

Days and hours of operation M-F 10:30am to 8:30pm Saturday 11:00am to 8:00pm

Food service hours: Breakfast Lunch 10:30^{AM} - 3:00^{PM} Dinner 3:00^{PM} - 8:30^{PM}

Restaurant seating capacity 48 Outside or patio seating capacity

How late will you have outside seating? none How late will you sell alcohol? 8:30pm

How many full-time employees do you have? 3 Part-time employees? 1

SECTION 3: DESCRIPTION OF LIQUOR LICENSE

Name of Individual, Partnership, Corporation, LLC, or Other applicants BH2020 LLC

Type of liquor license (refer to OLCC form) Limited on premises

Form of entity holding license (check one and answer all related applicable questions):


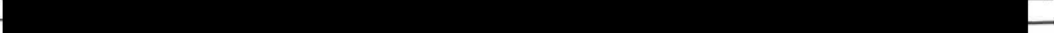
INDIVIDUAL: If this box is checked, provide full name, date of birth, and residence address.
Full name _____ Date of birth _____
Residence address _____

PARTNERSHIP: If this box is checked, provide full name, date of birth and residence address for each partner. If more than two partners exist, use additional pages. If partners are not individuals, also provide for each partner a description of the partner's legal form and the information required by the section corresponding to the partner's form.
Full name _____ Date of birth _____
Residence address _____
Full name _____ Date of birth _____
Residence address _____

CORPORATION: If this box is checked, complete (a) through (c).
(a) Name and business address of registered agent.
Full name _____
Business address _____

(b) Does any shareholder own more than 50% of the outstanding shares of the corporation? If yes, provide the shareholder's full name, date of birth, and residence address.
Full name _____ Date of birth _____
Residence address _____

(c) Are there more than 35 shareholders of this corporation? Yes ___ No ___ If 35 or fewer shareholders, identify the corporation's president, treasurer, and secretary by full name, date of birth, and residence address.
Full name of president: _____ Date of birth: _____
Residence address: _____
Full name of treasurer: _____ Date of birth: _____
Residence address: _____
Full name of secretary: _____ Date of birth: _____
Residence address: _____

LIMITED LIABILITY COMPANY: If this box is checked, provide full name, date of birth, and residence address of each member. If there are more than two members, use additional pages to complete this question. If members are not individuals, also provide for each member a description of the member's legal form and the information required by the section corresponding to the member's form.
Full name: Bohnyun Park Date of birth: 
Residence address: 

Full name: _____ Date of birth: _____
Residence address: _____

OTHER: If this box is checked, use a separate page to describe the entity, and identify with reasonable particularity every entity with an interest in the liquor license.

SECTION 4: APPLICANT SIGNATURE

A false answer or omission of any requested information on any page of this form shall result in an unfavorable recommendation.

Signature of Applicant 10/7/2020
Date

For City Use Only

Sources Checked:

DMV by [Signature] LEADS by [Signature] TuPD Records by [Signature]
 Public Records by [Signature]

Number of alcohol-related incidents during past year for location.
 Number of Tualatin arrest/suspect contacts for _____

It is recommended that this application be:

Granted

Denied

Cause of unfavorable recommendation: _____

Signature 10-14-2020
Date

Bill Steele
Chief of Police
Tualatin Police Department



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nicole Morris, Deputy City Recorder
DATE: 10/26/2020

SUBJECT:

Consideration of Approval of a New Liquor License Application for Sushi Train

RECOMMENDATION:

Staff respectfully recommends the Council approve endorsement of the liquor license application for Sushi Train.

EXECUTIVE SUMMARY:

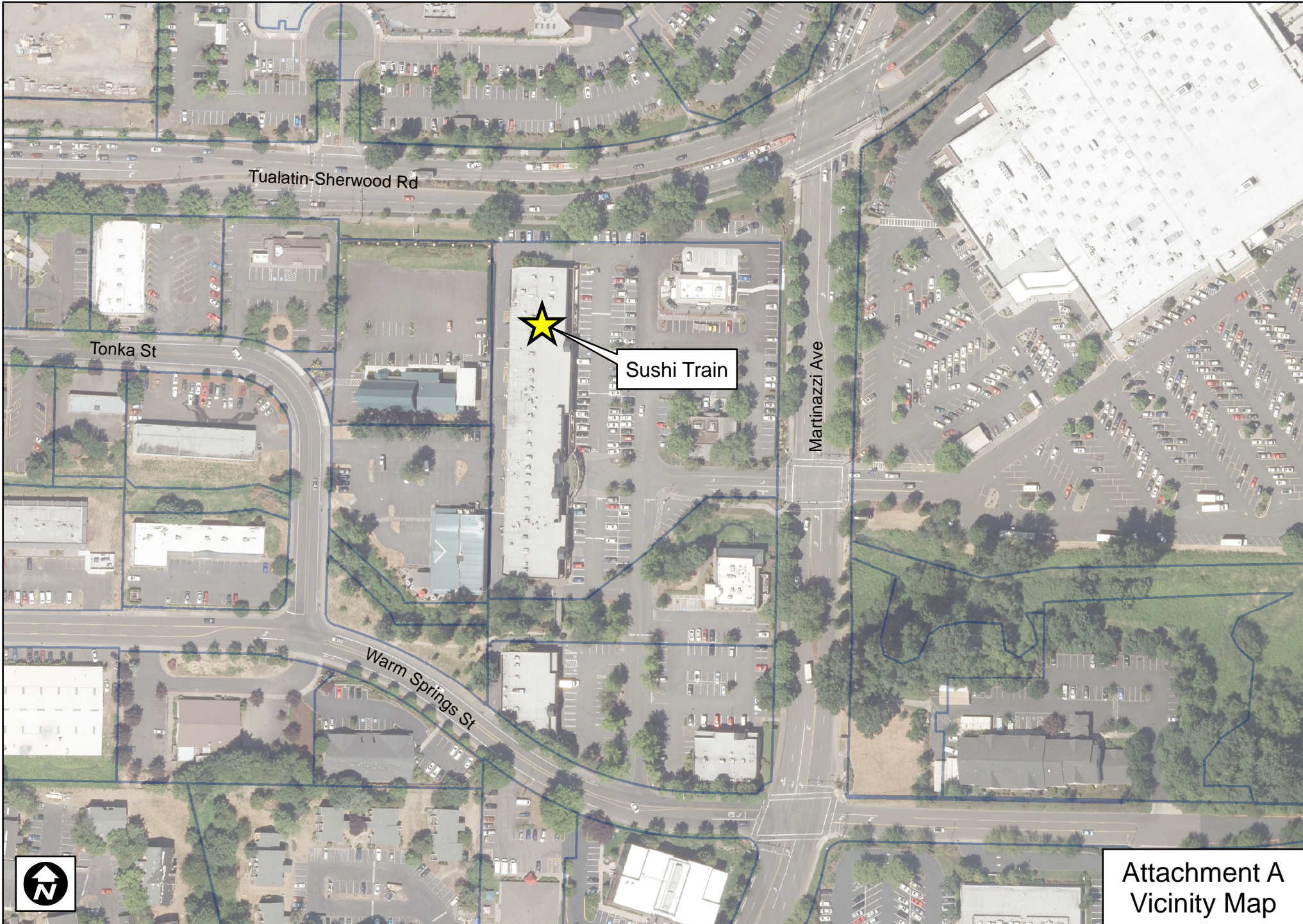
Sushi Train has submitted a change in liquor license application under the category of limited on-premises. This would permit them to sell factory-sealed malt beverages, wine, and cider at retail to individuals in Oregon for consumption on the license premises. The business is located at 19239 SW Martinazzi Ave. 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



Juanita Pohl Center Advisory Committee

2019-20 Annual Report



Committee Members

- **Susan Noack, Chair**
- **Amanda Ballard**
- **Connie Dover**
- **Bob Grable**
- **Linda Hobbs**
- **Kate Lanman**
- **Bob Leveton**
- **Marilyn Ogorzaly**
- **Thea Wood**



Committee Role

- **Dedicated to Programs & Services**
- **Listen to Ideas & Suggestions; Provide Input & Advise Staff on the Operation of the Center**
- **Support Efforts to Successfully Continue to Increase Attendance & Participation**



Increase Utilization

Programs

- Fitness & Wellness
- Nutrition
- Social
- Arts & Culture
- Evidence-Based
- Virtual

Center Visits

- 50,026 Visits
(July 1, 2019-
March 13, 2020)



Partnerships

- AARP
- Alzheimer Association
- Barhyte Specialty Foods
- Farmington Square Tualatin
- Marquis Tualatin
- Meals on Wheels People
- New Horizons Big Band
- NRPA
- Portland Community College
- Washington County



Benefits

- **Improve Health & Promote Healthy Lifestyles**
- **Life-Long Learning & Enrichment Opportunities**
- **Increase Quality of Life**
- **Social & Intellectual Engagement & Interaction**



Active Older Adults at the Pohl Center



Art to Feed the Soul



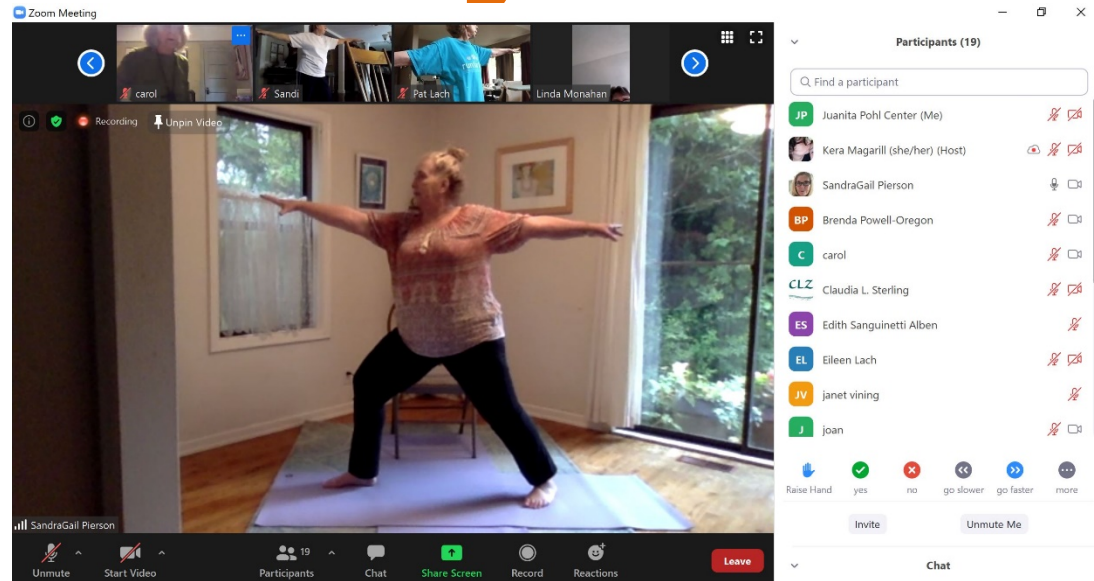
Tai Chi



Christmas at The Oregon Garden

Active Older Adults During COVID-19

- **Between March 13-June 30, 2020 we have served over 980 active older adults through our Virtual Fitness Program, sponsored in-part by Washington County**
- **Our Virtual Enrichment Programs (informational & educational webinars, evidence based classes) served over 330 older adults**



Rentals

- **Business Meetings**
- **Private Parties**
- **Special Events**



- **Building Rented 177 Times**
- **19,520 Guests Attended
(July 1, 2019-March 13, 2020)**

Enhance Center's Appearance

- Reupholster Dining Room Chairs (2019-20)



Action Plan for 2020-21

- Continue to Support & Grow Active Aging Programs and Services; Increase Virtual Programming Portfolio
- Continue to Increase Diversity, Visibility & Awareness
- Increase Partnerships with National Organizations & Local Community Groups



Questions/Comments?





City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Don Hudson, Assistant City Manager/Finance Director
DATE: October 26, 2020

SUBJECT:
Quarterly Financial Report

EXECUTIVE SUMMARY:

A lot has happened in the last 7 months with the impacts of the COVID-19 pandemic. Some of these impacts were mentioned during the Budget Committee and budget adoption process. Staff will provide an update on these impacts and discuss the differences in our revenues and expenditures between fiscal year ending September 30, 2019 and fiscal year ending September 30, 2020.

ATTACHMENTS:

Fiscal Year 2019 - 2020

Quarterly Financial Report – 1st Quarter

October 26, 2020

**END OF
QUARTER**

1



Tonight's Agenda

- Fiscal Year 2020-21 Budget to Actual
- Investment Report
- Tax Year 2020-21 Property Taxes
- PERS Contribution Rates
- CARES Act Programs



Fiscal Year 2020-21 Budget to Actual

Fund	Fiscal Year 2019-2020			Fiscal Year 2020-2021		
	Budget	Actual	% of Budget	Budget	Actual	% of Budget
General Fund						
Revenues	\$ 24,164,830	\$ 2,336,502	9.67%	\$ 23,871,125	\$ 2,424,702	10.16%
Expenditures	\$ 27,462,890	\$ 5,666,511	20.63%	\$ 24,342,535	\$ 5,579,762	22.92%
Building Fund						
Revenues	\$ 1,049,790	\$ 267,402	25.47%	\$ 1,087,645	\$ 188,475	17.33%
Expenditures	\$ 2,118,525	\$ 456,059	21.53%	\$ 1,642,210	\$ 343,004	20.89%
Road Utility Fee Fund						
Revenues	\$ 1,989,730	\$ 391,880	19.70%	\$ 2,100,355	\$ 411,264	19.58%
Expenditures	\$ 1,880,190	\$ 381,977	20.32%	\$ 2,060,085	\$ 362,231	17.58%
Road Operating Fund						
Revenues	\$ 4,064,750	\$ 813,563	20.02%	\$ 3,550,205	\$ 521,677	14.69%
Expenditures	\$ 4,182,310	\$ 463,351	11.08%	\$ 4,193,490	\$ 442,250	10.55%



Fiscal Year 2020-21 Budget to Actual

Fund	Fiscal Year 2019-2020			Fiscal Year 2020-2021		
	Budget	Actual	% of Budget	Budget	Actual	% of Budget
General Fund						
Revenues	\$ 24,164,830	\$ 2,336,502	9.67%	\$ 23,871,125	\$ 2,424,702	10.16%
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Road Utility Fee Fund						
Revenues	\$ 1,989,730	\$ 391,880	19.70%	\$ 2,100,355	\$ 411,264	19.58%
Expenditures	\$ 1,880,190	\$ 381,977	20.32%	\$ 2,060,085	\$ 362,231	17.58%
Road Operating Fund						
Revenues	\$ 4,064,750	\$ 813,563	20.02%	\$ 3,550,205	\$ 521,677	14.69%
Expenditures	\$ 4,182,310	\$ 463,351	11.08%	\$ 4,193,490	\$ 442,250	10.55%



Fiscal Year 2020-21 Budget to Actual

Fund	Fiscal Year 2019-2020			Fiscal Year 2020-2021		
	Budget	Actual	% of Budget	Budget	Actual	% of Budget
Core Area Parking Fund						
Revenues	\$ 66,000	\$ 3,493	5.29%	\$ 62,000	\$ 647	1.04%
Expenditures	\$ 59,460	\$ 12,406	20.87%	\$ 60,560	\$ 12,583	20.78%
Water Operating Fund						
Revenues	\$ 7,572,705	\$ 2,503,548	33.06%	\$ 6,544,960	\$ 2,819,129	43.07%
Expenditures	\$ 8,765,375	\$ 1,762,626	20.11%	\$ 8,867,820	\$ 1,321,945	14.91%
Sewer Operating Fund						
Revenues	\$ 8,729,580	\$ 2,207,409	25.29%	\$ 9,499,460	\$ 2,197,987	23.14%
Expenditures	\$ 9,775,225	\$ 1,705,582	17.45%	\$ 9,615,535	\$ 1,626,144	16.91%
Storm Drain Operating Fund						
Revenues	\$ 3,423,530	\$ 887,567	25.93%	\$ 3,494,180	\$ 879,360	25.17%
Expenditures	\$ 3,687,655	\$ 587,829	15.94%	\$ 3,172,515	\$ 444,892	14.02%



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Quarter End Investment Report



Tualatin City Council Investment Report

07/01/2020 - 09/30/2020

[Return to Table of Contents](#)

TUAL_Total Portfolio (176858)

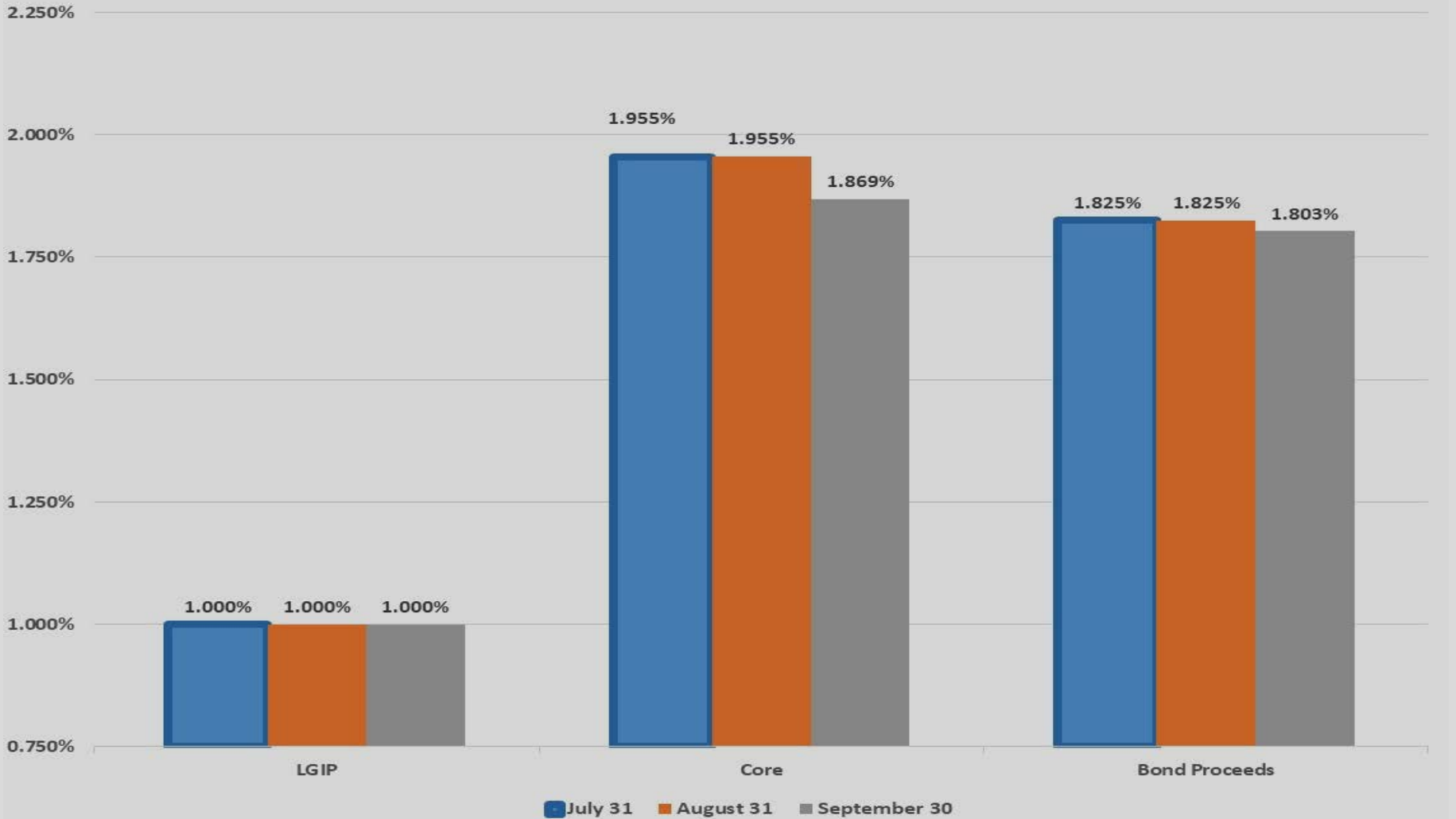
Dated: 10/26/2020

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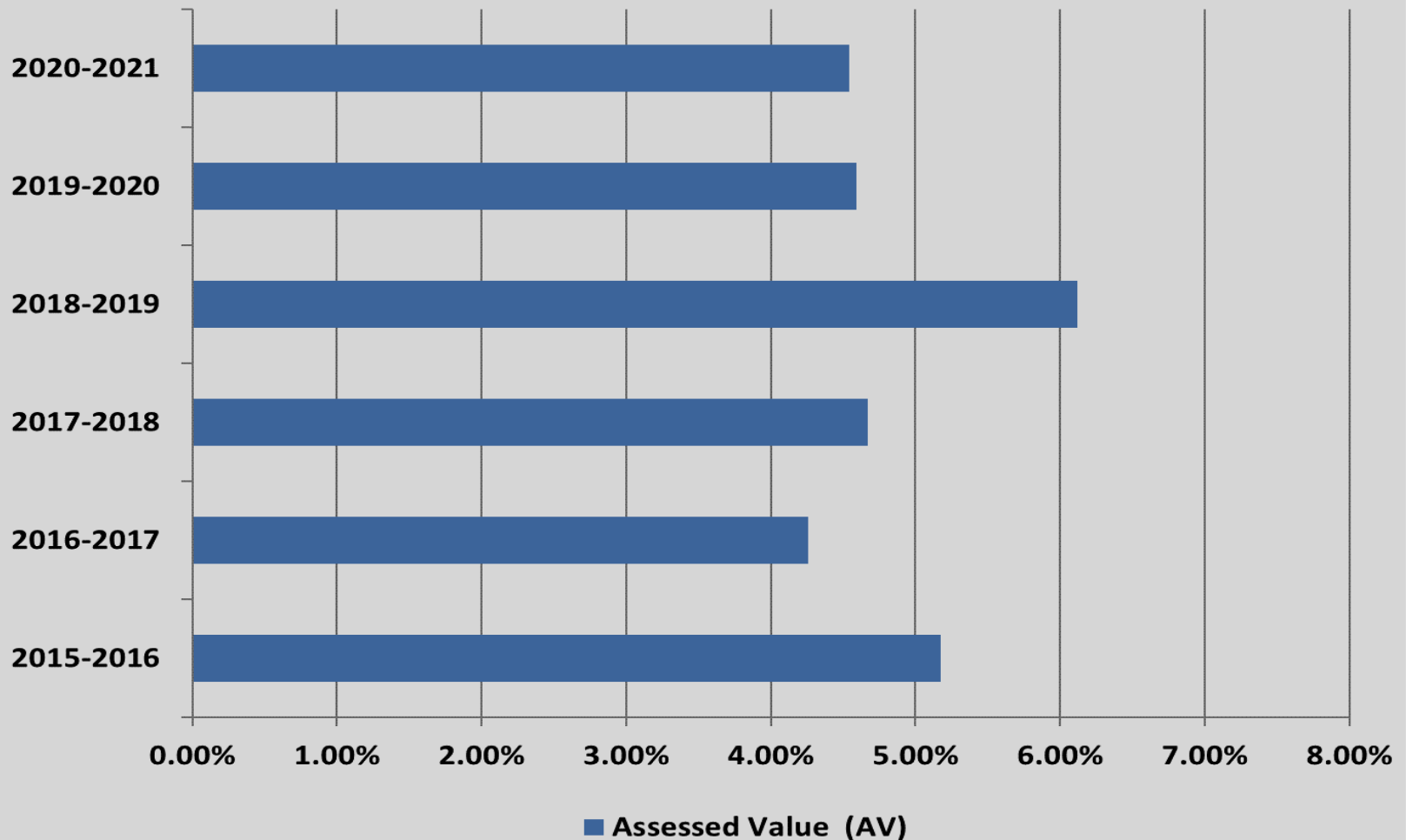
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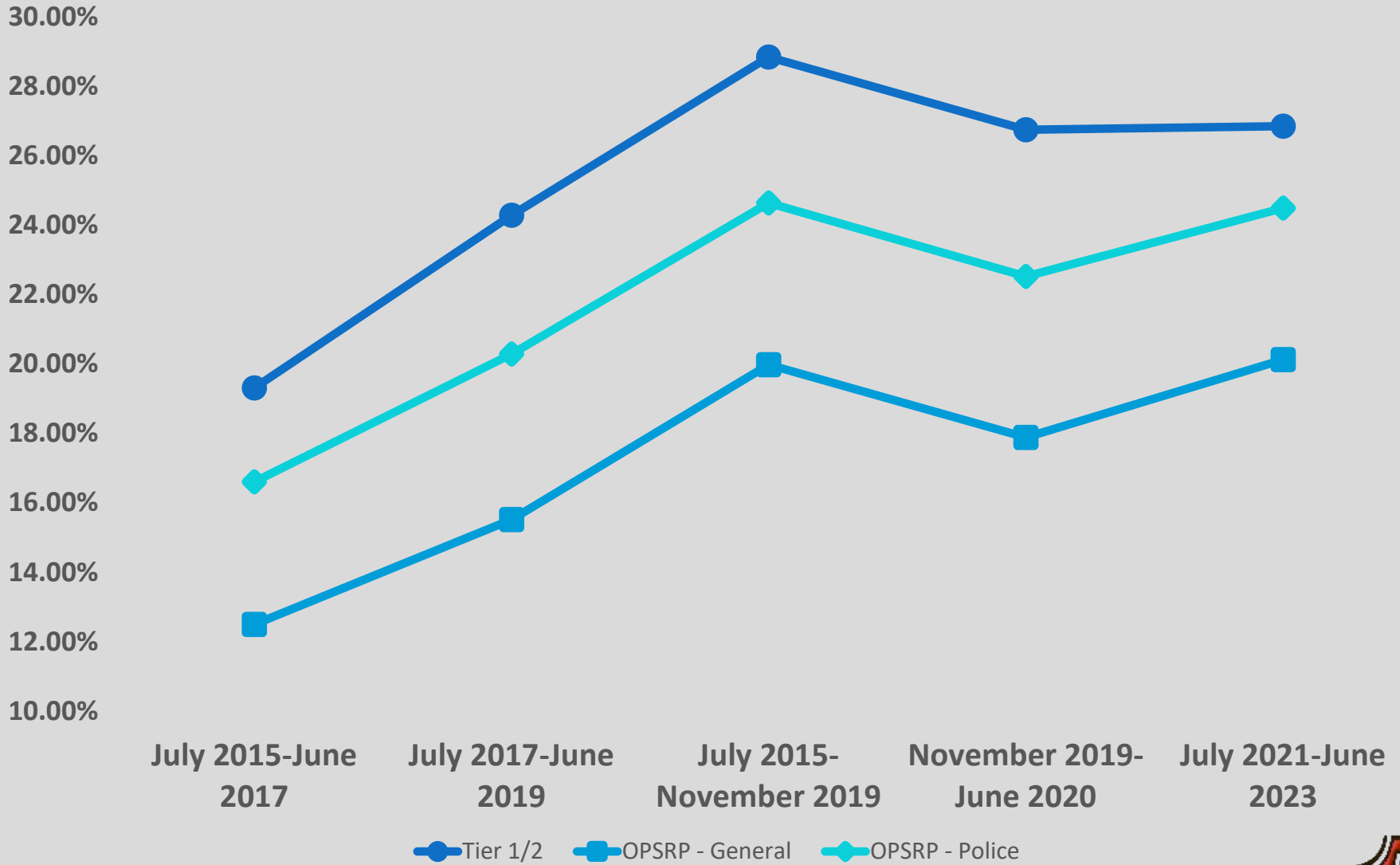
Investment Portfolio Performance



Property Taxes – Tax Year 20/21



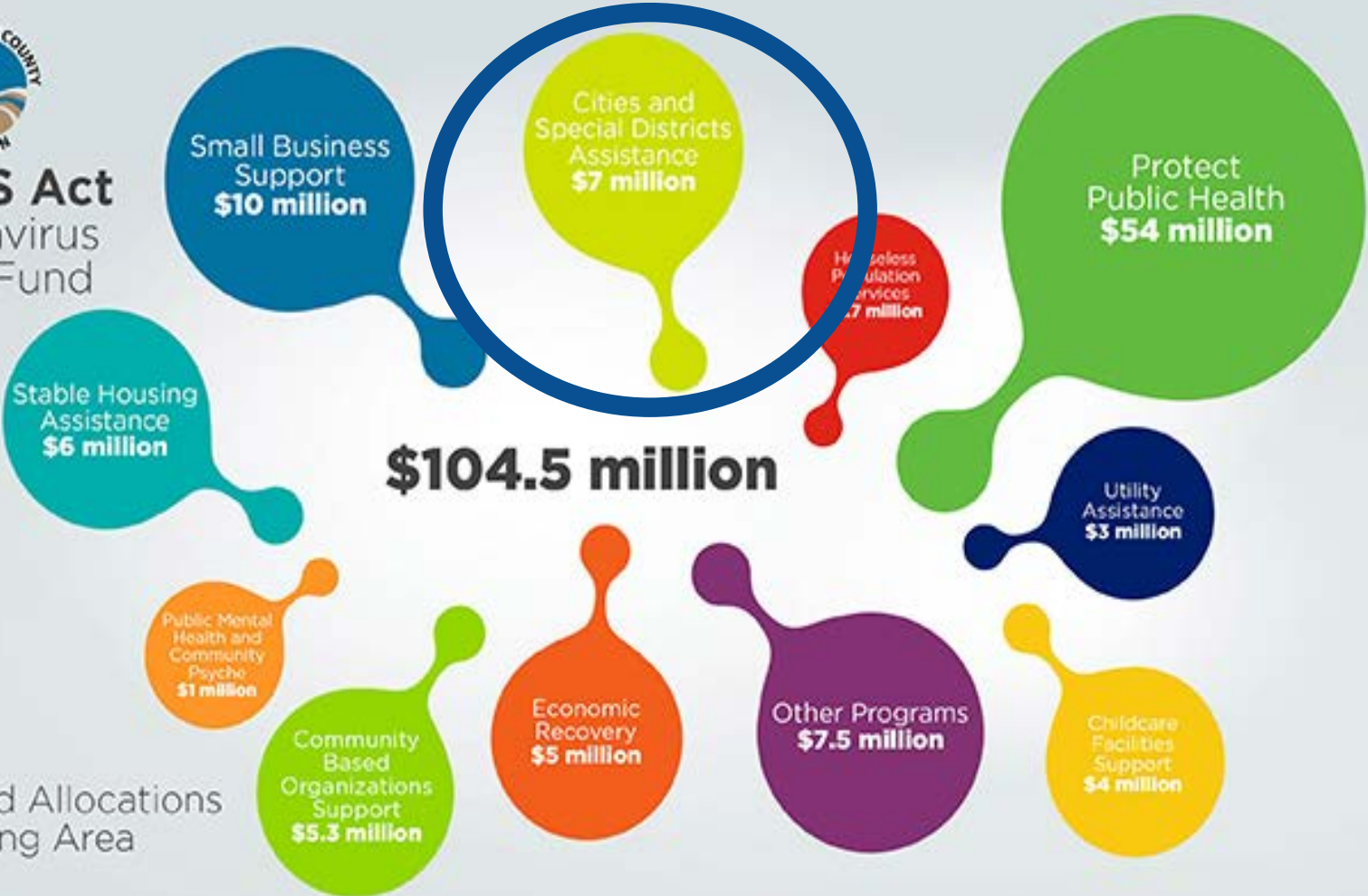
Biennial PERS Contribution Rates



CARES Act Funding



CARES Act
Coronavirus
Relief Fund



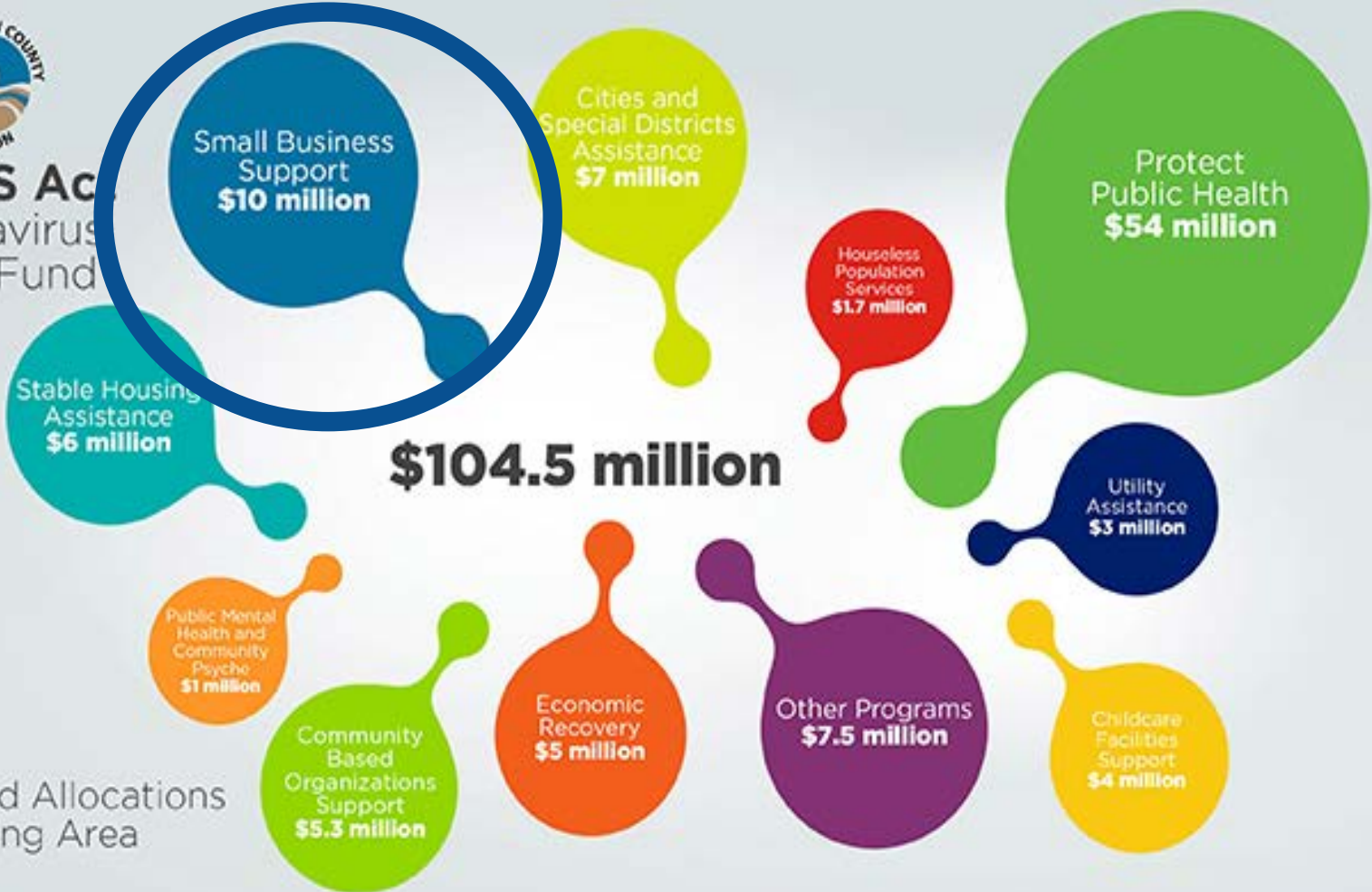
Approved Allocations
by Funding Area



CARES Act Funding



CARES Act
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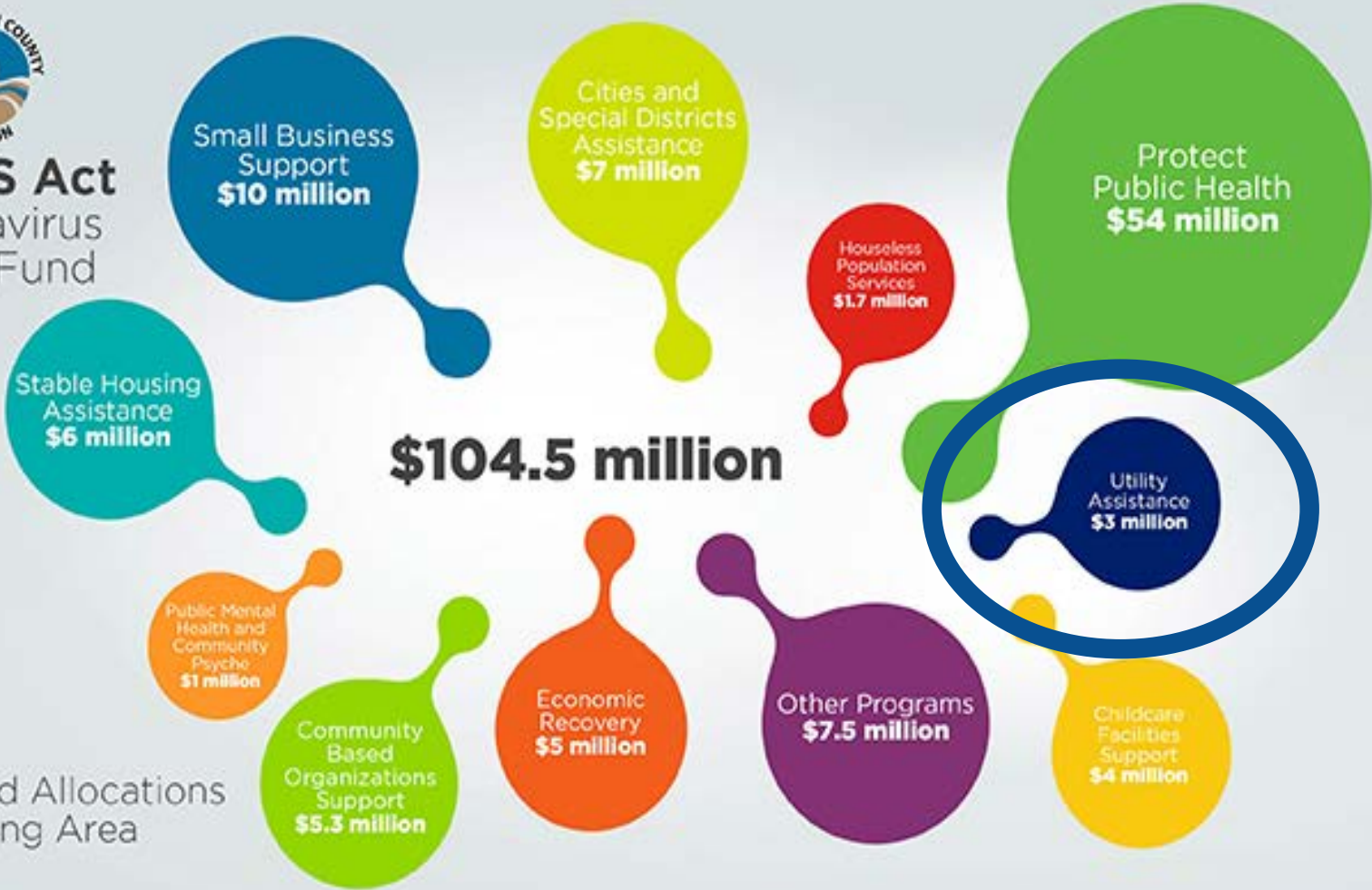
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CARES Act Funding



CARES Act Coronavirus Relief Fund



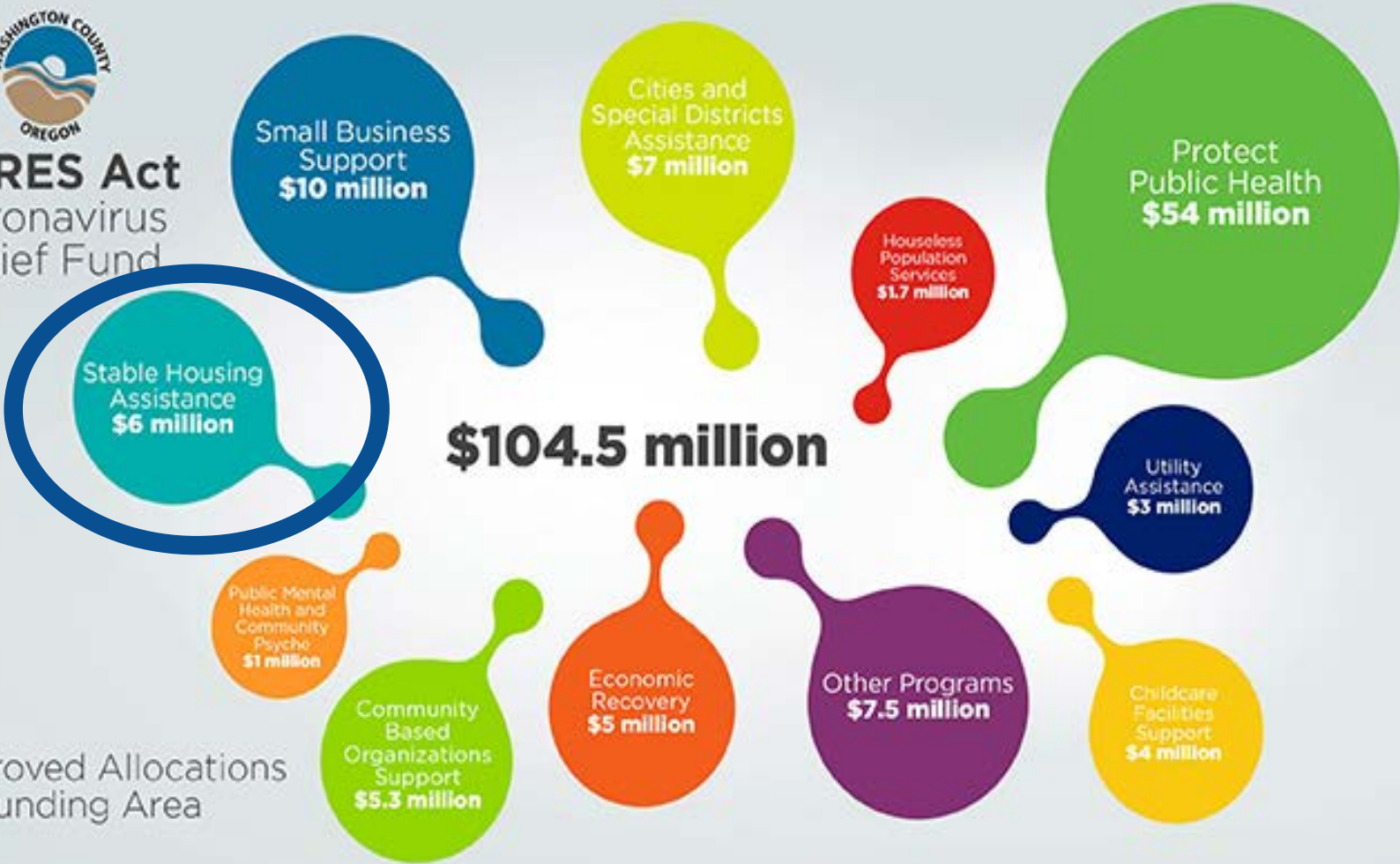
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CARES Act
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Approved Allocations
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Tualatin City Council Investment Report

07/01/2020 - 09/30/2020

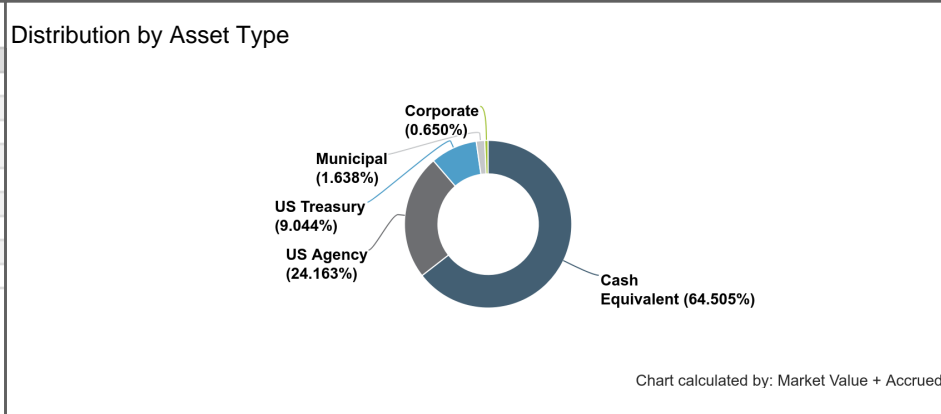
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Footnote: 1



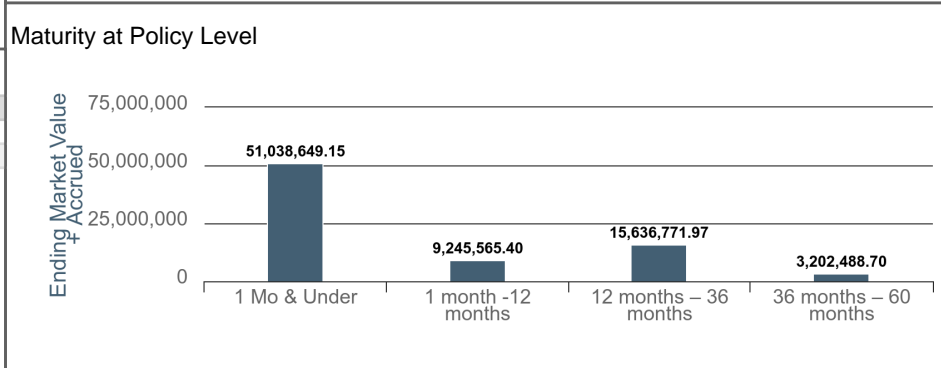
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Footnotes: 2,3,4

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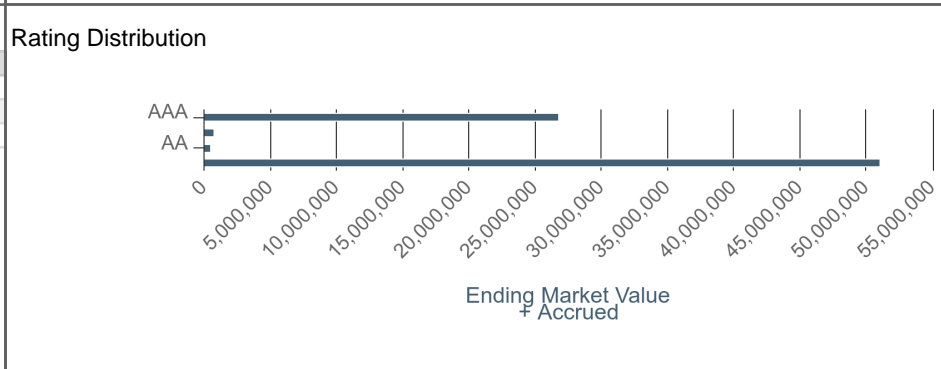
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Footnote: 4

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City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Kelsey Lewis, Deputy Program Manager
Jeff Fuchs, Public Works Director

DATE: 10/26/2020

SUBJECT:
Tualatin Moving Forward 2021 Neighborhood Safety Projects and Upcoming Projects Update

EXECUTIVE SUMMARY:

Neighborhood Traffic Safety Projects for Construction in 2021

Between April 1st and June 30th the City issued a public call for transportation project suggestions for the second year of the Neighborhood Traffic Safety Program, part of the Tualatin Moving Forward bond program. We received more than 230 suggestions for 55 discreet projects around the city!

The Neighborhood Traffic Safety Program is funded by \$2.26 million from the Tualatin Moving Forward bond. Each year of the bond program, the program builds five or six smaller projects to address traffic safety issues identified by the public. The typical cost for each project is around \$100,000.

After reviewing all project requests, the Bond program team rated the projects using the following criteria:

1. **Project Cost:** *Is the anticipated project cost around \$100,000?*
2. **Geographic diversity:** *Is the requested project in a neighborhood where we have not spent a lot of transportation funding? Projects should be spread throughout the entire community.*
3. **Solution-oriented:** *Is there a safety problem and will the proposed project solve this problem?*

We will present the process used to identify and shortlist projects this year based on the project suggestions received from the public, present the proposed round of projects for construction this summer (2021), and ask for Council direction to move forward with planning and design.

After discussion and direction on the Neighborhood Safety Program, we will provide a short update on the projects coming up next in the program. All of the remaining bond-funded projects will be finished over the next three years. The whole community can continue following our progress along the way at www.tualatinmovingforward.com.

ATTACHMENTS:

-PowerPoint Presentation



Tualatin Moving Forward

2021 Neighborhood Traffic

Safety Projects

City Council | October 26, 2020

NEIGHBORHOOD TRAFFIC SAFETY PROGRAM



Bond-funded program for addressing safety at locations identified by the community



Projects can be implemented quickly, but spread out over the life of the program



Address areas throughout the City

Suggest a Project / Sugerir un Proyecto 

PROJECT PRIORITIZATION CRITERIA:



GEOGRAPHIC DIVERSITY

The Citywide Neighborhood Traffic Safety Program should fund projects spread throughout the entire community



SOLUTION-ORIENTED

Is there a safety problem, and will the proposed project solve this problem?



BUDGET-APPROVED

Is the potential solution within the budget allowance for this program?



New Neighborhood Projects

PHENOMENAL RESPONSE TO COVID-ERA CALL FOR SUGGESTIONS

Have a traffic safety problem in your neighborhood?

We may have solutions...



Safe crosswalks



Traffic calming



Bicycle safety

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



10,947

Postcards mailed to Tualatin addresses

8

Social media promotions

230

People submitted suggestions

55

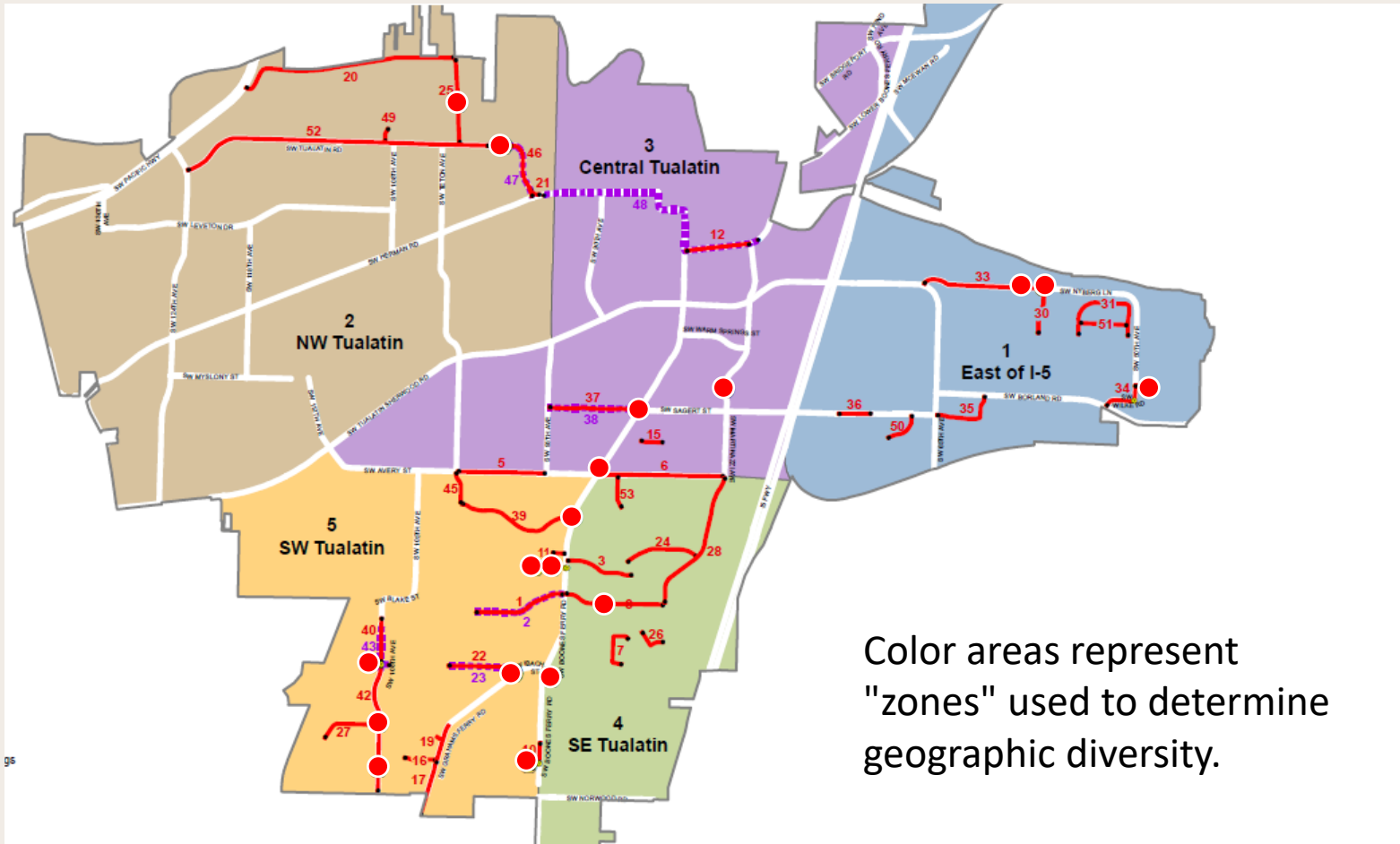
Locations identified for potential bond program funding

6

Projects for 2021

New Neighborhood Projects

SUGGESTIONS CONSIDERED FOR BOND FUNDING



131 suggestions met criteria

99 suggestions were outside scope of this program

- Too big – better suited to the Transportation System Plan
- Already being addressed by other projects
- Better suited to minor operations and maintenance work
- Outside Tualatin's jurisdiction

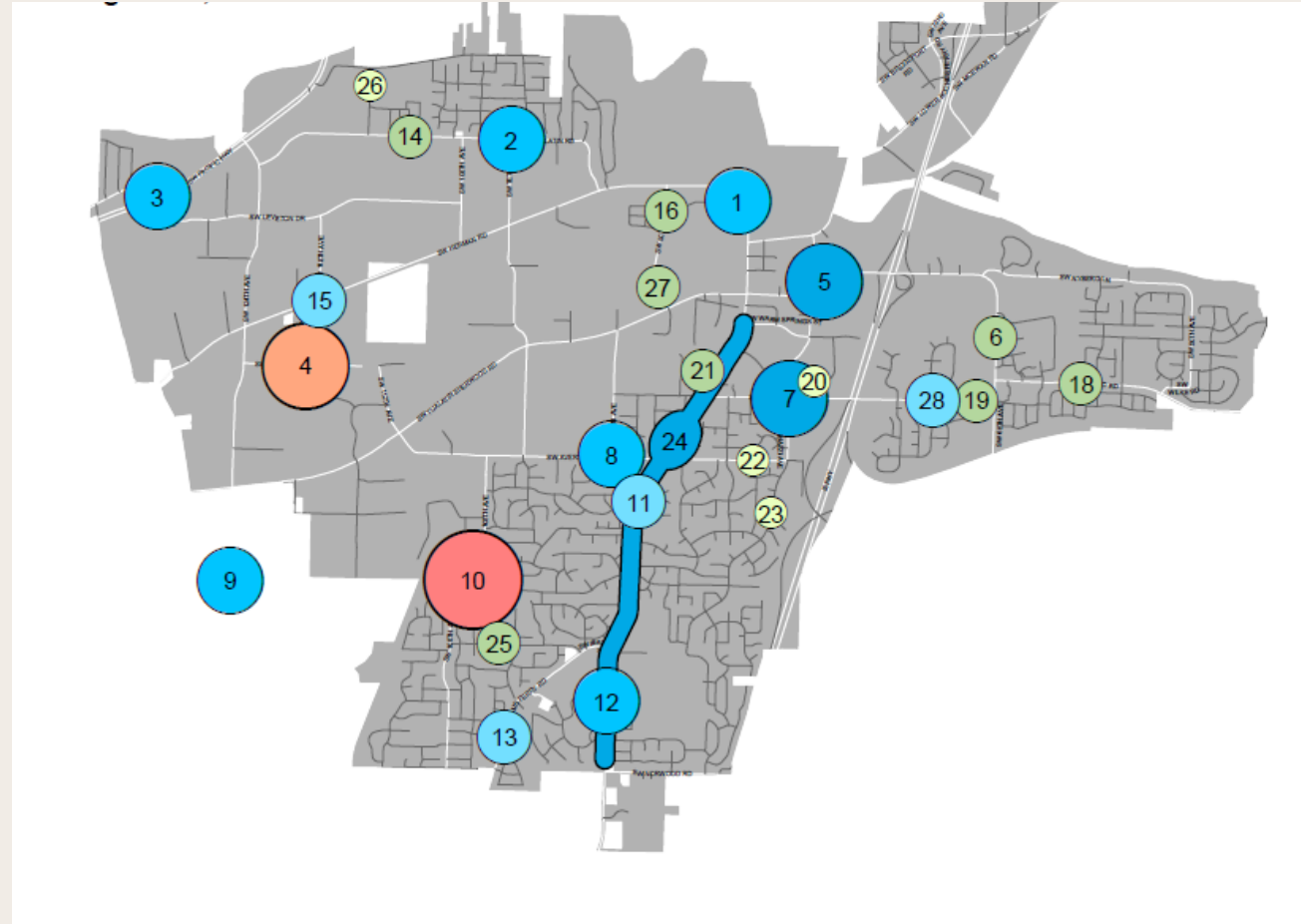
Resulting in **55** projects

New Neighborhood Projects

Criterion: Geographic Diversity

Identified areas of under-investment and racial diversity

Prioritized areas where the bond program has not focused investment



New Neighborhood Projects



6

Projects recommended for 2021

Tualatin
MOVING FORWARD
TRAFFIC FLOW - NEIGHBORHOOD SAFETY



New Neighborhood Projects

PROPOSED NEIGHBORHOOD TRAFFIC SAFETY PROGRAM Project List 2020 - 2021

PROJECT LOCATION	PROJECT TYPE	ESTIMATED COST
50th Ave and Wilke Rd	Driver speed control and signage, with new crosswalk	\$111,000
Nyberg Ln and 57th Ave	Enhance existing crosswalk and driver feedback signs	\$83,000
Sagert St and 72nd Ave	New pedestrian activated signal at existing crosswalk	\$71,000
Boones Ferry at Tualatin Commons	New pedestrian activated signal at existing crosswalk	\$83,000
Hazelbrook Rd: at Jurgens Park	New pedestrian activated signal and crosswalk	\$117,000
Boones Ferry Rd and Arapaho Rd	New pedestrian activated signal at existing crosswalk	\$59,000

Total: \$524,000

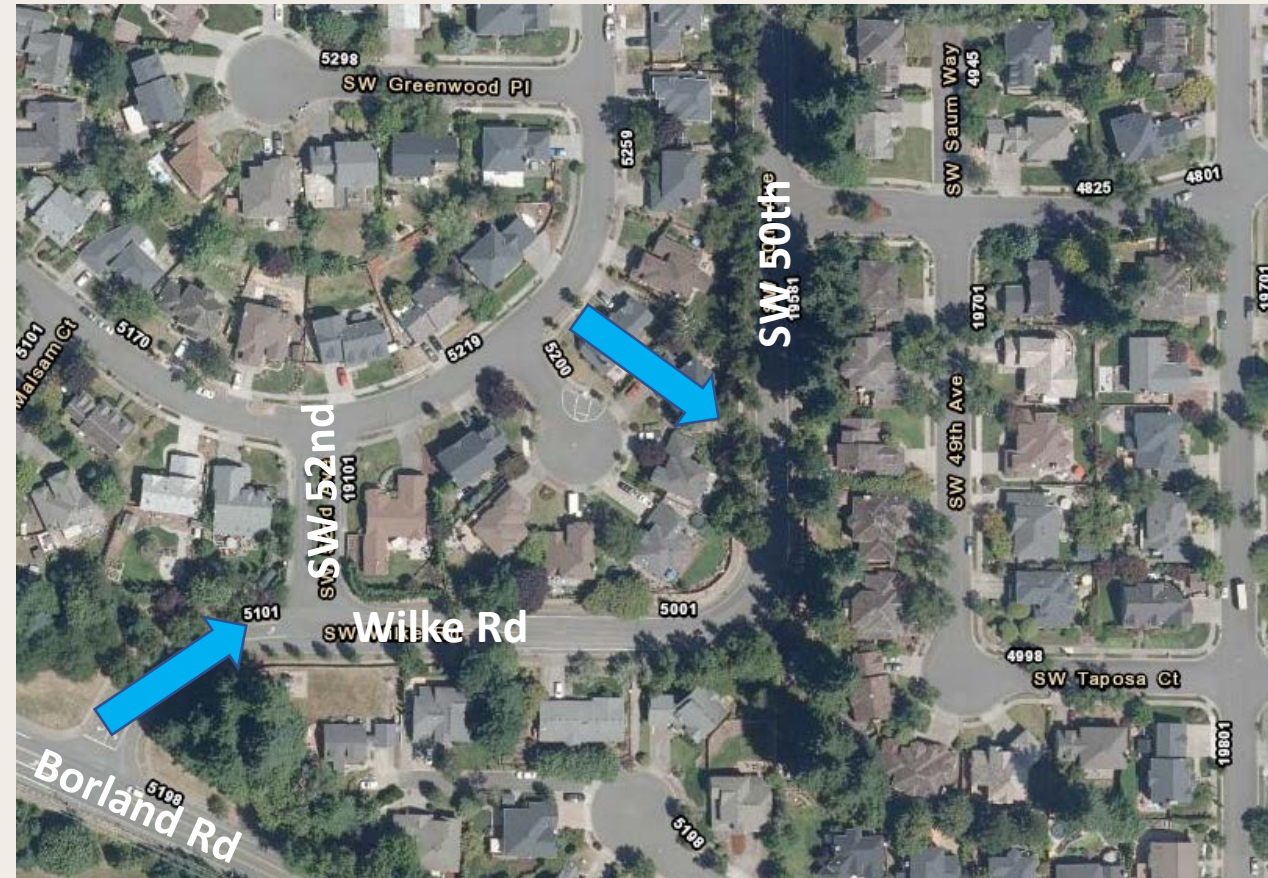
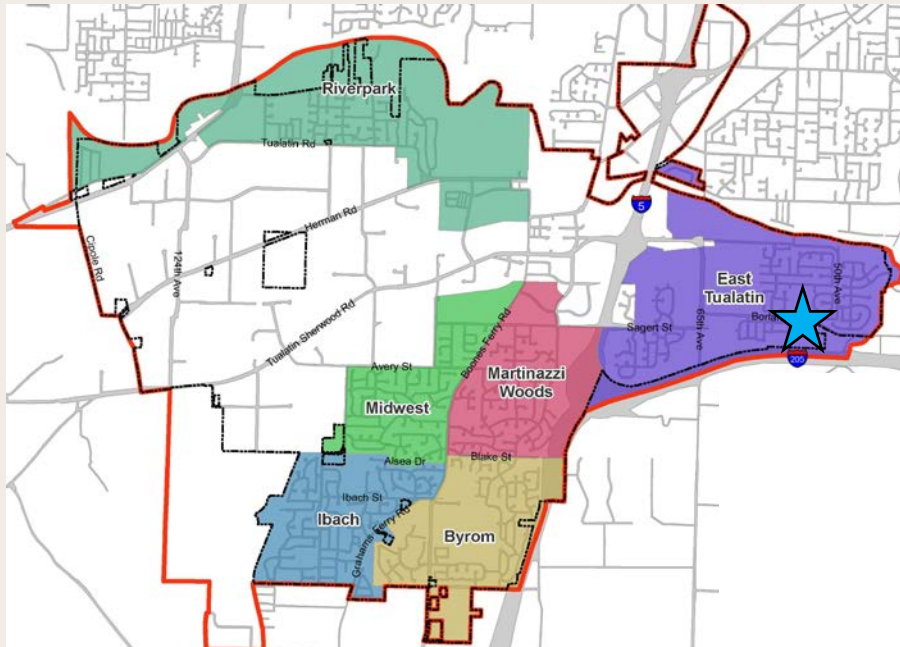
Schedule:

- Design: Nov 2020-March 2021
- Construction: Summer 2021

New Neighborhood Projects

Project: 50th Ave and Wilke Rd

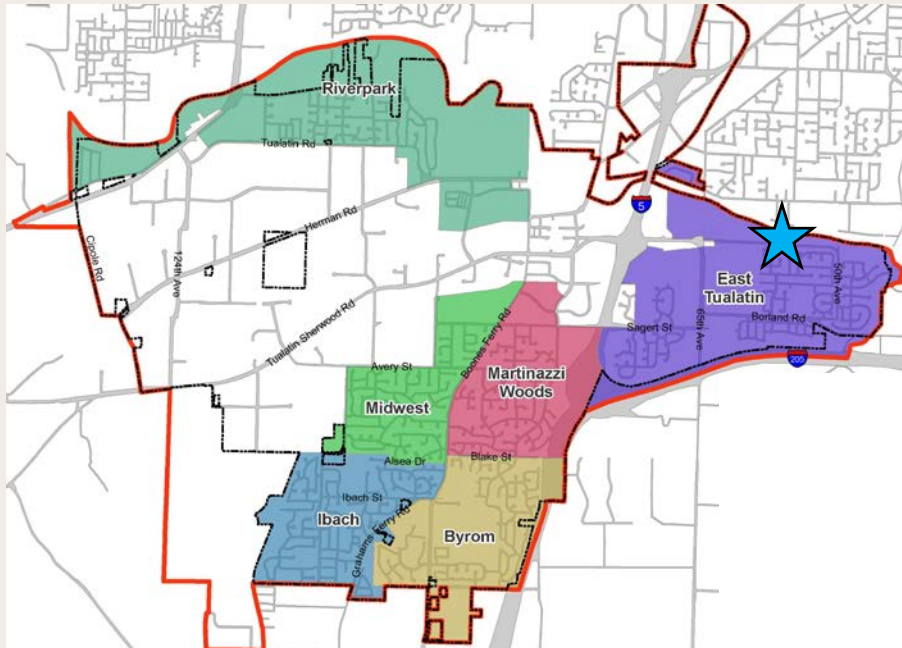
- Address the risk of vehicles running off the road at the curve
- Driver speed control, signage at the curve, and new crosswalk



New Neighborhood Projects

Project: Nyberg Ln and 57th Ave

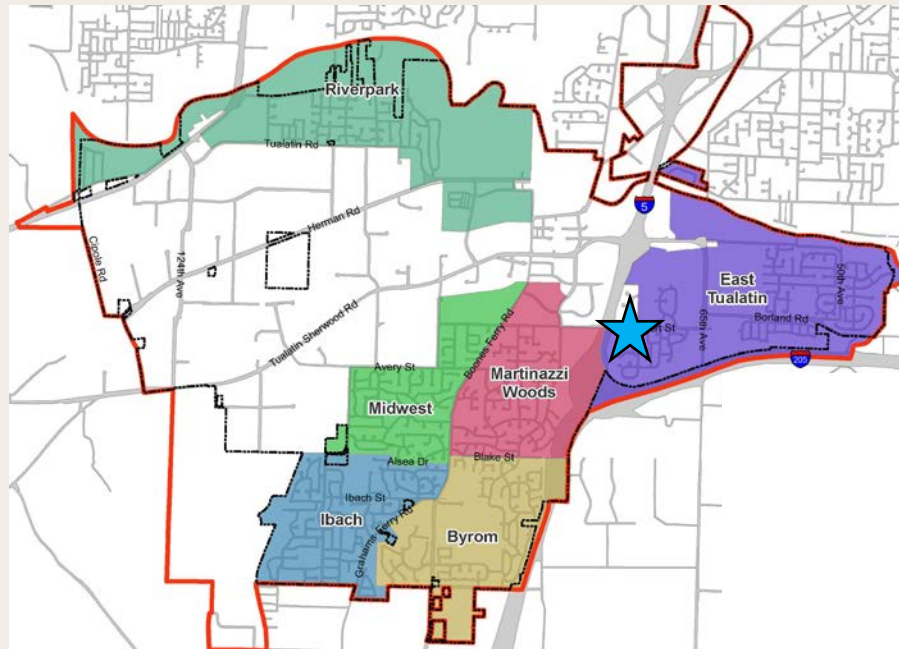
- Enhance existing crosswalk and add driver feedback signs



New Neighborhood Projects

Project: Sagert St and 72nd Ave

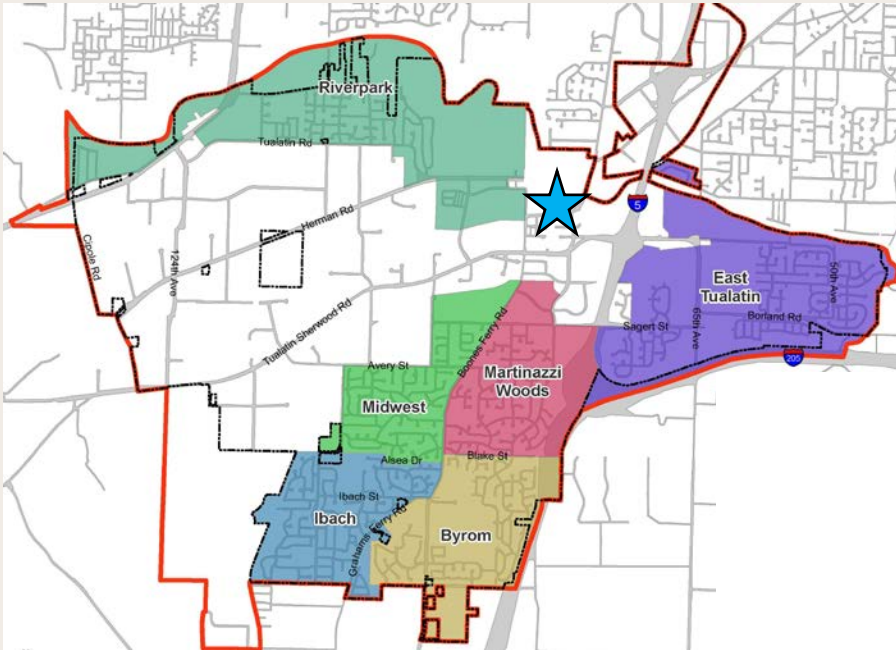
- Add pedestrian-activated flashing beacon to existing crosswalk.



New Neighborhood Projects

Project: Boones Ferry at Tualatin Commons

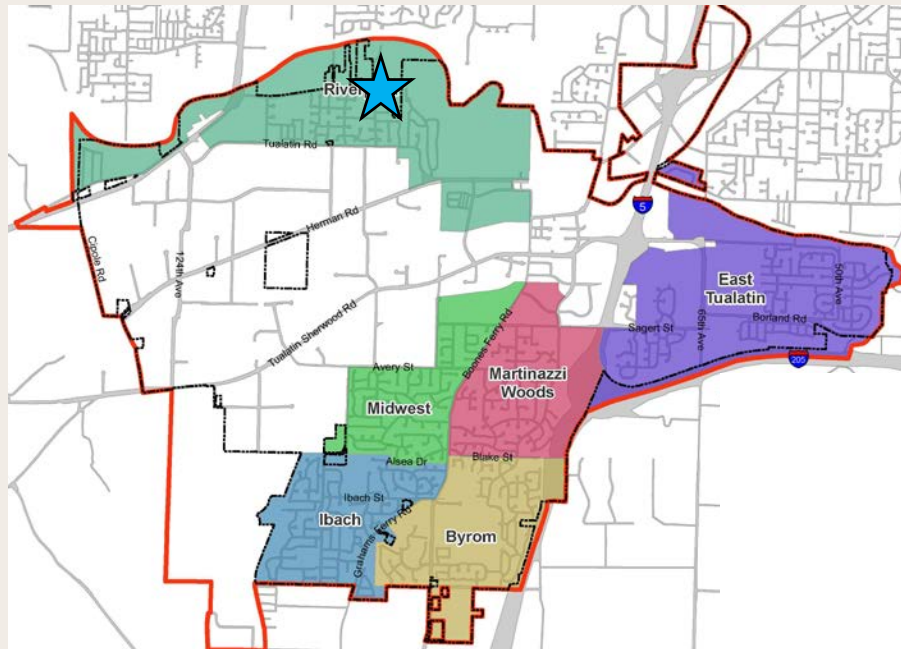
- Add pedestrian-activated flashing beacon to existing mid-block crosswalk.



New Neighborhood Projects

Project: Hazelbrook Rd: at Jurgens Park

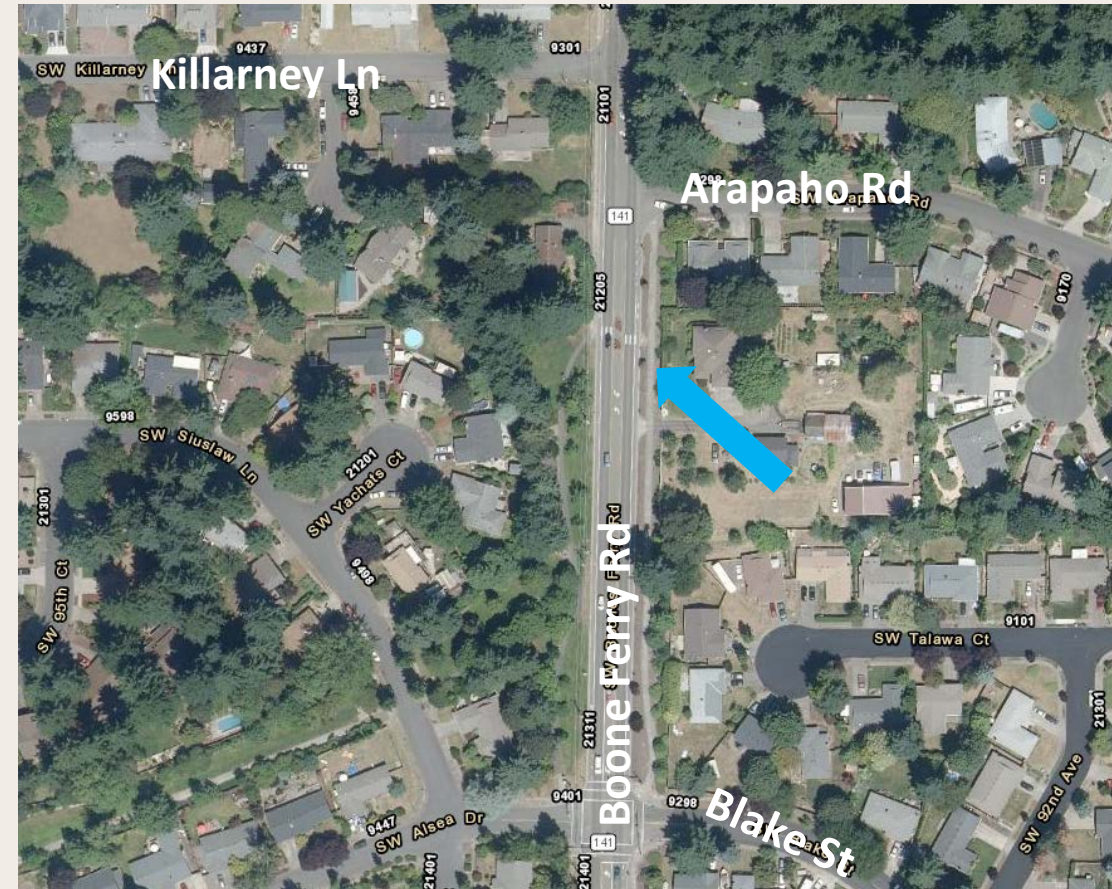
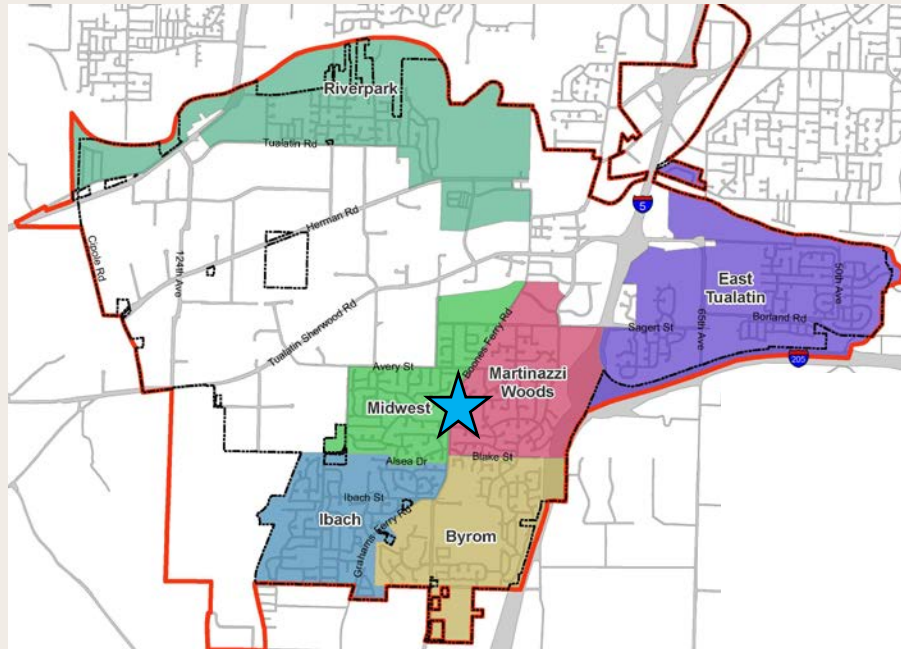
- New pedestrian activated flashing beacon and crosswalk at the entrance to the park.













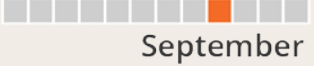

New Neighborhood Projects

Project: Boones Ferry Rd at Arapaho Rd

- Add pedestrian activated flashing beacon and stop bars to existing mid-block crossing.



“Next up” Bond Projects

PROJECT	COST ESTIMATE	ENGINEERING/ PLANNING START	CONSTRUCTION START AND COMPLETE TIMEFRAME
 <p>Myslony St: 124th Ave to 112th Ave</p>	\$ 2,580,000	2020  <p>12/1</p>	2022  <p>Start 4/1 Complete 10/31</p>
 <p>118th Ave and Herman Rd</p>	\$ 480,000	2020  <p>12/1</p>	2022  <p>Start 4/1 Complete 10/31</p>
 <p>Tualatin Rd and Teton Ave</p>	\$ 650,000	2021  <p>9/1</p>	2023  <p>Start 3/1 Complete 9/30</p>
 <p>Boones Ferry Corridor Sidewalk and Bike Lane Project</p>	\$ 1,410,000	2020  <p>September</p>	2021  <p>June November</p>

“Next up” Bond Projects

Myslony St: 124th Ave to 112th Ave

Upgrade Myslony Street to meet standards and create an alternative route to Tualatin Sherwood Road. Add a new signal at the intersection with 124th Ave.



“Next up” Bond Projects

118th Ave and Herman Rd

Reconstruct intersection at 118th and Herman to add northbound turn lane and update signal.



“Next up” Bond Projects

Tualatin Rd and Teton Ave Signal

Add a traffic signal at Tualatin Rd and Teton Rd.



QUESTIONS, COMMENTS, SUGGESTIONS?





City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nicole Morris, Deputy City Recorder
DATE: 10/26/20

SUBJECT:

Consideration of Recommendations from the Council Committee on Advisory Appointments

RECOMMENDATION:

Staff recommends the City Council approve the recommendations from the Council Committee on Advisory Appointments (CCAA)

EXECUTIVE SUMMARY:

The CCAA met and interviewed community members interested in participating on City advisory committees. The Committee recommends appointment of the following individuals:

Individuals	Board	Term
Alan Feinstein	Tualatin Library Advisory Committee	Reappointment Term Expiring 10/31/23
Oksana Davletshina	Tualatin Library Advisory Committee	Term Expiring 10/31/23
Kai Gill	Tualatin Library Advisory Committee	Student Term Expiring 10/31/21