



# City of Tualatin

[www.ci.tualatin.or.us](http://www.ci.tualatin.or.us)

## **NOTICE OF A SPECIAL WORK SESSION OF THE TUALATIN CITY COUNCIL/DEVELOPMENT COMMISSION**

Notice is hereby given that there will be a special work session of the Tualatin City Council on ***Monday, December 7, 2009, 6:00 p.m. – 8:00 p.m.*** at the Tualatin Police Facility Meeting Room, located at 8650 SW Tualatin Road.

The purpose of this meeting is to conduct a work session to discuss the Central Urban Renewal District, and other issues that may arise.

Assistive Listening Devices for persons with impaired hearing can be scheduled for this meeting by calling 503.692.2000 no later than 24 hours prior to the meeting.

The City will also upon request endeavor to arrange for a qualified sign language interpreter for persons with speech or hearing impairments. Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. *two working days* prior to the meeting date (same phone number as listed above: 503.692.2000).

## Sherilyn Lombos

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**To:** City Council - Tualatin  
**Cc:** Doug Rux; Maureen Smith  
**Subject:** December 7th Special Work Session  
**Attachments:** Tualatin Eastside Downtown Plan View.pdf; Tualatin Eastside Downtown Perspective.pdf; Eastside Downtown Drawing 1.pdf; Eastside Downtown Drawing 2.pdf; FiftyYearVision\_MarkUp Final.pdf; Potential CURD Project 12-7-09.doc; CC Vision 2-26-08.docx

Council,

We have a special work session scheduled for Monday the 7<sup>th</sup>. It will start at 6pm and will be at the Police station in their training room – food will be provided. We will be delivering packets to you tomorrow, as there are several sets of documents that you may want to review before Monday evening but I thought I would start with a heads up about how I hope to manage the meeting on Monday as I know much off-line work and discussions have taken place since you met on the 23<sup>rd</sup>.

The first 30 minutes will be spent discussing the 99W corridor as it relates to Tualatin's local aspirations. There will be a memo in the packet tomorrow from Doug and Cindy Hahn. This is work that needs to be done for the Metro process that is taking place.

The remainder of the time will be dedicated to the CURD discussion. Here are the goals for Monday night:

**Goal #1: Agree on a vision statement for the CURD.** A lot of good work has already been done and I do not anticipate this being contentious or a terribly hard point of agreement to come to – it may take some time though. Think back to the retreat where the facilitator sent you off to your corners to draw the vision you saw. You each came back with essentially the same vision. Doug went back and pulled some of the work that has been done on visioning in the district – attached is some that was done in 2000 and then updated this last March. Also attached is the vision statement you put together last February for the Town Center. Honestly, when you look at that vision statement, I think it's pretty close to where you are right now and I believe the projects you have identified and narrowed down, support that vision. A part of this discussion will also include the projects that have been narrowed down for the extended district (see attached list, plus there is a map that places them in the district).

**Goal #2: Agree on an amount of maximum indebtedness.** We will have some answers from Jeff Tashman from questions that were asked on the 23<sup>rd</sup> (that may be in the packet that gets delivered tomorrow). This conversation may continue to evolve as we will be having conversations with the taxing entities starting soon and they will have good feedback about what is and is not acceptable to them. But the goal is to settle on a number, or range, that makes sense. Many factors go into this number that you will discuss:

- What is "sellable" to the other taxing entities?
- What is a reasonable amount of development, at what densities and over what period of time?
- Pros/cons of extending the district versus dissolving it and starting over:
  - o The amount of bonding capacity available and when
  - o Phasing of projects
  - o Concurrence with the taxing entities

**Goal #3: Leave the meeting with an understanding of:**

- Next steps with taxing entities
- Future touch points with you
- What we will be doing over the holidays on this

I look forward to the conversation on Monday and believe that you can make good headway towards these goals.



# MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager *SL*

**FROM:** Doug Rux, Community Development Director *DR*  
Cindy Hahn, Assistant Planner *CH*

**DATE:** December 7, 2009

**SUBJECT:** LOCAL COMMUNITY GROWTH ASPIRATIONS: HIGHWAY 99W  
CORRIDOR

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## **ISSUES BEFORE THE COUNCIL:**

The issues before the Council are to review information about the Highway 99W Corridor, and to discuss whether or not to add the Corridor as a focus area in the Council's Local Aspirations.

## **POLICY CONSIDERATIONS:**

Given the following:

- The importance of the Highway 99W Corridor area for accommodating higher density residential development to offset lower density development in other parts of the City.
- The importance of the commercial portion of the Highway 99W Corridor as a community resource that should be protected and encouraged to provide commercial activities relating to the Tualatin River and Highway 99W; and
- The increased construction and developer interest in the Highway 99W Corridor in recent years, as well as regional transit initiatives currently focused on this corridor.

Staff has identified several policy issues for Council's consideration, as follows:

- Should the development potential of the Highway 99W Corridor be revisited and should the Corridor be added as an area of focus in the Council's Local Aspirations?
- Are the following elements consistent with Council's vision for the Highway 99W Corridor in the next 20-50 years?
  - compact development pattern
  - high-quality pedestrian environment
  - convenient transit access

- vibrant transit corridor
- focus on local services and transit
- vehicular mobility expected of a State Highway
- redevelopment in industrially designated areas to include more flex space and office use, thus providing more employees to support transit service
- vertical mixed-use (ground floor retail with residential above) in residentially and commercially designated areas
- incorporates the Tualatin River
- strong sense of community identity
- maintains character of existing residential neighborhoods
- Should staff explore with ODOT the possibility of designating the Highway 99W Corridor an Urban Business Area (UBA) under the Oregon Highway Plan?
- Should staff explore the possibility of designating part of the Highway 99W Corridor a Vertical Housing Development Zone (VHDZ)?

#### **BACKGROUND:**

The Council began discussing Local Aspirations in October 2008 when Councilor Carl Hosticka attended a work session meeting to discuss potential topics for Local Aspirations. Council then spent four work sessions, in December 2008 and February, March and April 2009, discussing Local Aspirations and on April 30, 2009, staff presented Council's ideas in a public forum at the Tualatin Tomorrow Community Event. In May 2009, staff prepared responses to Metro's Local Aspirations questionnaire (which was distributed on November 24, 2008) that summarized the Council's Local Aspirations for how and where they would like to see the City grow in the next 20-50 years. Areas of focus included the Town Center, Southwest Concept Plan area, Area of Interest 2 (Knife River; outside the urban growth boundary [UGB]), South Tualatin, and the Stafford Basin (outside the UGB) (Attachment A).

Council did not consider the Highway 99W Corridor as a focus area in previous Local Aspirations discussions. However, some compelling reasons have recently emerged to revisit this area and to consider adding it as an area of focus in the Council's Local Aspirations.

The Highway 99W Corridor includes 183.19 gross acres of land (approximately 137.13 acres in landowner parcels and 46.06 acres of right-of-way) between the urban growth boundary (UGB) on the west and the Tualatin River on the north in the northwest part of the City (Attachment B). A roughly 1.5-mile segment of Highway 99W traverses the Corridor, with two major intersections at SW Cipole Road and SW 124<sup>th</sup> Avenue, and minor access points at SW Pacific Drive and SW Hazelbrook Road. Planning District designations on the south side of Highway 99W are industrial west of SW 124<sup>th</sup> Avenue and commercial and high-density residential east of SW 124<sup>th</sup> Avenue (Attachment C). On the north side of Highway 99W, commercial Planning District designations bracket a central area designated for high-density residential use. Immediately adjacent to the Corridor on the northwest, 55.62 gross acres of land is designated for medium-density residential use.

In December 2002, the Metropolitan Service District (Metro) brought the 15-acre area at the western end of the Highway 99W Corridor into the regional UGB. This triangular area is bounded by Highway 99W on the north, SW Cipole Road on the east, and an unpaved road (future Cummins Drive) on the south. The land was conditioned for industrial development as part of a strategy to balance the supply of land within the UGB for job creation. In 2005, the City prepared the Northwest Tualatin Concept Plan (NWCP) for this area, which allows for flexibility in industrial development while promoting compatibility with adjacent land uses and natural resources. All developable land within the NWCP is designated General Manufacturing (MG) with a Special Setback for Commercial Uses.

The Tualatin Community Plan recognizes the importance of the Highway 99W Corridor area for accommodating higher-density residential development to offset lower density development in other parts of the City. It also acknowledges the commercial portion of the Corridor as an important community resource that should be protected and encouraged to provide commercial activities relating to the Tualatin River and Highway 99W. However, the City has never prepared a plan specifically for the Highway 99W Corridor.

Completion of the Birtcher office building at the southeast corner of Highway 99W and SW 124<sup>th</sup> Avenue and development of the Leveton area just west of SW 124<sup>th</sup> Avenue with construction of buildings by American Classic Deck and Fence, LPKF, Columbia Roofing, and Haulaway Storage have brought new employers to the area (Attachment D). The 17.28 net developable vacant acres in the Highway 99W Corridor, referred to as Planned Capacity, could support approximately 231 jobs (140 on industrially designated land and 91 on commercially designated land), 74 to 93 dwelling units, and 195 to 244 additional residents based on the existing Planning District designations (Attachment E). If densities were maximized on the remaining 119.85 gross acres in the Highway 99W Corridor, referred to as Aspirational Capacity, to achieve more compact development the corridor could support approximately 1,971 additional jobs (894 on industrially designated land and 1,077 on commercially designated land), 575 to 630 dwelling units, and 1,506 to 1,650 additional residents (Attachment E). There is steady interest in development of the residentially as well as the commercially designated land north of Highway 99W, but no development applications have been submitted. Staff surmises that environmental and access constraints affecting these properties make their development financially challenging, hence development proposals have been slow to materialize.

Identification of the Portland City Center to Sherwood Corridor, in the vicinity of the Barbur Boulevard/Highway 99W corridor, as a Near-term Regional Priority Corridor, or Tier 1, in the Metro 2035 Regional High Capacity Transit Plan has focused new interest on Highway 99W for transit (Attachment F). This means that, of the 16 potential high capacity transit corridors identified for future system expansion, the Barbur Boulevard/Highway 99W corridor is considered one of three that are most viable for implementation in the next four (4) years. Therefore, high capacity transit investments will focus on this corridor.

**DISCUSSION:**

The 2040 Growth Concept defines the corridor design type as a “major street that serves as a key transportation route for people and goods”. In the Metro Urban Growth Management Functional Plan (UGMFP) the corridor design type boundary requirement is defined as “along good quality transit lines...[featuring] a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities (3.07.130). The UGMFP recommends a density of 25 persons per acre for the corridor design type (3.07.170).

In achieving the compact development pattern, high-quality pedestrian environment, and convenient transit access of the corridor design type, the Highway 99W Corridor poses several planning challenges. The Draft 2035 RTP classifies Highway 99W within the City as a Regional Street. The Street Design Guidelines for 2040, Creating Livable Streets (June 2002, Second edition), defines Regional Streets as major arterial streets that are primarily vehicle-oriented and provide the highest capacity facility of the street and boulevard classifications. The Draft 2035 RTP identifies Regional Streets as most typically being located in industrial areas, employment areas, corridors, and in conjunction with intermodal facilities (Chapter 2: Vision, pg 27).

The Oregon Highway Plan (ODOT, 1999) classifies Highway 99W as a Statewide Highway (NHS). Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways (pg 41). A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, the Oregon Highway Plan recommends that interruptions to flow should be minimal.

In an effort to balance the conflicting demands of vehicular mobility and continuous-flow operation with pedestrian and bicycle safety and transit access in what may become a high capacity transit corridor, it may be advantageous to designate the Highway 99W Corridor an Urban Business Area (UBA) under the Oregon Highway Plan. The UBA recognizes existing areas of commercial activity or future nodes or various types of centers of commercial activity within UGBs on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability (pg 52). The primary objective of the state highway in an UBA is to maintain vehicular mobility while balancing the access needs of abutting properties with the need to move through traffic. In an UBA, vehicular accessibility is often as important as pedestrian, bicycle and transit accessibility, safe and regular street connections are encouraged, and transit turnouts, sidewalks, and bicycle lanes are accommodated.

As another means to foster compact development in the Highway 99W Corridor, the City may want to consider designating part of the Corridor a Vertical Housing Development Zone (VHDZ; administered through State of Oregon Housing and Community Services). The purpose of the VHDZ would be to encourage mixed-use developments that contain both non-residential and residential uses and to achieve densities that will support higher transit ridership.

In the event that Council chooses to add the Highway 99W Corridor as an area of focus in their Local Aspirations, staff has prepared a response to Metro's Local Aspirations Questions (which Metro distributed on November 24, 2008) for the Highway 99W Corridor, which is provided in Attachment G. This response paints a picture of what development and redevelopment in the Highway 99W Corridor could look like over the next 20-50 years as the area moves toward the compact development pattern, high-quality pedestrian environment, and convenient transit access of the corridor design type while maintaining the vehicular mobility expected of a State Highway. These changes would be accomplished through careful planning and analysis, possible Planning District changes or overlays and UBA and VHDZ designations, and coordination with affected agencies.

**RECOMMENDATION:**

Staff recommends that Council provide direction to staff.

- Attachments:**
- A. City of Tualatin's Local Aspirations
  - B. Figure 1: Acreage
  - C. Figure 2: Planning Districts and Net Developable Vacant Land
  - D. Figure 3: Aerial Photograph
  - E. Net Developable Acres, Planned Capacity, Highway 99W Corridor
  - F. Figure 4: Going Places, Priority High Capacity Transit Corridors
  - G. Metro's Local Aspiration Questions & Response



# City of Tualatin's Local Aspirations

## Urban & Rural Reserves

April 2009



*In June 2007, the City Council accepted Tualatin Tomorrow's Community Vision and Strategic Action Plan which included the following vision:*

## **HOW WE PLAN AND GROW**

### **GROWTH, HOUSING AND TOWN CENTER**

“In the Year 2030, Tualatin maintains a strong sense of community identity while successfully managing new growth and development. A dynamic growth strategy and plan for development promotes choices that fit community values and priorities, while benefiting local neighborhoods, business, schools, parks, and roads.

The City of Tualatin works collaboratively with other local and regional governments, expanding its urban planning area as appropriate, and managing the impacts of Urban Growth Boundary (UGB) expansion to protect community and environmental assets. The City plans carefully to address the cost of new growth and needed infrastructure.

Tualatin has diversified its supply of housing, providing a range of housing choices and affordability to meet the needs of its changing population. Tualatin town center preserves its best historical features while incorporating new mixed-use development, including high-density housing, a full complement of services, commercial and retail development, and amenities that accommodate pedestrians and bicyclists as well as cars.

Good urban design is an important part of Tualatin, with flexible standards that promote an attractive, well-functioning community, including appropriate mixed-use development, small, pedestrian-oriented neighborhood commercial centers, beautiful tree-lined streetscapes, and community ‘gateway’ entrances that strengthen local identity.

Tualatin has a thriving local economy that attracts businesses that fit well into the community, providing living wage jobs and supporting small businesses, while encompassing high-end retail development that offers better choices to shoppers and supports the local tax base.”

*Tualatin Tomorrow- Community Vision and Strategic Action Plan, June 2007*

## What Are Local Aspirations?

Metro has asked cities to identify how much population, employment and housing they will have in the next 20 to 50 years. These Local Aspirations will inform Metro's process in determining the location and size of urban and rural reserves. The reserves process stemmed from concerns with the current system for managing growth in the Metro area.

The City Council has met five times since October 2008 to discuss what Tualatin may look like in the next 20 and 50 years. Their top priority is to maintain the quality of life in Tualatin. Over the next 20 to 50 years change will inevitably occur; however, we can shape what our community looks like. That is why Tualatin Tomorrow's goals for *How We Grow* are stated on the front cover. The information contained here represents aspirations set by the Council for population and employment in the next 20 and 50 years. Transportation improvements, such as additional lanes and new roads, are necessary to accomplish many of these aspirations. Analysis of transportation infrastructure needs will occur at a future date.

## The Town Center Today

In February 2008, the City Council approved a revised Town Center vision statement:

- **Includes a mixed use living, working and playing environment**
- **Is oriented to and integrates the Tualatin River and other natural features to activate uses**
- **Has a distinctive feel with strong, interesting and distinctive design standards and elements**
- **Includes civic, social, commercial and cultural functions as a full service community within walking distance**
- **Encourages safe bike and pedestrian activity**
- **Is a destination for local business activities and not a pass through location for freight traffic**

The Town Center is a mixed-use area meaning there are residential, commercial, and retail uses next to each other. There are several buildings with apartments or condominiums above stores, restaurants and offices on the ground floor. In 2007 there were 3,855 jobs in approximately 1.25 million gross square feet of building space. Additionally, there were 2,390 residents who lived in approximately 956 condominiums and apartments in various locations through out the Town Center.



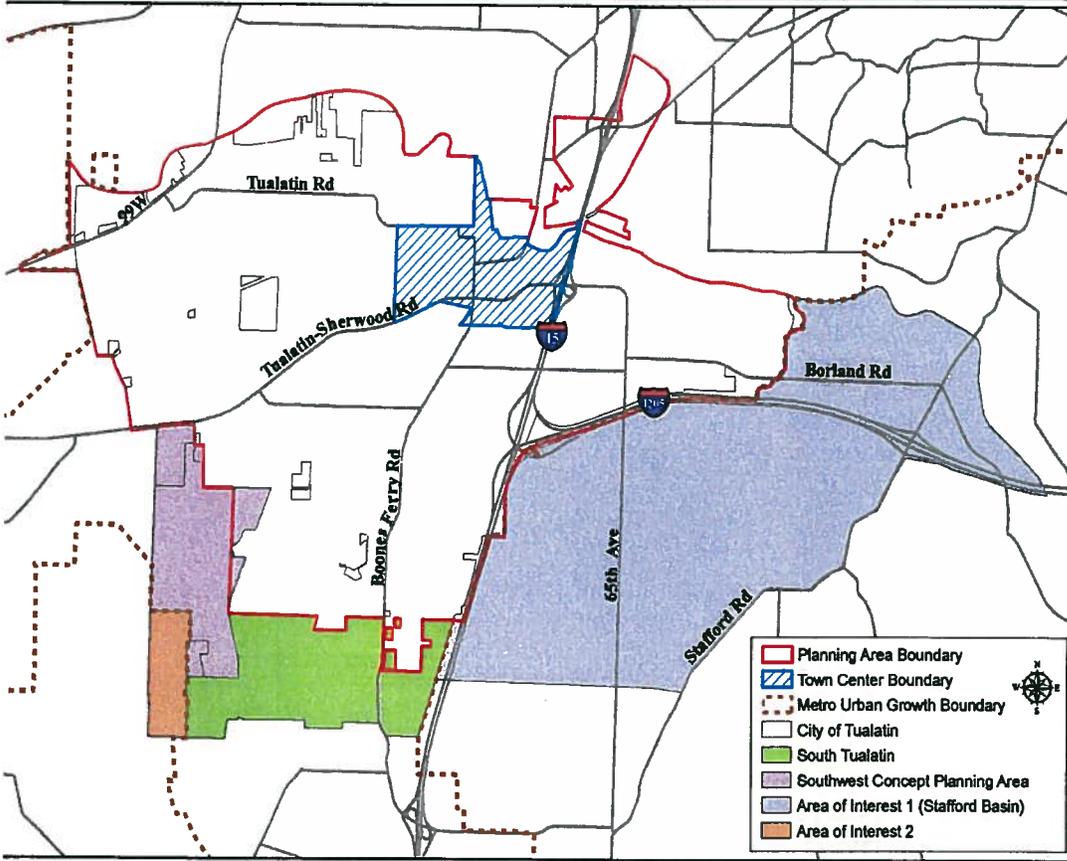
## The Town Center in 20 Years

During five work session meetings, the City Council articulated their aspirations for the Town Center in 20 years. In addition to maintaining the quality of life currently enjoyed by Tualatin residents, their aspirations include constructing new buildings on vacant land and redeveloping existing buildings to facilitate achieving the vision set out in February 2008. In 20 years the Town Center could provide 6,704-8,405 jobs in 2.17 –2.9 million gross square feet of building space. There could be as many as 2,521-3,438 people living in 1,006-1,356 apartments, condominiums or row houses.

## The Town Center in 50 Years

The Town Center could provide 7,753-12,803 jobs in an estimated 2.51 – 4.35 million gross square feet of building space. There could be a population range of 2,691-5,047 people living in 1,071-2,965 apartments, condominiums or row houses in the next 50 years.

	<b>Jobs</b>	<b>Square Footage</b>	<b>Pop.</b>	<b>Res. Units</b>
Town Center 2007	3,855	1.25 million	2,390	956
Town Center 2030	6,704-8,405	2.17-2.9 million	2,521-3,438	1,006-1,356
Town Center 2060	7,753-12,803	2.51-4.35 million	2,691-5,047	1,071-2,965



**Commercial Land Outside of the Town Center**

According to the Oregon Employment Department (OED), in 2007 the City of Tualatin had 5,527 employees or jobs on commercial land.

Future development on vacant land and lots that can be redeveloped will look similar to commercial development today. The City has 20 acres of vacant commercial land which could be built out in two years based on a historical average of 12 acres per year being developed. This could produce approximately 550 jobs.

There are approximately 21 acres of redevelopable land and 5 acres of infill land that could produce a combined total of 708 jobs.

**Industrial Land**

Future industrial development inside the current City boundaries will look similar to our existing industrial areas. There are 340 acres of vacant land, 9 acres of infill land and 99 acres of redevelopable land that could produce 6,445 jobs. Vacant land could be built out in 6 years based on a historical average absorption rate of 60 acres per year. In 2007 there were 12,850 employees or jobs on industrial land, according to OED.

The Southwest Concept Plan area is intended to support corporate business park type industrial development. It has 221 acres of vacant land and 179 acres of redevelopable land which could support 5,500-12,000 jobs by the year 2025 depending on the corporate businesses.

Area of Interest 2 is currently outside of the City and Metro’s Urban Growth Boundary (UGB); however, if it is brought into the UGB that area will likely support corporate business park style industrial development. Area of Interest 2 has approximately 7 acres of vacant land and could support up to 104 industrial jobs. There is also a possibility for some industrial development in the South Tualatin area west of the railroad tracks which could support an estimated 361 jobs.

Area	Acres	New Jobs by 2030
Commercial	46	1,259
Industrial- Inside the City	448	6,445
Southwest Concept Plan	400	5,500-12,000
Area of Interest 2	7	104
South Tualatin	19	361
<i>Total</i>	<i>920</i>	<i>13,669-20,169</i>

## Residential Land

The City aspires to maintain the character of existing residential neighborhoods and to continue that character in new neighborhoods as the City grows. According to Portland State University's Population Research Center, Tualatin has a population of 26,040 as of July 2008, and the City Council has identified a long range population of 35,000 as reasonable.

In 2007, there were 237 acres of vacant (42%), redevelopable (48%) and infill (10%) land; 88% of that land is in the low density residential planning district.

In 20 years, 667-1,505 dwelling units could be added resulting in 1,747-3,944 new people in Tualatin's current boundaries.

Land north of Wilsonville and south of Tualatin was added to the UGB when the boundary expanded in 2004. South Tualatin, about 342 vacant acres in this area, could be served by the City. About 314 acres (91%) of the area was previously identified for residential development. Given the City's aspiration to maintain our residential character, development in South Tualatin could range from 314-2,008 dwelling units resulting in 823-5,261 new residents in the next 20 years. South Tualatin is envisioned to have parks and green space and about 10 acres of retail services.

	Population
Population in 2007	26,040
Town Center 20 Year	2,521-3,438
Residential-Outside of the Town Center	1,747- 3,944
South Tualatin	823 - 5,261
Total Potential 20 Year	31,131- 38,683
<i>Council Aspiration</i>	35,000

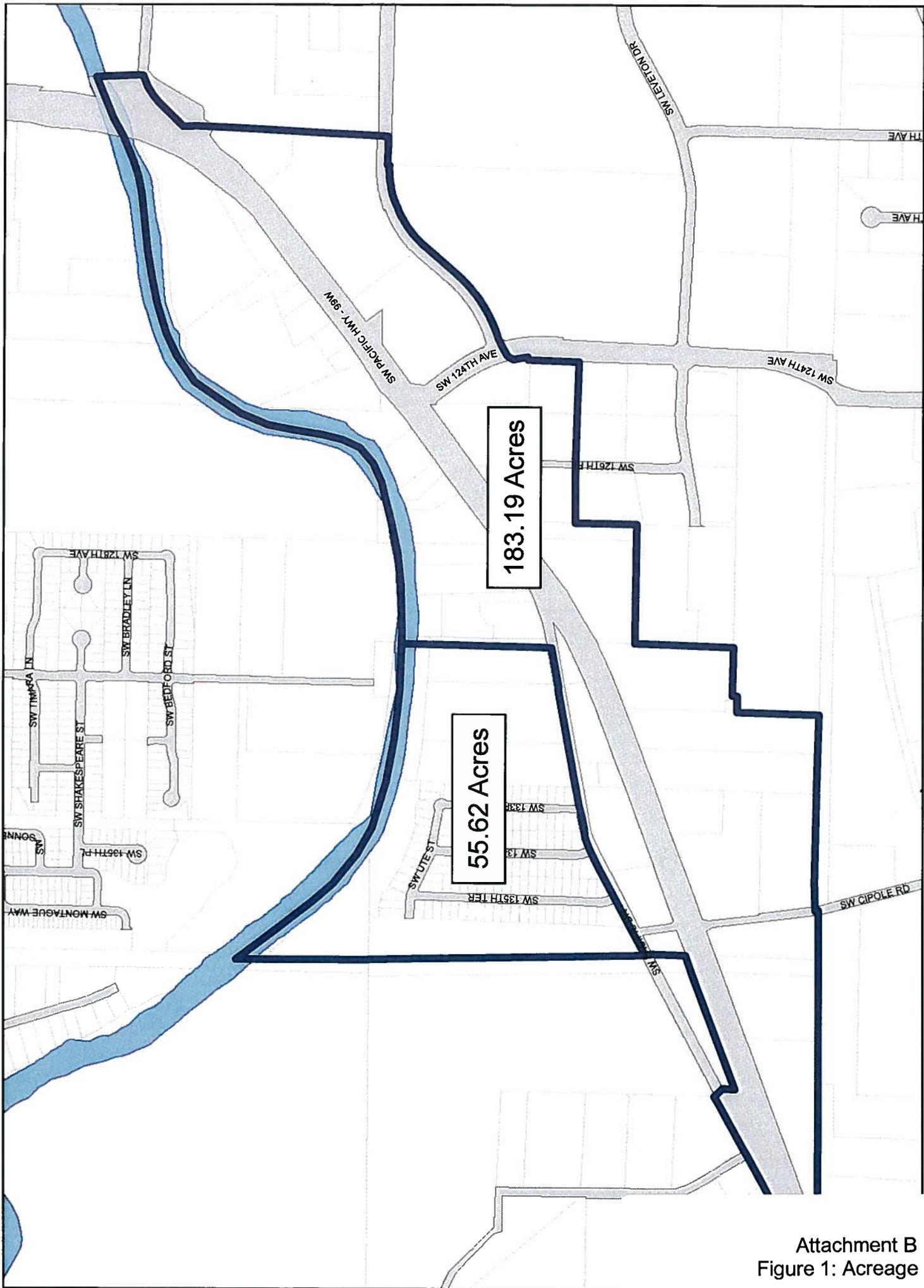
## Area of Interest 1- Stafford Basin

According to Metro, the Portland metropolitan region could add 975,000-1.3 million people in the next 20 years and 1.6-2.3 million over the next 50 years. Cities in the region may have to accept a portion of this additional population. Tualatin has identified the Stafford Basin as an area for the City to grow into instead of increasing densities in the existing City boundaries to accommodate additional population. In order to protect the character of Tualatin's neighborhoods, the Stafford Basin is an area that can provide room for expansion in a manner that resembles the character of our existing neighborhoods. The City's aspirations for the Stafford Basin are to protect open space, protect groves of trees, and provide parkland and school sites that will benefit residents in the City and surrounding area. Corridors of natural areas along I-5 and I-205 are envisioned to serve as buffers.

The Stafford Basin, an area of 2,900 gross acres, is envisioned to have 10,000 people living there in the next 50 years. Possible land use allocations for the 180 net developable acres north of I-205 could be 49 acres of residential land and 131 acres of employment land. South of I-205, there are 1,164 net developable acres that are envisioned to support residential development and several service commercial sites of 6-10 acres identified for local residents to obtain daily goods and services in their neighborhoods.

Stafford Basin 2060	
Population	10,000
Employment	3,935-4,103

- For more information on Urban & Rural Reserves visit the following websites: **Metro**-[www.metro.gov](http://www.metro.gov); **Washington County**-[www.co.washington.or.us](http://www.co.washington.or.us); **Clackamas County**-[www.co.clackamas.or.us](http://www.co.clackamas.or.us)
- To view Tualatin's Local Aspirations/ Urban & Rural Reserves work session memos and presentations visit the Long Range Planning webpage at: [www.ci.tualatin.or.us/departments/communitydevelopment/planning](http://www.ci.tualatin.or.us/departments/communitydevelopment/planning)



Attachment B  
Figure 1: Acreage





- ① Bircher Office Building
- ② Woodridge Apartments
- ③ Roamer's Rest RV Park
- ④ Riverwood Assisted Living and Cedarcrest Alzheimers Care
- ⑤ American Classic Deck and Fence
- ⑦ NW Roller
- ⑧ LPKF
- ⑧ Tualatin Storage
- ⑨ Angel Haven Mobile Home Court
- ⑩ Pony Ridge
- ⑪ BPA Easement

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This map is derived from unclassified, digitized sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility for liability or damages of any kind, Engineering and Building Dept. Project 1772008

Attachment D  
Figure 3: Aerial Photograph

**PLANNED AND ASPIRATIONAL CAPACITY  
HIGHWAY 99W CORRIDOR**

PLANNING DISTRICT	NET DEVELOP-ABLE ACRES (PLANNED CAPACITY) <sup>1</sup>	REMAINING GROSS ACRES (ASPIRATIONAL CAPACITY) <sup>2</sup>	PLANNED + ASPIRATIONAL CAPACITY <sup>3</sup>				
			JOBS	UNITS	PEOPLE PER HOUSEHOLD <sup>4</sup>	RESIDENTS (NEW + EXISTING)	
NORTH OF HWY 99W	CG	2.92	31 jobs/acre	90.52	jobs		
	CG		10.75 31 jobs/acre	333.25	jobs		
	CR		16.44 31 jobs/acre	509.64	jobs		
	TOTAL	2.92	27.19	933.41	jobs		
	RH	3.72	20-25 du/acre	74.40	93.00	units	
	RH		11.04 20-25 du/acre	220.80	276.00	units	
	RMH		4.52 90 units actual	90.00	90.00	units	
	TOTAL	3.72	15.56	385.20	459.00	units	
SOUTH OF HWY 99W	CG		7.56 31 jobs/acre	234.36	jobs		
	MG	6.70	12.5 jobs/acre	83.75	jobs		
	MG		46.45 16 jobs/acre	743.20	jobs		
	ML	3.94	14.4 jobs/acre	56.74	jobs		
	ML		9.40 16 jobs/acre	150.40	jobs		
	TOTAL	10.64	63.41	1,268.45	jobs		
	RH		13.69 264 units actual	264.00	264.00	units	
TOTAL	0.00	13.69	264.00	264.00	units		

HWY 99W CORRIDOR	NET DEVELOP-ABLE ACRES (PLANNED CAPACITY)	REMAINING GROSS ACRES (ASPIRATIONAL CAPACITY)	PLANNED + ASPIRATIONAL CAPACITY					
			JOBS	UNITS (NEW + EXISTING)		PEOPLE PER HOUSEHOLD <sup>4</sup>	RESIDENTS (NEW + EXISTING)	
				LOW	HIGH		LOW	HIGH
	17.28		231.01	74.40	93.00	2.62	194.93	243.66
		119.85	1,970.85	574.80	630.00	2.62	1,505.98	1,650.60
TOTAL	17.28	119.85	2,201.86	649.20	723.00		1,700.90	1,894.26

<sup>1</sup> Net developable acres are vacant acres upon which development is assumed to occur in the future under existing Planning District regulations and densities, or as it is currently planned.

<sup>2</sup> Remaining gross acres are acres within each Planning District less net developable acres; these acres are used to calculate Aspirational Capacity, or development that could occur in the future if density were maximized to achieve more compact development within the corridor.

<sup>3</sup> Jobs per acre is an estimate based on 2007 Business License data increased by 13% to represent 2007 OED data: M:\PLANNING\Other Governments\Metro\Local Aspirations\2008\Local Aspirations Industrial, Commercial, TC & Stafford\Employment Land Analysis.xls

<sup>4</sup> US 2000 Census

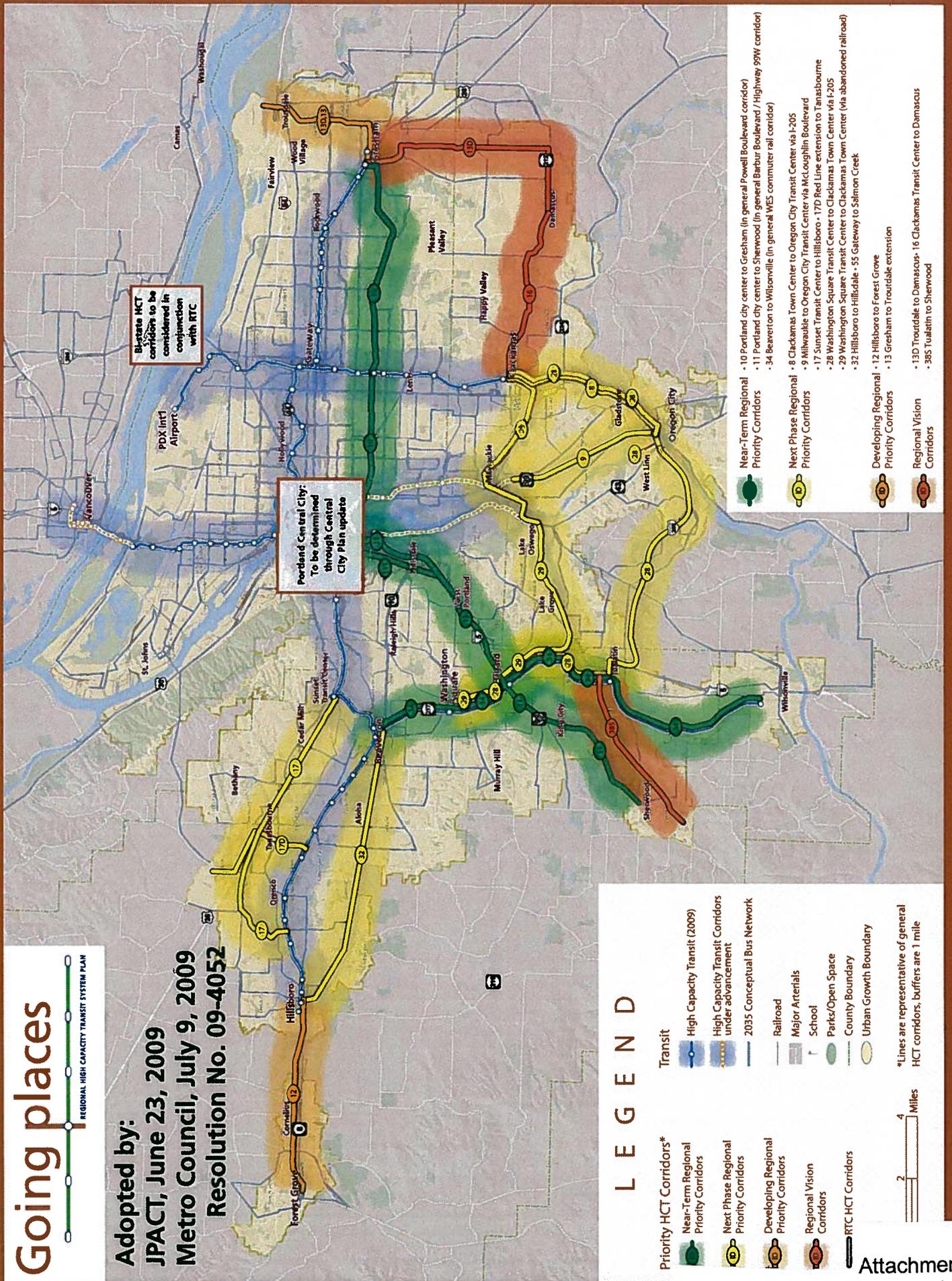
# Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted by:  
**JPACT, June 23, 2009**  
**Metro Council, July 9, 2009**  
**Resolution No. 09-4052**

Portland Central City:  
 To be delineated  
 through Central  
 City Plan update

Bi-state HCT  
 corridors to be  
 considered in  
 conjunction  
 with RTC



- ### LEGEND
- Priority HCT Corridors\***
    - Near-Term Regional Priority Corridors
    - Next Phase Regional Priority Corridors
    - Developing Regional Priority Corridors
    - Regional Vision Corridors
    - RTC HCT Corridors
  - Transit**
    - High Capacity Transit (2009)
    - High Capacity Transit Corridors under advancement
    - 2035 Conceptual Bus Network
    - Railroad
    - Major Arterials
    - School
    - Parks/Open Space
    - County Boundary
    - Urban Growth Boundary
- \*Lines are representative of general HCT corridors, buffers are 1 mile
- 0 2 4 Miles

- Near-Term Regional Priority Corridors**
  - 10 Portland city center to Gresham (in general Powell Boulevard corridor)
  - 11 Portland city center to Sherwood (in general Barbur Boulevard / Highway 99W corridor)
  - 34 Beaverton to Wilsonville (in general WES commuter rail corridor)
- Next Phase Regional Priority Corridors**
  - 8 Clackamas Town Center to Oregon City Transit Center via I-205
  - 9 Milwaukie to Oregon City Transit Center via McLoughlin Boulevard
  - 17 Sunset Transit Center to Hillsboro - 17D Red Line extension to Tansborough
  - 28 Washington Square Transit Center to Clackamas Town Center via I-205
  - 29 Washington Square Transit Center to Clackamas Town Center (via abandoned railroad)
  - 32 Hillsboro to Hillsdale - 55 Gateway to Salmon Creek
- Developing Regional Priority Corridors**
  - 12 Hillsboro to Forest Grove
  - 13 Gresham to Troutdale extension
- Regional Vision Corridors**
  - 13D Troutdale to Damascus - 16 Clackamas Transit Center to Damascus
  - 385 Tualatin to Sherwood

Attachment F  
 Figure 4: Going Places, Priority High Capacity Transit Corridors

## **METRO'S LOCAL ASPIRATION QUESTIONS**

Based on City Council discussions, below are Tualatin's responses to Metro's questionnaire distributed on November 24, 2008, for the Highway 99W Corridor. This information is subject to modification as we continue our public outreach activities.

### **1. What are your plans for growth in your city in general and in your centers, corridors and employment areas?**

- *What is your planned capacity for these areas?* Planned capacity was interpreted to mean growth on vacant land.
  - Highway 99W Corridor: 17.28 net vacant acres can support approximately 231 jobs, 74 to 93 dwelling units and 195 to 244 additional people.
- *What locations are not achieving their planned capacity?*
  - All areas, based on allowed uses and physical location, are experiencing growth or some type of development. There are no areas in Tualatin that are underachieving.
- *Is our understanding of your current planned capacity correct?*
- *What are your aspirations for capacities beyond current adopted plans, if any?*
  - Highway 99W Corridor: In the next 20 redevelopment of industrial land south of the highway and west of SW 124<sup>th</sup> Avenue, as well as redevelopment of commercial land north of the highway along SW Pacific Drive likely will occur. Industrial redevelopment could include more flex space and office use to provide more employees to support transit service in the corridor. The development pattern north of Highway 99W is expected to change from existing single-story commercial and low-density residential development to vertical mixed-use (ground floor retail with residential above) as corridor plans are developed. If densities were maximized on the remaining 119.85 gross acres in the Highway 99W Corridor to achieve more compact development the corridor could support approximately 1,971 additional jobs (beyond Planned Capacity), 575 to 630 dwelling units, and 1,506 to 1,650 additional residents.
- *What are your plans for growth in the 50 year time frame, if any?*
  - Highway 99W Corridor: In the next 50 years the development pattern established in the 20-year timeframe is expected to continue and mature with increased density, additional vertical mixed-use, taller structures, greenway trails, and bicycle and pedestrian amenities to support transit service in the corridor.

### **2. What kind of community are you planning for?**

- *Are you planning for an 18-hour community or other community shown on the Activity Spectrum or somewhere in between?*
  - Highway 99W Corridor: Based on the 50-year growth aspirations, the Highway 99W Corridor could resemble a 14-hour community similar to the Hillsdale District with a focus on local services and transit, and have a jobs-to-housing ratio of 3:1. It is anticipated the Highway 99W Corridor would have more dwelling units per acre than is found in the Hillsdale District, likely 25 du/ac as compared with 10 du/ac, because of the amount of existing higher density single-family and multi-family development and planned vertical mixed-use. The Highway 99W

Corridor also would be expected to use structured parking, rather than surface lots, to maximize development in 3-4 story buildings with an average FAR of 0.5:1. Continuous sidewalks and pedestrian connections throughout the corridor, particularly at intersections and transit stops, would be especially important to connect riders with transit facilities on both sides of Highway 99W.

- The City aspires to maintain the quality of life in Tualatin and the character of existing residential neighborhoods, and to continue that character in new neighborhoods as the City grows. Two important themes in the Highway 99W Corridor are incorporating the Tualatin River into the City and making this a vibrant transit corridor.

**3. What policy and investment choices will it take for you to achieve these aspirations?**

- *What type of transportation or other infrastructure is needed, such as completing sidewalk gaps or street connections in your downtown, or upgrading sewer or water services?*
  - Highway 99W Corridor: Some transportation and infrastructure improvements, such as additional lanes, new access roads, and water, sewer and storm drain upgrades, likely will be necessary to accomplish the above stated aspirations. Implementation of the Metro 2035 Regional High Capacity Transit Plan for the Portland City Center to Sherwood Corridor, which is identified as a Near-term Regional Priority Corridor (most viable for implementation in the next four (4) years), would improve high-capacity transit in the Highway 99W Corridor consistent with increased densities and vertical mixed-use envisioned for the area.
  - Staff and Council have not reviewed detailed infrastructure analysis for the above aspirations. As planning for the Highway 99W Corridor moves forward, staff will work with a consultant to identify infrastructure needs and costs for development.
- *What new financing strategies, if any, are being considered in your community to pay for needed investments?*
  - Highway 99W Corridor: The City is considering designating a Vertical Housing Development Zone (VHDZ; administered through State of Oregon Housing and Community Services) in part of the Highway 99W Corridor to encourage mixed-use developments that contain both non-residential and residential uses and to achieve densities that will support higher transit ridership.
- *What type of financial or technical assistance is needed?*
  - The City will seek a Construction Excise Tax (CET) Planning Grant from Metro to help pay for preparation of the Highway 99W Corridor plan. The City will seek the assistance of consultants for the plan's infrastructure analysis. We also may pursue having the Highway 99W Corridor designated an Urban Business Area (UBA) by the Oregon Department of Transportation (ODOT) so that the speed within the Corridor can be reduced to 35-40 miles per hour, and transit turnouts, sidewalks, and bicycle lanes can be accommodated without compromising vehicular

## METRO'S LOCAL ASPIRATIONS QUESTIONS & RESPONSE

December 7, 2009

Page 3 of 5

mobility; if this designation were to be pursued, technical assistance from ODOT would be needed.

- *What type of regulatory or other tools are needed or are being considered?*
  - Regulatory tools that could be needed include Plan Map and/or Plan Text Amendments to change Planning District designations, or implement overlay or other district designations, and to alter building height, setback, or other standards. A Highway 99W Corridor Plan must be written and adopted by the Council and, once adopted, reflected in the Tualatin Development Code.

METRO'S LOCAL ASPIRATIONS QUESTIONS & RESPONSE

December 7, 2009

Page 4 of 5

Name: City of Tualatin

What are your aspirations for growth in Centers and Corridors and/or City as a whole?

<b>Where would you like to encourage growth?</b>	<b>Where is this area located? (include shape file if possible)</b>	<b>What is your planned capacity for growth?</b>	<b>What is your estimate for growth by 2030?</b> (Combined vacant + redevelopment of remaining gross acres)	<b>What is your aspiration for growth beyond planned capacity if available for 20 years?</b> (Only includes redevelopment of remaining gross acres)	<b>What is your aspiration for growth beyond planned capacity if available for 50 years?</b>
<b>Existing Center</b>					
<b>New Center</b>					
<b>Corridor</b>	Highway 99W Corridor	231 jobs, 74 to 93 dwelling units, and 195 to 244 additional new residents	2,202 jobs, 649 to 723 dwelling units, and 1,701 to 1,894 new residents	1,971 jobs, 575 to 630 dwelling units, and 1,506 to 1,650 new residents	Not known
<b>City as a whole</b>					
<b>Other locations for additional infill or key nodes?</b> (Areas outside of current city boundaries)					

What values will guide growth in your community?

<b>Locations</b>	<b>Using the Activity Spectrum, which type of community best reflects your aspirations?</b>	<b>What is the desired urban form for your community (FAR, Height)</b>	<b>What is the theme, if any that your community wants to retain (historic main street, regional shopping, etc.)</b>	<b>Other Values</b>
<b>Existing Center</b>				
<b>New Center</b>				
<b>Corridor</b>	Highway 99W Corridor: 14-hour community with a focus on local services and transit, and a 3:1 jobs housing ratio	In 2030 FAR could be around an average 0.50 and buildings could be 3-4 stories. Compact development pattern, high-quality pedestrian environment, and convenient transit access.	Strong sense of community identity; maintaining character of existing residential neighborhoods	Incorporate the Tualatin River and make this a vibrant transit corridor

METRO'S LOCAL ASPIRATIONS QUESTIONS & RESPONSE

December 7, 2009

Page 5 of 5

<b>City as whole</b>				
<b>Other locations for additional infill or key nodes?</b> (Areas outside of current city boundaries)				

*What policy and investment actions will it take to achieve these aspirations?*

<b>Locations</b>	<b>What kind of transit services?</b>	<b>What kind of other infrastructure? (streetscape, road, bike, pedestrian, sewer or other?)</b>	<b>What kind of financial strategies? (urban renewal, new funding sources, other?)</b>	<b>What kind of regulatory or policy changes?</b>	<b>Other?</b>
<b>Existing Center</b>					
<b>New Center</b>					
<b>Corridor</b>	Highway 99W Corridor: Implementation of the Metro 2035 Regional High Capacity Transit Plan for the Portland City Center to Sherwood Corridor would improve high-capacity transit in the Corridor consistent with increased densities and vertical mixed-use envisioned for the area.	Additional lanes on Highway 99W may be needed to maintain mobility, and new access roads will be needed to developing properties; Upgrades to sewer, water and storm drains will be needed for increased density.	The City is considering designating a Vertical Housing Development Zone (VHDZ) in part of the Corridor to encourage mixed-use developments and to achieve densities that will support higher transit ridership. The City will seek a Construction Excise Tax (CET) Planning Grant from Metro; assistance of consultants for the Plan's infrastructure analysis; and may pursue having the Highway 99W Corridor designated an Urban Business Area (UBA) by ODOT.	Plan Map and/or Plan Text Amendments to change Planning District designations, or implement overlay or other district designations, and to alter building height, setback, or other standards may be necessary. The Highway 99W Corridor Plan must be written and adopted by the City Council. Once it is adopted the City's development code will be updated to reflect these policies.	
<b>City as whole</b>					
<b>Other location for additional infill or key nodes?</b> (Areas outside of current city boundaries)					

## City Council's Vision<sup>1</sup>

### Tualatin Town Center:

1. Includes a mixed use living, working and playing environment
2. Is oriented to and integrates the Tualatin River and other natural features to activate uses
3. Has a distinctive feel with strong, interesting and distinctive design standards and elements
4. Includes civic, social, commercial and cultural functions as a full service community within walking distance
5. Encourages safe bike and pedestrian activity
6. Is a destination for local business activities and not a pass through location for freight traffic

<sup>1</sup> February 26, 2008 Special Work Session

# TUALATIN EASTSIDE DOWNTOWN

- CIVIC BLOCK**  
CITY HALL, EXISTING LIBRARY  
W/ EXPANSION
- ENTERTAINMENT  
CENTER**  
THEATER AND RESTAURANT
- OFFICE SPACE**  
W/ TWO LEVELS OF  
PARKING BELOW
- CORPORATE  
COMPLEX**
- RETAIL SPACE**  
W/ OFFICE SPACE ABOVE
- RESIDENTIAL**
- SPECIALTY  
HOUSING**
- LANDSCAPED AREA**
- HARDSCAPED AREA**

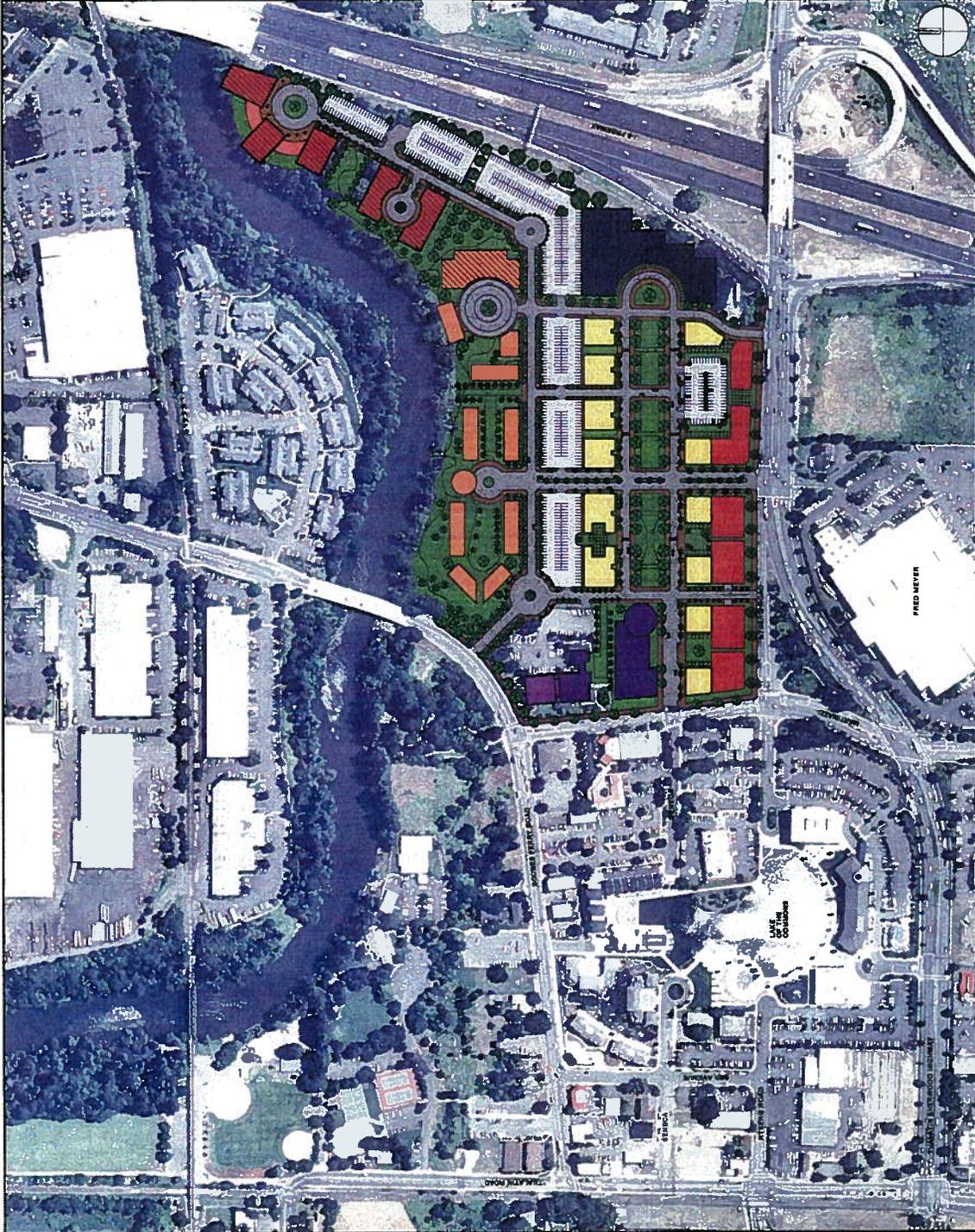


APRIL 9, 2000



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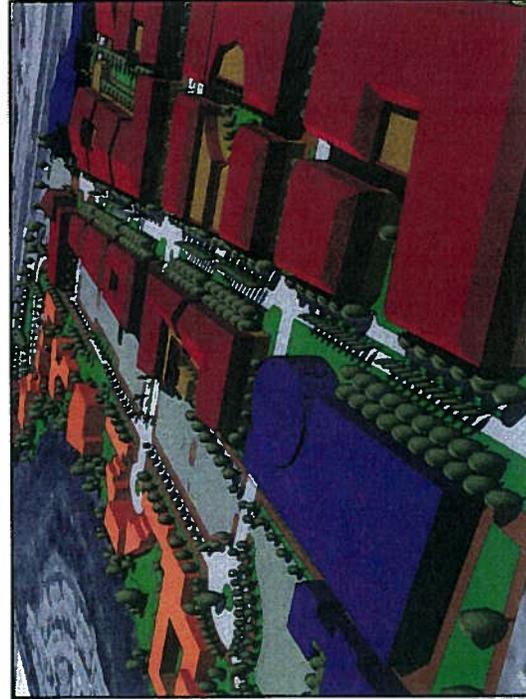
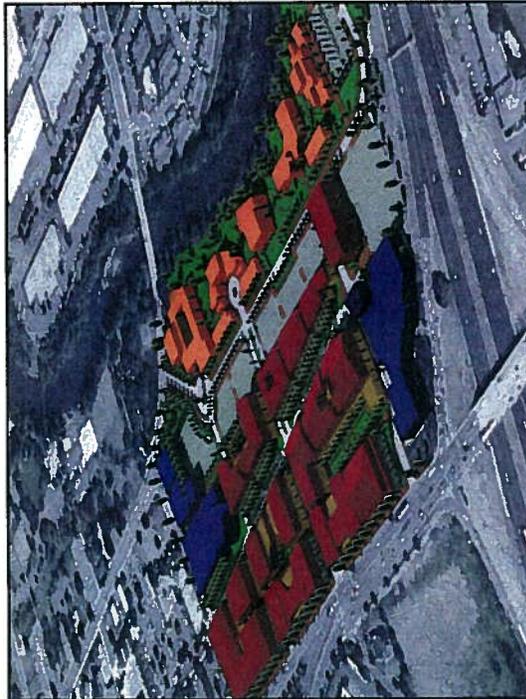
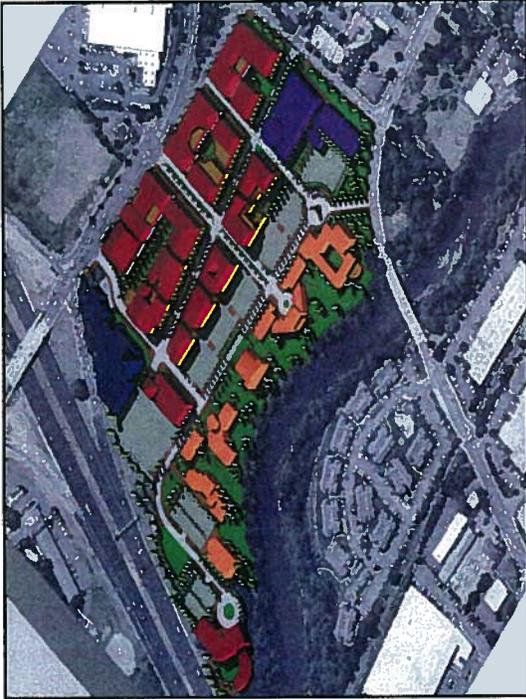
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EASTSIDE  
DOWNTOWN

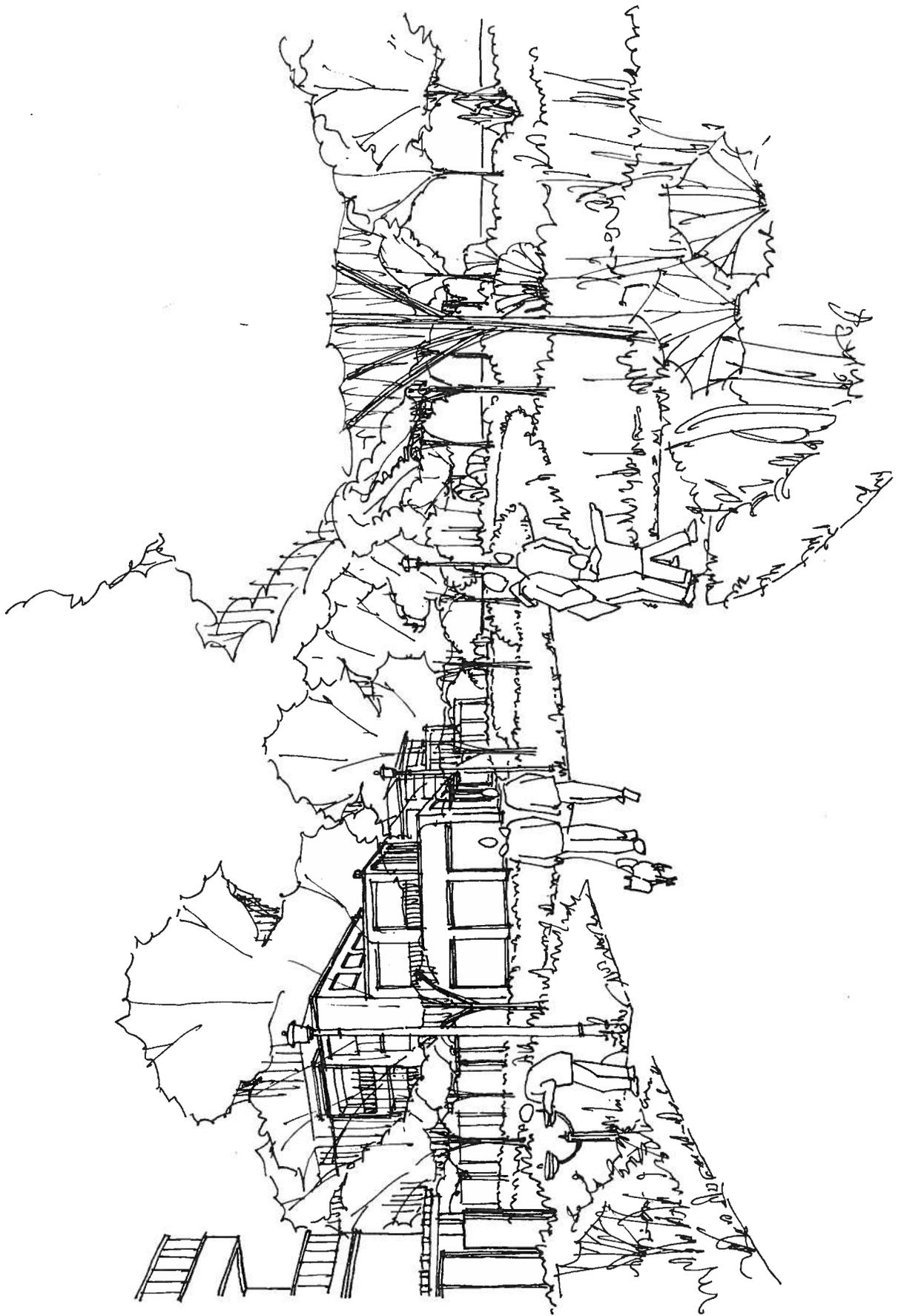
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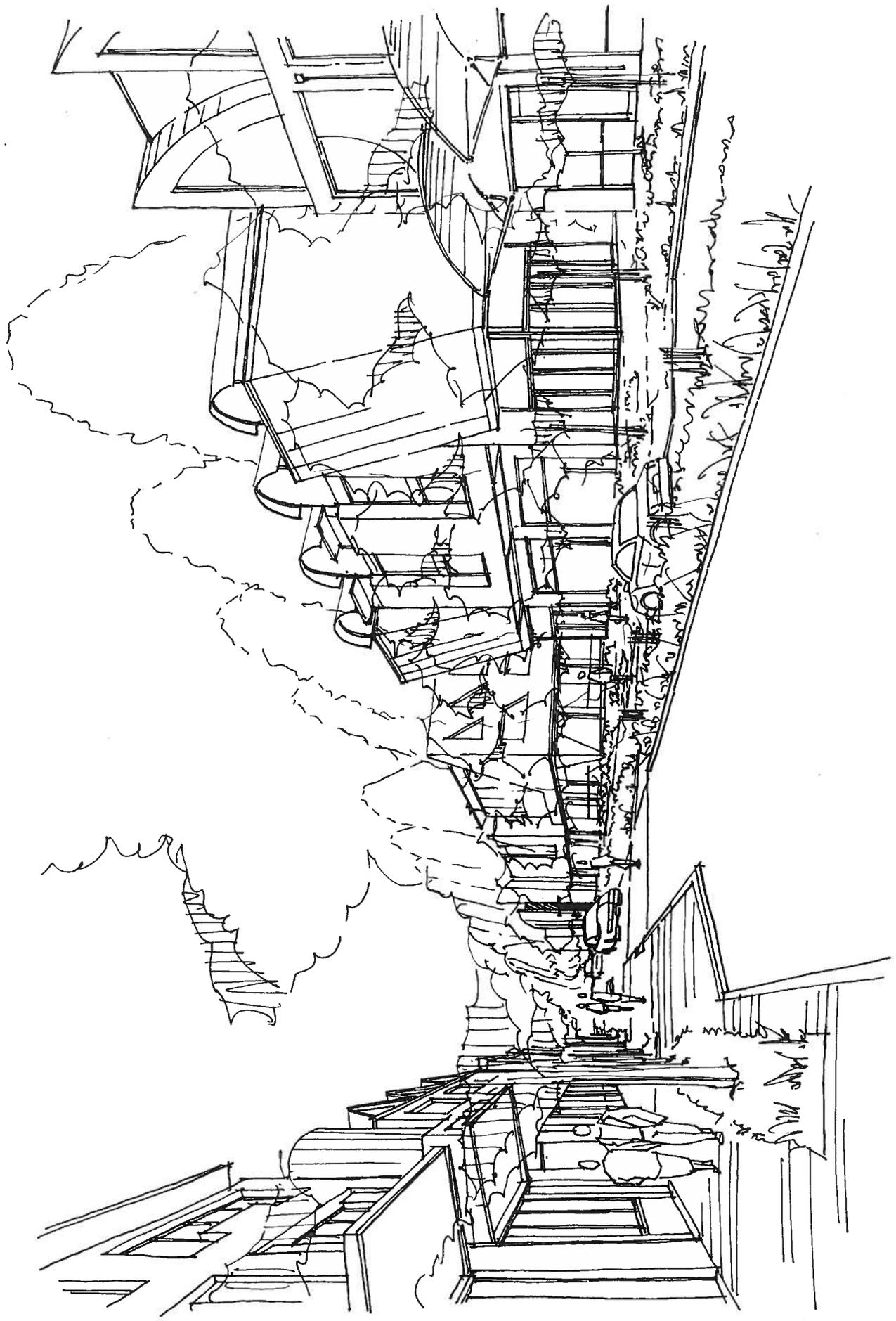


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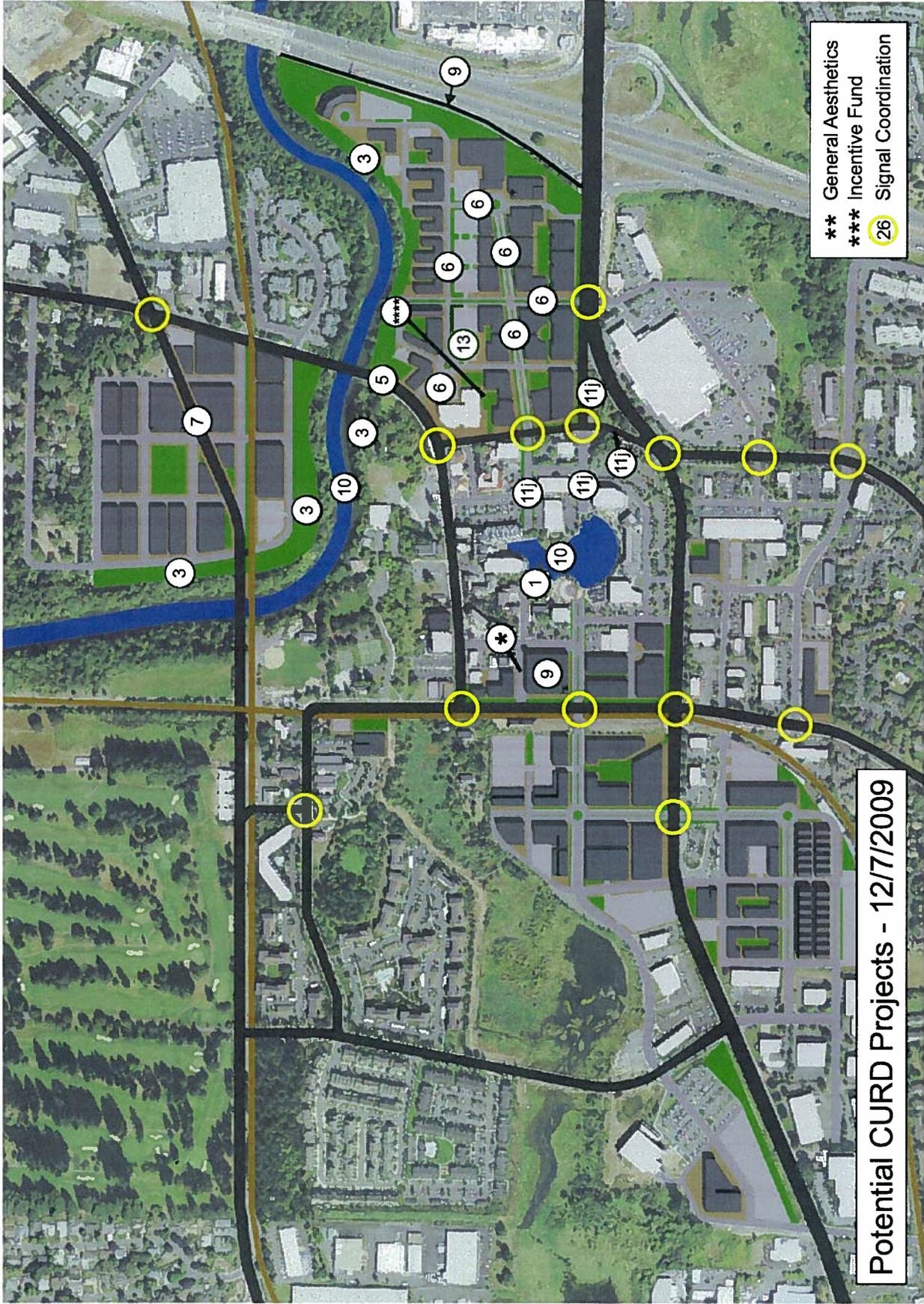






POTENTIAL CURD PROJECTS 12/7/2009

AREA	NUMBER	PROJECT	COST	TDC	OTHERS
Central	11j	East Commons	\$ 4,000,000	\$ 4,000,000	\$ 0
Central	1	Commons Landmark	\$ 1,090,000	\$ 1,090,000	\$ 0
Central	*	West Commons Sanitary Sewer	\$ 100,000	\$ 100,000	\$ 0
Central	9	Red Parking Lot Garage	\$ 14,050,000	\$ 5,000,000	\$ 9,050,000
East	6	Eastside Downtown	\$ 11,810,000	\$ 8,762,000	\$ 3,048,000
East	3	Tualatin River Pedestrian Trail	\$ 5,100,000	\$ 4,100,000	\$ 1,000,000
East	10	Pedestrian Bridge (Tualatin River or Commons Lake)	\$ 2,390,000	\$ 1,390,000	\$ 1,000,000
East	13	Eastside Downtown Parking Garage	\$ 11,950,000	\$ 5,975,000	\$ 5,975,000
East	9	I-5 Pedestrian Trail	\$ 7,500,000	\$ 6,500,000	\$ 1,000,000
North	5	Boones Ferry Road	\$ 11,760,000	\$ 5,880,000	\$ 5,880,000
North	7	Tualatin Road Extension	\$ 33,340,000	\$ 16,670,000	\$ 16,670,000
General	**	General Aesthetic Projects	\$ 500,000	\$ 500,000	\$ 0
General	26	Signal Coordination	\$ 980,000	\$ 490,000	\$ 490,000
General	***	Incentive Fund	\$ 500,000	\$ 500,000	\$ 0
General	****	City Center Feasibility Study	\$ 50,000	\$ 50,000	\$ 0
		<b>TOTAL</b>	<b>\$105,120,000</b>	<b>\$ 61,007,000</b>	<b>\$ 44,113,000</b>



Potential CURD Projects - 12/7/2009



MEMORANDUM

TO: Doug Rux

FROM: Jeff Tashman

SUBJECT: Additional Projection Scenarios for CURD

DATE: 2 December 2009

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This memo describes additional modelling of the future tax increment revenues and borrowing capacity of the Central Urban Renewal District. These scenarios are, as you requested:

- A “Lower” Scenario which projects no new development . The projected maximum indebtedness for this scenario is \$48,467,177
- A “Higher” Scenario which projects development at a higher intensity (FAR) and extends the tax increment financing beyond the twenty years assumed in the other projections. The projected maximum indebtedness for this scenario is \$146,328,970

For the Higher Scenario, FAR is 1.4 for the redevelopment sites for which development programs were calculated (as opposed to those sites with known specific development programs). This translates on the average to three story buildings with three story parking structures. In addition the tax increment financing is shown as being in place until FYE 2036 (instead of FYE 2030), when the last series of bonds, issued in FYE 2026, can be defeased. (Short term debt is shown as terminating in FYE 2033 to allow for defeasance of all debt by FYE 2036.) The FYE 2026 bond issue takes advantage of the big increases in incremental assessed value and tax increment revenues resulting from redevelopment of the Nyberg and Pactrust sites.

We do not believe that either scenario is a reasonable projection. The Lower Scenario unreasonably assumes no new development. Though we have not done a real estate market analysis, our judgment is that the Higher Scenario projects development at a scale (average 3 story height of buildings and 3 stories of structured parking) that is excessive in terms of the development feasibility of the individual projects. Further the overall market demand for commercial space in the District during the planning period is not likely to support the absorption of the 2.7 million square feet assumed in the Higher Scenario (see Table 1).

*Revised Draft Projections, CURD*

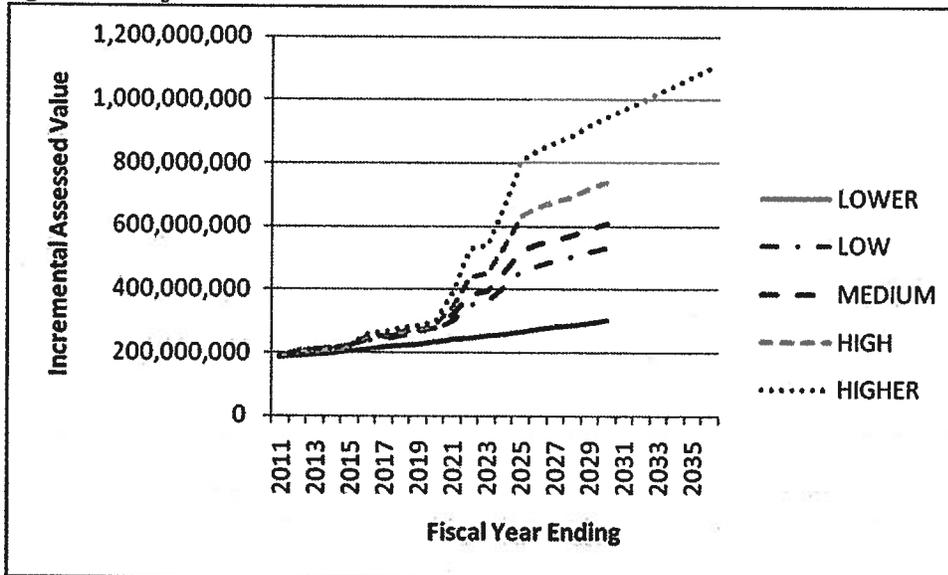
Table 1. below shows the summary of new development in each scenario (except for the Lower Scenario which has no new development) in terms of square feet of commercial space and residential units. It also shows the number of parking spaces that would be necessary to serve the office, retail and restaurant uses at a ratio of 3 spaces per 1,000 s.f.

Table 1: New Development

Scenario	Low	Medium	High	Higher
Office (sf)	742,546	973,902	1,408,257	2,074,199
Retail (sf)	248,902	321,646	437,865	641,771
Residential, Apts (units)	115	155	230	345
Residential, Condos, (units)	115	155	230	345
Restaurant (sf)	7,000	8,500	8,500	10,000
Assisted Living (units)	210	210	210	210
Parking for Office, Retail and Restaurant	2,995	3,912	5,564	8,178

Figure 1. below shows the projected incremental assessed value of the five scenarios. Note that only the “Higher” scenario extends the tax increment financing beyond FYE 2030, to FYE 2036. The incremental assessed value this current fiscal year is \$180,221,31.

Figure 1. Projected Incremental Assessed Value



*Revised Draft Projections, CURD*

Table 2. below shows the projected borrowing capacity (maximum indebtedness) of the scenarios:

Table 2: Maximum Indebtedness of Scenarios

Higher	\$146,328,970
High	\$ 87,522,000
Medium	\$ 76,377,418
Low	\$ 69,722,217
Lower	\$ 48,467,177