OFFICIAL AGENDA OF THE TUALATIN DEVELOPMENT COMMISSION FOR MARCH 8, 2010

A. CALL TO ORDER

B. PRESENTATIONS, ANNOUNCEMENTS, SPECIAL REPORTS

C. CITIZEN COMMENTS

This section of the agenda allows citizens to address the Commission regarding any issue not on the 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.

D. CONSENT AGENDA *(Item Nos. 1 – 2)*

Page No.

The Consent Agenda will be enacted with one vote. The Chairman will first ask the staff, the public and the Commissioners if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under "Items Removed from the Consent Agenda." The entire Consent Agenda, with the exception of items removed to be discussed under "Items Removed from the Consent Agenda," is then voted upon by roll call under one motion.

1. Approval of the Minutes of the Work Session and Meeting of February 22, 2010.....

2. Change Order No. 7 to the Contract Documents for Construction of the SW Herman..... Road Project

E-F. PUBLIC HEARINGS

1. Public Hearing to Consider a Resolution Supporting an Ordinance Approving a..... Substantial Amendment to the Urban Renewal Plan for the Tualatin Central Urban Renewal Project, Increasing the Maximum Indebtedness and Adding Projects to Address Blight; and Amending TDC 30.010 and TDC Map 9-3 (PTA-09-10)

   Resolution No. 584-10 Supporting an Ordinance Approving a Substantial Amendment to the Urban Renewal Plan for the Tualatin Central Urban Renewal Project, Increasing the Maximum Indebtedness and Adding Projects to Address Blight, and Amending TDC 30.010 and TDC Map 9-3 (PTA-09-10)

G. GENERAL BUSINESS

None.

H. ITEMS REMOVED FROM CONSENT AGENDA

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

I. COMMUNICATIONS FROM COMMISSIONERS

J. EXECUTIVE SESSION

K. ADJOURNMENT

STAFF REPORT
TUALATIN DEVELOPMENT COMMISSION

Approved by Tualatin Development Commission
Date 3-8-10
Recording Secretary M Smith

TO: Honorable Chairman and Members of the Commission

FROM: Sherilyn Lombos, Administrator SL

DATE: March 8, 2010

SUBJECT: APPROVAL OF THE WORK SESSION AND MEETING MINUTES OF FEBRUARY 22, 2010

ISSUE BEFORE THE COMMISSION:
The issue before the Commission is to approve the minutes for the Work Session and Meeting minutes of February 22, 2010.

RECOMMENDATION:
Staff respectfully recommends that the Commission adopt the attached minutes.

FINANCIAL IMPLICATIONS:
There are no financial impacts associated with this item.

Attachments: Minutes

TUALATIN DEVELOPMENT COMMISSION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OR 97062-7092

503 / 692-2000

Approved by Tualatin Development Commission
Date 3-8-10
Recording Sec MSmith

TUALATIN DEVELOPMENT COMMISSION WORK SESSION MINUTES OF FEBRUARY 22, 2010

PRESENT: Chairman Lou Ogden; Commissioners Chris Barhyte, Monique Beikman, Joelle Davis, Jay Harris, Donna Maddux, and Ed Truax; Sherilyn Lombos, Administrator, Mike McKillip, City Engineer; Brenda Braden, City Attorney; Kent Barker, Police Chief; Dan Boss, Operations Director; Maureen Smith, Recording Secretary

ABSENT: None.

A. CALL TO ORDER
Chairman Ogden called the Development Commission Work Session to order at 7:04 p.m.

B. PRESENTATIONS, ANNOUNCEMENTS, SPECIAL REPORTS – N/A

C. CITIZEN COMMENTS – N/A

D. CONSENT AGENDA
No changes to the Consent Agenda were made.

E-F. PUBLIC HEARINGS – N/A

G. GENERAL BUSINESS – N/A

H. ITEMS REMOVED FROM CONSENT AGENDA – N/A

I. COMMUNICATIONS FROM COMMISSIONERS
None.

J. EXECUTIVE SESSION
None.

K. ADJOURNMENT
The work session adjourned at 7:04 p.m.

Sherilyn Lombos, Administrator

Recording Secretary / Maureen Smith Maureen Smith

TUALATIN DEVELOPMENT COMMISSION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OR 97062-7092

503 / 692-2000

Approved by Tualatin Development Commission
Date 3-8-10
Recording Sec MSmith

TUALATIN DEVELOPMENT COMMISSION MEETING MINUTES OF FEBRUARY 22, 2010

PRESENT: Chairman Lou Ogden; Commissioners Chris Barhyte, Monique Beikman, Joelle Davis, Jay Harris, Donna Maddux, and Ed Truax; Sherilyn Lombos, Administrator; Doug Rux, Community Development Director; Brenda Braden, City Attorney; Maureen Smith, Recording Secretary

ABSENT: None.

[Unless otherwise noted MOTION CARRIED indicates all in favor.]

A. CALL TO ORDER
Chairman Ogden called the meeting to order at 8:08 p.m.

B. PRESENTATIONS, ANNOUNCEMENTS, SPECIAL REPORTS
None.

C. CITIZEN COMMENTS
None.

D. CONSENT AGENDA

MOTION by Commissioner Barhyte, SECONDED by Commissioner Maddux to adopt the Consent Agenda as read:

1. Approval of the Minutes of the Work Session and Meetings of January 11, 2010 and February 8, 2010

2. Change Order No. 6 to the Contract Documents for Construction of the SW Herman Road Project

MOTION CARRIED.

E-F. PUBLIC HEARINGS
None.

G. GENERAL BUSINESS
None.

H. ITEMS REMOVED FROM CONSENT AGENDA

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

I. COMMUNICATIONS FROM COMMISSIONERS

None.

J. EXECUTIVE SESSION

None.

K. ADJOURNMENT

MOTION by Commissioner Barhyte, SECONDED by Commissioner Maddux to adjourn the meeting at 8:09 p.m. MOTION CARRIED.

Sherilyn Lombos, Administrator

Recording Secretary / Maureen Smith Maureen Smith

Approved by Tualatin Development Commission
Date 3-8-10
Recording Sec

STAFF REPORT
TUALATIN DEVELOPMENT COMMISSION

TO: Honorable Chairman and Members of the Commission

THROUGH: Sherilyn Lombos, Administrator

FROM: Doug Rux, Community Development Director
Eric Underwood, Development Coordinator

DATE: March 8, 2010

SUBJECT: CHANGE ORDER NO. 7 TO THE CONTRACT DOCUMENTS FOR CONSTRUCTION OF THE SW HERMAN ROAD PROJECT

ISSUE BEFORE THE COMMISSION:
Whether the Tualatin Development Commission should approve Change Order No. 7 for construction of the SW Herman Road project (Attachment B).

RECOMMENDATION:
Staff recommends that the Commission approve the attached change order in the amount of $811.00 and that the Chairman and Administrator be authorized to execute said Change Order No. 7.

EXECUTIVE SUMMARY:

- This action is not a public hearing.
- This change order covers changes associated with the adjustment of a fire hydrant. The fire hydrant adjustment is per Tualatin Valley Fire & Rescue recommendation. Work relating to this change is as follows:
  - Fire Hydrant Adjustment
    - Raise hydrant with 6" elevating sleeve
    - Re-install hydrant
- Before proceeding with the next stage of this project, the Commission needs to approve Change Order No. 7 for the project.
- The expectation for project completion was December 31, 2009; we expect the project to be completed by the end of February due to a number of complications.

OUTCOMES OF DECISION:
Approval of Change Order No. 7 for SW Herman Road improvements will result in the following:

1. Enable the contractor to move forward on the construction of the SW Herman Road improvements.
2. Enable the contractor to be paid in a timely manner.
3. Allow SW Herman Road to be constructed in a manner that satisfies City design standards.
4. Allow SW Herman Road improvements to meet minimum engineering standards.

Not approving Changer Order No. 7 for SW Herman Road improvements will result in the following:

1. Complicate contractor billing.
2. Potentially delay construction of SW Herman Road.
3. Provide an opportunity for negotiation of changes listed above.

ALTERNATIVES TO RECOMMENDATION:
Alternatives evaluated to approval of Change Order No. 7 for the SW Herman Road improvement project are as follows:

1. Reject the change orders proposed by the contractor.
2. Negotiate change order items.

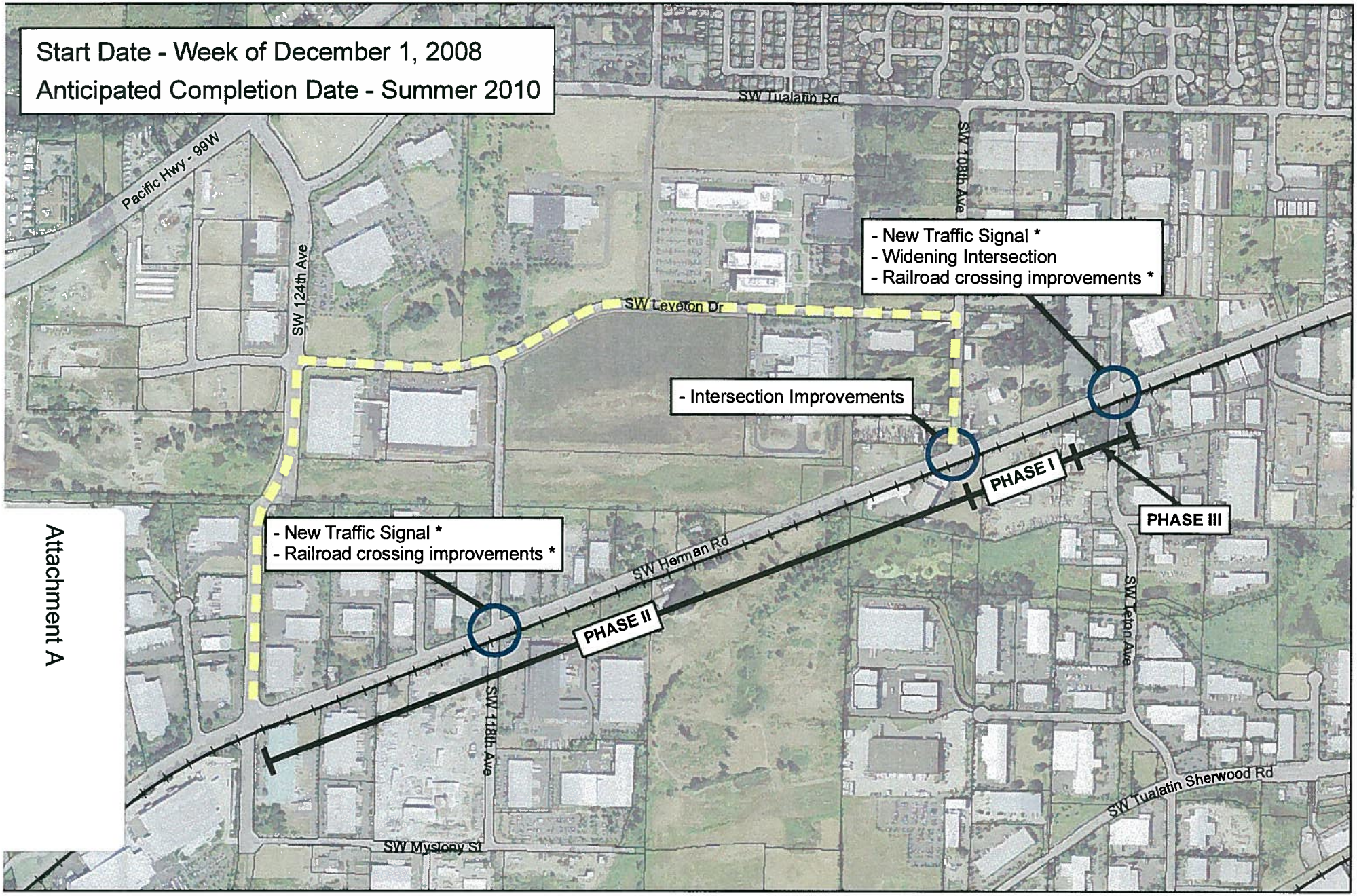
FINANCIAL IMPLICATIONS:
Change Order No. 7 results in a cost impact to the Commission of $811.00. The current project cost is $4,466,081.80, which is 102% of the original bid cost. This is within budget for this project.

PUBLIC INVOLVEMENT:
Public involvement is not required as part of this action.

Attachments: A. Map of SW Herman Road Project Area
B. Change Order No. 7

Herman Road Improvement Project

TUALGIS



Attachment A

Phase I - Herman Road will remain open.

Phase II - Herman Road closed to all traffic except for local access.

Construction Detour Route

RF 1:10,000

N W E S

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or ommissions in the information. This map is provided "as is". -Engineering and Building Dept.
Plotted 11/26/2008

CHANGE ORDER NO. 7

TO THE CONTRACT DOCUMENTS FOR CONSTRUCTION
OF THE SW HERMAN ROAD PROJECT FROM SW TETON AVENUE TO SW 124TH AVENUE

This Change Order No. 7 modifies the agreement by and between Moore Excavation Inc., hereinafter referred to as the Contractor, and the Tualatin Development Commission, hereinafter referred to as the Owner, for the construction of SW HERMAN ROAD PROJECT FROM SW TETON AVENUE TO SW 124TH AVENUE, to the extent described below:

1. For the additional work pertaining to the adjustment of a fire hydrant. It is agreed that the Owner will be charged $811.00 by the Contractor for the following fire hydrant adjustment work incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
A112	Raise Hydrant w/ 6" Elevating Sleeve/Shoe	EA (1 x $811.00)	$811.00

Except as herein modified, the terms of the basic contract between the Tualatin Development Commission and Moore Excavation, Inc. shall remain in full force and effect.

Dated this 8th day of March 2010.

Moore Excavation, Inc.

By _____

Date _____

TUALATIN DEVELOPMENT COMMISSION

By _____
Chairman

ATTEST: _____
Administrator

Attachment B

Approved by Tualatin Development Commission
Date 3-8-10
Recording Sec. [illegible]

STAFF REPORT
TUALATIN DEVELOPMENT COMMISSION

TO: Honorable Chairman and Members of Commission

THROUGH: Sherilyn Lombos, Administrator

FROM: Doug Rux, Community Development Director

DATE: March 8, 2010

SUBJECT: A RESOLUTION SUPPORTING AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE TUALATIN CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS BLIGHT; AND AMENDING TDC 30.010 AND TDC MAP 9-3 (PTA-09-10)

ISSUE BEFORE THE COMMISSION:
Tualatin Development Commission (Commission) consideration regarding the request for a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC), amending TDC Map 9-3 and TDC 30.010 Tualatin Urban Renewal Plan, to increase the maximum indebtedness of the Plan by an additional $120 million for fifteen projects. The Central Urban Renewal Plan was adopted as part of the Tualatin Community Plan and is incorporated by reference.

RECOMMENDATION:
The Urban Renewal Advisory Committee (URAC) met on February 16, 2010 and voted 3-2 adopting the staff's recommendation with the provision that Project #7 (Tualatin Road Extension project) be deleted and funding scaled down accordingly.

The Tualatin Planning Advisory Committee (TPAC) met on February 11, 2010 and voted 6 to 0 to recommend approval of the proposal to Council with the removal of project item #7 (Tualatin Road Extension project) based on its belief that further public notice should be given by sending post cards to the neighborhood prior to the two upcoming considerations: at the Tualatin Tomorrow Forum and the City Council; and on its further belief that there is the need for more precise definitive traffic studies to confirm the impact of this project.

Staff recommends the Commission consider the staff report and supporting attachments and adopt a resolution that the City Council adopt the Urban Renewal Plan for the

Tualatin Central Urban Renewal Project, 1975, as amended through the Substantial Amendment, as part of the Tualatin Community Plan.

EXECUTIVE SUMMARY:

- This is a public hearing.
- This matter is a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC).
- The Tualatin Development Commission (Commission) and City Council have been evaluating since October 2007 the feasibility of increasing the maximum indebtedness amount of the Central Urban Renewal District (CURD) to address blight issues that exist within the CURD.
- The current CURD maximum indebtedness amount of $27,705,384 will be reached at the end of fiscal year 2009/2010 at which time the Commission would need to notify the County assessor on reaching the maximum indebtedness amount with instructions to stop collecting tax increment revenues starting in fiscal year 2010/2011.
- The Commission has developed a proposal to increase the maximum indebtedness amount by an additional $120 million to fund fifteen projects to address blight conditions within the CURD and to cover administrative overhead costs. The evaluation to determine the list of projects and the associated dollar values has occurred through a series of 15 work session discussions evaluating potential projects, maximum indebtedness amounts and debt service horizon projections.
- The City Council has prepared a vision for the Town Center area in which the CURD is located. The fifteen projects support the Town Center Vision (Attachment A).
- Attachments B and C contain a Summary List of Projects and a map identifying the project locations, respectively.
- Financial modeling projections were prepared for private development activities over a 25 year period. Based on the modeling activities, it is projected that the incremental assessed value would rise from $180,221,311 in 2010 to an amount of $838,624,804 in 2035. This assessed value would be sufficient to provide debt service on the $120 million maximum indebtedness.
- The modeling reflects a range of new commercial development (retail/office/entertainment) of 1.3 – 1.9 million square feet and 529 – 669 housing units within the CURD over an estimated 25 year period.
- HB 3056 passed in the 2009 Oregon Legislative Session went into effect on January 1, 2010 requiring that substantial amendments for increases to the maximum indebtedness of existing plans has two paths or processes to follow. First, ORS 457.220(4) (a) allows for a 20% aggregate increase limit to the initial maximum indebtedness. It also allows for an inflation increase based on the index used in the in the urban renewal report beginning July 1, 1999 but only applies to the first amendment. The agency must confer and consult with overlapping taxing districts on the 20% increase limitation. Under this provision of the bill, the CURD could increase its maximum indebtedness by approximately

$18 million. ORS 457.220(5) also allows an agency to exceed the 20% limit if concurrence is obtained under Section 10(7) of the 2009 Act.

- The second path is to increase the maximum indebtedness amount under the provisions of Section 10 of the 2009 Act which establishes revenue sharing with overlapping taxing districts based on prescribed monetary triggers. Section 10(7) of the 2009 Act allows an opt-out on revenue sharing when the municipality approving a plan obtains written concurrence of taxing districts of at least 75% based on the amount of taxes imposed under permanent rate limits in the urban renewal area. The fiscal year to determine the 75% is the fiscal year prior to the fiscal year in which the plan is approved or amended. For the Tualatin evaluation this would be the 2008/2009 fiscal year.
- The Commission is in discussions with the nine overlapping taxing districts seeking approval through the opt-out provision of HB 3056. The Commission has requested a response back to the City of Tualatin by March 8, 2010.
- The proposed PTA language (Map 9-3 and CURD Plan & Report) as prepared by staff, is provided in Attachment D. Background information is provided in Attachment E. The Plan Amendment approval criteria are addressed in the Analysis and Findings section of this report (Attachment F). Advisory Committee draft minutes (Tualatin Parks Advisory Committee, Tualatin Planning Advisory Committee and Urban Renewal Advisory Committee) and public comments are included in Attachment G.
- The proposed Resolution is included as Attachment H.
- The applicable policies and regulations that apply to the proposal include: TDC 1.032-Amendments and TDC 30.010-Tualatin Urban Renewal Plan. The Analysis and Findings section of this report (Attachment F) considers the applicable policies and regulations.
- The 120-day requirement does not apply to this application because it is a legislative action.
- Before granting the proposed PTA, the City Council must find that the criteria listed in TDC 1.032 are met. The Analysis and Findings section of this report (Attachment F) examines the application with respect to the criteria for a Plan Amendment.

OUTCOMES OF DECISION:

Approval of the PTA request would result in the following:

1. The City of Tualatin would be forgoing tax revenue collections within the CURD for an estimated additional 25 years at an average annual amount of $499,000 based on present value.
2. The City of Tualatin would have a financing tool to address blight issues to further the vision established for the Town Center area.
3. A revenue stream would be provided to fund the fifteen listed projects.

Denial of the PTA would result in the following:

1. The CURD would stop tax increment collections ending with fiscal year 2009/2010, and in 2010/2011 the City would begin to receive the full tax

collection revenues based on the assessed value of property within the District estimated to be $415,000.

2. The Commission could undertake an evaluation to create a new urban renewal district within the Town Center area under the provisions of ORS 457.
3. The Commission has the alternative to come back to the City with a revenue sharing model with the overlapping taxing districts This would mean an increase to the proposed $120 maximum indebtedness amount and require more than a 25-year period as proposed under the non-revenue sharing model.
4. The Commission could re-approach the City under a confer-consult scenario to increase the maximum indebtedness amount 20% above the current maximum indebtedness amount. This would be an estimated increase of $18 million.
5. The Commission could drop the proposal and the 15 projects proposed would not occur, and market conditions would drive development which would not achieve the vision the City Council has established for the Town Center area.

ALTERNATIVES TO RECOMMENDATION:

The alternatives to the staff recommendation for the Commission are:

- Recommend approving the proposed PTA with alterations.
- Recommend denying the proposed PTA.
- Continue the discussion of the proposed PTA and return to the matter at a later date.

FINANCIAL IMPLICATIONS:

Passing an ordinance supporting the $120 million maximum indebtedness increase with no revenue sharing would mean the City would forgo the collection of an estimated $12,480,000 in a present value calculation over the next 25 years.

PUBLIC INVOLVEMENT

An open house was conducted on February 4, 2010 with a notification sent to all property owners within the CURD boundary, an article in the February 2010 City News Letter, an article in the February 4, 2010 edition of the Oregonian and a posting on the City's web site . Sixteen (16) Work Sessions were held by the Tualatin Development Commission and City Council discussing the maximum indebtedness increase proposal since October 2007. Ten (10) briefings have been provided to the Urban Renewal Advisory Committee and seven (7) to the Tualatin Planning Advisory Committee at public meetings. Other outreach efforts have occurred with The Tualatin Chamber of Commerce Government Affairs Committee and Tualatin Tomorrow.

Concurrence meetings under the requirements of HB 3056 have been held with all of the overlapping taxing districts during the week of January 25 – 29, 2010. Follow-up discussions with overlapping taxing districts have occurred as requested.

A compilation of City advisory Committee draft minutes and public comments are included as Attachment G.

The Tualatin Parks Advisory Committee was provided a presentation on February 9, 2010 which allowed public comment. Unofficial minutes of that meeting are included as part of Attachment G. The Tualatin Planning Advisory Committee was given a presentation on February 11, 2010 also taking public comment. Attachment G contains the unofficial minutes of that meeting. The Urban Renewal Advisory Committee was provided a presentation on February 16, 2010 and took public comment. Attachment G contains the unofficial minutes of that meeting. Tualatin Tomorrow held a Tualatin Road Extension Forum (a project listed in the proposed CURP) on March 1, 2010. Notice of the Forum was mailed to residents north of Tualatin Road (746) as well as posted on the web, article in the March City Newsletter, emails blasts and media outreach.

Drafts of the proposed Plan and Report have been posted to the City's web site for public review.

Attachments:

A. Town Center Vision
B. Summary List of Projects
C. Map Locating Projects
D. Draft Ordinance and Proposed Amendment Plan and Report
E. Background Information
F. Analysis and Findings with Exhibits
G. Public Comments and (TPARK/TPAC/URAC Unofficial Minutes)
H. Resolution

City Council's Vision[1]

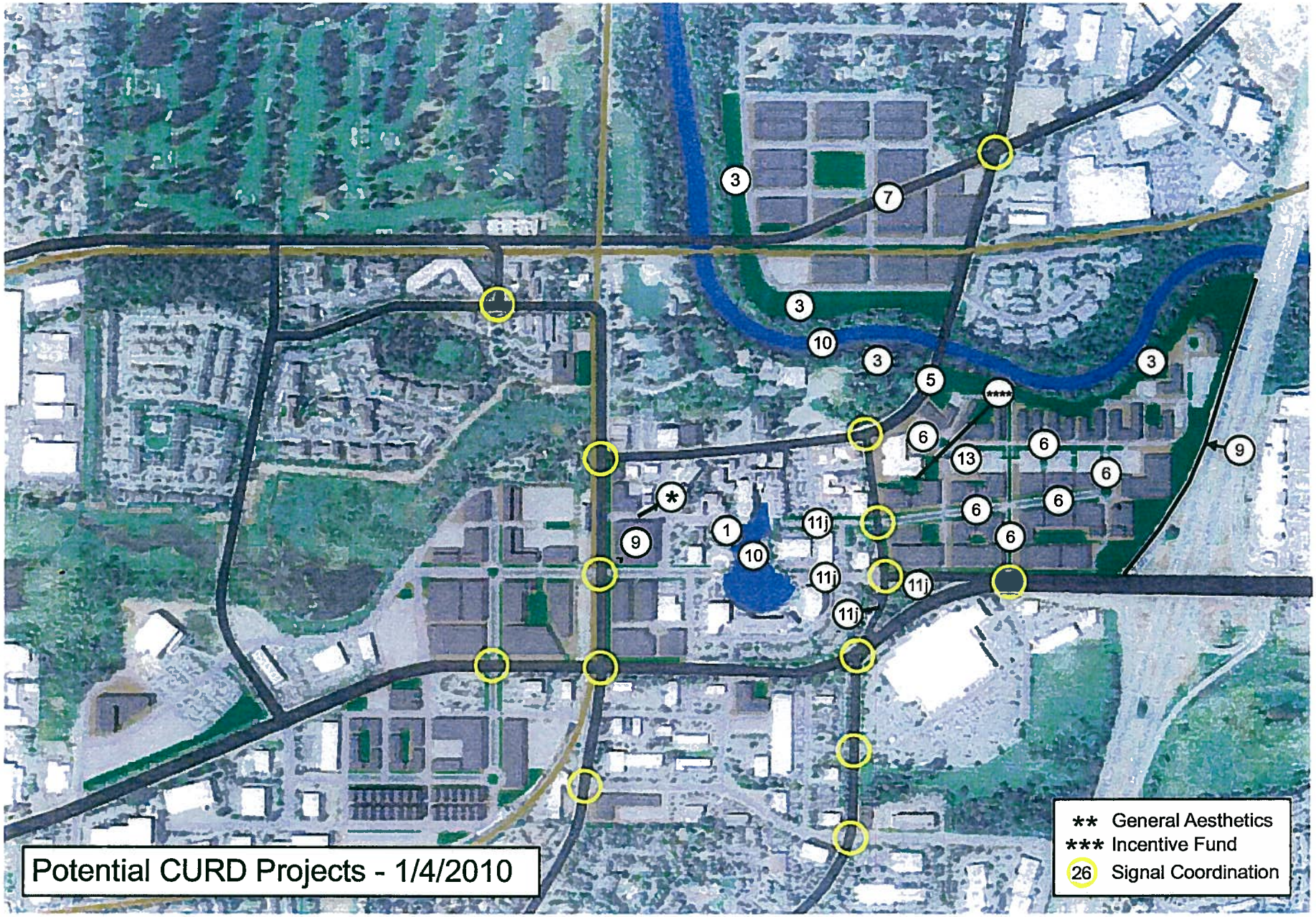
Tualatin Town Center:

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 unique design standards, elements and features
4. Includes civic, social, commercial and cultural functions as a full service community within walking distance
5. Encourages safe bike and pedestrian activity and integrates transit opportunities[2]
6. Is a destination for local business activities and not a pass through location for freight traffic
7. Integrates seamlessly with the rest of Tualatin in all directions

[1] Modified December 7, 2009 Special Work Session
[2] Modified February 8, 2010 Work Session

CURD PROJECTS
1/4/2010

AREA	PROJECT #	PROJECT	COST 2009$	TDC SHARE 2009$	OTHERS SHARE 2009$
Central	11j	East Commons	$ 4,000,000	$ 4,000,000	$ -
Central	1	Commons Landmark	$ 1,090,000	$ 1,090,000	$ -
Central	*	West Commons Sanitary Sewer	$ 100,000	$ 100,000	$ -
Central	9	Red Parking Lot Garage	$ 14,050,000	$ 6,000,000	$ 8,050,000
East	6	Eastside Downtown	$ 11,810,000	$ 9,262,000	$ 2,548,000
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	$ 6,066,363	$ 5,883,637
East	9	I-5 Pedestrian Trail	$ 7,500,000	$ 6,500,000	$ 1,000,000
North	5	Boones Ferry Road	$ 11,760,000	$ 6,580,000	$ 5,180,000
North	7	Tualatin Road Extension	$ 33,340,000	$ 17,670,000	$ 15,670,000
General	**	General Aesthetic Projects	$ 500,000	$ 500,000	$ -
General	26	Signal Coordination	$ 980,000	$ 490,000	$ 490,000
General	***	Incentive Fund	$ 500,000	$ 500,000	$ -
General		City Center Feasibility Study	$ 50,000	$ 50,000	$ -
TOTAL			**$ 105,120,000**	**$ 64,298,363**	**$ 40,821,637**



Attachment C
Map Locating Projects

DRAFT

ORDINANCE NO. _____

AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE TUALATIN CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS BLIGHT; AND AMENDING TDC 30.010 AND TDC MAP 9-3. (PTA-09-10)

WHEREAS, Tualatin City Council approved the Urban Renewal Plan for the Tualatin Central Urban Renewal Project on January 27, 1975, and such Urban Renewal Plan has been subsequently amended to address continuing blighted and deteriorated conditions in the area covered by the Plan (as amended, the "Plan") ; and

WHEREAS, the Tualatin Development Commission ("Development Commission"), is the City's urban renewal agency and exercises the powers of an urban renewal agency in accordance with ORS Chapter 457; and

WHEREAS, pursuant to the requirements of ORS 457.085(1) and (2), and Section of the Plan, the Development Commission has caused the preparation of a substantial amendment to the Plan (the "Substantial Amendment") to increase the amount of maximum indebtedness to be issued or incurred under the Plan, and to add projects to address continuing blighted conditions in the area covered by the Plan ("Area"). The Plan, as amended by the Substantial Amendment ("Amended Plan"), is attached to this Ordinance as Exhibit A, and incorporated herein by this reference; and

WHEREAS, the Development Commission has caused the preparation of a report accompanying the Amended Plan as required by ORS 457.085(3) ("Report"), which Report is dated March 2010 and is attached to this Ordinance as Exhibit B and incorporated herein by this reference; and

WHEREAS upon the application by the Tualatin Community Development Department, Economic Development Division, a public hearing was held before the Development Commission on March 8, 2010 relating to the Amended Plan; and

WHEREAS, the Amended Plan and the Report, and the Community Development Department Staff Report, dated February 11, 2010, ("City Staff Report") (attached to this Ordinance as Exhibit C and incorporated herein by this reference), were forwarded to the Tualatin Planning Advisory Committee ("TPAC") on February 11, 2010 for its recommendation, and the TPAC considered the Amended Plan, Report and City Staff Report and recommended to the City Council that the Amended Plan be approved by the City Council with the removal of project item #7 (Tualatin Road Extension project) based on its belief that further public notice should be given by sending post cards to the neighborhood prior to the two upcoming considerations: at the Tualatin

Tomorrow Forum and the City Council; and on its further belief that there is the need for more precise definitive traffic studies to confirm the impact of this project; and

WHEREAS, the Development Commission has met with the Board of Commissioners of Washington County to review the maximum indebtedness to be incurred pursuant to the Amended Plan; and

WHEREAS, the Amended Plan and the Report were forwarded on January 26, 28 and 29 , 2010 to the governing body of each taxing district affected by the Amended Plan, and the Development Commission thereafter consulted and conferred with each taxing district; and

WHEREAS, the City Council has received/not received [xx] written recommendation from the governing bodies of the affected taxing districts, and has considered and [xx] those recommendations; and

WHEREAS, on February 26, 2010 the City Council caused notice of the City Council hearing on the Amended Plan, together with the required statements of ORS 457.120(3), to be mailed to owners of real property that is located in the municipality within the city limits of Tualatin; and

WHEREAS notice of a public hearing was also given as required by posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting and Affidavit of Mailing, marked "Exhibits D and E;" and a notice of public hearing was given as required under the Tualatin Community Plan by publication on ----------, 2010, in Oregonian , a newspaper of general circulation within the City which is evidenced by the Affidavit of Publication marked "Exhibit F," attached and incorporated by this reference; and

WHEREAS the Tualatin City Council conducted a public hearing on March 22, 2010, and heard and considered the testimony and evidence presented by the City staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Tualatin City Council vote resulted in approval of the Amended Plan by a vote of x-x with ----------absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Tualatin City Council and especially the City Staff Report, the Tualatin City Council adopts as Findings of Fact the findings and analysis in the City Staff Report, which are incorporated by this reference, and;

WHEREAS the Tualatin City Council finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the Amended Plan at this time; and the Amended Plan

conforms with the Tualatin Community Plan; and therefore, the Tualatin Development Code should be amended.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. In addition to the Findings adopted by reference to the City Staff Report, the City Council hereby determines and finds that the Amended Plan complies with all requirements of ORS Chapter 457 and the specific criteria of ORS 457.095(1) through (7), in that, based on the information provided in the Report, information provided in the City Staff Report, and the public testimony before the City Council:

a. The area designated in the Amended Plan as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Amended Plan because of:

1) The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions. *ORS 457.010(1)(a).* As used here, a building or structure is "unsafe or unfit to occupy" if a building or structure is characterized by conditions contrary to, or deficient under, current law relating to public health and safety, or if a building or structure needs rehabilitation, reconfiguration or improved maintenance or is dilapidated beyond an ability to be economically rehabilitated.

Obsolescence, deterioration, dilapidation, mixed character or shifting of uses *(ORS 457.010(1)(a)(E))*, as is supported by the information in the Report at:

Section 1(b) - Physical Conditions – Building Conditions;

2) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimension for property usefulness and development. *(ORS 457.010(c))* as is supported by the information in the Report at:

Section 1(a) - Physical Conditions – Land Use;

3) The existence of inadequate streets and other rights of way, open spaces and utilities *(ORS 457.010(e))*, as supported by the information in the Report at:

Section 1(g) - Physical Conditions – Transportation;
Section 1(h) - Physical Conditions – Infrastructure;

Section 1(i) - Physical Conditions – Parks;

4) The existence of property or lots or other areas that are subject to inundation by water *(ORS 457.010(f))*, as supported by the information in the Report at:

Section 1(f) - Physical Conditions – Flooding;

5) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare *(ORS 457.010(h))*, as supported by the information in the Report at:

Section 1(a) - Physical Conditions – Land Use;
Section 1(e) - Physical Conditions – Geologic Conditions; and Section 3 - Economic Conditions.

b. The rehabilitation and redevelopment described in the Amended Plan to be undertaken by the Development Commission is necessary to protect the public health, safety and welfare of Tualatin because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support public services and will fail to develop and/or redevelop according the goals and policies of the Tualatin Community Plan;

c. The Amended Plan conforms to the Tualatin Community Plan, the Comprehensive Plan of Tualatin, as a whole, and provides an outline for accomplishing the projects described in the Amended Plan as more fully described in Section D of the Plan;

d. There is no residential displacement occurring as a result of the acquisition and disposition of land and redevelopment activities proposed in the Amended Plan;

e. Acquisition of real property is provided for in the Amended Plan, and it is necessary as explained in Sections D.2 and E of the Amended Plan;

f. Adoption and carrying out of the Amended Plan is economically sound and feasible as explained in Section E, G and H of the Report; and

g. The City shall assume and complete any activities prescribed it by the Amended Plan.

Section 2. The City Council expressly accepts, rejects or modifies the written recommendations of **[xx]** as follows:

Section 3. TDC 30.010 is amended to read as follows:

The Urban Renewal Plan for the Tualatin Central Urban Renewal Project, 1975, as amended through the Substantial Amendment, is hereby adopted as part of the Tualatin Community Plan and is incorporated by reference into the Tualatin Development Code.

Section 4. The Central Urban Renewal Area Map 9-3 is amended to modify the boundaries of the Core Area Parking District consistent with Ordinance No. 1231-07 approved by the City Council on March 12, 2007.

Section 5. The City Recorder shall forward a copy of this Ordinance to the Development Commission. The Development Commission shall deliver a copy of the Amended Plan to Washington County to be recorded in the Records of Washington County, Oregon.

Section 6. In accordance with ORS 457.095 and 457.115, notice of the adoption of this Ordinance approving the Amended Plan, and the provisions in ORS 457.135, shall be published in the Oregonian no later than four days following adoption of this Ordinance.

INTRODUCED AND ADOPTED THIS xxth day of ----------, 2010.

CITY OF TUALATIN, Oregon

BY _____
Mayor

ATTEST:

BY _____
City Recorder

DRAFT

DRAFT

CENTRAL URBAN RENEWAL PLAN

March 2010

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URBAN RENEWAL PLAN

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CENTRAL URBAN RENEWAL PLAN

ADOPTION

Resolution Number	Date	Purpose
30-75	Jan. 27, 1975	Adoption of the Central Urban Renewal District Plan by the Tualatin City Council

AMENDMENTS

Amendment Number	Date	Amendment Type	Purpose
1 (Res.106-76)	Feb. 23, 1976	Substantial	Designated a site for a "Civic Center" on the east side of Martinazzi Avenue.
2 (Res. 281-77)	Oct. 10, 1977	Minor	Adopted the results of a major planning effort conducted with the Urban Renewal Advisory Committee including a completely rewritten plan and technical appendix.
3 (TDC Res. 23-78 City Res. 333-78)	Feb. 27, 1978	Minor	Added provisions which allowed limited land acquisition, relocation, land disposition and redevelopment.
4 (TDC Res. 38-79 City Res. 528-79)	April 23, 1979	Minor	Incorporated minor revisions to the Plan's parking and circulation plan for acquisition of land for future parking lots north of Boones Ferry Road and for revision of the location of a lot North of Seneca Street.
5 (Ord. No. 491-79)	Oct. 22, 1979 Repealed by 590-83	Minor	Adopted the Tualatin Community Plan which resulted in changes to names of Planning Districts and other amendments.
6 (TDC Res. 74-83)	December 12, 1983	Minor	Amended to reflect the major conclusions of the "Review and Update," primarily that the Commission should pursue the Village Square Redevelopment Project. The amendment did not address the Village Square Project in sufficient detail to authorize the necessary actions.
7 (Ord. No. 651-84)	Dec. 10, 1984	Substantial	Amended "substantially" in order to pursue implementation of the Village Square Redevelopment Project and to expand the Tualatin Central Urban Renewal Area Boundary.
8 (TDC Res. 117-86)	Aug. 11, 1986	Minor	Amended to pursue acquisition of Tax Lot 2S1-24BC-04800, owned by the Tualatin Rural Fire Protection District.

Amendment Number	Date	Amendment Type	Purpose
9 TDC Res. 121-86)	**Nov. 24, 1986**	**Minor**	**Amended to authorize intersection improvements on Martinazzi Avenue.**
10 (TDC Res. 131-87)	April 27, 1987	Minor	Established design standards and guidelines for the Central Design District and established master-planning requirements for development on Block 13.
11 (Ord. No. 730-87)	Sept. 14, 1987	Substantial	Amended "substantially" in order to pursue implementation of the Block 13 Redevelopment Project.
12 (TDC Res. 145-88)	Jan. 11, 1988	Minor	Amended to prohibit take-out restaurants in Blocks 28 and 29.
13 (TDC Res. 152-88)	Aug. 8, 1988	Minor	Amended to amend the planned location of a part of the Loop Road Project.
14 (TDC Res. 174-90)	May 29, 1990	Minor	Reauthorized acquisition of Tax Lot 2S1-24BC-04800.
15 (TDC Res.183-91)	Sept. 9, 1991	Minor	Amended plan to conform with new statutory language and add an estimated final date for sale of bonds.
16 (Ord. No. 881-92)	November 9, 1992	Substantial	"Substantial" amendment to expand land uses in the Tualatin Commons Redevelopment Project to include a major water feature, City Hall facilities, a community center, and a retail postal facility. "Village Square and Block 13 Redevelopment Projects" were combined and renamed "Tualatin Commons Redevelopment Project", to reflect the name change by the Commission in January, 1990. Additionally, the plan was updated to reflect previous changes in the Tualatin Community Plan.
17 (TDC Res. 206-93)	June 28, 1993	Minor	Amended Plan to reduce minimum lot sizes in Block 13 from 25,000 square feet to 10,000 square feet.
18 (Ord. No. 996-98)	March 23, 1998	Substantial	Amended Plan to establish a maximum level of indebtedness limit of $27,705,384.
19 (TDC Res. 317-98)	October 26, 1998	Minor	Amended Plan to allow acquisition of a 4.42 acre property located at Tualatin Road and Sweek Drive for construction of a police facility as well as to update historical information.
20 (TDC Res. 389-01)	December 10, 2001	Minor	Amended Plan modifying the Future Amendment Process.

Amendment Number	Date	Amendment Type	Purpose
21 (TDC Res. 398-02) (Ord. No. 1108-02)	March 11, 2002 April 22, 2002	Minor Council Approved	Amended Plan and Report to establish the Central Design District Enhancement Project, bring the Plan into compliance with elements of the Community Plan, updated the Plan based on the Transportation System Plan, expanded the Urban Renewal Area boundary.
22 (Ord. 1213-06) (TDC. Res. 526-06)	July 10, 2006 June 26, 2006	Council Approved	Amended Plan and Report to amend Section 11.730 and Section 30.010 of the Tualatin Development Code and update Transportation chapter of the CURP as they relate to the expansion of the Tualatin Public Library.
23 TDC (Res. 578-09) (Ord. 1290-09)	September 28, 2009 October 12, 2009	Council Approved	Amend Plan and Report to amend Section 30.010 as it relates to transit and train horn noise mitigation.
24 TDC (Res. _____) (Ord. _____)	March ___, 2010 March ____, 2010	Substantial	Substantial amendment to increase maximum indebtedness adding an additional $120 million to the maximum amount of indebtedness, amended the Plan and Report adding projects to be completed, existing conditions and updating financial projections.

SECTION I: URBAN RENEWAL PLAN

A. INTRODUCTION

This Urban Renewal Plan and Report governs the activities of the Tualatin Development Commission (the Urban Renewal Agency of the City of Tualatin) within Tualatin's Central Urban Renewal Area. The Plan and Report reflect amendments to the initial Urban Renewal Plan originally adopted on January 27, 1975.

The Plan (Section I):

- Describes the history of urban renewal activities in the Area;
- States the Commission's overall goals and objectives;
- Outlines the activities anticipated within the Area;
- Describes in detail the real property acquisition and disposition authorized within the Area, and states how the relocation of existing occupants is to be treated;
- Describes how land use is regulated within the Area; and
- States how changes to the Plan are to be accomplished.

The Report (Section II) provides background information on economic, social, and environmental conditions in the Urban Renewal Area and includes the financial plan for accomplishing the Plan's activities.

The Plan and Report together contain the information required by Oregon Revised Statutes (ORS) 457.085(2) and (3).

1. DEFINITIONS

The following definitions will govern this Plan unless the context otherwise requires:

"Blight" or "Blighted Areas" means conditions or areas as defined in ORS 457.010.

"Block 13 Redevelopment Project" means the parcels of the Tualatin Commons Redevelopment Project that were included as a part of the project by Amendment No. 9 to this plan. Amendment No. 14 combined this project and the Village Square Redevelopment Project and renamed them the "Tualatin Commons Redevelopment Project."

"Central Design District Enhancement Project" means the area within the Central Design District identified for public improvements such as, but not limited to, streetscape enhancements such as sidewalks, pedestrian lighting, street trees, pedestrian furniture, banner poles; roadway improvements; intersection improvements; sewer, water and storm drainage improvements; public art and landscape enhancements.

"Central Sub-area" means the area boarded by SW Nyberg Street, SW Martinazzi Avenue, SW Boones Ferry Road, SW Tualatin Road and the Tualatin River shown on Map 2 of the Report.

"City Hall" or "City Hall Facilities" means development activities related to the feasibility, siting, design, and construction of City of Tualatin government facilities, including, but not limited to, Council Chambers, staff offices, police offices, and on-site parking facilities.

"Commission" or "Tualatin Development Commission" means the City of Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin.

"Community Center" means development activities related to the feasibility, siting, design, and construction of facilities designed to support social aspects of residents and businesses of Tualatin.

"Development Code" means the City of Tualatin Development Code, containing the Tualatin Community Plan, the Central Urban Renewal Plan and Report, and Planning District Standards.

"East Sub-area" means the area boarded by I-5, SW Nyberg Street, SW Martinazzi Avenue and the Tualatin River, as shown on Map 2 of the Report. The area is also known as the Eastside Downtown area.

"North Sub-area" means the area bordered by SW Boones Ferry Road, Tualatin River and the City of Durham City limits, as shown on Map 2 of the Report.

"ORS" means Oregon Revised Statutes.

"Plan" or "Urban Renewal Plan" means the Urban Renewal Plan for the Tualatin Central Urban Renewal Area as approved and modified by the Tualatin Development Commission and adopted by the Tualatin City Council pursuant to ORS 457.085 and 457.095, as amended through Amendment 24.

"Public Facilities" means all on-site and off-site improvements and related accessories to be accepted for ownership, maintenance and operation by a public agency, including, but not limited to, sanitary sewers and pump stations, water lines including related reservoirs, pump stations, pressure reading stations and hydrants, storm drain systems, greenways, bike paths, and streets including alleys, street lights, street name signs, traffic control systems and devices.

"Project" or "Project Activity" means any work or undertaking carried out under ORS 457.170 in an Urban Renewal Area.

"Report" means the Urban Renewal Report accompanying the Plan pursuant to ORS 457.085.

"Retail Postal Facility" or "Postal Facility" means development to house a postal facility that is primarily designed to support the community's over-the-counter postal needs. This facility is not a major mail sorting/processing facility.

"South Sub-area" means the area bordered by SW Nyberg Street, I-5, south boundary of the Area, SW Boones Ferry Road and the Portland & Western Rail Road tracks, as shown on Map 2 of the Report.

"Tualatin Commons Redevelopment Project" means all Project activities related to the project called for in Goal 1, Objective (a.) including land acquisition and disposition and development of public improvements.

"Tualatin Commons Redevelopment Project Area" means the area in which land will be acquired and disposed of for redevelopment and public improvements for the Tualatin Commons Redevelopment Project.

"Tualatin Town Center" means the design type applied by Metro as represented on Map 9-4 of the Development Code.

"Transportation System Plan" means the Transportation System Plan adopted by the City Council by Resolution No. 3878-01, July 9, 2001.

"Urban Renewal Area" or "Area" means the blighted area established as the Tualatin Central Urban Renewal Area.

"Village Square Redevelopment Project" means the part of the Tualatin Commons Redevelopment Project that was originally implemented by Amendment No. 5. The Tualatin Commons Redevelopment Project consists of the Block 13 and Village Square Redevelopment Projects.

"Village Square Redevelopment Project Area" means the area in which land was acquired for the Tualatin Commons Redevelopment Project before the Hervin Pet Food facility was acquired and included in the redevelopment project.

"Water Feature", "Major Water Feature" or "Lake" means a body of water, fountains and other water-related items to be planned, designed and constructed by the Tualatin Development Commission in conjunction with the Tualatin Commons Redevelopment Project.

"West Sub-area" means the area bordered by SW Tualatin Road, SW Chinook Street, SW Tualatin Road, Portland & Western Rail Road tracks and the west boundary of the Area as shown on Map 2 of the Report.

[Section A1 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

2. HISTORY OF ADOPTION AND AMENDMENT

The Urban Renewal Plan (the "Plan") for the Tualatin Central Urban Renewal Project was adopted by the Tualatin City Council on January 27, 1975. The Plan established an Urban Renewal Area which the City Council found to be blighted and deteriorated because of conditions including:

- Deleterious land uses,
- The lack of flood protection,
- The lack of adequate drainage facilities and public rights of way,
- The traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom, and
- The inaccessibility and inadequacy of public facilities and services.

(A map and legal description of the 1975 Urban Renewal Area are included in Appendix A of the Report.)

With the adoption of the Plan, the Tualatin Development Commission (the "Commission") was established as the Urban Renewal Agency of the City. The Plan indicated that further revisions were anticipated.

In January, 1976, the Plan was amended (Amendment No. 1) to designate a site for a "Civic Center" on the east side of Martinazzi Avenue (80th Avenue).

In July 1976, the Commission retained the consulting team of Broome, Oringdulph, O'Toole and Rudolph; CH2M Hill; Larry Smith and Company, LTD; and McArthur/Gardner Partnership to refine the January 1975 Plan. The Urban Renewal Advisory Committee (URAC) was established at this time to assist in the development of Plan revisions.

The work of the consultant team resulted in a proposed plan amendment which:

(1) Further documented several of the conditions which contributed to blight and deterioration within the Urban Renewal Area,

(2) Established additional objectives of the Plan,

(3) Outlined alternative actions to be taken in the areas of flood control and transportation, and

(4) Contained a list of anticipated projects.

The proposed Plan amendment also contained detailed land use recommendations and requirements for sub-areas of the Urban Renewal Area, designated as "blocks," and more general "design guidelines" to be applied by the City's Architectural Review Board in evaluating development proposals. A technical appendix included background analyses and minutes of Urban Renewal Advisory Committee meetings.

In October 1977, the Plan was amended (Amendment No. 2) to adopt and incorporate the amendments and technical appendix; the new Plan was titled "Urban Renewal Plan, dated October 10, 1977."

In February 1978, Amendment No. 3 added provisions which allowed limited land

acquisition, relocation, land disposition and redevelopment. These provisions were added to allow implementation of parking and street improvement projects listed in the Plan's work program.

In April 1979, Amendment No. 4 was adopted which incorporated minor revisions to the Plan's parking and circulation plan. These called for acquisition of land for future parking lots north of SW Boones Ferry Road and for revision of the location of a lot north of SW Seneca Street.

In October 1979, the City Council adopted a significantly new Community Plan which, among other things, replaced the then-existing system of zoning with a system of "Planning Districts." This necessitated revision of the land use section of the Urban Renewal Plan (Amendment No. 5) to reflect the changes in designations. The changes were almost exclusively related to the names of the districts; actual land use policies were essentially the same.

In 1982, the Commission undertook an extensive review and update of the Plan. In July, the Commission retained Mitchell and Nelson Associates, Inc. to lead a consultant team to review the Plan. This consisted of re-evaluating the Plan's assumptions and conclusions regarding land use, urban design, parking, circulation, economics and market conditions. The consultant team included Associated Transportation Engineering and Planning (ATEP), Pacific Economica, Inc. and Mel Kroker Architects.

The review process was directed by URAC. Citizens were provided opportunities for involvement at over 20 URAC meetings and work sessions.

A final report entitled "Review and Update of the Urban Renewal Plan" was completed in March 1983. After further revisions and corrections and a joint work session of URAC and the Commission, the report was adopted on September 12, 1983.

The report essentially confirmed the continued validity of the Plan's assumptions and conclusions but went on to recommend that the Commission play a more aggressive role in redevelopment of the central area. Recommended actions included acquisition of land for reconveyance to a private developer for development into retail uses and development of a public square and pedestrian ways. This redevelopment project, titled the "Village Square," would include parking facilities.

In December 1983, the Plan was amended (Amendment No. 6) to reflect the major conclusions of the "Review and Update," primarily that the Commission should pursue the Village Square Redevelopment Project. The transportation and flood control sections were revised to reflect projects that were completed and to acknowledge that transportation improvements are governed by the transportation element of the Community Plan. The amendment, however, did not address the Village Square Project in sufficient detail to authorize the necessary actions.

In December 1984 the Plan was "substantially" amended (Amendment No. 7) in order to pursue implementation of the Village Square Redevelopment Project and to expand the Tualatin Central Urban Renewal Area Boundary.

In August 1986 the Plan was amended (Amendment No. 8) to pursue acquisition of Tax

Lot 2S1 24BC 4800, owned by the Tualatin Rural Fire Protection District.

The Plan was amended in November 1986 (Amendment No. 9) to authorize intersection improvements on Martinazzi Avenue adjacent to the Fred Meyer Shopping Center and Martinazzi Square driveways.

In April 1987 the Plan was amended (Amendment No. 10) to establish design standards and guidelines for the Central Design District and establish master-planning requirements for development on Block 13.

Amendment No. 11 was initiated by the Commission in order to pursue implementation of the Block 13 Redevelopment Project. This project enabled the Commission to purchase the then-closed Hervin pet food manufacturing facility and develop it in a manner consistent with the Village Square Redevelopment Project.

The plan was amended in January 1988 (Amendment No. 12) to prohibit take-out restaurants in Blocks 28 and 29.

It was again amended in August 1988 by Amendment No. 13 to amend the planned location of a part of the Loop Road Project.

Amendment No. 14 was initiated in May 1990 after the Tualatin Valley Fire and Rescue Station moved. The amendment reauthorized the Agency to acquire Tax Lot 2S1 24BC 04800, as the date of the original agreement expired.

Amendment 15 was a minor amendment dated September 9, 1991 to conform with new statutory language and add an estimated final date for sale of bonds.

Amendment No. 16 was initiated on November 9, 1992 to change land uses within the Tualatin Commons Redevelopment Project (formerly referred to as the Village Square and Block 13 Redevelopment Projects). To reduce confusion, the amendment also combined the two project names into one name - the Tualatin Commons Redevelopment Project that reflected the name selected by the Commission in February 1990. The change in land uses includes objectives to plan and develop a major water feature and to locate a City Hall facility and community center within the Tualatin Commons Project Area. It also includes an objective to work with the U. S. Postal Service to locate a retail postal facility in the Tualatin Commons Project Area. Because significant land use changes were proposed, this amendment was considered "substantial," as per ORS 457.220.

Amendment No. 17, a minor amendment, was adopted on June 23, 1993 by the Tualatin Development Commission. The amendment would have reduced the minimum lot size on Block 13 of the urban renewal area from 25,000 square feet to 10,000 square feet. Although this minor amendment was approved by the Tualatin Development Commission and is part of this Urban Renewal Plan, the corresponding action by the Tualatin City Council to change the Tualatin Development Code was never made.

Amendment No. 18, a substantial amendment, was adopted on March 23, 1998 to establish a maximum level of indebtedness under the Plan, consistent with ORS 457.190.

Amendment No. 19, a minor amendment, was adopted on October 26, 1998 by the Tualatin Development Commission. The amendment authorized the acquisition of Tax Map 2S1 23D, Tax Lot 500 for a Police Facility, as defined under "City Hall" or "City Hall Facilities" in this Plan. Excess land will either be developed or disposed of in accordance with the Plan.

Amendment No. 20, a minor amendment, was adopted on December 10, 2001 by the Tualatin Development Commission modifying the Future Amendment Process.

Amendment No. 21, a minor amendment, was adopted on March 11, 2002 by the Tualatin Development Commission to establish the Central Design District Enhancement Project, bring the Plan into compliance with elements of the Community Plan, update the Plan based on the Transportation System Plan of 2001 and expand the Urban Renewal Area boundary less than 1 percent. The Council adopted, through the Council Approval Process on April 22, 2002, adding Central Design District Enhancement Projects to the Plan.

Amendment 22, a Council Approved Amendment, was adopted July 10, 2006 by the City Council incorporating library expansion as a project, deleting or listing as projects if funding is available for Boones Ferry Road – Martinazzi to Lower Boones Ferry Road, Loop Road/Eastside Downtown, Commons Landmark, Green Lot Expansion, Façade Improvement Program and Sculpture Garden.

Amendment 23, a Council Approved Amendment, was adopted October 12, 2009 by the City Council incorporating train horn noise mitigation as a project and modifying the East Commons (SW Martinazzi Avenue, SW Nyberg Street, SW Seneca Street) project as a project if funding is available.

Amendment 24, a Council Approved Amendment, was adopted March 22, 2010 by the City Council adding an additional $120 million dollars to the maximum amount of indebtedness, amending the Plan and Report, adding projects to be completed and updating financial projections. The Council ordinance approving the Amendment 24 also found the Area to be blighted due to the following conditions:

Deleterious land uses,
Blighted conditions of buildings with the Area,
Geologic limitations,
Lack of flood protections,
Lack of adequate public facilities (trail systems, utilities) and public rights-of-way,
Traffic congestion and railroad/motor vehicle conflicts and the safety resulting therefrom,
Economic disparity when comparing the Area to the remainder of the City of Tualatin.

[Section A-2 amended by Resolution No. 74-83 adopted December 12, 1983; Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 398-02, adopted March 11, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance 1290-09 passed October 12, 2009; Ordinance _____ passed March 22, 2010.]

3. CITIZEN INVOLVEMENT PROCESS

Beginning with the first significant revision of the Plan in July 1976, revisions of plan policies, activities and projects have been developed under the advisement of the Urban Renewal Advisory Committee. This citizen's committee meets quarterly or on a monthly basis, as needed, to discuss and make recommendations to the Tualatin Development Commission regarding urban renewal issues. These meetings are open to the public and are advertised in the local media.

Plan amendments are approved by the Commission, and when City Council approval is required, approved by the City Council at public meetings which are noticed in conformance with State law.

[Section A-3 amended by TDC Resolution 398-02, adopted March 11, 2002; Ordinance ____ passed March 22, 2010]

B. VISION, GOALS AND OBJECTIVES

1. VISION, GOALS AND OBJECTIVES OF THE URBAN RENEWAL PLAN

VISION:

The Urban Renewal Plan is located within the Tualatin Town Center. The Tualatin City Council and Tualatin Development Commission have developed the following vision for the 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 unique design standards, elements and features.
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance.
5. Encourages safe bike and pedestrian activity and integrates transit opportunities.
6. Is a destination for local business activities and not a pass through location for freight traffic.
7. Integrates seamlessly with the rest of Tualatin in all directions.

THE OVERALL GOAL OF THE PLAN IS:

To strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses.

LAND USE

Objective: Implement the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and East and North Sub-area

redevelopment projects to provide an appropriate environment which encourages private development within the Project area and surrounding properties that support the overall goal. A major water feature may be included in the Tualatin Commons Redevelopment Project. Projects will be oriented to pedestrians with connections to the Tualatin Community Park and to other public and private developments in the Town Center area.

The projects will be implemented as a series of public/private partnerships. The role of the Commission includes acquiring and packaging development sites; conveying, by sale or lease, portions of the sites to private developers; and contributing towards construction of public facilities and improvements. These public facilities may include, but are not limited to, a water feature, gateways, community facilities, pedestrian facilities, streetscape enhancements, art, roadways, sanitary sewer, water, storm drainage, flood protection and parking facilities. Development of all commercial and residential space will be a private sector responsibility.

Goal 1: Commercial Development

To encourage and facilitate commercial and mixed-use development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district that encourages community and business activity on weekdays, evenings and weekends.

Objectives:

a. Implement the "Tualatin Commons Redevelopment Project." The project is envisioned as a public and private mixed-use development that encourages activity during business hours, evenings, nights, and weekends and indoor and outdoor uses. Commercial uses that are encouraged include restaurants, limited specialty retail, theaters, private athletic facilities, lodging, and offices.

b. Implement the "Central Design District Enhancement Project." The project is envisioned as a public improvement addressing transportation, pedestrian circulation, streetscape enhancements and art to further encourage activity during business hours, evenings, nights, and weekends and indoor and outdoor uses within the Central Downtown area (Central Sub-area).

c. Encourage redevelopment of the East Sub-area (Eastside Downtown area) participating in public improvements addressing transportation, pedestrian circulation, streetscape enhancements and art to further encourage activity during business hours, evenings, nights, and weekends and indoor and outdoor uses.

d. Encourage redevelopment of the North Sub-area participating in public improvements addressing transportation, pedestrian circulation, streetscape enhancements, art and gateways to further

encourage activity during business hours, evenings, nights, and weekends.

e. Encourage the development of existing Central Commercial designated land before re-designating other land within the Urban Renewal Area as Central Commercial.

f. Support Central Commercial designated land for development by assisting in the marketing and promotion of central Tualatin as a place to visit, shop, and conduct business.

g. Assist private development by reducing the cost of impact fees attributed to the development such as System Development Charges, Transportation Development Tax, and other City fees and charges.

h. Orient commercial development to take advantage of the Tualatin River.

i. Encourage multi-story development of buildings.

Goal 2: Housing

To encourage multi-family and owner-occupied housing in the Urban Renewal Area as supportive of commercial and mixed-use development.

Objective:

a. Review and revise land use requirements and planning district designations, where necessary, to focus housing efforts on those areas most suitable.

b. Implement the "Tualatin Commons Redevelopment Project" and Central Design District Enhancement Project. Housing types allowed in the CC and RH planning districts, including common wall single family attached housing, are uses that support commercial and social objectives of increasing the evening, night, and weekend use in the Project Area's and increase the value of the land.

c. Participate in the East Sub-area (Eastside Downtown) redevelopment.

d. Participate in the North Sub-area redevelopment.

e. Assist private development by reducing the cost of impact fees attributed to the development such as System Development Charges, Transportation Development Tax, and other City fees and charges.

f. Orient housing to take advantage of the Tualatin River.

g. Encourage multi-story development of housing in vertical mixed-use buildings.

Goal 3: Industrial Development

Transition industrial development in the Northern and West industrial Sub-areas to mixed use development.

Objective: Where appropriate, assist in modifying zoning and land use activities to support mixed use development along with public facilities and services to support these areas.

Goal 4: Civic Development

To promote civic facilities, including community gathering spaces and other pedestrian amenities, a community center, library expansion and a City Hall in the Urban Renewal Area, which is supportive of other civic and private uses in the area.

Objectives:

a. Implement the "Tualatin Commons Redevelopment Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to assist the City of Tualatin in the planning and design of public uses. Some of these uses may include City Hall, library expansion, community buildings, pedestrian-oriented facilities, major water facilities, landmark and parking facilities. This list is not all inclusive.

b. Work with the City of Tualatin to identify a site and facilitate development of City Hall facilities within the Tualatin Commons Redevelopment Project or other areas within the Urban Renewal District which provide central access to the entire City.

c. Plan, design and construct a water feature in the Tualatin Commons Redevelopment Project. The water feature is envisioned to serve as a focal point to encourage pedestrian-oriented, activity-oriented businesses and public uses in the Tualatin Commons Redevelopment Area. It will also add value to the overall development.

d. Implement the "Central Design District Enhancement Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to implement capital improvement projects and to assist the City of Tualatin in the planning and design of development which may include partnering on an interim community building.

e. Assist the City financially in expanding the public library to promote private development opportunities.

f. Assist the City in a feasibility study for a new City Hall or City Center.

IMPROVED TRAFFIC AND TRANSPORTATION

Goal 5: Transportation

To provide transportation access and circulation which is supportive of Urban Renewal Area development.

Objectives:

a. Assist in and encourage opportunities to share parking between compatible developments. Such opportunities may include providing public parking for shared use for public and private entities in the Tualatin Commons Redevelopment Project Area; Central Design District Enhancement Project and the East Sub-area (Eastside Downtown).

b. Support the implementation of transportation improvements described in the Transportation Element of the Tualatin Community Plan and Transportation System Plan.

c. Work toward solutions to minimize railroad noise and traffic conflicts along SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Nyberg Street, SW Martinazzi Avenue, SW Seneca Street, SW 84th Avenue and SW Tualatin Road including assistance in relocating the maintenance building to another location in Tualatin.

Goal 6: Pedestrian and Bikeways

To develop a pedestrian/bicycle system linking the Urban Renewal Area to residential areas, parks, community facilities, mixed use and commercial areas, and natural areas.

Objectives:

a. Create pedestrian ways and bikeways to link the Area to the Community Park, other community facilities, mixed use and commercial areas and the Tualatin River.

b. Provide sidewalks and lighting in the Urban Renewal Area, where appropriate, to encourage and support pedestrian-oriented activities. Provide rain protection where feasible.

c. Create attractive pedestrian streetscapes in the Area.

d. Seamlessly connect off-road and on-road bicycle facilities and bike lanes to all arterials and collectors in the Area.

Goal 7: Transit

To support the development of the metropolitan transportation system (TriMet) in order to provide alternative transportation modes for the residential and employment population of the Urban Renewal Area.

Objectives:

a. Assist TriMet in locating park-and-ride facilities in outlying areas in

the community and assist in locating other transit-related facilities in the Urban Renewal Area.

b. Encourage design of private and public developments, which integrate transit provisions.

c. Assist in locating commuter rail transit near the downtown area and mitigating impacts of train horn noise.

PUBLIC UTILITIES

Goal 8: Utilities

To assist in providing public utilities in the Urban Renewal Area, as needed, to facilitate growth and aesthetic quality.

Objectives:

a. Assist in improving, developing and relocating water, sewer, storm drainage and road systems within the Urban Renewal Area.

b. Underground existing overhead electric, cable, and telephone lines in all new development in the Urban Renewal Area. The Tualatin Commons Project Area and Central Design District Enhancement Project Area are the highest priority for undergrounding of utilities to enhance the aesthetic value of the central downtown.

RECREATIONAL AND COMMUNITY FACILITIES

Goal 9: Parks

To provide a high-quality park and recreation system to offset the environmental effect of dense areas of commercial, mixed-use and residential development.

Objectives:

a. Create green and open spaces centered around the Tualatin River, Nyberg Creek, Hedges Creek, and significant stands of trees.

b. Preserve the Sweek marsh (Hedges Creek Wetlands) as designated in the Tualatin Development Code, Wetlands Protection District.

c. Link the downtown area to Community Park with a system of pedestrian ways and bikeways.

d. Preserve the natural value of the Tualatin River as a scenic, recreational and open space asset. Seek limitation of river use in this area to non-motorized boats.

FLOOD CONTROL AND OTHER PUBLIC IMPROVEMENTS

Goal 10: Flood Protection

To promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions.

Objectives:

a. Provide flood protection for the Urban Renewal Area by participating in federal, state, and local flood control projects.

b. Provide for the sound use and development of special flood hazard areas by utilizing special construction standards in the floodplain within the Urban Renewal Area. The Tualatin Development Code establishes standards for floodplain construction whereby structures must either be elevated above the floodplain or be made flood-proof.

c. Provide for the use of fill within the Tualatin Commons Redevelopment Project to elevate structures above the floodplain.

Goal 11: Design Considerations

To create an atmosphere in the Urban Renewal Area which is aesthetically pleasing in order to promote the desirability of investment and occupancy in properties.

Objectives:

a. Utilize appropriate development review procedures to guide development in the Central Design District.

b. Create design guidelines for the Central Design District and the balance of the Urban Renewal Area to facilitate design compatibility and to establish the uniqueness of the area.

c. Provide attractive and functional street and walkway lighting for public safety and convenience in the Urban Renewal Area.

d. Preserve designated historic structures or sites in the Urban Renewal Area through public purchase or encouragement of compatible reuse. Landmark structures shall be preserved as required in Chapter 68 of the Tualatin Development Code.

[Section B-1 amended by Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02 passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance 1290-09 passed October 12, 2009; Ordinance _____ passed March 22, 2010]

2. RELATIONSHIP TO LOCAL OBJECTIVES

The Tualatin Central Urban Renewal Plan exists to implement local objectives for central Tualatin, as they are expressed in the Development Code. The Urban Renewal Plan is a part of the Development Code. The Tualatin Community Plan and Planning District Standards together comprise the Tualatin Development Code. Appendix I details the

relationship to local objectives for the 2010 Substantial Amendment.

The goals and objectives of the Urban Renewal Plan are based upon those in the Development Code, as they relate to the Urban Renewal Area. The Urban Renewal Plan serves to further define local objectives generally as follows:

a. Land Use

The Plan calls for the promotion and support of Commercial (Goal 1), Residential (Goal 2), Industrial (Goal 3), and Civic (Goal 4) Development within the Urban Renewal Area. In particular, the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project, East Sub-area (Eastside Downtown) and North Sub-area serve to further the local objective of establishing a socially and economically viable center in the community.

b. Improved Traffic and Transportation

Goals 5 (Transportation), 6 (Pedestrian and Bikeways) and 7 (Transit) directly address objectives of the Transportation element of the Development Code and the Transportation System Plan. In particular, the plan calls for funding and construction of street improvements, pedestrian and bicycle facilities; for cooperation with TriMet in the placement of park-and-ride lots in outlying areas of the community; to encourage other facilities within the Urban Renewal Area; and to ensure adequate parking is provided within the redevelopment area.

c. Public Utilities

Goal 8 (Public Utilities) calls for Urban Renewal participation in design and construction of public utilities within the Urban Renewal Area. Such improvements are done in conformance with the Water and Sewer Service elements of the Development Code and other applicable standards.

d. Recreational and Community Facilities

Goal 4 (Civic Development) includes an objective to participate in developing a community center and expansion of the public library. Goal 4 also includes an objective to develop a water feature in the Tualatin Commons Redevelopment Project as a way to encourage community-related private and public uses within the area. Goal 9 (Parks) includes objectives regarding linking the Central Sub-area with Tualatin Community Park and preserving the scenic value of the Tualatin River, Hedges Creek and Nyberg Creek. Projects in the Plan in support of this objective will benefit the Area by increasing pedestrian access to the Tualatin River, community facilities, the north end of the Lake at the Tualatin Commons Redevelopment Project, and other neighboring public and private properties.

e. Flood Control and Other Public Improvements

The Plan has as a major activity implementation of flood control projects (Goal 10). The Plan anticipates Urban Renewal participation in additional projects which will serve to supplement the city's regulatory efforts described in the Development

Code, Flood Plain District Standards.

[Section B-2 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02, passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance _____ passed March 22, 2010]

C. DESCRIPTION OF PROJECT

The Tualatin Central Urban Renewal Plan details activities (outlined in detail in Section D.) which focus on alleviating the causes of blight and deterioration in the Urban Renewal Area. At the time of its establishment, the Urban Renewal Area was characterized by severe underdevelopment. Obstacles to development included periodic flooding, lack of storm drains, traffic congestion, irregular platting and lack of public facilities and utilities. Subsequent Plan amendments identify stagnant land conditions as compared to other commercial areas in the City, traffic congestion, lack of public facilities and utilities and flooding are major obstacles to development. The project's, therefore, include:

- Flood control, including participation with the Army Corps of Engineers in design and construction of flood control projects;

- Street, road and utility improvements, including participation in federally and state funded projects;

- Acquisition and packaging of development sites of a sufficient size to facilitate appropriate development of the central downtown (the Tualatin Commons Redevelopment Project and Central Design District Enhancement Project);

- Design and construction of public facilities, some of which may include a water feature, pedestrian spaces and walkways, greenway trails and bridges, architectural focal points, art, gateways, streetscape enhancements, transportation, sewer, water, storm drainage and parking facilities. Inclusion on this list is not intended to mean the Commission will provide all of the mentioned facilities or similar public facilities.

- Working with the City of Tualatin on location, design, and construction of a community center or partnering with a property owner to utilize an existing building;

- Working with the City of Tualatin to establish a site for a City Hall facility. Urban Renewal funds may be used for feasibility studies but will not be used to fund design and/or construction of a City Hall facility;

- Participation in the coordination and regulation of development within the Urban Renewal Area;

- Working with the City of Tualatin to expand the public library. Urban Renewal funds will be used to assist in funding design and/or construction of a library expansion;

- Working with the City of Tualatin on mitigating impacts of train horn noise from commuter rail.

The December 1984 Plan amendment incorporated specific information related to the Tualatin Commons Redevelopment Project, which included several project activities. The Tualatin Commons Redevelopment Project consists of the acquisition of a development site in the Central Design District; demolition and relocation of existing buildings, businesses and residences; redevelopment of the site by means of disposition and development agreements with developers for private development; design and construction of a major water feature; coordination with the City of Tualatin for development of City Hall facilities; coordination with the City of Tualatin and participation in the location, design and construction of a community center, coordination with U. S. Postal Service on placement of a retail postal facility, design and construction of public facilities; and other activities necessary to facilitate the project. Such public facilities may include parking facilities, community gathering spaces, other pedestrian amenities, infrastructure improvements, and a major water feature.

The Central Design District Enhancement Project consists of construction of street improvements, streetscape enhancements, pedestrian lighting, pedestrian amenities, art and design and construction of public facilities. The project may also consist of the acquisition of development sites in the Central Design District, demolition and relocation of existing buildings, businesses and residences, and redevelopment of the sites by means of disposition and development agreements with developers for private development.

The East and North Sub-area projects consist of construction of street improvements, streetscape enhancements, pedestrian lighting, pedestrian amenities, art, gateways and design and construction of public facilities, bike paths, plazas, linear park features and public parking. The projects may also consist of the acquisition of development sites in the East Sub-area; demolition of existing buildings, businesses and residences and redevelopment of the sites by means of disposition and development agreements with developers for private development.

[Section C amended by Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; Ordinance No. 1108-02 passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance 1290-09 passed October 12, 2009; and Ordinance _____ passed March 22, 2010]

D. OUTLINE OF PROJECT ACTIVITIES

1. PUBLIC IMPROVEMENTS

a. Flood Control

Alternative methods of flood control have been examined in detail, including increasing channel capacity, erecting flood water barriers, constructing alternative flood water channels, and removing or modifying constrictions to the passage of flood waters (Appendix D). In 1976, the general alternative judged most feasible involved removal of rock reefs downstream in the Tualatin River, construction of a new dam near the Lake Oswego diversion dam, minor channel improvements in other locations, the building of low berms in parts of the Urban Renewal Area, and construction of flood gates and pump stations at the mouth of Nyberg Creek and Hedges Creek.

Prior to completion of any of these actions, the City of Tualatin began to

participate in the United States Department of Housing and Urban Development (HUD) Flood Insurance Program. In return for federally subsidized flood insurance, the program requires the city to adopt regulations controlling development within the 100-year floodplain and floodway. The City's Flood Protection District contains these regulations.

In 1984, the Commission provided local share funds for an Army Corps of Engineers project which resulted in removal of the rock reefs downstream in the Tualatin River (see Map 2). This project in itself resulted in the removal of the floodway designation, changed the base flood elevation and allows development to occur utilizing solid fill to the level of the 100-year flood. The area of the 100-year floodplain remains unchanged.

The Plan contemplates additional flood control actions, primarily in connection with replacing the Lake Oswego diversion dam, also known as the Oregon Iron and Steel Dam (see Map 2). A new dam would allow greater release of flood waters while retaining sufficient control of the level of water in the Lake Oswego.

Specific Project Activities, Flood Control: The Commission's involvement in flood control is proposed to be in the form of participating, along with other benefited communities, in the local share of a state and/or federally funded project. The Commission proposes to assume the role of initiating pre-planning activities and coordinating local government participation. In addition, fill will be utilized in the Tualatin Commons Redevelopment Project to minimize flood risk to the project.

Completed Project Activities: Projects completed are as follows:

- Removal of reefs within the Tualatin River.

b. Roads and Streets

The Transportation Study included in the 1977 plan amendments and the additional work included in the Review and Update of the Urban Renewal Plan and the City's Transportation System Plan 2001 have recommended revisions to the street and road system within the Urban Renewal Area. Transportation planning in Tualatin occurs within the context of the Transportation Element of the Community Plan. As a result of these studies, revisions were made to the Transportation Element.

The Transportation Element currently calls for the following improvements (displayed on Map 3, "Transportation") to be implemented within the Urban Renewal Area:

- SW Tualatin-Sherwood Road

  This street is the main roadway for east/west traffic through the City and functions as a major arterial and should be developed as a four-lane roadway with center left-turn lane or medians. From SW Nyberg Street to SW 90th Avenue, the roadway should be developed as a four-lane boulevard with left-turn lane pockets and bike lanes or multi-use

pedestrian/bike paths, with traffic signals at SW Tualatin-Sherwood Road/Fred Meyer/K-Mart access, SW Tualatin-Sherwood Road/SW Martinazzi, SW Tualatin-Sherwood Road/Commons Access, SW Tualatin-Sherwood Road/SW Boones Ferry Road, SW Tualatin-Sherwood Road/SW 89th Avenue and pedestrian amenities. The section west of SW 89th Avenue to SW Teton Avenue was widened to four travel lanes in 1991 and widened to three lanes from SW Teton Avenue to 99W in the mid 1990's which is identified to be improved to increase the efficiency of the roadway.

- SW Nyberg Street

This street will function as a major arterial between SW Tualatin-Sherwood Road on the west and SW 65th Avenue on the east. West of the SW Tualatin-Sherwood Road bypass, SW Nyberg Street will function as a minor collector primarily as a main access point into the central downtown area.

At the east end of the SW Nyberg Street overcrossing, a loop ramp to accommodate the eastbound to northbound I-5 traffic was completed in the fall of 1991. This loop ramp was necessary because of the heavy left turn demand which required a double left turn lane. The existing bridge is not wide enough to accommodate two travel lanes in each direction and a double left turn lane, making the loop necessary. A free right turn onto westbound SW Nyberg Road from southbound I-5 is necessary to more effectively accommodate heavy travel movements to the employment centers.

Additional improvements are identified to the interchange due to significant congestion levels in the Urban Renewal Area. These include widening the southbound off ramp to allow double left turns, widening the roadway from the K-Mart/Fred Meyer signal east, which includes the over-crossing to accommodate two through west bound lanes, west bound to south bound turn lane and four east bound lanes, turn lanes and pedestrian improvements.

Improvement of SW Nyberg Street from the K-Mart driveway to SW Martinazzi Avenue including road widening and pedestrian improvements may be necessary to serve the land use of the Tualatin Commons Redevelopment Area, Central Design District Project Area and other developments in the Central and East Sub-areas of the Urban Renewal Area.

SW Nyberg Street, from SW Martinazzi to SW Boones Ferry Road will function as a local downtown street and should be developed with two travel lanes and on-street parking. Portions may be closed, realigned, or rebuilt depending on the location of the major water feature in the Tualatin Commons Redevelopment Project or the Central Design District Enhancement Project. Closure will require specific authorization from the City Council. The status of this segment will be addressed during site

planning efforts related to the Tualatin Commons Redevelopment Project.

- SW Boones Ferry Road

  Between SW Lower Boones Ferry Road and SW Martinazzi Avenue, the roadway will function as a major arterial and be developed as a boulevard with a special four-lane section with a traffic signal at SW Martinazzi Avenue. A new street intersection as part of the Loop Road, with a possible traffic signal, may be constructed between the Tualatin River and SW Martinazzi Avenue.

  Between SW Martinazzi Avenue and SW Tualatin-Sherwood Road, the roadway will function as a minor arterial (downtown) and be developed as a three-lane boulevard with wide pedestrian sidewalks, lighting and widened to accommodate left turn lane pockets and bike lanes with traffic signals at SW Tualatin Road, SW Nyberg Street and SW Tualatin-Sherwood Road. Driveway accesses are to be consolidated, consistent with the City's access management policies and standards.

  South of SW Tualatin-Sherwood Road to the edge of the Urban Renewal Area, the roadway will function as a major arterial (downtown) and will be developed as a four-lane boulevard with left turn lane pockets and bike lanes with a traffic signal at SW Warm Springs Street.

- SW Martinazzi Avenue

  This roadway will function as a minor arterial from SW Boones Ferry Road to SW Nyberg Street and should be widened to accommodate two lanes of traffic, center left turn lanes, bike lanes and a signal at SW Seneca Street. From SW Nyberg Street to the southern edge of the District, the roadway will function as a major arterial and should be widened to accommodate four lanes of traffic, a center turn lane or medians and pedestrian amenities.

- SW Tualatin Road

  This road will function as a minor arterial from SW Boones Ferry Road to the SW Hall Boulevard Extension and should be developed with two travel lanes, continuous left turn lane, bike lanes and sidewalks. The section from the SW Hall Boulevard Extension to SW Chinook Street will function as a major collector. A traffic signal may be required at SW Tualatin Road and SW Sweek Drive. There is no plan to straighten the curves in the near future and through truck traffic is discouraged.

  The section from the railroad tracks east to Lower Boones Ferry Road will function as a minor arterial (Tualatin Road Extension).

- SW Hall Boulevard

This roadway is identified as a minor arterial and will extend north from SW Tualatin Road across the Tualatin River to Hall Boulevard in Tigard. The roadway is to be developed with two travel lanes, center left turn lane, bike lanes and sidewalks. There may be a traffic signal at the intersection with the Tualatin Road extension.

- SW Tualatin Road Extension

  This roadway is identified as a minor arterial extending from the Lower Boones Ferry Road/Upper Boones Ferry Road intersection to Tualatin Road. The roadway is to be developed with two travel lanes, center left turn lane, bike lanes and sidewalks. There may be a traffic signal at the intersection with SW Hall Boulevard.

- SW Tonka/Warm Springs

  SW Warm Springs is identified as a minor collector street. SW Tonka Street is identified as a local commercial industrial street. Both roadways begin at SW Boones Ferry Road, converge, with SW Warm Springs extending east and intersecting with SW Mohawk Street.

- Loop Road

  This street is identified as a minor collector and will have two travel lanes and a center left turn lane. The roadway alignment generally is from Nyberg Street in the private SW 72nd alignment. At the northern edge of the K-Mart property the street will turn west, moving generally along the north K-Mart property line until it reaches a point between Michael's and the City Office/Library Building. At this point the road will turn south and generally run parallel to the City Office/Library Building. At a point near perpendicular to SW Seneca Street, the street will then turn west until it intersects with SW Seneca Street and SW Martinazzi Avenue. A connection to SW Boones Ferry Road may be provided between the Tualatin River and SW Martinazzi Avenue. This entire street will be a special section, but will generally follow Street Section Cb, a minor collector, and be modified as specific areas warrant.

- SW Seneca Street

  SW Seneca Street, from SW Martinazzi to SW 84th Avenue will function as a local downtown street and should be developed with two travel lanes and on-street parking. Portions may be closed, realigned, or rebuilt depending on the location of the major water feature in the Tualatin Commons Redevelopment Project. Closure will require specific authorization from the City Council. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project.

  SW Seneca Street from SW 84th Avenue to SW Boones Ferry Road should be developed to two travel lanes and on-street parking and may be rebuilt in conjunction with the Tualatin Commons Redevelopment Project or

Central Design District Enhancement Project.

- SW 84th Avenue

  SW 84th Avenue will function as a local downtown street and should be developed with two travel lanes and on-street parking.

- SW Sweek Drive

  This roadway is identified as a residential collector. The roadway is to be developed with two travel lanes, on-street parking and sidewalks.

- Other Local Streets

  SW 86th Avenue, SW Cherokee Street, SW Old Tualatin-Sherwood Road and SW Mohave Court are identified as local streets.

An interconnected signal system will be constructed, where feasible, throughout the Urban Renewal Area due to the close proximity of signals on SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Martinazzi Avenue, SW Seneca Street, and SW Nyberg Street.

Specific Project Activities, Road and Street Improvements: The following improvements to the road and street system are authorized within the Urban Renewal Area:

Intersection Improvements:

- Access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Actual placement and intersection requirements will be addressed during site planning efforts in conjunction with the Tualatin Commons Redevelopment Project.

Road Improvements:

- SW Boones Ferry Road between SW Lower Boones Ferry Road and SW Martinazzi Avenue. Improvements include reconstruction and widening of roadway, turn lanes, widening or replacement of bridge, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

- SW Boones Ferry Road between SW Martinazzi Avenue and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, turn lanes, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

- SW Martinazzi Avenue between SW Boones Ferry Road and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of

roadway, intersection improvements, installation of landscape median, sidewalks, street trees and other pedestrian amenities.

- Loop Road/Eastside Downtown (north half); segments to be determined.

- SW Nyberg Street west of K-Mart driveway to SW Martinazzi Avenue. Improvements may be constructed in conjunction with the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project or the Loop Road or East Sub-area (Eastside Downtown) project, including rebuilding and widening of roadway and pedestrian improvements.

- SW Nyberg Street, between SW Martinazzi Avenue and SW Boones Ferry Road. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Nyberg Street will be provided access through other routes. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project. Central Design District Enhancement Project improvements include reconstruction and widening of roadway, intersection improvements, curb bump-outs and pedestrian improvements.

  SW Nyberg Street from SW Tualatin-Sherwood Road east will be improved by the construction of additional travel lanes, on/off ramps, and pedestrian improvements.

- SW Seneca Street, between SW Martinazzi Avenue and SW 84th Avenue. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by Seneca will be provided access through other routes. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project. Improvements include reconstruction and widening of roadway, intersection improvement, bump-outs and pedestrian improvements.

- SW Seneca Street, between SW 84th Avenue and SW Boones Ferry Road. Improvements include reconstruction of roadway, curb bump-outs and pedestrian improvements to standards to be determined.

- SW 84th Avenue, between SW Nyberg Street and SW Boones Ferry Road. Improvements include reconstruction of roadway, bump-outs and pedestrian improvements to standards to be determined.

- Traffic signal coordination and interconnection throughout the District.

- Other road and street improvements as found necessary.

Completed Project Activities: Projects completed are as follows:

Completed Road Improvements:

- Participation in the costs of design and construction of the Tualatin-Sherwood Road Bypass.
- Improvements of SW Tualatin-Sherwood Road Bypass from SW Boones Ferry Road to the City of Sherwood, a Washington County project.
- Full funding of the design and construction of the Warm Springs/Tonka Couplet.
- Completion of Nyberg Street/I-5 interchange improvements by the State of Oregon. Improvements included loop ramp to I-5 northbound and an added travel lane from I-205 northbound to I-5, including ramp improvements, and an added travel lane southbound on I-5 from Exit 290 to I-205.
- Widening of the SW Nyberg Street east of SW Tualatin-Sherwood Road including the over-crossing, widening of south bound off ramp, two left turn and two right turn lanes.
- Improvements to SW Boones Ferry Road from SW Martinazzi Avenue to SW Tualatin-Sherwood Road.
- Partial improvements to SW Nyberg Street from SW Martinazzi Avenue to Lake of the Commons. Improvements from Lake of the Commons to SW Boones Ferry Road.
- Partial improvements to SW Seneca Street from SW Martinazzi Avenue to Lake of Commons. Improvements to SW Seneca Street from Lake of Commons to SW Boones Ferry Road.
- Improvements to SW 84th Avenue from SW Boones Ferry Road to Nyberg Street.

Completed Intersection Improvements:

- Full funding of the design and construction of the SW Boones Ferry Road/Martinazzi Avenue traffic signal.
- Full funding of the design and construction of the SW Boones Ferry Road/Tualatin Road traffic signal.

- Participation in the design and construction of the traffic signal on SW Martinazzi Avenue with Fred Meyer and Martinazzi Square.

- Full funding of the design and construction of the Tualatin Commons access.

c. Utilities

Improvements in sanitary sewer, storm sewer, water supply, and electricity systems have been Plan activities since the establishment of the Urban Renewal Area. The Report (Section B.1.) describes the original and current conditions of these systems. The Water Service and Sewer Service elements of the Development Code state the city's policies and procedures regarding system improvements. The improvements within the Urban Renewal Area are shown on Maps 19-27 of the Report.

Specific Project Activities, Utilities:

- Tualatin Commons Redevelopment Project: The Commission will participate in the funding of utility improvements necessitated by the Tualatin Commons Redevelopment Project and, where appropriate, will incorporate utility improvements within road, street or other public improvement projects funded by the Commission.

- Central Design District Enhancement Project: The Commission will participate in the funding of utility improvements necessitated by the Central Design District Enhancement Project and, where appropriate, will incorporate utility improvements within road, street or other public improvement projects funded by the Commission.

- East Sub-area (Eastside Downtown) Project: The Commission will participate in the funding of utility improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

- North Sub-area: The Commission will participate in the funding of utility improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

Completed Utilities:

- Tualatin Commons Redevelopment Project

d. Parking Facilities

Historically, one result of the pattern of platting in the downtown core area has been the difficulty in providing on-site parking for commercial buildings. Until land was acquired for the then Village Square Redevelopment Project (1985-86), the majority of the lots in this area were too small to support commercial buildings with parking. The Plan amendment of 1977 discussed alternatives for providing sufficient parking. In 1979, one of these alternatives was implemented, with adoption of the Core Area Parking District (CAPD). Within the CAPD, until 1994 there were no requirements for on-site parking. Parking was provided in public lots, with spaces available for customers and employees. In 1994 the program was changed requiring private development to supply a portion of parking. The provisions are listed in the Tualatin Development Code.

The CAPD is supported by a tax on activities (primarily businesses) occurring within CAPD boundaries. Capital costs of parking facility construction have been funded in part by an "impact fee" on new construction in a parking space buy down program. The largest part of the costs of land acquisition and development of the CAPD lots has been borne by the Commission. Map 4, "Core Area Parking District," displays the public parking lots within the CAPD which have been, or may be, developed by the Commission.

Acquisition of the majority of small parcels in the District as well as the acquisition of the property on Block 13 for the Tualatin Commons Redevelopment Project provides more parking options to support redevelopment. It may be appropriate for the Commission to assist in providing public parking lots to some or all of the public and private developments in the Project Area, but it also may be appropriate for private and public uses to provide on-site parking.

Specific Project Activities, Parking Facilities:

- Tualatin Commons Redevelopment Project: Construction of new parking facilities may be part of the Tualatin Commons Redevelopment Project. The inclusion of public parking facilities, and their specific scale and location will be determined during the course of site planning and negotiations with developers.

- White Parking Lot: Expand parking lot on SW Boones Ferry Road located between SW Boones Ferry Road and SW Seneca Street.

- Yellow Parking Lot: Construct parking lot east of SW 84th Avenue, south of SW Seneca Street and north of SW Nyberg Street.

- Red Parking Lot: Construct parking lot or parking garage at the southeast corner of SW Boones Ferry Road and SW Seneca Street.

- Blue Parking Lot: Construct parking lot on SW Boones Ferry Road.

- Green Parking Lot: Expand parking lot on SW Boones Ferry Road.

- Public Parking Lots: Construct signage appropriate for identification of all public parking lots.

- East Sub-area (Eastside Downtown): Participate in funding a parking garage to serve redevelopment of the area and to support civic buildings. A parking garage in the East Sub-area will serve or benefit the Area by promoting increased mixed use development density thus increasing the assessed value opportunity in this redevelopment area.

Completed Parking Improvements:

- Parking for the Tualatin Commons Redevelopment Project.

- Expansion of the White Parking Lot.

- Construction of the Yellow Parking Lot

- Partial completion of the Red Parking Lot. Surface parking has been provided on the north half. The south portion has not been constructed.

- Construction of the Blue Lot.

- Expansion of the Green Lot.

- Signage has been completed for the White, Yellow, Red, Blue and Green lots.

e. Pedestrian Facilities

Improving pedestrian circulation within the Urban Renewal Area has been a primary objective of the Plan. Plan activities in this regard have included construction of sidewalks, design of improvements to the triangular park site at the entrance to the city, and development of design guidelines for private pedestrian walkways and street furniture.

Specific Project Activities, Pedestrian Facilities:

- Tualatin Commons Redevelopment Project: Pedestrian spaces, including sidewalks, and outdoor pedestrian activity areas are planned to be a major component of the Tualatin Commons Redevelopment Project. The Tualatin Commons Project will include community gathering spaces, pedestrian walkways and connections, both within the development and as links to the Community Park, the City Library, and to other neighboring public and private properties. The design and location of pedestrian ways and spaces will be addressed during site planning of the project.

- Central Design District Enhancement Project: Pedestrian spaces, including sidewalks, street furniture, pedestrian lighting and way-finding system are

planned to be a component of the Central Design District Enhancement Project. The Central Design District Enhancement Project will include pedestrian walkways, sidewalks and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project and to other neighboring public and private properties. The design and location of pedestrian facilities and way-finding system will be addressed during planning of the project. A bridge may be constructed at the north end of the Lake at the Commons in the general corridor of SW Seneca Street.

- East Sub-area (Eastside Downtown): Pedestrian spaces, including sidewalks, street furniture way-finding system and pedestrian lighting are planned to be a component of the Eastside Downtown project. The Eastside Downtown project will include pedestrian walkways or pathways, sidewalks, pedestrian pathways along the Tualatin River and I-5 and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and to other neighboring public and private properties. The design and location of pedestrian facilities will be addressed during planning of the project.

- North Sub-area: Pedestrian pathways along the Tualatin River and a pedestrian bridge over the Tualatin River connecting to pedestrian pathways along the south side of the river.

Completed Pedestrian Facilities:

- Tualatin Commons Redevelopment Project

f. Civic Facilities

Improving civic facilities has been a goal and objective the Plan. Plan activities in this regard have included pedestrian oriented facilities, major features of Tualatin Commons (water feature and landmark), site acquisition for police facility, library expansion and participating in design discussions for a community building.

Specific Project Activities, Civic Facilities:

- Community Building: Working with the City to develop a community building or identify an existing building in the central downtown area to upgrade as an interim community facility until a permanent building can be constructed by the City. The Community Building will serve and benefit the Area by attracting citizens into the Area increasing patronage opportunities for commercial developments while invigorating social interactions of residents and commercial business operations within the Area and enhancing the overall vibrancy of the Urban Renewal Area.

- Tualatin Commons Landmark: Construction of a focal element at the center of the Tualatin Commons Project area.

- Tualatin Library: Expansion of the public library.

Completed Civic Facilities:

- Tualatin Library

g. Transit Facilities

Improving transit facilities has been a goal and objective of the Plan. Plan activities have included assisting TriMet in locating park-and-ride facilities and encouraging private development to integrate transit provisions.

Specific Project Activities, Transit Facilities:

- Commuter Rail Station: Working with the Washington County commuter rail project to upgrade the design of the Tualatin commuter rail station for design compatibility with downtown development.

- Train Horn Noise Mitigation: Working with the City of Tualatin to mitigate the impacts of commuter rail train horn noise on businesses and residents.

Completed Transit Facilities:

- Commuter Rail Station

[Section D-1 amended by Resolution 121-86 adopted November 24, 1986; Ordinance 730-87 passed September 14, 1987; Resolution 152-88, adopted August 8, 1988; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02, passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006;Ordinance 1290-09 passed October 12, 2009; Ordinance _____ passed March 22, 2010]

2. LAND ACQUISITION AND CLEARANCE

Land acquisition, land clearance, and relocation of existing residences and businesses have been Plan activities since 1978. The Commission has acquired land for public parking lots, street improvements and utilities. Land was acquired for the Tualatin Commons Redevelopment Project in fiscal years 84/85, 85/86, 86/87, 87/88, and 89/90. A list of these properties is shown in Table 1.

- Tualatin Commons Redevelopment Project. The focus of Amendment No. 7 was to authorize acquisition of land for a development site for the Village Square Redevelopment Project. Land acquisition for this project was necessitated by the irregular and inefficient platting pattern in the downtown core, a pattern which hinders private redevelopment. The focus of Amendment No. 11 was to authorize the acquisition of land for a development site for the Block 13 Redevelopment Project. Land acquisition for this project ensures that the parcel is developed in a manner compatible with the City's redevelopment efforts. Obtaining ownership of the property was the most direct way to achieve redevelopment consistent with the

objectives of the plan. Amendment 16 renames the Village Square and Block 13 Redevelopment projects as the Tualatin Commons Redevelopment Project, which was renamed by the Commission in January, 1990.

Where this Plan provides for acquisition of unidentified property, before acquisition, the Commission will approve a Minor Amendment to the Plan, identifying the property, the need for the acquisition, the schedule for acquisition and the nature and schedule for disposition of the property.

Specific Project Activities, Land Acquisition and Clearance:

- Tualatin Commons Property Acquisition

  The Commission acquired properties indicated on Map 5 "Tualatin Commons Property Acquisition." The Commission will also acquire real property where it is determined that acquisition is necessary for the construction of the Tualatin Commons Redevelopment Project.

  Where appropriate, the Plan contemplates acquisition of partial interests in real property in connection with the Tualatin Commons Redevelopment Project. Such interests may include leasehold interests and purchase or lease options.

- Tualatin Development Commission Property Acquisition

  The Commission acquired properties indicated on Map 6. The properties are for public parking lots or future parking lots.

  Where appropriate, the Plan contemplates acquisition of partial interests in real property. Such interests may include leasehold interests and purchase or lease options.

- Property Acquisition to Eliminate Blight or Construct Street or Other Public Infrastructure Improvements

  The Commission will also acquire real property, or interests therein, where it is determined that acquisition is necessary to remove blighting influence, or for construction of street, sewer, water, storm drainage and pedestrian improvements.

- Property Acquisition for Police Facility

  The Commission has acquired property identified as 2S1 23D, Tax Lot 500, consistent with Goal 4 of this Plan to promote civic facilities in the Urban Renewal Area. A portion of the site will be developed as a Police Facility and conveyed to the City of Tualatin. The remainder of the site will be used for purposes consistent with this Plan or disposed of in accordance with this Plan.

- Central Design District Enhancement Project Property Acquisition

  The Commission will also acquire real property where it is determined that acquisition

is necessary for the construction of the Central Design District Enhancement Project.

Where appropriate, the Plan contemplates acquisition of partial interests in real property in connection with the Central Design District Enhancement Project. Such interests may include leasehold interests and purchase or lease options.

- Parking Garages

  The Commission will acquire real property where it is determined that acquisition is necessary for the construction of parking garages in the Central and East Sub-areas.

[Section D-2 amended by City Resolution 333-78 adopted February 27, 1978; Ordinance 651-84, passed December 10, 1984; Ordinance 730-87 passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98 adopted October 26, 1998; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02, passed April 22, 2002; Ordinance _____ passed March 22, 2010]

3. LAND DISPOSITION, DEVELOPMENT AND REDEVELOPMENT

- Tualatin Commons Redevelopment Project. The primary intent of the December 1984 plan amendment was to facilitate the redevelopment of the Village Square Project Area (currently the Tualatin Commons Project Area as combined with the Block 13 Project Area). As is documented in the Report, Section B, this portion of the Urban Renewal Area was severely underdeveloped. Although the blighting influences of flooding and traffic congestion had been largely corrected, the impediments to development posed by the inefficient platting still remained. The acquisition and packaging of a project site of approximately six acres was seen to facilitate the development of a planned mixed-use development, with a pedestrian orientation and of a sufficient scale to provide a "central business district" environment.

  The intent of Amendment No. 11 was to facilitate the redevelopment of Block 13. Prior to Amendment 11, as is documented in the Report, Section B, this portion of the Urban Renewal Area was occupied by a non-conforming land use (The Hervin Company pet food manufacturing facility). In 1988, the pet food manufacturing plant became non-operational. This occurrence provided an opportunity to permanently eliminate the non-conforming use. The acquisition of a project site of approximately nine acres facilitated the development of a planned central commercial development, with a pedestrian-orientation that would enhance the "central business district" environment of the Central Design District.

  The primary intent of Amendment No. 16 is to amend the land use of the Tualatin Commons Redevelopment Project to allow more civic uses (City Hall facilities, community gathering areas, and a community center), and thus to enhance the community activities in the Central Urban Renewal Area. This action was in response to community support for less intensive retail development and more uses that are active in the weekdays, evening, nights, and weekends. In addition, the Block 13 and Village Square Redevelopment Projects and project areas were combined and renamed

"Tualatin Commons Redevelopment Project." The acquisition and packaging of a project site of approximately 20 acres will facilitate the development of a planned mixed-use development (office, restaurant, limited retail, residential, civic uses) with a pedestrian orientation of a sufficient scale to provide an active private and public environment.

Specific Project Activities, Land Disposition, Development, and Redevelopment:

The Commission will dispose of property acquired within the Tualatin Commons Redevelopment Project Area and other property acquired by the Commission for redevelopment for uses permitted within the Central Commercial Planning District, and especially for those uses appropriate to an active leisure and pedestrian environment. Property shall be disposed of according to the terms of Disposition and Development Agreements. Such agreements will specify the respective obligations of the Commission and the redeveloper in regard to scale, uses, design, public facilities, approvals and permits, schedules of development and other issues related to the objectives of the Plan.

Properties acquired by the Development Commission will be disposed of for:

- Redevelopment by private redevelopers for the mix of uses found desirable and feasible in accordance with a negotiated Disposition and Development Agreement.

- Redevelopment of certain parcels within the Urban Renewal Area by the City of Tualatin for City Hall facilities.

- Redevelopment of certain parcels within the Area by the City of Tualatin and Tualatin Development Commission for a community center.

- Construction of public facilities that may include water feature(s), pedestrian facilities, and parking facilities.

- Road, street and utility improvements. Either before or after construction of the improvements, the Commission will dedicate the property to the local government with authority to manage the improvements

[Section D-3 amended by City Resolution 333-78 adopted February 27, 1978; Ordinance 730-87 passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 3098-02 adopted March 11, 2002; and Ordinance _____ passed March 22, 2010]

4. REHABILITATION AND CONSERVATION

The Plan encourages the rehabilitation and conservation of those existing buildings, which have historic merit or buildings which can be economically rehabilitated. Programs for Urban Renewal participation in the costs of rehabilitation are contemplated and the Commission may appropriately assist in rehabilitation and conservation efforts.

Specific Project activities, Rehabilitation and Conservation:

- A matching grant façade improvement program for buildings within the Central Design District.

- The Commission may appropriately assist in rehabilitation and conservation efforts outside of the Central Design District.

[Section D-4 amended by Ordinance 881-92 passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

E. REAL PROPERTY ACQUISITION, DISPOSITION: ESTIMATED SCHEDULE

1. REAL PROPERTY ACQUISITION

- Tualatin Commons Redevelopment Project: As discussed in Section D, "Outline of Project Activities", the plan proposes to acquire land within the Tualatin Commons Project Area and other property within the Urban Renewal Area, and to dispose of such land for private and public redevelopment and for development of public facilities.

  Map 5, "Tualatin Commons Property Acquisition," displays land which has been acquired to build present parking lots within the Tualatin Commons Redevelopment Project by the Development Commission. The map also shows which properties were acquired for the Tualatin Commons Redevelopment Project. Table 1, "Properties Acquired", lists the parcels that were acquired and the square footage of each parcel.

  Map 6, "Property Acquisition," displays land that has been acquired outside of the Tualatin Commons Redevelopment Project within the Urban Renewal Area to build parking lots and other public facilities by the Development Commission. Table 2, "Properties Acquired," lists the parcels that were acquired and the square footage of each parcel.

  Real property acquisition was accomplished in accordance with all applicable State Statutes. (Relocation of existing residences, businesses, and other uses is discussed in Section G below.) Any further real property acquisition will be accomplished in accordance with all applicable State Statutes.

Table 1 Properties Acquired - Tualatin Commons

Tax Map	Tax Map	Square Feet
2S1-24BC	1501	16,117
2S1-24BC	1600	4,792
2S1-24BC	1690	4,792
2S1-24BC	1700	4,792
2S1-24BC	1702*	15,246

2S1-24BC	1703*	15,246
2S1-24BC	1704	13,939
2S1-24BC	1800	11,710
2S1-24BC	1900	10,225
2S1-24BC	2000	5,400
2S1-24BC	2100	20,147
2S1-24BC	2200	10,377
2S1-24BC	2300	17,655
2S1-24BC	2400	14,827
2S1-24BC	2500	23,800
2S1-24BC	2501	5,950
2S1-24BC	2600	11,160
2S1-24BC	2601	6,960
2S1-24BC	2703*	26,572
2S1-24BC	4500*	20,704
2S1-24BC	4600*	23,750
2S1-24BC	4800	8,859
2S1-24BC	5100	11,875
2S1-24BC	5190	17,575
2S1-24BC	5202	16,328
2S1-24CB	100	12,632
2S1-24CB	200	271,379
2S1-24CB	300	111,514
TOTALS:	28	734,323

Source: Washington County Department of Assessment and Taxation, October 20, 1983.

Note: Parcels with an asterisk (*) were purchased prior to the Tualatin Commons Redevelopment Project for the Core Area Parking District. The identified parcels are included as a part of the Redevelopment Project.

Table 2 Properties Acquired – Outside of Tualatin Commons

Tax Map	Tax Map	Square Feet
2S1-24BC	500	34,848
2S1-24BC	1000	8,276
2S1-24BC	1001	9,148
2S1-24BC	1100	15,682
2S1-24BC	1200	3,504
2S1-24BC	3800	10,890
2S1-24BC	4000	5,227
2S1-24BC	4900	8,859
2S1-24BC	5000	1,781
2S1-23A	1500	140,698
2S1-23A	1600	52,272
TOTALS:	11	291,185

Source: Washington County Department of Assessment and Taxation 2001.

Additional land may be acquired to remove blighting influences or for road, pedestrian and street improvements.

Schedule

The Commission acquired interests in real property for the Tualatin Commons Redevelopment Project during Fiscal Years 1984/85, 1985/86, 1986/87, 1987/88, and 1989/90.

The Commission acquired interests in other real property for development during Fiscal Years 1982/83 through 1998/99.

[Section E-1 amended by Resolution 333-78 adopted February 27, 1978; Resolution 117-86, adopted August 11, 1986; Ordinance 730-87, passed September 14, 1987; Resolution 174-90, adopted May 29, 1990; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

2. REAL PROPERTY DISPOSITION

Tualatin Commons Redevelopment Project: Land acquired for the Tualatin Commons Redevelopment Project will be subject to disposition as follows:

- *Retention for Development as Public Facilities:* Land will be retained by the Commission and developed as public facilities. Such facilities may include a water feature(s), pedestrian spaces and walkways, parking facilities, and open spaces.

- Conveyance to the City of Tualatin by sale, lease or other manner for development of civic uses including a City Hall facility and community center.

- Conveyance to Developers by sale, lease or other manner for development of commercial uses in accordance with the objectives of the Tualatin Commons Redevelopment Project: Such conveyances shall be governed by Disposition and Development Agreements. Land shall be conveyed at a value determined by the Commission to be its fair reuse value, which represents the value, whether expressed in terms of rental or capital price, at which time the Commission, in its discretion, determines such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in the Plan.

  Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission. The specific disposition of each parcel will be determined during a process of site planning and negotiation with developers.

Additional land acquired may be subject to disposition for road and street improvements.

Schedule

The Commission intends to dispose of real property interests within the Tualatin Commons Redevelopment Project during the Fiscal Years 1992/93, 1993/94, 1994/95, 1995/96, 1996/97, 1997/98, 1998/99.

Other Commission Acquired Property: Land acquired for parking lots, civic facilities and other properties will be subject to disposition as follows:

- *Retention for Development as Public Facilities:* Land will be retained by the Commission and developed as public facilities. Such facilities may include pedestrian spaces and walkways, parking facilities, and open spaces.

- Conveyance to the City of Tualatin by sale, lease or other manner for development of civic uses including a City Hall facility and community center.

- Conveyance to developers by sale, lease or other manner for development of commercial uses in accordance with the objectives of the Central Urban Renewal Plan. Such conveyances shall be governed by Disposition and Development Agreements. Land shall be conveyed at a value determined by the Commission to be its fair reuse value which represents the value, whether expressed in terms of rental or capital price, at which the Commission in its discretion determines such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in the Plan.

- Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission. The specific disposition of each parcel will be determined during a process of site planning and negotiation with developers.

Additional land acquired may be subject to disposition for road, street and pedestrian improvements.

Schedule

The Commission intends to dispose of real property interests during Fiscal Years 2000/01 through 2035/36.

[Section E2 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

F. LAND USE

Land use within the Urban Renewal Area is governed by the Planning District Standards contained in the Development Code. The Urban Renewal Area contains the following Planning District Designations:

- Central Commercial
- Office Commercial
- General Commercial
- General Manufacturing
- Light Manufacturing
- High Density Residential/High Rise
- High Density Residential

The regulations governing development within these districts are summarized in Table 3 and Map 7, "Planning Districts and Blocks," displays the Planning District designations within the Urban Renewal Area.

In some cases, the Plan calls for additional considerations to be applied to land uses within the Urban Renewal Area. These apply to specific "blocks" as shown on the Planning Districts Map (Map 7). These considerations pertain to permitted land uses, minimum lot sizes, and requirements for "Master Planning" of entire blocks or groups of blocks.

[Section F amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

Table 3 Summary of Planning District Standards in the Urban Renewal Area

Planning Districts	Permitted Uses
Central Commercial (CC)	The purpose of this district is to provide areas of the City that are suitable for a full range of retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. This district also provides areas suitable for civic, social and cultural functions serving the general community. This district serves to implement the City's Central Urban Renewal Plan and consequently, multi-family dwellings are also an appropriate use in certain portions of the district, as specified by the Central Urban Renewal Plan.

Office Commercial (CO)	The purpose of this district is to provide areas for professional office in locations adjacent to or across the street from residential areas. The district is intended to provide for office development ranging from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this district shall be sensitive to the preservation of significant natural resources and shall provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
General Commercial (CG)	The purpose of this district is to provide areas of the city that are suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office, or central commercial areas. This district is particularly suitable for businesses needing direct automobile access to the freeway and the arterial streets leading to the freeway. Such uses are motels, drive-in restaurants, automobile service stations, and carwashes. Other suitable automobile-related businesses are automobile upholstery shop, or automobile tire shop. Automotive uses that use large amounts of land, such as automotive, truck and machinery sales and rental, are not appropriate uses in this district.
Light Manufacturing (ML)	The purpose of this district is to provide areas of the City that are suitable for industrial uses that are compatible with adjacent commercial and residential uses. The district serves to buffer heavy industrial uses from commercial and residential areas. The district is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration or smoke. The district is also suitable for retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet and, with appropriate restrictions, for retail sale of the products not allowed for sale in the General Commercial Planning Districts.

General Manufacturing (MG)	The purpose of this district is to provide areas of the City that are suitable for light industrial uses and a wide range of heavier manufacturing and processing activities. These uses are expected to be more unsightly and have more adverse environmental effects than the uses allowed in the Light Industrial Planning District.
High Density Residential (RH)	To provide areas of the City suitable for townhomes, high-density garden apartment and condominium developments. Within the Central Urban Renewal Area uses permitted may be mixed with uses permitted in the Central Commercial Planning District.
High Density Residential/ High Rise (RH/HR)	To provide areas of the City within the City's Central Urban Renewal Area, an area west of the Central Urban Renewal Area, north of the wetlands, and south of the Tualatin Country Club that are suitable for high density apartment or condominium towers.

NOTE: Sections F- (1), (2), and (3) of the Plan and Map 6 contain block-specific Urban Renewal standards and minimum lot sizes. See also the Development Code for further information.

[Table 3 amended by TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

Summary of Planning Districts Uses

1. PERMITTED USES

In addition to the uses normally permitted within the relevant Planning District, the Planning District Standards allow the following additional permitted and conditional uses in the areas listed:

Permitted uses:

a. General Commercial uses, except for those permitted within the Central Commercial Planning District, are allowed on Blocks 28 and 29. Notwithstanding the preceding sentence, limited use of take-out restaurants smaller than 1,500 square feet and with a seating capacity of 50 or less, will be allowed on Blocks 28 and 29. No drive-up windows will be allowed. No portion of such restaurant shall be closer than 200 feet from any public street right-of-way, unless the right-of-way is separated from the restaurant by railroad right-of-way, in which case the restaurant shall be no closer to the public street right-of-way than 100 feet. The restaurant must be intended to serve primarily the employees and customers of uses in the immediate vicinity. Retail uses permitted in the General Commercial Planning District, excluding any use permitted in the Central Commercial

Planning District, are permitted to be greater than 60,000 square feet of gross floor area in areas designated Employment Area or Industrial Area.

b. General Commercial uses are allowed on Block 30.

c. Uses permitted in the High Density Residential (RH) District on Block 1.

d. Multi-family uses and single-family common-wall residential units are allowed on Blocks 2, 3, 15, 16, 17, 18, 19, 20, 22 and 23.

e. Architectural Focal Element for Blocks 14, 17, 18 and 20.

Conditional Uses:

a. In the Central Design District bank drive-up uses and other drive-up uses, unless otherwise prohibited by provisions of the Tualatin Development Code.

b. Uses permitted in the Central Commercial Planning District on Block 1.

[Section F-1 amended by TDC Resolution 145-88, adopted January 11, 1988; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010*]*

2. STRUCTURE HEIGHT

The following structure heights are permitted within the relevant Planning Districts and Blocks:

a. Buildings constructed on Block 13 can be a maximum of 75 feet in height.

b. Buildings constructed on Blocks 1, 2, 3, 5, 14, 15, 16, 17, 18, 19, 20, and 22 can be a maximum of 60 feet in height.

c. 35 feet between the Tualatin Commons central water feature and the primary pedestrian corridor, except for architectural focal elements.

d. 75 feet for Architectural Focal Elements for Blocks 14, 17, 18 and 20.

[Section F-2 added by TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010.]

3. MINIMUM LOT SIZES

Within the Urban Renewal Area, the Planning District Standards allow for minimum lot sizes that are generally in excess of the normal Planning District requirements. This is to allow for development which can incorporate a greater number of design features, e.g. landscaping, to achieve the design objectives of the Plan. The following minimum lot sizes shall apply to the creation of new lots by partition, subdivision or lot line adjustment in the Planning Districts and Blocks listed:

a. Unless otherwise noted, minimum lot sizes within the Urban Renewal Area

are 25,000 square feet.

b. Minimum lot sizes within the Core Area Parking District are 5,000 square feet.

c. Minimum lot sizes within Blocks 25, 31, and 33 are 40,000 square feet.

d. Minimum lot sizes within Block 28 are 20,000 square feet.

e. When Residential High Density permitted uses are mixed with uses permitted in the Central Commercial District, the lot sizes for mixed uses are determined through the Architectural Review process.

[Section F-3 (formerly F-2) amended by TDC Resolution 74-83 adopted December 12, 1983; Ordinance 881-92, passed November 9, 1992; TDC Resolution 206-93, adopted June 28, 1993; TDC Resolution 398-02 adopted March 11, 2002]

4. REQUIREMENTS FOR MASTER PLANNING

Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). Such master plan shall contain sufficient information, as determined by the City, to ensure that development meets the objectives of the Plan. Master plans may include, but are not limited to, treatment of such issues as access, transportation, sewer, water storm drainage, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities.

Master plans for Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, 33, as well as subsequent modifications to those plans, must be approved by the City Council at a public hearing. The public hearing shall be called and conducted in the manner provided for in Section 1.031 of the Development Code. In approving a master plan, the City Council may attach conditions that it finds necessary to achieve the objectives of the Urban Renewal Plan.

For blocks within which land is under multiple ownerships, and where special conditions exist, the Commission may initiate master plans to govern development. Block 23, because of its unusual platting pattern and the difficulty of providing street access, may require such master planning.

Plans developed by the Commission for those purposes will be referenced within the Development Code.

[Section F-4 (formerly F-3) amended by TDC Resolution 131-87, adopted April 27, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

5. CENTRAL DESIGN DISTRICT DESIGN GUIDELINES

The Central Design District is bounded by SW Martinazzi Avenue on the east, SW Tualatin-Sherwood Road on the south, SW Boones Ferry Road on the west and the Tualatin Community Park and Tualatin River on the north (Map 8). The area is

designated in the Development Code as Central Commercial. The purpose of the Planning District is:

"To provide areas of the City that are suitable for a full range of retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. The district also provides area suitable for civic, social and cultural functions serving the general community. The district serves to implement the City's Urban Renewal Plan, and consequently, multi-family dwellings are also an appropriate use in certain portions of the district, as specified by the Urban Renewal Plan."

Though the District does not include all the area designated as Central Commercial, the area outside the District has developed in an auto-oriented manner (K-Mart/Safeway, Fred Meyer, Martinazzi Square, Hedges Greene Retail Center). Within the District, however, the opportunity still exists to achieve pedestrian-oriented development.

The most direct means of achieving a true pedestrian orientation is by the use of design guidelines. Such guidelines are referred to in Chapter 73 of the Tualatin Development Code. The design guidelines contained in Appendix G are intended to assist in developing a pedestrian-oriented downtown with a mix of commercial and residential activities that are compatible with one another.

[Section F-5 added by TDC Resolution 398-02, adopted March 11, 2002, Ordinance _____, passed March 22, 2010]

6. CHANGES TO PLANNING DISTRICT DESIGNATION

The Commission will actively work with the City of Tualatin to change the Planning District designations or list of allowed uses within the existing designations within the Area to further mixed use development to align with the City's Town Center Plan. This may include the East, North, Central and West Sub-areas to allow additional housing opportunities integrated with retail, service, office and public uses.

Section F-6 added by Ordinance _____, passed March 22, 2010]

G. RELOCATION PLAN

The Plan anticipates the acquisition and redevelopment of property which may result in the displacement of residents and businesses. Prior to any displacement, the Commission will establish a Relocation Policy that will call for the Commission's assistance to those residents and businesses displaced. Such assistance may include providing information regarding suitable locations, payment of moving expenses, and other payments as deemed necessary.

All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500 - .530 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 35.510.

[Section G amended by City Resolution 333-78 adopted February 27, 1978; Ordinance _____, passed March 22, 2010]

H. METHODS OF FINANCING PROJECT ACTIVITIES

1. GENERAL DESCRIPTION OF FINANCING METHODS

The Tualatin Development Commission will consider all possible sources of funding in carrying out this Plan. The Commission may borrow and accept advances, loans, grants, and any other form of financial assistance from the federal government, state, city, county or other public body or from any other sources, public or private, including lease or sale of properties to developers for the purpose of undertaking and carrying out this Plan. In addition, the Tualatin Development Commission may obtain financing as authorized under ORS Chapter 457 or any applicable statutes.

Upon request of the Commission, the City Council of the City of Tualatin may as necessary to achieve plan objectives, seek general obligation or issue revenue bonds, certificates, notes, improvement warrants, or form local improvement or special assessment districts to assist in financing the Plan.

The funds obtained by the Commission shall be used to pay or repay any cost, expense, advances, or any other indebtedness incurred in planning or undertaking the Plan or in otherwise exercising any of the powers granted by ORS 457.

2. SELF-LIQUIDATION OF COST OF PROJECTS

The Commission proposes to finance the Plan, and the projects undertaken with respect to the Plan, through tax increment financing as authorized by Article IX, Section 1c of the Oregon Constitution and ORS 457.420 through 457.470. This Plan authorizes the division of ad valorem taxes pursuant to ORS 457.420 through 457.470. Such financing is authorized by the statute when the Plan contains the following provisions: the ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided by rates as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440.

The maximum indebtedness pursuant to ORS 457.190 which may be incurred under this Plan is $147,705,384. Nothing in this section is intended to inhibit the ability of the Commission to refinance or refund existing bonded indebtedness that may be issued under the Plan.

[Section H-2 amended by TDC Resolution 183-91, adopted September 9, 1991; Ordinance 996-98, passed March 23, 1998; Ordinance _____ passed March 22, 2010]

3. COMPLETION OF PROJECTS

Upon completion of the projects identified in this Plan or subsequent amendments to this Plan, and the satisfaction of all outstanding indebtedness, the division of taxes under ORS 457.420 - 457.470 shall cease as provided by ORS 457.450.

[Section H-3 amended by Ordinance _____ passed March 22, 2010]

I. FUTURE AMENDMENT PROCESS

This Plan may be reviewed and analyzed periodically and will continue to evolve during the course of the project implementation and ongoing planning. The Plan may be amended or changed as needed. All amendments or changes to the Plan will be made in writing and will be approved by the Commission, the Tualatin City Council, or both depending on the category of the amendment. The amendments or changes may be substantial amendments, Council approved amendments or minor amendments. Minor amendments to the Plan shall be approved by the Commission by resolution. Council approved amendments to the Plan shall be approved by the Tualatin City Council through a hearing process and adopted by ordinance. Substantial amendments to the Plan shall be approved by the Tualatin City Council by non-emergency ordinance pursuant to ORS 457.095 and 457.220 after the notification and actions required by ORS 457.120 and 457.085, and public notice and hearing. Presentation of any amendment to the Commission or Council shall be accompanied by the recommendation of the Urban Renewal Advisory Committee.

Minor Amendments

Minor amendments include, but are not limited to, the following:

1. Amending the Plan for consistency with the Tualatin Community Plan and Development Code.
2. Including design standards and guidelines to this Plan.
3. Revising the schedule of the Tualatin Commons Redevelopment Project.
4. Adding to the list of parcels to be acquired under the Plan, finding that the acquisition is necessary, and including a schedule for acquisition and the nature and schedule for disposition of the parcels(s).
5. Development Commission participation in the design and construction of a community center in conjunction with the Tualatin Commons Redevelopment project.

Council Approved Amendments

1. Addition of land to the Area that is not more than 1% of the existing Area.
2. Adding a new project, activity or program which:
   (a) Serves or performs a substantially different function from any project, activity or program specified in this Plan; and
   (b) Is estimated to cost (excluding administrative costs) in excess of $500,000 adjusted annually from 1991 at a rate equal to inflation.
3. Making other changes in the Plan which alters the major assumptions, purposes and objectives underlying this plan.

Substantial Amendments

1. Adding land to the Area (except addition of land that is not more than 1% of the existing land area in the Area.)
2. Increasing the maximum amount of indebtedness, excluding indebtedness issued to refinance or refund existing indebtedness issued or incurred under the Plan.

From time to time during the implementation of this Plan, the Tualatin City Council may officially approve amendments or modifications to the City's Development Code. Furthermore, the Tualatin City Council may from time to time amend or approve new codes, regulations or ordinances which affect the implementation of this Plan. When such amendments, modifications or approvals which affect the provisions of this Plan occur, they shall be deemed minor amendments to the Plan and shall, by reference, become a part of this Plan.

[Section I amended by TDC Resolution 183-91, adopted September 9, 1991; Ordinance 881-92, passed November 9, 1992; TDC Resolution 389-01, adopted December 10, 2001; Ordinance _____passed March 22, 2010]

J. MAP AND LEGAL DESCRIPTION

The Urban Renewal Area amendment includes land within the area described below and shown on Map 1, "Tualatin Central Urban Renewal Boundary." The Urban Renewal Area contains 327.48 acres.

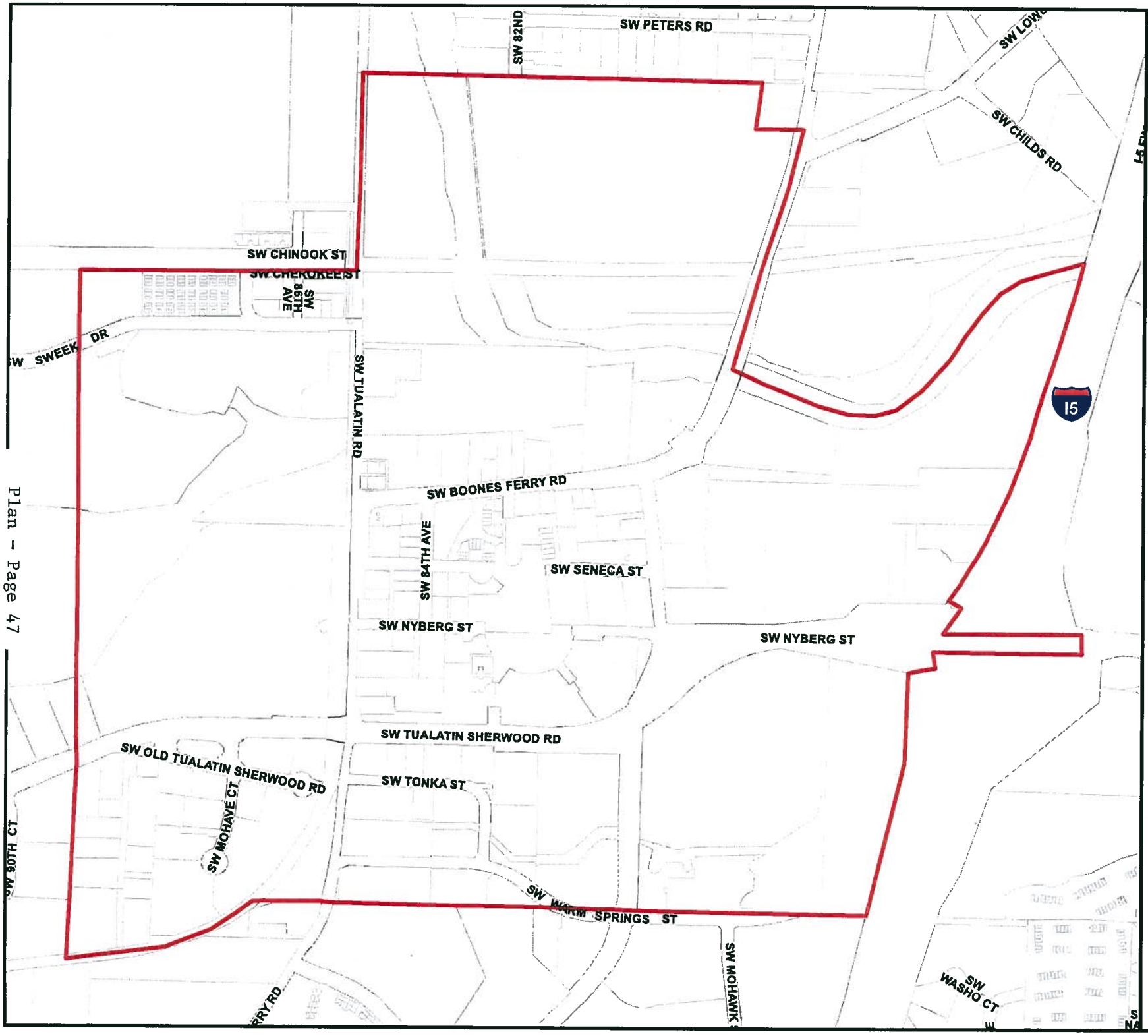
LEGAL DESCRIPTION

TUALATIN CENTRAL URBAN RENEWAL PROJECT AREA

A portion of Sections 23 and 24 of Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the Northwest section corner of Section 24; thence easterly along the North line of Section 24 to a point located South 89°32' West 200 feet from the centerline of SW Upper Boones Ferry Road (State Highway No. 141); thence South 07°28' West 225 feet; thence North 89°32' East 200 feet to the centerline of said Upper Boones Ferry Road; thence South 07°28' West 131.1 feet along said centerline; thence South 15°11' West along the centerline of Boones Ferry Road (also State Highway No. 141) to the centerline of the Southern Pacific Railroad; thence continuing South 15°11' West 540 feet, more or less, to the centerline of the Tualatin River; thence southeasterly and northeasterly along the centerline of said river to the westerly right of way line of the R.H. Baldock Freeway (Interstate 5); thence southerly along the westerly right of way line of said freeway to a point that is North 296.58 feet, and West 2406.18 feet from the quarter corner on the East line of Section 24; thence perpendicular to said right of way line, South 57°23'09" East 120.0 feet; thence parallel with said right of way line, South 32°36'51" West 152.94 feet; thence parallel with and 60.0 feet North of the North line of the South half of Section 24, South 88°57'59" East 663.23 feet; thence South 1°02'01" West 120.0 feet; thence parallel with and 60.0 feet South of the North line of the South half of Section 24, North 88°57'59" West 740.22 feet; thence parallel with said right of way line, South 3°53'44" East 142.51 feet; thence perpendicular to said right of way line, South 86°06'16" West 145.0 feet to a point that is South 167.54 feet and West 2601.64 feet from the quarter corner on the East line of Section 24 and on the westerly right of way line of the R.H. Baldock Freeway (Interstate 5); thence southerly along said westerly right of way line to a point on the North line of the South 1/2 of the South 1/2 of Section 24; thence westerly along said North line 2535 feet, more or less, to the Northwest corner of the Southwest 1/4 of said Section 24; thence South 89°32'30" West 420 feet, more or less, to the northerly right of way line of the Oregon Electric Railroad; thence southwesterly along said northerly railroad right of way line to a point located North 0°52' East 1051.8 feet and North 89°13' East 1466.92 feet from the quarter corner on the South line of Section 23; thence South 81°38' West 116.1 feet along said northerly railroad right of way line; thence North 1°01'30" East 913.3 feet to the southerly line of the Tualatin-Sherwood Road (County Road No. 492); thence continuing North 1°01'30" East 2360 feet, more or less, to the South right of way line of the Southern Pacific Railroad; thence easterly along said railroad right of way 1300 feet, more or less, to the West line of Section 24; thence northerly along said West line of Section 24 to the point of beginning.

[Section J (formerly Section I) amended by Ordinance 730-87, passed September 14, 1987; Ordinance 1108-02, passed April 22, 2002]



TUALGIS

Central Urban Renewal Area

Urban Renewal Boundary 2010

Map 1

Central Urban Renewal Area

Tualatin Development Commission

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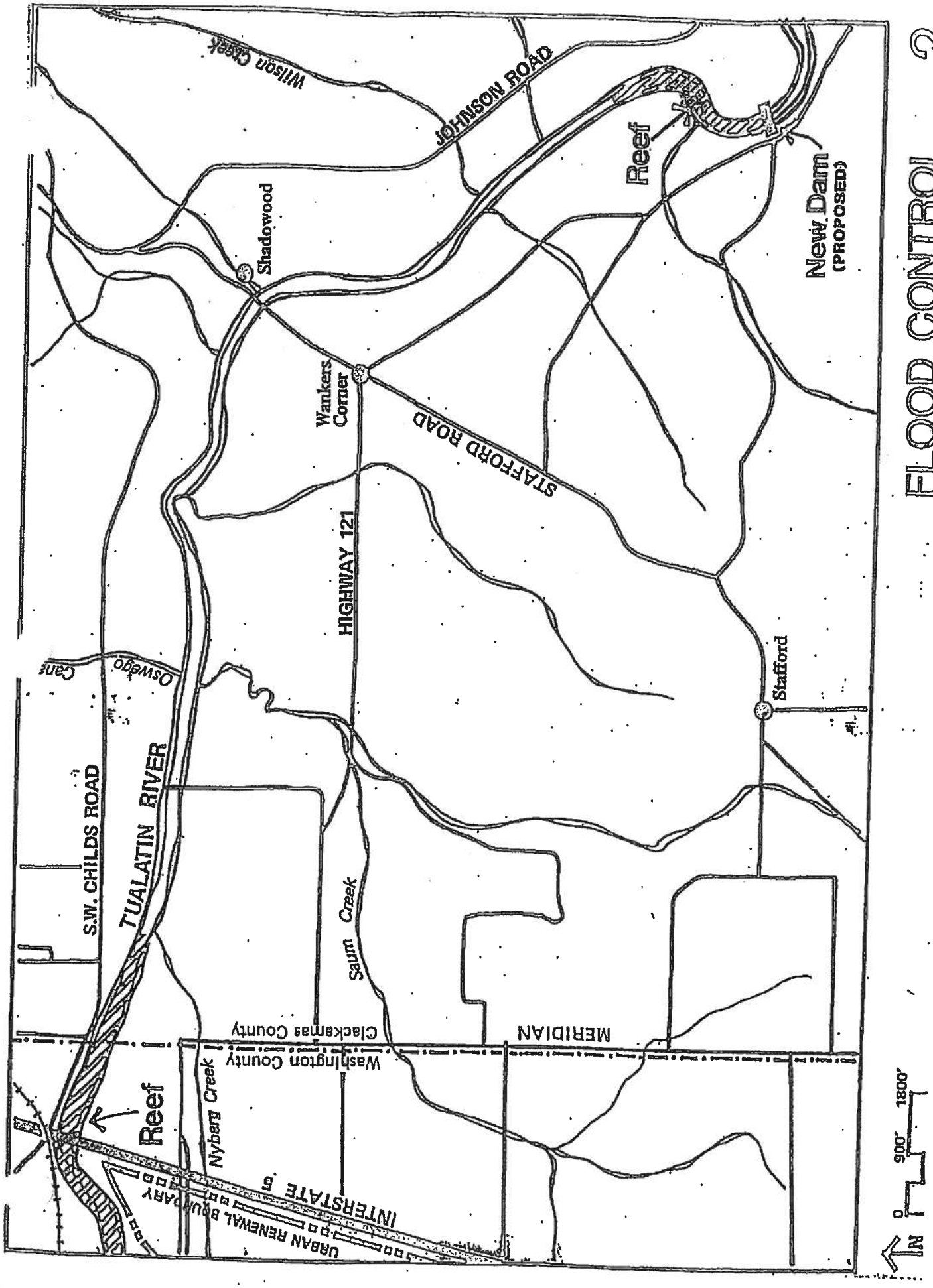
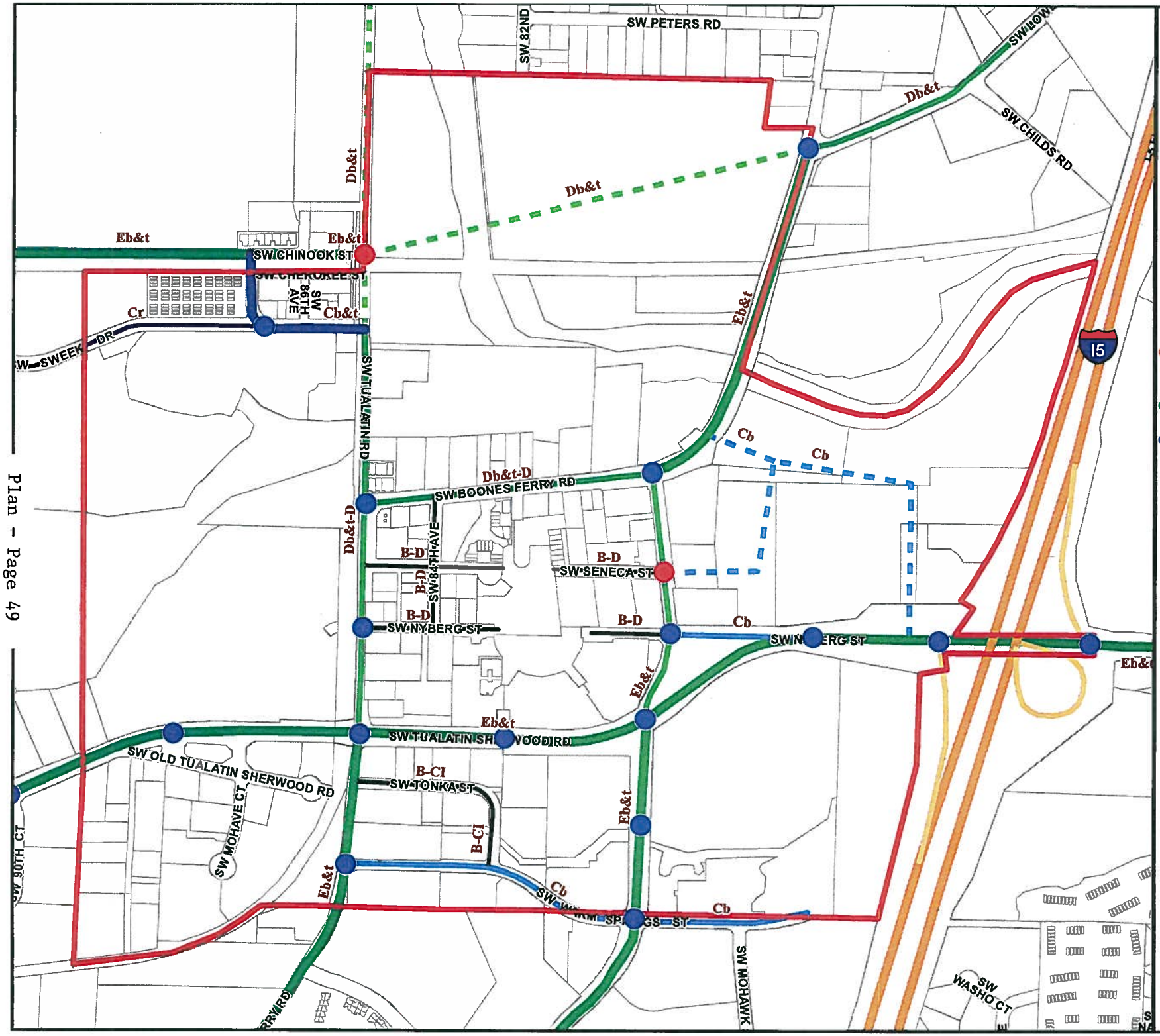
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or ommissions in the information. This map is provided "as is". -Engineering and Building Dept.
Plotted 1/14/10



FLOOD CONTROL 2



TUALGIS

Central Urban Renewal Area

Transportation 2010

Map 3

Central Urban Renewal Area

Traffic Signal Plan

- Existing Traffic Signal
- Proposed Traffic Signal

Freeways

- Freeway
- Ramp

Existing Roads

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL COMMERCIAL INDUSTRIAL
- RESIDENTIAL COLLECTOR

Future Roads

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

Tualatin Development Commission

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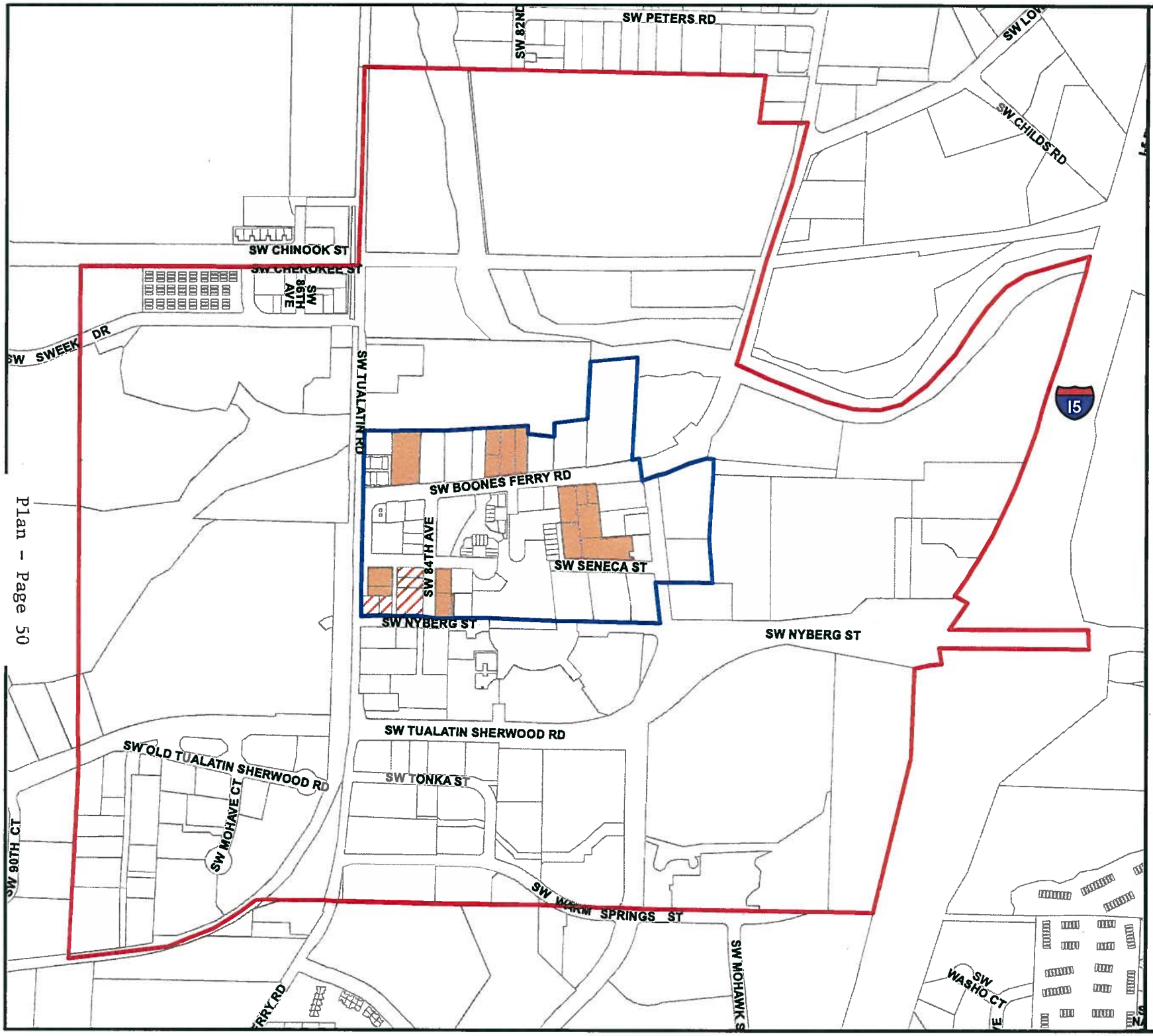

TUALGIS

Central Urban Renewal Area

Core Area Parking District 2010

Map 4

- Central Urban Renewal Area
- Core Area Parking District
- Public Parking Lots
- Future Public Parking Lot

Tualatin Development Commission

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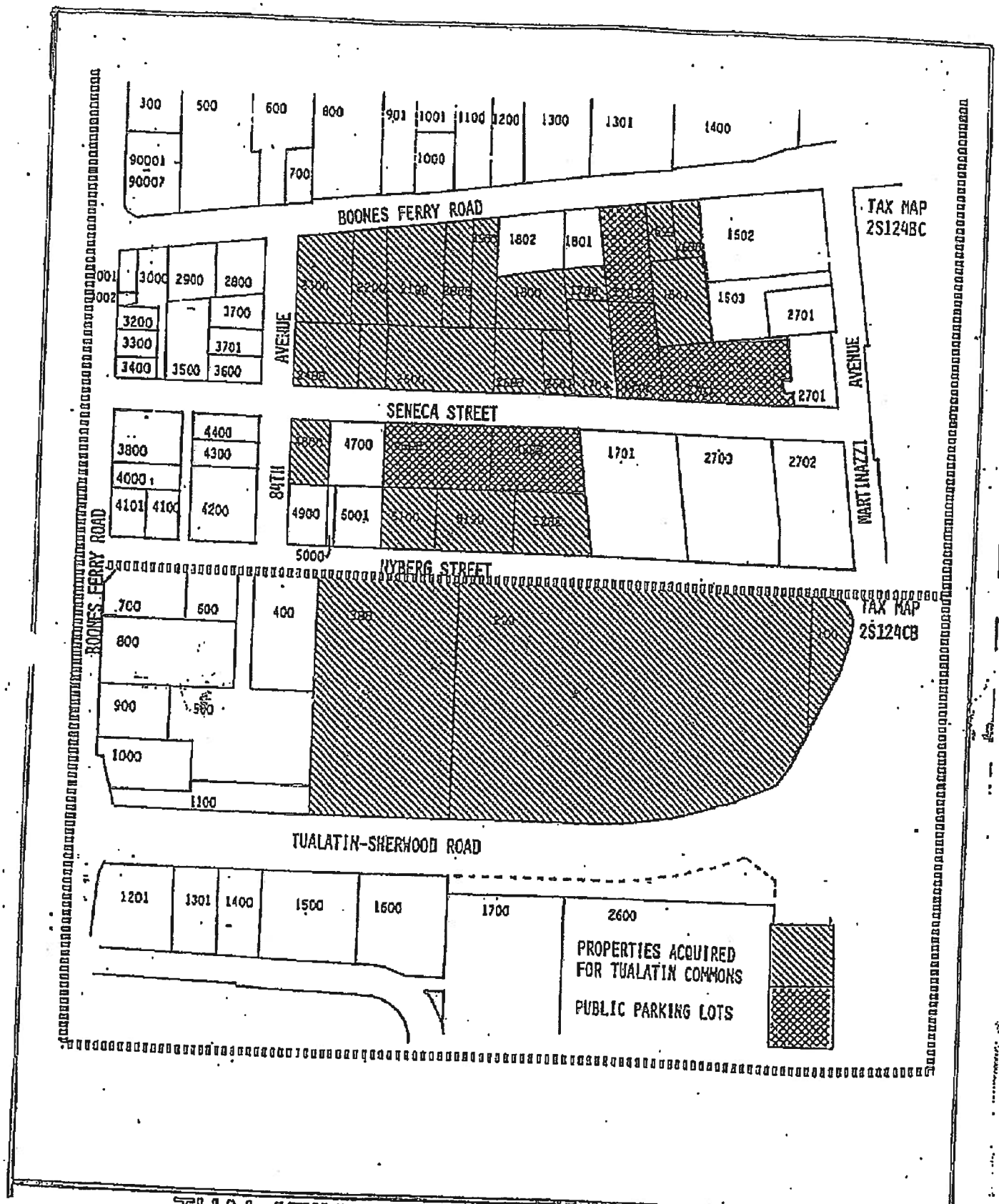

TUALATIN COMMONS PROPERTY AQCUISITION MAP

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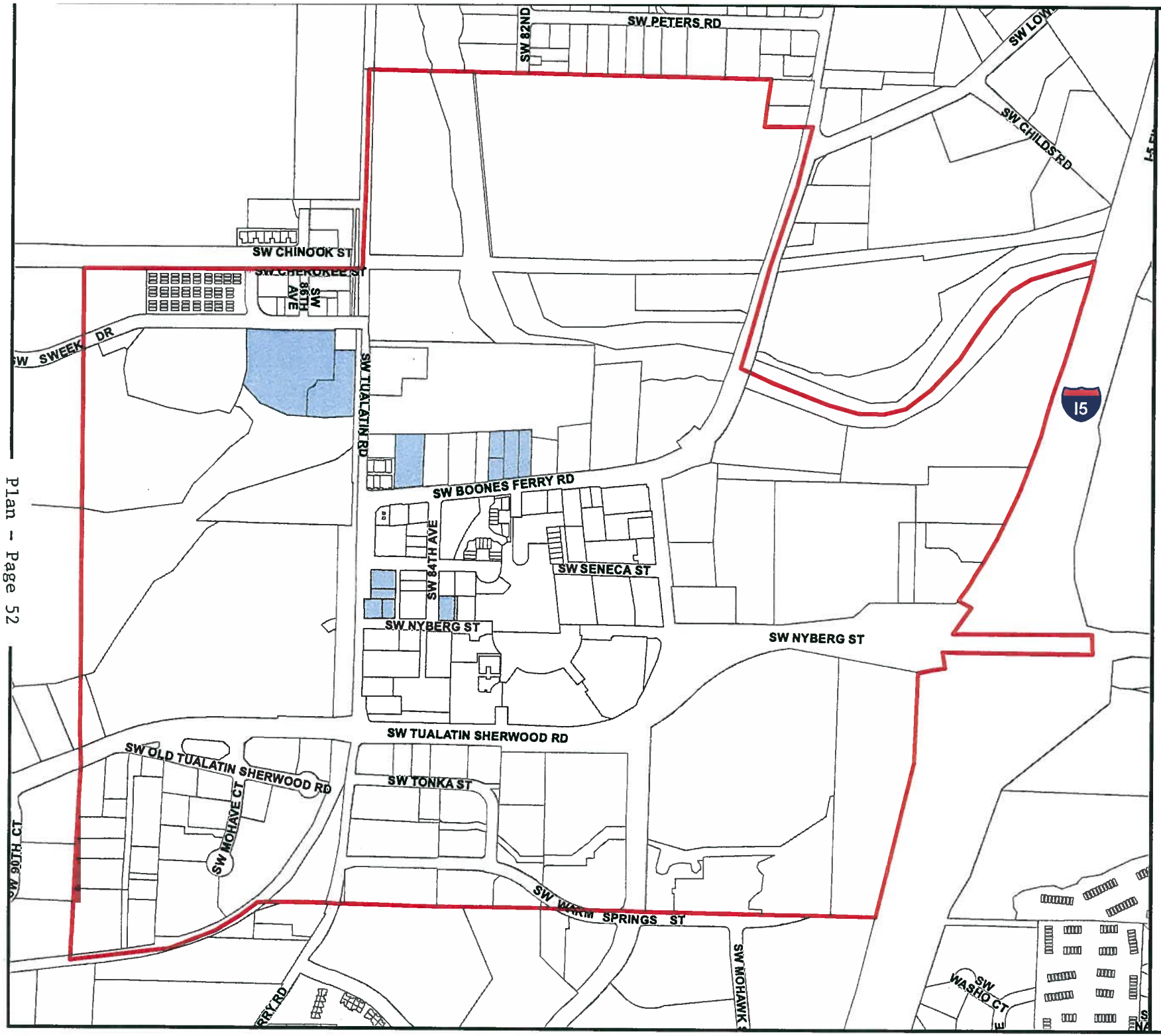

TUALGIS

Central Urban Renewal Area

Property Acquired Outside of Tualatin Commons 2010

Map 6

Central Urban Renewal Area

Properties Acquired Outside of Tualatin Commons

Tualatin Development Commission

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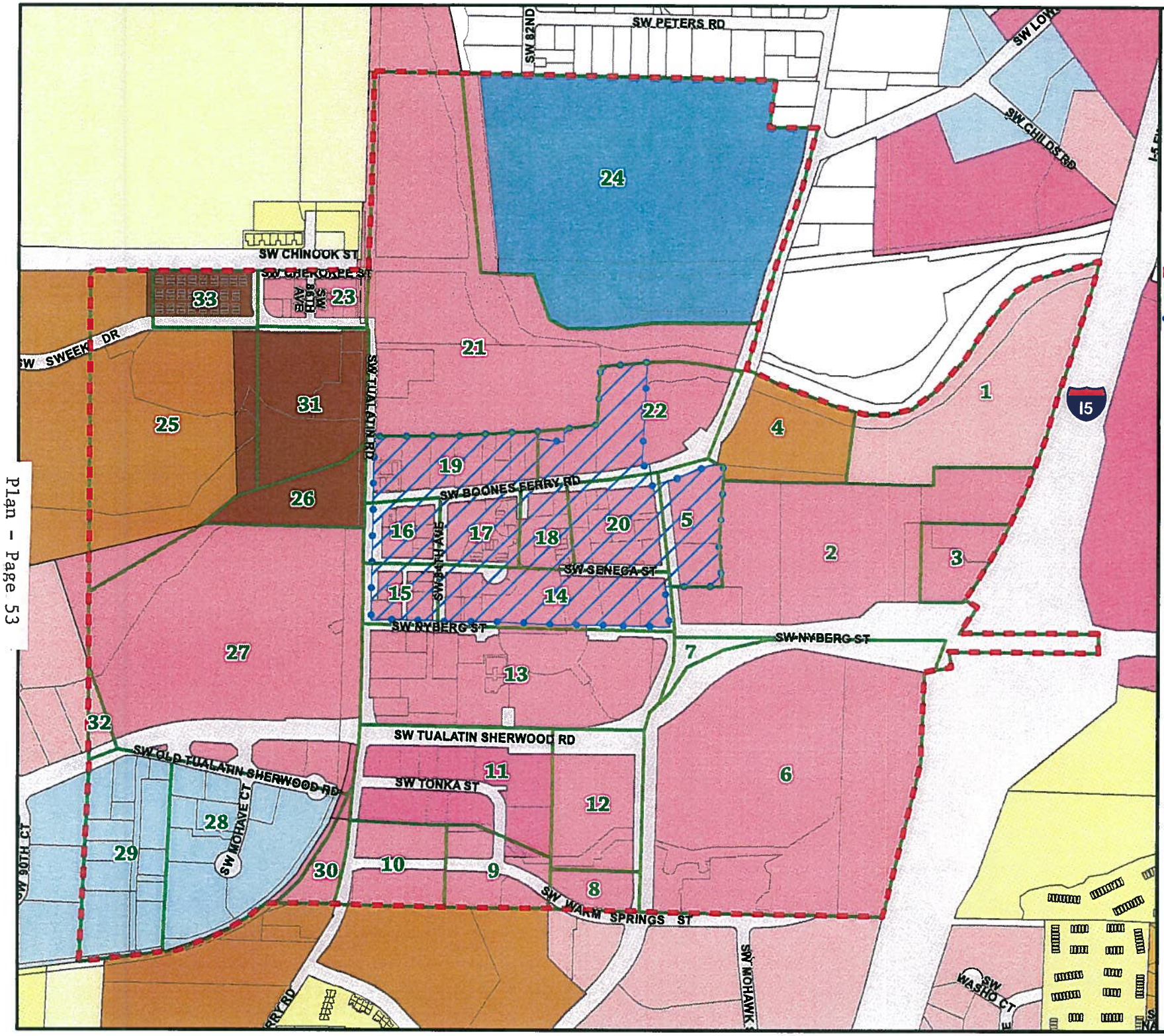

TUALGIS

Central Urban Renewal Area

Planning Districts 2010

Map 7

- Central Urban Renewal Area
- Urban Renewal Area Blocks
- Core Area Parking District

Planning Districts

- CO Office
- CC Central
- CG General
- MG General
- ML Light
- RH High Density
- RH/HR High Density/High Rise
- RL Low Density
- RMH Medium-High Density
- RML Medium-Low Density

Tualatin Development Commission

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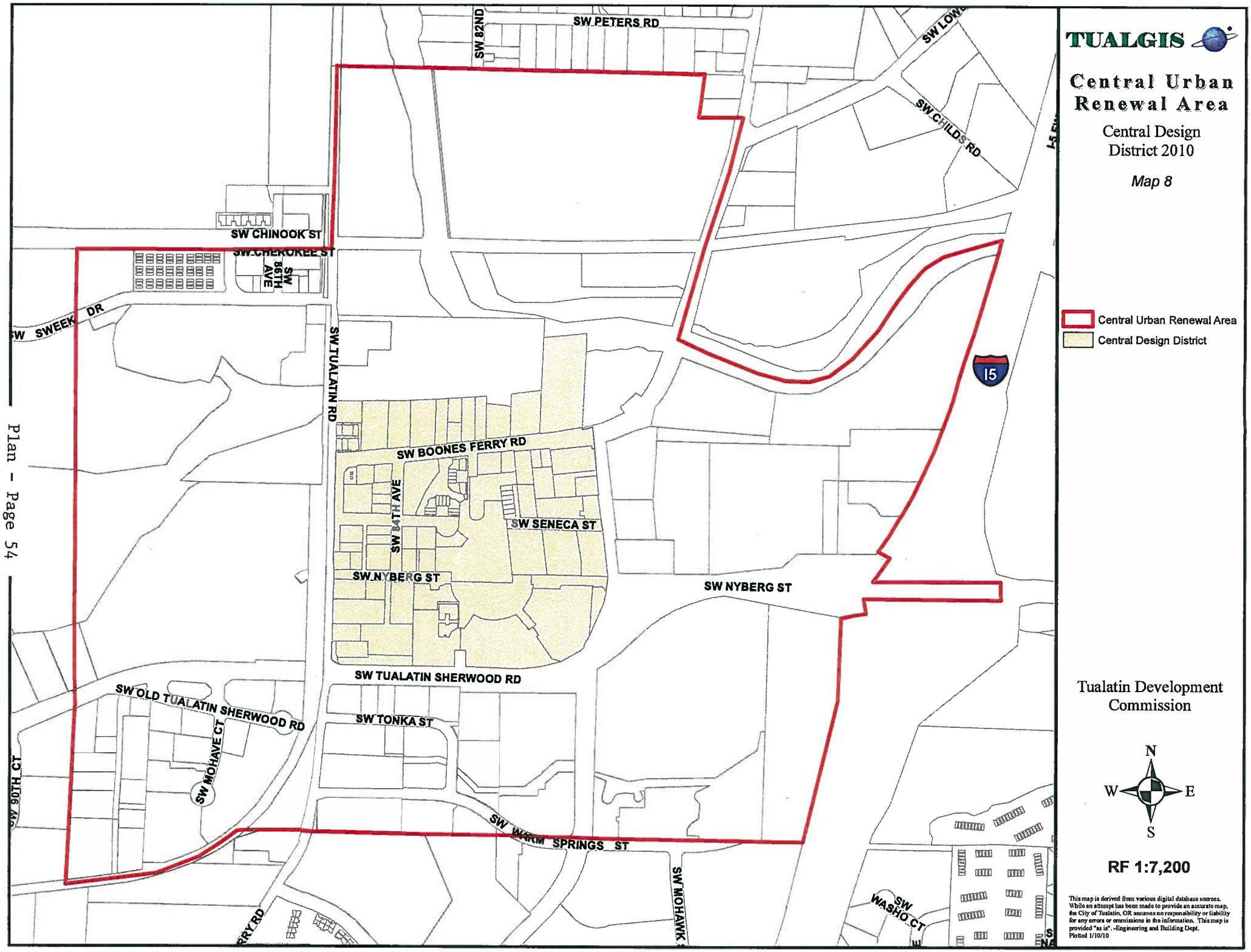
TUALGIS
Central Urban Renewal Area
Central Design District 2010
Map 8
Central Urban Renewal Area
Central Design District
Tualatin Development Commission
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This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omnissions in this information. This map is provided "as is". -Engineering and Building Dept.
Plotted 1/10/10
SW PETERS RD
SW 82ND
SW LOWE
SW CHILDS RD
I-5
SW CHINOOK ST
SW CHEROKEE ST
SW 86TH AVE
SW SWEEK DR
SW TUALATIN RD
SW BOONES FERRY RD
SW 84TH AVE
SW SENECA ST
SW NYBERG ST
SW NYBERG ST
SW TUALATIN SHERWOOD RD
SW OLD TUALATIN SHERWOOD RD
SW TONKA ST
SW MOHAVE CT
SW 90TH CT
SW WARM SPRINGS ST
SW MOHAWK
SW WASHO CT
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APPENDIX I

Relationship to Tualatin Development Code Plan Objectives 2010

Relationship to Tualatin Development Code Plan Objectives 2010

4.050(1) Provide a plan that will accommodate a population range of 22,000 to 29,000.

The proposed amendment will not impair the ability to accommodate the projected population range. Housing is currently listed as a use allowed either outright or conditionally within the Central Urban Renewal District (CURD) boundary. Page 44 of the Report (Attachment D) identifies a range of 529 – 669 additional housing units in the CURD over the next 25-years which would accommodate a population range of 1,375 – 1,739 people. With this existing listing of housing opportunities, the CURD assists in meeting the population range projection.

4.050 (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.

The proposed amendment addresses public infrastructure projects based on uses currently listed in the TDC for various land use activities per the respective planning district designations. Because the proposed amendment does not modify the land use arrangement, it is consistent with this objective.

4.050 (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.

The amendment is a balance between the various objectives contained in the TDC while meeting the requirements of ORS 457 concerning blight conditions. A variety of objectives have been considered and responded to in this analysis.

The TDC has been developed to provide a variety of living and working environments. The Central Urban Renewal Plan (CURP) furthers this objective by contributing to infrastructure improvements, removing blight conditions that enhance the opportunity to provide a variety of living and working environments. This proposal does not change any of the list of uses or planning district designations within the CURP boundaries. Because the CURP supports the TDC, it meets this objective.

4.050 (10) Encourage the highest quality physical design for future development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No

modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed in the amendment, it meets this objective.

4.050 (15) Arrange the various land uses in a manner that is energy efficient.

Land uses are arranged in the TDC as reflected on Map 9-1 and the list of uses either permitted or condition for each of the respective planning district designations. The CURP supports this arrangement as noted in the Plan under Section F. Land Use (Page 36). No modifications are proposed on the arrangement of the land uses. A new Section 6, Changes to Planning District Designation (Attachment D, Page 42 of the Plan) has been added to identify the Commission to work with the City to encourage further mixed-use opportunities within the Town Center. The proposed amendment meets the objective.

4.050 (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.

One of the concepts behind this amendment is to encourage and further mixed-use development within the CURD under the existing land use structure that is in place. This will assist in encouraging energy efficiency and promote new opportunities for public transit which is consistent with the objective.

5.030(1) Provide for the housing needs of existing and future City residents.

The TDC identifies locations for housing within the CURD. The proposed amendment does not propose modifying the regulations for housing, rather it identifies infrastructure that will support the opportunity to construct housing within the CURD. Financial modeling projects 529 - 669 residential units could be constructed over the next 25 years for existing and future residents of the City which meets the objective.

5.030(2) Provide housing opportunities for residents with varied income levels and tastes that are aesthetically and functionally compatible with the existing community housing stock.

The proposed amendment has modeled the potential for 529 - 669 residential units that could be constructed over the next 25 years. The type of housing could be a mix of retirement, condominiums, apartments or lofts. The type of housing and costs will be determined with specific development proposals. To assist in the cost of housing, the CURP identifies supporting infrastructure that can assist in containing costs to a range that make it more cost effective for residents and meets the objective.

5.030(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.

The proposed amendment does not modify the location or density of housing development. Higher density residential development is already identified in the TDC to occur within the CURD and meets the objective.

5.030(7) Develop specific and enforceable design standards for multi-family developments, townhouses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines within the Central Design District in the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

5.030(8) Encourage owner occupancy of multi-family developments and other housing units within the City.

Housing has been identified in the CURD to be developed in the future in a range estimated between 529 – 669 units. The exact type of housing has not been identified but will be addressed at the time of specific development. Owner occupancy of multi-family is a possibility and would be encouraged to meet the objective.

5.030(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

Section F of the Plan (Attachment D, Page 42) identifies the Commission working with the City in the future to modify Planning District designations to ensure that use conflicts are minimized. For the North Sub-area which is currently zoned industrial, this could mean modifying the area to be a mixed use location for development which would meet the objective.

6.030(1) Encourage commercial development.

Proposed projects in the CURP are primarily infrastructure projects to assist in removing blight. Removal of blight enhances the opportunities for commercial development within the commercial designated areas of the Plan and ancillary residential development. Additionally, projects in the Plan assist in reducing costs to developers for off-site improvements that allow for higher-quality designed commercial or residential developments, which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years. This level of commercial development would promote increased employment opportunities. The Report (Attachment D, Pages 49-53) also indicates that the CURD is lagging in employment opportunities compared to other commercial areas within the City. The objective is met with this amendment.

6.030(3) Provide shopping opportunities for surrounding communities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years, a portion of which would be shopping opportunities. This level of commercial development would promote shopping opportunities. The objective is met with this amendment.

6.030 (4) Locate and design commercial areas to minimize traffic congestion and maximize access.

Commercial areas are identified on Map 9-1 in the TDC. This amendment does not propose to change those commercial locations. The amendment does identify transportation improvements that will assist the commercial areas in achieving their highest and best use potential and providing access opportunities which meets the objective.

6.030 (5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

8.020(1) Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.

The City Offices and Library are currently located within the CURD which meets the objective.

8.040(1)(i) The City shall provide notice to the Tigard-Tualatin School District when considering a plan or land-use regulation amendment that significantly impacts school capacity.

Notice was sent to Tigard-Tualatin School District as well as an orientation meeting with the School Board Chair and Superintendent. The notice and meeting were done to comply with HB 3056 requirements as well as to articulate the range of housing opportunities projected that could affect school capacity. This objective has been met.

10.020(1) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

10.020(2) Discourage monotonous, drab, unsightly, dreary and inharmonious development.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards and is consistent with the objective.

10.020(3) Promote the City's natural beauty and visual character and charm by insuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures and other improvements.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards. In addition, the TDC and CURP contain design guidelines for development within the Central Design District to further this objective.

10.020(4) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.

The proposed amendment estimates 1.3 – 1.9 million new square feet of commercial development over the next 25 years. Additionally, multi-use trails are identified along the Tualatin River to activate uses along the river. Both of these activities will assist in attracting tourists and visitors and commercial investment within the CURD and furthers the objective.

10.020(5) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.

The proposed amendment has a list of capital infrastructure activities to assist in removing blight conditions within the CURD. This infrastructure will support new development and redevelopment increasing and stabilizing property values. This, in turn, will increase tax revenues over the long term. As noted in this analysis, the range of estimated commercial development is 1.3 – 1.9 million square feet. Financial analysis indicates that the existing incremental assess value would grow from the current $180 million to over $800 million and is consistent with this objective.

11.610(2)(a) Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms of transportation which will link the community; minimize travel distances and vehicle-miles traveled; and safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit vehicles, trucks, and trains to and through the area when it is fully urbanized.

The list of transportation improvements (summarized in Attachments B and C) and detailed in Attachment D (Pages18-25 of the Plan) further the objective to create an interconnected system of streets, pedestrian and bicycle facilities linking the CURD area to the balance of the community. These improvements are consistent with the TSP and Chapter 11 of the TDC and meet the objective.

11.610(2)(e) For Plan Map and Text Amendments adopt a Level of Service standard F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types. For development applications, including, but not limited to subdivisions and architectural reviews, a LOS of at least D and E are encouraged for signalized and unsignalized intersections, respectively.

This Plan Text Amendment considered and was found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal, and all development scenario modeling was conducted consistent with existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

11.610(3)(a) Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.

The City's TSP identifies a roadway extension of Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection. It additionally

identifies SW Boones Ferry Road north of SW Martinazzi Avenue being widened and, SW Martinazzi Avenue widened to accommodate bike lanes and signal coordination efforts. These projects are proposed in the CURP to address congestion within the Town Center and the efforts to create an economically viable downtown area that are consistent with the objective.

11.610(3)(d) Incorporate a landscape element into the development plans of arterials, collectors and local streets.

The transportation projects proposed in this amendment have a landscape element in their concepts consistent with the roadway classifications listed in the TDC Chapter 11 and are consistent with the objective.

11.610(3)(e) Preserve and protect Tualatin's historic sites, where practicable, when developing new transportation facilities.

The transportation projects listed in the amendment will take into consideration historic resources during their design and permit phases consistent with Chapter 16 and 68 of the Tualatin Development Code to meet this objective. As currently listed, none of the transportation projects have a direct impact on any historic resources listed in TDC Chapter 68.

11.610(3)(f) Ensure safe and efficient access to the Tualatin Town Center.

The proposed transportation improvements listed in the amendment will further the safe and efficient access to the Town Center area with projects such as the roadway extension of SW Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection, SW Boones Ferry Road improvements north of SW Martinazzi Avenue, SW Martinazzi Avenue widening to accommodate bike lanes and signal coordination efforts that are consistent with the objective.

11.610(4)(a) Provide a City transportation system that is consistent with other elements and objectives of the Tualatin Community Plan.

PTA-09-10 has evaluated and taken into consideration other elements of the TDC. That evaluation is contained in this report, and a balance has been struck between the various objectives to meet this objective.

11.610(4)(b) Coordinate planning of the City transportation system with the Regional Transportation Plan prepared by the Metro, working toward a plan that is consistent with the RTP.

The City's TSP is consistent with the current RTP prepared by Metro. As future RTP amendments are conducted, the City will evaluate and make the necessary adjustments. This will include revisiting the CURP to ensure it is consistent with the

TSP and RTP. This objective has been evaluated ,and the proposed amendment meets the objective.

11.610(5)(a) Support and assist whenever practicable, the development of the metropolitan public transportation system through cooperation with the Tri-County Metropolitan Transportation District (TriMet).

The proposed amendment does not specifically call out for transit improvements. A meeting with TriMet identified that as transportation improvements are made, TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated which meets the objective.

11.610(5)(b) Working through TriMet, develop transit systems and stations, park and ride systems, and related facilities in convenient and appropriate locations that adequately and efficiently serve the residential and employment populations.

The Commission has met with TriMet on the proposed amendment. TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated when projects are developed which meets the objective.

11.610 (6)(a) Provide sidewalks on both sides of all fully developed streets within the City except where it would be unsafe to do so.

The proposed transportation improvements have been modeled to include sidewalks on both sides of the roadways consistent with the TSP and meet the objective.

11.610(6)(b) Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly-owned land intended for general public use.

All proposed transportation improvements in the amendment have pedestrian and bicycle elements consistent with the objective. In addition, the trail system along the Tualatin River has been modeled to be consistent with the Chapters 11 and 15 of the TDC.

11.610(6)(d) Develop a continuous multi-use pathway along the Tualatin River, and provide opportunities for pedestrian and bicycle movement across the river.

The amendment contains several trail systems along the Tualatin River both on the north and south sides. In addition, a pedestrian bridge is identified to link the two trail systems together which is consistent with the objective.

11.610(7)(b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users.

A series of transportation improvements are proposed in the amendment including the SW Tualatin Road Extension, SW Boones Ferry Road north of SW Martinazzi Avenue, widening of SW Martinazzi for bike lanes, signal coordination and transportation improvements in the East Sub-area. These improvements are either upgrades or new systems to ensure access into and within the Urban Renewal Area consistent with the objective.

11.610(8)(a) Provide a transportation system which encourages energy conservation, in terms of efficiency of the road network and in the standards developed for street improvements.

The proposed amendment furthers the existing transportation plan contained in Chapter 11 of the TDC and the TSP. The amendment identifies funding to implement improvements as listed in the Plan on pages 18-25 (Attachment D) in the CURD area. These improvements will encourage energy conservation and meets the objective.

11.610(9)(c) Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, and by constructing half or full street improvements needed to serve new development and to mitigate the impacts of new development.

The amendment identifies a list of transportation improvements (Attachment D, Pages 18-25 of the Plan). Most of these improvements are partnerships with property owners and developers in order to bring the projects forward to construction. This could include dedicating rights-of-way and participating in funding the improvements which is consistent with the object.

11.610(10)(a) Establish an arterial street system which will attract and effectively accommodate all "through" trips to relieve residential collectors and local streets from heavy and hazardous traffic burdens.

The amendment does not propose modifying the arterial street system that is identified in Chapter 11 of the TDC. That system already exists to meet this objective. The amendment does identifying funding for several arterials within the CURD (Attachment D, Pages 18-25 of the Plan) that meets the objective.

11.610(11)(a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation, and the Transportation Planning Rule, including making provisions for alternative modes of transportation that will reduce reliance on the automobile, and reduce air pollution and traffic congestion.

The City of Tualatin has a TSP that is in compliance with Goal 12. A capital improvement program has been developed to implement the TSP. The CURP is one of the tools to implement this program by removing blight conditions in the Plan area. The list of transportation projects proposed in the CURP are both roadways with sidewalks

as well as multi-use trail systems that provide alternative modes of travel. In addition, transit can be accommodated within the roadway network providing another travel mode which are all consistent with the objective.

11.610(12)(b) Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.

The proposed amendment has a number of improvements that will increase the safety of the transportation system that includes bike and pedestrian routes that are consistent with the objective.

12.020(1) Plan and construct a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains water improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

12.020(2) Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

12.020(3) Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

Water lines contained in the amendment will either create loops that are missing or establish new loop systems in redevelopment areas that are consistent with the objective.

13.015(1) Plan and construct a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains sanitary sewer improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

13.015(5) Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

15.020(5) Preserve the scenic value of the Tualatin River by creating a greenway along the entire bank of the river within the City.

The proposed amendment contains projects to construct a trail system along the Tualatin River. This trail may be within the greenway identified along the river or outside of the greenway depending on regulatory requirements. In either situation, greenway protection will be a part of the proposed capital projects consistent with the objective.

15.020(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.

The proposed amendment contains a trail system along the Tualatin River on both the north and south sides within the CURD. Additionally, a pedestrian bridge funding is identified to link the trails together. The trail system on the south side of the river connects to Community Park. The proposed amendment furthers this objective on greenways and trail systems.

15.110(4) Balance natural resource protection and growth and development needs.

The proposed amendment contains trails along the Tualatin River within the CURD boundary. In the scoping of these projects, care was taken to consider the natural resources and the commercial and residential growth projections. A balance has been struck and would be further evaluated during the construction of the projects to ensure natural resource protection and development is considered and will meet the objective.

15.110 (6) Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Trails contained in the proposed amendment may have trails, bridges or roadways within significant natural resource areas as depicted on Map 72-3 of the TDC. At the time of construction of this public infrastructure, evaluations will occur to minimize impacts and provide mitigation as required by the various permitting agencies.

DRAFT

CENTRAL URBAN RENEWAL REPORT

March 2010

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SECTION II: URBAN RENEWAL REPORT

A. INTRODUCTION

Oregon Revised Statute (ORS) 457.0 85-(3) requires that an Urban Renewal Plan be accompanied by a report. This document shall constitute the required report for the Tualatin Central Urban Renewal Plan ("Report").

The purpose of the Report is to describe existing conditions in the Urban Renewal Area at the time the plan was established (1975) and to provide updated information for future planning. The report also contains projected fiscal impacts, detailed project cost and completion estimates, and a financial feasibility analysis.

The report was first written in 1975. Major updates of the Plan were completed in 1977 and 1984. The Report was revisited as a part of the 1992 Plan amendment. As a part of the 1992 amendment, this report was updated to correspond to the changes in the Plan. The effort exerted in the 1992 report was intense in areas that are pertinent to the changes noted in the Plan and less intensive in areas that are not affected by the 1992 changes in the Plan.

The 2002 update corresponds to changes in the Plan. The Report has intensive updates where necessary and less intensive updates to areas not affected by the 2002 Plan update.

The 2009 update corresponds to changes in the 2009 Plan.

The 2010 update corresponds to changes in the Plan which, among other things, increases the maximum indebtedness and adds projects. Due to a State Land Use Board of Appeals (LUBA) final opinion issued on January 30, 2009, (LUBA No. 2008-117), a substantial amendment that increases maximum indebtedness and adds projects in an existing Area must also establish that the area as a whole must still be blighted. The following sections of this Report reestablish blighting conditions.

[Section A amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1290-09, passed October 12, 2009; Ordinance _____, passed March 22, 2010.]

B. EXISTING CONDITIONS

The original Tualatin Central Urban Renewal Plan was adopted by the Tualatin City Council (Resolution No. 30-75) on January 27, 1975 (Appendix A). Existing (Original) conditions were found by this resolution to constitute blight as defined by ORS Chapter 457. Original conditions are reviewed herein to comply with ORS 457 as amended. Conditions as of 1984 and 1992 are described in this Report as well as conditions as of

2001 and 2010 as part of the updating process. 1984, 1992 and 2001 conditions remain as a part of the report to show the changes that have occurred over the years.

[Section B amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____, passed March 22, 2010.]

1. Physical Conditions

a. LAND *USE*

Original Conditions

The Urban Renewal Area in 1975 was comprised of 310.8 acres of mixed land uses, centered around the downtown Tualatin business district. The developed area was characterized by a diversity of residential, commercial and industrial uses as portrayed in Map 1, "Existing Land Use (1975)." Vacant land constituted approximately 160 acres of the total, or 51% of the Urban Renewal Area. Original conditions are discussed in more detail by Sub-area as follows. Several roads have been either added or their names have been changed since 1975. The current names are used in the discussion below with the changed names following in parentheses after the first time it is used.

- The North Sub-area (northern portion) of the Urban Renewal Area includes land north of the Tualatin River and west of SW Boones Ferry Road. A mix of industrial uses and vacant land typified this portion in 1975. (Map 1 and 2)

- The West Sub-area (western portion) is located west of the Portland and Western (Burlington Northern) railroad tracks and SW Boones Ferry Road. In 1975, it consisted of a large tract of vacant land which contained a wetlands area, the historic Sweek House, a small residential/commercial area north of SW Tualatin Road, and an area of industrial and vacant land south of SW Tualatin-Sherwood Road. (Map 1 and 2)

- The South Sub-area (southern portion) is located south of SW Nyberg Street (formerly "Nyberg Road") where over half of the land was undeveloped in 1975. There was a pet food manufacturing plant (The Hervin Company), City Hall, and some commercial uses on the south side of SW Nyberg Street. A mix of commercial, industrial and residential uses were located along SW Tonka Street. SW Tualatin-Sherwood Road was not yet constructed. SW Nyberg Street from K-Mart to SW Boones Ferry Road was renamed "Nyberg Street" after the construction of the SW Tualatin-Sherwood Road bypass. (Map 1 and 2)

  The Hervin plant occupied nearly nine acres of commercial land at the northwest corner of SW Martinazzi Avenue and SW Nyberg Street. A railroad spur which crossed SW Boones Ferry Road served the plant. As a manufacturing industry, Hervin constituted a major non-conforming use in a commercial district. Problems which the Hervin plant posed to downtown development included strong odors, noise, and traffic conflicts associated with the railroad spur.

- The East Sub-area (eastern portion) is located between Interstate 5 and SW Martinazzi Avenue (known as "80th Avenue" in 1975), bordered on the north by SW Boones Ferry Road and the Tualatin River and on the south by SW Nyberg Street. In 1975, it contained a large, vacant tract in the northeast corner and the historic Nyberg home in the southeast corner. A K-Mart store and its parking lot dominated the developed area. An apartment complex was located next to the river (behind K-Mart), and the City Hall Annex Building stood among mostly vacant parcels on the east side of SW Martinazzi Avenue. (Map 1 and 2)

- The Central Sub-area (central portion) is bounded on the north by the Tualatin River and includes the Community Park. It is bounded by SW Nyberg Street on the south, SW Boones Ferry Road on the west, and SW Martinazzi Avenue on the east. The 1975 plan recognized this area as the City's intended commercial core which was never fully developed. Spotted throughout the area were deteriorating homes, industrial uses, public uses, and commercial uses of varying age and quality. Parcel sizes varied widely and were divided among numerous ownerships which made it difficult to develop medium or large-scale development. (Map 1 and 2)

The original Plan summarized overall conditions in the Urban Renewal Area as follows:

"The Project Area is characterized by disorganized, inefficient and confusing traffic patterns; extreme pedestrian, vehicular and railroad conflicts and congestion; a disorganized and inefficient pattern of land uses; obsolete and deteriorating buildings and structures; tracts of vacant land which are physically and economically undevelopable under present conditions and which are subject to flooding. The physical conditions present substantial problems in providing essential public services such as police, fire, emergency services and public utilities. Urban Renewal action within the Project Area is essential to combat existing blight and deterioration and to prevent expansion of such blight and deterioration." (Section 102)

1992 Conditions

The Urban Renewal Area in 1992 consisted of 324.31 acres of land, of which 13.51 acres were added in 1984 to include portions of the SW Nyberg Street interchange area west of I-5 in the South Sub-area.

Many physical changes have occurred in the Urban Renewal Area since 1975. Although major strides have been taken publicly and privately to redevelop blighted areas of the area, other areas are still in need of redevelopment efforts. Vacant land in 1975 comprised approximately 50% of the Urban Renewal Area, and now comprises approximately 40% (includes 4% wetlands) of the Urban Renewal Area, attesting to a steady growth in development. New commercial development has replaced many parcels which were formerly vacant, and some commercial redevelopment in the

Central Sub-area has also occurred. In addition, many of the parcels acquired for the Tualatin Commons Redevelopment Project had buildings on them in 1975 but have since been demolished in preparation for the project. Many of these buildings were identified as irreparable in the 1984 report. In addition, the former Hervin pet food manufacturing facility was demolished, which was a major non-conforming use and a source of odor, noise and traffic problems.

New commercial development has included a Fred Meyer retail store, a community shopping center (Martinazzi Square), a convenience oriented shopping center, retail pads, banks, small mixed-use buildings, small office buildings, medical offices, auto related retail uses, paint stores, and a self-storage facility.

The public sector has contributed to downtown development with a new post office, the Library/City office building, and four public parking lots (C, F, G and H).

Park improvements have included refurbishing houses into public centers and constructing and adding onto a Senior Center. These have occurred in the Central Sub-area of the Urban Renewal Area. In addition, the Development Commission constructed an entryway project on SW Tualatin-Sherwood Road (Tualatin Commons Entryway Project) in the South Sub-area.

Commercial redevelopment has also been significant, as a number of residences along SW Boones Ferry Road and SW Tualatin Road have converted to commercial uses.

Industrial development and redevelopment has been less intensive, but significant in the North Sub-area of the district across the Tualatin River with the construction of two office/warehouse complexes and redevelopment of another.

A master planning effort in the West Sub-area of the Urban Renewal Area affected the vacant 53.98 acres of land known as the ZIAN ("Zidell") property (entire property is 135.6 acres, of which 53.98 acres are within the Urban Renewal Area). The result of this master planning effort included planning district changes of ML to CC (25.08 acres), ML to CO (1.41 acres) and RH/HR to RH (20.05 acres)

Table 1, "Existing Planning Districts: - 1992," illustrates the number of parcels and acres in each planning district in the Urban Renewal Area. The largest portion of the area (49.6%) is designated Central Commercial (CC), followed by General Manufacturing (MG) (12.4%) and Residential High Density (RH) (8.7%).

TABLE 1

EXISTING PLANNING DISTRICTS: 1992

DISTRICT	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Central Commercial (CC)	124	135.63	49.6%
General Commercial (CG)	11	9.41	3.4%
Office Commercial (CO)	2	11.69	4.3%
Light Manufacturing (ML)	1	.42	.2%
Light Manufacturing with CG Overlay (ML/CG)	23	17.6	6.4%
General Manufacturing (MG)	4	33.8	12.4%
Residential High Density RH)	2	23.8	8.7%
Residential High Density/High Rise (RH/HR)	3	13.04	4.8%
CC,CG,RH,RH/HR with Parks and Greenways Overlay	6	27.83	10.2%
TOTAL	173	273.27	100%

Source: City of Tualatin

Notes: Totals do not include street and railroad rights-of-ways not identified as tax lots. The 1991/92 Washington County tax records identify 173 separate tax parcels within the Central Urban Renewal Area. The "Number of Parcels" column totals 176. This number is different than the total number of parcels because Map 2S123 Lot 100 is broken into four separate planning districts within the boundary of the Urban Renewal Area (CC, CO, RH, RH/HR).

Acreage includes boundary expansion in 1984 of 13.51 acres.

Table 2, "Existing Land Use: 1992," shows a total of 324.31 acres of land within the Urban Renewal Area with 173 individual land parcels. Developed land comprises 66.8% of the total, while vacant land comprises about one-third (33.2%) of the area. The large, 53.98-acre parcel in the West Sub-area of the Urban Renewal Area contains nearly half of the vacant land totals.

Of the developed land, commercial and industrial uses are most prevalent. Combined commercial uses comprise 21.2% of the area, and industrial uses comprise 11.8% of

the area. Streets and railroad rights-of-way account for 16.1% of the area. Public uses (including parks, structures, and parking lots) comprise 11.2% of the developed land.

TABLE 2

EXISTING LAND USE: 1992

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	48	62.65	19.3%
Commercial Office	19	3.43	1.1%
Commercial Mixed Use	4	2.52	.8%
Industrial Warehouse	2	.8	.2%
Industrial Manufacturing	8	37.46	11.6%
Public (includes parks)	14	32.02	9.9%
Quasi-Public	4	1.10	.3%
Residential – Single Family	12	12.46	3.8%
Residential – Multi-Family	3	6.81	2.1%
Vacant	43	107.76	33.2%
Streets & Railroads R.O.W.	3	52.24	16.1%
Private Parking Lot	5	1.03	.3%
Public Parking Lot	9	4.15	1.3%
TOTAL	173	324.31	100.0%

Source: City of Tualatin

Notes: Four tax lots are identified as private or public streets or railroad rights-of-way. These four tax lots account for only 1.26 acres. The remainder is right-of-way not listed on tax maps.

Acreage includes boundary expansion in 1984 of 13.51 acres.

Table 3, "Commercial Land Use: 1992," shows in more detail the composition of commercial uses within the Urban Renewal Area. Retail commercial is the dominant commercial use, comprising 65.0% of the total, followed by commercial services, which comprise 21.9% of the total. Commercial office space (for general purpose and medical/dental combined), accounts for a total of only 5.0% of all commercial space. Restaurant uses account for 4.4% of the commercial space, while mixed commercial accounts for 3.7% of the total.

TABLE 3

COMMERCIAL LAND USE: 1992

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	19	44.55	65.0%
Commercial Services	22	15.01	21.9%
Commercial Mixed Use	4	2.52	3.7%
Commercial Office (General Purpose)	5	1.32	1.9%
Commercial Office (Medical/Dental)	14	2.11	3.1%
TOTAL	70	68.54	100.0%

Source: City of Tualatin
Notes: Acreage includes boundary expansion in 1984 of 13.51 acres.

Table 4, "Size of Parcels," illustrates the size distribution of parcels in the Urban Renewal Area and in the Core Area Parking District. Most parcels (76%) are smaller than 40,000 square feet, or roughly less than one acre in size (1 acre equals 43,560 square feet).

In the Core Area Parking District, where part of the Tualatin Commons Redevelopment Project is located, parcels of less than 40,000 square feet comprise 96 percent of the area, while only three parcels are at least 40,000 square feet in size. Twenty-one Core Area parcels are less than 5,000 square feet, which makes them difficult to develop under Tualatin Development Code standards.

TABLE 4

SIZE OF PARCELS: 1992

PARCEL SIZE (Square Feet)	NUMBER OF PARCELS	WITHIN CORE AREA PARKING DISTRICT
Less than 5,000	25	21
5,000- 25,000	90	48
25,000 – 40,000	16	6
40,000 and above	42	3
TOTAL	173	78

Source: City of Tualatin
Notes: Acreage includes boundary expansion in 1984 of 13.51 acres.

2001 CONDITIONS

The Urban Renewal Area in 2001 consists of 327.48 acres of land, of which 3.17 acres were added in 2001 to include portions of the SW Nyberg Street/I-5 interchange area. Map 3, "Existing Land Use 2001," shows the diverse mix of uses in the Urban Renewal Area.

Numerous physical changes have occurred in the Urban Renewal Area since 1992. Although major strides have been taken publicly and privately to redevelop blighted areas, other areas are still in need of redevelopment efforts. Vacant land in 1992 comprised approximately 33.2% of the Urban Renewal Area and now comprises approximately 7.63% attesting to a continued steady growth in development. New commercial development has replaced many parcels which were formerly vacant, and commercial redevelopment in the Central Sub-area has also occurred. In addition, all of the parcels acquired for the Tualatin Commons Redevelopment Project that were vacant in 1992 have been developed.

New commercial development has included twenty projects that include the Tualatin Commons Redevelopment Project: Lakeside Center office building, Century Hotel and Hayden's Lakefront Grill, Ben Lake Building, Tualatin Commons Eatery, Tualatin Mews I and Tualatin Mews II. Other commercial development in the Urban Renewal Area includes Hedges Green Retail Center (Phase 1, Carl's Jr., Outback Restaurant, Phase 2 – two pad buildings), Schuck's Auto Parts, Pizza Hut, Elks Lodge, Hawthorne Suites Inn (now Comfort Inn), Nyberg Creek Retail Center, Bushwackers, Tualatin Transmission, Nabco office/retail, Tualatin Drycleaners, and Aspen Place.

In addition to the new commercial development, there were 38 expansion and remodel/facade improvement developments since 1992 of which nine were facade improvements funded, in part, by the Tualatin Development Commission.

Residential development has occurred since 1992 with the Villas on the Lake, Phases I-III, and Hedges Greene Apartments.

Additionally, mixed-use development of residential and commercial has occurred with the Tualatin Mews Phase I & II project.

The public sector has continued contributing to downtown development with a new post office, Tualatin Police Facility, demolition of one parking lot and construction of one new parking lot (Red, formerly A), expansion of a second lot (Yellow, formerly F) and expansion and reconstruction of a third public parking lot (White, formerly C).

Park improvements have included construction of the public portions of Tualatin Commons (Lake of the Commons, public plaza, restrooms, and promenade) and the Tualatin Skate Park.

No new industrial development or redevelopment has occurred in the West or North Sub-areas of the Urban Renewal Area. In the West Sub-area, two commercial service uses (auto oriented) have been developed in the Light Manufacturing Planning District area under the commercial overlay provisions.

Table 5, "Planning Districts - 2001," illustrates the number of parcels and acres in each planning district in the Urban Renewal Area. (District boundaries are also shown on Map 7 of the Plan.) The largest portion of the area (61.26%) is designated Central Commercial (CC), followed by General Manufacturing (MG) (12.15%), and Residential High Density (RH) (7.73%).

TABLE 5

EXISTING PLANNING DISTRICTS: 2001

DISTRICT	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Central Commercial (CC)	156	166.36	61.26
General Commercial (CG)	15	7.76	2.86
Office Commercial (CO)	2	11.23	4.14
Light Manufacturing (ML)	0	0	0
Light Manufacturing with CG Overlay (ML/CG)	23	33	12.15
General Manufacturing (MG)	3	17.45	6.43
Residential High Density (RH)	6	20.98	7.73
Residential High Density/High Rise (RH/HR)	80	14.78	5.44
TOTAL	285	271.56	100%

Source: City of Tualatin
Notes: Totals do not include street and railroad rights-of-ways not identified as tax lots.

The total acreage for 2001 is lower than what was shown for 1992. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Acreage includes boundary expansion in 2002 of 3.17 acres.

Table 6, "Existing Land Use: 2001," shows a total of 313.73 acres of land within the Urban Renewal Area with 285 individual land parcels. Developed land (excluding right-of-way) comprises 79.015% of the total, while vacant land comprises 7.55% of the area. Of the developed land, commercial and industrial uses are most prevalent. Combined commercial uses comprise 38.03% of the area, and industrial uses comprise 11.97% of

the area. Streets and railroad rights-of-way account for 13.446% of the area. Public uses (including parks, structures, and parking lots) comprise 17.96% of the land.

TABLE 6

EXISTING LAND USE: 2001

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	54	96.35	30.71
Commercial Office	24	7.19	2.29
Commercial Mixed Use	13	14.68	4.68
Comm./Res. Mixed Use	9	1.09	0.35
Industrial Warehouse	3	8.15	2.60
Industrial Manufacturing	4	29.40	9.37
Wholesale	2	2.27	.72
Quasi-Public	4	2.50	.80
Residential – Single Family	28	9.76	3.11
Residential – Multi-Family	81	17.60	5.61
Vacant	18	23.70	7.55
Streets & Railroads R.O.W.	N/A	42.17	13.44
Private Parking Lot	7	2.50	0.80
Public Parking Lot	14	4.39	1.40
Parks/Greenway	16	45.37	14.46
Water Quality	1	0.29	0.09
Public	7	6.32	2.01
TOTAL	285	313.73	100.0%

Source: City of Tualatin

Notes: Two tax lots are identified as private or public.

The total acreage for 2001 is lower than what was shown for 1992. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Acreage includes boundary expansion in 2002 of 3.17 acres.

Table 7, "Commercial Land Use: 2001," shows in more detail the composition of commercial uses within the Urban Renewal Area. Retail commercial is the dominant commercial use, comprising 47.69% of the total, followed by commercial mixed use, which comprises 32% of the total and commercial services at 11%. Commercial office space (for general purpose and medical/dental combined), accounts for a total of only 8.43% of all commercial acreage.

TABLE 7

COMMERCIAL LAND USE: 2001

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	27	59.55	47.69
Commercial Services	24	13.74	11.00
Commercial Mixed Use	19	39.96	32.00
Comm./Res. Mixed Use	9	1.09	0.87
Commercial Office (General Purpose)	16	9.24	7.40
Commercial Office (Medical/Dental)	12	1.28	1.03
TOTAL	107	124.86	100.0%

Source: City of Tualatin

Note: Acreage does not include rights-of-way.

The total acreage for 2001 is lower than what was shown for 1992. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Table 8, "Size of Parcels: 2001," illustrates the size distribution of parcels in the Urban Renewal Area and in the Core Area Parking District. Most parcels (81%) are smaller than 40,000 square feet, or roughly less than one acre in size (1 acre equals 43,560 square feet).

In the Core Area Parking District, where part of the Tualatin Commons Redevelopment Project is located, parcels of less than 40,000 square feet comprise 95 percent of the area, while five parcels are at least 40,000 square feet in size.) One hundred twenty four (124) parcels are less than 5,000 square feet. 75 of these parcels are associated with a residential condominium project. 41 of the parcels are within the Core Area Parking District of which 25 are residential or mixed-use components of the Tualatin Commons Project. Undeveloped or re-developable parcels less than 5,000 square feet make them difficult to develop under Tualatin Development Code Standards.

TABLE 8

SIZE OF PARCELS: 2001

PARCEL SIZE (Square Feet)	NUMBER OF PARCELS	WITHIN CORE AREA PARKING DISTRICT
Less than 5,000	124	41
5,000- 25,000	83	40
25,000 – 40,000	23	7
40,000 and above	55	5
TOTAL	285	93

Source: City of Tualatin

2010 CONDITIONS

The Urban Renewal Area in 2010 consists of 327.48 acres of land. Map 4, "Existing Land Use 2010," shows the diverse mix of uses in the Urban Renewal Area.

Some physical changes have occurred in the Urban Renewal Area since 2001. Although efforts have been taken publicly and privately to redevelop blighted areas, other areas are still in need of redevelopment efforts. Vacant land in 2001 comprised approximately 7.55% of the Urban Renewal Area and now comprises approximately 10.8% attesting to a slowed growth in development. Several new commercial developments have replaced parcels which were formerly vacant, and several commercial redevelopment projects have occurred in the Central Sub-area.

New commercial development has included eight projects that include the Century Hotel Storage Building, Jack-In-The Box, Applebee's, Martinazzi Commons, Dutch Brothers Coffee, Warm Springs Crossing, Banner Bank, and Robinson Crossing II (under construction).

In addition to the new commercial development, there were eight expansion and remodel/facade improvement developments since 2001. These include McDonald's, Comfort Inn, Seneca Building, Shari's Restaurant, Mercury Development Buildings 1 & 2, Robinson Crossing I, Starbuck's Coffee and Wendy's. The Seneca Building was a façade improvement funded, in part, by the Tualatin Development Commission.

No new residential development has occurred since 2001. Mixed-use development of residential and commercial has been approved with the River House at Commons Harbor project which has started site preparation work and preliminary construction.

The public sector has continued investing in the Urban Renewal Area with a new public library, expansion of the Green Parking Lot (formerly G) and construction of the new TriMet Commuter Rail (WES) station platform and Park & Ride lot.

Park improvements have included construction of a new Clean Water Services pump station and picnic shelter in the Community Park, and new playground equipment.

No new industrial development or redevelopment has occurred in the West or North Sub-areas of the Urban Renewal Area. In the West sub-area, JC Motor Shop constructed an addition.

Table 9, "Planning Districts - 2010," illustrates the number of parcels and acres in each planning district in the Urban Renewal Area. (District boundaries are also shown on Map 7 of the Plan.) The largest portion of the area (54.92%) is designated Central Commercial (CC), followed by Residential High Density (RH) (12.09%) and General Manufacturing (MG) (11.64%).

TABLE 9

EXISTING PLANNING DISTRICTS: 2010

DISTRICT	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Central Commercial (CC)	150	157.52	54.92
General Commercial (CG)	12	7.02	2.45
Office Commercial (CO)	2	12.28	4.28
Light Manufacturing (ML)	0	0	0.00
Light Manufacturing with CG Overlay (ML/CG)	23	17.25	6.01
General Manufacturing (MG)	3	33.39	11.64
Residential High Density (RH)	5	24.7	8.61
Residential High Density/High Rise (RH/HR)	81	34.67	12.09
TOTAL	276	286.83	100%

Source: City of Tualatin
Notes: Totals do not include street and railroad rights-of-ways not identified as tax lots.

The total acreage for 2010 is higher than what was shown for 2001. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Acreage includes boundary expansion in 2002 of 3.17 acres.

Table 10, "Existing Land Use: 2010," shows a total of 315 acres of land within the Urban Renewal Area with 279 individual land parcels. Developed land (excluding right-of-way) comprises 89.2% of the total, while vacant land comprises 10.8% of the area. Of the developed land, commercial and industrial uses are most prevalent. Combined commercial uses comprise 33.47% of the area, and industrial uses comprise 13.25% of the area. Streets and railroad rights-of-way account for 15.33% of the area. Public uses (including parks, structures, and parking lots) comprise 18.24% of the developed land.

TABLE 10

EXISTING LAND USE: 2010

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	49	83.07	26.37
Commercial Office	23	8.13	2.58
Commercial Mixed Use	14	13.16	4.18
Comm./Res. Mixed Use	9	1.07	.34
Industrial Warehouse	3	7.7	2.44
Industrial Manufacturing	7	31.78	10.09
Wholesale	2	2.26	.72
Quasi-Public	1	.26	.08
Residential – Single Family	27	7.89	2.5
Residential – Multi-Family	81	16.91	5.37
Vacant	19	34.03	10.8
Streets & Railroads R.O.W.	N/A	48.29	15.33
Private Parking Lot	8	2.48	.79
Public Parking Lot	16	4.44	1.41
Parks/Greenway	14	45.99	14.6
Water Quality	1	.27	.09
Public	4	6.75	2.14
Storage Yard	1	.52	.17
TOTAL	279	315	100.00%

Source: City of Tualatin

Table 11, "Commercial Land Use: 2010," shows in more detail the composition of commercial uses within the Urban Renewal Area. Retail commercial is the dominant commercial use, comprising 57.13% of the total, followed by commercial mixed use, which comprises 18.72% of the total and commercial services at 12.66%. Commercial office space (for general purpose and medical/dental combined), accounts for a total of only 10.12% of all commercial acreage.

TABLE 11

COMMERCIAL LAND USE: 2010

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	31	64.24	57.13
Commercial Services	19	14.23	12.66
Commercial Mixed Use	19	21.05	18.72
Comm./Res. Mixed Use	11	1.54	1.37
Commercial Office (General Purpose)	10	10.57	9.4
Commercial Office (Medical/Dental)	10	.81	.72
TOTAL	100	112.44	100.00%

Source: City of Tualatin

Note: Acreage does not include rights-of-way.

Table 12, "Size of Parcels: 2010," illustrates the size distribution of parcels in the Urban Renewal Area and in the Core Area Parking District. Most parcels (81%) are smaller than 40,000 square feet, or roughly less than one acre in size (1 acre equals 43,560 square feet).

In the Core Area Parking District, where the Central Design District Enhancement and part of the Tualatin Commons Redevelopment Projects are located, parcels of less than 40,000 square feet comprise 95 percent of the area, while six parcels are at least 40,000 square feet in size. (See Map 4 of the Plan.) 40 parcels are less than 5,000 square feet. 75 of these parcels are associated with a residential condominium project. Ninety of the parcels are within the Core Area Parking District of which 25 are residential or mixed-use components of the Tualatin Commons Project. Undeveloped or re-developable parcels less than 5,000 square feet make them difficult to develop under Tualatin Development Code standards due to parking, landscaping and water quality requirements.

TABLE 12

SIZE OF PARCELS: 2010

PARCEL SIZE (Square Feet)	NUMBER OF PARCELS	WITHIN CORE AREA PARKING DISTRICT
Less than 5,000	124	40
5,000- 25,000	73	35
25,000 – 40,000	26	9
40,000 and above	53	6
TOTAL	276	90

Source: City of Tualatin

b. *BUILDING CONDITIONS*

Intensive building condition inventories were taken in 1976 and 1984, and although different rating systems were used, the results are comparable. A less intensive inventory was taken in 1992 to show the general condition of the building stock in the area. A similar evaluation to the 1992 evaluation was conducted in 2001 and 2010.

1976 Building Conditions

The consultant team of Broome, Oringdulph, O'Toole, Rudolph and Associates (BOORA) surveyed existing structures in the Urban Renewal Area in October, 1976, with the assistance of the District Fire Marshal. (See Appendix B, "Existing Structures Survey (1976)") Map 5, "Existing Buildings (1976)," shows those structures that were surveyed. In the rating system used, a composite score is assigned to each building. Scores range from 0 to 20 based on four factors, each worth a maximum of five points:

1. Age
2. Condition (actual or probable code violations, structural soundness, and appearance)
3. Accessibility (to pedestrians, parking)
4. Adaptability (capacity for expansion, reuse)

Results from the "1976 Structures Survey" are summarized as follows: Structures with a score of 0 are evaluated as being in "Good Existing Condition." Structures with a score of six or less are evaluated as having "Minor Problems," and are deemed suitable for rehabilitation and reuse. Structures with a score of seven or more are considered as "Major Problems," less suitable for rehabilitation and reuse. Of the 102 structures inventoried in 1976, 83 were evaluated as "Good Existing Condition" to "Minor Problems," and 19 were evaluated as "Major Problems."

1984 Building Conditions

Urban Renewal staff surveyed existing structures in the Urban Renewal Area on May 8, 1984, with the assistance of the Tualatin Fire District Battalion Chief. The structures surveyed are portrayed in Map 6, "Existing Buildings (1984)." The rating system used was descriptive rather than numeric and is described briefly as follows: (See Appendix C for complete description).

New: New within past five years.

Standard: Good condition, no problems.

Minor Repair: Maintenance or aesthetic items, not code or safety related - a little peeling paint, loose trim, a few roof shingles missing, etc.

Major Repair: Major repair needed to preserve or maintain use of structure.

Irreparable: So badly rundown or in need of repair as to cause the structure to be questionable as to feasibility of retaining it.

Results of the Building Inventory are summarized in Table 13. Condition ratings for individual buildings are identified by tax lot in Appendix C, "The 1984 Building Condition Inventory."

TABLE 13

BUILDING CONDITIONS: 1984

Rating	Number of Buildings
New (within past 5 years)	19
Standard (good condition, no problems)	61
Minor Repair	12
Major Repair	2
Irreparable	14
TOTAL	108

A total of 108 structures were identified in 1984 as being located within the Urban Renewal Area, 16 of which were in need of major repair or were deemed irreparable. 19 new buildings were built between 1975 and 1984, and 73 structures were in standard condition or in need of only minor repairs.

In 1976 there were 19 structures in the "Major Repair/Irreparable" category. In 1984, 16 structures were identified in this category. Although a number of older structures were demolished, other structures were noted to have slipped from the "Minor Repair" to the "Major Repair" category as the building stock aged. Older residences were noted as dominating this category.

At the same time, there was significant construction during the period between 1975 and 1984, with the addition of 19 buildings of five years old or less. In 1976 there were 102 structures in the Urban Renewal Area, and in 1984 there were 108 structures. While some of the older buildings aged more in this period, the building stock improved over all with the new construction.

1992 Conditions

A less intensive survey of buildings was conducted in 1992. Of the 16 buildings identified in 1984 as "Major Repair/Irreparable," eleven had been demolished either publicly or privately. Although more new buildings (less than five years old) were identified in 1992 than 1984, more of the building stock is in standard/minor repair and significantly fewer buildings are classified as "Major Repair/Irreparable." The buildings left that were categorized as "Major Repair/Irreparable" are three residences (being considered for historic preservation), the VFW Hall, and the barn-like structure where United Rentals (formerly Anderson Rental) is located. Table 14 is a comparison of the 1984 study and the 1992 study.

TABLE 14

COMPARISON OF THE 1984 AND 1992 BUILDING CONDITIONS

Building Condition	1984	1992
New	19 (18%)	5 (5%)
Standard/Minor Repair	73 (67%)	91 (86%)
Major Repair/Irreparable	16 (15%)	5 (9%)
TOTAL STRUCTURES	108	105

2001 CONDITIONS

A survey of buildings was conducted in 2001 by the City of Tualatin Building Official. The structures surveyed are portrayed in Map 7, "Existing Buildings 2001." Five buildings have been demolished since 1992 (three residences and two commercial structures.) 28 new buildings were constructed in the past five years. Although more new buildings (less than five years old) were identified in 2001 than in 1992 or 1984, more of the building stock is in standard/minor repair and slight increase of buildings

classified as "Major Repair/Irreparable." No buildings were identified as irreparable. The buildings left that were categorized as "Major Repair/Irreparable" are three residences and four commercial buildings. Table 15 is a comparison of the 2001 and 1992 studies.

TABLE 15

COMPARISON OF THE 1992 AND 2001 BUILDING CONDITIONS

Building Condition	1992	2001
New	5	28
Standard/Minor Repair	91	219
Major Repair/Irreparable	5	7
TOTAL STRUCTURES	105	254

Note: Included in the number of buildings are condominium developments that appear as one building, but considered as separate buildings. This includes three buildings (Ben Lake Building, Tualatin Plaza, and Tualatin Greene Condominiums).

2010 CONDITIONS

A survey of buildings was conducted in 2010 by the City of Tualatin Building Official. The structures surveyed are portrayed in Map 8, "Existing Buildings 2010." Eleven buildings have been demolished since 2010 (seven commercial structures, two industrial and two residences). One of these structures was relocated (Methodist Church) to a new location. Thirteen new buildings or additions were constructed in the past nine years. Although fewer new buildings (less than five years old) were identified in 2001 than in 1992 or 1984, more of the building stock is in standard/minor repair and there was a decrease of buildings classified as "Major Repair/Irreparable." The building that was categorized as "Major Repair/Irreparable" is one commercial building. Table 16 is a comparison of the 2010 and 2001 studies.

TABLE 16

COMPARISON OF THE 2001 AND 2010 BUILDING CONDITIONS

Building Condition	2001	2010
New	28	13
Standard/Minor Repair	219	242
Major Repair/Irreparable	7	1
TOTAL STRUCTURES	254	256

Note: Included in the number of buildings are condominium developments that appear as one building, but considered as separate buildings. This includes three buildings (Ben Lake Building, Tualatin Plaza, and Tualatin Greene Condominiums).

c. *HISTORIC RESOURCES*

Original Conditions

Buildings having historic merit include the Sweek House (which is on the National Register of Historic Places), the building that contains Rich's Kitchen, the old City Hall on SW Boones Ferry Road, the Victorian House at 18650 SW Boones Ferry Road, and the Nyberg House on SW Nyberg Road.

1984 Conditions

Structures considered to have historic merit are listed in the Tualatin Development Code, Chapter 73.140. Included were the Sweek House (on the National Register of Historic Places) and the Smith/Boone House on the same property, the brick building containing Rich's Kitchen, the Klothes Seller building (old Methodist Church), and the Nyberg House. Any alteration of historic structures must conform to Development Code standards.

1992 Conditions

Structures which are considered to have historic merit are listed in the Tualatin Development Code, Chapter 73.430. Included at present are the Sweek House (on the National Register of Historic Places) and the Smith/Boone House on the same property, the brick building containing Rich's Kitchen (Robinson Store), the old Methodist Church building, and the Nyberg House. Any alteration of historic structures must conform to Development Code standards.

Several buildings in the Urban Renewal Area were being considered for inclusion for landmark designation (Table 17) through an update of the historic resource program.

The buildings are as follows:

TABLE 17

HISTORIC RESOURCE CONSIDERATION: 1992

Tax Map and Lot	Name or Location of Building
1S23 300	Sweek House
1S23AA 1500	Little White House
1S23AA 1601	Wesch House
1S24BC 1400	House 18615 S.W. Boones Ferry Road
1S24BC 2502	Nyberg House
1S24BC 4100	Smith Row House
1S24BC 4700	Winona Grange #271

2001 Conditions

Structures that have historic merit are listed in the Tualatin Development Code, Chapter 68. Any alteration or demolition of historic structures must conform to Tualatin Development Code standards. The following Table 18 comprises structures within the Urban Renewal Area:

TABLE 18

HISTORIC RESOURCES: 2001

Tax Map and Lot	Name or Location of Building
2S123 300	Sweek House
2S123AA 1500	Little White House
2S123AA 1601	Wesch House
2S123 300	Smith/Boone House
2S124BC 2502	Nyberg House
2S124BC 3001	Robinson Store
2S124CB 900	Methodist Church
2S124BC 4700	Winona Grange #271

2010 Conditions

Sites or structures with historic merit are listed in the Tualatin Development Code,

Chapter 68. Alteration or demolition of historic structures must conform to Tualatin Development Code standards. The following list comprises structures within the Urban Renewal Area:

TABLE 19

HISTORIC RESOURCES: 2010

Tax Map and Lot	Name or Location of Building
2S123D 3400	Sweek House
2S123AA 1500	Little White House
2S123AA 1601	Wesch House
2S123D 3400	Smith/Boone House
2S124BC 3000	Robinson Store
2S123A 1500	Methodist Church
2S124BC 4700	Winona Grange #271

There were several modifications to historic resources since 2001. The Nyberg House was destroyed by fire in 2008, and the Methodist Church was relocated to a new site as part of improvements to SW Boones Ferry Road in 2005. The Methodist Church was relocated to City-owned property at Sweek Pond and renamed the Tualatin Heritage Center. The Robinson Store building, formerly owned by the Tualatin Development Commission, was sold. The new owner moved the structure approximately 50 feet east of its former location to accommodate SW Boones Ferry Road improvements, and the building was rehabilitated.

d. *NATURAL FEATURES*

Original Conditions

The most significant natural features of the City are related to the City's rivers and streams: the Tualatin River, which passes through the northern part of the Urban Renewal Area; Hedges Creek, which drains the west-central portion of the Urban Renewal Area; and Nyberg Creek, which drains the southern portion of the Urban Renewal Area (Map 9 "Natural Areas and Wetlands"). The relatively flat topography creates conditions of high ground water and surface water ponding. This has created the marsh area near the Sweek House, and the swampy area along Nyberg Creek near Interstate 5. The Tualatin River is a constant flood threat to the downtown area and the solution to this problem has been a major task of the Plan.

Within the Central Business District, there are three significant tree masses: The group of trees between SW Boones Ferry Road and SW Seneca Street about midway between SW Martinazzi and SW 84th Avenues, the single large fir tree near the corner of SW Boones Ferry Road and SW Tualatin Road, and a grouping of fir trees just east of the Hervin plant.

1992 Conditions

Natural features of the Urban Renewal Area have been very well preserved over fifteen years of development. All of the significant tree masses remain. The fir trees between SW Tualatin-Sherwood Road, SW Nyberg Street and SW Martinazzi Avenue were, in part, preserved as a part of the Tualatin Commons Entryway Project. The large grove of trees directly to the west of SW Martinazzi Avenue in this area have been identified in the Tualatin Development Code as heritage trees.

The marsh area surrounding the Sweek House is in the Wetlands Protection District and is protected by specific development standards in the Tualatin Development Code. Hedges Creek has been carefully incorporated into the design of the Community Park, and Nyberg Creek still flows through the developing south-central area. Both Hedges Creek and Nyberg Creek are protected under the City's Greenway and Riverbank Protection District.

A wetlands management agreement was entered into by Zidell Corporation (owners of Tax Lot 100, Tax Map 2S123) to assist in the preservation of wetlands habitat in the Wetlands Protection District.

2001 Conditions

The City completed a comprehensive update of natural areas in 1995. Within the Urban Renewal Area, the Tualatin River, Hedges Creek in the West and Central Sub-areas, Nyberg Creek in the South Sub-area, and Hedges Creek Wetland Protection District and Sweek Pond Management Area in the West Sub-area, have been identified as significant resources (Map 10 "Natural Areas and Wetlands 2001"). Significant tree groves have also been identified such as Sweek Pond Management Area, Community Park and along the Tualatin River, Hedges Creek and Nyberg Creek. Chapter 72, Natural Resource Protection Overlay District (NRPO) of the Tualatin Development Code, contains the standards for these natural areas.

Of the significant tree masses identified in 1975 and 1992, several have been removed including the trees along SW Seneca Street, SW Nyberg Street and SW 84th Avenue for the Tualatin Commons Project; the single large fir near corner of SW Boones Ferry and SW Tualatin Road fell during the 1995 wind storm; trees in the northwest corner of the West Sub-area for development of Hedges Green Apartments; and trees west of SW Martinazzi Avenue and north of SW Warm Springs Street. Remaining significant tree masses are identified on Map 11.

The 1995 Wetland and Natural Area work also identified wetlands within the Urban Renewal area. These include the Hedges Creek Wetland Protection District, Hedges Creek from Tualatin Road to the confluence with the Tualatin River, and Nyberg Creek from the Portland & Western Railroad tracks to Interstate 5. The total acreage of wetlands has increased over the original plan due to the level of accuracy of the new data. Chapter 72, Natural Resource Protection Overlay District, of the Tualatin Development Code contains the standards for wetlands.

Clean Water Services adopted regulations in 1991 addressing buffer areas adjacent to the wetlands. These regulations have created additional open space adjacent to wetlands that encompass many of the significant tree groves within the Urban Renewal Area. Metro, through its Goal 5 process, is evaluating the appropriate amount of buffer areas adjacent to wetlands which could expand natural areas within the Urban Renewal Area.

2010 Conditions

Since 2001 Metro and Clean Water Services (CWS) have adopted new regulatory requirements regarding natural features within the Urban Renewal Area. Along the Tualatin River CWS now requires approximately a buffer which may be between 125-200 feet depending on the slope of the river bank. This buffer will further protect stands of trees and riparian areas. Buffers along stream corridors have also been broadened to 50 feet on each side of a stream sensitive area.

As referenced under the 2001 Report, the City's completed a comprehensive update of natural areas from 1995 remains unchanged. Within the Urban Renewal Area, the Tualatin River, Hedges Creek in the West and Central Sub-areas, Nyberg Creek in the South Sub-area, and Hedges Creek Wetland Protection District and Sweek Pond Management Area in the West Sub-area, continue to be identified as significant resources (Map 12 "Natural Areas and Wetlands 2010"). Significant tree groves continue to be identified such as Sweek Pond Management Area, Community Park and along the Tualatin River, Hedges Creek and Nyberg Creek. Chapter 72, Natural Resource Protection Overlay District (NRPO), of the Tualatin Development Code contains the standards for these natural areas. A pedestrian trail was constructed around Sweek Pond along with habitat restoration. The City of Tualatin is currently engaged in a restoration project of the Hedges Creek Wetlands in conjunction with the Wetlands Conservancy.

Of the significant tree masses identified in 2001, several have been removed including the trees along a portion of Hedges Creek as part of the River House at Commons Harbor project and by selective tree management on public property within the Urban Renewal Area. Remaining significant tree masses are identified on Map 13.

e. *GEOLOGIC LIMITATIONS*

Original Conditions

As part of the Urban Renewal Plan Amendment of 1977, the firm of CH2M Hill examined geologic limitations in the Urban Renewal Area. The following discussion is taken from Memorandum Number 6 of that plan, dated December 28, 1976.

Soils

Most soils in the Urban Renewal Area have low-bearing capacity. A large percentage of the area also has soils that are soft and compressible. Because of this, sites for buildings of two stories or more should have a soils and foundation investigation to insure satisfactory building performance. The investigation and analysis should add no more than three to five percent to the cost of two-story buildings, less for higher buildings.

Ground Water

Most of the Urban Renewal Area has a ground water table that is less than five feet from the surface at certain times of the year. Because of this, basements in buildings will require extra design effort and are likely to be uneconomical.

Surface Water

Apart from flooding by the Tualatin River which is discussed elsewhere, surface drainage in much of the area is poor. This is the result of a combination of flat lying terrain and low soil permeability. Large, flat surface areas such as parking lots will have to be carefully graded to avoid puddles during the rainy season. Storm sewers will be at minimum grade and may require pump stations.

Seismic Considerations

The City of Tualatin lies in the Uniform Building Code Seismic Risk Area 2. No geologic features are mapped by the U. S. Geological Survey which would indicate that this is an incorrect zone designation. Designing buildings to meet Zone 2 criteria should be adequate to minimize seismic risks. Due to the discovery of data that indicates the metropolitan area is at a higher risk to earthquakes than previously thought, changing the zone to a higher criteria is being considered by federal authorities.

1992 Conditions

Soil, ground water, and seismic conditions remain the same in the Urban Renewal

Area. To avoid impoundment of surface water, parking lots in the Urban Renewal Area have been constructed with slopes according to Development Code requirements. In addition, storm sewer drains have been installed in SW Martinazzi Avenue and SW Seneca Street.

2001 Conditions

Soil and ground water conditions remain the same in the Urban Renewal Area. Seismic conditions have remained relatively the same, except that the seismic risk area category has been raised to Level 3.

2010 Conditions

Soil and ground water conditions remain the same in the Urban Renewal Area. Seismic conditions remain at Level 3. Two active groundwater remediation activities are occurring within the Urban Renewal area associated with SW Boones Ferry Road improvements. The Tualatin Development Commission is working with the Oregon Department of Environmental Quality on clean up of these sites and obtaining a No Further Action (NFA) determination.

f. *FLOODING*

Original Conditions

A major source of the difficulty with redeveloping downtown Tualatin and a major blighting influence is the recurring flooding of the Tualatin River. Map 10 shows the 100-year floodplain in Tualatin. In 1977 the 100-year flood level in downtown Tualatin was 124.6 feet at the SW Boones Ferry Road bridge, which meant that much of the downtown was flooded at these times. During the 100-year flood, the Tualatin River leaves its banks near the City Park and sends about 8,000 cubic feet per second of water southerly through the center of town to Nyberg Creek which drains under the freeway back into the Tualatin River.

The Tualatin River is susceptible to floods because of the characteristics of the valley it passes through. The Tualatin drains 711 square miles before entering the Willamette River with watershed boundaries that nearly match the political boundaries of Washington County. The river originates on the eastern slope of the coast range at an elevation of 3,400 feet before dropping quickly into the flat, broad Tualatin Valley. The watershed averages 40 miles long (east-west) and 25 miles wide (north-south). About one-half of the watershed is on the valley floor, where the streams are flat with wide (1 to 1 1/2 mile) floodplains.

The last three miles of the Tualatin River flow through a narrow gorge and have a vertical drop of nearly 40 feet. In comparison, the total drop in elevation from river mile

6 to river mile 60 (near Forest Grove) is 50 feet. The gorge and natural reefs at river mile 3 (about 5 1/2 miles downstream from Tualatin) seriously limit the capacity of the river channel to pass flood flows. The gorge and its natural reefs act like a retention dam and the Tualatin Valley serves as a reservoir. For damaging floods to occur, large volumes of water must be present. Unlike most Oregon streams, the flat, wide Tualatin Valley floodplains store large amounts of water during flood periods. The coastal streams of Oregon reach peak flood flows in a matter of hours but recede within a day. The large volume floods of the Tualatin River, however, may take two days to reach peak flow and remain above flood stage for more than 10 days. Flood velocities are relatively low (four to six feet per second).

Flood History

Flooding has been severe in the Tualatin Valley. Major flooding was reported shortly after settlement of the valley. The worst reported flood occurred in 1890 and was probably in excess of the 100-year flow. Between 1896 and 1914, four floods occurred that were close to the 100-year flood.

Stream-flow measurements started in 1928. During the period of 1940 to 1966, measurements of the U. S. Geological Survey stream gauge near Farmington showed that the Tualatin River exceeded flood stage 26 times.

Note: Flooding information is taken largely from CH2M Hill Memorandum Number 2, December 17, 1976, "The Urban Renewal Plan Update."

Flooding usually takes place between mid-November and mid-February as a result of high volume rainfalls and snow melt. Although melting snow contributes to flooding, it is not a necessary factor, as established by the 1933 flood, the worst flood in recorded history.

On January 18, 1974, a significant flood affected Tualatin. Photographs retained by the City show the extent of flooding in the Urban Renewal Area, most of which was inundated. Buildings constructed after the 1974 flood were built on fill or on raised foundations, which raises their ground floor level above the 100-year floodplain.

The most recent significant flood occurred in February 1996. Documentation retained by the City shows the extent of flooding in the Urban Renewal Area, which was largely inundated. Recently constructed buildings have either been built on fill or on raised foundations which raises their ground floor level at or above the 100-year flood plain.

There was a minor flood event around News Years Day 1997. Flood waters were contained to the streets and drainage ways. There was minor inconvenience to traffic. No structures or public facilities were damaged.

Flood Control Alternatives

In 1976, alternative methods of flood control were examined in detail by the firm of CH2M Hill (Appendix D). These included increasing channel capacity, erecting flood water barriers, constructing alternative flood water channels, and removing or modifying constrictions to the passage of flood waters. In 1976, the general alternative judged most feasible involved removal of rock reefs in the Tualatin River, construction of a new dam near the Lake Oswego diversion dam, minor channel improvements in other locations, the building of low berms in parts of the Urban Renewal Area, and construction of flood gates and pump stations at the mouth of Nyberg Creek and Hedges Creek.

In 1981, prior to completion of any of these actions, the City of Tualatin began to participate in the United States Department of Housing and Urban Development (HUD) Flood Insurance Program. HUD designated zones to define the Floodway, the 100-year Floodplain, and areas with separate insurance requirements. The City adopted Floodplain District regulations governing development within these areas to meet its obligations under the Flood Insurance Program.

1992 Conditions

Through participation in flood control projects on the Tualatin River, the Commission has made significant progress toward the original goal of providing flood protection for the downtown area.

In 1983-84, the Commission provided local share funds for an Army Corps of Engineers project which resulted in removal of the rock reefs downstream on the Tualatin (Map 2 of the Plan). This project in itself resulted in the removal of the "Floodway" designation in the Urban Renewal Area, allowing development to occur utilizing solid fill to the level of the 100-year flood. The area of the 100-year Floodplain remains unchanged.

A continuing flood control program is a major objective of this Plan. Further flood control improvements are now focused on replacement of the Lake Oswego Diversion Dam, as outlined in the Urban Renewal Plan, Section D (1a.), "Outline of Project Activities."

2001 Conditions

Development in the Urban Renewal Area, based on the City's Floodplain District regulations, has allowed fill activities to occur. The extent of the flood plain of the Urban Renewal Area is depicted on Map 14, "Flood Protection District 2001". The City experienced a flood in February 1996 that significantly impacted the Urban Renewal Area. Subsequent to this flood, the City modified its floodplain regulations and now requires that the finished floor elevation be one foot above the designated base flood elevation in conformance with Chapter 70, Flood Plain District, of the Tualatin Development Code.

Clean Water Services, in conjunction with FEMA, is evaluating the flood plain for the

Tualatin River. This evaluation could affect the boundary of the 100-year flood plain in the Urban Renewal Area as well as development regulations.

2010 Conditions

FEMA is currently updating the Flood Insurance Rate Map for the City of Tualatin. The preliminary maps indicate that the Base Flood Elevation in the Urban Renewal Area will rise on average one foot. Letters of Map Changes for four parcels within the Urban Renewal Area have not been incorporated into the new maps. They will be revalidated after the maps become effective. If a property/building is no longer in compliance with the flood plain regulations due to these revisions, it will be "grandfathered" under the new regulation. The extent of the flood plain of the Urban Renewal Area is depicted on Map 15 "Flood Protection District 2010".

g. *TRANSPORTATION*

Original Conditions

The original conditions of the transportation system were described in the Report as follows:

> "Tualatin is well served by the regional rail and highway transportation network. This is a source of its recent rapid growth as well as many of its downtown problems. The Urban Renewal Area is bordered on the east by Interstate 5, and State Highway 212 (Nyberg/Tualatin-Sherwood Roads) passes east-west through the Urban Renewal Area. SW Boones Ferry Road serves as an arterial through the Core (see Map 16, "Transportation").
>
> The Burlington Northern railroad passes north-south through the western edge of the Central Business District and the Southern Pacific railroad passes along the northerly boundary of the Urban Renewal Area. Most of the traffic on this transportation network passes through Tualatin to and from major employment centers around the City.
>
> Improving the transportation system is a key to solving the problems which confront downtown development. The transportation system (streets, parking, pedestrian-ways, public transit) has received close attention during the development of previous plans. The City retained Carl Buttke, a transportation consultant, to investigate the transportation problem in the Urban Renewal Area in 1977. His complete report is contained in Appendix E. The transportation system was again examined as part of the 1983 Plan Review and Update by the consulting firm of Associated Transportation Engineering and Planning, Inc. The conclusions of that study (Appendix F) were reviewed and, as appropriate, incorporated within the City of Tualatin Community Plan, Chapter 11.

Transportation improvements within the Urban Renewal Area are thus treated within the context of the City's transportation process."

1992 Conditions

Transportation conditions in the Urban Renewal Area have been vastly improved since the adoption of the original Plan. The goal of relieving through-traffic congestion in central Tualatin has been furthered with the construction of the Tualatin-Sherwood Bypass in 1983. Other improvements include:

- Interchange work at SW Nyberg Road and I-5 to allow for better access to and from the northbound I-5 lanes from SW Nyberg Street;
- Traffic signals at SW Boones Ferry Road & SW Tualatin Road, SW Boones Ferry Road and SW Martinazzi Avenue, SW Upper and Lower Boones Ferry Road, SW Martinazzi Avenue at Fred Meyer and Martinazzi Square, as well as those developed in conjunction with the construction of the Tualatin-Sherwood Bypass;
- Construction of the southern extension of SW Martinazzi Avenue;
- Construction of initial segment of the SW Tonka/Warm Springs loop;
- Removal of rail lines crossing SW Boones Ferry Road that served industrial uses on Block 13; and
- Construction of four public parking lots in the Core Area Parking District.

The Tualatin Development Commission was involved in the funding of most of these projects, and the efforts have improved the traffic problems noted in the original plan.

As a part of the Zidell (ZIAN) master planning effort, the Development Commission participated in funding a study of future transportation improvements within the District. The options were studied as part of an overall traffic study conducted by the City of Tualatin.

2001 Conditions

Transportation conditions in the Urban Renewal Area have been improved since 1992 but remain a critical concern within the Urban Renewal Area. A number of improvements have been made since 1992 that include:

- Traffic signal coordination system;
- Traffic signals at SW Boones Ferry Road and SW Nyberg Street, SW

Boones Ferry Road and SW Warm Springs Street, SW Tualatin-Sherwood Road at the Tualatin Commons main access, SW Tualatin Road and Sweek Drive;

- Reconstruction of SW Nyberg Street, SW Seneca Street, SW 84th Avenue, SW Tualatin Road and widening of SW Boones Ferry Road from SW Martinazzi Ave to SW 84th Avenue;

- Pedestrian crossings on SW Boones Ferry Road and SW Tualatin Road;

- Pedestrian sidewalks and walkways; and

- Construction of two public parking lots (Yellow and Red) and expansion of a third public parking lot (White) in the Core Area Parking District.

The Development Commission was involved in the funding of several of these projects, and the efforts have improved the traffic and pedestrian problems noted in the original plan and subsequent updates.

The City completed a Transportation System Plan in July 2001 that identified significant existing and future congestion on SW Tualatin-Sherwood Road, SW Boones Ferry Road, SW Martinazzi Avenue and at the SW Nyberg Street/I-5 interchange that impedes the removal of blighted conditions in the Urban Renewal Area. Map 17, "Transportation 2001," identifies the functional classification for the transportation system within the Urban Renewal Area. The classifications identified generally carry high volumes of traffic as the major transportation corridors pass through the area in either a north/south or east/west orientation. The Urban Renewal Area is also identified as a pedestrian area in the Regional Transportation Plan.

The Transportation System Plan identifies a number of transportation projects in the Urban Renewal Area to relieve congestion and enhance pedestrian circulation, such as:

a. Development of commuter rail and a commuter rail station;
b. Double left-turn lane on SW Tualatin-Sherwood Road westbound to SW Boones Ferry Road southbound;
c. Widening of SW Boones Ferry Road from SW Lower Boones Ferry Road to SW Tualatin-Sherwood Road including turn lanes, bike lanes, and sidewalks;
d. SW Nyberg Street/I-5 Interchange improvements;
e. Signal interconnect projects on SW Boones Ferry Road and SW Tualatin-Sherwood Road;
f. Driveway restrictions on SW Boones Ferry Road and SW Martinazzi Avenue;
g. SW Hall Boulevard extension;
h. SW Tualatin-Sherwood Road bike lanes;

i. Loop Road (north half);
j. Tualatin River pathway;
k. Nyberg Creek pathway;
l. SW Lower Boones Ferry Road extension across Tualatin River;
m. Central Design District pedestrian street enhancements; and
n. SW Nyberg Street widening from SW Martinazzi Avenue to I-5.

Improving the transportation system is critical to addressing congestion problems within the Urban Renewal Area by implementing the various transportation improvements identified in the Transportation System Plan.

The East Sub-area that contains the north half of the Loop Road has preliminarily been identified as an area needing additional analysis for transportation improvements such as street and pedestrian connectivity. The Development Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001, to collaboratively work on a redevelopment concept that includes evaluating the transportation system.

2010 Conditions

Transportation conditions in the Urban Renewal Area have improved since 2001, but continue to be a critical concern within the Urban Renewal Area. A number of improvements have been made since 2001 that include:

- SW Boones Ferry Road Pedestrian Crossings (Commission)
- SW Boones Ferry Road Phase 2 (SW Martinazzi Avenue to SW Tualatin Road) including driveway restrictions (Commission)
- SW Boones Ferry Road Phase 1 (SW Tualatin Road to SW Tualatin-Sherwood Road) (Commission/City)
- SW Nyberg Street Overcrossing of I-5 (Commission/City)
- West Commons (SW 84th Avenue, SW Seneca Street, SW Nyberg Street) (Commission)
- Commuter Rail Station, commuter rail line and Park & Ride Lot (Commission/TriMet)
- SW Boones Ferry Road/SW Tualatin Road Intersection and south to SW Warm Springs Street (City)
- Expansion of the Green Public Parking Lot in the Core Area Parking

District (Commission)

- Pedestrian Crossing on Hedges Creek at Blue Lot (City)
- Pavement maintenance on SW Boones Ferry Road south of SW Tualatin-Sherwood Road (City)
- Median on Martinazzi Avenue at SW Boones Ferry Road (driveway restrictions, private development)
- Re-decking pedestrian bridge at Green Lot (Private)
- Pedestrian trail segments in Community Park (City)

The Commission was directly involved in funding a number of these projects, while the City of Tualatin or private development funded other projects, and the efforts have improved some of the traffic and pedestrian problems noted in the original Plan and subsequent updates.

The City's Transportation System Plan of July 2001 identified significant existing and future congestion on SW Tualatin-Sherwood Road, SW Boones Ferry Road, SW Martinazzi Avenue and at the SW Nyberg Street/I-5 interchange that impedes the removal of blighted conditions in the Urban Renewal Area. Map 18, "Transportation 2010," identifies the functional classification for the transportation system within the Urban Renewal Area. The classifications identified generally carry high volumes of traffic as the major transportation corridors pass through the downtown area in either a north/south or east/west orientation. The Urban Renewal Area is also identified as a pedestrian area in the Regional Transportation Plan.

The Transportation System Plan identifies a number of transportation projects in the Urban Renewal Area that have not been constructed to relieve congestion, promote a healthy and viable economic downtown area and enhance pedestrian circulation, such as:

a. Signal interconnect projects;
b. Town Center Refinement Plan to Address RTP Area of Special Concern;
c. SW Hall Boulevard extension;
d. SW Tualatin-Sherwood Road bike lanes;
e. SW Tualatin Road extension across Tualatin River;
f. Central Design District Pedestrian Street Enhancements
g. SW Tualatin Road widen to five lanes, SW Herman to SW Boones Ferry Road. SW Boones Ferry Road widen to four lanes with turn lane or medians of varying widths from SW Lower Boones to Martinazzi
h. SW Nyberg Street widening to seven lanes, SW Martinazzi Avenue to I-5
i. Loop Road (north half);

j. Tualatin River pathway;
k. Hedges Creek pathway;
l. Nyberg Creek pathway;
m. Seneca Street/Martinazzi Signal;
n. Tualatin Road/Hall Blvd traffic signal.

Improving the transportation system continues to be critical to addressing congestion problems within the Urban Renewal Area by implementing the various transportation improvements identified in the Transportation System Plan.

The East Sub-area that contains the north half of the Loop Road continues to be identified as an area needing additional analysis for transportation improvements such as a grid street system and pedestrian connectivity. The Tualatin City Council and Development Commission have developed a preliminary concept for the area in line with the City Council's vision for the Town Center (See Section 1. Urban Renewal Plan, and B. Vision, Goals and Objectives) that envision a grid street system, strong building orientation and pedestrian and bicycle connections to the Tualatin River and not a freight pass through area.

h. *INFRASTRUCTURE*

Sanitary Sewer - Original Conditions

Until 1978, the Urban Renewal Area was served by the City sewage treatment plant located west of the intersection of SW Martinazzi Avenue and SW Tualatin-Sherwood Road.

At this time, the treatment system had reached its capacity. Instead of expanding the plant, the City joined the Unified Sewerage Agency of Washington County (USA). The City sewage treatment plant was removed in 1978 when the lower Tualatin interceptor was constructed. This interceptor conveys sewage from the location of the old plant north through the Urban Renewal Area and across the Tualatin River to the Durham treatment facility.

Sanitary Sewer – 1992 Conditions

The Urban Renewal Area is currently well served by the existing sanitary sewer system. Map 19 outlines the existing sanitary sewer lines in the Urban Renewal Area. The area south of SW Tualatin-Sherwood Road drains by gravity to a point west of the intersection of SW Martinazzi Avenue and SW Tualatin-Sherwood Road. This is the site where the City of Tualatin's sewage treatment plant was located.

The portion of the Urban Renewal Area located north of SW Tualatin-Sherwood Road and south of SW Boones Ferry Road also drains to the old sewage treatment plant site

by gravity. There is a line that crosses through the Hervin property between SW Nyberg Street and SW Tualatin-Sherwood Road that connects into the old sewage treatment plant.

The area north of SW Boones Ferry Road drains to a pump station located at the intersection of SW Boones Ferry Road and SW Martinazzi Avenue. This pump station pumps sanitary sewage to the intersection of SW Martinazzi Avenue and SW Seneca Street where it drains by gravity to the old sewerage treatment plant site and then north through the lower Tualatin interceptor to the Durham treatment facility.

The only large un-sewered property in the Urban Renewal Area is the Zidell (ZIAN) property located west of SW Boones Ferry Road. This property is bisected by the Bluff-Cipole sanitary sewer interceptor. In addition, there is a small un-sewered area immediately east of SW Boones Ferry Road between SW Nyberg Street and SW Tualatin-Sherwood Road, which contains the old Methodist Church, a commercial building, and the old city hall site. The Urban Renewal Plan, Section D. (1-c.) outlines sanitary sewer improvement activities which address these areas. Existing sanitary sewer lines are shown on Map 19.

2001 Conditions

The area north of SW Boones Ferry Road was modified in 1991 by Clean Water Services (formerly Unified Sewerage Agency) and removed a pump station. The area now drains by gravity in the Hedges Creek corridor and connects to the Lower Tualatin Interceptor extending to the Durham treatment facility.

The large un-sewered ZIAN property described in 1992 has been developed and sanitary sewer service constructed by the developer. The area immediately east of SW Boones Ferry Road between SW Nyberg Street and SW Tualatin-Sherwood Road, which contains the old Methodist Church, a commercial building, and the old city hall site still remains un-sewered.

The sewer line between SW Tualatin-Sherwood Road and SW Boones Ferry Road was upsized in 1994 by Clean Water Services to accommodate flows within the South and Central Sub-areas. The section of this line between SW Boones Ferry Road and Hedges Creek has been identified for upsizing and to be relocated to address capacity issues and to facilitate development north of SW Boones Ferry Road.

The East Sub-area has preliminarily been identified as an area that needs additional analysis for sanitary sewer improvements. The Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001 to collaboratively work on a redevelopment concept that includes sanitary sewer.

The Urban Renewal Plan, Section D. (1-c.) outlines sanitary sewer improvement

activities which address these areas. Existing sanitary sewer lines are shown on Map 20.

2010 Conditions

Several sanitary sewer projects have occurred since 2001 and service provision continues to improve in the Urban Renewal Area. The projects include Clean Water Services (CWS) installing a new 24-36 inch trunk line in the West and North Sub-areas that connects to a new pump station located in the Community Park, the Downtown Sewer Rehab project (Behind K-Mart, SW Martinazzi Avenue, SW Seneca Street West, SW 84th Avenue, Alley connecting SW Nyberg Street and SW Seneca Street), upsizing a sanitary line through the Green Public Parking Lot, and extension of a sewer line to the south of Nyberg Street to serve redevelopment of the Clark Lumber site as part of the West Commons Project. The first two projects were funded by the City of Tualatin or Clean Water Services. The third was by the Commission and CWS, and the last project was funded by the Commission. Though all properties within the Urban Renewal Area have access to sanitary sewer lines, the size and location of the lines are insufficient to meet the density of development projected over the next 25-30 years. As properties develop or redevelop, some lines may need to be extended or upgraded. Examples are the East Sub-area where the existing eight-inch line needs to be replaced with approximately 2,900 lineal feet of ten-inch sanitary lines, the Tualatin Road Extension in the North Sub-area that needs a ten-inch sanitary line where no line exists, SW Martinazzi Avenue where approximately 600 lineal feet of ten-inch line is need to replace a eight-inch line and a new line in SW Seneca Street west of SW 84th Avenue to serve redevelopment of Blocks 15 and 16.

The Urban Renewal Plan, Section D. (1-c.) outlines sanitary sewer improvement activities which address these areas. Existing sanitary sewer lines are shown on Map 21.

Storm Sewer - Original Conditions

In 1975, the Urban Renewal Area was served very poorly by storm sewers. The only existing storm drains were those in the K-Mart parking lot and an old, twelve-inch line extending from Hedges Creek to Nyberg Creek under the Hervin plant. Standing water in roadways and parking lots was a continual problem in the Urban Renewal Area.

A major project undertaking of the Urban Renewal Agency has been the installation of storm sewer drains in SW Martinazzi Avenue and SW Seneca Street in 1979. Drainage has also been installed in conjunction with the Tualatin-Sherwood Bypass and SW Tonka/Warm Springs Road improvements and as part of the public parking lots which have been constructed.

Storm Sewer – 1992 Conditions

Currently, all parts of the Urban Renewal Area are served by the storm sewer system, and the overall master plan of the City of Tualatin's storm drainage system has been almost entirely implemented in this area.

Storm drainage in the Urban Renewal Area is disposed of in several different locations, as shown on Map 22. The property located west of SW Boones Ferry Road drains into the Hedges Creek Wetlands and then proceeds east in Hedges Creek to the Tualatin River. The property north of SW Boones Ferry Road drains directly into Hedges Creek. The property north of SW Nyberg Street and east of SW Martinazzi Avenue drains directly into the Tualatin River. The property between SW Boones Ferry Road and SW Nyberg Street drains down SW Martinazzi Avenue into Nyberg Creek south of Fred Meyer. The property between SW Nyberg Street, SW Boones Ferry Road and SW Martinazzi Avenue drains into Nyberg Creek and then crosses under SW Martinazzi Avenue and heads east in Nyberg Creek to the Tualatin River.

Storm sewer projects in 1992 which are in need of completion are outlined in the Urban Renewal Plan, Section D. (1-c.). Existing storm sewer lines are shown on Map 22.

2001 Conditions

A number of modifications have been made to the storm sewer system as part of the Tualatin Commons Redevelopment Project. Map 23 identifies the current storm drain system. The project, in part, changed the route of storm sewer lines in the downtown area due to the construction of the Lake of the Commons that required the vacation of portions of SW Nyberg Street and SW Seneca Street.

In addition to these changes, Clean Water Services implemented new water quality requirements in 1991. The regulations were modified in 2000. Today water quality facilities are required to treat new impervious surface areas and natural area buffers are required adjacent to wetlands, streams and rivers within the Urban Renewal Area.

In 1995 Clean Water Services also adopted the Hedges Creek Sub-Basin Plan that affects Hedges Creek running east/west through the Urban Renewal Area. This plan calls for enhancements to the storm drainage system to address storm flows discharging into the Tualatin River.

The East Sub-area has preliminarily been identified as an area that needs additional analysis for storm sewer improvements. The Development Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001, to collaboratively work on a

redevelopment concept that includes storm sewer.

Storm sewer projects in 2001 which are in need of completion are outlined in the Urban Renewal Plan, Section D. (1-c.). Existing storm sewer lines are shown on Map 23.

2010 Conditions

Several minor storm sewer projects have occurred since 2001. These are primarily associated with improvements to SW Boones Ferry Road from SW Martinazzi Avenue to SW Warm Springs Street and expansion of the White and Green Public Parking Lots. These projects were funded by the City of Tualatin and the Tualatin Development Commission. Though all properties within the Urban Renewal Area have access to storm sewer lines, the size and location of the lines are insufficient to meet the density of development projected over the next 25-30 years. As properties develop or redevelop, some lines may need to be extended or upgraded. Examples are the East Sub-area where the existing 10-24 inch lines need to be replaced with approximately 2,900 lineal feet of 18-inch storm sewer lines, the SW Tualatin Road Extension in the North Sub-area that needs a 18-inch storm line where no line exists, SW Boones Ferry Road north of SW Martinazzi Avenue to accommodate roadway widening and SW Martinazzi Avenue to accommodate roadway widening.

In addition to these changes, Clean Water Services implemented new water quality requirements in 2007. Today water quality facilities are required to treat new impervious surface areas, and natural area buffers are required adjacent to wetlands, streams and rivers within the Urban Renewal Area.

Storm sewer projects in 2010 which are in need of completion are outlined in the Urban Renewal Plan, Section D. (1-c.). Existing storm sewer lines are shown on Map 24.

Water Lines - Original Conditions

In 1975, water was available in the Urban Renewal Area through the City's connection to the City of Portland water supply. However, some additional water lines and improvements to existing lines were needed to further development in the Urban Renewal Area. New water lines have since been installed to serve Fred Meyer, the Tonka/Warm Springs area, SW Mohave Court, the Community Park and SW Tualatin Road business area, and businesses adjacent to Parking Lot C (see Map 25). SW Nyberg Street has had a two-inch water line replaced with an eight-inch line, and sections of SW Seneca Street have been upgraded to an eight-inch line. In addition, a pumping station has been constructed near SW Martinazzi Avenue and SW Warm Springs Street.

Water Lines – 1992 Conditions

The Urban Renewal Area is served by service level "A" of the City of Tualatin Water

System, shown in Map 25. The City of Tualatin receives water through its 36-inch transmission line from the City of Portland Water System. There is a pressure-reducing station in the Tualatin City Park where water enters the service level "A" system from the transmission main.

All properties in the Urban Renewal Area are served with water service. As properties develop, some lines may need to be extended or upgraded depending on the fire flow requirements of developments in the Urban Renewal Area. Water project activities in 1992 are outlined in Section D. (1-c.) of the Urban Renewal Plan. Existing water lines are shown on Map 25.

2001 Conditions

As part of the Tualatin Commons Redevelopment Project, water lines in SW Nyberg Street and SW Seneca Street were replaced with new lines.

The water line in SW Boones Ferry Road and SW Tualatin Road was augmented with a new 24-inch line in 1996/97 by the City.

All properties in the Urban Renewal Area are served with water service. As properties develop or redevelop, some lines may need to be extended or upgraded depending on the fire flow requirements of developments in the Urban Renewal Area. Water project activities are outlined in Section D. (1-c.) of the Urban Renewal Plan. Existing water lines are shown on Map 26.

The East Sub-area has preliminarily been identified as an area that needs additional analysis for water system improvements. The Development Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001, to collaboratively work on a redevelopment concept that includes water system improvements.

2010 Conditions

Several water line projects have occurred since 2001. These include the SW Boones Ferry Bridge Water Line replacement, relocating a water line at SW Nyberg Street/I-5, replacing a 12 inch water line in SW Boones Ferry Road between SW Tualatin Road and SW Tualatin-Sherwood Road and upgrade to a six-inch water line in SW Boones Ferry Road south of SW Tualatin-Sherwood Road. All of these projects were funded by the City of Tualatin. Though all properties within the Urban Renewal Area have access to water lines, the size and location of the lines are insufficient to meet the density of development projected over the next 25-30 years. As properties develop or redevelop, some lines may need to be extended or upgraded depending on the fire flow requirements of developments in the Urban Renewal Area. Examples are the East Sub-area where the existing eight-inch water line needs to be replaced with approximately 2,900 lineal feet of ten-inch water lines, the SW Tualatin Road Extension

in the North Sub-area that needs a ten-inch water line where no line exists and SW Martinazzi Avenue replacement to tie into the East Sub-area improvements.

Water line project activities are outlined in Section D. (1-c.) of the Urban Renewal Plan. Existing water lines are shown on Map 27.

Street Lights - Original Conditions

In 1975, only a minimum of public street lighting was provided on SW Nyberg, SW Tualatin-Sherwood, and SW Boones Ferry Roads.

Street Lights – 1992 Conditions

Installation of a safe, attractive street lighting system throughout the Central Business District has been a major task of the Tualatin Development Commission. Street lights have been installed as a part of road improvements to the Tualatin-Sherwood Bypass, SW Martinazzi Avenue, and SW Seneca Street. Street lighting has also been provided for all of the public parking lots which have been built. Future street lighting improvements will be made, as above, in conjunction with street, parking lot, and public space construction.

2001 Conditions

Installation of street lighting in the Central Business District has occurred in the form of lights on utility poles, new street lights as part of road improvements, and lights in public parking lots. There still remain areas which have inadequate illumination in various areas of the Urban Renewal Area, and lighting is not uniform in the type of lights provided. Future lighting improvements will need to be made in conjunction with street, parking lot, and public space construction.

2010 Conditions

A series of uniform lighting improvements have occurred in the Urban Renewal Area along SW Boones Ferry Road from SW Martinazzi Avenue to SW Tualatin-Sherwood Road, SW 84th Avenue, SW Seneca Street west of the Lake of the Commons, SW Nyberg Street west of the Lake of the Commons and the five public parking lots. These improvements replaced sporadic lighting on power poles and have greatly enhanced lighting for pedestrians.

Other areas of the Urban Renewal Area remain insufficiently illuminated. This includes the East Sub-area, Central Sub-area (East Commons project), North Sub-area and SW Boones Ferry Road north of SW Martinazzi Avenue. Future lighting improvements will need to be made in conjunction with street, parking lot, and public space construction along with private development activities. Lighting needs to be uniform in design to match lighting that has been installed since 2001.

Overhead Utility Lines –2001 Conditions

Overhead utility lines continue to diminish the emerging character of the central downtown area. As transportation projects have been implemented, the overhead lines have been placed underground to improve the area's aesthetics. Several lines remain to be under grounded along SW Boones Ferry Road from the Tualatin River to Tualatin Road and from SW Tualatin Road to SW Tualatin-Sherwood Road and in the Green Parking Lot. Future overhead utility undergrounding should be made in conjunction with street, parking lot and public space construction.

Overhead Utility Lines –2010 Conditions

Progress has been made in undergrounding overhead utility lines since 2001. SW Boones Ferry Road from SW Martinazzi Avenue to SW Tonka Street was undergrounded with the SW Boones Ferry Road Phase 1 and 2 projects as was the Green Parking Lot. Overhead lines continue to exist on SW Tualatin Road, SW Boones Ferry Road south of SW Tonka Street, SW Boones Ferry Road north of SW Martinazzi Avenue and SW Tualatin-Sherwood Road west of SW Boones Ferry Road. These utility lines continue to diminish the emerging character of the Urban Renewal Area. Future overhead utility undergrounding should be made in conjunction with street, parking lot and public space construction along with private development activities.

i. PARKS

Since 2001 a series of improvements have occurred to Tualatin Community Park funded by a 2004 Bond measure issued by the City of Tualatin. This includes renovation of the tennis courts, new flood lights for the tennis courts, new playground equipment and construction of segments of pedestrian pathways. The City is currently working with Clean Water Services on construction of their new pump station, pathways, new picnic shelter, arcade, parking lot expansion and fencing. Additional pathway construction has been identified to fill in missing gaps within the trail system for this park.

At Sweek Pond, a path was constructed and habitat restoration activities conducted.
The City of Tualatin and the Commission jointly funded an Art Walk that connects parks, civic buildings, natural areas and business together with strategically placed interpretive stations.

[Section B-1 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

2. Social Conditions

Original Conditions

Original social conditions may be discussed generally in terms of housing and population characteristics. There has never been a large residential population in the Urban Renewal Area. The 1975 estimated population was 326 persons in 132 residential-housing units as follows[1]:

80 multi-family dwelling units
52 single-family dwelling units
132 total dwelling units

The Riverview Apartment complex on SW Boones Ferry Road accounted for approximately 180 persons within 73 dwelling units. There was only one other seven-unit apartment, and single-family homes were located mostly on SW Boones Ferry Road, the central business district, SW Tualatin Road, and SW Tonka Street.

The general appearance of the Central Business District in 1975 was one of many blighted and rundown residences mixed in among a few sound homes and some new businesses.

[1] Population estimates for 1975 and 1984 were derived from 1980 Block Group #1 statistics for Tualatin, which gives the average household size as 2.47 persons per unit.

1992 Conditions

Social conditions in the Urban Renewal Area have changed somewhat since the adoption of the original Urban Renewal Plan, most noticeably within the Central Business District, where residences have been converted to or redeveloped as commercial uses.

With the addition of the high-density apartments built in the northwest section, the vast majority of populace living in the Urban Renewal Area live in apartment complexes. Many of the older single-family residences have been converted to businesses or acquired and demolished by the Development Commission or the private sector. Population estimates in the Urban Renewal Area have not been accomplished in conjunction with the 1992 amendment effort.

One of the goals of the Tualatin Commons Redevelopment Project is to create living units within and surrounding the Project.

2001 Conditions

Social conditions in the Urban Renewal Area have changed significantly since the adoption of the original Urban Renewal Plan, most noticeably within the Central Sub-area within the Tualatin Commons Redevelopment Project, where single family and multi-family residences have been constructed and in the West Sub-area north of the Hedges Creek Wetland Protected Area with multi-family housing. Only a few older single-family residences remain in the Urban Renewal Area.

The 2000 estimated population is 1,264 persons in 486 residential housing units as follows[2]:

451 multi-family dwelling units
35 single-family dwelling units
486 total dwelling units

[2]Population estimates for 2000 were derived from 2000 Census information for Tualatin, which gives the average household size as 2.6 persons per unit.

2010 Conditions

Social conditions in the Urban Renewal Area remained relative constant since 2001. No new housing has been completed during this time period. One housing project for retirement has been approved and has started site preparation and preliminary construction activities (River House at Commons Harbor).

The Tualatin Senior Center was renamed the Juanita Pohl Center, and programming activities have increased.

A new library was constructed at the location of the former library and expanded by 13,500 square feet.

Only a few older single-family residences (9) remain in the Urban Renewal Area.

The 2010 estimated population is 1,216 persons in 485 residential housing units' follows[2]:

451 multi-family dwelling units
34 single-family dwelling units
485 total dwelling units

[2]Population estimates for 2000 were derived from 2000 Census information for Tualatin, which gives the average household size as 2.6 persons per unit.

The Tualatin Development Commission continues to expand the social fabric opportunities in the Urban Renewal Area. The Tualatin City Council and Tualatin Development Commission have developed the following vision for the Tualatin Town Center within which the Urban Renewal Plan is located:

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 unique design standards, elements and features.
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance.
5. Encourages safe bike and pedestrian activity and integrates transit opportunities.
6. Is a destination for local business activities and not a pass through location for freight traffic.
7. Integrates seamlessly with the rest of Tualatin in all directions.

A mixed use development concept is envisioned to achieve this vision. The Commission has identified a range of 529 to 669 additional housing units over the next 25-30 years. This would accommodate a population of approximately 1,375 to 1,739 people. The number could be higher if units are incorporated into the North and West Sub-areas and if private development takes full advantage of existing housing opportunities in the Central Sub-area.

Through a separate analysis process conducted by the City of Tualatin for Metro's "Making the Greatest Place" program, the Town Center is envisioned to have 1,006 to 1,356 residential units by 2030. By 2060 that number is projected to rise to 1,071 to 2,965 units. In 2007 the Town Center had 956 residential units and a population of 2,390. By 2030 the City of Tualatin's overall population is estimated to be between 31,131 - 38, 683.

[Section B-2 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

3. Economic Conditions

Original Conditions

Original economic conditions in the Urban Renewal Area have been documented in several studies, including the Economic Study produced for the 1977 Renewal Plan, the Pacific Economica Report from the 1983 Review and Update, and the Village Square Market Analysis for the present update. The earlier studies are summarized briefly, followed by a synopsis of the Village Square Market Analysis, which was the focus of the Plan.

a. *THE 1977 ECONOMIC AND MARKET ANALYSIS*

As part of the amended 1977 Plan, the Larry Smith Company produced a comprehensive study of the potential demand for commercial outlets, office space and housing in the downtown core. Economic conditions in the downtown core were described as follows: "The central business district . . . lacks a strong statement of those types of activities which normally constitute a central business district. The major commercial enterprises lie to the east of SW 80th adjacent to I-5. The scattered businesses within the Central Business District, while urban-oriented, are as readily found in suburban locales . . ."

The study projected that by 1995 the City would need an additional 250,000 square feet of commercial space and about 41,000 square feet of office space. The greatest potential for development in the Central Business District was judged to be multi-family housing.

The study found that in spite of the underdeveloped state of the Central Business District, economic growth was expected to expand in accordance with the healthy population growth rate of Tualatin and its surrounding cities.

b. *THE 1983 PACIFIC ECONOMICA REPORT*

As part of the Review and Update of the Urban Renewal Plan, Pacific Economica undertook extensive shopper and business person surveys in Tualatin. The firm also analyzed population trends, the business climate and income characteristics, as well as other economic indicators.

The consultants found that in 1983 there was a market for an additional 150,000 to 200,000 square feet of leasable retail floor area in Tualatin. They concluded that " . . . A downtown redevelopment project could be supported and is viable from a market, land use, and circulation and parking standpoint."

It was recommended that Tualatin develop the downtown area into a full-service community shopping center.

c. *THE 1984 VILLAGE SQUARE MARKET ANALYSIS*

The staff of the Development Commission, assisted by LeBlanc & Company Economic Planning and Development Consultants, conducted a market analysis in 1984 for the Village Square project. The study concluded that the Village Square trade area consisted of a primary area of approximately 22,000 people and a secondary area of approximately 52,000 people.

LeBlanc & Company recommended a project consisting of 80,000 to 100,000 square

feet of retailing and personal services with additional office space to the extent it could be accommodated on the site. The development was not an "anchored" center, but had more of a specialty or services focus. It was noted that such an atypical center would require an aggressive marketing effort.

d. *THE 1992 TUALATIN COMMONS MARKET ANALYSIS*

Following unsuccessful attempts by two major developers to construct the Village Square project during the late 1980s, the Development Commission returned to the community for input on how to proceed with this project. Community members sent a strong message to continue seeking a pedestrian-oriented downtown with a strong civic focus.

The project was renamed from Village Square to Tualatin Commons. Working with citizen objectives for the area and an updated market analysis, a concept plan was created featuring a 3+ acre lake surrounded by a mix of restaurants, office buildings, housing, open space, and possible public buildings. This concept was adopted by the Development Commission on July 27, 1992.

The following information is summarized from the Market Analysis for Tualatin Commons prepared by Leland Consulting Group:

PLAN OBJECTIVES

The concept plan prepared for the Tualatin Commons was designed to respond to the City's directives and to create a "downtown" - a place to gather and a symbol of the spirit of the community. Development of a "downtown" will set Tualatin apart from other communities in the region, send a message of pride out to the region, and provide a base for future development to follow over the next 50 years.

One of the community objectives for Tualatin Commons is to retain its retail market share within the Tualatin community. Tualatin Commons is located in close proximity to the Fred Meyer Shopping Center, Martinazzi Square Shopping Center, and K-Mart/ Safeway Shopping Center. In addition, the Zidell property, located to the west of Tualatin Commons, is scheduled for additional strip center development. One of the strong recommendations given by the public during the public forum in 1990, was the desire to not create another strip center in the heart of downtown. In fact, the development of the Zidell property for additional shopping facilities provides the opportunity to retain the retail market share in downtown and do so without having to compete with Tualatin Commons.

Throughout the planning process, the City staff and consultant team has consistently attempted to build a plan which meets the needs of the citizens of Tualatin for a central

place in the heart of the community and, at the same time, attract tax and employment-generating businesses and land-use components that might not otherwise locate in the City of Tualatin. Development of the lake serves as both an amenity to serve the public as well as to attract private sector capital into the community.

This combination of uses around a central water feature accomplishes several strategic objectives:

- The plan is divisible into a number of smaller projects by independent developers. This reduces the City's dependence on having to negotiate with a single developer who would do the whole project.

- The project can be phased, allowing some components to be developed immediately followed by other project elements as soon as financing becomes available.

- Uses are introduced into the downtown that might not otherwise locate in Tualatin - regional and national restaurants, a small business hotel and freestanding office buildings.

- These uses are activity generators, create employment opportunities, generate taxes, help pay for an array of public facilities and amenities, and help to bring vitality to the center of the City.

MARKET OPPORTUNITIES

The proposed land-use components are responsive to each of the City's directives and are particularly representative of market opportunities - individually and in combination with each other. Today's real estate market is in a state of tremendous transition. Lending requirements for commercial developments have become extremely restrictive.

However, discussions with representatives of the local and national lending community reflect an attitude which recognizes a condition of near pent-up demand and anticipates responsiveness to this demand within the next several years.

HOUSING

Market trends and existing zoning designations within the City of Tualatin support an upward shift in the number of multi-family housing units into the next decade. Future single-family (home ownership) developments will include both detached and attached housing products (row housing, town homes, zero lot line, patio homes, etc.). In addition to the traditional demand for detached single-family homes, market trends and changes in the demographics of the resident population are influencing the demand for alternative and affordable types of housing such as rental multi-family and attached

owner-occupied units. Some of the major factors are rising housing costs, a desire for low-maintenance ownership housing options, an increase in the number of single-parent households, and an increase in the number of self-employed workers operating businesses from their homes.

Housing growth projections prepared by the City and the Metropolitan Service District (Metro) for Tualatin anticipate that an additional 3,548 multi-family and 2,199 single-family units will enter the market during the present decade. Based on construction completed since 1990, this represents an additional 418 multi-family and 265 single-family units each year. Less the number of housing units currently proposed for the market, demand will be met through 1992 and 1993 for multi-family and single-family respectively.

OFFICE

Market trends such as employers relocating their operations to less expensive locations outside the Portland Central Business Core and consolidation of facilities will continue to provide opportunities for properties such as Tualatin Commons. Based on projections of growth among office workers within the Southwest Suburban Market Area and assuming a 15 to 20 percent market share, annual demand for office space within the Tualatin market is estimated to be approximately 49,000 to 67,000 square feet between 1992 and 1995. Given limited space for multi-tenant users, the office product proposed for the Commons is Class B+ space - quality space, but not as expensive as the Class A corporate space such as found on Kruse Way.

RESTAURANTS

An under supply of national and regional chain restaurants serving the market makes the Tualatin Commons an extremely competitive location for development of new restaurant space. Demand for restaurants is generated by two principle sources - office workers and the resident population. The factor most favoring future growth of restaurant space within the Tualatin market will be residential growth. Total support for restaurant space from employees and households within the immediate market equals approximately 11,100 square feet or three to four, national and/or regional properties.

HOTEL

There are currently 2,048 guest rooms with the southwest suburban market, with an average market occupancy of 74 percent. Industry standards indicate that a stable market experiences an occupancy of 70 percent. By these standards, there are 22,323 room nights in excess of stabilization or 87 rooms which the subject property could compete for.

Demand for lodging room nights is generated principally by office and industrial employees within specific industry classifications. Existing and projected employment

within the southwest market could be expected to generate annual demand for an additional 6,780 room nights from 1992 to 1995. Demand from leisure travelers, small groups and business patrons represent approximately 30 percent of the market. Given the unique character of the site and the proposed amenities, the Tualatin Commons property could be expected to capture 15 to 20 percent of the existing leisure market share, or 16,500 to 22,000 room nights of demand.

e. 2010 MARKET CONDITIONS

The City of Tualatin has continued to be an attractive location to conduct business operations. Since 2001 a number of commercial developments have occurred. Bridgeport Village, The Point at Bridgeport, Whole Foods, Providence Bridgeport, Claim Jumper and The Grand Hotel at Bridgeport have been constructed in the north Tualatin area around Exit 290 outside of the Urban Renewal Area. The development is primarily retail, service or office activities. East of I-5 the Nyberg Woods development was constructed and Legacy Meridian Park Medical Center has expanded and is planning for further expansion over the next 25-30 years. Again, these activities are outside of the Urban Renewal Area. Along the Highway 99W corridor, Birtcher Development constructed the Birtcher 99 Class A office building and the City of Tualatin is in the early stages of developing a corridor plan along Highway 99W for mixed use development. All of this private development has been market-driven, utilizing a mix of vacant land and redevelopment opportunities.

With the diminishing commercial land supply in Tualatin the City of Tualatin and the Tualatin Development Commission are refocusing efforts to redevelop the Town Center in which the Urban Renewal Area is located and is guided by their Vision, which is stated below.

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 unique design standards, elements and features.
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance.
5. Encourages safe bike and pedestrian activity and integrates transit opportunities.
6. Is a destination for local business activities and not a pass-through location for freight traffic.
7. Integrates seamlessly with the rest of Tualatin in all directions.

The Tualatin Town Center encompasses approximately 363 acres of which the Urban Renewal District covers 327.48 acres. As part of the Town Center planning process, analysis information has been gathered on the trends for businesses and employment. This information is presented below in Table 20.

TABLE 20

OREGON EMPLOYMENT DEPARTMENT DATA

EMPLOYEES PER ACRE OF EMPLOYMENT DESIGNATED LANDS (2007)	OED Data					Tualatin Business License Data			
	TC	N-EA	S-EA	TC + N-EA + S-EA		TC	N-EA	S-EA	TC + N-EA + S-EA
Firms	258	22	22	302		257	14	35	306
Employment	2927	738	190	3855		2554	422	164	3140
Acres *1	162	33	17	213		148	33	14	195
Employees/Acre	18.0	22.1	10.9	18.1		17.3	12.6	11.9	16.1

*1 Acreage used for OED Data does not include public streets or land in RH and RH/HR Planning Districts (76.73 ac) or land in Community Park, wetlands, and greenways in commercial Planning Districts (63.01 ac); Source: City of Tualatin GIS, 2008. Acreage used for Tualatin Business License Data only includes those parcels for which a business license was on file in 2007; Source: City of Tualatin, 2008.

EMPLOYEES PER ACRE OF EMPLOYMENT DESIGNATED LANDS (2003)	OED Data				Tualatin Business License Data			
	TC	N-EA	S-EA	TC + N-EA + S-EA	TC	N-EA	S-EA	TC + N-EA + S-EA
Firms	253	28	15	296	232	14	34	280
Employment	2931	718	182	3831	2588	497	160	3245
Acres *1	162	33	17	213	148	33	14	196
Employees/Acre	18.1	21.5	10.5	18.0	17.4	14.9	11.4	16.6

*1 Acreage used for OED Data does not include public streets or land in RH and RH/HR Planning Districts (76.73 ac) or land in Community Park, wetlands, and greenways in commercial Planning Districts (63.01 ac); Source: City of Tualatin GIS, 2008. Acreage used for Tualatin Business License Data only includes those parcels for which a business license was on file in 2003; Source: City of Tualatin, 2008.

The above information indicates from Oregon Employment Department data that between 2003 and 2007 the number of firms grew by six and the number of employees grew by 24. Business and employment growth was well behind other commercial areas previously noted in the City which added 118 new commercial businesses and 2,294 employees.

City of Tualatin Business License data provides another view of business and employment growth in the Urban Renewal Area in Table 21.

TABLE 21

CITY OF TUALATIN BUSINESS LICENES DATA

		1999	2003	2007
Firms				
	Town Center	223	232	257
	North Subarea	10	14	14
	South Subarea	27	34	35
	Total	260	280	306
Employees				
	Town Center	2141	2588	2554
	North Subarea	366	497	422
	South Subarea	174	160	164
	Total	2681	3245	3140

As reflected in the OED data, growth in businesses and employees has increased by 46 businesses and 459 employees between 1999 and 2007, but still lags behind the growth that has occurred in other commercial areas of the City. Graphs 1 and 2 below show the trends of business and employment expansion and contraction in the Town Center.

GRAPH 1

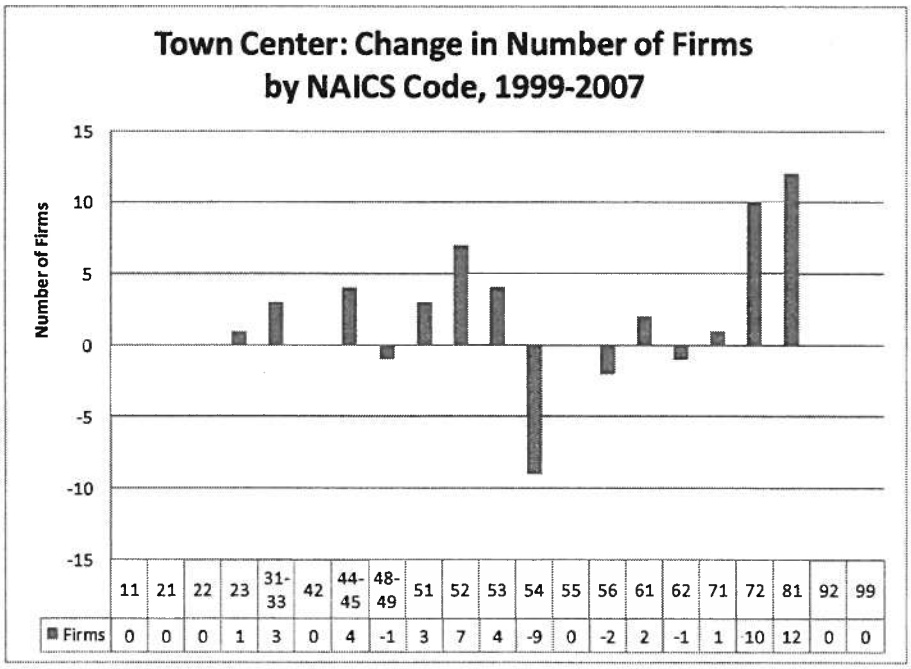
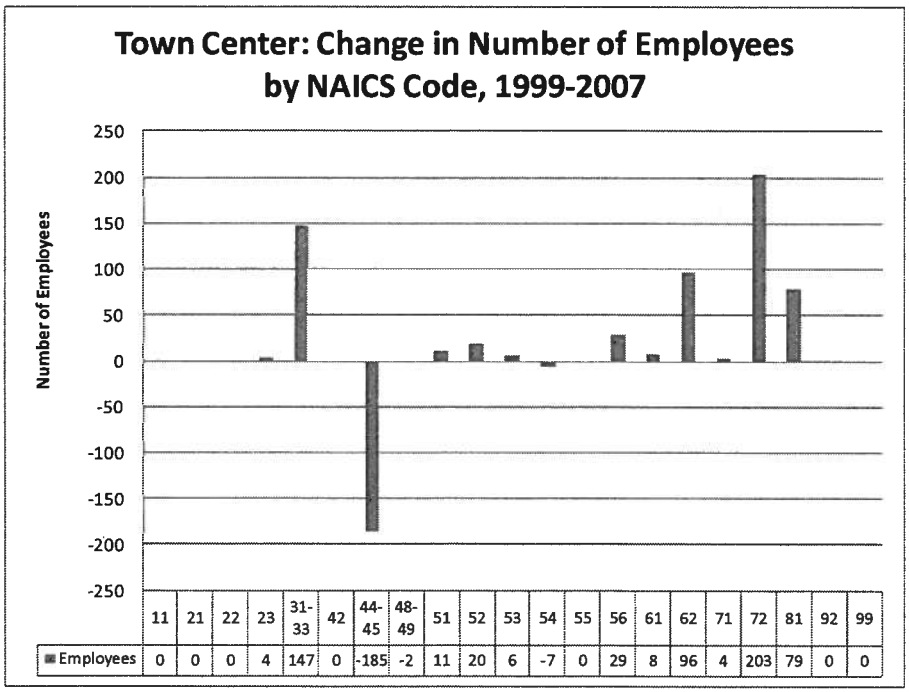


TABLE 22

NAICS Codes	
11	Agriculture, Forestry, Fishing and Hunting
21	Mining, Quarrying, and Oil and Gas Extraction
22	Utilities
23	Construction
31-33	Manufacturing
42	Wholesale Trade
44-45	Retail Trade
48-49	Transportation and Warehousing
51	Information
52	Finance and Insurance
53	Real Estate and Rental and Leasing
54	Professional, Scientific, and Technical Services
55	Managements of Companies and Enterprises
56	Administrative and Support and Waste Management and Remediation Services
61	Educational Services
62	Health Care and Social Assistance
71	Arts, Entertainment, and Recreation
72	Accommodation and Food Services
81	Other Services (except Public Administration)
92	Public Administration
99	Unknown

GRAPH 2



	11	21	22	23	31-33	42	44-45	48-49	51	52	53	54	55	56	61	62	71	72	81	92	99
Employees	0	0	0	4	147	0	-185	-2	11	20	6	-7	0	29	8	96	4	203	79	0	0

The Tualatin Development Commission has envisioned employment growth to significantly increase over the next 25-30 years within the Urban Renewal Area Because of the uncertainty of the actual numbers, a range forecast has been

developed based on scenario planning for future Urban Renewal Area development. Table 23 summarizes the square footage of office, retail and restaurant uses.

TABLE 23

COMMERCIAL SQUARE FOOTAGE PROJECTIONS: 2010

ACTIVITY	LOW	HIGH
Retail	973,902	1,408,257
Office	321,646	455,365
Restaurant	8,500	10,000
Total	1,304,048	1,873,622

These commercial use square footages could produce an employment range of 4,021 to 5,778.

Through a separate analysis process conducted by the City of Tualatin for Metro's "Making the Greatest Place" program, the Town Center is envisioned to have 6,704-8,405 jobs contained in 2.17-2.9 million square feet of building space by 2030. By 2060 that number is projected to rise to 7,753-12,803 jobs in 2.51-4.35 million square feet of building space. In 2007 the Town Center had 3,855 jobs in 1.25 million square feet of buildings. By 2030 the City of Tualatin overall population is estimated to be between 31,131 - 38, 683 to support the employment projections.

[Section B-3 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

4. Plan Impacts

Development within the Area will be accompanied by the expected impacts of development. Residential development will result in population growth and will require higher levels of services such as water, sewer, schools, police and fire protection. Commercial and industrial development will place additional demands on the transportation system. However, these impacts can be seen as resulting from the implementation of the Tualatin Community Plan and the corresponding land use designations and planning district standards. The Tualatin Central Urban Renewal Plan exists primarily to implement the Community Plan, and in itself, results in little intensification of land use within the Area. Exceptions to this include instances where (1) minimum lot sizes within certain Blocks of the area are smaller than for similar uses outside the area, and (2) more intensive uses are allowed within certain Blocks. The impacts of these instances where the Plan may, in itself, result in greater intensity of development on the overall environment of City of Tualatin or on the ability of the City

or other jurisdictions to provide adequate services at a reasonable cost are not seen as significant.

2010 - The projects identified for the future are in Section D of the Plan. The projects will help facilitate additional development and redevelopment within the Area. This development and redevelopment will result in additional demands on the services such as water, sewer, schools, police and fire protection. Commercial development will place additional demands on the transportation system.

The projects added in the 2010 amendment specifically support this new level of development by providing parking structures, street and utility improvements and pedestrian improvements to access the new developments. In addition, there are specific improvements identified to help enhance the pedestrian experience in the city, gaining access to the Tualatin River, providing increased access in the Tualatin Commons Redevelopment Project, and improved access to community facilities. These projects implement the Vision for the Tualatin Town Center and implement the City of Tualatin Comprehensive Plan. The improvements will provide additional employment opportunities in the Area, provide improvements which will increase the efficiency of the transportation system, add to the tax base of the Area and improve the livability of the Area and the City of Tualatin as a whole.

C. REASONS FOR SELECTION OF THE URBAN RENEWAL AREA

Resolutions 74-21 and 30-75 of the City of Tualatin declared the need for a Renewal Agency and adopted the Urban Renewal Plan in conformance with ORS 457. These resolutions establish the existence of blight and the necessity for establishing an Urban Renewal Area according to ORS 457.010 and 457.020, and are contained in Appendix A.

The land area added to the Urban Renewal Area in 1984 is characterized by similar conditions of flooding and lack of adequate services.

The land area added to the Urban Renewal Area in 2002 is characterized by similar conditions previously identified and by conditions of inadequate transportation infrastructure. Updated blight findings are included in Ordinance XXXX adopted on March 22, 2010. The reason for selection of the Urban Renewal Area is to cure the blight described in these documents.

Land Area and Assessed Value Qualifications

The Urban Renewal Area as amended by this Plan is in conformance with ORS 457.420-2.b, which states that the land area and assessed value of all urban renewal

areas within a city (population less than 50,000) may not exceed 25% of the total land area and assessed value of the city.

In 1984 the Central Urban Renewal Area contained 324.31 acres or 7.8% of the 4,146 acres within the City of Tualatin. In 1985 the Leveton Tax Increment District was created. In 1992, Tualatin's two urban renewal districts totaled 734.8 acres, or 13.7% of the 5,363 acres within the City at the beginning of 1992.

In 2001/02 the Central Urban Renewal Area contained 327.48 acres or 6.61% of the 4,951.95 acres within the City of Tualatin. In 2001/02, Tualatin's two urban renewal districts totaled 707.78 acres, or 14.29% of the 4,951.95 acres within the City.

Total assessed value of the Central Urban Renewal District in 1983/84 was $58,399,157, or 14.8% of the $394,167,470 value of the City. By 1991/92 the percentage of assessed value dropped slightly to 14.6% even with the addition of the Leveton Tax Increment District. The combined assessed value of the two urban renewal districts in 1991/92 was $116,352,981 which includes both base values and increment. Total assessed value of the City of Tualatin in 1991/92, less the urban renewal base and increment, was $793,985,631.

In 2001/02 the total assessed value of the Central Urban Renewal District was $149,015,313 or 7.59% of the $1,962,476,195 value of the City. Combined with the assessed value of the Leveton Tax Increment District, the total was $258,424,652, which includes both base values and increment, or 13.17% of the assessed value of the City. Total assessed value of the City of Tualatin in 2001/02, less the urban renewal base and increment, was $1,704,051,543.

[Section C amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance ____, passed March 22, 2010]

D. RELATIONSHIP BETWEEN PROJECTS AND CONDITIONS IN THE URBAN RENEWAL AREA

The blighted conditions of the Urban Renewal Area are well documented and legally recognized by Resolutions 74-21 and 30-75 of the City of Tualatin which declare the area as blighted and adopt the Urban Renewal Plan. Projects described in Section D. (1) of the Plan are designed to correct the conditions described in the above listed resolutions. Adverse conditions which remain may be described generally as follows:

- The central business district is underdeveloped and contains blighted areas.
- 58% of the Urban Renewal Area lies in the floodplain.
- Transportation access, circulation, and parking problems hinder the full development of the Urban Renewal Area.

The major projects proposed in this Plan are the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and redevelopment of the East and North Sub-areas to mixed use activities. The overall goal is "To strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses." (Vision, Goals and Objectives – Section I Urban Renewal Plan)

Expansion of the Tualatin public library has been identified as essential to establishing a viable central business district. As outlined in the Physical Conditions and Social Conditions of this report, increased employment, housing and population have occurred within the Plan Area increasing the demand for civic facilities. Expansion of the library is necessary to meet the growing demands as additional development occurs (Goals and Objectives of the Urban Renewal Area, Goal 4).

Specific transportation improvement projects are scheduled yearly by the Tualatin Development Commission. Major improvement projects planned are the construction of street improvements as part of the Tualatin Commons Project, Central Design District Enhancement Project (streetscape enhancements, SW Boones Ferry Road and SW Martinazzi Avenue widening, street intersection improvements), pedestrian facilities, widening of the I-5/Nyberg Street interchange and construction of the north half of the Loop Road. Other planned improvements are documented in the Transportation element of the Tualatin Development Code.

Projects added in 2010 are in the following general areas:

Public Facilities including greenway trails and bridges, gateways, transportation (street improvement and streetscape enhancements, pedestrian lighting, pedestrian amenities, art), design of public facilities and public parking, sewer, water and storm drainage projects. City Hall relocation feasibility study.

Relationship to Existing Conditions:
The relationships to existing conditions are shown below for the projects.

<u>Specific Project Activities, Road and Street Improvements</u>:

1. Intersection Improvements:

• Access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Actual placement and intersection requirements will be addressed during site-planning efforts in conjunction with the Tualatin Commons Redevelopment Project.

• Other intersection improvements as found necessary.

Relationship to Existing Conditions:
There is presently no access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Other intersection projects will be undertaken in order to resolve identified access or traffic flow problems.

2. Road Improvements:

• SW Boones Ferry Road between SW Lower Boones Ferry Road and SW Martinazzi Avenue. Improvements include reconstruction and widening of roadway, turn lanes, widening or replacement of bridge, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

Relationship to Existing Conditions:
SW Boones Ferry Road is in need of reconstruction and widening, does not have appropriate turn lanes, the bridge needs to be either replaced or widened, the intersections need to be improved and is deficient in landscape medians, sidewalks, street trees or other pedestrian amenities.

• SW Boones Ferry Road between SW Martinazzi Avenue and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, turn lanes, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

Relationship to Existing Conditions:
SW Boones Ferry Road is in need of reconstruction and widening, does not have appropriate turn lanes, the intersections need to be improved and is deficient in landscape medians, sidewalks, street trees or other pedestrian amenities.

• SW Martinazzi Avenue between SW Boones Ferry Road and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, intersection improvements, installation of landscape median, sidewalks, street trees and other pedestrian amenities.

Relationship to Existing Conditions:
• SW Martinazzi Avenue is in need of reconstruction and widening, the intersections need to be improved and is deficient in landscape medians, sidewalks, street trees or other pedestrian amenities.

• Loop Road/Eastside Downtown (north half); segments to be determined.

Relationship to Existing Conditions:
There is presently no Loop Road connecting Eastside Downtown (north half) to the Central Sub-area for transportation and pedestrian connectivity.

• SW Nyberg Street west of K-Mart to SW Martinazzi Avenue. Improvements may be constructed in conjunction with the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project or the Loop Road or East Sub-area (Eastside Downtown) project, including rebuilding and widening of roadway and pedestrian improvements.

Relationship to Existing Conditions:
SW Nyberg Street is in need of rebuilding, widening and pedestrian improvements.

• SW Nyberg Street, between SW Martinazzi Avenue and SW Boones Ferry Road. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Nyberg Street will be provided access through other routes. The status of this segment will be addressed during site-planning efforts related to the Tualatin Commons Redevelopment Project. Central Design District Enhancement Project improvements include reconstruction and widening of roadway, intersection improvements, curb bump-outs and pedestrian improvements.

Relationship to Existing Conditions:
Nyberg Street provides connections to Tualatin Commons which access needs to be maintained after other project improvements are complete.

• SW Nyberg Street from SW Tualatin-Sherwood Road east will be improved by the construction of additional travel lanes, on/off ramps, and pedestrian improvements.
•
Relationship to Existing Conditions:
SW Nyberg Street is presently a six lane street without sufficient on/off ramps and without sufficient pedestrian improvements.

• SW Seneca Street, between SW Martinazzi Avenue and SW 84th Avenue. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Seneca Street will be provided access through other routes. The status of this segment will be addressed during site-planning efforts related to the

Tualatin Commons Redevelopment Project. Improvements include reconstruction and widening of roadway, intersection improvement, bump-outs and pedestrian improvements.

Relationship to Existing Conditions:
SW Seneca Street provides connections to Tualatin Commons which access needs to be maintained after other project improvements are complete.

• SW Seneca Street, between SW 84th Avenue and SW Boones Ferry Road. Improvements include reconstruction of the roadway, curb bump-outs and pedestrian improvements to standards to be determined.

Relationship to Existing Conditions:
SW Seneca Street is in need of reconstruction. There are insufficient curb bump-outs and insufficient pedestrian improvements.

• SW 84th Avenue, between SW Nyberg Street and SW Boones Ferry Road. Improvements include reconstruction of roadway, bump-outs and pedestrian improvements to standards to be determined.

Relationship to Existing Conditions:
SW 84th Avenue is in need of reconstruction. There are insufficient curb bump-outs and insufficient pedestrian improvements.

• Other road and street improvements as found necessary.

Relationship to Existing Conditions:
Other street and road improvements will be undertaken in order to resolve identified access or traffic flow problems.

3. Utilities

• East Sub-area (Eastside Downtown) Project: The Commission will participate in the funding of utility improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

Relationship to Existing Conditions:
There is presently insufficient funding to provide the improvements to the utility systems which will be required with new development and redevelopment as projected and allowed by the zoning code.

• North Sub-area: The Commission will participate in the funding of utility

improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

Relationship to Existing Conditions:
Existing utility systems are inadequate to support new development and redevelopment as projected and allowed by the zoning code.

4. Parking

• East Sub-area (Eastside Downtown): Participate in funding a parking garage to serve redevelopment of the area and to support civic buildings.

Relationship to Existing Conditions:
No parking garage exists at this location. Future development will require additional parking facilities.

5. Pedestrian Facilities

• A bridge may be constructed at the north end of the Lake at the Commons in the general corridor of SW Seneca Street.

Relationship to Existing Conditions:
No pedestrian bridge exists at this location. The ability to cross the north end of the lake is desired.

• East Sub-area (Eastside Downtown): Pedestrian spaces, including sidewalks, street furniture and pedestrian lighting are planned to be a component of the Eastside Downtown project. The Eastside Downtown project will include pedestrian walkways, sidewalks, pedestrian pathways along the Tualatin River and I-5 and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and to other neighboring public and private properties. The design and location of pedestrian facilities will be addressed during planning of the project.

Relationship to Existing Conditions:
The East Sub-area is deficient in pedestrian spaces as described above. There are insufficient pedestrian connections to the Tualatin River, I-5, Community Park, City Library, Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and to other neighboring public and private properties.

• North Sub-area: Pedestrian pathways along the Tualatin River and a pedestrian bridge over the Tualatin River connecting to pedestrian

pathways along the south side of the river.

Relationship to Existing Conditions:
There are presently insufficient pathways along the Tualatin River and there is no pedestrian bridge over the Tualatin River connecting it to the south side of the river.

6. Land Acquisition

• Parking Garages

The Commission will acquire real property where it is determined that acquisition is necessary for the construction of parking garages in the Central and East Sub-areas.

Relationship to Existing Conditions:
There is an inadequate supply of parking to facilitate development in the Central and East Sub-areas. The City does not presently own or control property in those areas to facilitate the development of parking garages.

[Section D amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 200; Ordinance No.1213-06 passed July 10, 2006; Ordinance _____ passed March 22, 2010]

E. ESTIMATED PROJECT COST AND REVENUE SOURCES

Revenues for the urban renewal projects called for in the Plan are shown in Table 24. The primary source of revenue is the proceeds of tax increment bonds. The proceeds of bonds issued prior to FY 2009/2010 account for much of the beginning balance shown in Table 24. Short-term and long-term bonds are the primary source of revenues from FY 2010/11 through 2034/2035, when projects are anticipated to be complete.

The costs of the projects called for in the Plan include materials and services and capital outlays. A reimbursement to the Administration Fund covers the administrative costs of the Plan.

[Section E amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance No.1213-06 passed July 10, 2006; Ordinance No.1290-09 passed October 12, 2009; Ordinance _____, passed March 22, 2010]

F. ANTICIPATED PROJECT START AND COMPLETION DATES

Table 24 also shows the years in which the projects are started and completed. All projects are anticipated to be completed by the end of FY 2034/2035.

[Section F amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance No.1213-06 passed July 10, 2006; Ordinance No. 1290-09 passed October 12, 2009; Ordinance ____, passed March 22, 2010]

TABLE 24

PROJECT REVENUE, COSTS and SCHEDULE

See attached table

TABLE 24: ESTIMATED PROJECT COST, REVENUE SOURCES, PROJECT START AND COMPLETION DATES

1/24/2010

	C	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP
129		Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
130	FYE	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
131	**Revenues**															
132	Working Capital Carryover	2,748,489	1,353,990	1,018,099	668,562	299,487	394,877	828,821	416,557	101,553	104,823	16,593	14,503,993	150,921	629,238	453,907
139																
142	Interest Income	27,485	13,540	10,181	6,686	5,990	7,898	16,576	8,331	2,031	2,096	332	290,080	3,018	12,585	9,078
149																
164	Bond Sales															
165	Short Term	0	0	0	0	500,000	8,500,000	0	125,000	7,650,000	400,000	15,000,000	0	0	400,000	0
166	Long Term	0	0	0	0	0	0	0	0	0	0	0	14,400,000	36,500,000	0	11,500,000
172																
175	**TOTAL**	**2,775,974**	**1,367,530**	**1,028,280**	**675,247**	**805,477**	**8,902,775**	**845,397**	**549,889**	**7,753,584**	**506,920**	**15,016,925**	**29,194,073**	**36,653,939**	**1,041,823**	**11,962,985**
214																
215																
216																
217																
218																
219		Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
220	**Expenditures**	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
221																
222	Printing & Postage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	Reimbursement to Gen Fund	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
224	Reimbursement to Eng Fund	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048	13,439	13,842	14,258	14,685	15,126
229																
230	Consultant Services	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048	13,439	13,842	14,258	14,685	15,126
231	Property Management Costs	0	0	0	0	0	0									
232	Bond Issuance Costs	0	0	0	0	0	0									
233	Bond Registration & Expense	0	0	0	0	0	0									
234	Grounds & Landscaping	1,000	1,030	1,061	1,093	1,126	1,159	1,194	1,230	1,267	1,305	1,344	1,384	1,426	1,469	1,513
237																
242	**Total Materials & Services**	**21,000**	**21,630**	**22,279**	**22,947**	**23,636**	**24,345**	**25,075**	**25,827**	**26,602**	**27,400**	**28,222**	**29,069**	**29,941**	**30,839**	**31,764**
243																
260	Clock/Bell Tower	30,000	0	0	0	0	0			1,537,553						
262	Boones Ferry Rd. Mart./LBFR (Phase 3)	50,000	0	0	0	0	0							10,651,101		
263	Boones Ferry Rd. Tual.-Tual/Sher Phase 1)	100,000	0	0	0	0	0									
267	Eastside Downtown	150,000	0	0	0	0	0							14,992,349		
272	Tualatin-Sherwood Road	5,000	5,000	0	0	0	0									
273	Tualatin Commons East	250,000								5,642,395						
274	Train Horn Noise Mitigation	400,000														
276	West Commons Sanitary Sewer	107,123														
277	Red Parking Lot Garage						7,663,676									
278	Tualatin River Pedestrian Trail															
279	Ped Bridge (river or Lake)															
280	Eastside Down Parking Garage													9,819,589		
281	I-5 Ped Trail															11,270,909
282	Tualatin Road Extension												27,635,104			
283	General Aesthetics															
284	Signal Coordination												793,160			
285	Incentive Fund															
286	City Center Feasibility Study												78,198			
287																
288		**1,092,123**	**5,000**	**0**	**0**	**0**	**7,663,676**	**0**	**0**	**7,179,948**	**0**	**0**	**28,506,462**	**35,463,039**	**0**	**11,270,909**
289																
294	Reimburse Admin Fund	308,861	322,801	337,439	352,813	386,964	385,933	403,765	422,508	442,211	462,926	484,710	507,621	531,721	557,077	583,758
300	General Account Reserve	1,353,990	1,018,099	668,562	299,487	394,877	828,821	416,557	101,553	104,823	16,593	14,503,993	150,921	629,238	453,907	76,554
305																
306	TOTAL	**2,775,974**	**1,367,530**	**1,028,280**	**675,247**	**805,477**	**8,902,775**									

	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA
129	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	
130	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
131											
132	76,554	1,080,761	427,285	128,613	60,450	85,069	72,743	20,761	126,247	140,154	349
139											
142	1,531	21,615	8,546	2,572	1,209	1,701	1,455	415	2,525	2,803	
149											
164											
165	0	0	400,000	1,700,000	800,000	800,000	800,000	1,000,000	950,000	2,065,000	
166	11,500,000	0	0	0	0	0	0	0	0	0	
172											
175	**11,578,085**	**1,102,377**	**835,830**	**1,831,185**	**861,659**	**886,771**	**874,198**	**1,021,176**	**1,078,772**	**2,207,957**	
214											
215											
216											
217											
218											
219	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	
220	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	
221											
222	0	0	0	0	0	0	0	0	0	0	
223	0	0	0	0	0	0	0	0	0	0	
224	15,580	16,047	16,528	17,024	17,535	18,061	18,603	19,161	19,736	20,328	
229											
230	15,580	16,047	16,528	17,024	17,535	18,061	18,603	19,161	19,736	20,328	
231											
232											
233											
234	1,558	1,605	1,653	1,702	1,754	1,806	1,860	1,916	1,974	2,033	
237											
242	**32,717**	**33,699**	**34,710**	**35,751**	**36,824**	**37,928**	**39,066**	**40,238**	**41,445**	**42,689**	
243											
260											
262											
263											
267											
272											
273											
274											
276											
277											
278	7,358,170										
279	2,494,599										
280											
281											
282											
283											
284										1,222,979	
285				1,029,716							
286											
287											
288	**9,852,769**	**0**	**0**	**1,029,716**	**0**	**0**	**0**	**0**	**0**	**1,222,979**	
289											
294	611,837	641,393	672,508	705,268	739,766	776,099	814,371	854,691	897,173	941,940	
300	1,080,761	427,285	128,613	60,450	85,069	72,743	20,761	126,247	140,154	349	
305											
306											

G. ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

Table 25 shows the estimated annual tax increment revenues and the use of those revenues for payment of debt service on existing long-term and future short-term bonds. A total of $138,056,923 (estimated) in tax increment revenues are projected to be collected, with $7,513,356 (estimated) to be refunded to taxing districts at the close of FY 2034/2035, at which time all debt is estimated to be retired.

[Section G amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance No. 1213-06 passed July 10, 2006; Ordinance No.1290-09 passed October 12, 2009; Ordinance ____, passed March 22, 2010]

TABLE 25

TAX INCREMENT REVENUES

See attached table

TABLE 25: ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

FY Ending June 30	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenues													
Beginning Balance	0	2,388,306	4,999,282	7,644,665	10,323,284	12,533,877	7,092,717	10,174,615	13,280,317	9,005,724	12,051,414	1,274,674	5,058,646
Tax Increment Revenues	2,364,659	2,561,478	2,569,694	2,576,408	2,581,545	2,904,457	2,981,159	3,097,976	3,210,499	3,322,409	4,062,124	5,107,480	5,239,258
Interest	23,647	49,498	75,690	102,211	129,048	154,383	100,739	132,726	164,908	123,281	161,135	63,822	102,979
Transfer from Bond Proceeds													
Total	2,388,306	4,999,282	7,644,665	10,323,284	13,033,877	15,592,717	10,174,615	13,405,317	16,655,724	12,451,414	16,274,674	6,445,975	10,400,883
Expenditures													
Debt Service													
Long Term Bonds													
Bond 1						0	0	0	0	0	0	1,387,329	1,387,329
Bond 2								0	0	0	0	0	3,516,493
Bond 3													
Bond 4													
Defeasance	0	0	0	0	0	0	0	0	0	0	0	1,387,329	4,903,822
Long Term Bond Reserve	0	0	0	0	0	0	0	0	0	0	0	1,387,329	4,903,822
Short Term Bonds					500,000	8,500,000		125,000	7,650,000	400,000	15,000,000		
Total Expenditures	0	0	0	0	500,000	8,500,000	0	125,000	7,650,000	400,000	15,000,000	2,774,658	9,807,645
Ending Balance	2,388,306	4,999,282	7,644,665	10,323,284	12,533,877	7,092,717	10,174,615	13,280,317	9,005,724	12,051,414	1,274,674	3,671,317	593,238

TABLE 25: ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

FY Ending June 30	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Revenues												
Beginning Balance	5,497,061	6,534,584	8,046,270	8,759,001	9,676,791	10,406,638	10,164,593	11,036,099	12,137,691	13,477,203	17,078,561	21,004,325
Tax Increment Revenues	6,224,134	7,384,256	7,675,212	7,871,183	8,072,054	8,389,687	8,603,520	8,822,699	9,047,357	9,277,632	9,513,664	9,755,596
Interest	117,212	139,188	157,215	166,302	177,488	187,963	187,681	198,588	211,850	227,548	265,922	307,599
Transfer from Bond Proceeds												
Total	11,838,407	14,058,028	15,878,696	16,796,486	17,926,333	18,984,288	18,955,794	20,057,386	21,396,898	22,982,384	26,858,147	31,067,520
Expenditures												
Debt Service												
Long Term Bonds												
Bond 1	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329
Bond 2	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493
Bond 3		1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936			
Bond 4			1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936			16,585,342
Defeasance	4,903,822	6,011,759	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	4,903,822	4,903,822	21,489,164
Long Term Bond Reserve	4,903,822	6,011,759	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	4,903,822	4,903,822	4,903,822	0
Short Term Bonds	400,000				400,000	1,700,000	800,000	800,000	800,000	1,000,000	950,000	2,065,000
Total Expenditures	10,207,645	12,023,517	14,239,390	14,239,390	14,639,390	15,939,390	15,039,390	15,039,390	12,823,517	10,807,645	10,757,645	23,554,164
Ending Balance	1,630,762	2,034,511	1,639,306	2,557,096	3,286,943	3,044,898	3,916,404	5,017,996	8,573,381	12,174,739	16,100,502	7,513,356

H. FINANCIAL FEASIBILITY ANALYSIS

The financial feasibility of the Plan hinges on the reasonable expectation that projected revenues will cover anticipated costs. Table 25 shows the projected costs of repayment of debt the Commission will incur to fund project costs and a schedule for repayment. Table 25 shows the expected tax increment revenues over the projected term of the Plan. The projected tax increment revenues are sufficient to pay the projected debt.

[Section H amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

I. FISCAL IMPACTS ON TAXING JURISDICTIONS

The passage of Ballot Measure 50 in 1997 resulted in substantial changes to Oregon's property tax system, and these changes affect the fiscal impacts of tax increment financing. The property tax system is now primarily a "rate-based" system, in which taxing districts have been granted taxing authority in the form of maximum property tax rates. The amount of funds these districts levy in any one year is a function of their property tax rate and the assessed value within the district, not counting the incremental assessed value in urban renewal areas located therein.

The fiscal impacts are the foregoing of property tax revenues on the incremental assessed value. Table 26 shows the revenues foregone by overlapping taxing districts from FY 2010/2011 through FY 2034/2035 and the revenues gained from FY 2035/2036 through FY 2041/2042. The figures are all in 2010 dollars. (These figures assume that all the growth in assessed value within the urban renewal area would have occurred without the urban renewal plan which overestimates the actual impact.) The table also shows that within seven years of the estimated termination of tax increment financing, the taxing districts will have received greater revenue gains than the amounts foregone during the period from FY 2010/2011 through FY 2034/2035.

[Section I amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

TABLE 26

IMPACT ON TAXING DISTRICTS

Revenues Forgone (PV) Through FYE 2035	Total	Average Annual	FY 2010 PR Levy	% Avg Ann of FYE 2010 Levy
Washington County (District ID #1)	12,380,777	495,231	100,673,940	0.5%
Metro (Dist ID #3)	531,926	21,277	4,026,607	0.5%
Port of Portland	386,004	15,440	3,138,866	0.5%
Portland Community College	1,557,234	62,289	12,577,021	0.5%
NW Regional ESD	846,897	33,876	6,766,995	0.5%
SD #23 Tigard-Tualatin	27,472,947	1,098,918	39,094,053	2,8%
Tualatin Valley Fire & Rescue	8,398,489	335,940	48,875,813	0.7%
City of Tualatin	12,480,445	499,218	5,613,554	8.9%
Revenues Gained Through FYE 2042				
Washington County (District ID#1)	13,242,050			
Metro (Dist ID #3)	568,930			
Port of Portland	412,857			
Portland Community College	1,665,563			
NW Regional ESD	905,812			
SD #23 Tigard-Tualatin	29,384,112			
Tualatin Valley Fire & Rescue	8,982,732			
City of Tualatin	13,348,651			

J. RELOCATION REPORT

1. Relocation Analysis

As a result of the proposed Tualatin Commons Redevelopment Project (formerly "Village Square Redevelopment Project,") the following properties will be required to relocate:

TABLE 27

PROPERTIES THAT RECEIVED RELOCATION ASSISTANCE

Residential Properties		Commercial Properties	
Tax Map	Tax Lot	Tax Map	Tax Lot
2S1-24BC	2000	2S1-24BC	1501
2S1-24BC	2100*	2S1-24BC	1600
		2S1-24BC	1690
		2S1-24BC	2501
		2S1-24BC	5100
		2S1-24BC	5190
		2S1-24BC	5202

*Tax Lot 2100 was a mixed-commercial/residential use.

Source: Washington County Department of Assessment and Taxation, October 20, 1983.

[Section J-1 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

2. Relocation Methods

The Plan anticipates the acquisition and redevelopment of property which may result in the displacement of residents and businesses. The Commission intends to establish a Relocation Policy which will call for the Commission's assistance to those residents and businesses displaced. Such assistance may include providing information regarding suitable locations, payment of moving expenses, and other payments as deemed necessary.

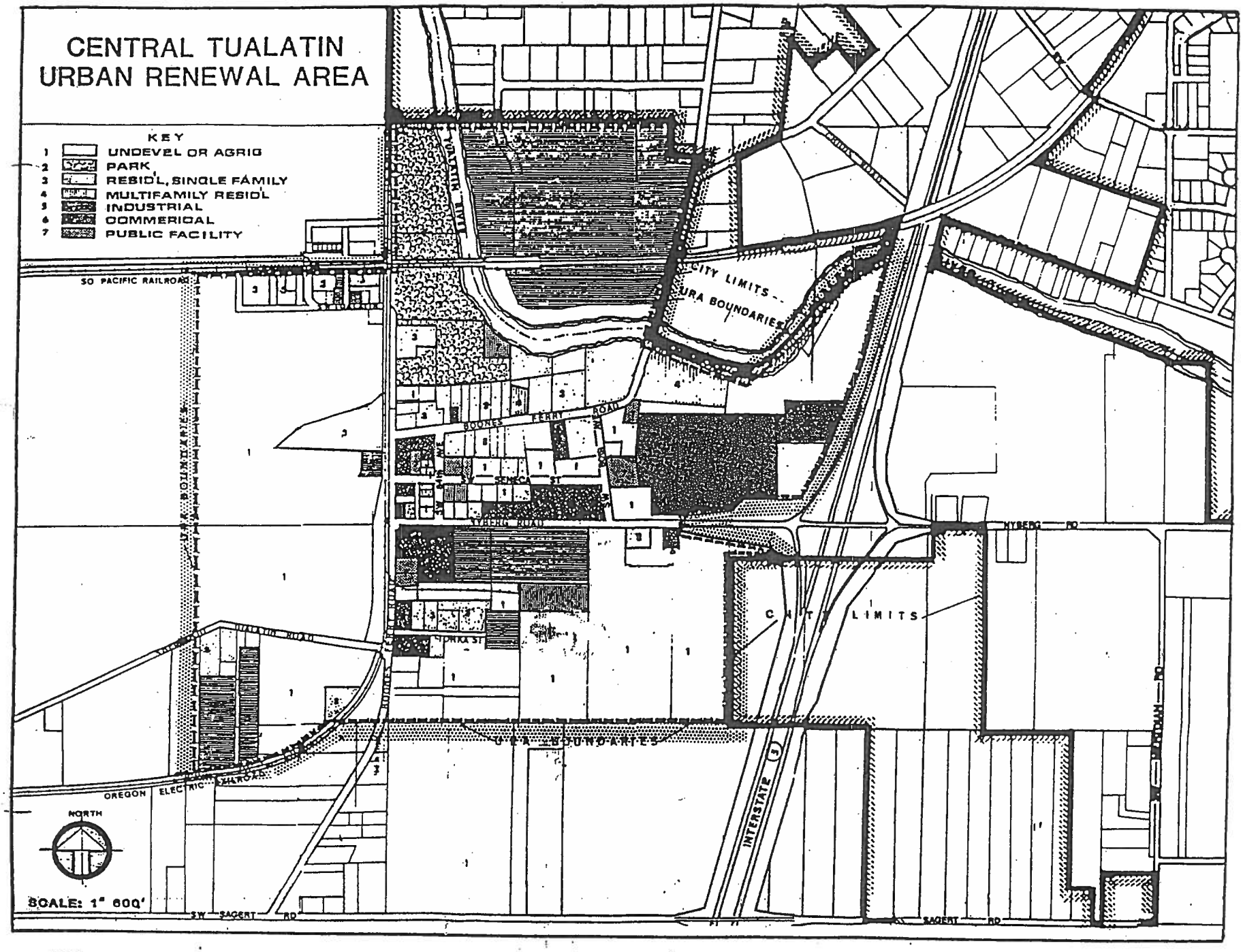
All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500 - .530 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 35.510.

3. Cost Enumeration

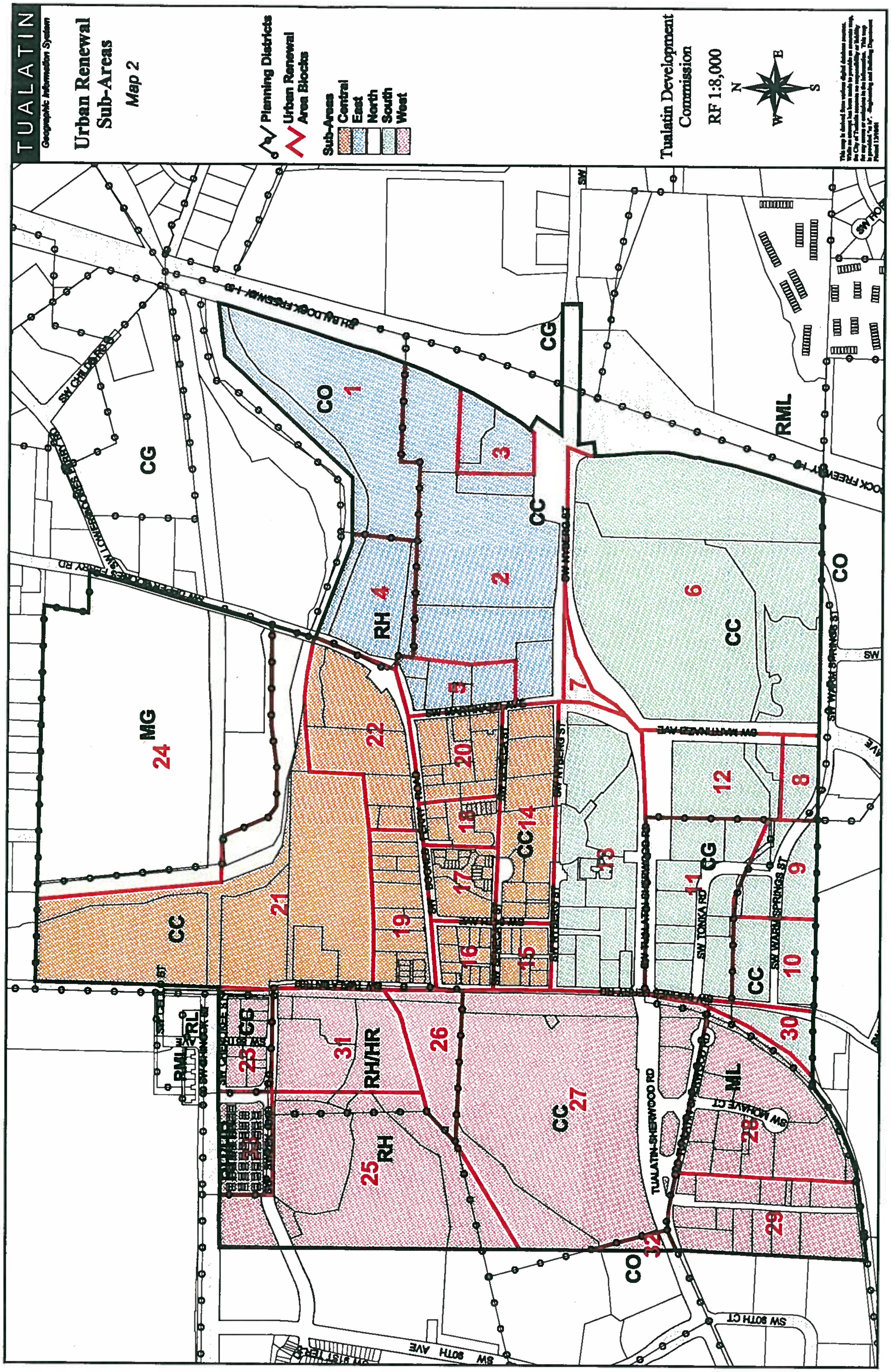
Two single-family residential units, one of which was also a commercial business, were acquired by the Development Commission. The 1985/86 assessed building value of these two units determined by the Washington County Department of Assessment and Taxation was as follows:

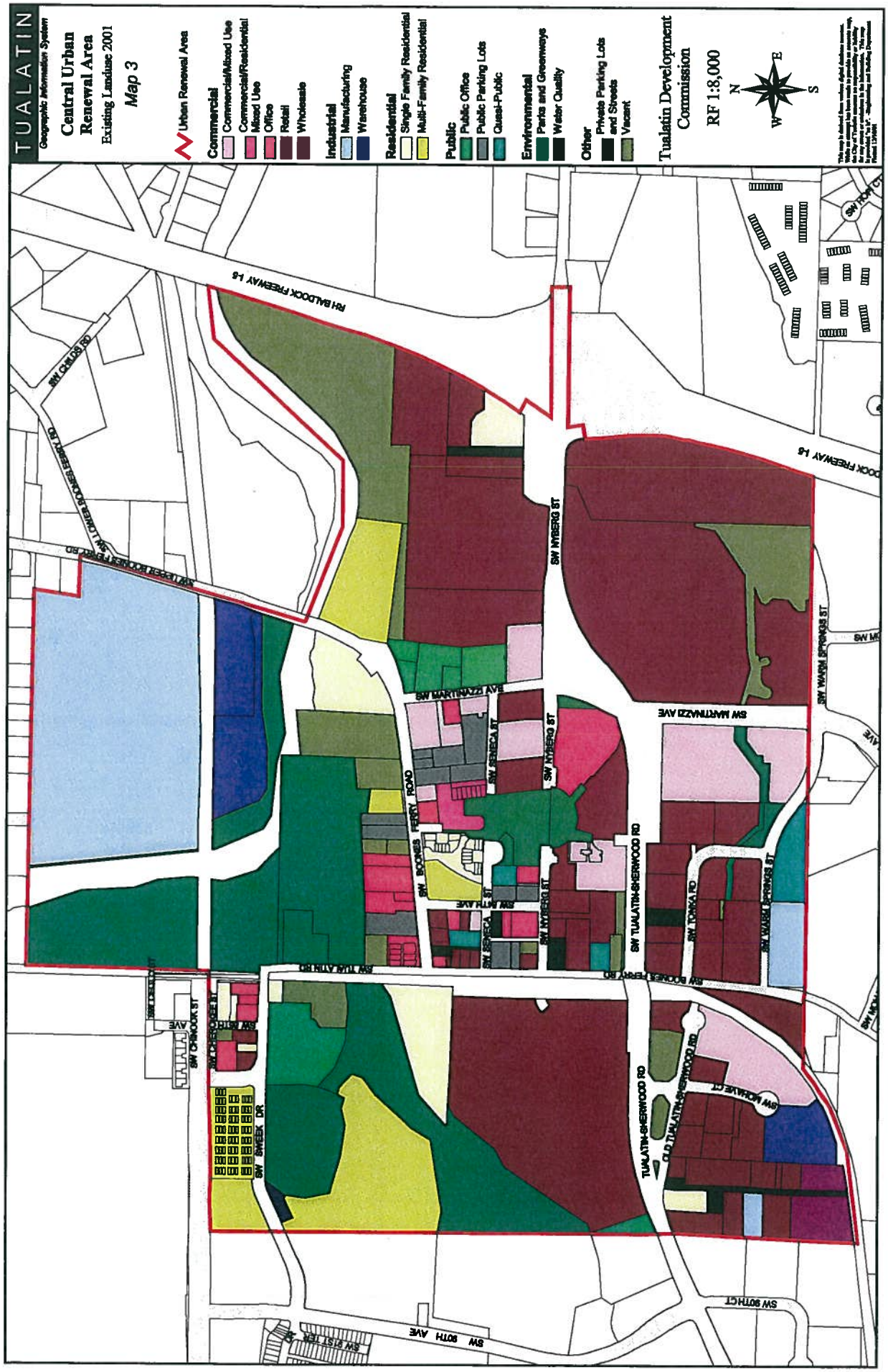
Tax Lot	Assessed Building Value
2000	$ 100
2100	$11,300

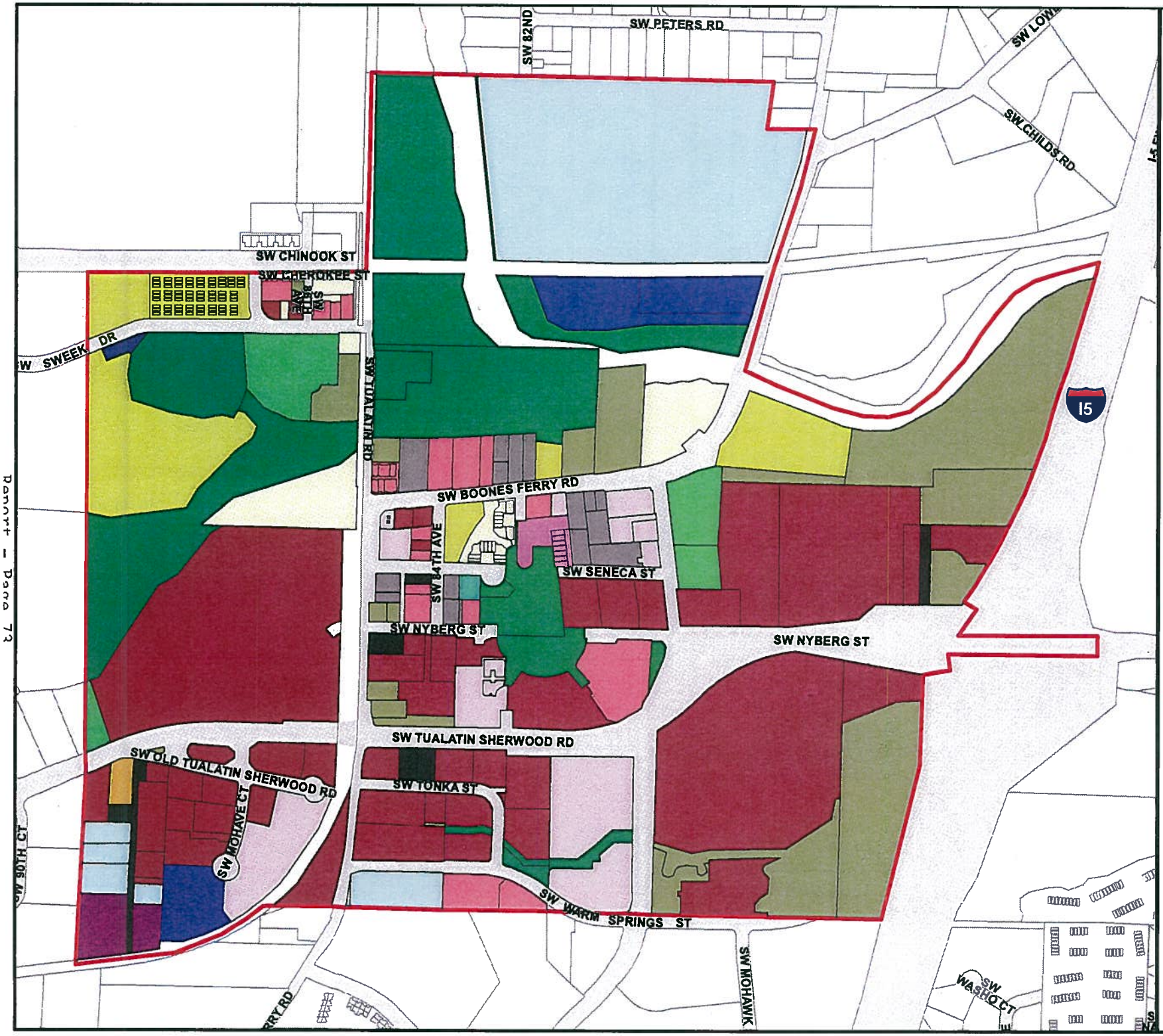
[Section J-3 amended by Ordinance 881-92, passed November 9, 1992]



EXISTING LAND USE (1975). 1


TUALATIN
Geographic Information System
Urban Renewal Sub-Areas
Map 2
Planning Districts
Urban Renewal Area Blocks
Sub-Areas
Central
East
North
South
West
Tualatin Development Commission
RF 1:8,000
N
E
S
W
SW MARTINAZZI AVE
SW TONKA RD
TUALATIN-SHERWOOD RD
SW 90TH CT
SW 90TH AVE
SW MOHAVE CT
MG
CG
CO
CC
RH
RML
RH/HR
ML
RML


TUALATIN
Geographic Information System
Central Urban Renewal Area
Existing Landuse 2001
Map 3
Urban Renewal Area
Commercial
Commercial/Mixed Use
Commercial/Residential
Mixed Use
Office
Retail
Wholesale
Industrial
Manufacturing
Warehouse
Residential
Single Family Residential
Multi-Family Residential
Public
Public Office
Public Parking Lots
Quasi-Public
Environmental
Parks and Greenways
Water Quality
Other
Private Parking Lots and Streets
Vacant
Tualatin Development Commission
RF 1:8,000
N
E
S
W
RH BALDOCK FREEWAY I-5
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW NYBERG ST
SW MARTINAZZI AVE
SW SENECA ST
SW BOONES FERRY ROAD
SW 84TH AVE
SW TUALATIN RD
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW CHINOOK ST
SW CHEROKEE ST
SW SWEEK DR
OLD TUALATIN-SHERWOOD RD
SW MOHAVE CT
SW 90TH CT
SW 90TH AVE
SW 91ST TER



TUALGIS

Central Urban Renewal Area

Existing Landuse 2010

Map 4

- Central Urban Renewal Area

Commercial
- Commercial/Mixed Use
- Commercial/Residential Mixed Use
- Office
- Retail
- Wholesale

Industrial
- Manufacturing
- Warehouse

Residential
- Single Family Residential
- Multi-Family Residential

Public
- Public Office
- Public Parking Lots
- Quasi-Public

Environmental
- Parks and Greenways
- Water Quality

Other
- Private Parking Lots and Streets
- Vacant
- Storage Yard

Tualatin Development Commission

N W E S

RF 1:7,200

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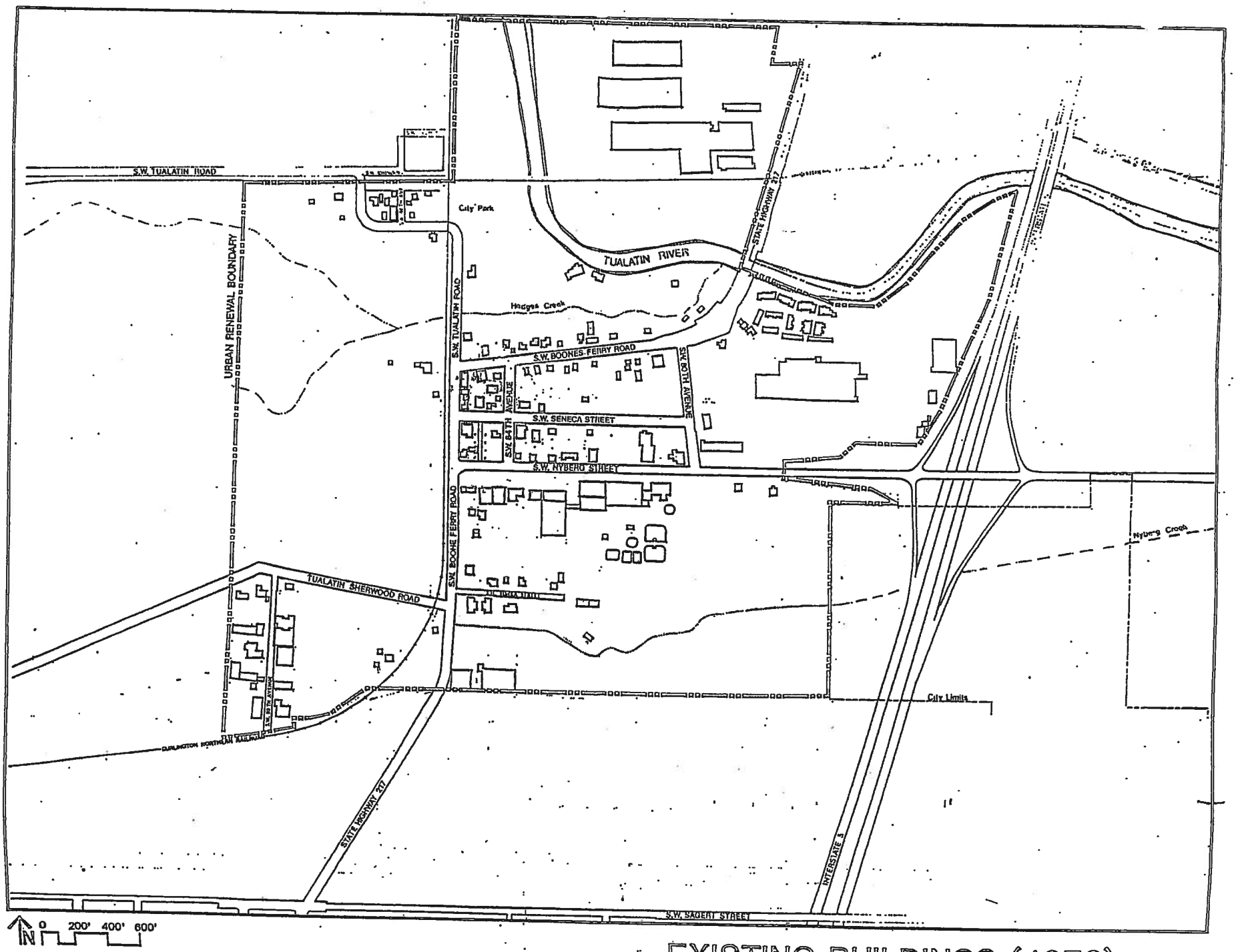
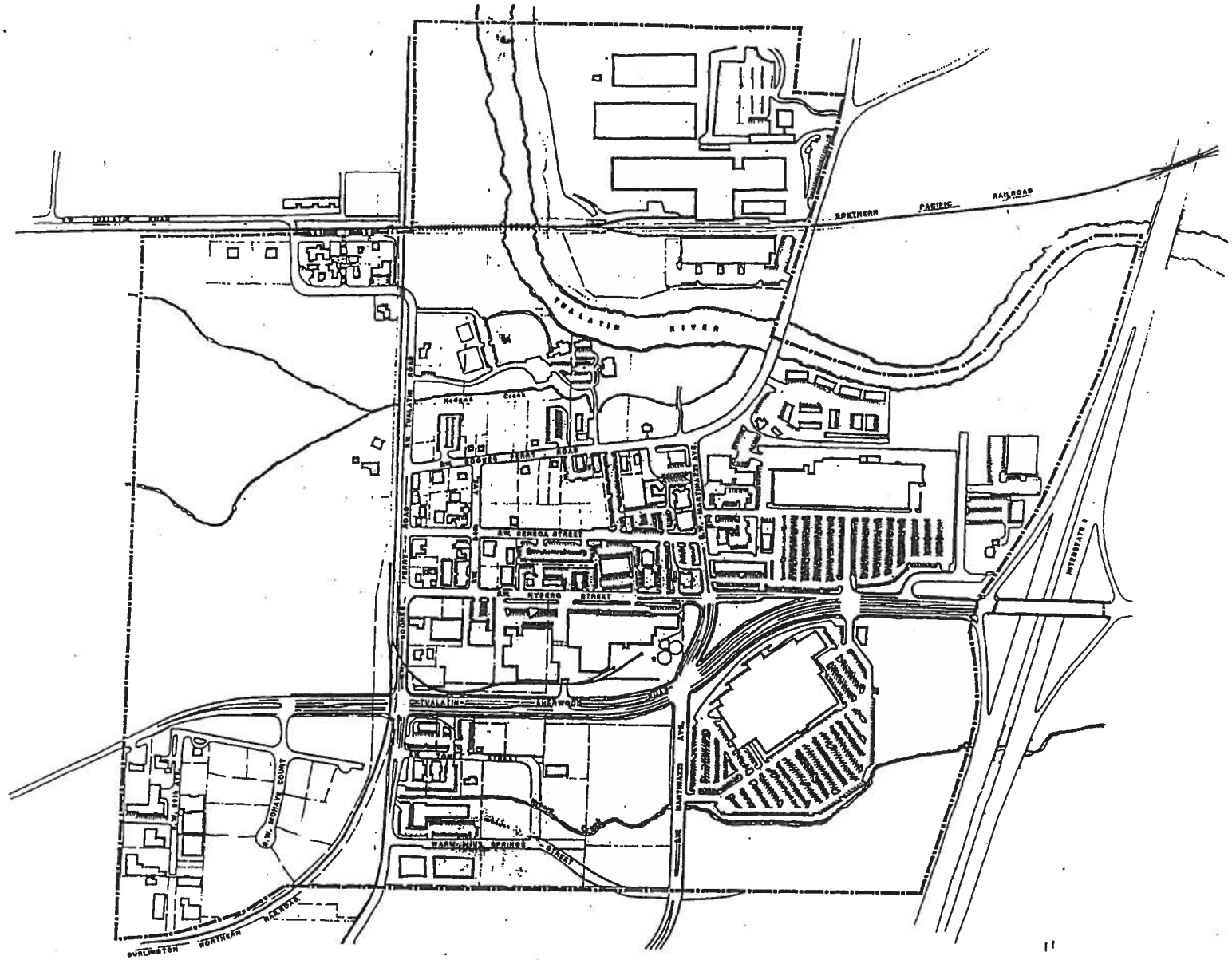


EXISTING BUILDINGS (1976)

5

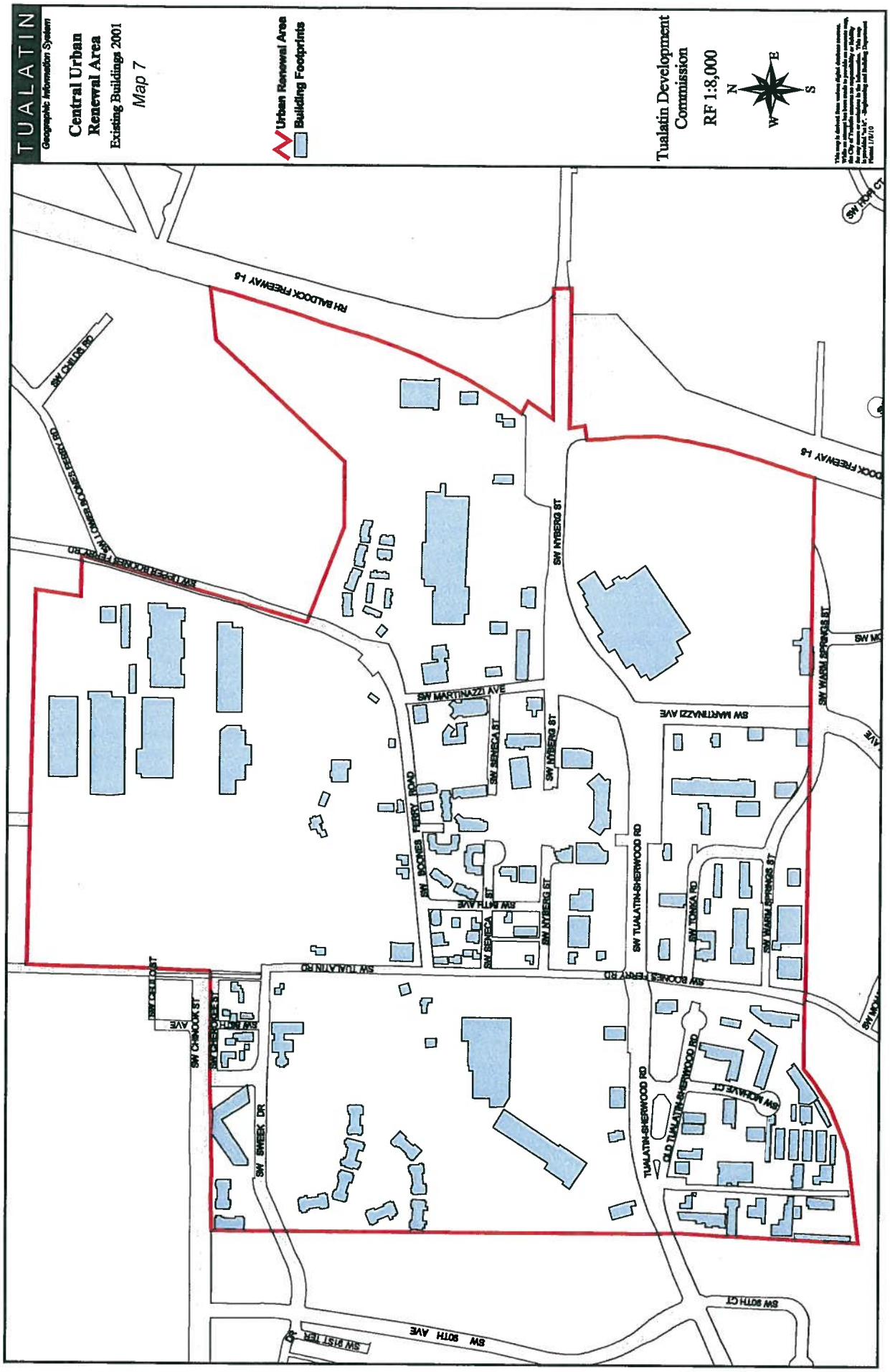


TUALATIN DEVELOPMENT COMMISSION

NORTH

EXISTING BUILDINGS (1984)

6


TUALATIN
Geographic Information System
Central Urban Renewal Area
Existing Buildings 2001
Map 7
Urban Renewal Area
Building Footprints
Tualatin Development Commission
RF 1:8,000
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SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW NYBERG ST
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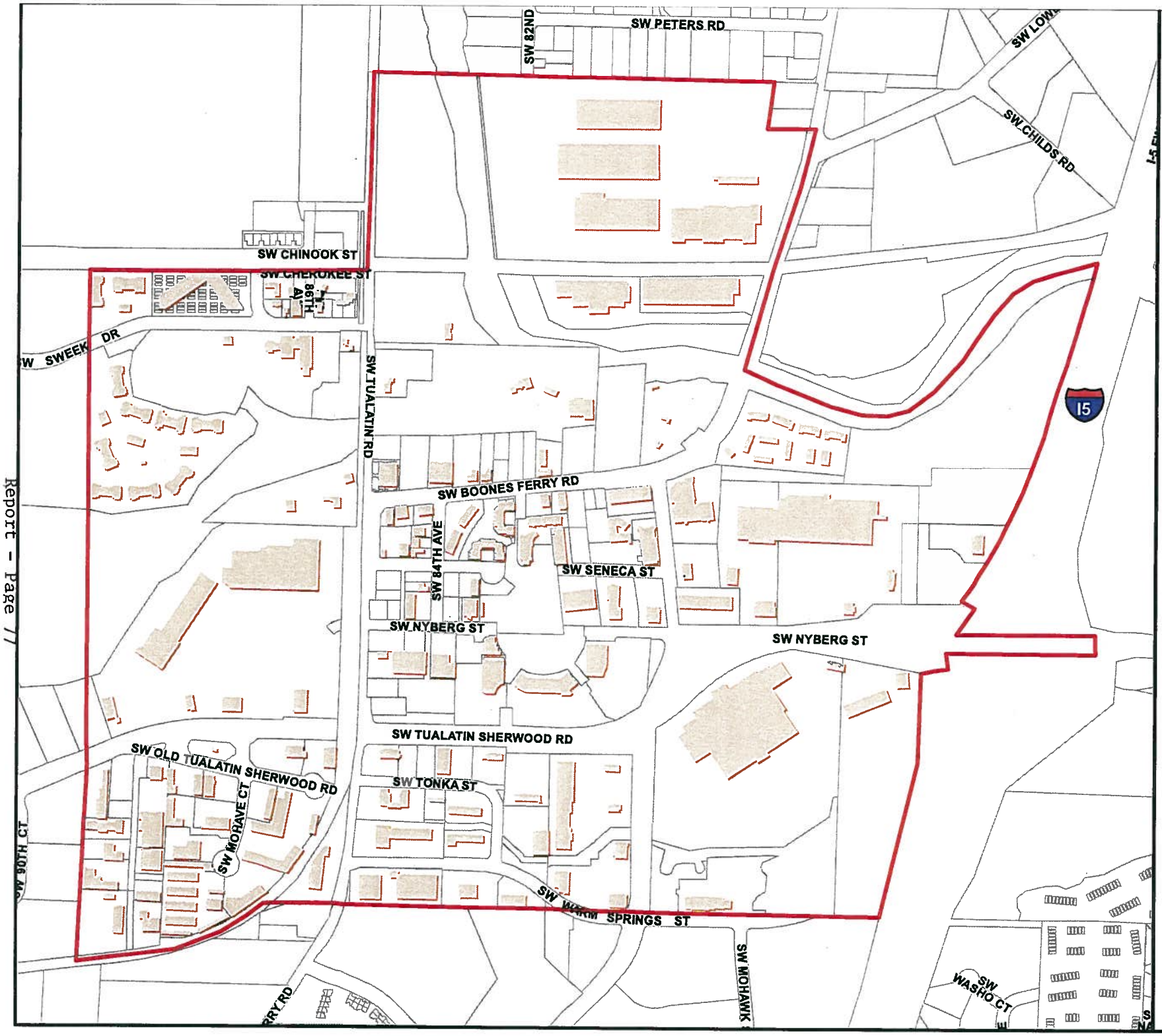
SW SENECA ST
SW BOONES FERRY ROAD
SW 84TH AVE
SW TUALATIN RD
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW BOONES FERRY RD
SW CHINOOK ST
SW SWEEK DR
OLD TUALATIN-SHERWOOD RD
SW MOHAVE CT
SW 90TH CT
SW 90TH AVE
SW 91ST TER



TUALGIS

Central Urban Renewal Area

Existing Buildings 2010

Map 8

Central Urban Renewal Area
Buildings Footprint
Parcels

Tualatin Development Commission

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RF 1:7,200

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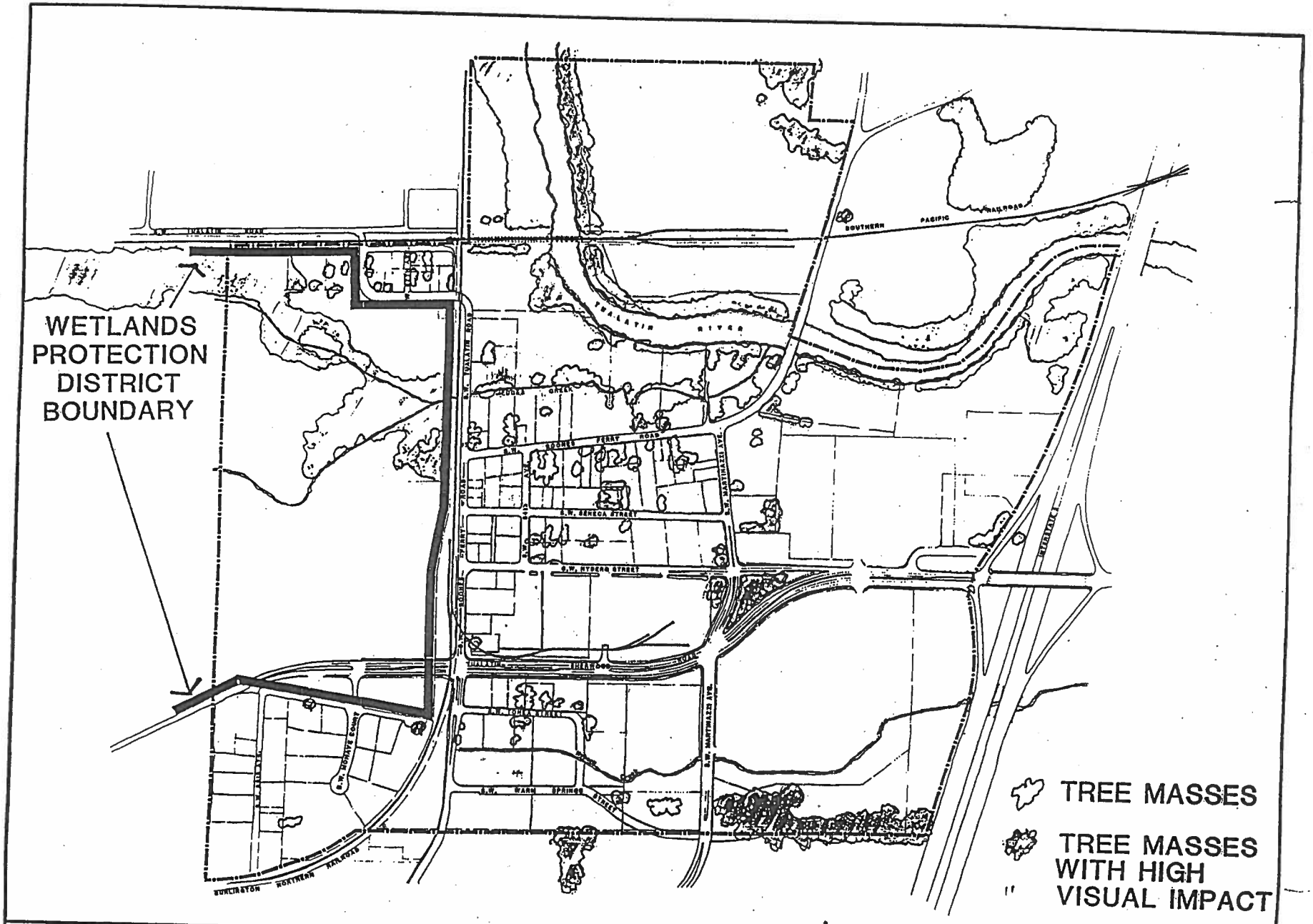
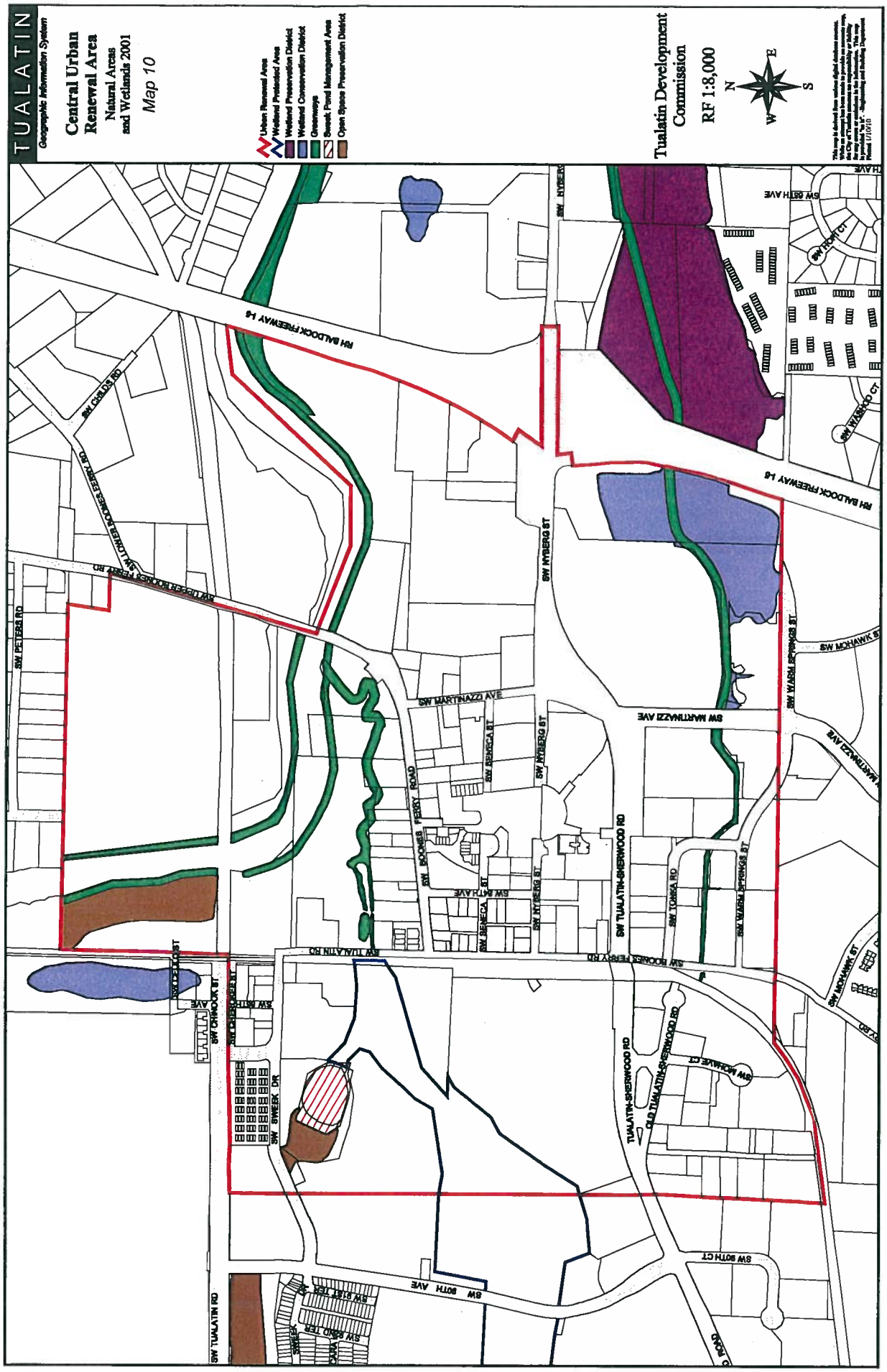
Plotted 1/10/10



TUALATIN DEVELOPMENT COMMISSION

NATURAL AREAS AND WETLANDS

9


TUALATIN
Geographic Information System
Central Urban Renewal Area
Natural Areas and Wetlands 2001
Map 10
Urban Renewal Area
Wetland Protected Area
Wetland Preservation District
Wetland Conservation District
Greenways
Sweek Pond Management Area
Open Space Preservation District
Tualatin Development Commission
RF 1:8,000
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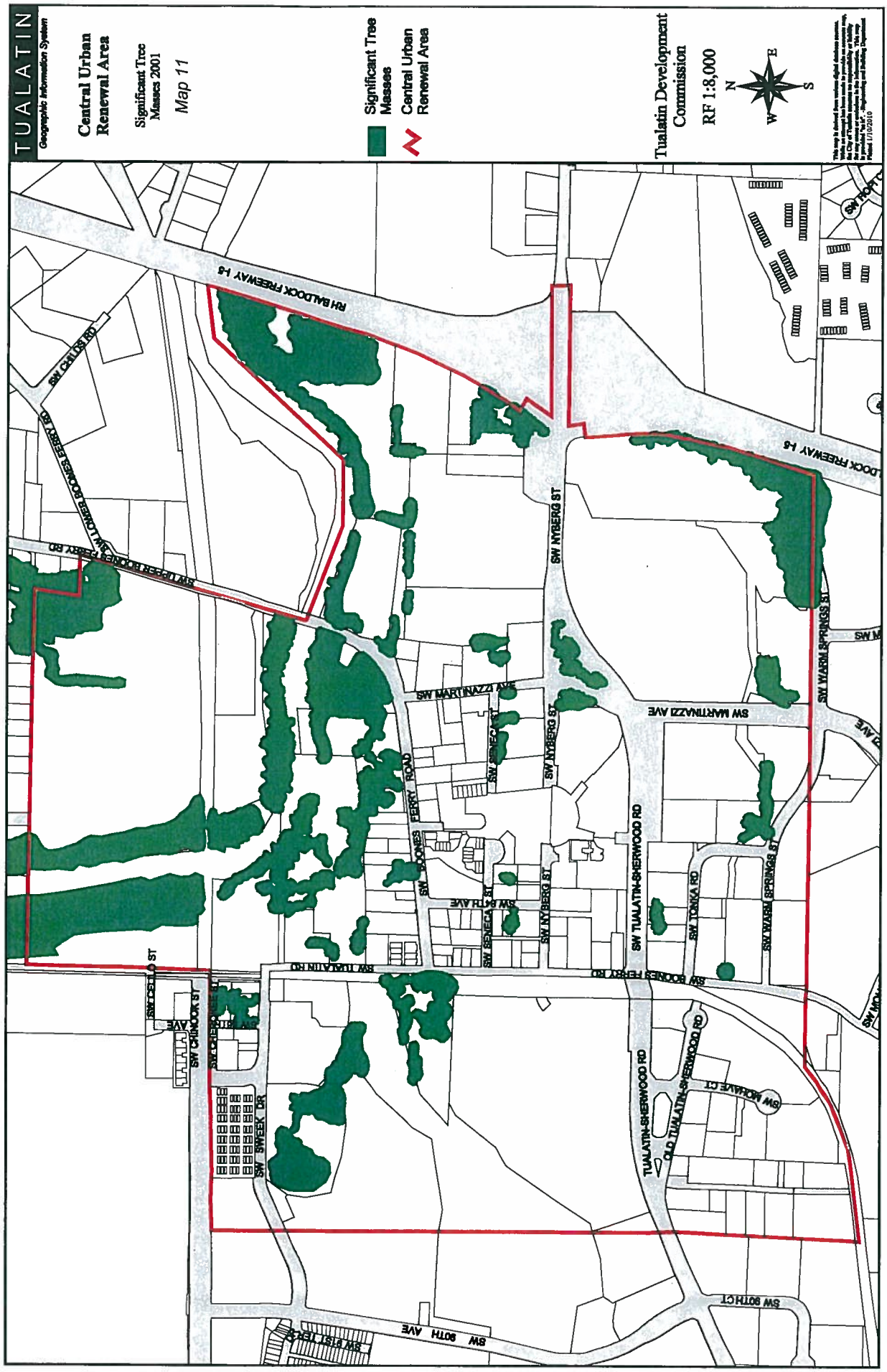
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW PETERS RD
SW NYBERG ST
SW MARTINAZZI AVE
SW SENECA ST
SW BOONES FERRY ROAD
SW 84TH AVE
SW TUALATIN RD
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW MOHAWK ST
SW 68TH AVE
SW HOPI CT
SW WASHOO CT
SW CHINOOK ST
SW SWEEK DR
SW 90TH AVE
SW 90TH CT
OLD TUALATIN-SHERWOOD RD
SW MOHAVE CT


TUALATIN
Geographic Information System
Central Urban Renewal Area
Significant Tree Masses 2001
Map 11
Significant Tree Masses
Central Urban Renewal Area
Tualatin Development Commission
RF 1:8,000
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SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW NYBERG ST
SW MARTINAZZI AVE
SW SENECA ST
SW BOONES FERRY ROAD
SW 84TH AVE
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW TUALATIN RD
SW BOONES FERRY RD
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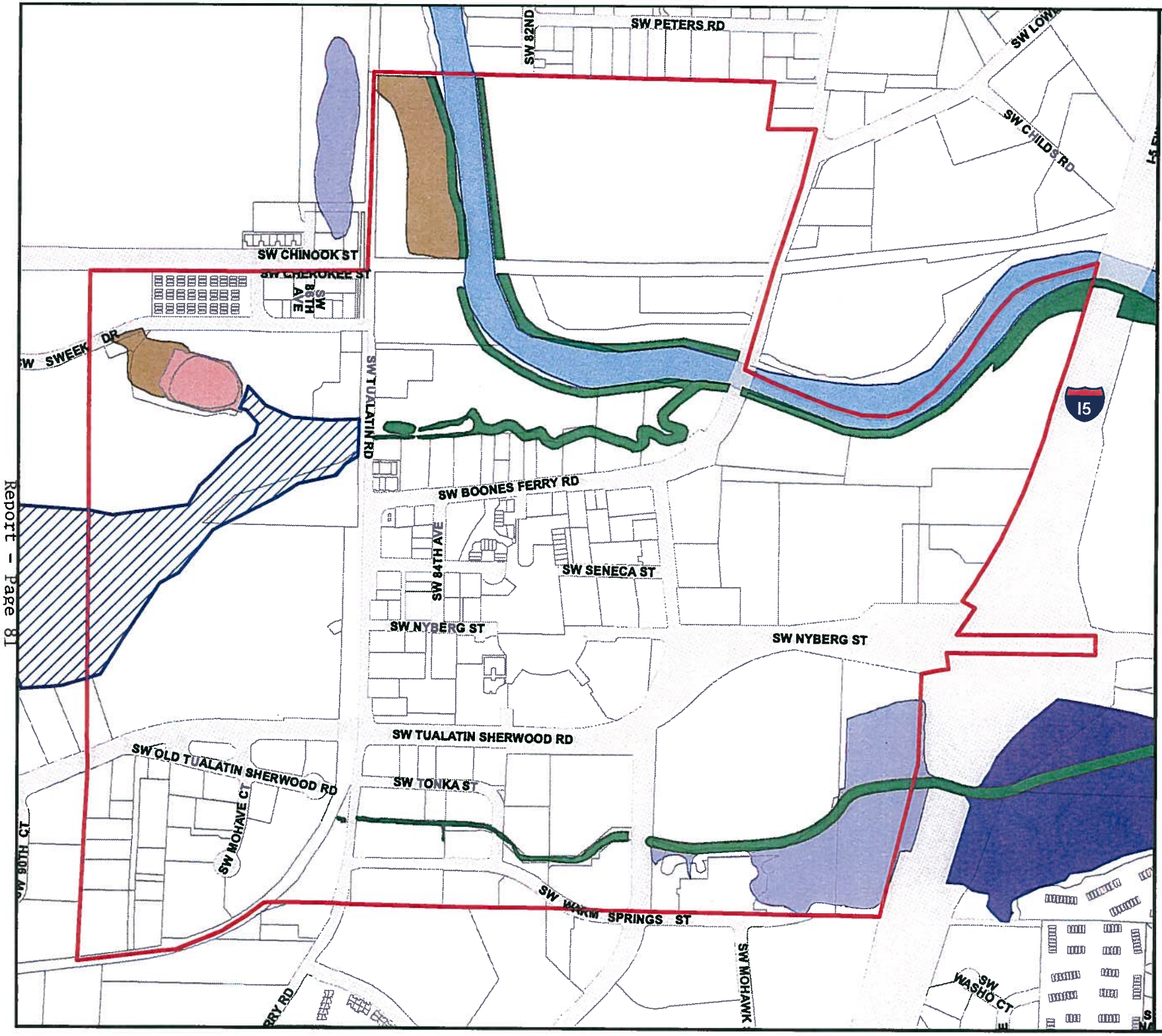
SW CHINOOK ST
SW SWEEK DR
OLD TUALATIN-SHERWOOD RD
SW MOHAVE CT
SW 90TH CT
SW 90TH AVE
SW 91ST TER



TUALGIS

Central Urban Renewal Area

Natural Areas and Wetlands 2010

Map 12

- Central Urban Renewal Area
- Wetland Protected Area
- Wetland Preservation District
- Wetland Conservation District
- Open Space Preservation District
- Greenways
- Sweek Pond Management Area
- Tualatin River

Tualatin Development Commission

N W E S

RF 1:7,200

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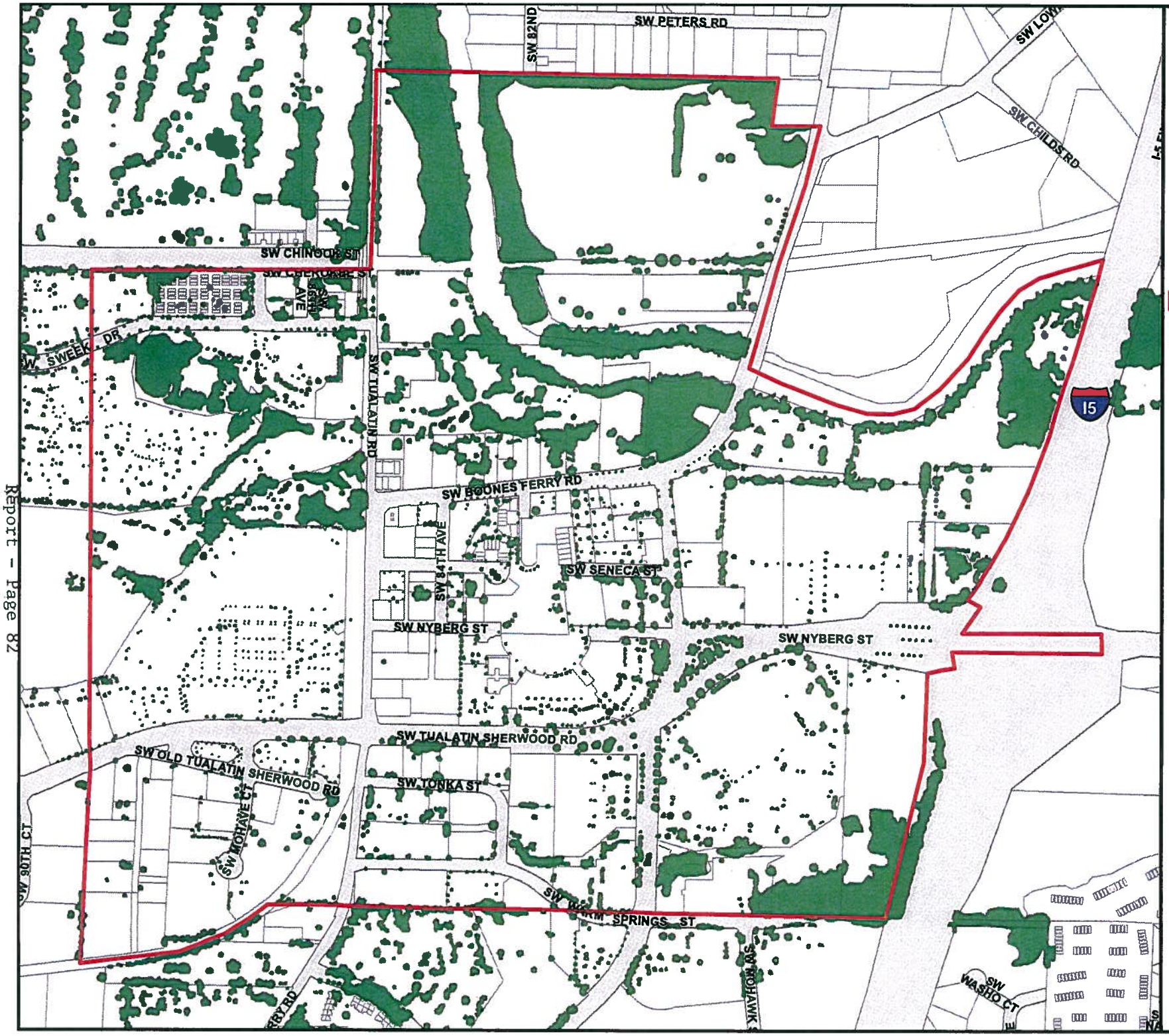

TUALGIS

Central Urban Renewal Area

Significant Tree Masses 2010

Map 13

Central Urban Renewal Area

Significant Tree Masses

Tualatin Development Commission

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RF 1:7,200

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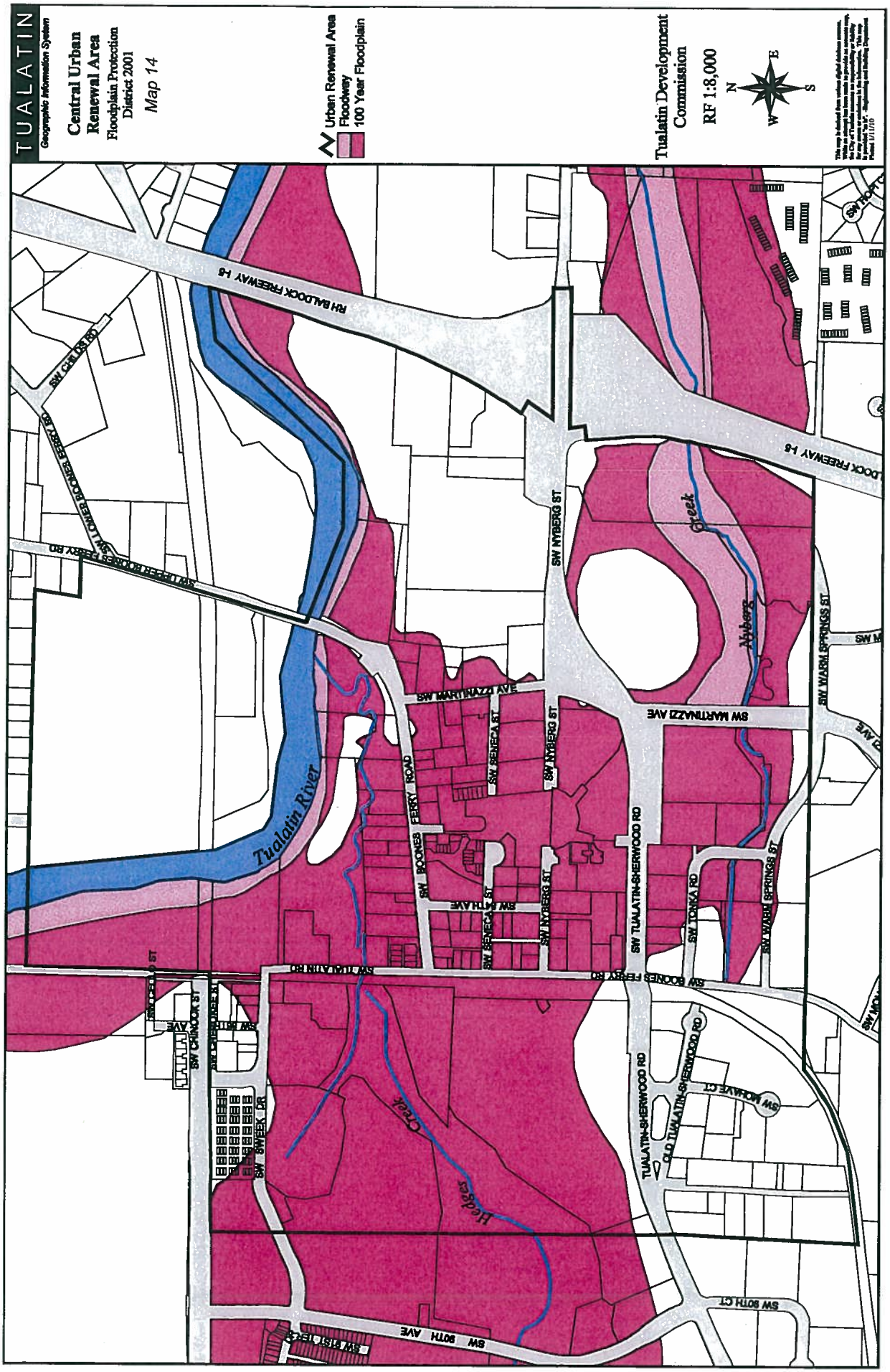
Plotted 1/15/10


TUALATIN
Geographic Information System
Central Urban Renewal Area
Floodplain Protection District 2001
Map 14
Urban Renewal Area
Floodway
100 Year Floodplain
Tualatin Development Commission
RF 1:8,000
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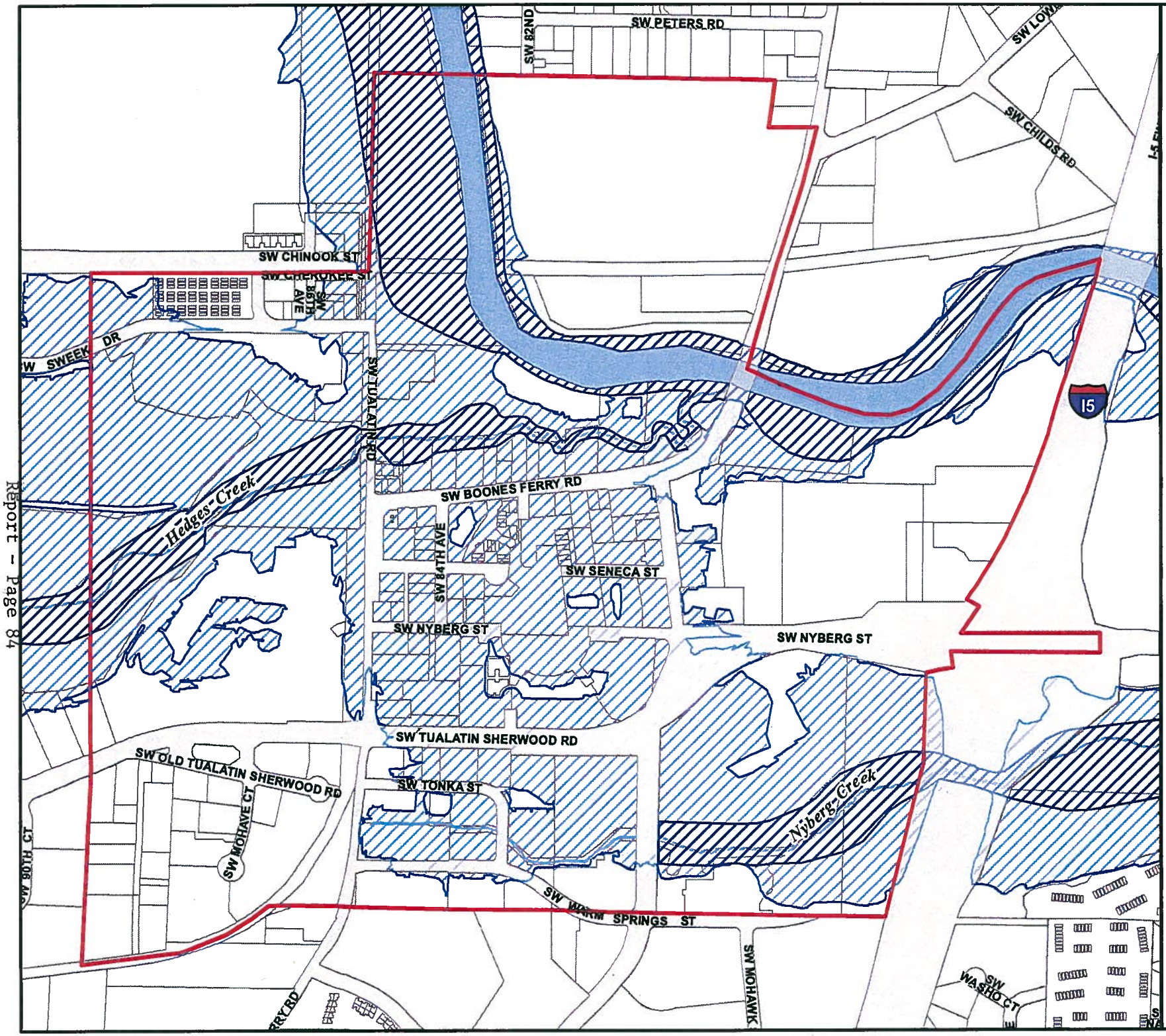
RH BALDOCK FREEWAY I-5
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW NYBERG ST
SW MARTINAZZI AVE
SW SENECA ST
SW BOONES FERRY ROAD
SW 14TH AVE
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW TUALATIN RD
SW CHINOOK ST
SW SWEEK DR
SW MOHAVE CT
OLD TUALATIN-SHERWOOD RD
SW 90TH AVE
SW 90TH CT
Tualatin River
Nyberg Creek
Hedges Creek



TUALGIS

Central Urban Renewal Area

Floodplain Protection District 2010

Map 15

- Central Urban Renewal Area
- Tualatin River
- FLOODWAY
- Streams
- 100 Year Floodplain

Tualatin Development Commission

N W E S

RF 1:7,200

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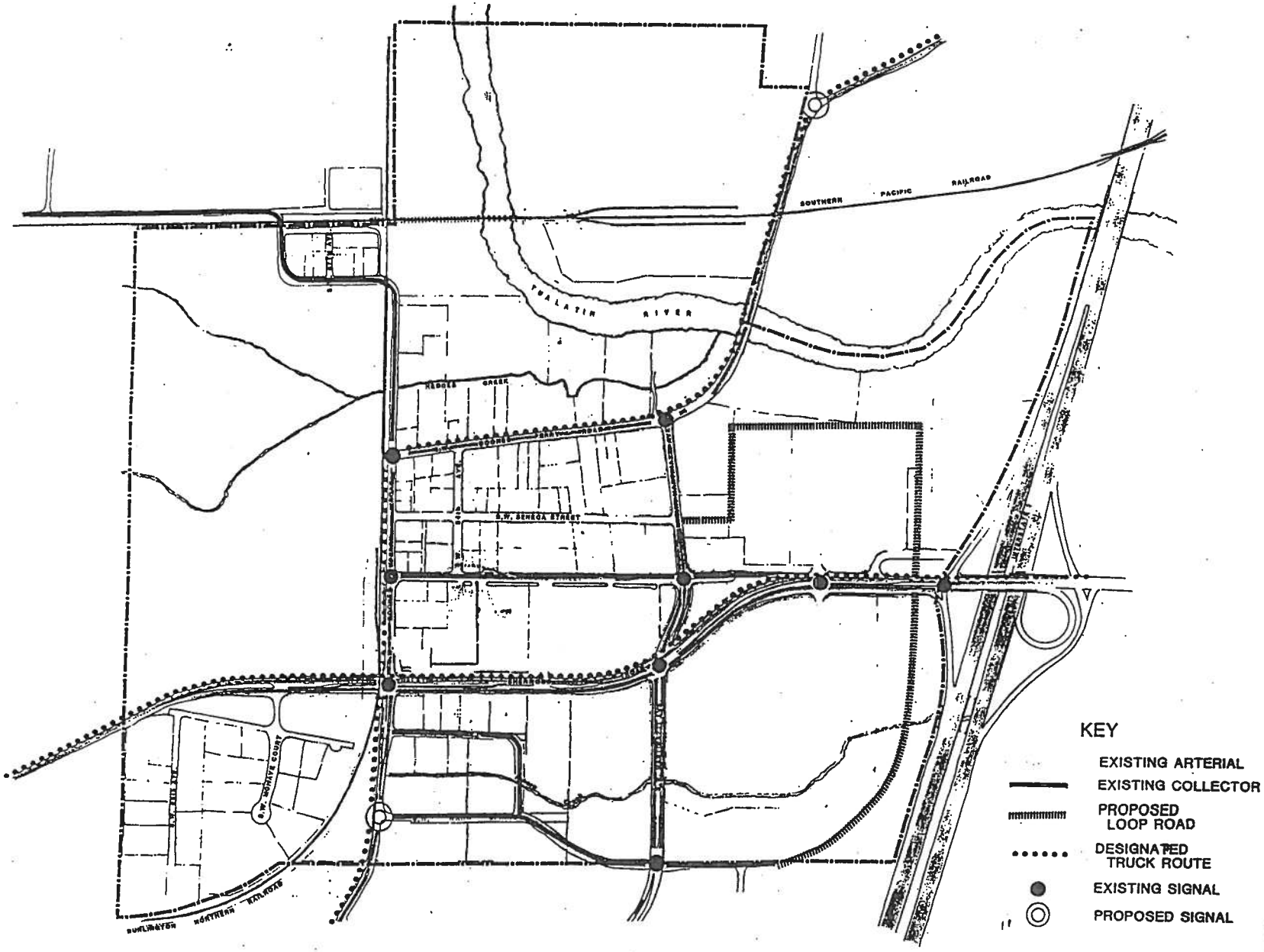
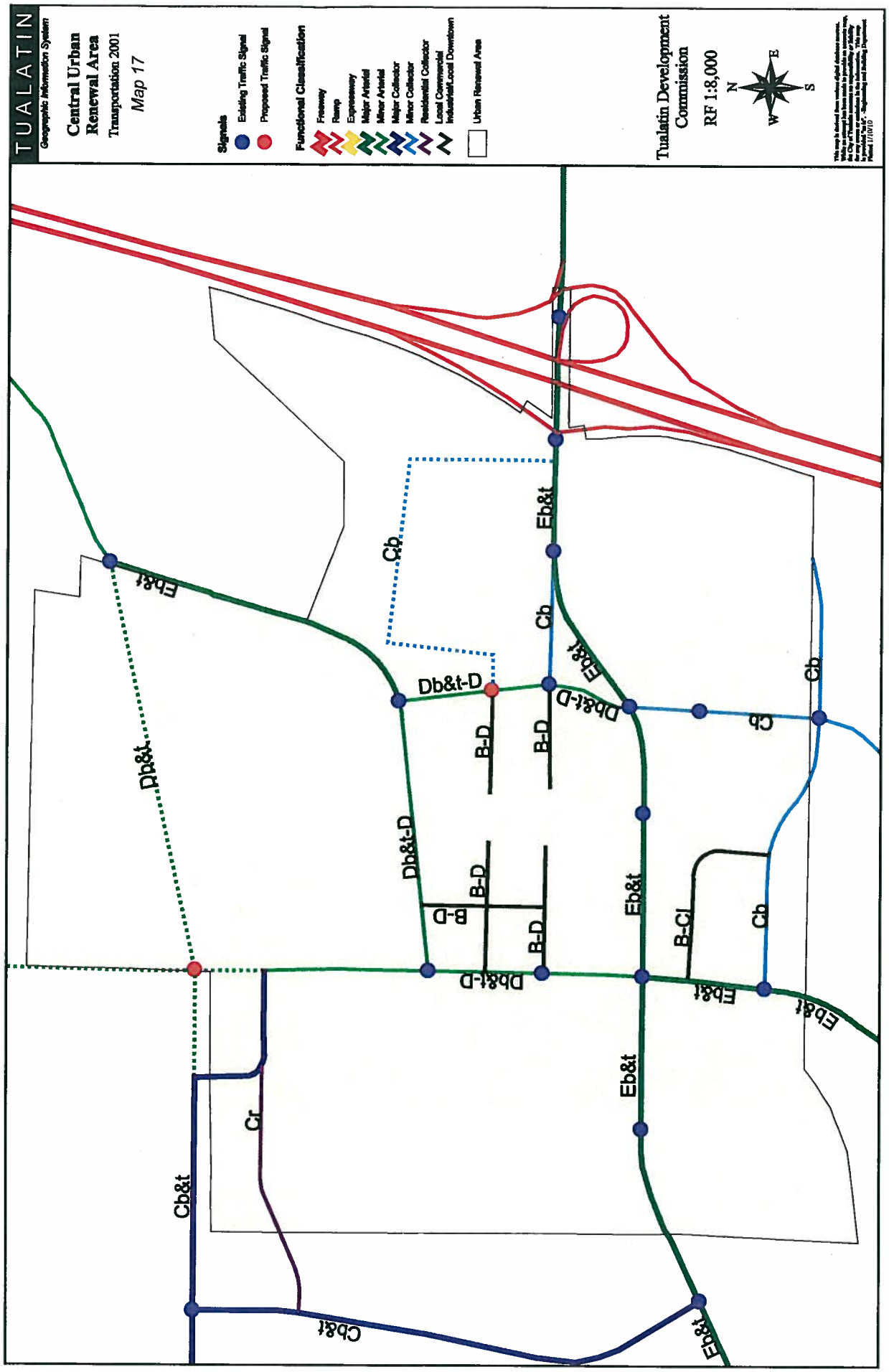


TUALATIN DEVELOPMENT COMMISSION

TRANSPORTATION

16


TUALATIN
Geographic Information System
Central Urban Renewal Area
Transportation 2001
Map 17
Signals
Existing Traffic Signal
Proposed Traffic Signal
Functional Classification
Freeway
Ramp
Expressway
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Residential Collector
Local Commercial
Industrial/Local Downtown
Urban Renewal Area
Tualatin Development Commission
RF 1:8,000
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Db&t-D
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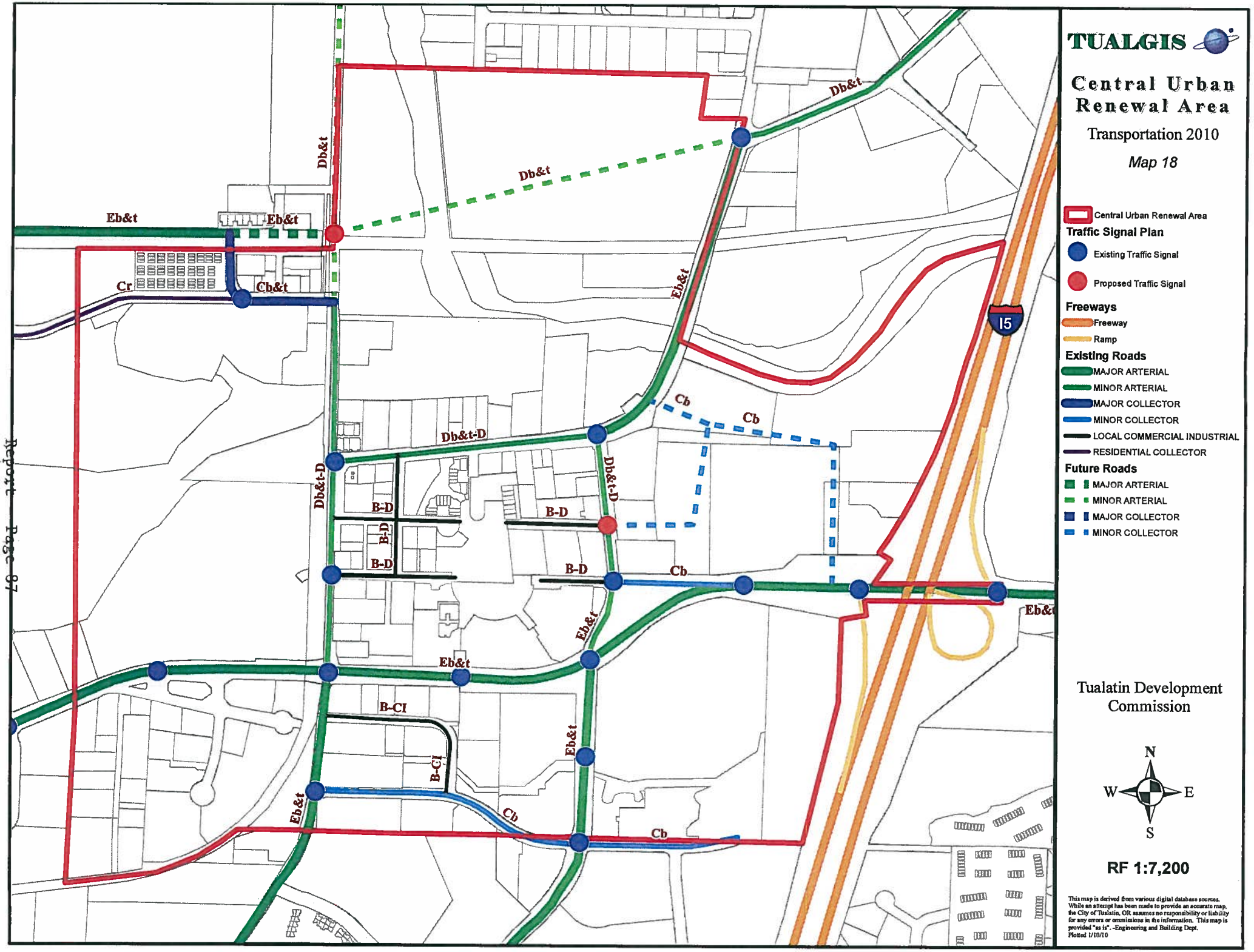
TUALGIS
Central Urban Renewal Area
Transportation 2010
Map 18
Central Urban Renewal Area
Traffic Signal Plan
Existing Traffic Signal
Proposed Traffic Signal
Freeways
Freeway
Ramp
Existing Roads
MAJOR ARTERIAL
MINOR ARTERIAL
MAJOR COLLECTOR
MINOR COLLECTOR
LOCAL COMMERCIAL INDUSTRIAL
RESIDENTIAL COLLECTOR
Future Roads
MAJOR ARTERIAL
MINOR ARTERIAL
MAJOR COLLECTOR
MINOR COLLECTOR
Tualatin Development Commission
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RF 1:7,200
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Plotted 1/10/10
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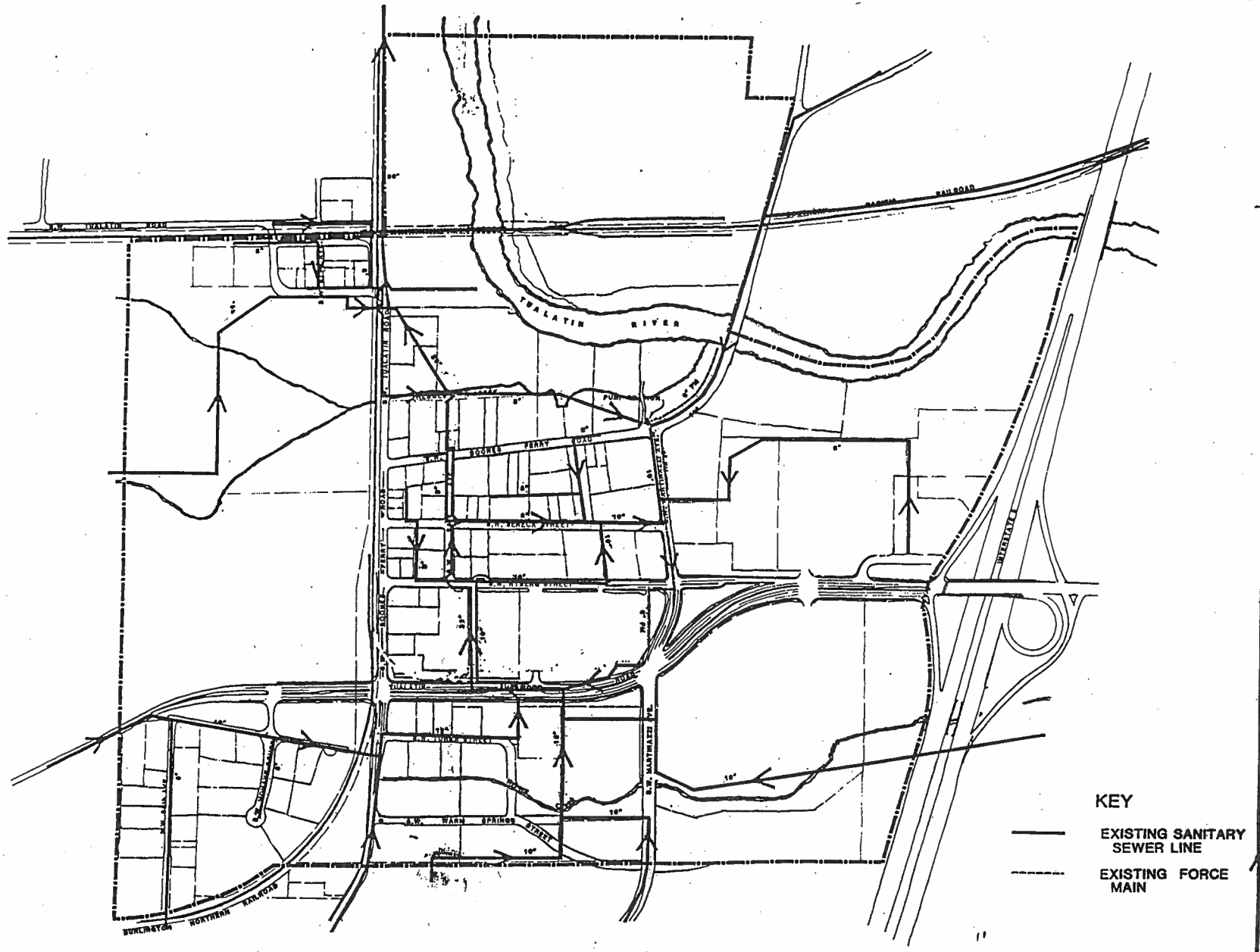
Eb&t
Cr
Cb&t
Db&t-D
B-D
B-CI
Cb
I5

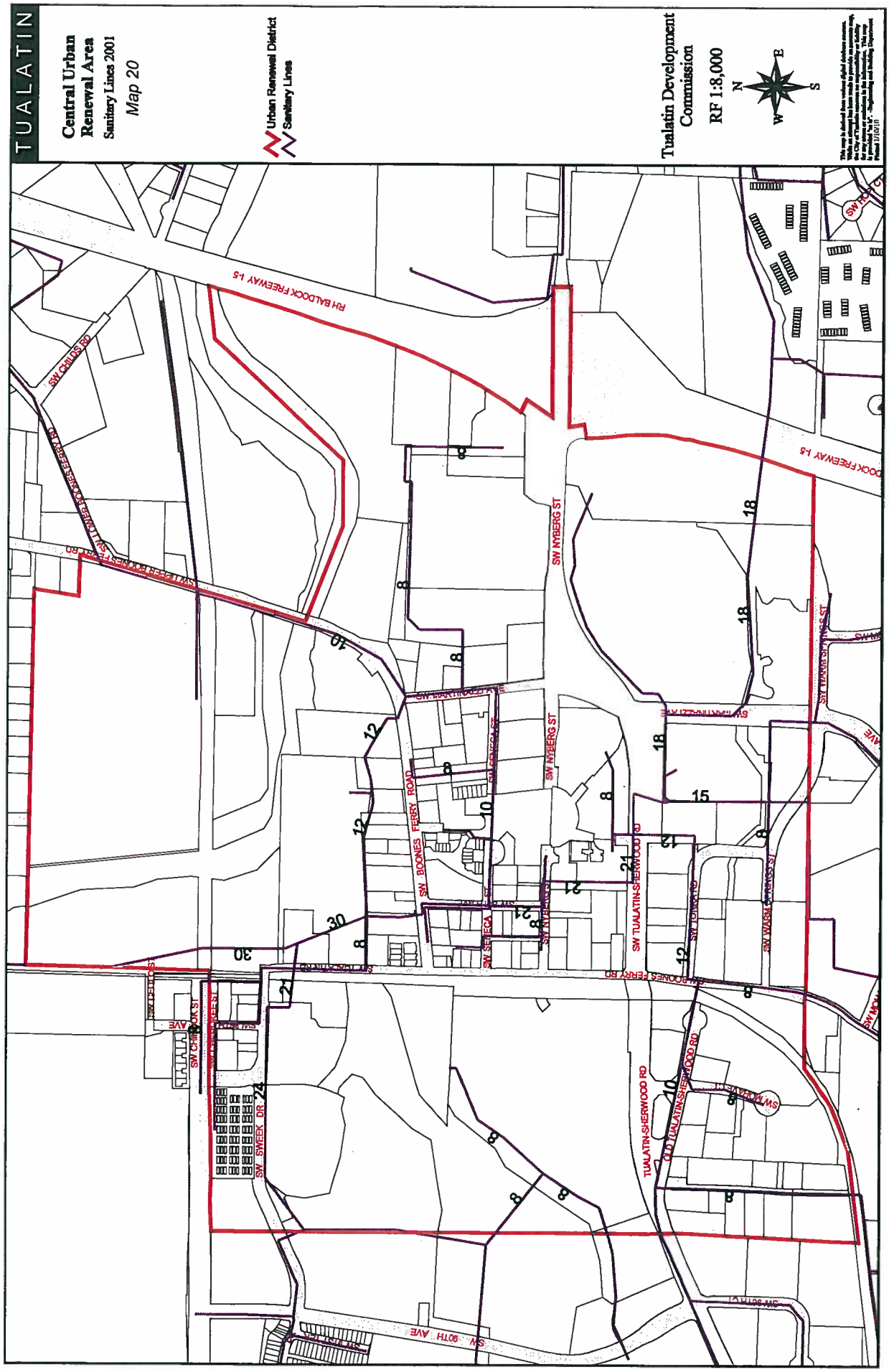


TUALATIN DEVELOPMENT COMMISSION

NORTH

SANITARY SEWER

19


TUALATIN
Central Urban Renewal Area
Sanitary Lines 2001
Map 20
Urban Renewal District
Sanitary Lines
Tualatin Development Commission
RF 1:8,000
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RH BALDOCK FREEWAY I-5
SW CHILDS RD
SW NYBERG ST
SW BOONES FERRY ROAD
SW TUALATIN-SHERWOOD RD
SW SWEEK DR
SW 90TH AVE
SW BOONES FERRY RD
SW WARM SPRINGS ST
SW MOHAWK CT
OLD TUALATIN-SHERWOOD RD
TUALATIN-SHERWOOD RD
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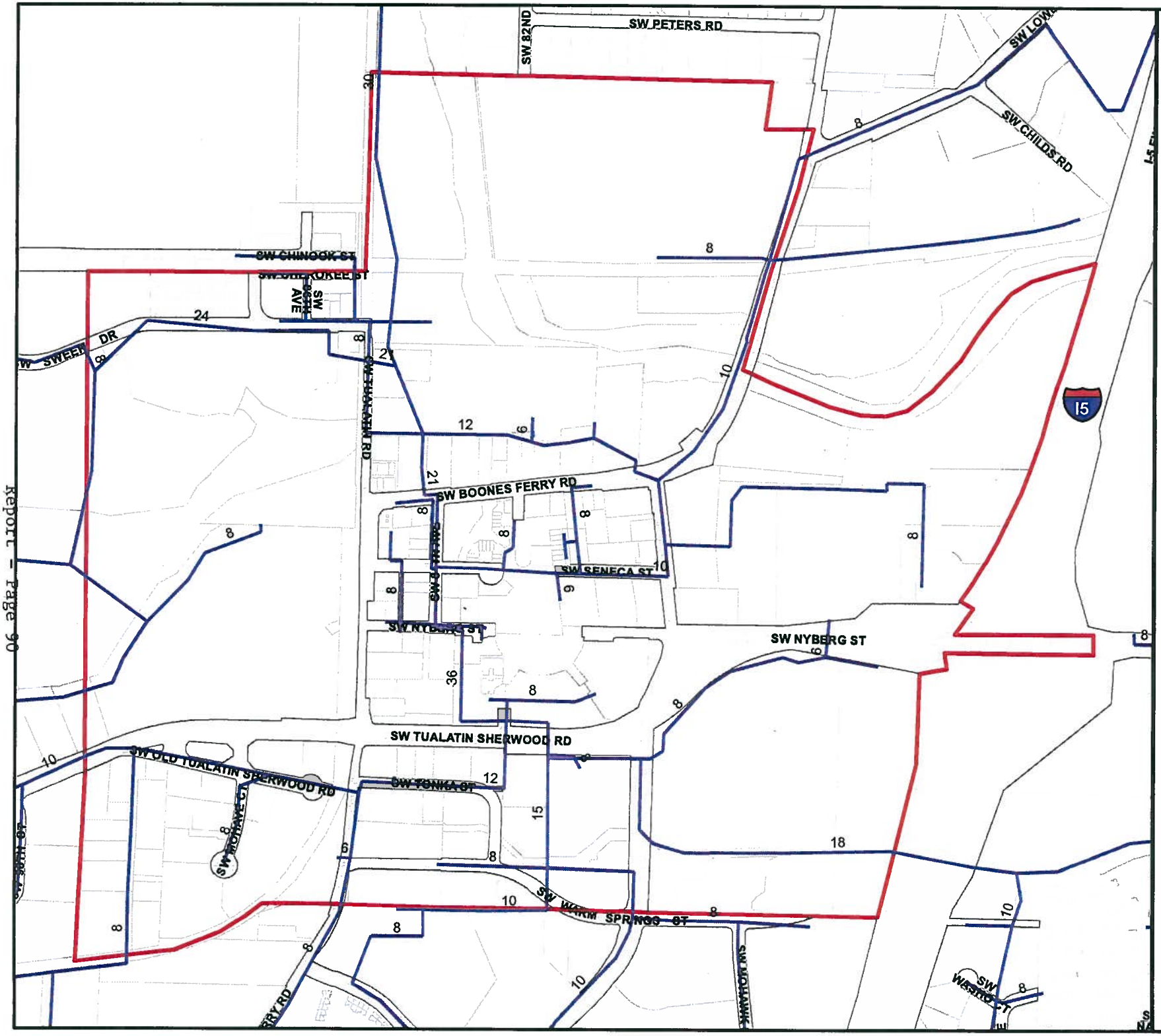
SW DELTA ST
SW TOWN RD
SW HARTINAZZI AVE
SW LOWER BOONES FERRY RD
SW TUALATIN AVE
SW 90TH CT



TUALGIS

Central Urban Renewal Area

Sanitary Lines 2010

Map 21

Central Urban Renewal Area

Sanitary Lines

Tualatin Development Commission

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RF 1:7,200

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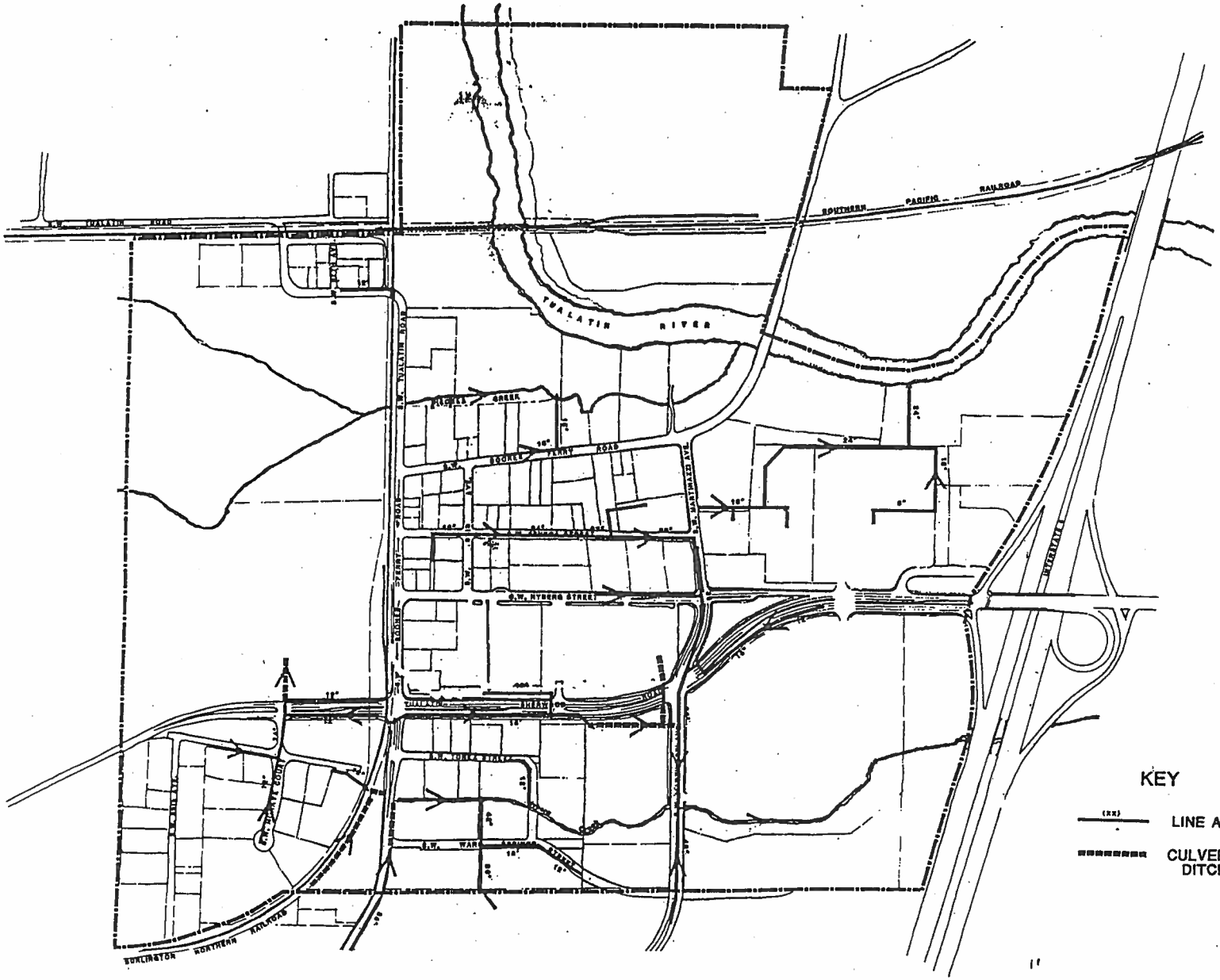
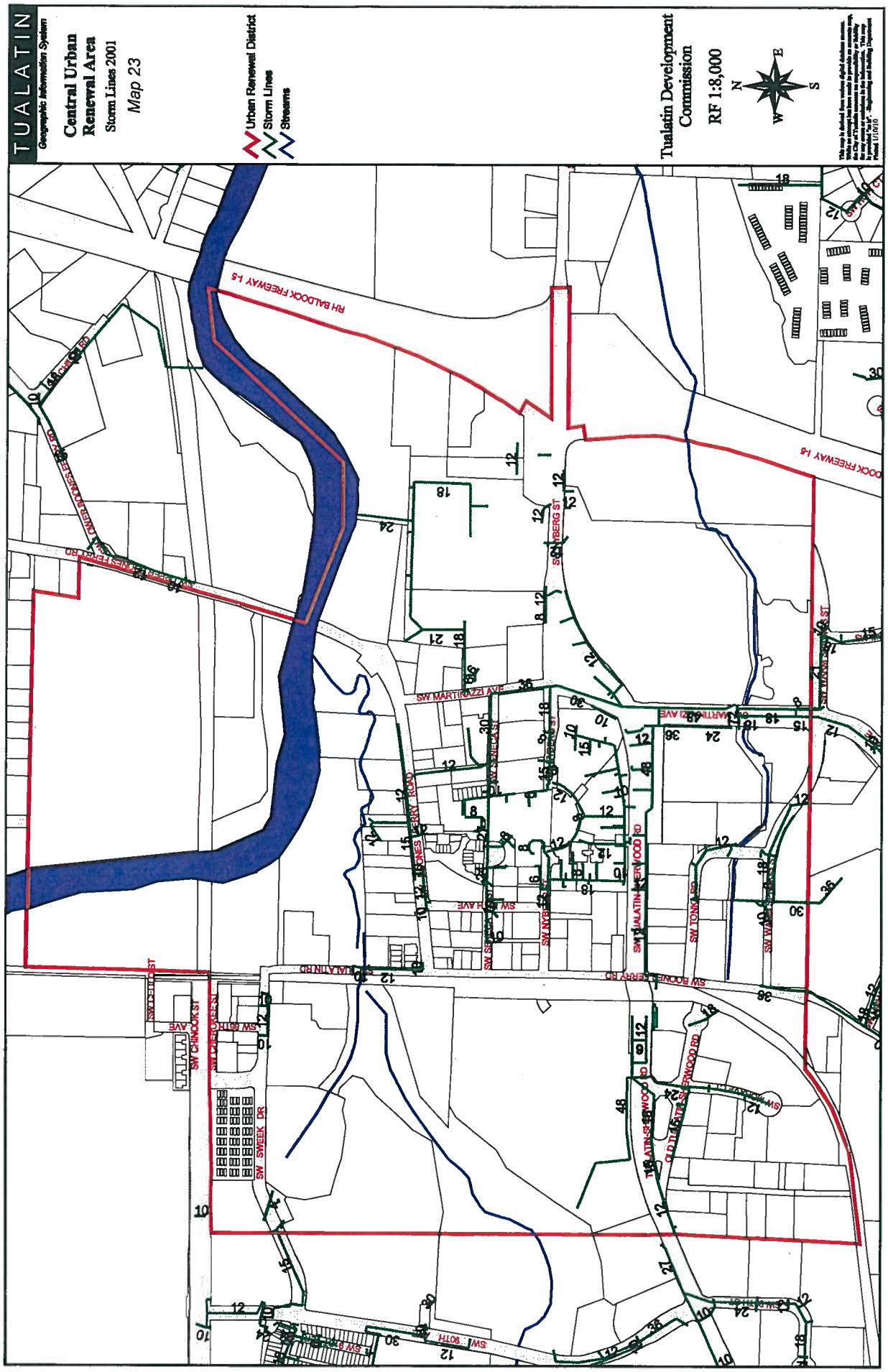


TUALATIN DEVELOPMENT COMMISSION

STORM SEWER

22


TUALATIN
Geographic Information System
Central Urban Renewal Area
Storm Lines 2001
Map 23
Urban Renewal District
Storm Lines
Streams
Tualatin Development Commission
RF 1:8,000
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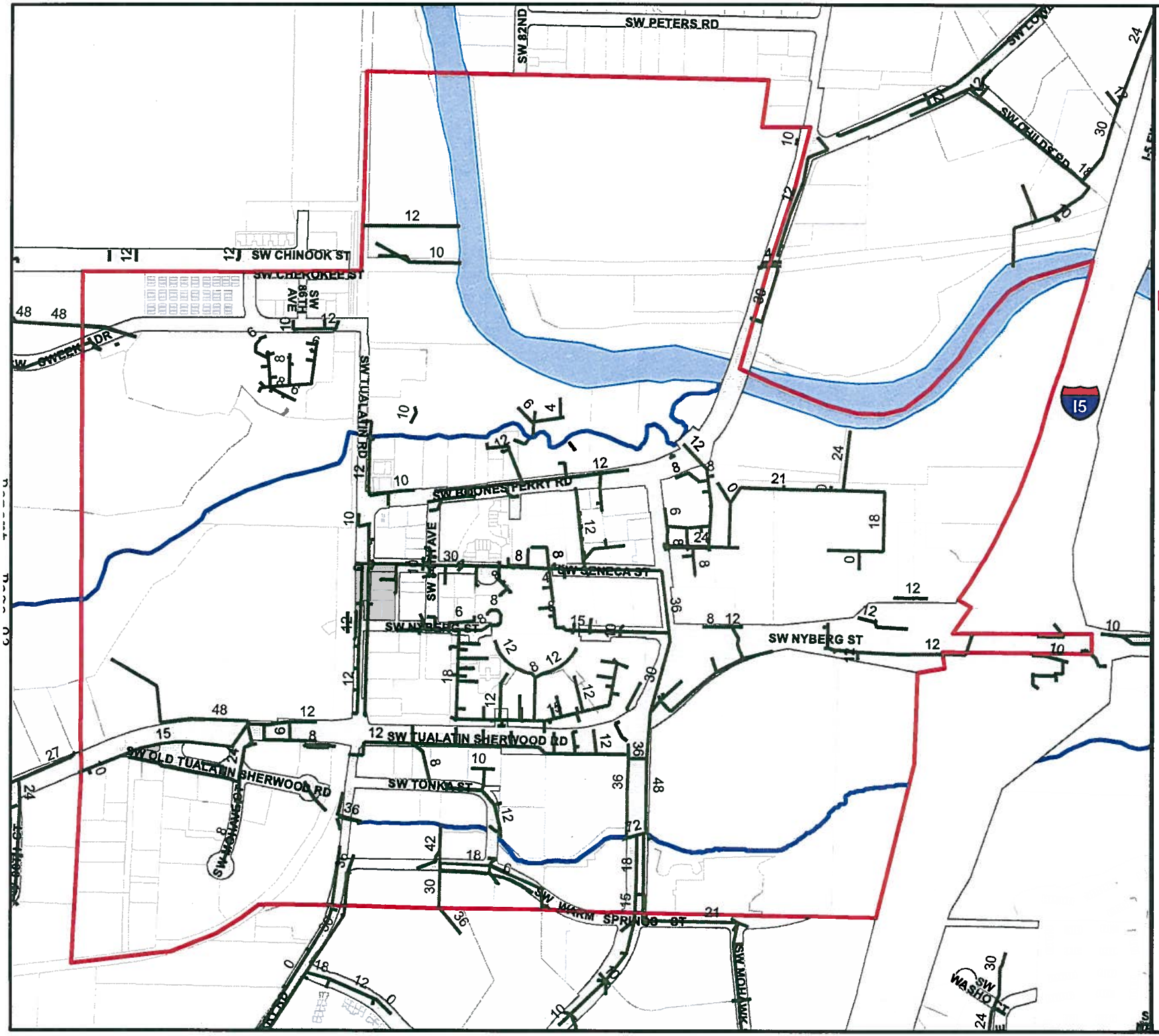
SW MARTINAZZI AVE
SW BOONES FERRY RD
SW TUALATIN RD
SW SWEEK DR
SW CHINOOK ST
SW 90TH



TUALGIS

Central Urban Renewal Area

Storm Lines 2010

Map 24

Central Urban Renewal Area

Sanitary Lines

Streams

Tualatin Development Commission

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RF 1:7,200

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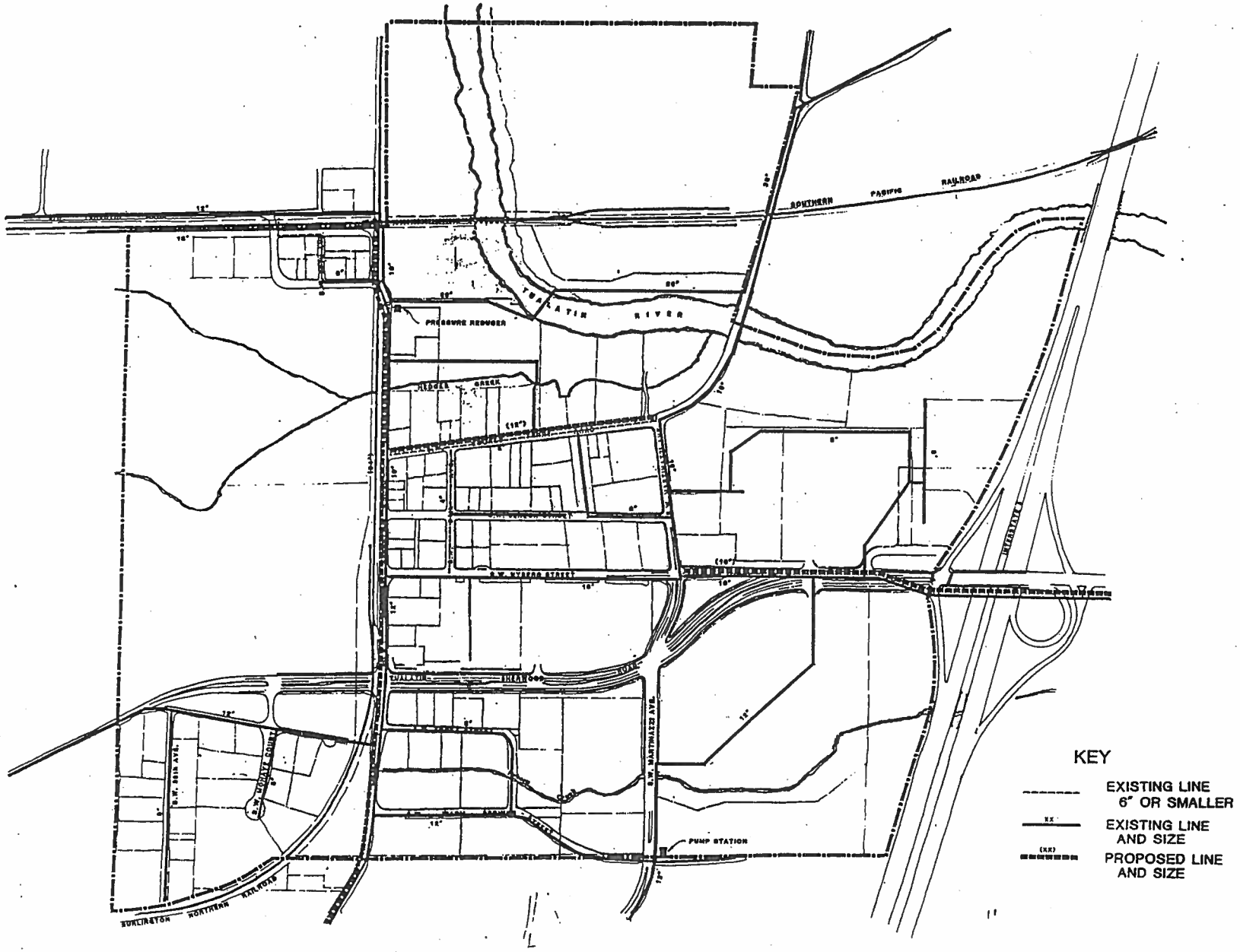
Plotted 1/10/10



TUALATIN DEVELOPMENT COMMISSION

NORTH

WATER

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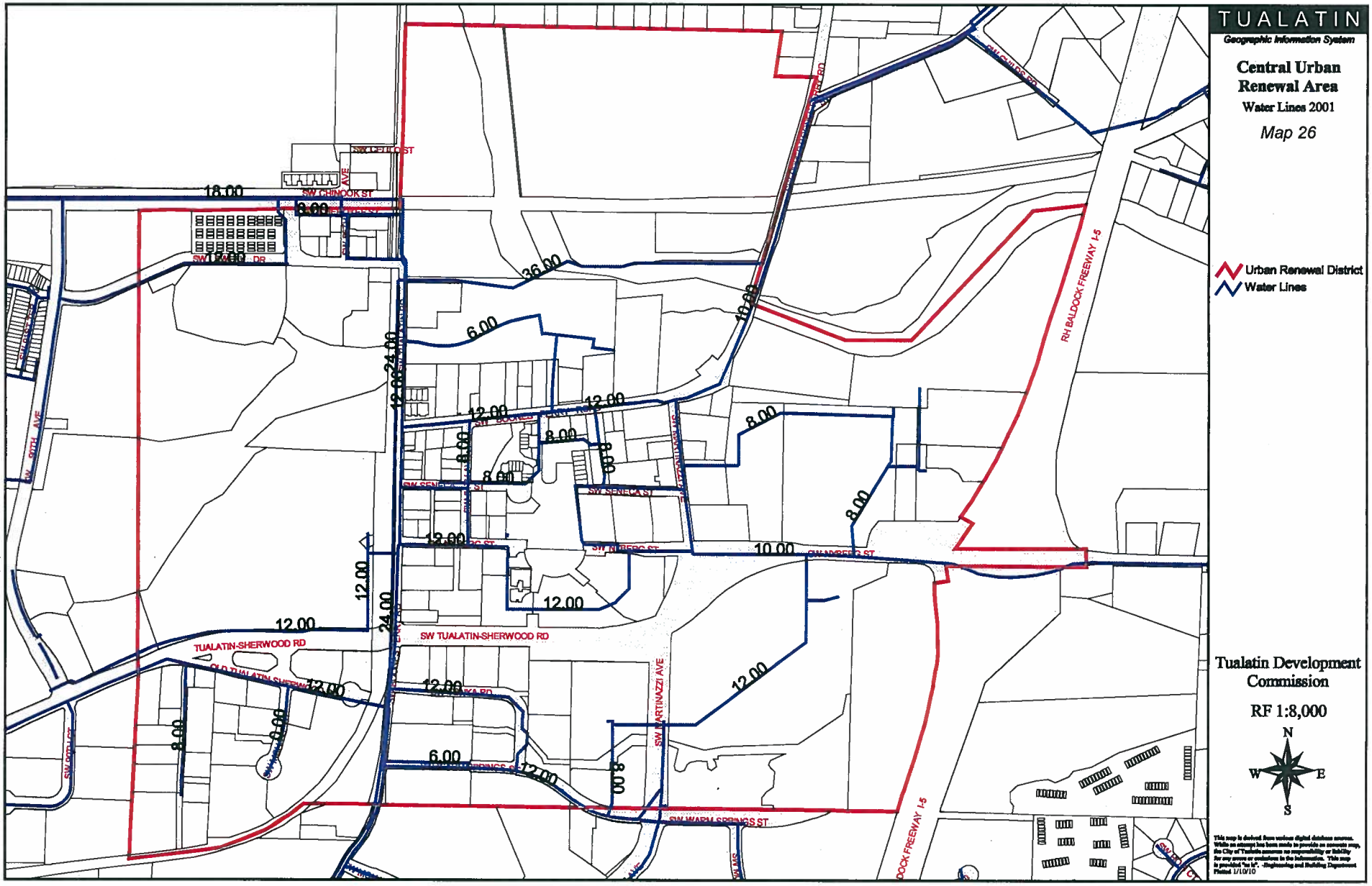
TUALATIN
Geographic Information System
Central Urban Renewal Area
Water Lines 2001
Map 26
Urban Renewal District
Water Lines
Tualatin Development Commission
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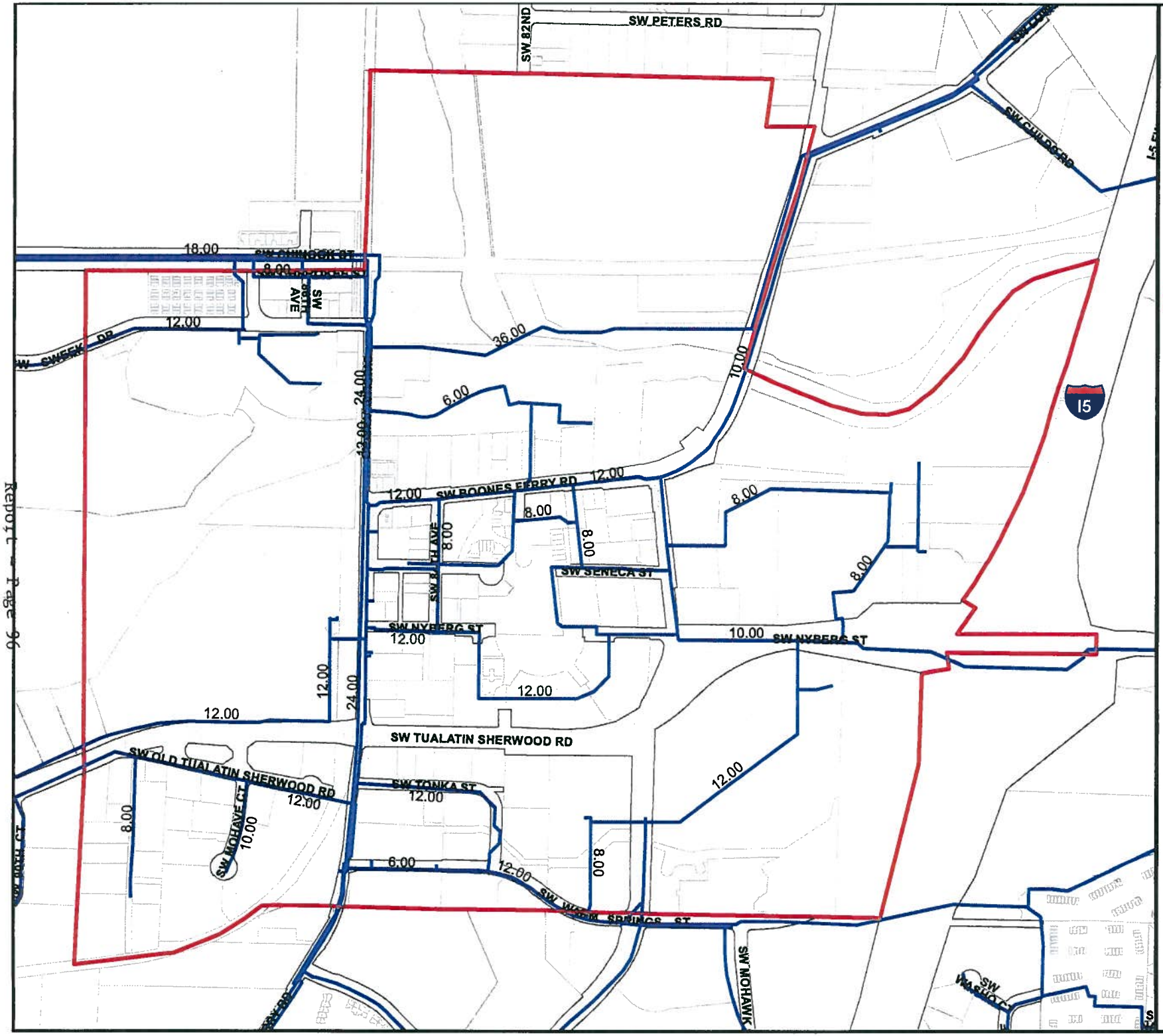

TUALGIS

Central Urban Renewal Area

Water Lines 2010

Map 27

Central Urban Renewal Area

Water Lines

Tualatin Development Commission

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RF 1:7,200

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Plotted 1/10/10

APPPENDICIES

Appendix A-H are available at the Community Development Department

ATTACHMENT E

PTA-09-10: BACKGROUND INFORMATION

Pertinent background information obtained from the proposed PTA-09-10 and other supporting documents is summarized in this section.

The amendment was initiated by the Community Development Department, Economic Development Division, at the direction of the Tualatin City Council and Tualatin Development Commission.

The Central Urban Renewal Plan ("Plan") was adopted on January 27, 1975 and has been amended 23 times to reflect changed conditions. The Plan established an Urban Renewal Plan Area, which the City Council found to be blighted and deteriorated because of the following conditions:

- Deleterious land uses;
- The lack of flood protection;
- The lack of adequate drainage facilities and public rights-of-way;
- Traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom; and
- The inaccessibility and inadequacy of public facilities and services.

This Plan Text Amendment serves as a Substantial Amendment process, as outlined in Section I of the Central Urban Renewal Plan (Attachment D, Page 44).

Maximum Indebtedness

The Central Urban Renewal Plan (CURP) updated October 12, 2009, lists capital projects to be conducted within the District. The listed projects are subject to a cap known as the maximum indebtedness amount. Simply stated, this is the maximum amount of tax dollars the agency can collect to spend on listed capital projects in the CURP. The identified maximum indebtedness amount is $27,705,384. Only projects listed in the CURP are eligible for CURP expenditures. In fiscal year 2009/2010 the maximum indebtedness cap will be reached. The Commission is proposing to increase the maximum indebtedness amount by an additional $120 million to fund fifteen proposed projects to remove blight conditions.

CURP Amendment Process

In order to increase the maximum indebtedness and list the fifteen projects, an amendment must be made to the Plan. This amendment is known as a Substantial Amendment, requiring a recommendation from the Tualatin Planning Advisory Committee (TPAC) and a public hearing and ordinance adoption by the City Council. This process also requires a recommendation from URAC and the Tualatin Development Commission. Because several of the projects proposed are Tualatin River trail improvements, TPARK is also being asked to weigh in and provide input. The reasons a Substantial Amendment is required are:

- Increasing the maximum amount of indebtedness, excluding indebtedness issued to refinance or refund existing indebtedness issued or incurred under the Plan
- Lists new projects that serves or performs a substantially different function from any project, activity or program specified in the Plan and is estimated to cost more than $500,000.
- Requires changes in the Plan, which alters the major assumptions, purposes, and objectives underlying the Plan.

The specific language for a Substantial Amendment is outlined on Page 44 of the Plan section of the CURP (Attachment D).

Projects

Projects proposed in the CURP are summarized in Attachments B and C. The details are contained in Attachment D, Pages 17 – 35 of the Plan.

SUMMARY OF CURP SECTIONS TO BE MODIFIED

The following list summarizes the various sections of the CURP modified by this proposal:

Plan

- Introduction (Definitions; History of Adoption and Amendment; Citizen Involvement Process)
- Vision, Goals and Objectives (Vision, Goals and Objectives of the Urban Renewal Plan; Relationship to Local Objectives)
- Description of Project
- Outline of Project Activities (Public Improvements; Land Acquisition and Clearance; Land Disposition, Development and Redevelopment; Rehabilitation and Conservation)
- Real Property Acquisition, Disposition: Estimated Schedule (Real Property Acquisition; Real Property Disposition)
- Land Use (Permitted Uses; Structure Height; Requirements for Master Planning; Central Design District Guidelines; Changes to Planning District Designations)
- Relocation Plan
- Methods of Financing Project Activities (Self-Liquidation of Cost of Projects; Completion of Projects)
- Future Amendment Process
- Maps and Tables

Report

- Introduction

- Existing Conditions (Physical Conditions – Land Use, Building Conditions, Historic Resources, Natural Features, Geologic Limitations, Flooding, Transportation, Infrastructure; Social Conditions; Economic Conditions; Plan Impacts)
- Reasons for Selection of the Urban Renewal Area
- Relationship Between Projects and Conditions in the Urban Renewal Area
- Estimated Project Cost and Revenue Sources
- Anticipated Project Start and Completion Dates
- Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement
- Financial Feasibility Analysis
- Fiscal Impacts on Taxing Jurisdictions
- Relocation Report
- Maps, Tables, Graphs

The proposed amendment to the Plan has one primary component, Substantial, with a recommendation from the Commission as identified in Section I of the Plan (Attachment D, Page 44).

ATTACHMENT F

PTA-09-10: ANALYSIS AND FINDINGS

The approval criteria of the Tualatin Development Code (TDC) 1.032 must be met if the proposed PTA is to be granted. The Plan Amendment criteria are addressed below.

A. Granting the amendment is in the public interest.

The public interest is to promote a vibrant and economically successful area within the Central Urban Renewal District (CURD) by removing blight and responding to changing circumstances within the District. The proposal identifies investing $120 million over an estimated 25-year period to remove the blight conditions and create the economic vibrancy. This is proposed to be achieved through a series of capital improvements listed in Attachments B and C and also shown in the Plan (Attachment D, Pages 17-35).

Specifically the public interests in the proposed Plan Amendment are as follows:

- Removing blight conditions in the Central Urban Renewal District (CURD)
- Maintaining an economically viable and healthy Town Center area
- Working to resolve transportation connection issues
- Moving forward the City Council Vision of the Town Center
- Providing access to the Tualatin River

Removing blight conditions in the Central Urban Renewal District CURD

The CURD continues to have blight conditions as stated on Page 3 of the Plan (Attachment D). Additional details are listed in the Existing Conditions Section of the Report in pages 1-53 (Attachment D). The City Council will consider specific blight findings in the ordinance to adopt the amendment to the Plan. The purpose of the proposed amendment is to have actionable steps to continue to address these blight conditions through the investment of public infrastructure that will leverage new development within the Plan area. The CURD is the central core of the City and will define the future of the City. Having a central area that is economically distressed and has inadequate infrastructure can have negative effects on the balance of the community. Removing blight conditions is in the public interest.

Maintaining an economically viable and healthy Town Center area

Pages 44-45 of the Report (Attachment D) outline the existing conditions within the CURD. Information indicates the CURD has lagged behind other commercial areas within the City in both business and employment growth. As the Town Center is the economic hub of the City the CURD needs to maintain its economic viability for accessing goods and services thus providing employment opportunities. The proposed amendment will assist in that action by funding public infrastructure to support continued redevelopment within the CURD. An estimated 1.3 – 1.9 million square feet of new commercial space has been

modeled to occur in the CURD over the next 25 years promoting new business growth and employment opportunities (4,021 – 5,778 jobs) in the Town Center which is in the public interest.

Working to resolve transportation connection issues

Transportation continues to be problematic in the CURD. A number of projects have been identified for funding in the proposed amendment to address this problem. These include the Tualatin Road Extension, SW Boones Ferry Road improvements from SW Martinazzi Avenue north to the SW Upper Boones Ferry/ SW Lower Boones Ferry intersection, widening SW Martinazzi Avenue north of SW Tualatin-Sherwood Road, multi-use trails along the Tualatin River, a transportation network in the East Sub-area and traffic signal coordination (Attachments B and C) and Attachment D (Plan pages 17-24). These improvements are in the public interest.

Moving forward the City Council Vision of the Town Center

The City Council has developed a vision for the Town Center in which the CURD is located. This vision states:

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 unique design standards, elements and features
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance
5. Encourages safe bike and pedestrian activity and integrates transit opportunities
6. Is a destination for local business activities and not a pass through location for freight traffic
7. Integrates seamlessly with the rest of Tualatin in all directions

To achieve this vision, the City Council has developed concepts for 1.3 – 1.9 million square feet of new commercial space, 529 - 669 dwelling units, transportation improvements, other infrastructure, parking garages, trail systems and other amenities to support that vision. All of these elements will assist in removing blight conditions and are in the public interest.

Providing access to the Tualatin River

The proposed amendment includes various components for access to the Tualatin River. This is in the form a multi-use trail system along the river within

the CURD on both the north and south sides of the river. To link these multi-use trail systems, a bridge is proposed to span the river connecting the North Sub-area to the Central Sub-area providing views of the river. The City Council and Commission further want to turn towards the river as redevelopment occurs as noted in item #2 of the Vision. Access along, over and to the Tualatin River is in the public interest.

Granting the amendment is in the public interest. Criterion "A" is met.

B. The public interest is best protected by granting the amendment at this time.

The CURD is at the point where the District stops collecting tax increment revenues at the end of fiscal year 2009/2010 or increases the amount of maximum indebtedness it can bond against for projects. Without the increase in the maximum indebtedness, funds will not be available to construct the 15 listed projects, and other revenues sources would need to be identified. Without the assistance of urban renewal, market conditions would determine the types and scale of development that would occur. The estimated 1.3 – 1.9 million square feet of new commercial development, 529 - 669 residential housing units and 4,021 – 5,778 jobs would be significantly diminished due to private sector reduced capacity to provide the necessary infrastructure.

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

Criterion "B" is met.

C. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

4.050(1) Provide a plan that will accommodate a population range of 22,000 to 29,000.

The proposed amendment will not impair the ability to accommodate the projected population range. Housing is currently listed as a use allowed either outright or conditionally within the Central Urban Renewal District (CURD) boundary. Page 44 of the Report (Attachment D) identifies a range of 529 – 669 additional housing units in the CURD over the next 25 years which would accommodate a population range of 1,375 – 1,739 people. With this existing listing of housing opportunities, the CURD assists in meeting the population range projection.

4.050 (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.

The proposed amendment addresses public infrastructure projects based on uses currently listed in the TDC for various land use activities per the respective planning

district designations. Because the proposed amendment does not modify the land use arrangement, it is consistent with this objective.

4.050 (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.

The amendment is a balance between the various objectives contained in the TDC while meeting the requirements of ORS 457 concerning blight conditions. A variety of objectives have been considered and responded to in this analysis.

The TDC has been developed to provide a variety of living and working environments. The Central Urban Renewal Plan (CURP) furthers this objective by contributing to infrastructure improvements, removing blight conditions that enhance the opportunity to provide a variety of living and working environments. This proposal does not change any of the list of uses or planning district designations within the CURP boundaries. Because the CURP supports the TDC, it meets this objective.

4.050 (10) Encourage the highest quality physical design for future development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed in the amendment, it meets this objective.

4.050 (15) Arrange the various land uses in a manner that is energy efficient.

Land uses are arranged in the TDC as reflected on Map 9-1 and the list of uses either permitted or condition for each of the respective planning district designations. The CURP supports this arrangement as noted in the Plan under Section F. Land Use (Page 36). No modifications are proposed on the arrangement of the land uses. A new Section 6, Changes to Planning District Designation (Attachment D, Page 42 of the Plan) has been added to identify the Commission to work with the City to encourage further mixed-use opportunities within the Town Center. The proposed amendment meets the objective.

4.050 (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.

One of the concepts behind this amendment is to encourage and further mixed-use development within the CURD under the existing land use structure that is in place. This will assist in encouraging energy efficiency and promote new opportunities for public transit which is consistent with the objective.

5.030(1) Provide for the housing needs of existing and future City residents.

The TDC identifies locations for housing within the CURD. The proposed amendment does not propose modifying the regulations for housing, rather it identifies infrastructure that will support the opportunity to construct housing within the CURD. Financial modeling projects 529 - 669 residential units could be constructed over the next 25 years for existing and future residents of the City which meets the objective.

5.030(2) Provide housing opportunities for residents with varied income levels and tastes that are aesthetically and functionally compatible with the existing community housing stock.

The proposed amendment has modeled the potential for 529 - 669 residential units that could be constructed over the next 25 years. The type of housing could be a mix of retirement, condominiums, apartments or lofts. The type of housing and costs will be determined with specific development proposals. To assist in the cost of housing, the CURP identifies supporting infrastructure that can assist in containing costs to a range that make it more cost effective for residents and meets the objective.

5.030(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.

The proposed amendment does not modify the location or density of housing development. Higher density residential development is already identified in the TDC to occur within the CURD and meets the objective.

5.030(7) Develop specific and enforceable design standards for multi-family developments, townhouses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines within the Central Design District in the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

5.030(8) Encourage owner occupancy of multi-family developments and other housing units within the City.

Housing has been identified in the CURD to be developed in the future in a range estimated between 529 – 669 units. The exact type of housing has not been identified

but will be addressed at the time of specific development. Owner occupancy of multi-family is a possibility and would be encouraged to meet the objective.

5.030(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

Section F of the Plan (Attachment D, Page 42) identifies the Commission working with the City in the future to modify Planning District designations to ensure that use conflicts are minimized. For the North Sub-area which is currently zoned industrial, this could mean modifying the area to be a mixed-use location for development which would meet the objective.

6.030(1) Encourage commercial development.

Proposed projects in the CURP are primarily infrastructure projects to assist in removing blight. Removal of blight enhances the opportunities for commercial development within the commercial designated areas of the Plan and ancillary residential development. Additionally, projects in the Plan assist in reducing costs to developers for off-site improvements that allow for higher-quality designed commercial or residential developments, which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years. This level of commercial development would promote increased employment opportunities. The Report (Attachment D, Pages 49-53) also indicates that the CURD is lagging in employment opportunities compared to other commercial areas within the City. The objective is met with this amendment.

6.030(3) Provide shopping opportunities for surrounding communities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years, a portion of which would be shopping opportunities. This level of commercial development would promote shopping opportunities. The objective is met with this amendment.

6.030 (4) Locate and design commercial areas to minimize traffic congestion and maximize access.

Commercial areas are identified on Map 9-1 in the TDC. This amendment does not propose to change those commercial locations. The amendment does identify transportation improvements that will assist the commercial areas in achieving their

highest and best use potential and providing access opportunities which meets the objective.

6.030 (5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

8.020(1) Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.

The City Offices and Library are currently located within the CURD which meets the objective.

8.040(1)(i) The City shall provide notice to the Tigard-Tualatin School District when considering a plan or land use regulation amendment that significantly impacts school capacity.

Notice was sent to Tigard-Tualatin School District as well as an orientation meeting with the School Board Chair and Superintendent. The notice and meeting were done to comply with HB 3056 requirements as well as to articulate the range of housing opportunities projected that could affect school capacity. This objective has been met.

10.020(1) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

10.020(2) Discourage monotonous, drab, unsightly, dreary and inharmonious development.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards and is consistent with the objective.

10.020(3) Promote the City's natural beauty and visual character and charm by insuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures and other improvements.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards. In addition, the TDC and CURP contain design guidelines for development within the Central Design District to further this objective.

10.020(4) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.

The proposed amendment estimates 1.3 – 1.9 million new square feet of commercial development over the next 25 years. Additionally, multi-use trails are identified along the Tualatin River to activate uses along the river. Both of these activities will assist in attracting tourists and visitors and commercial investment within the CURD and furthers the objective.

10.020(5) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.

The proposed amendment has a list of capital infrastructure activities to assist in removing blight conditions within the CURD. This infrastructure will support new development and redevelopment increasing and stabilizing property values. This, in turn, will increase tax revenues over the long term. As noted in this analysis, the range of estimated commercial development is 1.3 – 1.9 million square feet. Financial analysis indicates that the existing incremental assess value would grow from the current $180 million to over $800 million and is consistent with this objective.

11.610(2)(a) Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms of transportation which will link the community; minimize travel distances and vehicle-miles traveled; and safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit vehicles, trucks, and trains to and through the area when it is fully urbanized.

The list of transportation improvements (summarized in Attachments B and C) and detailed in Attachment D (Pages18-25 of the Plan) further the objective to create an interconnected system of streets, pedestrian and bicycle facilities linking the CURD area

to the balance of the community. These improvements are consistent with the TSP and Chapter 11 of the TDC and meet the objective.

11.610(2)(e) For Plan Map and Text Amendments adopt a Level of Service standard F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types. For development applications, including, but not limited to subdivisions and architectural reviews, a LOS of at least D and E are encouraged for signalized and unsignalized intersections, respectively.

This Plan Text Amendment considered and was found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal, and all development scenario modeling was conducted consistent with existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

11.610(3)(a) Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.

The City's TSP identifies a roadway extension of Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection. It additionally identifies SW Boones Ferry Road north of SW Martinazzi Avenue being widened and, SW Martinazzi Avenue widened to accommodate bike lanes and signal coordination efforts. These projects are proposed in the CURP to address congestion within the Town Center and the efforts to create an economically viable downtown area that are consistent with the objective.

Exhibits 1-6 are graphics from the June 2001 Transportation System Plan (TSP). These graphics identify traffic volumes on roadways within the CURD. Exhibit 1 depicts the Existing Conditions 2000 Roadway PM Peak Hour Volumes. Exhibit 2 depicts Roadway Needs. Exhibit 3 identifies Intersection Needs. Exhibit 4 represents Alternatives Analysis for Alternative 1A 2020 PM Volumes. Exhibit 5 represents Alternatives Analysis for Alternative 2 2020 PM Volumes. Finally, Exhibit 6 represents Alternatives Analysis for Alternative 3 2020 PM Volumes. The alternatives represent different PM Volumes on roadways within the CURD and the impacts on the various roadways. Projects identified in the CURD for capital improvements further the transportation improvements to address traffic congestion issues identified in the TSP.

11.610(3)(d) Incorporate a landscape element into the development plans of arterials, collectors and local streets.

The transportation projects proposed in this amendment have a landscape element in their concepts consistent with the roadway classifications listed in the TDC Chapter 11 and are consistent with the objective.

11.610(3)(e) Preserve and protect Tualatin's historic sites, where practicable, when developing new transportation facilities.

The transportation projects listed in the amendment will take into consideration historic resources during their design and permit phases consistent with Chapter 16 and 68 of the Tualatin Development Code to meet this objective. As currently listed, none of the transportation projects have a direct impact on any historic resources listed in TDC Chapter 68.

11.610(3)(f) Ensure safe and efficient access to the Tualatin Town Center.

The proposed transportation improvements listed in the amendment will further the safe and efficient access to the Town Center area with projects such as the roadway extension of SW Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection, SW Boones Ferry Road improvements north of SW Martinazzi Avenue, SW Martinazzi Avenue widening to accommodate bike lanes and signal coordination efforts that are consistent with the objective.

11.610(4)(a) Provide a City transportation system that is consistent with other elements and objectives of the Tualatin Community Plan.

PTA-09-10 has evaluated and taken into consideration other elements of the TDC. That evaluation is contained in this report, and a balance has been struck between the various objectives to meet this objective.

11.610(4)(b) Coordinate planning of the City transportation system with the Regional Transportation Plan prepared by the Metro, working toward a plan that is consistent with the RTP.

The City's TSP is consistent with the current RTP prepared by Metro. As future RTP amendments are conducted, the City will evaluate and make the necessary adjustments. This will include revisiting the CURP to ensure it is consistent with the TSP and RTP. This objective has been evaluated and the proposed amendment meets the objective.

11.610(5)(a) Support and assist whenever practicable, the development of the metropolitan public transportation system through cooperation with the Tri-County Metropolitan Transportation District (TriMet).

The proposed amendment does not specifically call out for transit improvements. A meeting with TriMet identified that as transportation improvements are made, TriMet

wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated which meets the objective.

11.610(5)(b) Working through TriMet, develop transit systems and stations, park and ride systems, and related facilities in convenient and appropriate locations that adequately and efficiently serve the residential and employment populations.

The Commission has met with TriMet on the proposed amendment. TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated when projects are developed which meets the objective.

11.610 (6)(a) Provide sidewalks on both sides of all fully developed streets within the City, except where it would be unsafe to do so.

The proposed transportation improvements have been modeled to include sidewalks on both sides of the roadways consistent with the TSP and meet the objective.

11.610(6)(b) Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly-owned land intended for general public use.

All proposed transportation improvements in the amendment have pedestrian and bicycle elements consistent with the objective. In addition, the trail system along the Tualatin River has been modeled to be consistent with the Chapters 11 and 15 of the TDC.

11.610(6)(d) Develop a continuous multi-use pathway along the Tualatin River, and provide opportunities for pedestrian and bicycle movement across the river.

The amendment contains several trail systems along the Tualatin River both on the north and south sides. In addition, a pedestrian bridge is identified to link the two trail systems together which is consistent with the objective.

11.610(7)(b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users.

A series of transportation improvements are proposed in the amendment including the SW Tualatin Road Extension, SW Boones Ferry Road north of SW Martinazzi Avenue, widening of SW Martinazzi for bike lanes, signal coordination and transportation improvements in the East Sub-area. These improvements are either upgrades or new systems to ensure access into and within the Urban Renewal Area consistent with the objective.

11.610(8)(a) Provide a transportation system which encourages energy conservation, in terms of efficiency of the road network and in the standards developed for street improvements.

The proposed amendment furthers the existing transportation plan contained in Chapter 11 of the TDC and the TSP. The amendment identifies funding to implement improvements as listed in the Plan on pages 18-25 (Attachment D) in the CURD area. These improvements will encourage energy conservation and meets the objective.

11.610(9)(c) Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, and by constructing half or full street improvements needed to serve new development and to mitigate the impacts of new development.

The amendment identifies a list of transportation improvements (Attachment D, Pages 18-25 of the Plan). Most of these improvements are partnerships with property owners and developers in order to bring the projects forward to construction. This could include dedicating rights-of-way and participating in funding the improvements which is consistent with the object.

11.610(10)(a) Establish an arterial street system which will attract and effectively accommodate all "through" trips to relieve residential collectors and local streets from heavy and hazardous traffic burdens.

The amendment does not propose modifying the arterial street system that is identified in Chapter 11 of the TDC. That system already exists to meet this objective. The amendment does identifying funding for several arterials within the CURD (Attachment D, Pages 18-25 of the Plan) that meets the objective.

11.610(11)(a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation, and the Transportation Planning Rule, including making provisions for alternative modes of transportation that will reduce reliance on the automobile, and reduce air pollution and traffic congestion.

The City of Tualatin has a TSP that is in compliance with Goal 12. A capital improvement program has been developed to implement the TSP. The CURP is one of the tools to implement this program by removing blight conditions in the Plan area. The list of transportation projects proposed in the CURP are both roadways with sidewalks as well as multi-use trail systems that provide alternative modes of travel. In addition, transit can be accommodated within the roadway network providing another travel mode which are all consistent with the objective.

11.610(12)(b) Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.

The proposed amendment has a number of improvements that will increase the safety of the transportation system that includes bike and pedestrian routes that are consistent with the objective.

12.020(1) Plan and construct a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains water improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

12.020(2) Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

12.020(3) Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

Water lines contained in the amendment will either create loops that are missing or establish new loop systems in redevelopment areas that are consistent with the objective.

13.015(1) Plan and construct a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains sanitary sewer improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

13.015(5) Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

15.020(5) Preserve the scenic value of the Tualatin River by creating a greenway along the entire bank of the river within the City.

The proposed amendment contains projects to construct a trail system along the Tualatin River. This trail may be within the greenway identified along the river or outside of the greenway depending on regulatory requirements. In either situation, greenway protection will be a part of the proposed capital projects consistent with the objective.

15.020(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.

The proposed amendment contains a trail system along the Tualatin River on both the north and south sides within the CURD. Additionally, a pedestrian bridge funding is identified to link the trails together. The trail system on the south side of the river connects to Community Park. The proposed amendment furthers this objective on greenways and trail systems.

15.110(4) Balance natural resource protection and growth and development needs.

The proposed amendment contains trails along the Tualatin River within the CURD boundary. In the scoping of these projects, care was taken to consider the natural resources and the commercial and residential growth projections. A balance has been struck and would be further evaluated during the construction of the projects to ensure natural resource protection and development is considered and will meet the objective.

15.110 (6) Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Trails contained in the proposed amendment may have trails, bridges or roadways within significant natural resource areas as depicted on Map 72-3 of the TDC. At the time of construction of this public infrastructure, evaluations will occur to minimize impacts and provide mitigation as required by the various permitting agencies.

The proposed amendment is consistent with the applicable objectives of the Tualatin Community Plan. Criterion "C" is met.

D. The factors listed in Section 1.032(4) were consciously considered:

The various characteristics of areas in the City

The area, for purposes of this amendment, is the Central Urban Renewal Plan area. The proposed amendment will enhance the area through the identified capital improvement projects to assist in removing blight conditions that exist within the Plan area. Additionally, it will further the economic viability of the Town Center in which the CURD is located by promoting commercial development opportunities.

The suitability of the area for particular land uses and improvements

The CURD is identified to have a variety of land use activities ranging from commercial, residential and industrial. The City's TDC identifies a number of transportation and other infrastructure projects that are necessary to support these improvements. The

CURP is a funding tool to move forward a number of these projects to the construction stage to support redevelopment and development within the CURD. Without the infrastructure improvements, the CURD will not see its potential for commercial, residential and industrial development achieved in alignment with the City Council Vision for the Town Center area.

Trends in land improvement and development

Development within the CURP area is projected to continue into the future. The proposed amendment will assist in this development by providing needed infrastructure to support the development. Areas projected to redevelop include the East, North, Central, South and West Sub-areas of the district. It is projected that 1.3 – 1.9 million square feet of new commercial space and 529 - 669 residential units could develop in the next 25 years within the CURP.

Property values

The proposed amendment will enhance property values in the CURP area. Projections indicate the incremental assessed value of the District can grow to over $800 million in value. This is a substantial increase over the current $180 million. Without the amendment, the likelihood that this value can be obtained is severely diminished and left to market conditions.

The needs of economic enterprises and the future development of the area

The CURD area has lagged behind other commercial areas in the attraction of businesses and the associated employment opportunities that come with new business generation. Pages 49-53 of the Report (Attachment D) outline the economic conditions that exist within the CURD. This proposed amendment will assist the City in furthering its economic objectives to create business growth and employment opportunities by utilizing funds to construct public infrastructure to support the commercial development growth.

Needed right-of-way and access for and to particular sites in the area

Transportation improvements identified in the Plan will require additional right-of-way in order to be constructed. The amount of right-of-way was taken into consideration in developing the scope for these projects and factored into the financial projections. With this right-of-way will come enhanced access to various properties within the CURD. Attachments B and C provide a general list of the projects as the Plan (Attachment D, Pages 18-25).

Natural resources of the City and the protection and conservation of said resources

Several projects such as pedestrian trails along the Tualatin River and transportation corridor improvements over the Tualatin River will likely require mitigation measures for those impacts. The specifics of these will be addressed during the design and

permitting of the projects with the respective regulatory agencies such as Clean Water Services, Oregon Division of State Lands, U.S. Army Corps of Engineers and Oregon Department of Environmental Quality, as examples.

Prospective requirements for the development of natural resources in the City

Several projects such as pedestrian trails along the Tualatin River and transportation corridor improvements over the Tualatin River will likely require mitigation measures for those impacts. The specifics of these will be addressed during the design and permitting of the projects with the respective regulatory agencies such as Clean Water Services, Oregon Division of State Lands, U.S. Army Corps of Engineers and Oregon Department of Environmental Quality, as examples.

The public need for healthful, safe, aesthetic surroundings and conditions

The City Council identified the CURD area as having blighted conditions in 1975 and adopted the Plan to address removal of the blight. The proposed amendment to the Plan continues that effort to remove blight and to react to changed circumstances with the Plan area. Overall, the amendment will continue to protect the public health, safety and welfare by authorizing projects that will enhance the quality of the Plan area.

Proof of a change in a neighborhood or area

Section 9.031, Area 1. This portion of the Plan comprises the City's central area and is described in the City's adopted Central Urban Renewal Plan. The Central Urban Renewal Plan is a separate plan but considered an element of this Plan. This Plan has been drafted to minimize any land use conflicts between uses on the periphery of the Central Urban Renewal Area. Map 9-3, "Central Tualatin Urban Renewal Area Planning Districts," shows the Central Urban Renewal boundary, the Core Area Parking District boundary, land use blocks within the Central Urban Renewal Area, minimum lot sizes for blocks within the Central Urban Renewal Area, and the designation of which blocks require a Master Plan to be submitted for development.

Map 9-3 is proposed to be updated to reflect a modification in the boundary of the Core Area Parking District which occurred in 2007. The Report (Attachment D, Pages 2-53) provides updates on the existing conditions as of 2010 in the CURD. Conditions have changed, but blight conditions continue to exist, necessitating additional efforts to remove the blight conditions.

A mistake in the plan map or text

None is alleged. No modifications to the Planning District designations are proposed in the CURP update proposal.

The factors listed in Section 1.032(4) were consciously considered.

Criterion "D" is met.

E. The criteria in the Tigard-Tualatin School District Facility Plan were considered.

The Tigard-Tualatin School District (TTSD) Facility Plan was considered in the proposed amendment. TTSD was coordinated with on the proposal about the potential number of dwelling units modeled in the financial analysis. At the time of preparation of this report, no comments have been received.

F. Oregon Statewide Planning Goals

The Central Urban Renewal Plan functions, as a capital improvement plan within a defined geographic area. The Plan is part of the Community Plan and is adopted by reference. The proposed amendment to the Plan is consistent with the Community Plan, which, in turn, is consistent with the State of Oregon Planning Goals and Administrative Rules. Additionally, the proposed amendment meets the requirement of ORS 457 concerning urban renewal plan consistency with the local community plan.

G. Metro's Urban Growth Management Functional Plan (UGMFP).

ORS 457 requires that an urban renewal plan be consistent with the local Community Plan. The Community Plan (Tualatin Development Code) was amended previously to be consistent with the Urban Growth Management Functional Plan by the City. The proposed amendment to the CURP is consistent with the proposed Community Plan, thus is consistent with the Urban Growth Management Functional Plan. It can also be noted the proposed amendment will further the development of the Town Center in which the CURP is located, enhancing the Town Center area as a mixed-use development area.

H. (Criterion 8) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's Planning Area.

Criterion G was considered and found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal and all development scenario modeling was conducted factoring in existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

Exhibits
1. Existing Conditions 2000 Roadway PM Peak Hour Volumes
2. Roadway Needs

3. Intersection Needs
4. Alternatives Analysis for Alternative 1A 2020 PM Volumes
5. Alternatives Analysis for Alternative 2 2020 PM Volumes
6. Alternatives Analysis for Alternative 3 2020 PM Volumes.

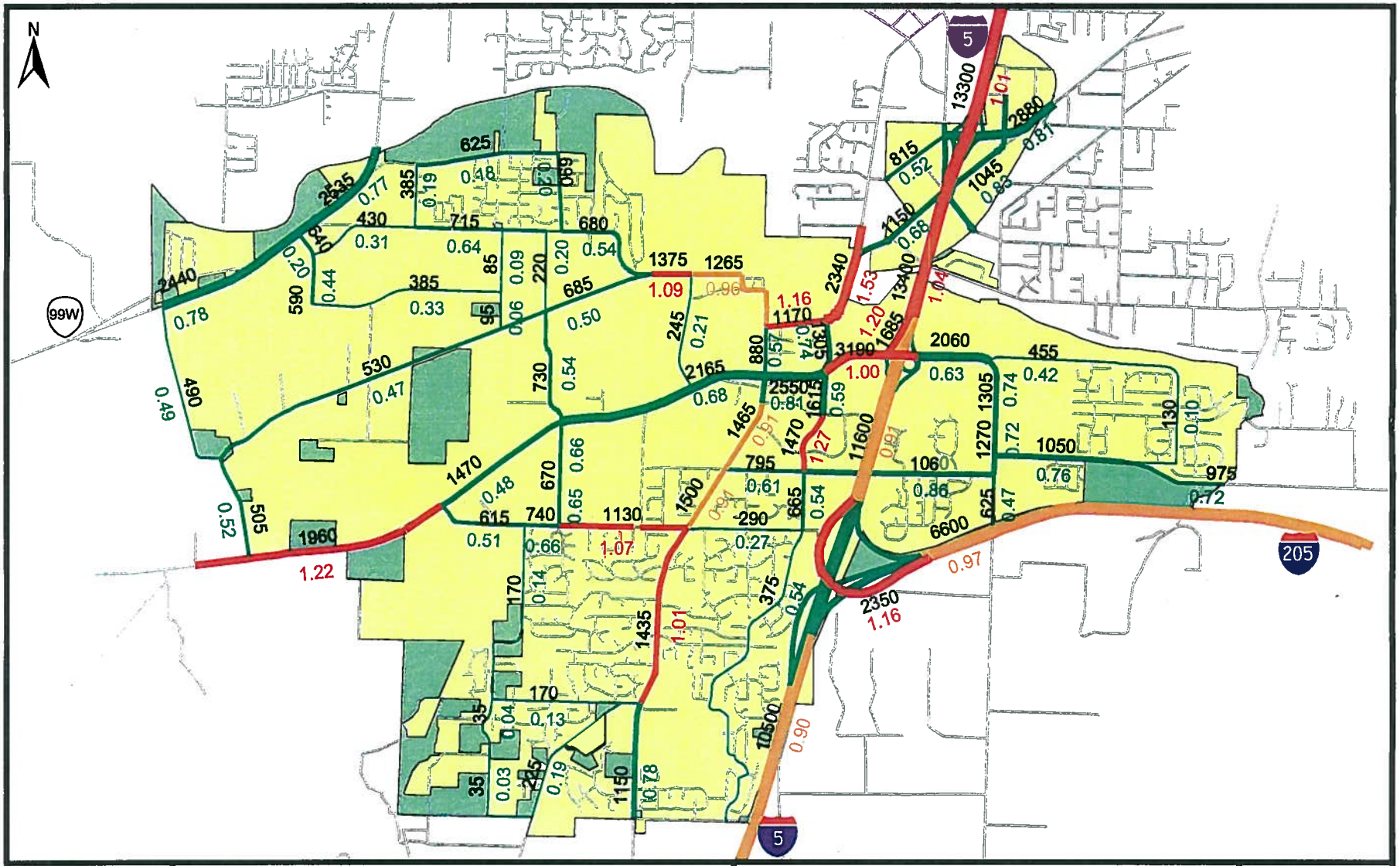

FIGURE 3-11

TUALATIN TRANSPORTATION SYSTEM PLAN
Existing Conditions

2000 Roadway PM Peak Hour Volumes

Exhibit 1

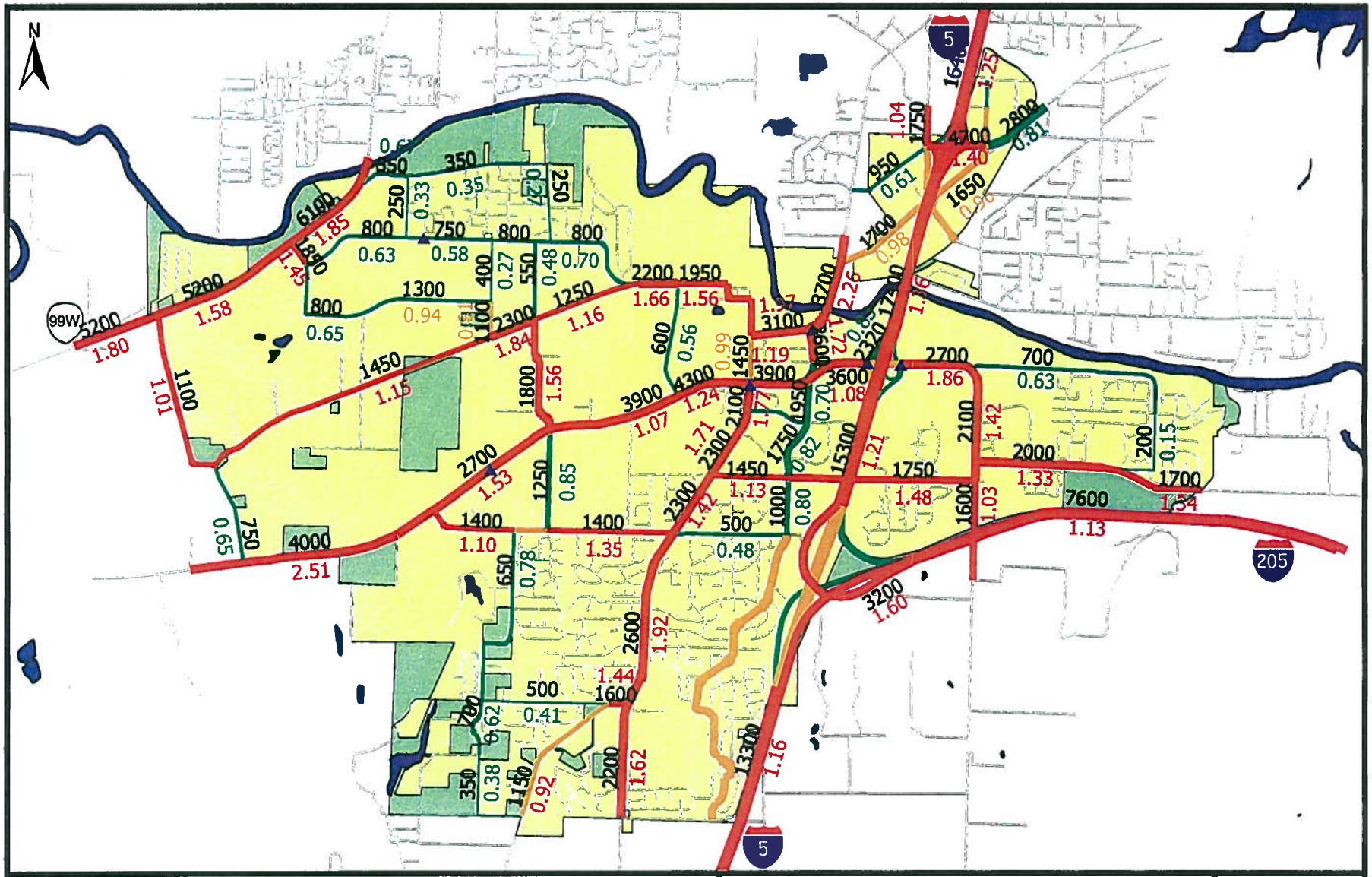

FIGURE 4-4

TUALATIN TRANSPORTATION SYSTEM PLAN

Roadway Needs

Exhibit 2

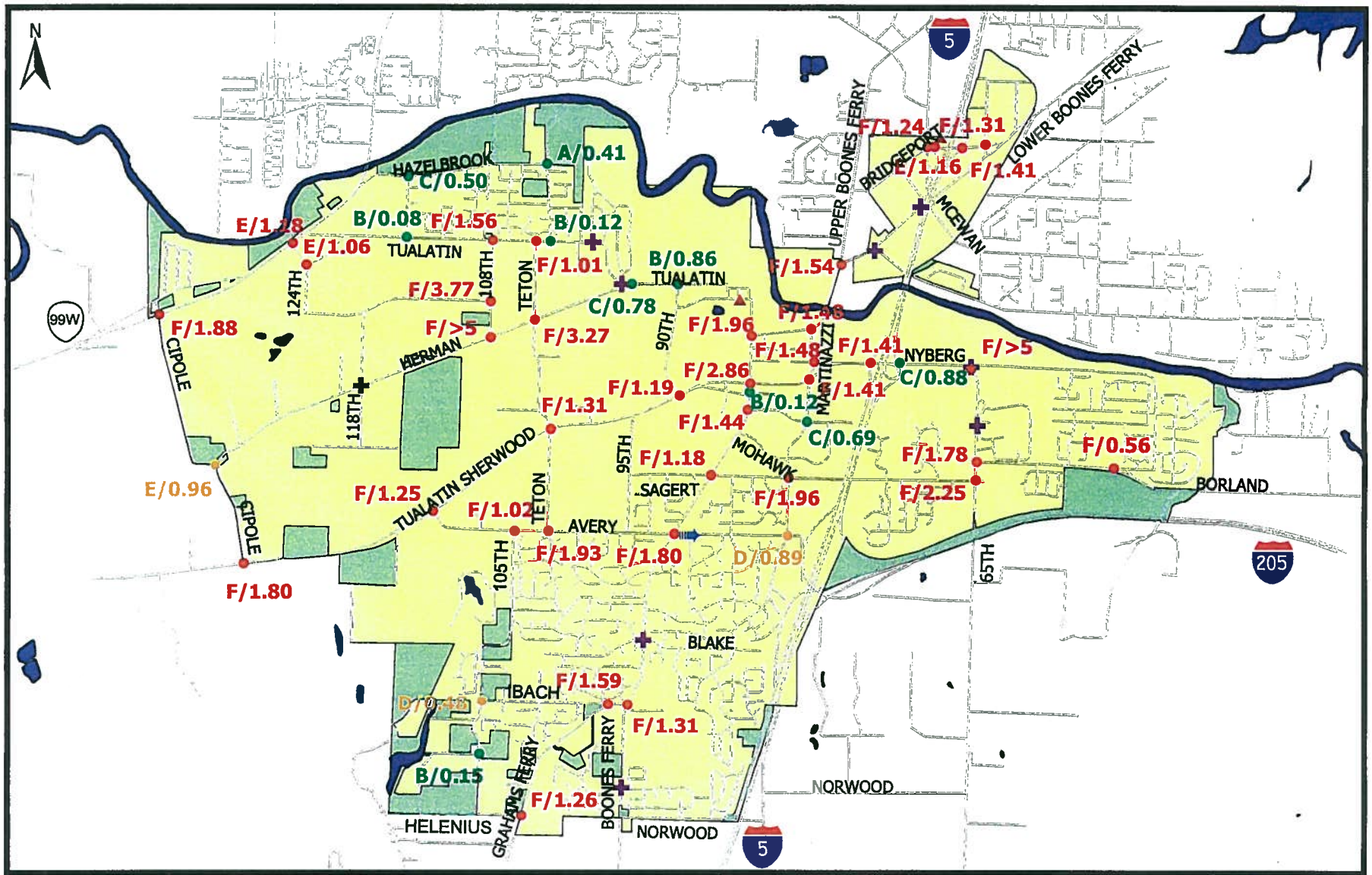

FIGURE 4-5

TUALATIN TRANSPORTATION SYSTEM PLAN

Intersection Needs

Intersection Comments
- Safety/Left Turns
- Geometry
- Speed
- City of Tualatin
- Tualatin Planning Area

Study Intersection
- Over Capacity
- Near Capacity
- Under Capacity

1" = 3,000 feet

SOURCE: KAI analysis

Exhibit 3

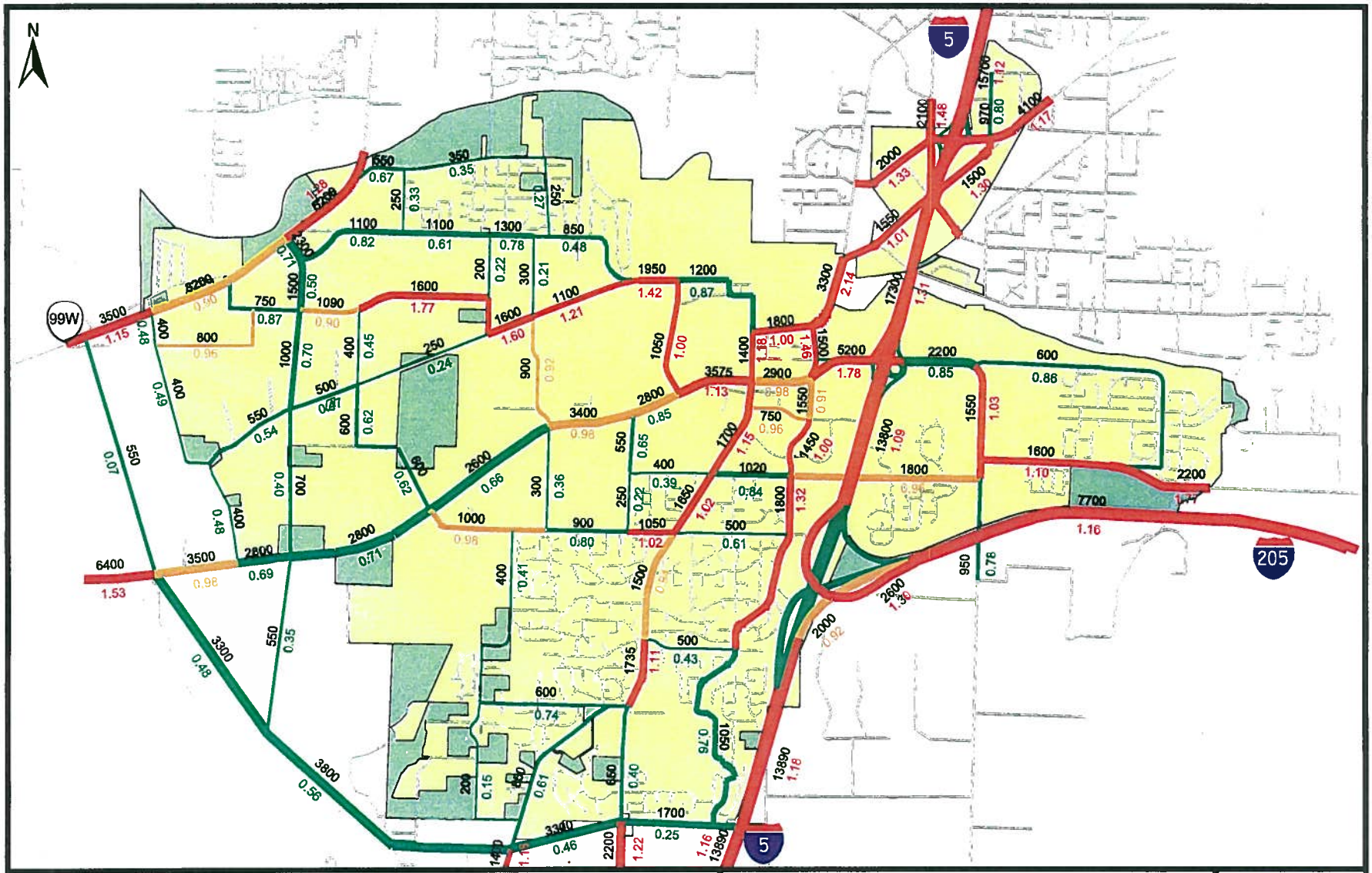

FIGURE 5-4

TUALATIN TRANSPORTATION SYSTEM PLAN
Alternatives Analysis

Alternative 1A 2020 PM Volumes

Exhibit 4

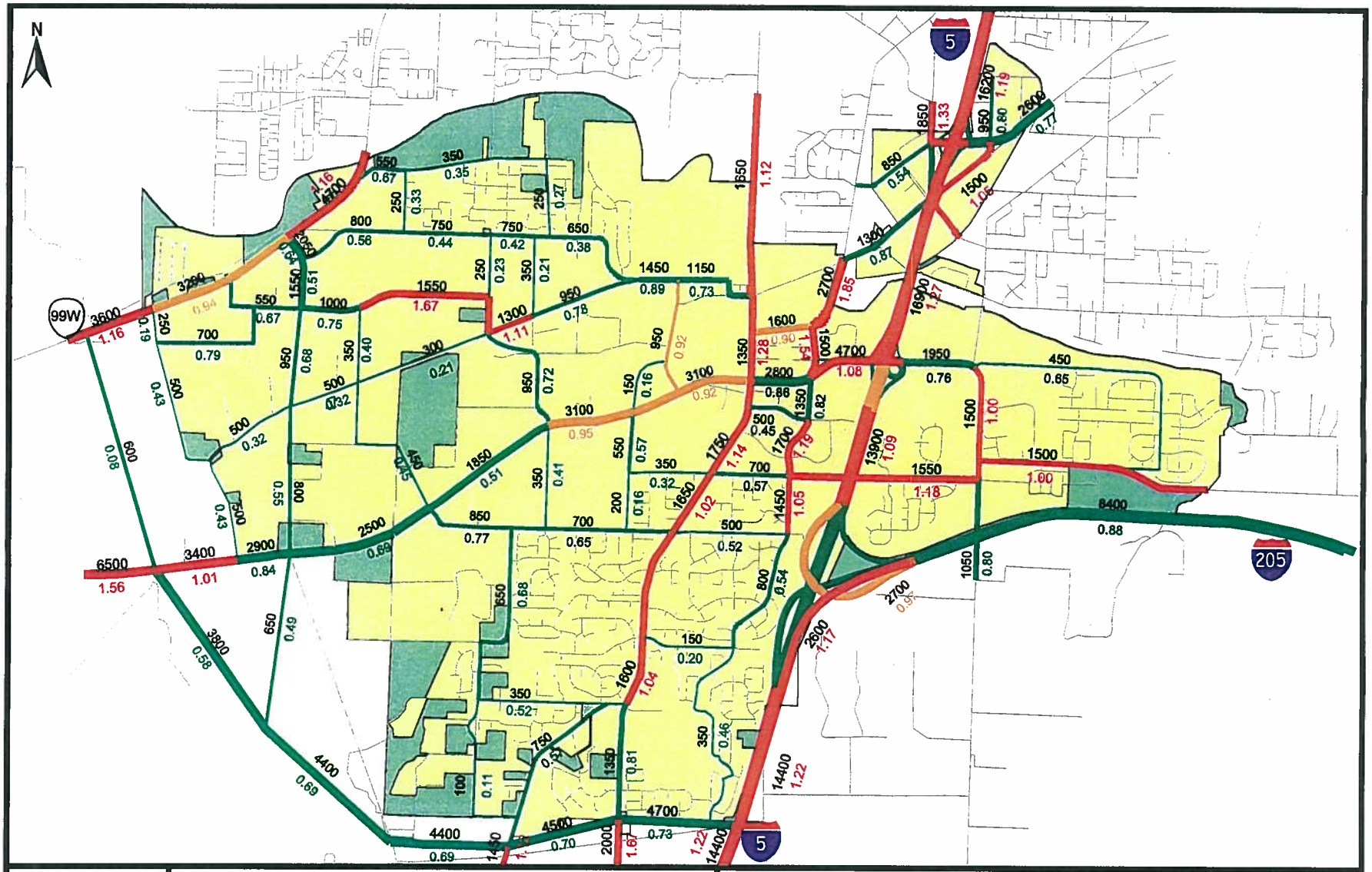

FIGURE 5-8

TUALATIN TRANSPORTATION SYSTEM PLAN
Alternatives Analysis

Alternative 2 2020 PM Volumes

Exhibit 5

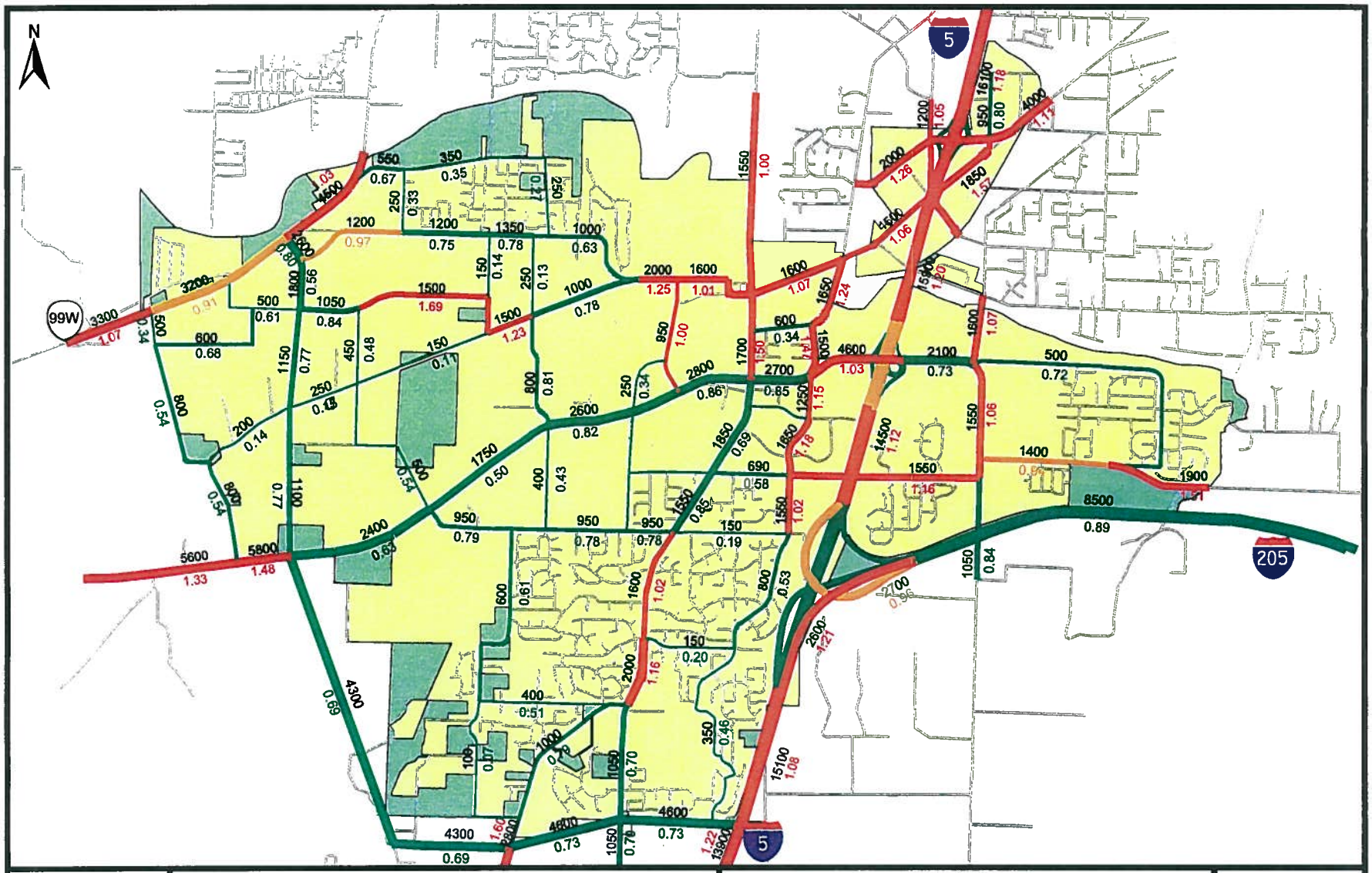

FIGURE 5-10

TUALATIN TRANSPORTATION SYSTEM PLAN
Alternatives Analysis

Alternative 3 2020 PM Volumes

Exhibit 6

SUMMARY PUBLIC COMMENTS RECEIVED

Details Are In the Attached Comments

Open House, February 4, 2010	Written Comments	
Linda Moholt	Feb. 4, 2010	Interested in overall concept. Want to make sure property owners become integrated into the process. Would like to see 65th go over river.
Larry McClure	Feb. 4, 2010	Tualatin Road extension given care full public consideration. Protect historic area proposed for bridge over park. Maintain "old brick" façade that the 1975 plan required.
No Name	Feb. 4, 2010	End the current urban renewal district and return taxes to general fund.
Delores Hurtado	Feb. 4, 2010	City should be concerned with quality of life and neighborhoods and children as it is with moving traffic. Sacrificing past wisdom, parks with preoccupation on commerce. Does not set up a community where people will want to live.
Christine Tunstall	Feb. 4, 2010	Coordinate traffic signals on Tualatin-Sherwood Road, get the big trucks moving, open up flow, and clean out traffic. Set up a computer system to monitor traffic. May not need Northern Arterial if you can fix this problem.
Pam Arnshy	Feb. 4, 2010	Looks nice, like connection to river and park, need walkable downtown, not a drive through. Movie theater.
John W. Broome	Feb. 6, 2010	Bigger is not better, another smaller City of Portland, opposed to use of urban renewal for that type of plan. City should remain small town, Who pays for required fire and police, parks, development, street maintenance, schools, street lights, traffic signals. Quality of life will deteriorate, Tax payer will pay for O&M, increase staff numbers. Developers will profit but not live in Tualatin, tax payer will pay for new sewer and water,

		expanded services. Where will people live who work downtown, where will they park? Does not easy traffic congestion between I-5 and 99W. Opposed to expansion of urban renewal.
TPARK, February 9, 2010		
See attached draft TPARK minutes		
	Emails	
Ann Greer	Feb. 2, 2010	Opposition to Northern Arterial over the park and Tualatin River.
Mark & Stacee Taft	Feb. 2, 2010	Destroying park, neighborhoods and livability. Northern Arterial is not logical. Southern Arterial is a wise choice
Rowena Hill	Feb. 3, 2010	Opposed to bridge over Community Park. Destroys serenity and peacefulness of park. Noise, pollution, loss of old growth trees. Truck traffic. Lack of public involvement.
Laura White	Feb. 4, 2010	Opposes Northern Arterial. Noise, air pollution, negative impacts on plants and wildlife. Better option is Southern Arterial or extend I-205 to 99W. No reasonable public involvement
Brian Rosenbaum & family	Feb. 4, 2010	Bridge over park would spoil the park, increases traffic. Please with what has happened in Tualatin the last few years (parks, trails, general beatification) Opposed to bridge over the park.
Ed Bartlett	Feb. 4, 2010	Opposes Northern Arterial, extension of Tualatin Road over the park.
John & Carol Cesnails	Feb. 5, 2010	Objects to roadway over the Tualatin River and community park. Traffic (cars and trucks) through the park defeats the purpose of a park.
Tualatin Historical Society - Yvonne Addington	Feb. 5, 2010	Supports heritage trees in Community Park. Oppose heritage trees being removed for bridge over Community Park. Trees are of historic and landmark importance.
Lyn Glover	Feb. 6, 2010	Roadway is ill-conceived, other alternatives should be explored. Public input opportunities have been poorly publicized.

		Environmental and social impacts to the park. Project should not be included in the urban renewal plan.
Marianne Germond	Feb. 6, 2010	Loss of funding for 25 years to TTSD and TVF&R. High student to teacher ratios in Tualatin High. Schools need funding. Concerning on borrowing money on hopes of development. Concerns on Tualatin Road Extension over Community Park. Air pollution, air quality, noise pollution. Truck and car traffic increases on Tualatin Road. Trucks currently avoid Tualatin Road due to curves. Traffic increases at Boones Ferry Road and Upper Boones Ferry Road needs to be addressed. Impacts on neighborhoods west of the park. Negative impacts on businesses with roadway construction and business displacement.
Daniel Payne	Feb. 7, 2010	Opposes roadway over Community Park. Traffic increases, diminished park tranquility.
Jerry & Janet Larson	Feb. 7, 2010	Opposes Tualatin Road Extension. Increased traffic, roadway would bisect park. Thought the I-5 to 99W project would be sufficient to carry the increased traffic.
Corrine Conway	Feb. 7, 2010	Concerns with Northern Arterial. Destroying park's beauty, traffic increase3s, noise, air pollution, trash.
Kathy Newcomb	Feb. 7, 2010	Heritage tree protection in Community Park, vehicle traffic noise increase, vehicle air pollution. Opposes urban renewal funding for bridge. Are urban renewal funds being spent outside the designated boundary. Urban renewal funding should end June 30, 2010. Allow overlapping taxing districts to update their frozen bases.
Greg Doering	Feb. 8, 2010	Roadway would destroy quite neighborhoods and the park.
Todd & Kathy Sander	Feb. 8, 2010	Why another highway through the city? Expand lanes on Tualatin-Sherwood Road where the traffic problem exists. Northern Arterial would spell the demise of businesses along Tualatin-Sherwood Road and 99W. Do not want to use tax dollars for the Tualatin Road project.

Robert & Frances Barnes	Feb. 8, 2010	Opposes Tualatin Road Extension. Will bring more traffic to downtown. Air pollution, peace of park, impacts footbridge.
Richard & Janice Oakman	Feb. 8, 2010	Bridge over park will destroy the park's atmosphere. Noise, exhaust. Bridge is a bad idea.
Brian Wegener	Feb. 9, 2010	Concern on bridge over Community Park. Avoid environmental impacts, look at alternatives to avoid the river, Hedges Creek, floodplains and Tualatin River National Wildlife Refuge. Storm water runoff, wetland destruction, floodplain development. Tualatin Park is a jewel.
Margo Traines	Feb. 9, 2010	Opposes North Arterial. Increases traffic, shortcut route, noise and air pollution, disrupt the park, demands on infrastructure. Road will not benefit Tualatin citizens, dollars could be used for programs, parks town center.
Christine Nyberg Tunstall	Feb. 9, 2010	Roadway impacts livability of neighborhoods, traffic added to residential streets. Need environmental impact study (air, water, hazardous substances), traffic study, public hearings
Shelia Adams	Feb. 9, 2010	Opposes Tualatin Road project. To much traffic, impacts residential living.
Marianne Germond	Feb. 9, 2010	Tualatin Road Extension negatively impacts park, wildlife and open spaces. Air pollution. Removes trees.
Toni Anderson	Feb. 9, 2010	Opposes Northern Arterial. Road would cause blight – Heritage trees removed, noise and air pollution, more truck traffic. Destroys peace and quiet of park. Opposes all urban renewal funding for bridge, don't spend urban renewal dollars outside district boundary. End urban renewal program on June 30, 2010
Reba Tobey	Feb. 9, 2010	Opposes Northern Arterial. Will bring regional traffic, quality of life will be diminished. Should have the right to vote on tax dollar expenditures Overlapping taxing districts have frozen bases, City and County ask for funds to provide services.
Delores Hurtado	Feb. 9, 2010	Tualatin Road would bring increased freight traffic and regional traffic through the park, noise and air pollution, impacts Rustic Shelter and Heritage trees. Proposal will create blight, cut

		through traffic. Oppose urban renewal money used on Tualatin Road. Urban renewal proposal should be put on the ballot for residents to decide.
TPAC, February 11, 2010		
See attached draft TPAC minutes		
	Emails	
Chris Hein	Feb 11, 2010	Opposes Northern and Central Arterials. Northern Arterial propos 4-5 land road by the Country Club and out Herman Road to 99W. 4-5 land roadway over the park and river. 4-5 lane roadway up Lower Boones Ferry Road to I-5. Southern Arterial is the answer.
Christine Tunstall	Feb 11, 2010	Refers to the Tualatin Historical Society email of February 5, 2010.
Robert W. Kinnan	Feb 11, 2010	Northern arterial would be a major disruption to North Tualatin residents. Herman Road should be used as the main connector out to 99W. Tualatin Road should have speed bumps, lower speed limits.
Mary & Frank Sedillo	Feb 11, 2010	Opposes Northern Arterial over Community Park. Access problems onto Tualatin Road, air and noise pollution, diminished property values.
	Public Comment	
Marius Brisan		Opposes the Tualatin Road Extension Project. Is the City Council still accepting input? Can projects be added to or deleted from the proposal? Tualatin Road will move traffic out of downtown and will become a connector. Question on traffic

		volumes on Tualatin Road. Is project a regional enhancement? What are impacts on Hazelbrook Road? Traffic is going to increase over time. Loss of trees, noise and air pollution, loss of picnic shelter, garbage, speeding traffic. Children safety. Not enough public information.
Delores Hurtado		People don't know about the Plan or the Northern Arterial. Noise, lose of serenity in park, not removing blight but creating blight. City should notify all the 3,600 residents north of Tualatin Road about the proposal. Overlapping taxing districts are giving up dollars as are citizens. Give the overlapping taxing districts their money.
Annie Vigileos		Agrees with previous speakers. Putting together an opposition letter. Opposes Tualatin Road, people don't follow speed limit. Is the road a regional or local issue? Traffic will get worse. Noise, exhaust fumes, pollution. Hard for current residents to get on/off Tualatin Road.
Reba Tobey		Agrees with previous speakers. Tualatin Road will cut the park in half. Noise, air pollution.
Dennis Wells		Agrees with previous speakers. Presented daughters letter into record. How much traffic on 99W will be diverted down Tualatin Road. Mixed use approach is at the detriment of the Park. 3,000 cars are bad for his neighborhood. How many cars get diverted from I-5 to King City or Tigard through Tualatin? Why are we widening Boones Ferry Road?
Kathy Newcomb		Requested name of Tualatin Road Extension to be Tualatin Community Park Bridge. Only access for 3,600 residents is Tualatin Road. Traffic is 10,000 vehicles according to Metro. Northern Arterial will add 3,000 cars. Tualatin Road will function as a major though-fare. Blight in the park, opposes Northern Arterial, not meeting Goal 1 citizen involvement requirements. How many dollars have been forgone by the City? Urban renewal district should be closed down. Overlapping taxing

		districts are struggling. People support 124th Avenue.
Linda Moholt		The Government Affairs Committee will be talking about the proposal on Monday. Thinks the downtown core ideas are wonderful.
URAC, February 16, 2010		
See attached draft URAC minutes		
	Emails	
Warren Harnew	Feb 12, 2010	Tualatin Road should not be a connector between 99W and I-5. Opposes a bridge over Community Park, additional traffic, diminished home values.
Margo Traines	Feb 13, 2010	Opposes Tualatin Road Extension. Impacts on quality of life, health risks. Road would have little benefit for citizens, pass through traffic. Asked for more information. Appears decision was made before public knew about it.
Karla Doering	Feb 14, 2010	Opposes Northern arterial. 4-5 land Tualatin Road is unacceptable.124th arterial is less invasive
McKenzie Wells	Feb 16, 2010	Air pollution, noise, safety. Bridge is a bad idea, health problems, impacts to neighborhoods.
Diana Fisher	Feb 16, 2010	Opposes Northern Arterial. Loss of Heritage trees. Use the Central Arterial Plan and Southern Arterial. Only expand Herman Road and not Tualatin Road from the Country Club to 124th as it is. Will affect real estate values.
Carol & John Cesnails	Feb 16, 2010	Opposes Tualatin Road Extension, traffic congestions, loss of Heritage trees.
Daniel Payne	Feb 16, 2010	Opposes new bridge over park and widening Tualatin Road.
	Public Comment	

George Vigileos	Feb 16, 2010	Concern over Tualatin Road Extension project. Are there benefits or difficulties with the road? Concern on project cost. Does not see a tie to Council's Vision. Are there other transportation options?
Carol Cesnails	Feb 16, 2010	Question about the process and TPAC recommendation. Park is a local treasure. Welcoming place for river activities. Tualati Road project will create blight due to noise, air pollution, etc. Submitted a letter.
Barbara Kelleher	Feb 16, 2010	Tualatin Road extension does not make sense. What can be done to get it off the list.
Diana Fisher	Feb 16, 2010	Opposed to Tualatin Road Extension project. Don't want Tualatin to be a pass through as stated in Vision Statement. Poise to petition and involve media.
Marius Brisan	Feb 16, 2010	Are all residents in North Tualatin being notified? Does Tualatin Tomorrow support Project #7? More traffic studies need to be done. Impact on property values. Questions on project costs for transportation.
Kathy Newcomb	Feb 16, 2010	Tualatin Road Extension causes blight. Impacts on overlapping taxing districts. Supports the other 7-8 overlapping districts to have their tax dollars. Asked for a graphic of where all the dollars come from and go to at TT Forum. Concern over the name changes for the project (Tualatin Road). Inquired if the project is outside the urban renewal district. Citizens should have a vote on urban renewal.
Dennis Wells	Feb 16, 2010	Opposes Tualatin Road Extension. Negative impacts on the park. Suggested looking at another alternative.
Lorraine Hager	Feb 16, 2010	Opposes the Tualatin Road Extension. Can't get out of side streets on to Tualatin Road now. Project has not been publicized.
Callie Loser	Feb 16, 2010	More traffic on Tualatin Road if extended. Voting by citizens on the project is a good idea. Project #7 should be removed.

Delores Hurtado	Feb 16, 2010	Citizens should not have to inform other citizens about the Tualatin Road Extension project.
EMAILS		
Lyn Glover	Feb 18, 2010	Opposes Tualatin Road Extension. Air, ground and water pollution, debris, litter, decreased air quality, old growth tree removal, impacts on wildlife. Social impacts on park.
Pat Carroll	Feb 18, 2010	Opposes Tualatin bridge project.
Jim Milne	Feb 9, 2010	Opposes Tualatin Road project. Negative impact on park, traffic and community. Waste of tax dollars.
Charles Goodson	February 18, 2010	Opposes Tualatin River bridge. Increased traffic, detrimental to park.
Pat Carroll	February 18, 2010	Opposes Tualatin River bridge.
Pat Carroll	February 22, 2010	Options for roadways, extend Nyberg through the Lake, would stop lights be placed on every street connection onto Tualatin Road?
Alan Collier	February 24, 2010	Opposes bridge over Community Park. Traffic volumes are to high on Tualatin Road.

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

Very Interested in the overall concept. Want to make sure that property owners become a integral part of the process.

Other Suggestions?

As a resident of Fox Hill, I would love to see 65th go over the river to Lake Grove.

Optional Information:

Name: Linda McNott Email:

Address:

Phone:

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

Let's make sure the Tualatin Road extension is given careful public consideration. We must protect the historic area the proposed bridge over Tualatin Park would impact.

We need to maintain the "old brick" facades that the 1975 plan required (Key Bank as example)

Other Suggestions?

Optional Information:

Name: Larry McClure Email: larry.mcclure@gmail.com

Address:

Phone:

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

Please end the current urban renewal district and return the taxes to general fund.

Other Suggestions?

Optional Information:

Name:_____ Email:_____

Address:_____

Phone:_____

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

I believe that the City should be as concerned about the quality of life of our neighborhoods & children as it is about moving the traffic it believes will come & increased employment. We are sacrificing our past wisdom in developing beautiful parks to a preoccupation with fostering commerce at no matter what a cost. This does not set up a community where people will want to live.

Other Suggestions?

Optional Information:

Name: Dolores Hurlado Email:

Address:

Phone:

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

Why not spend your transportation money coordinating ~~you~~ the traffic signals on Nyberg & Tualatin Sherwood road? Get all the agencies with jurisdiction over this street in the same room and hammer out a way to get the trucks moving. This has been a problem since T/S Rd was built. ~~#~~ You can get ~~it~~ the big trucks moving, open up the ~~traffic~~ flow for several minutes and clear out the traffic. In fact, set up a computer system that can monitor traffic ~~B~~before it become a complete stoppage.

Other Suggestions? Maybe you don't need the Northern artial if you can fix this problem.

Optional Information:

Name: Christine Tunstall Email:

Address:

Phone:

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

Looks nice — like the connection to the river + ~~Jump~~ to the park. Tualatin needs a walkable downtown — off the busy access road to become a town — not a drive-thru. Love to see movie theater!

Other Suggestions?

Optional Information:

Name: Ron Arnsby Email:

Address:

Phone:

CITY OF TUALATIN
RECEIVED

FEB 09 2010

COMMUNITY DEVELOPMENT
ECONOMIC DEV DIVISION

6 Feb 2010

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

After reviewing the many proposals for expanded development of the general downtown area, I am reminded of Ivan Fodors' book Better not bigger! He is absolutely right, bigger is not better, especially Tualatins' plan to become another, but smaller, City of Portland.... or any other medium sized city that you wish to name.

If that is how Urban Renewal funds are to be used, I AM OPPOSED TO THE IDEA!

Tualatin is a small town and should remain one. If the city grows as is proposed, who pays for the required expansion of the fire and police departments, additional park purchase and development, street maint., additional schools, street lighting, traffic signals and everything else that goes along with growth. Our general quality of life is sure to deteriorate. Tualatin tax payors will foot the bill for all O&M and City staff will have to increase. Who pays for all this?

Developers will almost certainally live elsewhere and while they garner a profit on their development

(see reverse side)

Other Suggestions:

Optional Information:

Name: John W. Broome Email: none

Address: P.O. Box 236, (18815 S.W. Boones Ferry Rd) Tualatin, 97062

Phone: 503-692-4006

we tax payers will pay for new sewers & water, expanded public service.

Where will all of the people live who will work in the proposed development. We tax payers will pay for their public service before they even move here. How will we handle their cars and delivery trucks. Where will they park? Who pays? Tualatin is already run for automobile and truck use.

This is not a way to ease traffic connection between I-5 and US99 West!

Please count me as one who is voting NO for extension of Urban Renewal and a bigger City of Tualatin. I am OPPOSED to further expansion of Urban "Renewal"!

John W. Browne

It would be wonderful if City Staff and Elected officials would work for a BETTER Tualatin, rather than a BIGGER one! JWB

City of Tualatin

DRAFT

OFFICIAL (DRAFT)

TUALATIN PARK ADVISORY COMMITTEE MINUTES – February 9, 2010

MEMBERS PRESENT:	Debbie Wightman, Connie Ledbetter, DJ DeAustria
MEMBERS ABSENT:	None
STAFF PRESENT:	Carl Switzer, Parks and Recreation Coordinator Paul Hennon, Community Services Director Doug Rux, Community Development Director Mike McKillip, City Engineer
PUBLIC PRESENT:	12 citizens (8 signed in): Bob and Kathy Newcomb, Brian Marius, Reba Tobey, Christine Tunstall, Dennis Wells, Annie and George Vigleos
OTHER:	Chris Barhyte, Tualatin City Council President

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1. CALL TO ORDER

Meeting called to order at 6:01 p.m. by Debbie Wightman, (TPARK), who welcomed everyone, invited interested parties to consider joining TPARK, and introduced Carl Switzer, Parks and Recreation Manager.

Carl asked everyone to sign in, and explained the evening's proceedings (verbal agenda) as it deviated from the agenda of a normal TPARK meeting. This meeting was an opportunity to learn about and comment on the proposed Central Urban Renewal District (CURD) maximum indebetness issue. He also gave a little context with a brief and broad description of why expanding the life of the CURD was being done now.

He stated that he had received a number of e-mails in the past week, all of which had been or would be forwarded to TPARK, staff, and entered into the record of the proceedings. (**see Attachment A**). He noted that staff would be writing down comments during the meeting on wall mounted sheets of poster paper (**see Attachment B**). He introduced staff and Council President Barhyte and then turned the floor over to Doug Rux.

2. APPROVAL OF MINUTES

N/A

3. COMMUNICATIONS

3.2 Chairperson – N/A

3.3 Staff - N/A

4. OLD BUSINESS

4.1 N/A

5. NEW BUSINESS

5.1 Central Urban Renewal District (CURD) extension.

Doug Rux presented an overview of what urban renewal is and does, then described the CURD, and then provided a description of the projects in the plan. The floor was opened for comments and questions, which were singularly or collectively addressed by Council President Barhyte (**CB**), Doug Rux (**DR**), or Mike McKillip (**MM**). Paul Hennon (**PH**) fielded responses to a few inquiries/comments.

Q: What happened to name northern arterial? It became RTP Project 10731 (with a corresponding change in cost) and is now – Tualatin Road extension – except when it isn't.

Q: Why can't council issue a clarification statement about stance on transportation options/alternatives? How to address issue without losing public input?

A: **CB** stated that the northern arterial had been in the for TSP 10 years
MM commented that at the time the TSP was done that there was public involvement opportunities. He explained the history of how the northern arterial project got to where it is today through the I-5/99 Connector project to having funding proposed for it through urban renewal today. A citizen stated that only learned about this issue very recently though they are a long time citizen.

Q: Is there another alignment option?
A: **DR**: yes, widen Lower Boones Ferry Road.

Comment: **PH**: We want to take your comments, I'll write up on the wall.

Comment: This project would totally overrun the park and bypass it – park should be crown jewel.

Comment: **PH**: Can we describe what it might be like from the users perspective. **DR** and **MM** described alignment and what it might look like, including a height akin to the trestle. Citizen comments - The train trestle never used – very different than 3,000 cars per day. People walk and bike and love that park. Travesty! Ruin the character of park. Sports field impacted.

Q: How can people be heard on this issue? People aren't feeling like their objects will be heard.

Q: Connie Ledbetter (TPARK): Who wants Boones Ferry Road turned into 5 lanes? Raise your hands! (no one did)

Comment: **DR**: We need comments on whole plan, not just this one project. Many voices (no! northern arterial most important/other projects not controversial)

Q: Who do we voice our concerns to?
A: Announcement of other meeting dates. **PH**: Meeting schedule can will be emailed if you like, just leave your email address on the sign in sheet.

Comment: Roundabouts an option for road as well as beautification. Could live with road.

Q: What would happen to the heritage trees?
A: **DR**: Shelter moved or removed; trees removed; noise could be impact and air; could be ped/bike access into park; new usable space possible; water quality issues.

Comment: This will separate N. Tualatin even more and will create bad to breathe air; park's retreat like ambience (birds, etc.) will be ruined. Might as well live in the Pearl District. TCP will be full of noise pollution, will ruin park; This road would serve region too not just locals. Bad idea.

Q: Will this be adapted on 22nd? What does that mean?
A: **DR**: Will adopt with an ordinance.
Comment: Wow, that's final, that's big.

Q: What if it's in the Metro Plan but Council listens to citizens and pulls it from Tualatin's TSP? What if our TSP doesn't match the regional plan? Whats the effect?
A: **MM**: Plans must be consistent in hierarchy. He explained process for modifying project list.

Q: Is rail a possibility over the park?
A: **MM**: yes; a variety of rail types

No desire for it to be a truck route

Comment: Trees protection listed in Tulatin Tomorrow document. Connie Ledbetter (TPARK) That was public comment not council direction.

Q: What happened to the southern road?
A: **MM/DR**: 124th to Day Road is still in plan

Comment: Cars emit carcinogens – may have to close park on inversion day

Q: **DR**: Other issues besides northern arterial?
A: Project 26 signal coordination is good; get trucks through quicker; may eliminate need for northern arterial.
MM: Washington County stimulus $ to add a lot of permissive yellows . T-S Road to 90th Teton fiber optic system get those signals coordinated; later install adaptive system that adjusts to traffic flows.

Comment: Livability is high in community now; like slow curves on Tualatin road. Nyberg family land – path and projects slated to go through there; tree removal questions. Question of path in buffer
A: **PH**: There would be mitigation (usually at a 3:1 ratio)
Q: Who maintains path? Friend sees trash behind Lafky House.
A: **PH**: City would own and maintain.

A: Will there be lighting? Pervious pavement?

Q: How many houses/people between 99/1.5 north of Tualatin Road
A: **PH**: Staff will find answer and disseminate.
Comment: Affects all of these people

Comment: Property values will plummet if this gets built. Feel like no one cares.

Comment: Many people liked the parking garage.

Comment: Look for more options than road over park

Comment: Could there be updates put out through a blog, web?

Debbie Wightman (TPARK) - Thank you for coming. If interested in these issues, please consider joining TPARK.

6. **COMMUNICATION FROM TPARK MEMBERS** (All)
N/A

7. **ADJOURNMENT:**
The meeting was adjourned at 8:00 p.m.

Attachment A

Attached are the e-mails that have been submitted by members of the public to TPARK on the issue of the northern arterial. All 29 are unanimously opposed to the project. The following is a excerption of key points of these e-mails:

- Negatively impact the park
- Lower Air Quality
- Negative impacts for humans
- Noise Polution
- Negative impacts on the wildlife and habitat
- Negative impacts on livability
- Unsafe
- Increased traffic
- Destroy Heritage Trees
- Destroy picnic shelter
- Negative impacts to residents in northern Tualatin
- Negative impacts on the aesthetic, calm, tranquility of park
- Will be heavily used by freight traffic and regional cut-through traffic
- Tualatin residents will have to pay for a regional solution
- The health benefits of the park will be compromised
- Hasn't been good public involvement about this road
- Destroy quiet neighborhoods
- Affect the usability of the park

ATTACHMENT A

TPARK EMAILS

See the attached emails in the Public Comment packet

City of Tualatin

Attachment B

PUBLIC COMMENTS ON CURD MAXIMUM INDEBITNESS AT TPARK FEBRUARY 9, 2010

- Clarify transportation goals relating to the proposed extension of Tualatin Road and the various transportation and planning studies, documents, and urban renewal plan.

- Increase awareness of public involvement opportunities- especially of meetings to learn and comment on the CURD Maximum Indebitness proposal. Use social media in addition to other methods to get the word out.

- Concerned that the Tualatin Road designation in the Metro Regional Transportation Plan will cause Tualatin to be required to construct a road that is not supported by citizens nor City Council.

- Tualatin Road extension will enable movement of volumes of traffic from both directions, creating an unwanted expressway.

- Community Park should be the Crown Jewel of the city, not something to be ruined and bypassed.

- Don't make Tualatin Road a truck route.

- Auto emissions could require closure of the park areas near the bridge for health reasons, such as asthma.

- Signal coordination is important along the entire Tualatin/Sherwood Road, try to fund it early in the project schedule.

- The Tualatin Road dogleg around Community Park is good since it keeps trucks off the road, slows traffic ,and helps people enjoy some of the best Tualatin has to offer.

- Trucks over park harm livability of Tualatin.

- Trails along the Tualatin River would impact some trees and bring a lot of people into the area, so design and layout needs to minimize impacts and mitigate loss of plants.

- The impacts on Community Park's trees, park use, and enjoyment of park will be a travesty.

- Use of picnic shelter will be impacted.

- Roadway design should be sensitive to areas it passes through, such as with traffic circles.

- The road through the park will negatively impact trees (some Heritage Trees), air quality, sound, safe use, peace and quiet, and birds.

- A road through the park will change it and make peaceful Tualatin feel urban – with smog, concrete; and regional cars and trucks passing through.

- An extension of Tualatin Road over Community Park will enable an increase in traffic that will have a negative impact on a large population of Tualatin residents [population was estimated in the range of at least 3,000 and was confirmed after the meeting to be 3,645].

- Property values will go down due to traffic, smog, etc.

- Additional parking is needed in downtown area.

The following upcoming opportunities for public involvement were announced and posted:

- TPAC: February 11th, 7pm Council Chambers
- URAC: February 16, 7pm Council Chambers
- Tualatin Tomorrow: March 1, 5:30pm Police Services
- Tualatin Development Commission: March 8th, 7pm Council Chambers

As of 1/11/10, 29 emails containing comments on the proposed Tualatin Road extension over Community Park were received. Copies of emails received by mid afternoon were available at the meeting. All the emails, including some that were received just before the meeting, were emailed to TPARK members and forwarded to the Community Development Director. The key points of these emails are summarized and the emails are included in a separate attachment to the meeting minutes.

CARL SWITZER

From: Greer, Anne : CO Legal [AGreer@LHS.ORG]
Sent: Tuesday, February 02, 2010 12:43 PM
To: CARL SWITZER
Subject: RE: Northern Arterial--Your Input is Needed--Open House Thursday 2/4/10

-----Original Message-----
From: Greer, Anne : CO Legal
Sent: Tuesday, February 02, 2010 12:30 PM
To: 'cswitzer@ci.tualain.or.us'
Subject: FW: Northern Arterial--Your Input is Needed--Open House Thursday 2/4/10
Importance: High

Members of the Tualatin Park Advisory Committee: THE PURPOSE OF THIS E-MAIL IS TO REGISTER MY **OPPOSITION** TO THE NORTHERN ARTERIAL EXTENSION OF TUALATIN ROAD OVER TUALATIN COMMUNITY PARK AND RIVER TO CONNECT WITH BOONES FERRY ROAD. THE TUALATIN PARKS ADVISORY COMMITTEE (TPAC) SHOULD MAKE A RECOMMENDATION TO THE CITY OF TUALATIN AGAINST THIS PROPOSED ROAD OVER THE PARK.

-ANNE GREER, DURHAM RESIDENT

-----Original Message-----
From: Marianne Germond [mailto:northtualatinfriends@gmail.com]
Sent: Monday, February 01, 2010 9:23 PM
To: Administrator
Subject: Northern Arterial--Your Input is Needed--Open House Thursday 2/4/10

DO YOU WANT A RAISED ROADWAY OVER THE TUALATIN COMMUNITY PARK? YOUR CITY NEEDS TO HEAR FROM YOU!

The City of Tualatin is proposing a 25-year extension of its Urban Renewal Project, which would include funding for a bridge over the Community Park and the Tualatin River. This is known as the "**Northern Arterial**", an extension of Tualatin Road over the park and river to connect with Boones Ferry Road. THE LIST OF PROJECTS TO BE FUNDED INCLUDES TWO ITEMS, WHICH TOGETHER WOULD PROVIDE HALF THE $45,100,000 BUDGETED for this roadway over the park. As citizens of Tualatin we oppose the use of our tax dollars for this purpose.

Such a bridge would bring thousands of cars and commercial trucks over the park and would defeat the purpose of having a park - a serene place to relax and play.

Children and families use the park for playing soccer, softball, tennis, basketball and skate boarding. Families use the picnic areas for birthday celebrations and cultural events. The noise and air pollution from the vehicle exhaust would be highly unhealthy. It would also negatively affect the countless wildlife, which are an important factor in park users' enjoyment of the area.

Funding for this project could greatly impact property tax allocations for other public services, such as Tualatin Valley Fire and Rescue.

There has been NO REASONABLE public involvement regarding this project for Tualatin residents in compliance with statewide planning goals' guidelines.

PLEASE ENCOURAGE THE MEMBERS OF THE TUALATIN PARKS ADVISORY COMMITTEE (TPAC) TO MAKE A RECOMMENDATION TO THE CITY AGAINST THIS PROPOSED ROAD OVER THE PARK. Please address your message to: Members of the Tualatin Park Advisory Committee and email it to: cswitzer@ci.tualain.or.us

Important Dates: PLEASE TRY TO ATTEND OR SEND LETTERS OR E-MAILS:

Feb. 4th OPEN HOUSE on Urban Renewal Proposal 5:30-7:30p.m. Tualatin City Council Chambers

Feb. 9th TUALATIN PARKS ADVISORY COMMITTEE 6:00p.m. City Council Chambers (TPAC)

Feb. 16th URBAN RENEWAL ADVISORY Committee 7:00p.m. City Council Chambers

E-MAIL your concerns as soon as possible before FEB. 9th to the Parks Advisory Committee: (TPAC) cswitzer@ci.tualatin.or.us

This notice is circulated by North Tualatin Friends. For more information CALL: 503-691-2468 or E-MAIL: savetualatinpark@yahoo.com (northtualatinfriends@gmail.com is for maintaining the email list)

We're confident that the many Tualatin residents who use the park on a weekly, if not daily basis, will want to protect and preserve this local treasure; WE URGENTLY NEED YOUR HELP IN GETTING THE WORD OUT TO MORE OF OUR NEIGHBORS! So please contact your friends and neighbors urging them to come to the hearing or to E-MAIL the city and parks advisory committee.

IF YOU CAN HELP US WITH PHONING, CANVASSING YOUR NEIGHBORHOOD, and/or letters to the editor please call or e-mail us at the numbers above.

If you wish to UNSUBSCRIBE from future emails, hit reply (not reply all) with "Unsubscribe" in the subject line.

CARL SWITZER

From: Stacee Taft [taftms@designbinstudios.com]
Sent: Tuesday, February 02, 2010 12:04 PM
To: CARL SWITZER
Subject: NO NORTHERN ARTERIAL, please!!!

Importance: High

Had to resend the email... didn't go through the first time. ☺

We never can seem to get our schedule to match up with the meetings, but wanted to make our voice heard. We understand the need/desire to make traffic patterns more effective in and around Tualatin. But destroying our parks, neighborhoods and the livability of our city to do so is counter-productive. If we destroy those people will leave the city and we won't have the traffic issues... The northern arterial is just not logical in our opinion.

We understand the need to connectors from 99 to I-5... anyone who's ever driven through Tualatin understands that! And we agree that the southern arterial is a wise choice. It's always sad to see fields go (southern) .... but sadder still to see our neighborhoods go (northern)!

I'm not sure I'm making my points as effectively as I would like. Probably shouldn't try writing a persuasive email late at night after a long day, but hopefully you can hear our love for our city... our neighbors... our neighborhood... our HOME!

Sincerely,
Mark & Stacee Taft

Stacee Taft, *graphic designer & photographer*
www.DesignBinStudios.com

Doug Rux

From: CARL SWITZER
Sent: Friday, February 05, 2010 9:08 AM
To: Doug Rux
Subject: FW: Northern Arterial
Attachments: tree6952.jpg

Hi Doug – I have a series of these that were sent to TPARK (via me). I'm forwarding them on to you now.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

Please consider the environment before printing this email.

DISCLAIMER: This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: CARL SWITZER
Sent: Wednesday, February 03, 2010 2:28 PM
To: Randy and Rowena
Subject: RE: Northern Arterial

Thanks Rowena, I'll make sure this is passed along and entered into the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

From: Randy and Rowena [mailto:rowena.randy@verizon.net]
Sent: Wednesday, February 03, 2010 11:29 AM
To: CARL SWITZER
Subject: Northern Arterial

As a frequent user of the pathways and river bridge I am **completely** opposed to the construction of a bridge connector over the Tualatin Community Park. This park is heavily used for recreation, and the construction of a bridge would destroy the serenity of this lovely park. I often stop for a long look at the river and wildlife when riding my bike over the bridge - so peaceful. It would be a crime to destroy that peace - and replace it with habitat destruction, noise, pollution, and loss of old growth trees. There is **no doubt** this would be **heavily** used by truck traffic to access the industrial areas along Herman Road.

I am also **deeply** concerned about the lack of public involvement in this project. This park is used by many organizations, sports teams, and families from not just Tualatin but other local towns. Imagine future Tualatin Crawfish Festivals "enhanced" by the roar and exhaust of semi-trucks driving overhead!

Please, please recommend against this proposed road.

Rowena Hill
17995 SW Cheyenne Road
Tualatin

Doug Rux

From: CARL SWITZER
Sent: Friday, February 05, 2010 10:22 AM
To: lauraleeallen@comcast.net
Cc: Doug Rux; Paul Hennon
Subject: FW: Northern Arterial
Attachments: tree822.jpg

Thanks for your comments Laura. I will forward them on and they will be entered in the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
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From: lauraleeallen@comcast.net [mailto:lauraleeallen@comcast.net]
Sent: Thursday, February 04, 2010 3:39 PM
To: CARL SWITZER
Subject: Northern Arterial

Members of the Tualatin Park Advisory Committee,

As a resident of Tualatin that lives near Tualatin Road, I adamantly oppose the current "Northern Arterial Plan" that includes a bridge over the park that would bring thousands of cars and commercial trucks onto Tualatin and Herman roads.

Such a bridge would defeat the purpose of having a park - a serene place to relax and play. The noise and air pollution from the vehicle exhaust would be highly unhealthy. It would also negatively affect the plant and wildlife, which are an important factor in park users' enjoyment of the area.

I don't know the goal of the Northern Arterial Pan, if it is to connect I-5 and Hwy 99 then it would make more sense to place it farther South; as in South of the I-205 merge, better yet continue I-205 on over to Hwy 99.

There has been NO REASONABLE public involvement regarding the Northern Arterial Plan for Tualatin residents in compliance with statewide planning goals' guidelines.

Please make a recommendation to the city against this proposed road over our lovely park. We have few enough parks and greenspaces as it is - lets not mess up a good thing.

Thank you,
Laura White

Doug Rux

From: CARL SWITZER
Sent: Friday, February 05, 2010 9:10 AM
To: Rosenbaum, Brian
Cc: Doug Rux
Subject: RE: Urban Renewal Project impact

Thank you for your comments Brian. I will pass them along and they will be entered into the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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-----Original Message-----
From: Rosenbaum, Brian [mailto:brian.rosenbaum@hp.com]
Sent: Thursday, February 04, 2010 7:07 PM
To: cwitzer@ci.tualatin.or.us
Subject: Urban Renewal Project impact

To Members of the Tualatin Parks Advisory Committee:

In the last several days I've seen two articles discussing the potential negative impact on Tualatin of the Urban Renewal Project 25-year extension now being considered. This is something I was unaware of until I read these.

I understand this project includes funding for a bridge over the Community Park and Tualatin River. I live in the area that would be directly impacted by such a bridge and the traffic it will bring. My two daughters (age 6, 8) practice soccer at the park, and we frequently use the trials in the area. My family frequents many of the area establishments. In my opinion, the structure and additional traffic would spoil the whole feeling of the area, not to mention dramatically increase traffic in the surrounding area which includes my neighborhood. It would destroy some of the very reasons that led me to buy in this area several years ago.

In general, I'd say I'm very pleased with what's happened in Tualatin in the last several years, and very much support the new parks, trails, and general beautification that's taken place. However, based on what I know, I am very much opposed to the bridge and its implications. I'm quite sure the vast majority of my neighbors would share that sentiment.

Thanks for your consideration.

Brian Rosenbaum and family
10275 SW Ladd Court
Tualatin, OR 97062

Doug Rux

From: CARL SWITZER
Sent: Friday, February 05, 2010 9:34 AM
To: Bartlett, Ed
Cc: Doug Rux; Paul Hennon
Subject: RE: To the members of the Tualatin Parks Advisory Committee , please make a recommendation to the city against the proposed road over the park
Attachments: tree260d.jpg

Thanks for the comments Ed. I'll forward them along and they'll be entered into the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: Bartlett, Ed [mailto:ed_bartlett@mentor.com]
Sent: Thursday, February 04, 2010 9:26 AM
To: CARL SWITZER
Subject: To the members of the Tualatin Parks Advisory Committee , please make a recommendation to the city against the proposed road over the park

To whom it may concern,

I encourage the members of the Tualatin Parks Advisory Committee (TPAC) to make a recommendation to the city against the proposed road over the park (also kknown as the "**Northern Arterial**", an extension of Tualatin Road over the park and river to connect with Boones Ferry Road).

Best regards,

Ed Bartlett, Tualatin homeowner.

Doug Rux

From: CARL SWITZER
Sent: Friday, February 05, 2010 9:36 AM
To: jcesnalis@gmail.com
Cc: Doug Rux; Paul Hennon
Subject: FW: Urban Renewal Plan
Attachments: tree301c.jpg

Thank you Carol and John for the comments. I will forward them along and they will be entered into the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: John Cesnalis [mailto:jcesnalis@gmail.com]
Sent: Friday, February 05, 2010 9:34 AM
To: CARL SWITZER
Subject: Urban Renewal Plan

To the Members of the Tualatin Parks Advisory Committee:

We strongly object to a roadway over the Tualatin river and community park as suggested in the "POTENTIAL CURD PROJECTS 11/23/2009 LIST and at the Open House on Urban Renewal in Tualatin Feb. 4th. Such a bridge/roadway would bring thousands of cars and commercial trucks through the park and would defeat the purpose of having a park:a serene place to relax and play and for families to come together in the picnic areas for birthdays and cultural events.

We urge you to make a recommendation to the Tualatin City Council against this proposed road.

Thank you, Carol & John Cesnalis

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 11:51 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Heritage Trees Preservation
Attachments: THS-Park Heritage Trees.docx; tree18be.jpg

FYI - I received several more e-mails on the road/TCP issue and will be forwarding them on now in succession.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: Yvonne Addington [mailto:yaddington@verizon.net]
Sent: Friday, February 05, 2010 8:49 PM
To: CARL SWITZER
Cc: p.hennon@comcast.net
Subject: Heritage Trees Preservation

Dear Carl: Attached is a letter from Tualatin Historical Society to Tualatin Parks Advisory Committee requesting continued support for preservation by the City of the Heritage Trees in the Tualatin Community Park. Please forward our concerns to the TPARK, City Council, City Manager and appropriate persons. Thanks, Yvonne Addington

Tualatin Historical Society
P.O. Box 1055
8700 S.W. Sweek Drive
Tualatin, Oregon 97062

February 3, 2010

Tualatin Parks Advisory Committee
c/o Carl Switzer, Parks and Recreation Coordinator **(HAND DELIVERED)**
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092

Email: cswitzer@ci.tualatin.or.us

RE: PRESERVATION OF HERITAGE TREES IN COMMUNITY PARK

Members:

The Tualatin Historical Society requests that you and the City Council continue to support our Heritage Trees in the Tualatin Community Park. We also request that you oppose any Heritage Trees being cut down to make room for a bridge over the park. The proposed bridge is part of a planned traffic and freight bridge over the Tualatin River, the Tualatin Community Park, the two railroad tracks and WES.

We refer specifically to Heritage Trees #35 on the City of Tualatin's Heritage Tree Listing and Map, described as follows:

> **"Stand of Coniferous and Deciduous Trees. Age: Planted from approximately 1890 through present day. Location: Tualatin Community Park." This grove is located near the site of the historic John L. Smith sawmill."**

On April 12, 1999, the City Council, City of Tualatin, passed Resolution No. 3566-99 designating the "Stand of mixed coniferous and deciduous trees" in Tualatin Community Park as Heritage Trees. Location: Community Park, 8515 S.W. Tualatin Road (Northern Section). Owner: City of Tualatin. (The Resolution was signed by Mayor Lou Ogden and City Manager Steve Wheeler).

Sandra Lafky, Chair of the Arbor Week Ad Hoc Celebration Committee, and Scott Plamondon of the Oregon Forestry Department, described Arbor Week and Tualatin's Tree City USA status, including the following description of the grove: "This stand is of historic and landmark importance as it marks the location of the old

John L. Smith sawmill, and is a notable feature as one drives along Tualatin Road. Many of the trees were planted over 100 years ago, including several large Grand firs which are rare in this area. There are also several oaks, yews and Douglas firs within the grove which follows the Tualatin River. There are recently completed trails within the grove, and there will be informational interpretive signs installed during the coming year which will highlight the significance of the area."

The Heritage Trees are also referred to in "Tualatin…From the Beginning", (Pages 76 and 114) by Loyce Martinazzi and Karen Lafky Nygaard, co-founders of the Tualatin Historical Society. They wrote an in-depth accounting of the Heritage Trees and the prior location of the Smith and Savage sawmill in that location close to the river. Heritage Trees are also supported in Tualatin Tomorrow's listing of goals for the city.

We will appreciate action you take to save our Heritage Trees (#35) in the Tualatin Community Park.

Sincerely,

Yvonne L. Addington, President
Tualatin Historical Society

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 12:51 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: TPAC Meeting - the Urban Renewal Proposal

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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-----Original Message-----
From: LG [mailto:idontmind@gmail.com]
Sent: Saturday, February 06, 2010 9:28 PM
To: CARL SWITZER
Subject: TPAC Meeting - the Urban Renewal Proposal

To Whom It May Concern:

Due to employment obligations, I am unable to attend the TPAC meeting this Tuesday, but I would like to voice my opposition to the proposed "Northern Arterial" through Tualatin Community Park.

I feel this option is ill-conceived and that alternatives that might impact less urban areas have not been fully explored. I feel the opportunity for public input on the proposal has been poorly publicized. I worry about the environmental and social impact that a bypass over or through the park may have. I believe this project should NOT be included in Tualatin's Urban Renewal Proposal.

Thank you for your time and consideration,

Lyn Glover
Tualatin Resident

Doug Rux

From: Marianne Germond [mcgermond@verizon.net]
Sent: Saturday, February 06, 2010 7:22 PM
To: ERIC UNDERWOOD; Doug Rux
Subject: Comments on Urban Renewal Plan Update

To Community Development Department and the Tualatin Development Commission:

I decided I would email you my comments rather than mailing them in because A) this way if you want to send them to someone else or put them in a document you don't have to retype what I wrote, and, B) it saves me a stamp.

Here are my comments from Thursday night's open house:

I have a number of concerns about the proposed extension of the Urban Renewal Plan by 25 more years, plus some of the projects that are proposed:

Funding concerns:

I have concerns about the loss of funding for the next 25 years for the School District and for Fire and Rescue. These are both very important services in our community. According to the latest issue of Portland Monthly Magazine (Feb. 2010), Sherwood, Tualatin and Tigard High Schools have by far the highest student to teacher ratios in the county. The ratio for TuHS is 26 students to 1 teacher, for Tigard HS it is 27 students to 1 teacher. The next highest ratio for Washington county is at Century and Glencoe high schools, with ratios each at 20:1. Most of the rest of Washington county as well as Lake Oswego and Wilsonville/West Linn shows ratios around 18:1. The schools need funding and they need it now, not in 25 years. Can Tualatin continue to attract families to live here with our schools having the highest student to teacher ratios?

I have concerns about the city borrowing money on the HOPE that property values will go up and more taxes will be collected to pay off the debt. As we know from the recent housing bubble and from this recession, you cannot count on the real estate market only going up. It can go down or be flat or only go up a very small amount. Who pays when the taxes collected don't meet expectations?

Project concerns:

I have concerns about the extension of Tualatin Road over the Community Park and river to meet up with Boones Ferry Road.

First is the impact on the park and the river. While the road would be elevated and would be on the other side of the railroad bridge from the most heavily-used portion of the park, it will nonetheless have negative impacts. The first of these I believe will be air pollution. On a windy day, not an issue. But, we have a lot of days with little to no wind. Tailpipe emissions, both invisible and visible, will drift down to the park and lower the air quality for the humans (especially children) and wildlife below. The second will be the noise pollution. While the road will be elevated, there will still be a fair amount of noise pollution, from trucks especially.

This brings me to the effect of the road extension on the amount and type of traffic flowing through this area. I realize this is the point of the project--to get more trucks and cars off of Tualatin-Sherwood Road and away from the Boones Ferry area as it goes between Martinazzi and the river. However, the amount of truck traffic will greatly increase, and this type of traffic has the most negative impacts in terms of air and noise pollution and in terms of congestion (one truck takes up as much room as 3 vehicles). As it is now, most trucks avoid Tualatin Road. They cannot go through the curves by the police station, so they must turn at 90th. However, that puts them in a bad position to turn east bound on T-S road. Once they have a straight shot to Boones Ferry and therefore I-5, many, MANY more trucks will take that route (which again, I assume is what you want to achieve, but this does negatively affect our neighborhood and the park).

The effect of increased traffic, especially truck traffic, on Boones Ferry Road from the proposed new intersection with Tualatin Road and Upper Drive east towards the intersection at Bridgeport Village needs to be addressed. As it is now, I see many folks

making risky turns onto the road leading to Club Sport due to the heavy traffic going eastbound. Once you have a large increase in truck and car traffic, this area will get more dangerous. Then you will have Club Sport and those businesses asking for a traffic light. Plus you have the medical center/Alexan Apartments (if they are ever built) which will need a traffic signal and now you have multiple traffic signals, which will turn that part of Boones Ferry Road into another Tualatin-Sherwood Road, and we are back to square one! (This is the "if you build it they will come" phenomenon).

Finally, regarding the increased traffic, noise, and air pollution for Tualatin Road, I'm concerned about the impact on the neighborhoods west of the park, including mine. During heavy traffic periods, turning left (east bound) out of our neighborhood onto Tualatin Rd can be very challenging. This is because we are close to the intersection with Herman Road. Therefore, we are having to try to time a merge when there is a small break between the traffic coming from either Herman or Tualatin Rd east bound. Once you have more traffic, especially trucks, this is going to be nearly impossible. Also, a lot of people enjoy walking on Tualatin Road to access downtown Tualatin. These pedestrians will be negatively impacted by increased traffic, especially from trucks.

I have concerns about the possible negative impacts on businesses and the fact that most of these projects seem to hinge on complete cooperation from private landowners.

Who is to say that these landowners want to disrupt their businesses and income while these roads are built on their property (thereby reducing the amount of land they have to lease) for the intangible hope of increased rents and income? Also--businesses are struggling and cannot afford high rents. When improvements are made to the area and their rents go up, they may have to leave the area and go somewhere cheaper. My concern is that in a noble effort by Tualatin to create a "traditional" downtown, it may drive away the very businesses that make up a traditional downtown (ie: hardware stores, dry cleaners, fabric and craft stores, etc....) I am afraid that the city is trying to make the Kmart area into another Bridgeport Village, and I don't think we want that. Michael's crafts is a big store because it needs to be big. Kmart needs to be big. Clark's True Value Hardware needs to be big. If you break that area up into tiny lots with roads running in between them, does that mean that only small "boutique" stores can locate there? Downtown Lake Oswego used to have a hardware store but now most of its downtown stores are high-end shopping.

Finally--just because a shopping center has a large parking lot doesn't mean that it is inefficient. I usually park somewhere at Hedges Greene and walk to several stores and get different errands done (Petco, Staples, Haggen, and even Clark's.). I often visit Michaels crafts, the library, and my bank (Bank of the West) all at once, only parking once. This saves gas and cuts down on traffic congestion.

In an ideal world, Tualatin would already have a wonderful grid system downtown with traditional shops lining the streets, but we don't. Creating this in a short time frame without the benefits of historical context and development may have severely negative impacts. The city needs to carefully consider these.

Thank you for allowing me to comment.

Marianne Germond
17935 SW Shawnee Trail
Tualatin, Or

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 9:03 AM
To: 'Connie Ledbetter'; 'djdeaustria@gmail.com'; 'tualatindw@comcast.net'
Subject: FW: Northern arterial
Attachments: tree5878.jpg

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: Daniel Payne [mailto:daniel@tualatinweb.com]
Sent: Sunday, February 07, 2010 8:57 AM
To: CARL SWITZER
Subject: Northern arterial

Good morning.

Our family of 8 has lived in Tualatin since 1995 and we love biking to the Community Park from our home near Jurgen's Park.

The last thing that we want is increased traffic on Tualatin Road and for our Park tranquility to be shattered by more noise.

Thank you.

Daniel Payne
Tualatin Web
10440 SW Kellogg Drive
Tualatin, OR 97062

503.806.1662 | daniel@tualatinweb.com | www.tualatinweb.com | Blog | Twitter | LinkedIn

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 9:04 AM
To: 'Connie Ledbetter'; 'djdeaustria@gmail.com'; 'tualatindw@comcast.net'
Subject: FW: Northern Arterial
Attachments: tree5cfd.jpg

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
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From: Jerry and Jan Larsen [mailto:larsen@jerryjan.com]
Sent: Sunday, February 07, 2010 12:20 PM
To: CARL SWITZER
Cc: savetualatinpark@yahoo.com
Subject: Northern Arterial

To the members of the Tualatin Parks Advisory Committee:

We are 19+ year residents of Tualatin, and live near Hazelbrook Middle School, about 5 blocks from Tualatin Road. We were alarmed to be informed of the city's proposal to extend Tualatin Road over the community park and the river, to connect to Boones Ferry Road.

We have been very happy with the evolution of the city parks and recreation programs. We are walking distance from Jurgens Park, and watched with satisfaction the development of that property, and are pleased with the recent acquisition to the west of the park for expansion. There have been many other great projects throughout the city, for which we all certainly can be proud. We have spent many hours with our grandchildren at the Community Park over the years, and have again been pleased with the playground and skate-park developments.

We are therefore dismayed at the possibility of taking a giant step backwards, if in fact an elevated roadway would be constructed which would bisect this park, with the attendant increase in truck and car traffic noise and pollution. We had thought that the I-5 to 99 connector project would be sufficient to carry the increased load, without impacting our

community park. It is reminiscent of "West Side Story" - where the Sharks and the Jets played under the shadow of overhead roadways.

Please consider strongly the view of us and many other people who oppose such a project, and recommend to the City Council that it not be pursued.

Jerry and Janet Larsen
10650 SW Lucas Drive
Tualatin
503 691-1889
larsen@jerryjan.com

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 9:04 AM
To: 'Connie Ledbetter'; 'djdeaustria@gmail.com'; 'tualatindw@comcast.net'
Subject: FW: Tualatin Park - Northern Arterial Project
Attachments: tree5f32.jpg

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: Cori_oregon [mailto:cori_oregon@verizon.net]
Sent: Sunday, February 07, 2010 6:42 PM
To: CARL SWITZER
Subject: Tualatin Park - Northern Arterial Project

Hello,

I want to express my deep concern about the Northern Arterial Project. Being a Tualatin resident, a Tualatin Park admirer as well as living on Tualatin Rd., I shudder whenever I think about such a Project. The affects it would have on the entire area are catastrophic. Destroying the Park's natural beauty, bringing huge amounts of traffic, noise, air pollution and trash across a beautiful stretch of Tualatin homes and habitat. There's a reason we live in Tualatin, please don't demolish it. Please keep Tualatin's natural beauty intact.

Sincerely,

Corinne Conway
17977 SW 115th Ave. #3
Tualatin, OR 97062
(503) 612-0652

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 9:05 AM
To: 'Connie Ledbetter'; 'djdeaustria@gmail.com'; 'tualatindw@comcast.net'
Subject: FW: Please oppose a bridge over Tualatin Community Park.
Attachments: tree3a9e.jpg

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
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cswitzer@ci.tualatin.or.us

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From: KathyNewc@aol.com [mailto:KathyNewc@aol.com]
Sent: Sunday, February 07, 2010 11:26 PM
To: CARL SWITZER
Subject: Please oppose a bridge over Tualatin Community Park.

To the Tualatin Park Advisory Committee
c/o Carl Switzer, Parks and Recreation Coordinator

May we please request that you oppose the plan to build a bridge over Tualatin Community Park.

This proposal would badly blight the park in many ways, cutting down **Heritage Trees** and creating **noise** and **air pollution**. The proposed bridge over the park will destroy the very serenity and pleasure in our outdoor parks that we all love and support.

Heritage Trees: In April, 1999 Mayor Ogden signed the Heritage Tree nomination for this "Stand of Coniferous and Deciduous Trees" north of the SP trestle. These trees were planted "from approximately 1890 through the present day." The grove is located near the site of the historic John L. Smith sawmill. "Tualatin Tomorrow" specifies that trees should be protected, especially Heritage Trees. None of these Heritage Trees ought to be cut down to make way for the bridge.

Vehicle Traffic Noise: The freight traffic and regional traffic proposed for the bridge would certainly add noise pollution. For example, 3000 regional freight trucks and automobiles are estimated to flow west at evening rush hour – right over the park and onto Tualatin Road. This would be in addition to the estimated 10,000 vehicles currently using Tualatin Road which may flow over the bridge.

Vehicle Traffic Air Pollution. Four major types of carcinogens from gasoline would pollute the air over the

park, adding to problems for asthmatics and others. And on inversion days in the future, Tualatin Community Park could be shut down for public health reasons -- for instance, to prevent asthma, especially among young baseball players nearby. This level of pollution could conceivably shut down other public uses, including the Crawfish Festival, on inversion days.

Additional Concerns with Urban Renewal Planning: Please also oppose any urban renewal funding for the bridge. Total project cost at present for the bridge project amounts to about $45,000,000. Matching funds proposed from urban renewal amount to about half of the $45,000,000 project cost. (We are even doubtful that urban renewal funds should be used outside the boundary of the designated urban renewal area, as in this proposal.)

In fact we believe our current Urban Renewal funding should end at June 30, 2010. *This would allow all our other taxing districts to finally – after 35 years -- update their frozen tax bases.* Any further use of urban renewal should certainly not include funding for the bridge over the park.

Very respectfully, Bob and Kathy Newcomb, 17515 SW Cheyenne Way, Tualatin OR 97062 503-692-5227 after 10 a.m.

Doug Rux

From: CARL SWITZER
Sent: Tuesday, February 09, 2010 10:54 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: park bypass
Attachments: tree6120.jpg

Importance: High

Another.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: Greg Doering [mailto:doering1@verizon.net]
Sent: Monday, February 08, 2010 9:08 PM
To: CARL SWITZER
Subject: park bypass
Importance: High

Mr Switzer,

As a Tualatin resident and frequent user of TCP I would be extremely disappointed if it was further destroyed by building the bypass through it. It is one of the nicest parks in the area! We need it and please don't damage it. It would also destroy the relatively quiet neighborhoods by the country club and Hazelbrook Middle School. These neighborhoods strongly disapprove of the plan! Likewise families that use the park for various actives including soccer, softball, walking and family and company picnics say NO!

Greg Doering
9770 SW Pawnee Path
Tualatin, OR 97062
503-869-4153

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 2:50 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Northern Arterial
Attachments: tree66be.jpg

Another.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: Kathy [mailto:kosander@verizon.net]
Sent: Monday, February 08, 2010 2:41 PM
To: CARL SWITZER
Subject: Northern Arterial

To the Tualatin Park Advisory Committee,

As a resident of Tualatin since 1981, we have seen many changes in our city as we have grown. Many of the changes have been phenomenal - the addition of many parks and bike trails, riverside pathways, these which promote a healthy environment for our children and families.

Now it seems that we have side-railed the community in favor of cars and trucks? Why choose the northern section of our city to run another highway through, when there is one that exists already. It appears that the problem is that the section between Sherwood and western Tualatin is the stretch where there are only single lanes for each direction. Why not enhance the use of this highway by expanding the lanes to accommodate the traffic that the city is planning to divert? This northern arterial would spell the demise of many of the businesses along Tualatin Sherwood highway and Pacific Highway that depend on these customers for their business. If you have any doubt that businesses would suffer, look to Philomath and how the enhanced traffic route has forced many businesses to close their doors after many years serving their community.

We do not want to utilize our tax dollars for this project - we want to have a say in where our hard earned tax dollars are being spent within our community.

Thank you,
Todd and Kathy Sander
10240 SW Sedlak Ct
Tualatin OR 97062

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 12:51 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: North by-pass over Tualatin Park
Attachments: tree2a38.jpg

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: bobfrances@comcast.net [mailto:bobfrances@comcast.net]
Sent: Monday, February 08, 2010 12:49 PM
To: CARL SWITZER
Subject: North by-pass over Tualatin Park

WE ARE OPPOSED. IT WILL BRING MORE TRAFFIC NOT LESS TO DOWNTOWN TUALATIN, ADD TO POLLUTION, RUIN THE PEACEFUL ENJOYMENT OF THE PARK, DIMINISH THE CHARM OF THE FOOTBRIDGE ACROSS THE RIVER, AND IN GENERAL TURN US INTO A METROPOLITAN MESS. WHO NEEDS IT?

ROBERT AND FRANCES BARNES

Doug Rux

From: CARL SWITZER
Sent: Monday, February 08, 2010 10:21 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Proposed Bridge over Tualatin Park
Attachments: tree1953.jpg

Another.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: joakman259@aol.com [mailto:joakman259@aol.com]
Sent: Monday, February 08, 2010 9:54 AM
To: CARL SWITZER
Subject: Proposed Bridge over Tualatin Park

Tualatin Park is one of the only areas left in the city of Tualatin that is a haven for children to play, people to gather for birthdays, events or relaxation, games are routinely played there and families can take their boats to cruise the tualatin river. The atmosphere is relaxed, relatively quiet and safe. If a bridge is built over this park, it will completely destroy the atmosphere, safety and serenity of the park. The noise and exhaust from the vehicles will deter people from using it. To consider the perceived benefits from the money received from the construction of the bridge is extremely short sighted. Tualatin park is priceless. In considering to live in Tualatin, the park was a factor. It's a symbol of the family friendly, home town atmosphere. To put a bridge over it would essentially ruin that symbol. The bridge is a BAD idea, no question about it. Please don't do it.

Sincerely,

Richard and Janice Oakman

Doug Rux

From: Brian Wegener [brian@tualatinriverkeepers.org]
Sent: Tuesday, February 09, 2010 12:45 PM
To: 'Lou Ogden - Tualatin'; Doug Rux; CARL SWITZER; Ramsay Weit; Monica
Cc: joelle.d.davis@gmail.com
Subject: Project 10731
Attachments: bridge_concern.pdf; email2_trans.gif; twitter.gif; Green.gif

Please see attached letter to Mayor Ogden and the Tualatin Parks Board.

See you on the river.

Brian Wegener
Watershed Watch Coordinator
Tualatin Riverkeepers
Office: 503-620-7507
Cell: 503-936-7612
www.tualatinriverkeepers.org

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TUALATIN RIVERKEEPERS.
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503-620-7507 • fax: 503-620-7645 • email: info@tualatinriverkeepers.org
www.tualatinriverkeepers.org

February 9, 2010

Mayor Ogden and Tualatin Parks Board
18880 SW Martinazzi Ave.
Tualatin, OR 97062

RE: Project 10731 Northern Arterial Bridge over Tualatin Community Park

Dear Mayor Ogden and Tualatin Parks Board Members,

Tualatin Riverkeepers would like to express concern about plans to put a bridge over Tualatin Community Park.

We understand that Tualatin-Sherwood Road is a transportation bottleneck which you are trying to relieve. In evaluating alternatives for the I-5 to 99W connector, we urge you to look to avoid environmental impacts. Tualatin Riverkeepers favors alternatives that avoid the Tualatin River, Hedges Creek Wetlands, floodplains and the Tualatin River National Wildlife Refuge.

The City of Tualatin has recently decided to "turn towards the river". Like, you, we value the Tualatin River as a tremendous asset to our community. It is a very sensitive asset that is impacted by choices of what we do on the land. Our biggest concerns for the river are stormwater runoff, wetland destruction and floodplain encroachment. Reducing stormwater runoff, protecting and restoring wetlands, and avoiding development in floodplains are all actions that the City of Tualatin can do to protect our river and streams.

Whenever we talk about river access with policymakers, we hold up the City of Tualatin as a shining example of the city that has done more than any other to make the river accessible to paddlers, swimmers, and fishers. The City of Tualatin has four public access points while no other city has more than one. We would urge that your transportation plans do not damage your investment in river access.

Tualatin Community Park is a jewel in the crown of Tualatin's park system. The riparian forest along the river is dense and rich with wildlife that is accessible for viewing. It is at the hub of a regional trail system that is getting ever increasing usage. We fear that a bridge over the park would damage this special place and urge that your transportation planning avoid impacts to this great park.

We understand that the chances of ever completing Project 10731 are slim. Oregon has many existing bridges and roads vulnerable to a Cascadia subduction zone earthquake that are higher priorities for regional, state, and federal transportation funds. Rather than betting on a long-shot, we urge the City of Tualatin to focus their efforts on more realistic

projects that reduce impacts to our river, streams and wetlands while solving serious transportation problems.

Thank you for your consideration of our concerns,

Sincerely,

Brian Wegener

Brian Wegener|
Watershed Watch Coordinator

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 11:54 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: northern arterial
Attachments: tree26e9.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
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From: Margo and Mark [mailto:pockey2@verizon.net]
Sent: Tuesday, February 09, 2010 2:34 PM
To: CARL SWITZER
Subject: northern arterial

Hi Carl.

I live in the Jeffwoods estate neighborhood, geting on and off the Tualatin Rd in the morning and evening is trying at best. The congestion and noise disrupt the neighborhood and make access slow . I am very very, cannot empasize this enough, opposed to the Northern Arterial for several reasonings:

The arterial will it

increase traffic even more, not to the benefit of Tualatin citizens but to those wanting a shortcut through to or from 5 to 99
increase noise and air pollution
will disrupt the intent and pleasure of the park and river
will put extra demand on the infrastructure of the community eg who pays for repairs, up keep, crime, pollution

As a previous community planner, and in the words of Olmsted, what people need after a hard days work is to be able to return to the homes and community and find quiet , rest, safety, and a heallthy atmosphere. It is incombant on those making decisions for the community to decide what is in the citizens best interests and not in the interests of a few who serve to derive gain e.g. financially, at the detriment to the community.

Since it will not benefit tualatin citizens, it is unreasonable to ask us to provide financial support with monies that could go to improving the quality of life as improved senior programs, increased number of parks, improved town center

Please, I ask the commission to act responsibly to protect the community.

Kind regards, Margo Traines
1745 SW 106th AVe,

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 11:56 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Tualatin Park Advisory Committee- Northern Arterial Park Highway
Attachments: tree153c.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: Gerry & Christine Tunstall [mailto:famtunstall1@verizon.net]
Sent: Tuesday, February 09, 2010 3:35 PM
To: CARL SWITZER
Subject: Tualatin Park Advisory Committee- Northern Arterial Park Highway

To: Tualatin Park Advisory Committee
RE: Proposed raised roadway over the Tualatin Community Park

Imagine what the Tualatin Times headlines will read in the future if this roadway is built:
"WHERE HAVE ALL THE PEOPLE GONE?

Tualatin residents are not using the Community park for the Crawfish Festival, picnics, ball games, and other favorite park activities. Tualatin city leaders are wondering why there are so few people in the park. So our reporters interviewed city residents about why they aren't using the Tualatin Community Park. Here are some of their reasons.
"Who would want to picnic and play in our Park when we can't hear each other?"
"The air doesn't smell good any more. There are diesel fumes and other pollutants descending from the roadway into our Park."
"I can't hear the birds and the river noises like in the days before the highway over the Park."
"There is so much traffic we can't get into the Park."
"There are transient camps in the dark areas under the overpass."
"Our favorite picnic shelter next to the river is gone."
"The big grove of Heritage trees that was so cool on a hot summer day is gone."
So there you have it, some of the reasons why Tualatin residents don't use the community park now.

We need the following issues addressed now!
1. Environmental Impact Study :
Air and Water quality,
Hazardous Substances,
Highway waste water
2. Traffic Study
3. Public Hearings

Again our community seems to be the location for connections, from 99W to I-5, I-5 to 217, I-5 to 205. We have learned to live with these connections, but this new idea will impact the livability of our neighborhoods, as heavy traffic is added to our residential streets and parks are shaded by overpasses instead of old growth trees. We can understand those from outside our community wanting to add yet another road through Tualatin, but why is the City leading this effort?

Respectfully submitted,
Christine Nyberg Tunstall
17400 SW Cheyenne Way
Tualatin, OR 97062
503-691-2975

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 11:57 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Members of the Tualatin Park Advisory - NORTHERN ARTERIAL
Attachments: tree99.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
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From: Sheila Adams [mailto:grandmasheilaadams@yahoo.com]
Sent: Tuesday, February 09, 2010 6:38 PM
To: CARL SWITZER
Subject: Members of the Tualatin Park Advisory - NORTHERN ARTERIAL

I live on the Tualatin Road and oppose this proposed project. Tualatin Road has far too much traffic on it now. Unlike Tualatin/Sherwood and Herman Rds Tualatin Road Tualatin Road impacts residential living.

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 11:58 AM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: comments on proposed roadway over Community Park
Attachments: tree305e.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

Please consider the environment before printing this email.

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From: Marianne Germond [mailto:mcgermond@verizon.net]
Sent: Tuesday, February 09, 2010 7:53 PM
To: CARL SWITZER
Subject: comments on proposed roadway over Community Park

Mr. Switzer and the Tualatin Parks Advisory Board:

At the last minute due to a family member's illness I was not able to attend tonight's meeting so I have submitted comments below:

I have concerns about the proposed extension of Tualatin Road over the Community Park and river to meet up with Boones Ferry Road.

I believe this project will negatively impact the park and the river and the people and wildlife who rely on these open spaces. While the road would be elevated and would be on the other side of the railroad bridge from the most heavily-used portion of the park, it will nonetheless have negative impacts. The first of these I believe will be air pollution. On a windy day, not an issue. But, we have a lot of days with little to no wind. Tailpipe emissions, both invisible and visible, will drift down to the park and lower the air quality for the humans (especially children) and wildlife below. The second will be the noise pollution. While the road will be elevated, there will still be a fair amount of noise pollution, from trucks especially.

There are a number of trees that will have to be cut down. This will reduce bird and other types of habitat, reduce important shading for the river, and have other negative impacts on the wildlife and habitat.

I urge the Parks Advisory Board to reject this project.

Sincerely,

Marianne Germond
17935 SW Shawnee Trail
Tualatin, OR

February 9, 2010
Tualatin Park Advisory Committee
c/o Carl Switzer, Parks and Recreation Coordinator

I urge your opposition to the Northern Arterial and any bridge through Tualatin Park

A bridge through the park would cause blight in the park:
Heritage Trees removed (over 100 years old)
Noise and air pollution. More trucks through our neighborhoods and park. Chemicals on us and our children from bridge traffic. This is a health risk!! Don't do it!!
Destroy the peace, quiet and enjoyment of an oasis in our town.
Lose our space for children and adults to be near a "quick retreat" in walking distance from many homes

Urban Renewal Planning: I ask you to oppose all urban renewal funding for the bridge, estimated at $45,000,000.
Matching funds proposed from urban renewal amount to about half of the $45,000,000 project cost
and they should not be used outside the boundary of the designated urban renewal area, as would be for this bridge.

Please end our current Urban Renewal funding at June 30, 2010.
Allow all our other taxing districts to finally – after 35 years -- update their frozen tax bases.
I oppose urban renewal funding for the bridge over the park.

Toni Anderson
17790 SW Cheyenne Way
Tualatin, OR 97062
tntanderson@reachone.com

To: Tualatin Park Advisory Committee

February 9, 2010

I am opposed to the Northern Arterial (or whatever the latest name that it is called now) and any bridge through Tualatin Park.

I, like many other Tualatin residents, walk, run, and bike or push their kids in strollers along SW Tualatin Road enduring the vehicle exhaust and noise just to get to Tualatin Park. Once there, I sigh a sigh of relief when I get to the tranquil century old trees and can hear the birds sing and away from the traffic noise and pollution. This proposal by the Tualatin City Council will destroy the peacefulness of the park. In addition, children playing softball, young children playing on the playground structures and others will be exposed to the all the toxic fumes underneath the bridge. The old trees should be protected as they are already classified by the City of Tualatin as "Heritage Trees".

The amount of traffic that will be travelling through the park will be not just local traffic, but, regional traffic in the thousands each day. The impact to our quality of life as tax- paying Tualatin residents will be diminished greatly. Over the last 2 years, many of us in the private sector have seen our incomes reduced significantly or disappear altogether due to the economy. We , as taxpaying citizens, should have the right to vote on how our tax dollars are used. Because of the Urban Renewal District that is due to expire later this year, the schools, fire and rescue and others have had their tax base frozen. The City of Tualatin wants to continue this for I believe another 25 or so years. While, at the same time, the City and county does not hesitate to ask for funds from additional tax measures because "they don't have enough money" to cover these essential services. This is outrageous to expect that those of us who do not have extra to give should be taxed more to cover what should be going to those essential services! I'm sure most people are not aware of how this works.

I am, therefore, requesting that you, as our Park Representatives represent US and take a position against the bridge and in favor of the protecting the park.

Thank you,

Reba Tobey

17815 SW Cheyenne Way

Tualatin, Oregon 97062

To: Members of the Tualatin Parks Advisory Committee

Subject: Roadway over Tualatin Community Park

February 9, 2010

I would like to register my strong opposition to the current city plan to run an arterial over the Tualatin Community Park.

The proposed arterial would destroy the basic reason for having a park -- to provide a place of serenity and beauty where residents can refresh themselves.

This roadway would bring much increased freight and regional traffic through the middle of our Community Park, which is enjoyed by thousands of residents each week. A roadway filled with the constant drum of overhead trucks and cars will bring noise and serious air pollution problems to this beautiful area. As you know, the park attracts players of baseball, soccer, volleyball, and tennis, as well as runners, bikers, strollers and rowers. The roadway would run right next to the ball fields, and bisect the beautiful pathway through the woods along the Tualatin River. And it would also run right through and demolish the Rustic Shelter and the magnificent stand of huge Heritage Trees, so designated in 1999 and much cherished by the Historical Society.

Urban renewal money is supposed to be used to reduce urban blight. But with this proposal this money will create urban blight, not relieve it. By setting up a direct connection from 99W to I-5 (the so-called Northern Arterial), truck and increased automobile traffic will stifle the residential section of Tualatin Road. This traffic will use this route in preference to Herman Road because it cuts .7 mile from their trip and offers a straight shot across the river to I-5. Residents of this quiet residential neighborhood still do not realize that this is a possibility, and need to be invited directly to an informational session with the City planners. You can be assured that they will be appalled when they learn of plans to spread this kind of blight through their quiet neighborhood.

I oppose the use of urban renewal money to build a new roadway, especially one that has a negative impact on the community. Allotting some $44,000,000 for this road (and its extension) leaves other taxing districts, like TV Fire and Rescue, without some of their funding for many years, while creating urban blight, rather than relieving it. At a minimum, I believe that the Urban Renewal Proposal should be put on the ballot, giving residents a chance to decide how to spend their property tax money.

Mayor Ogden wrote recently that "The City Council's top priority is to maintain quality of life in Tualatin by maintaining the character of existing residential neighborhoods." I believe that building this proposed roadway would have the exactly opposite effect, bringing traffic, noise and air pollution to the northern section of Tualatin, in addition to destroying the peace and serenity of the city's largest park.

I therefore urge the Parks Advisory Committee to recommend deleting this arterial-building proposal from the City's Urban Renewal Proposal. At a minimum I ask that this proposal be put to a vote of the people in its next election (as I understand Beaverton is doing), to let the residents decide whether this is where their tax dollars should go.

Dolores Hurtado
8685 SW Chinook Street
dohurtad@hevanet.com

City of Tualatin

www.ci.tualatin.or.us

DRAFT

UNOFFICIAL

TUALATIN PLANNING ADVISORY COMMITTEE - MINUTES OF JANUARY 14, 2010

TPAC MEMBERS PRESENT:
Charlie Tumelty
Paul Sivley
Nic Herriges
Mike Riley (via phone)
Mark Coolican
Guy Wherity – arrived at 8:00 pm

STAFF PRESENT:
Doug Rux
Stacy Crawford
Aquilla Hurd-Ravich
Mike McKillip
Paul Hennon

TPAC MEMBER ABSENT: Gunnar Olson and Alan Aplin (excused)

GUESTS: see list

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1. **CALL TO ORDER AND ROLL CALL:**
Chair Sivley called the meeting to order at 7:00 pm. Ms. Crawford took roll call.

2. **APPROVAL OF MINUTES:**
Chair Sivley asked for review and approval of the January 14, 2010 TPAC meeting minutes. MOTION by Coolican SECONDED by Herriges to approve the January 14, 2010 meeting minutes with modifications. MOTION PASSED 5-0

3. **COMMUNICATION FROM THE PUBLIC:**
None

4. **ANNOUNCEMENTS:**
None

5. **UPCOMING AGENDA ITEMS:**
Chair Sivley reviewed the upcoming agenda items for March 11, 2010 TPAC meeting.

6. **COMMUNICATIONS:**

6.1 SW Concept Plan

Ms. Hurd-Ravich introduced herself to the members. Ms. Hurd-Ravich gave a brief update from the last meeting in January 14, 2010. Since that meeting, staff did receive a draft infrastructure analysis and presented an update to the City Council, which was the same update as TPAC in January with the draft analysis included. There was another TAC meeting to discuss the infrastructure analysis. The focus in the packet is what staff received from CH2M Hill is the waste water, water and transportation costs. They started with the 2005 draft plan and the draft infrastructure that was done then. They updated it based on larger area and cost of construction that have gone up or changes in cost. Those are the two main things that they updated. The length of roads

are now longer, added more area and cost of constructions. Staff is also preparing some revisions to the draft to change the cost to 124th Avenue. When the plan was first written included a portion of 124th Avenue south of Tualatin-Sherwood Road that would go down to the southern terminus of the SW Concept Plan which wasn't quite to Tonquin Road. Part of the revisions that staff is doing is to do a different methodology for 124th Avenue because that road was included in the Regional Transportation Plan (RTP) and we wanted to make sure the same methodologies were used in the RTP and our infrastructure analysis. This is one of the things the consultants are working on is taking that out and doing a different update with that road versus other roads. Ms. Hurd-Ravich went over the costs. Their original estimate was for a total of just over 78 million dollars for just the capital costs alone and that was broken down into several areas. Mr. Coolican asked if the transportation expenses listed were for road build. Ms. Hurd-Ravich responded that was correct. Some of the changes will be with 124th Avenue. The cost that went into the RTP was $82 million. The top table in the report will change from $78 to $145 million, which will also change the ROW costs. Total costs are a range of $153-$154 million when they take the same methodology for calculating the cost of 124th Avenue. This will all be updated in the final infrastructure revisions.

A key piece that is still missing is the traffic analysis. City of Tualatin has talked with the City of Sherwood and wanted to use the same base layer for data to study the traffic. Going to use the connector information, but recently ODOT suggested using different data sets. Right now there is the 2035 RTP that hasn't been adopted yet, so we are in a holding pattern. The consultants have to go back and decide what data to use to do the traffic analysis. Our consultants will be talking with Sherwood's consultants to make sure everyone is on the same page. The City of Tualatin is meeting with Kittleson tomorrow to discuss a revised timeline. It could be a month or two out before this comes back to TPAC. This could throw the SW Concept Plan timeline off. Staff was going to ask for recommendation to Council to accept the SW Concept Plan. We are no longer asking you for a recommendation because you don't have all the information. This could come back to TPAC in April. Ms. Hurd-Ravich asked if the members had any questions about the update.

Mr. Coolican asked about the funding for this and is it all through bonds? Mr. Rux stated that it will come from different sources. It could come from Transportation Development Tax (TDT) money, MTIP money, counties MSTIP money, and private development. The discussion going on is if there could be an urban renewal district in this area.

6.2 PTA-09-10—Urban Renewal Maximum Indebtedness

Mr. Rux provided a comprehensive update on this proposal including the use of numerous charts and graphics. He referenced the handouts on the table outside the Council Chambers which include a sign-in sheet; web link to the draft of the proposed Central Urban Renewal Plan and Report; schedule of public meetings, open houses, forums etc. and the TPAC staff report. Additional copies of the Public Comments received since February 8th is also available.

The Central Urban Renewal District has been in existence since 1974, with the current Central Urban Renewal Plan functioning since 1975. It will reach the maximum indebtedness that we can bond and spend in district in June 2010. In October 2007,

staff began discussions with the Tualatin Development Commission and Council to determine if we should increase its amount or close down the District. Discussions included future plans and the vision for the Town Center which includes part of the Central Urban Renewal District. Exercises with both the Council and URAC to identify possible projects initially resulted in the identification of over a half million dollars in projects that could be done to remove blight. In November 2008 Council held a retreat in which a draft Vision Statement was created. The vision created at that time subsequently was used in the "Local Aspirations" project in spring 2009. The vision document was subsequently updated in a work session on December 7, 2009 and includes seven values which were reviewed by Mr. Rux. Council has also recommended an additional modification to address transit access. Don Stastny, who had done a lot of work with the City of Tualatin, created graphics correlating to these values. Mr. Rux reviewed these concepts.

Other graphics reviewed by Mr. Rux included: A different angle (oblique/helicopter view) looking to the west. The concepts remain the same. He pointed out the components facing along river including pedestrian trails that are already identified in the Parks Plan and Regional Transportation Plan. The three gold areas could be plaza areas in the downtown area. This is in line with Local Aspirations and Metro's "Making the Greatest Place" concept.

The "closer in" drawing has the same concepts with ground floor retail and a "Main Street" concept which could be built along SW Seneca Street. Development could include ground floor retail, offices or multi-story retail. Parking garages could be constructed in various areas near the former Clark and Hanegan sites. Further out, future redevelopment could include the Hedges Greene or the Applebee's areas.

Another graphic looks north to south from Durham and could include a pedestrian bridge to the south with trails along the river. Another concept includes a "Park Block" as the main entrance to the area designed to open up and invite people into a greenway area.

The Human Scale graphic includes pedestrians in the area of Boones Ferry Road looking back to the southeast and could include an amphitheater plaza playing off themes from Tualatin Commons.

The Tualatin Development Commission subsequently reduced the list of proposed projects down to the 15 shown on the board. Mr. Rux reviewed them and the associated cost estimates. He described other funding sources which include public/private partnerships and government funding. In 2009 dollars, these projects would cost the TDC $64 million dollars with the remaining $40.8 million dollars funded by other sources over a 25-year period. Mr. Rux has talked with property owners in this area regarding these proposed projects and estimated time lines for when they could occur.

Mr. Rux explained the formal process to implement the extension of this plan. The City did a Plan Text Amendment (PTA) to make changes in 2001 and 2009 to reallocate funds for projects within the existing plan. However, because this plan increases the maximum indebtedness, it is necessary to do a substantial amendment. This process is quite prescriptive in the steps that need to occur. Components include rewriting the plan

and report to correspond to these 15 projects including updated conditions in the report as well as new maps, graphs, tables etc. As a component of House Bill 3056 passed in 2009, meetings have been held with the Overlapping Taxing Districts (OTD's), and we must receive written concurrence (via resolution or letter of support) from 75% of them.

We are opting out of revenue sharing. This month a series of meetings with the City's Advisory Committees are being held. An open house was held on February 4th with over 100 attendees. A presentation similar to the one being given tonight was given to TPARK on February 9th and will be given to URAC on February 16th. On February 25th at 5:30 p.m. a briefing will be provided to the ARB, ARTS, Library Advisory Board, CAPDB, Tualatin Tomorrow and the YAC. On March 1st at 6:30 p.m. Tualatin Tomorrow and the City are hosting a forum in the Police Department Training Room to present factual information regarding the proposed Tualatin Road Extension. On March 8th a TDC hearing will be held. The date for the Council hearing is March 22nd.

Mr. Rux advised TPAC that their role in this PTA is to make a recommendation to the City Council for their consideration at the hearing scheduled for March 22nd. The City Council will consider that information as well as public testimony to render a decision. A similar process will be held by the TDC on March 8th. Although the TDC and Council are comprised by the same individuals, the TDC is a separate body politic.

Mr. Rux briefly reviewed the staff report contained in the agenda packet. There are two separate pieces of information for consideration. When the City expanded the urban renewal boundary in 2007, Map 9-3 was not changed. In addition, changes would be made to the Tualatin Development Code, Chapter 30 Section 30.010. This information in this section has been covered verbally. Attachment F provides an analysis on all the requirements which have been reviewed and deemed met by staff.

Following a meeting with the Tigard-Tualatin School District, they stated that they would provide written comments, but we have not yet received that information nor have we yet received anything from any of the other agencies. Mr. Rux stressed that we are not requesting any zoning changes or any new transportation networks. All projects correlate to what is already in our Transportation System Plan or Tualatin Development Code. Any additional public comments received will continue to be provided to the Tualatin Development Commission/City Council.

Staff's recommendation is that TPAC recommend that the City Council considers the staff report and supporting attachments and direct staff to prepare an ordinance granting PTA-09-10.

Mike McKillip, City Engineer, and Paul Hennon, Community Services Director were present to assist in answering any questions regarding transportation and parks/greenways.

TPAC members discussed Mr. Rux's presentation. Mr. Coolican stated that after looking through all the public comments there is much concern over the Tualatin Road Extension and asked if the urban renewal is critical to have this included in this plan? Mr. Rux stated that in the Commission's evaluation of the projects and what can be done to address the blight conditions in the district boundaries This extension is listed

in the Transportation Plan and Chapter 11 in the TDC. Mr. Silvey asked how the rest of it will be funded. Mr. Rux stated through other funding sources will need to be found in order to build it. Mr. McKillip added that the funding could come from private development, transportation development tax that is collected on new development, possibility of City financing on transportation bonds, and through the counties MSTIP Program. Mr. McKillip continued and described the roadway extension to the members.

Mr. Riley had heard comments and concerns about losing old growth trees in the park if this roadway is extended. Mr. McKillip stated that the City has not done the survey to see what the impacts would be to the trees, but they are probably going to be removed and this is a step to identify a potential funding source for this project that is already identified as part of our transportation system. Mr. Silvey asked about zoning changes to the Pac Trust site. Mr. Rux stated that is not part of this package and it could occur later through a separate process through the Town Center Plan.

Guy Wherity showed up at 8:12 pm.

PUBLIC COMMENTS:

Marius Brisan – 17850 SW 113th Avenue, Tualatin, OR 97062
Mr. Brisan is concerned whether the City Council has to approve the entire project or can certain projects be voted out. Mr. Rux stated that recommendation from staff is to recommend the entire package, but TPAC could make evaluate this and make a recommendation to approve as a whole or remove/add projects.

Mr. Brisan asked how they can approve this plan when so many people don't approve of it. He asked if the City is still accepting emails. Mr. Sivley replied that the door is not closed, there would there be an opportunity to comment and appear at the City Council Hearing on March 22nd.

Mr. Brisan noted that the question that was raised earlier about what would the connector do and its purpose, the answer was it would take traffic away from downtown. The problem is that nobody lives downtown right now. There are approximately 3,600 people that live in the northern part of Tualatin and all will be affected by this connector, because in all reality it will become a short cut between I5/99W. He asked what the traffic increase would be, how many cars and trucks are estimated to use that road. Mr. McKillip guessed that 16,000-18,000 cars per day would travel this road based on our TSP work. The current count is around 10,000 cars per day. Mr. Herriges thinks we should be looking at what the traffic would be if it wasn't built versus what it would be if it was, because it's going to increase over the next few years anyway. Mr. McKillip stated that modeling showed that the traffic would be like 22,000 trying to go on Boones Ferry Road. The connector extension drops it down to 600 on Boones Ferry Road. Mr. Herriges is convinced it will decrease traffic on Boones Ferry Road, but will the fact that it's now easier to get over to I5 increase traffic and if so by how much. Mr. McKillip responded that the numbers in front of the golf course from the east side of 90th goes from 1,200 to 1,600 and the other side went from Herman Road/Tualatin Road intersection to 90th the numbers are from 1,950 to 2,000. This increases the traffic east of 90th by 30%.

Mr. Brisan asked where they thought traffic was going to beyond 90th Avenue. Mr. McKillip stated that the cars would either go out to Herman Road to the industrial areas, residential area or go straight onto 99W just like they do now. Hazelbrook Road didn't change in this modeling.

Mr. Sivley asked Mr. McKillip if he sees this as a regional traffic enhancement. Mr. McKillip stated that this project is about local traffic. Mr. McKillip stated that the City of Tualatin's preferred solution to the connector was to be a freeway connection from I5 to 99W. But for a number of reasons, it was obvious that was not going to happen, so the City stepped back and came up with alternative routes and eventually it ended up with the three arterials. The Tualatin Road extension is referred to as the northern arterial.

Mr. Brisan is also concerned about the impact this connector will have to the park, the trees, the shelter, and relationship to the existing railway bridge. All the comments by email are focusing on that mainly because everybody is concerned they are going to lose the facility for their kids, and games, it's a very nice connection to Cook Park and Durham area. It's going to basically fracture the park in two and the noise is going to be unbearable to enjoy the park. The other impact in his view to the people living north of Tualatin Road is noise pollution, accidents, garbage, and speeding. People coming through Tualatin Road are going to learn the shortcut on Hazelbrook Road which is through a residential area. The connector in his view would be very detrimental to the people living north of Tualatin Road. Property values are going to drop. He is against it. He doesn't feel that the people living in that area are informed enough. It's published on the website, but that's not enough. He suggested articles to be placed into the Times, Oregonian and fliers to be put at Fred Meyer and the library. This is only known to 1% of the population. Mr. Brisan concluded by saying this project should not go forward.

Deloris Hurtado – 8685 SW Chinook Street, Tualatin, OR 97062

Mr. Hurtado thinks that a lot of people don't know about parts of this plan. She agrees that if you took a survey of the people that live in Tualatin that not more than 1% know that part of the plan is to run a roadway across the park. She believes the issue with the roadway and the park is not just a concern with people who live in northern Tualatin but a concern to people who live in other parts of the City. She has talked to people at the Senior Center and they all like that park. She encouraged the members to look through the public comments that came to the TPARK committee meeting. Her comments were left out, so it's not complete, but it gives you an idea of the concerns that people have for the quality of their lives, why they live here, why they came here is to enjoy the quiet and the beauty. She wanted to call the members attention to the letters from the Tualatin River Keepers who have a very definite concern about the impact of a roadway over the park. Also the letter from the Tualatin Historical Society, they are concerned about those Heritage Trees that were designated by the City for preservation. They would be wiped out. It is the effect on the people that depend on this park for some kind of serenity, for calmness and beauty in their lives. She uses it with her grandchildren and it's important to so many people.

Ms. Hurtago stated that the neighborhood is going to be impacted. Travesty for the people who live there. The purpose of urban renewal projects is to remove blight conditions in the urban renewal area. And then you think about the impact from the

noise, tailpipe emissions going over the park in great quantities, it's not removing but creating blight. What she feels is missing so far is the awareness of the people of the City about what can happen. She feels that the City should notify these 3,600 people about what is being proposed, because most people don't know anything about this proposal and they certainly don't know it includes this roadway over the park. The money comes from the residents through property taxes. She doesn't feel this makes sense to spend millions of dollars to improve the roadway, especially since it freezes the other taxing districts.

Annie Vigileos – 18230 SW Shawnee Trail, Tualatin, OR 97062
Ms. Vigileos agrees with everyone else who spoke before her. She and her husband are trying to put together an opposition letter. She agrees with the part that she doesn't want the park to be impacted. Her main concern with Tualatin Road as it is becomes a thoroughfare, it's very fast. No one follows the current speed limit. If this connectors goes in it would become the Indianapolis 500. It's beginning to feel like it's a regional issue and they are using this little piece of Tualatin to fix a bigger problem. Ms. Vigileos wanted to go on record saying they are opposed to this.

Reba Tobey – 17815 SW Cheyenne Way, Tualatin, OR 97062
Ms. Tobey agrees with what everyone has said and thinks there will a lot more traffic especially if the development occurs on the other side of the river. She uses the park regularly and feels that all the people who use the park will be impacted. The people who she has spoken to have not heard about this project and they are completely appalled. She already has to hold her breath because of the exhaust and it's so noisy, but once you get into the park it's so peaceful she can't image what it would be like with all that traffic and noise pollution. She asked the members to consider the people who live north of Tualatin and how it will impact their lives.

Dennis Wells – 10250 SW Ladd Court, Tualatin, OR 97062
Mr. Wells stated that he agrees with everything that has been said so far. He attended the TPARK committee meeting and was floored at this proposed extension. He brought his 11 year old daughter with him and she was so excited she wrote an article for the Hazelbrook Middle School newspaper and wanted to enter it into record and become part of the comments. His concerns echo the others and explained why he chose to move to Tualatin. It was because of the Community Park and the activities that take place there. The focus in the plan is to put people into the pedestrian, shopping, mixed-use area, but at the expense of the gem of the park. He found that to be quite disturbing in addition to that he finds out that there is going to be another 3,000 cars running through his back yard.

Mr. Wells stated that engineers love straight lines and asked how much traffic that is now on 99W would be diverted to this extension? He asked about the Boones Ferry extension that is being proposed and wanted to know why if we are worried about Boones Ferry Road traffic why we would want to widen that road. Mr. McKillip explained the Boones Ferry Road Extension (project #5) which goes from Martinazzi Avenue to Lower Boones Ferry Road. That is an extension for the east sub area which, it's going to require some additional access into and out of that area from the direction of traffic behind City Offices. Mr. Rux explained in more detail about why this is in the Transportation Plan and we don't want to create another five lane roadway in the

downtown area. The City isn't proposing a road we are proposing dollars to improve existing infrastructure that by and large off that list is already in our Transportation, Sewer and Water Plans. Urban Renewal is a capital funding tool.

Kathy Newcomb – 17515 SW Cheyenne Way, Tualatin, OR 97062
Ms. Newcomb stated that she would like to have the name of project #7 changed to be the Tualatin Community Park Bridge. She noticed that in some of the materials the City has put out that the word bridge isn't even mentioned and it's the largest expense, so it would be helpful to those who do not know it's a bridge. She feels that the existing plan for the Tualatin Road Extension would create blight both in the park and in north Tualatin. The North Tualatin Neighborhood knows that Tualatin Road is a farm to market road and they are not a grid, the only exit out of north Tualatin for 3,600 people is to go to Tualatin Road. It's very crucial for them to have a reasonable road and that's the way a lot people's children bicycle and travel to the park. There is no other way to go, so they want to keep it safe for them.

Ms. Newcomb and the North Tualatin residents are not interested in the northern arterial to begin with. In the Feb. 25th vote last year for the I5/99W, Mayor Odgen and Councilor Beikman led the charge to have both the Tualatin-Sherwood Road and the north Tualatin arterial included in and they were yes votes. They should have never done that, because it would bring more traffic to Tualatin out of the three connectors. Metro man predicts the additional regional traffic to increase traffic by 9,000 cars per day. Since they didn't include all the traffic, she estimated that the increase would actually be 19,000 cars per day. Another concern is that she feels that road would be an attractive road and agrees with Mr. Wells that this would be thoroughfare. The budget is tight for non redevelopment funds and this is partly because of Urban Renewal. If there were no Urban Renewal our City of Tualatin budget would be increased yearly by $499,000 over a period of 20 years. Mr. Rux explained that he was giving her the 2008-2009 numbers, which is the year they would have to calculate the revenue. What Kathy just gave you might be the 2009-2010 number. She agreed with Mr. Rux and stated this was probably the average for the increase over 25 years. Urban Renewal has been around for years and it impacts the Overlapping Taxing Districts (OTD) enormously. Those OTD's are hurting because of this. We have 35 years of extensions without the OTD being unfrozen. Their tax basis has remained at the 1975 level. In addition with this extension, they would go another 25 years that means 60 years. That means the schools, counties and the fire district are to forgo all this money for urban renewal. She would recommend to the members that they do not vote for urban renewal to be extended. It should come to end on June 30th, let all the OTD update their tax basis to the current.

She asked if Tualatin Tomorrow is having a presentation on March 1 and thinks it would be proper for the City to send out postcards to every address to the people who live in north Tualatin. They have been bitterly disappointed in the City so far since February 2008 that there has been no legally required citizen involvement. The only involvement thus far is from the people who accidentally learned about it from a news article in the Times.

Mr. Rux added that Tualatin Tomorrow is organizing the March 1 event and is discussing ways to notify residents north of Tualatin Road. We are building email

distribution lists, articles to be put in the City Newsletter, an insert on Tualatin Tomorrow and they have their own email distribution system in place. Mr. Sivley would like to know if we could have a sign put out at the railroad tressel and at the entrance of the neighborhood about this project. Mr. Rux said he could talk to the City Manager.

Ms. Newcomb mentioned the Tonquin Trail and feels that this is a beautiful concept going through Tualatin Park. But she would be embarrassed to have the people using that trail that are going to Tigard have to have a bridge overhead.

Mr. Silvey wanted to mention to the members the comments that have been referred to about the heritage trees comes from Yvonne Addington, President of the Historical Society.

Mr. Sivley wanted hear from Ms. Moholt and asked how she felt about moving traffic north and what she thought that would do for the downtown area. Ms. Moholt pleaded the fifth. She thinks that there needs to be more analyzing of the traffic reports.

Linda Moholt, Tualatin Chamber of Commerce –
Ms. Moholt stated that she wants to talk about everything except the northern arterial. She thinks from the Chambers standpoint, and they will be looking at this at a Government Affairs Committee meeting on Monday, from the members she has pulled it has been extremely positive about the update to the downtown court area extending that and revitalizing that area. The concepts are very exciting and she thinks it can bring tremendous life to the downtown. She has concern with property owners and making sure we are actively seeking their participation and making them apart of process, but they see this as a real bonus so far and will evaluate the concept and would like to be able to present a decision before it goes to Council.

Mr. Coolican asked staff how instrumental is this highway extension to the overall plan; does it not go forward without it? Mr. Rux stated that we would have to ask where would the traffic get accommodated, do we want Boones Ferry Road to be a five lane roadway doing that loop effectively coming from Upper and Lower Boones Ferry Road, down across the river down through the north part of downtown back up Tualatin Road and across the railroad tracks. Which buildings north and south would have to be torn down? What impacts would that have on the park? In his 20 years, the City does not want to create another Tualatin-Sherwood Road, this would really segregate downtown. Could you imagine trying to get across five lanes to get to the park? There are tradeoffs and this is a tough question.

Ms. Newcomb added that this has been a big rush. It doesn't have to be extended. Urban renewal could start over later.

Mr. Sivley feels it's important to fund these projects and there is an ability to strip certain projects out. He thinks it would be travesty to let this program lapse because it would send a signal that we don't want to see incredible enhancements to our downtown. There are options beyond saying no way, no dollars.

Mr. Herriges asked what the effect would be allowing the old urban renewal district lapse. Mr. Rux stated that in that process you could recreate new district; use the same

boundaries, or different, get a new frozen base and new increment. The issue gets to be opportunity costs as this redevelopment occurs do you have tax increment flows adequate enough to bond to do the infrastructures to coincide with that development. The City looked at models and we didn't have the revenue capaCity in order to leverage at the time redevelopment was going to occur. There is a risk.

Mr. McKillip added that looking back about all the traffic questions and what the impact is going to be. Before doing anything, the City Council is going to spend at least a year evaluating before they pick what they will actually do. He cannot conceive that this City Council would decide and this will happen overnight. There has to be traffic studies done, there will be air quality, noise, and historic resources studies done before any decision is made. City Council doesn't like the traffic, but they do support the redevelopment to the downtown. This is not going to be taken lightly; it could take years.

Mr. Coolican doesn't understand how we can use urban renewal to eliminate blight and we are very high on green spaces in the City and we're running this bridge through one of the nicest green spots in the downtown area. There is a real conflict that doesn't compute and he's sure there will a lot of discussion on this issue.

Mr. Herriges feels that if you only look at the green space then the whole plan to him looks an improvement on our green spaces for the City. The fact that it impacts negatively a portion of our green space is a disadvantage but it's something that really can't be avoided to reap a lot of the benefits the whole plan would provide to us. The whole park system in the downtown area and the extension of the trails is going to vastly improve the whole park system in the downtown even though it has a negative impact on one part of it. He is concerned about the huge disconnect from the public perception of massive traffic and huge pollution. His perception based on what the modeling is showing that there's going to be a moderate to slight increase. He is not sure why there is such disconnect and wants to find out if the public is correct or is the modeling correct. He would like to try to figure out a way to decrease that disconnect. His other concern is that the tax districts have the same level the last 35 years and that money not being available, but he does have solace in the fact that those districts have the ability to ask to share in the revenue before they give their approval.

Mr. Tumelty is concerned about the public notice aspect because he hasn't heard much about this proposal. Not sure if he could make a decision and know it's a good decision for the public. Mr. Rux noted that there has been 27 months of discussion with the City Council. There has been a number of updates give to the committees. When the Council came up with final list on Dec. 23rd, we scheduled the open house and sent that notice out through newsflash, City Newsletter, Tualatin Chamber newsletter, and notified every property owner in the urban renewal district. Information has been posted to the City website. The City has met with property owners in the downtown area and the OTD. Mr. Herriges added this isn't new, he has seen this plan in this committee at least three times and other times at a couple of open houses. There has been a fair amount of opportunity to comment certainly from this group on the downtown Tualatin plan. Ms. Moholt added the road system has been talked about for the last 18 months.

Mr. Riley commented about an earlier comment regarding how bad the traffic is going

through downtown is. In spite of all the negatives that northern arterial is, it's there to solve a problem and the question would be if they don't do that then what do they do?

Mr. Wherity stated that for him the northern arterial would impact him personally because he lives on 86th Avenue, right off of Tualatin Road. He currently has to deal with the commuter rail train horn noise every 20 minutes by his house and having to try to get out onto Tualatin Road when the train goes by. Now with this traffic if the northern arterial goes through, it will be right out his front door. He has always thought that if they build it will come, traffic will definitely increase because what's going to happen is that trucks will go the easier route. He would like to see more study done on the impact of that section of the plan before the City Council approves it. He would like to see a lot more involvement from the other people that this will impact.

Mr. Sivley has the same thoughts as Mr. Wherity. The traffic problem is the 99W Extension and urges the public to write the County Commissioners to support a final urban reserves plan which allows and doesn't prohibit construction of a 99W Extension, to at least leave the opportunity open. They could be on the verge of blocking that extension for good. His other concern is the need for public notice. He wants to see postcards sent to the neighborhood for the Tualatin Tomorrow event and the City Council Hearing. He would also like to have a traffic study done before this road gets to the development plan. He's not impressed with the traffic stats he's heard tonight. He cannot support a $33 million dollar project without better stats. He thinks we are making haste on a very big project with high impact and it may be the right answer for downtown and for the community, but he doesn't think we know that yet or allowed the public to have as much input as they should have. This is a fantastic package the Council has put together and this vision is inspirational, but that line item for $33 million dollars needs to come out.

MOTION by Riley SECONDED by Coolican to recommend approval of the proposal to Council with the removal of project item #7 SECONDED by Coolican with a friendly amendment by Chair Sivley SECONDED by Tumelty that TPAC in its motion to strip project 7 for the present time does so on its belief that further public noticing needs to be made through the fashion of post cards to the neighborhood prior to the two upcoming considerations; Tualatin Tomorrow and the City Council as well as the need for more precise definitive traffic studies to gives us more assurance of the impact of this project. MOTION PASSED 6-0

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 12:02 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Tualatin Arterials
Attachments: tree74d.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: Chris Hein [mailto:ChrisH@thedussingroup.com]
Sent: Thursday, February 11, 2010 10:12 AM
To: CARL SWITZER
Cc: chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net; bethanygreg@verizon.net; savetualatinpark@yahoo.com; northtulatinfriends@gmail.com
Subject: FW: Tualatin Arterials

Dear City of Tualatin

Within the City of Tualatin, Metro is proposing three major arterials (Northern, Central and Southern Arterials) instead of the I-5/99W connector:

As a resident of Tualatin I am opposed to the Northern and Central Arterial's you are considering.

- The **Northern Arterial** includes widening existing roads (4-5 lanes for Tualatin Rd. by the County Club and Herman Rd. out to 99W) that would connect to a widened Lower Boones Ferry Rd. (4-5 lanes by Club Sport and the Claim Jumper restaurant) -- this thoroughfare would be connected by a new 4-5 lane road and bridge that would be built over the Tualatin River and through Tualatin Community Park.
- The **Central Arterial** includes widening Tualatin-Sherwood Rd. to 4-5 lanes through the City of Tualatin to Sherwood.
- The **Southern Arterial** includes **extending 124th** (it already exists from 99W to Tualatin-Sherwood Rd.) down south to Tonquin Rd. connecting near North Wilsonville.

The Northern and Central Arterials would negatively impact the community (livability, environment, traffic, safety) in the north and central city areas. I cannot imagine a new 4-5 lane bridge over the river and through one of our city's best parks. I don't know where you live but how would you like a plan to come into your neighborhood and build a 5 LANE VIADUCT OVER OR ALONG SIDE YOUR PARK!!!!!!! Not to mention the traffic that it will bring into our neighborhoods!!! From what I understand now the city is looking to create an Urban Renewal Proposal to make this work? NOT A GOOD IDEA!!

I think that a I-5/99W connector is the answer and trying to divert the traffic all across Tualatin is not the answer!! If a connector needs to be built the Southern Arterial would have the least impact on our city!

The plan needs to take into account all of the metro area and not just divide up Tualatin.....Why not use Durham Road for the Northern Connector....That would give a presence in Tigard?

Trying to balance the needs of different cities, the environment and traffic within the region is a tall order for Metro and the city! I can completely appreciate the challenges that you have. I would hope that you understand my and concerns, and hopefully you will adjust your plans accordingly.

Regards,

Chris Hein
10975 SW Tunica St.
Tualatin, Oregon 97062

503-691-9052

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 12:02 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: PRESERVATION OF HERITAGE TREES IN COMMUNITY PARK
Attachments: THS-Park Heritage Trees.docx; ATT06401.htm; tree6443.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: Tunstall [mailto:famtunstall@verizon.net]
Sent: Thursday, February 11, 2010 9:53 AM
To: CARL SWITZER; Yvonne Addington
Subject: RE: PRESERVATION OF HERITAGE TREES IN COMMUNITY PARK

To: Parks and Recreation Coordinator
In reviewing the Public Comments Received (Attachment G)available at the Parks Advisory Meeting Tuesday, February 9, this letter was not included. Email messages received two days after this letter were included. Please make sure this letter is reflected in the public record.
Please give a copy of this letter to the members of the Parks Advisory Committee and the Tualatin Development Commission.
Christine Tunstall
Tualatin Historical Society

Tualatin Historical Society **P.O. Box 1055**
8700 S.W. Sweek Drive
Tualatin, Oregon 97062
February 3, 2010
Tualatin Parks Advisory Committee **c/o Carl Switzer, Parks and Recreation Coordinator** **(HAND DELIVERED)** **City of Tualatin**
18880 SW Martinazzi Avenue **Tualatin, Oregon 97062-7092**
Email: cswitzer@ci.tualatin.or.us
RE: PRESERVATION OF HERITAGE TREES IN COMMUNITY PARK
Members:
The Tualatin Historical Society requests that you and the City Council continue to support our Heritage Trees in the Tualatin Community Park. We also request that you oppose any Heritage Trees being cut down to make room for a bridge over the park. The proposed bridge is part of a planned traffic and freight bridge over the Tualatin River, the Tualatin Community Park, the two railroad tracks and WES.
We refer specifically to Heritage Trees #35 on the City of Tualatin's Heritage Tree Listing and Map, described as follows:

> **"Stand of Coniferous and Deciduous Trees. Age: Planted from approximately 1890 through present day. Location: Tualatin Community Park." This grove is located near the site of the historic John L. Smith sawmill."**

On April 12, 1999, the City Council, City of Tualatin, passed Resolution No. 3566-99 designating the "Stand of mixed coniferous and deciduous trees" in Tualatin Community Park as Heritage Trees. Location: Community Park, 8515 S.W. Tualatin Road (Northern Section). Owner: City of Tualatin. (The Resolution was signed by Mayor Lou Ogden and City Manager Steve Wheeler).
Sandra Lafky, Chair of the Arbor Week Ad Hoc Celebration Committee, and Scott Plamondon of the Oregon Forestry Department, described Arbor Week and Tualatin's Tree City USA status, including the following description of the grove: "This stand is of historic and landmark importance as it marks the location of the old

John L. Smith sawmill, and is a notable feature as one drives along Tualatin Road. Many of the trees were planted over 100 years ago, including several large Grand firs which are rare in this area. There are also several oaks, yews and Douglas firs within the grove which follows the Tualatin River. There are recently completed trails within the grove, and there will be informational interpretive signs installed during the coming year which will highlight the significance of the area."
The Heritage Trees are also referred to in "Tualatin...From the Beginning", (Pages 76 and 114) by Loyce Martinazzi and Karen Lafky Nygaard, co-founders of the Tualatin Historical Society. They wrote an in-depth accounting of the Heritage Trees and the prior location of the Smith and Savage sawmill in that location close to the river. Heritage Trees are also supported in Tualatin Tomorrow's listing of goals for the city.
We will appreciate action you take to save our Heritage Trees (#35) in the Tualatin Community Park.
Sincerely,

Yvonne L. Addington, President **Tualatin Historical Society**

Tualatin Historical Society
P.O. Box 1055
8700 S.W. Sweek Drive
Tualatin, Oregon 97062

February 3, 2010

Tualatin Parks Advisory Committee
c/o Carl Switzer, Parks and Recreation Coordinator **(HAND DELIVERED)**
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092

Email: cswitzer@ci.tualatin.or.us

RE: PRESERVATION OF HERITAGE TREES IN COMMUNITY PARK

Members:

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John L. Smith sawmill, and is a notable feature as one drives along Tualatin Road. Many of the trees were planted over 100 years ago, including several large Grand firs which are rare in this area. There are also several oaks, yews and Douglas firs within the grove which follows the Tualatin River. There are recently completed trails within the grove, and there will be informational interpretive signs installed during the coming year which will highlight the significance of the area."

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We will appreciate action you take to save our Heritage Trees (#35) in the Tualatin Community Park.

Sincerely,

Yvonne L. Addington, President
Tualatin Historical Society

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 12:03 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Comments on Northern Arterial
Attachments: tree428b.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
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cswitzer@ci.tualatin.or.us

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From: Bknnk@aol.com [mailto:Bknnk@aol.com]
Sent: Thursday, February 11, 2010 10:35 AM
To: CARL SWITZER
Subject: Fwd: Comments on Northern Arterial

From: Bknnk@aol.com
To: cswitzer@ci.tualatin.or.us
CC: northtualatinfriends@gmail.com
Sent: 2/11/2010 10:31:52 A.M. Pacific Standard Time
Subj: Comments on Northern Arterial

To: Tualatin Parks Advisory Committee

Subject: Northern Arterial

Gentlemen:

I would like to express my opinion that it would be undesirable to build a new bridge and roadway called the "Northern Arterial" making Tualatin Road a major east-west carrier along with Tualatin-Sherwood Road.

Those of us that live in "North" Tualatin would find that a major disruption to our everyday lives. It is difficult enough to access Tualatin Road at the present time and by increasing traffic to the level this connector would attract is untenable.

I realize that few of us will live long enough to ever see the I-5 - 99W connector approved, let alone built, and that this "Northern Arterial" will happen out of necessity at some point. I would urge, however, that Herman Road be used as the main connector by improving the road to handle the proposed traffic and connecting it to 99W. This would be appropriate as Herman Road does not impact the North Tualatin neighborhoods to any degree.

Concurrently with improving Herman Road for this purpose, Tualatin Road should be made unattractive to through traffic with speed bumps, lower speed limits and perhaps other (to me) unknown ways to discourage traffic other than local.

I respectfully offer the above suggestions for your consideration.

Robert W. Kinnan
17850 Sioux Court
Tualatin OR 97062

Doug Rux

From: CARL SWITZER
Sent: Thursday, February 11, 2010 4:03 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Northern Arterial
Attachments: tree252a.jpg

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
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From: mfsedillo@comcast.net [mailto:mfsedillo@comcast.net]
Sent: Thursday, February 11, 2010 3:19 PM
To: CARL SWITZER
Subject: Northern Arterial

To the members of the Tualatin Park Advisory Committee:

Please place our voices as "nay" votes to the proposed plan to create a Northern Arterial over Tualatin Park and onto Tualatin Road. The overpass will destroy the park and reduce it to a sanctuary for noxious birds. Who wants to play soccer or softball under a noisy roadway? All you have to do is go to the Esplanade and stand under any of the bridges, especially the Morrison. One cannot carry on any sort of dialogue. Those of us in the Apache Bluff neighborhood already have problems accessing Tualatin Road during rush hours. Additional traffic will only enhance the problem.

In addition to needless noise and car pollution, property values for all of us in the area will drop. You will be destroying our neighborhoods. Why not use a corridor that is already commercial?

Surely there is a better way to connect I-5 and 99W.

Mary and Frank Sedillo

A TAPE RECORDING WAS MADE OF THIS MEETING

DRAFT

URBAN RENEWAL ADVISORY COMMITTEE MEETING OF FEBRUARY 16, 2010

MEMBERS PRESENT:	David Benedict	**STAFF:**	Doug Rux
	Cathy Croghan Alzner		Eric Underwood
	Terry Novak		Carol Rutherford
	Hube Nukes		Mike McKillip
	Althea Pratt Broome		Paul Hennon

GUESTS: (See Attached Sign-In Sheet)

---

1. CALL TO ORDER
Mr. Nukes welcomed everyone and called the meeting to order at 7:00 p.m.

2. ROLL CALL
Carol Rutherford took roll call.

3. APPROVAL OF MINUTES
MOTION by Benedict, SECOND by Pratt Broome, to approve the minutes of the January 21, 2010 meeting. MOTION CARRIED unanimously.

4. ANNOUNCEMENTS
None from staff

5. REGULAR BUSINESS

5.1 Central Urban Renewal Plan – Maximum Indebtedness Update: Mr. Rux provided a comprehensive update on this proposal including the use of numerous charts and graphics. He referenced the handouts on the table outside the Council Chambers which include a sign-in sheet; web link to the draft of the proposed Central Urban Renewal Plan and Report; schedule of public meetings, open houses, forums etc. and the URAC staff report. Additional copies of the Public Comments received since February 8th are also available.

The Central Urban Renewal District has been in existence since 1974, with the current Central Urban Renewal Plan functioning since 1975. It will reach the maximum indebtedness that we can bond and spend in district in June 2010. In October 2007, staff began discussions with the Tualatin Development Commission and Council to determine if we should increase its amount or close down the District. Discussions included future plans and the vision for the Town Center which includes part of the Central Urban Renewal District. Exercises with both the Council and URAC to identify possible projects initially resulted in the identification of over a half billion dollars in

projects that could be done to remove blight. In November 2008 Council held a retreat in which a draft Vision Statement was created. The vision created at that time subsequently was used in the "Local Aspirations" project in Spring 2009. The vision document was updated in a work session on December 7, 2009 and includes seven values which were reviewed by Mr. Rux. Council has also recommended an additional modification to address transit access. Don Stastny, who has done a lot of work with the City of Tualatin, created graphics correlating to these values. Mr. Rux reviewed these concepts. Areas in red suggest office, residential areas in brown, purple for possible retail use, and blue depicting areas for entertainment/civic use which could be public or private. These uses transcend the entire downtown area which has been broken into sub-areas of central, west, north, south and east.

Other graphics reviewed by Mr. Rux included:

- A different angle (oblique/helicopter view) looking to the west. The concepts remain the same. He pointed out the components facing along river including pedestrian trails that are already identified in the Parks Plan and Regional Transportation Plan. The three gold areas could be plaza areas in the downtown area. This is in line with Local Aspirations and Metro's "Making the Greatest Place" concept.

- The "closer in" drawing has the same concepts with ground floor retail and a "Main Street" concept which could be built along SW Seneca Street. Development could include ground floor retail, offices or multi-story retail. Parking garages could be constructed in various areas near the former Clark and Hanegan sites. Further out, future redevelopment could include the Hedges Greene and the Applebee's areas.

- Another graphic looks north to south from Durham and could include a pedestrian bridge to the south with trails along the river. Another concept includes a "Park Block" as the main entrance to the area designed to open up and invite people into a greenway area.

- Human Scale – This includes pedestrians in the area of SW Boones Ferry Road looking to the southeast and could include an amphitheater plaza playing off themes from Tualatin Commons.

- This graphic includes a water basin near the PacTrust area and feeds into a re-circulating stream with the same mixed-use concepts.

- This graphic is from the opposite side of SW Nyberg Street looking north depicting a walkable pedestrian orientation back toward the river with the same mixed use.

- The last graphic looks east to the extension of SW Seneca Street with the streetscape elements already in place and extending that theme into this area.

The Tualatin Development Commission subsequently reduced the list of proposed projects down to the 15 shown on the board. Mr. Rux reviewed them and the associated cost estimates. He described other funding sources which include public/private partnerships and government funding. In 2009 dollars, these projects would cost the TDC 64 million dollars with the remaining $40.8 million funded by other sources over a 25-year period. Mr. Rux has talked with property owners in this area regarding these proposed projects and estimated time lines for when they could occur.

Mr. Rux explained the formal process to implement the extension of this plan. The City did a Plan Text Amendment (PTA) to make changes in 2001 and 2009 to reallocate funds for projects within the existing plan. Because this plan increases the maximum indebtedness, it is necessary to do a substantial amendment. This process is quite prescriptive in the steps that need to occur. Components include rewriting the plan and report to correspond to these 15 projects, including updated conditions in the report as well as new maps, graphs, tables etc. As a component of House Bill 3056 passed in 2009, meetings have been held with the Overlapping Taxing Districts (OTD's), and we must receive written concurrence (via resolution or letter of support) from 75% of them. We are opting out of revenue sharing.

This month a series of meetings with the City's Advisory Committees are being held. An open house was held on February 4th with over 100 attendees. A presentation similar to the one being done tonight was given to TPARK on February 9th and TPAC on February 11th at which time additional comments were received. TPAC passed a motion to forward this package with the removal of Project 7, Tualatin Road Extension, to the City Council for consideration. On February 25th at 5:30 p.m. a briefing will be provided to the ARB, ARTS, Library Advisory Committee, CAPDB, Tualatin Tomorrow and the YAC. On March 1st at 6:30 p.m. Tualatin Tomorrow and the City are hosting a forum in the Police Department Training Room to present factual information regarding the proposed Tualatin Road Extension. On March 8th a TDC hearing will be held. The date for the Council hearing is March 22nd.

Mr. Rux advised URAC that their role in this PTA is to make a recommendation to the Tualatin Development Commission for their consideration at the March 8th hearing. The TDC will consider that information as well as public testimony to render a decision. A similar process will then be followed by the City Council on March 22nd. Although the TDC and Council are comprised by the same individuals, the TDC is a separate body politic.

Mr. Rux briefly reviewed the staff report contained in the agenda packet. There are two separate pieces of information for consideration. When the City expanded the urban renewal boundary in 2007, Map 9-3 was not changed. In addition, changes would be made to the Tualatin Development Code, Chapter 30 Section 30.010. The information in this section has been covered verbally. Attachment F provides an analysis on all the requirements which have been reviewed and deemed met by staff.

Following a meeting with the Tigard-Tualatin School District, they stated that they would provide written comments, but we have not yet received that information nor have we

yet received anything from the other agencies. Mr. Rux stressed that we are not requesting any zoning changes or any new transportation networks. All projects correlate to what is already in our Transportation System Plan or the Tualatin Development Code. Any additional public comments received will continue to be provided to the Tualatin Development Commission/City Council.

Staff's recommendation is that URAC recommend that the Tualatin Development Commission consider the staff report and supporting attachments and adopt a resolution requesting the City Council to direct staff to prepare an ordinance granting PTA-09-10.

URAC members discussed Mr. Rux's presentation. Mr. Benedict inquired about the assumptions made for the financial modeling as related to the inflation rate. Mr. Rux responded that the cost of the capital projects was calculated based on 2009 dollars and indexed for inflation over a 20-year period at a rate of 3.5%. He stressed that this is an estimate only and would be based on the year when the projects are actually built. It reflects a historical perspective, similar to what was done when both urban renewal agencies were started.

Mrs. Pratt Broome asked for clarification on the $120 million to fund the projects. Mr. Rux explained the methodology as it relates to Measures 47 and 50. It represents an increase of $120 million beyond the $27.7 million that was allocated under the current plan, for a new amount of 47.7 million dollars. Factoring in inflation, the $64 million grows to $120 million and includes administrative overhead costs. She also inquired about existing physical conditions and what we are planning to do beyond what is here already regarding natural features. Mr. Rux explained that these projects are not specifically targeted for improvements, although that could be a component of a project, i.e. a project could include wetlands that may require environmental mitigation and review by agencies such as Clean Water Services or Army Corps of Engineers while the project is in the design phase.

Mr. Benedict asked if staff was able to assess the posture of the Overlapping Taxing Districts. Mr. Rux responded that they asked lots of questions which are leading to additional meetings. Mr. Novak asked once funding is approved how much flexibility is there for future changes. Mr. Rux explained that these are the projects are prescriptive, and any change valued at over a half million dollars would result in another change to the CURP via a Council-approved process. This is similar to what was done to reallocate funds for the WES train horn noise mitigation.

In response to a question from Mrs. Pratt Broome regarding an increase in the square footage for commercial development, Mr. Rux stated that this could happen behind the Council Building, on the PacTrust property, along Boones Ferry Road and a small segment of other areas on both sides of the river. Modeling was done within the existing height envelope. The average structure height is three stories, but some buildings could be up to five stories. Mrs. Pratt Broome also inquired about saving the historic sites and developing new transportation facilities. Money has not been allocated to specifically do rehabilitation on historic sites, but capital projects will evaluate any impact, similar to

what would be done for natural resources. Pedestrian and transportation corridor improvements and mitigation measures would be governed by the regulations set forth by the Division of State Lands (DSL) and Army Corps of Engineers. Mr. Rux provided another example - if plans were made to replace the bridge along Boones Ferry Road across the Tualatin River, it would require permits from the Army Corps of Engineers, DSL, CWS, DEQ, etc. at the time the project is designed.

Mrs. Pratt Broome inquired where the additional housing units could be located. Mr. Rux provided various options including PacTrust which could be redeveloped for mixed use after removing industrial. Regarding transportation projects, no new roadways are proposed other than those already identified in other plans.

Mike McKillip, City Engineer, and Paul Hennon, Community Services Director are here tonight to assist in answering any questions regarding transportation and parks/ greenways. Mr. Rux inquired if everyone had signed in. Chairman Nukes will invite the guests individually to come up to the table to provide comment.

Public Comments:

George Vigileos: Mr. Vigileos and his wife, Annie, are retired and have been attending meetings because some projects are of concern, especially the extension of Tualatin Road and the bridge that would cross over the park. He is concerned if there are real benefits or difficulties with this proposed road. It could be a trade off of questionable benefit for City in rerouting traffic through this area. He requested excluding it from the list, as he doesn't see that it ties into Council's vision, and it would divert traffic that otherwise might stop over in the City. He also voiced concern over the cost of the project (33 million dollars) which far exceeds all the other projects and doesn't see the cost/benefit vs. all the other projects. He suggested other transportation options which could include the expansion of SW Boones Ferry Road off of SW Tualatin-Sherwood Road and requested that measures be taken to insure the general public knows about this proposed project. He requested that Project 7 be tabled.

Carol Cesnalis: Mrs. Cesnalis indicated her agreement with the testimony provided by Mr. Vigleos. She, too, has attended various meetings including TPAC where they voted to approve the package, minus Project 7. She inquired about what happens next. Mr. Rux explained that TPAC's vote is advisory to the City Council. Their hearing is March 22nd. Both the TDC and Council will look at the entire package. Additional comments from Mrs. Cesnalis included that our community park is a local treasure and provides a great venue for bike rides, sports, picnics, birthday celebrations. She even attended a memorial service there. It is a welcoming place for citizens to watch river activities and wildlife. While the taxpayers are being asked to use urban renewal dollars to remove blight, this project will actually create more blight due to noise, air pollution, etc. in this quiet serene area. As a means of support, she has joined the Tualatin Riverkeepers and the Historical Society. She urged URAC to not turn their focus away from parks, river, streams and wetlands to do transportation projects and submitted a letter outlining her position.

Barbara Kelleher: Ms. Kelleher stated that this is the first meeting that she attended and hadn't realized that it has gone this far. She didn't know that this is in the plan, inquired about who thought up this plan, and commented that it doesn't make sense. She feels that Tualatin is taking on the I-5/99W problem which should go further south and stay out of town and inquired what we can do to get it off this list. Mr. Rux explained that all public comments will be cataloged and given to the TDC prior to the hearing on March 8th and to the City Council for their public hearing. The City Council is the ultimate decision maker. She also suggested starting a petition by the citizens and asked what this roadway and bridge would it look like and the amount of truck traffic that would utilize it.

Mr. McKillip stated that they envision the road going across the river at the same elevation as the train tracks on the west side of the tracks over the parking lot and the pump station. It likely would be two lanes with a turn lane, bike lane and sidewalk. The roadway would extend past the Tualatin Country Club and golf course near SW Chinook Street and maintain the same elevation across the river into PacTrust where it will connect to Boones Ferry Road. He does not envision truck traffic using this arterial. This roadway was put into the Transportation Plan in 2000, in part, to help maintain a walkable area in the downtown area and to provide access to the parks and rivers. It would create a different route for traffic to travel north toward Bridgeport Village by bypassing the Town Center.

Mr. Rux provided a brief overview of the I5/99W connector and the plans that were considered during that evaluation of options which eventually ended with the three-arterial system. Mr. Novak commented that he felt that we were overlapping two issues and that the Highway 99/I5 connector has nothing to do with it. This project is to alleviate congestion in the Town Center.

Diana Fisher: Ms. Fisher lives in Jefferson Estates on the other side of the Country Club. She concurred that she is opposed to Project #7 and urged that it be removed from the vote. She submitted a letter to support that request. She also cited Council's vision statement #6 which states that we don't want Tualatin to be a pass-through area for traffic. There is a lot of activity in that neighborhood, and the residents are poised to petition and do what we can publicly and legally including media involvement. She stressed that this is very important to their neighborhood.

Marius Brisan: This is the third meeting that Mr. Brisan has attended. He thanked Paul Sively and TPAC from removing Project #7. He also inquired if action is being taken to notify all residents in northern Tualatin about these meetings and proposals. Mr. Rux responded that he discussed this request with the City's administration department following Thursday evening's TPAC meeting. Yesterday was a holiday, and staff just returned to work this morning. Mr. Rux referenced the forum sponsored by Tualatin Tomorrow on March 1st. Staff and volunteers are working to get word out through flyers, website update, the media etc. He reiterated that each comment received is being added to the data base. Mr. Brisan encouraraged a mass mailing via post cards. He inquired if Tualatin Tomorrow supports Project 7 and stated that he thinks the City

should be involved and not Tualatin Tomorrow. He also recommended that more traffic impact studies be done and that he is very disappointed about level of data regarding traffic impact on SW Tualatin Road. Mr. McKillip reiterated that nothing will be done until we decide what we want to do. Mr. Rux reiterated that TPAC passed a motion with a friendly amendment on their recommendation which will be forwarded to the City Council.

Messrs. Rux and McKillip briefly discussed transportation-related issues including models/studies used or that will be used to assess traffic impacts on SW Tualatin Road as well as referencing Metro's Regional Transportation Plan that encompasses the surrounding areas. They stressed that the City has used the Transportation System Plan in the past as well as the data gained from the I-5 connector study which includes analysis of other factors including population and employment numbers. Mr. McKillip read an excerpt from the TSP, page 9, Item 11.6103A – which basically says the purpose of plan is to provide a transportation system that is adequate to handle truck transit and mobile traffic .There will be trucks in the area, and one objective is to take transit away from the Town Center.

Concern was voiced over the impact on property values. For purposes of this discussion, we are focusing on transportation within the Central Urban Renewal District only. Reference was also made to other transportation-related projects being proposed including Project #5, SW Boones Ferry Road which could become a major arterial with four lanes and a bridge at a projected cost of 11 million dollars. Mr. Brisan asked why the Tualatin Road Extension has a projected cost of $33 million and is considered a minor arterial with two lanes while the cost of SW Boones Ferry Road improvements are considerably lower. Mr. McKillip explained that SW Boones Ferry Road could have widening on land except for river whereas SW Tualatin Road crosses the river and requires new infrastructure to connect the span and alignment through industrial buildings. Business relocation expenses are factored in, and this is a more complex project.

Kathy Newcomb: 1715 Cheyenne Way. She and her husband both agree with all the comments being made. It is clear that this project will cause blight in their neighborhood. Her most important concern is if this project is in the public interest and that it will have a disastrous impact on the Overlapping Taxing Districts. She feels that the current CURP should come to end on June 30th and then start a new district. The OTD's have no benefit to them and they have given up receipt of tax dollars to benefit the District. While the school district has some other options for funding (i.e. State School Fund), the other OTD's (i.e. TVF&R) do not. The State has lost 65-70 million dollars because of urban renewal. Her public interest is to support the other seven-eight OTD's. Mr. Rux clarified that there are actually nine OTD's including the City of Tualatin that forego property taxes which are redirected into the urban renewal program. He explained that TriMet is included because of the bonding done for light rail. Mrs. Newcomb suggested creating a graphic showing where all the money goes and comes from to be presented at the March 1st forum.

She also voiced concern over the name changes that the project has had. Mr. Rux stated that for purposes of urban renewal, we are focusing on the part from the Transportation System Plan regarding the link to Upper Boones Ferry Road from Lower Boones Ferry connecting to SW Tualatin Road. Part of this project is outside the urban renewal boundary. The 33 million dollars is the estimated cost within the Central Urban Renewal District. Mrs. Newcomb supports George's recommendation to remove Project #7.

On a different subject, she recommended that the City/TDC get right of first refusal to remove Jiggles. At the TPARK meeting, she liked the idea presented to have traffic signals flow smoothly. She feels that based on the overall cost for the extension of the Central Urban Renewal Plan (120 million) that the citizens should have a vote on it similar to what is being done in Beaverton and Corvallis. She feels that public officials use urban renewal as an ATM card to get a lot of money. She stated that much of the activity on this subject has occurred during work session with citizens having and no knowledge that it has already been discussed. She found about it by reading minutes. She requested information on the financial impact going back to earlier years of the CURP although it is not necessary to all the way back to 1975. Mr. Rux indicated that he has relayed her request to the City's Finance Director, and we may be able to retrieve data for the past two years. Mrs. Newcomb stated that she is appreciative of TPAC but would like the opportunity for the citizens to participate in the vote on urban renewal since 120 million is a lot of dollars. She, too,voiced concern about the lack of citizen involvement as related to Goal #1.

Dennis Wells: 10250 SW Ladd Court which is off SW Tualatin Road. His family moved here 3 ½ years ago from Spokane. Prior to settling in Tualatin, they looked all over Washington County and selected this area because they liked the community feel. Park activities are important, and he feels like the implementation of Project #7 would destroy the gem that we have here. He suggested finding another alternative that would be to everyone's benefit. He submitted an article that his daughter (a student at Hazelbrook) wrote for the school newspaper, and her friends were quite interested in what she had to say. Mr. Wells referenced a picture on the wall of the Council Chambers which is an artist's rendering of bridge, and it looks so serene – would the artist put multi-lane road in the picture? In closing he stated that he believes in urban renewal and the process, but doesn't think that Project #7 has a proper place in it.

Lorraine Hager: Mrs. Hager has attended other meetings and stated that she feels it is a ridiculous decision and stupid idea. She has lived on Shawnee Trail adjacent to the golf course for 36 years, and it is impossible to make a left turn onto SW Tualatin Road from Cheyenne Way. She, too, stated that this project has not been publicized enough, and we need to get the word out and commented that the City Council is "pro everything." She loves where she lives, but does not need to be half a block away from a major arterial.

Callie Loser: Mrs. Loser moved here three years and resides at 17700 SW 111th Avenue in the Fox Run neighborhood. She likes the small town feel and trees. She and

her husband enjoy riding their bikes and playing tennis in the Community Park. She agrees with the statements made by everyone here. She drives to and from work (she works at Xerox in Wilsonville) on SW Tualatin Road and there is lots of traffic near the golf course. She often avoids that segment coming home and goes via SW Tualatin-Sherwood Road. She feels that this project would bring in more traffic including trucks to an area that is already bottle-necked. She recommended voting as a good idea since it involves a public park as well as increased publicity and stated that she "would have been all over it" if she had known earlier. Mrs. Loser also voiced support for urban renewal but stressed her concern for the environmental aspects of it and that our community should retain its small town feel by removing Project #7.

Ms. Fisher asked a question regarding a possible discussion of an extension going onto SW Herman Road vs. SW Tualatin Road. Why was a decision made to go on Tualatin Road? Mr. Rux stated that the urban renewal proposal affects only the piece from Lower Boones Ferry Road to Upper Boones Ferry and the railroad track. It does not include any improvements on the stretch of SW Tualatin Road by the Country Club, cemetery, Fox Run etc. Enhancements to SW Herman Road are contained in the RTP, and major improvements are occurring on that road right now. In response to another question, Mr. Rux responded that the City Council has the authority to make changes to SW Herman Road. A portion of the road improvements (SW Teton to SW 124th Avenue) are located within the Leveton Tax Increment District and are funded through that urban renewal program. SW Tualatin Road received improvements in the late 1990's taking it to three lanes through funding from Washington County.

Delores Hurtado: Ms. Hurtado lives in the path of the proposed bridge and goes to the park every day. She, too, has talked to people to find out their opinion, but no one has heard of it. She feels that it shouldn't be up to us to inform residents about the proposed project – it is something the whole City should know about it. We should not spoil a great resource. She actually heard about it two years ago when this option was mentioned as part of the I5/99W connector but was told that it won't be built because it went through a park. She feels that Tualatin is bearing the brunt of this problem and that we shouldn't bear as much to absorb traffic as the other main arteries in the City. People haven't been involved and, at a minimum, we should not include Project #7. We need awareness by the people being directly impacted i.e. those living in the residential communities in north Tualatin.

Mr. Nukes thanked everyone for sharing concerns and the forum in which you presented them and asked URAC for action. Mr. Rux reiterated the process. Staff has made a recommendation to forward a recommendation to the Tualatin Development Commission to consider the staff report and adopt a resolution to direct City Council to prepare an Ordinance. This is the same type of recommendation provided to TPAC on February 11th.

Mrs. Pratt Broome stated that in earlier discussions, she thought that the new roadway would be on the north side rather on south and that it would be more feasible to locate it on the north side, as it would have less of an impact on the park. Mr. Rux clarified that the proposed roadway is on north side of SW Chinook Street and showed the area

within the urban renewal district. It is on north side near the area of the old Southern Pacific tracks where new parking lot, CWS pump station, and picnic shelter are located. Paul Hennon commented about the concept of it extending further north in the area of Durham Road. The 2001 Transportation System Plan takes it north and connects with Hall Boulevard to Durham which is outside of Tualatin's planning area. Mr. McKillip concurred, Mrs. Pratt Broome stated that there should be some other approach to it. Mc McKillip stated that in past exercises when developing the plan, staff tries to project what the future will be based on population and employment which then equates to trips and lanes needed to move traffic. In future reviews, we will have a few "loop backs" to ascertain other possible options. Council hears concerns about parks and livability but also traffic, and we need to find a balance. It is a tough balancing act.

Mr. Rux stated that if there is no more discussion, a motion and second should be proposed and then call for vote. Mr. Novak asked if there was a way to retain the money for Project #7 in the proposal but possibly allocate if for another transportation project if a better option is identified. Mr. Rux responded that the projects have to line up with expenditures. If it is removed for further study and a lesser amount approved and then another plan identified, we would then need to go through another process like this. Mr. Novak suggested consideration being given to retaining the money in the plan for future use so that it is available whether or not it ever gets built. This buys time to further review and analyze if Project #7 or another alternate route is selected. He respects everyone's opinion and recommends this option simply for money and not the project. If this option is selected, the staff report and supporting attachments are adopted without alterations.

Ms. Croghan Alzner asked if would be like a "placeholder" to determine if #7 is not a good idea and then it could be swapped out for another route. Mr. Rux concurred but cautioned that this could be a lengthy process and, if the future project costs more than a half million dollars, then we would have to go through a process to approve it. He also cautioned that any future transportation projects need to align with the Transportation System Plan. It is easier not to spend money you've identified in the plan then to have to go through the substantial amendment process to add it and to increase maximum . indebtedness. Just because you have projects listed in the Central Urban Renewal Plan, does not guarantee that the project will be built.

In response to any inquiry from Mrs. Pratt Broome, a brief discussion was held regarding Loop Road. While the southern part of Loop Road was removed from the current plan, we have retained the northern portion of the road.

Mr. Benedict commented that what we heard tonight is fairly persuasive. Consideration should be given to favor inaction rather than an irreversible action. Deleting the money and knowing it can be added back at a later time if traffic gets bad may become an option.

MOTION by Pratt Broome to do more research on where else we can put it the road before we finally have a vote on this. MOTION FAILED DUE TO LACK OF A SECOND.

MOTION by Benedict to move that URAC adopt staff's recommendation with the provision that Project #7 be deleted and funding scaled down accordingly. MOTION SECONDED by Pratt Broome. MOTION PASSED 3-2 (No: Novak and Nukes)

5.2 URAC Annual Report

Mr. Rux stated that each year the Urban Renewal Advisory Committee has the opportunity to provide comments to the Tualatin Development Commission on the annual report in addition to his staff report. The annual report is required by ordinance and must be submitted to the TDC by April 1st. This year it will be presented at the March 22, 2010 meeting.

Mr. Rux reviewed the activities that the committee was engaged in during 2009 and how they are tied into Council goals.

MOTION by Novak, SECOND by Benedict to forward a recommendation to the Tualatin Development Commission to accept the 2009 URAC Annual Report. MOTION CARRIED unanimously.

6. OTHER BUSINESS

None

7. ADJOURNMENT

MOTION by Benedict, SECOND by Novak to adjourn the meeting at 9:37 p.m. MOTION CARRIED unanimously.

_____ Carol Rutherford/ Recording Secretary

Tualatin Road Extension: a tween's point of view

Tualatin Development Commission (TDC) and City Council is planning to put in a bridge from Tualatin Rd. to Boones Ferry Rd. Fine. But there's one problem. The bridge overlaps Tualatin Community Park.

Why is that a problem? Here's just *some* of the reasons. Air pollution, noise, safety, and so much more. At the TDC meeting of February 9th, some seemed to regard it as a good idea. Set the negative things aside, and I have to admit there are some good things. It would keep Boones Ferry from becoming a five lane road and it would also reduce traffic in the down town Tualatin area but that's pretty much it. I would say the negative outweighs the positive.

The majority of the public seems to think as I do. The bridge is a bad idea. "I would be extremely disappointed if it (the park) was further destroyed by building the bypass through it." says Greg Doering, a Tualatin resident. Robert and Frances Barnes say "It will bring more traffic, not less to downtown Tualatin..." I personally agree. Adding that bypass would be devastating.

Health issues would almost certainly be present following the construction. Think of how many children, teenagers, and adults play sports or exercise there. I know for a fact that young children play soccer there. There is also baseball and many people I know jog and walk dogs there. It could also be unsafe for young children in strollers. Air pollution will become a more pronounced problem. It even will effect people who aren't being active. Exhaust fumes can make you sick period. No matter what. Especially if you have asthma or another lung condition.

Health problems will not be the only negative things to come. The park will also be a less enjoyable place. All the noise from cars passing over head is sure to be upsetting. Also, birds and other wildlife would not be present. The smell would be almost unbearable. "I think it's a bad idea because it would stink like gasoline." says Layton Webber, a 6th grade student at Hazelbrook Middle School. We would have to get rid of most of our trees, losing the beautiful landscape. Isabel Choi says "It's bad for the trees!". It would also lower Oxygen levels. Without the trees, the park would get too hot to have fun or relax. I know a lot of people who would care about that!

The park won't be the only thing affected. The surrounding neighborhoods would be too. There would be so much noise. "It would bring too much traffic towards the Northern Tualatin neighborhoods." says LuAnne Wells, a resident of the area.

Adults are not the only ones not happy with this development though. Kids are just as unhappy. "I like playing there and I don't want to hear a highway going over my head!" says Jessica Lewis. "No one needs another big, stupid road!..." Hannelore Wrahtz says. Vanessa Weirerich states "It's just stupid! No one should have to play by a highway!" All these girls are 6th grade students at Hazelbrook Middle School, in the Tigard-Tualatin School District.

As you can see, the Tualatin Road Extension is a terrible idea. Think of all the horrible things could come of it. Please, if you have a say in this matter, say no!

Mckenzie Wells
6th grade
Hazelbrook Middle School

MEMORANDUM

TO: CARL SWITZER, CITY OF TUALATIN & URBAN RENEWAL ADVISORY COMMITTEE

FROM: DIANA FISHER, TUALATIN RESIDENT & REGISTERED VOTER

SUBJECT: NORTHERN ARTERIAL I-5/99W CONNECTOR PROJECT

DATE: 2/16/2010

CC: ALL NEIGHBORS WITHIN 5 BLOCK RADIUS OF MY RESIDENCE

I AM WRITING TO STRONGLY OPPOSE THE NORTHERN ARTERIAL PROJECT

Dear Sir and Council members & Advisory Committee members:

As a resident of the Jefferson Estates neighborhood in Tualatin, my neighbors and I strongly oppose the **Northern Arterial** project which includes widening of Tualatin Rd., connecting to 124th.

I have been following the I-5/99W project for several years and was alarmed when I saw that this "alternative #7" is still a possibility. Tualatin Community Park will be permanently destroyed by placing it "under a freeway." Who will use this park after the Northern Arterial is constructed? NO ONE. In addition, I know you have received several letters opposing this project from other individual voters/residents in Tualatin as well as from groups like the Tualatin Historical Society.

I thank the Tualatin Historical Society for pointing out the passing of Resolution #3566-99 by City Council on April 12, 1999 that specifically *protects* the Heritage trees in Tualatin Community Park. What is your proposed solution to this specific resolution in regards to the Northern Arterial project?

Since I live in one of the possible affected neighborhoods, I strongly urge you to use the Central Arterial plan as well as the Southern Arterial. Why would you disrupt neighborhoods when you have alternatives that have little or not impact on neighborhoods? If you MUST build the Northern Arterial, please consider expanding only HERMAN Rd. and leave Tualatin Rd. from the Country Club to 124th as it is. This is lined with houses (and a cemetery I might point out) and will greatly affect this neighborhood and its housing/real estate values. We are taxpayers, and the less we have, the less you get in taxes.

I stand prepared [redacted] to publically (and legally) start petitions, protests and involve local media if necessary if this project moves forward.

Thank you for your consideration and understanding.

Diana Fisher

10595 SW Lucas Court

Tualatin, OR 97062

fisherdianam@hotmail.com

To: The Urban Renewal Advisory Committee of the Tualatin City Council
RE: The proposed bridge and highway over the Tualatin Community Park
Date: February 16, 2010
From: Carol & John Cesnalis, Tualatin Residents

Dear Sirs:

We in Tualatin have a local treasure: our Tualatin Community Park. It provides children, teens, parents, singles and seniors with a great venue to bike ride, jog, skateboard, participate in team sports: soft ball, soccer; provides an inexpensive picnic shelter to reserve for family and cultural celebrations (I even attended a funeral memorial there on a lovely day last summer,) and it graciously welcomes us to launch our canoes, and kayaks into the lazy Tualatin River to explore and experience all the wonderful wild life that currently resides there.

This great place is located next to a residential area, and one passes a lovely golf course on the way to the park, and yet we are asked to use Urban Renewal monies (ostensibly intended to remove "blight" from our urban areas,) to fund a raised roadway and bridge over our park and the river! I cannot help but see the irony in this. I join with the Tualatin Riverkeepers and the Tualatin Historical Society in urging the Advisory Committee and the Tualatin City Council to turn your focus away from the Community Park, the Heritage trees, the river, streams and wetlands in your efforts to improve transportation in this area.

Previous suggestions to alleviate traffic congestion mentioned the extension of 124th past the Tualatin Sherwood road to connect with Tonquin road. We support this approach.

Thank you,

Carol & John Cesnalis

Carol & John Cesnalis
8675 S.W. Chinook St.
Tualatin, Or. 97062

Doug Rux

From: CARL SWITZER
Sent: Friday, February 12, 2010 2:10 PM
To: Connie Ledbetter; djdeaustria@gmail.com; tualatindw@comcast.net
Subject: FW: Members of the Park Advisory Committe

another

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

-----Original Message-----
From: Warren Harnew [mailto:harnew3577@comcast.net]
Sent: Friday, February 12, 2010 10:01 AM
To: CARL SWITZER
Subject: To: Members of the Park Advisory Committe

Park YES, bridge NO.

My wife and I live off off Jurgends on Anderson Court, the traffic is bad enough now, especially when the school buses are running. Tualatin Road connects with Boones Ferry Road now. Tualatin Road should not be a connector between 99W and I-5. Improve Sherwood Tualatin Road, do something south of Sherwood. Don't build a bridge over the Community Park and the Tualatin River. Kids play there, school kids walk along Tualatin Road and school buses use the road to transport students to and from Hazlebrook Middle School and Tualatin High School, plus all of the Mom's that drive their kids to these schools. Additional traffic is not needed. Also the additional traffic will drive down home values.

Warren Harnew

Doug Rux

From: CARL SWITZER
Sent: Wednesday, February 17, 2010 1:24 PM
To: Margo and Mark
Subject: FW: Modified TPARK minutes
Attachments: tree.jpg

Hi again Margo,

I will pass this on to the Community Development Director who is managing the project and it will also be added to the public record.

Thanks!

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

From: Margo and Mark [mailto:pockey2@verizon.net]
Sent: Saturday, February 13, 2010 10:41 PM
To: CARL SWITZER
Subject: RE: Modified TPARK minutes

Stress *is internal or external influences that disrupt an individual's normal state of well-being. These influences are capable of affect-ing health by causing emotional distress and leading to a variety of physiological changes. These changes include increased heart rate, elevated blood pressure, and a dramatic rise in hormone levels*

The Effects of Childhood Stress on Health across the Lifespan

Stress is an inevitable part of life. Human beings experience stress early, even before they are born. A certain amount of stress is normal and neces-sary for survival. Stress helps children develop the skills they need to cope with and adapt to new and potentially threatening situations throughout life. Support from parents and/or other concerned caregivers is necessary for children to learn how to respond to stress in a physically and emotion-ally healthy manner.The beneficial aspects of stress diminish when it is severe enough to over-whelm a child's ability to cope effectively. Intensive and prolonged stress can lead to a variety of short- and long-term negative health effects. It can disrupt early brain development and compromise functioning of the nervous and immune systems. In addition, childhood stress can lead to health problems later in life including alcoholism, depression, eating disorders, heart disease, cancer, and other chronic diseases. US Dept of health Human Services CDC 2008

I am baffled at Tualatin's decison to provide the major I-99 I-5 connector which will have little to no benefit to the citizens but will merely serve those passing through. There has been little to no regard for quality of life, damage to environment, damage to parks, increased stress, inappropriate use of tax money. Above i have provided you with some information regarding the health risks of this connector. Additionally, the town was not forth coming with the information until the decision had already been made and the plan set in action. It is clear that those in power were not acting in accordance with their designated roles of protecting the best interests and well being of the community and one cannot help but wonder if there was not finanacial gain on the part of those involved. As a citizen I would I appreciate more information as to whom initiated this plan, how it was that the parks commission accepted it and what our legal recourse as citizens, shot of sueing the town, will be.

I would appreciate a reply

A concerned citizen,

Margo Traines

From: CARL SWITZER [mailto:CSWITZER@ci.tualatin.or.us]
Sent: Friday, February 12, 2010 3:24 PM
Subject: Modified TPARK minutes

Hi all, here is the list of comments taken at the TPARK meeting on Tuesday as well as all written correspondence I have received to date. Two were inadvertently not made it in the last iteration.

Doug, could you forward this to TPAC members please?

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

Please consider the environment before printing this email.

DISCLAIMER: This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

Doug Rux

From: CARL SWITZER
Sent: Wednesday, February 17, 2010 1:13 PM
To: krdoering@verizon.net
Subject: FW: Tualatin arterial ideas
Attachments: tree5e76.jpg

Thank you for your comments Karla. I will pass them on to TPARK and staff and they will be entered into the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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From: Karla Doering [mailto:krdoering@verizon.net]
Sent: Sunday, February 14, 2010 8:33 PM
To: CARL SWITZER
Subject: Tualatin arterial ideas

Hi. My name is Karla Doering and my zip code is 97062. I am strongly opposed to the northern and central arterial ideas that you are planning for the connection of 99W and I-5. I have lived in this town for 20 years and have seen a lot of growth and while the main Tualatin-Sherwood Road could use more lanes, the idea of a 4-5 lane road on it and on Tualatin Rd through the other main part of town sounds totally ridiculous. Have you ever spent anytime in the town of Tualatin? The main draw for many residents is the core area with a park and trees and businesses that are identified as you are enjoying open views. If you create these new mega roads, we won't have any town and businesses that will survive the change. You are talking about putting some freeway bigger than I-5 right in the middle of our community. NO! Do not do this. The arterial down 124th is less invasive to the total town and would be easier to build. That is my opinion and I hope you are listening. Thank you, Karla

2/16/10

Tualatin Road Extension: a tween's point of view

Tualatin Development Commission (TDC) and City Council is planning to put in a bridge from Tualatin Rd. to Boones Ferry Rd. Fine. But there's one problem. The bridge overlaps Tualatin Community Park.

Why is that a problem? Here's just *some* of the reasons. Air pollution, noise, safety, and so much more. At the TDC meeting of February 9th, some seemed to regard it as a good idea. Set the negative things aside, and I have to admit there are some good things. It would keep Boones Ferry from becoming a five lane road and it would also reduce traffic in the down town Tualatin area but that's pretty much it. I would say the negative outweighs the positive.

The majority of the public seems to think as I do. The bridge is a bad idea. "I would be extremely disappointed if it (the park) was further destroyed by building the bypass through it." says Greg Doering, a Tualatin resident. Robert and Frances Barnes say "It will bring more traffic, not less to downtown Tualatin..." I personally agree. Adding that bypass would be devastating.

Health issues would almost certainly be present following the construction. Think of how many children, teenagers, and adults play sports or exercise there. I know for a fact that young children play soccer there. There is also baseball and many people I know jog and walk dogs there. It could also be unsafe for young children in strollers. Air pollution will become a more pronounced problem. It even will effect people who aren't being active. Exhaust fumes can make you sick period. No matter what. Especially if you have asthma or another lung condition.

Health problems will not be the only negative things to come. The park will also be a less enjoyable place. All the noise from cars passing over head is sure to be upsetting. Also, birds and other wildlife would not be present. The smell would be almost unbearable. "I think it's a bad idea because it would stink like gasoline." says Layton Webber, a 6th grade student at Hazelbrook Middle School. We would have to get rid of most of our trees, losing the beautiful landscape. Isabel Choi says "It's bad for the trees!". It would also lower Oxygen levels. Without the trees, the park would get too hot to have fun or relax. I know a lot of people who would care about that!

The park won't be the only thing affected. The surrounding neighborhoods would be too. There would be so much noise. "It would bring too much traffic towards the Northern Tualatin neighborhoods." says LuAnne Wells, a resident of the area.

Adults are not the only ones not happy with this development though. Kids are just as unhappy. "I like playing there and I don't want to hear a highway going over my head!" says Jessica Lewis. "No one needs another big, stupid road!..." Hannelore Wrahtz says. Vanessa Weirerich states "It's just stupid! No one should have to play by a highway!" All these girls are 6th grade students at Hazelbrook Middle School, in the Tigard-Tualatin School District.

As you can see, the Tualatin Road Extension is a terrible idea. Think of all the horrible things could come of it. Please, if you have a say in this matter, say no!

Mckenzie Wells
6th grade
Hazelbrook Middle School

2/16/10

MEMORANDUM

TO: CARL SWITZER, CITY OF TUALATIN & URBAN RENEWAL ADVISORY COMMITTEE

FROM: DIANA FISHER, TUALATIN RESIDENT & REGISTERED VOTER

SUBJECT: NORTHERN ARTERIAL I-5/99W CONNECTOR PROJECT

DATE: 2/16/2010

CC: ALL NEIGHBORS WITHIN 5 BLOCK RADIUS OF MY RESIDENCE

I AM WRITING TO STRONGLY OPPOSE THE NORTHERN ARTERIAL PROJECT

Dear Sir and Council members & Advisory Committee members:

As a resident of the Jefferson Estates neighborhood in Tualatin, my neighbors and I strongly oppose the **Northern Arterial** project which includes widening of Tualatin Rd., connecting to 124th.

I have been following the I-5/99W project for several years and was alarmed when I saw that this "alternative #7" is still a possibility. Tualatin Community Park will be permanently destroyed by placing it "under a freeway." Who will use this park after the Northern Arterial is constructed? NO ONE. In addition, I know you have received several letters opposing this project from other individual voters/residents in Tualatin as well as from groups like the Tualatin Historical Society.

I thank the Tualatin Historical Society for pointing out the passing of Resolution #3566-99 by City Council on April 12, 1999 that specifically *protects* the Heritage trees in Tualatin Community Park. What is your proposed solution to this specific resolution in regards to the Northern Arterial project?

Since I live in one of the possible affected neighborhoods, I strongly urge you to use the Central Arterial plan as well as the Southern Arterial. Why would you disrupt neighborhoods when you have alternatives that have little or not impact on neighborhoods? If you MUST build the Northern Arterial, please consider expanding only HERMAN Rd. and leave Tualatin Rd. from the Country Club to 124th as it is. This is lined with houses (and a cemetery I might point out) and will greatly affect this neighborhood and its housing/real estate values. We are taxpayers, and the less we have, the less you get in taxes.

I stand prepared [redacted] to publically (and legally) start petitions, protests and involve local media if necessary if this project moves forward.

Thank you for your consideration and understanding.

Diana Fisher

10595 SW Lucas Court

Tualatin, OR 97062

fisherdianam@hotmail.com

2/16/10

To: The Urban Renewal Advisory Committee of the Tualatin City Council
RE: The proposed bridge and highway over the Tualatin Community Park
Date: February 16, 2010
From: Carol & John Cesnalis, Tualatin Residents

Dear Sirs:

We in Tualatin have a local treasure: our Tualatin Community Park. It provides children, teens, parents, singles and seniors with a great venue to bike ride, jog, skateboard, participate in team sports: soft ball, soccer; provides an inexpensive picnic shelter to reserve for family and cultural celebrations (I even attended a funeral memorial there on a lovely day last summer,) and it graciously welcomes us to launch our canoes, and kayaks into the lazy Tualatin River to explore and experience all the wonderful wild life that currently resides there.

This great place is located next to a residential area, and one passes a lovely golf course on the way to the park, and yet we are asked to use Urban Renewal monies (ostensibly intended to remove "blight" from our urban areas,) to fund a raised roadway and bridge over our park and the river! I cannot help but see the irony in this. I join with the Tualatin Riverkeepers and the Tualatin Historical Society in urging the Advisory Committee and the Tualatin City Council to turn your focus away from the Community Park, the Heritage trees, the river, streams and wetlands in your efforts to improve transportation in this area.

Previous suggestions to alleviate traffic congestion mentioned the extension of 124th past the Tualatin Sherwood road to connect with Tonquin road. We support this approach.

Thank you,

Carol & John Cesnalis

Carol & John Cesnalis
8675 S.W. Chinook St.
Tualatin, Or. 97062

Doug Rux

From: Sherilyn Lombos
Sent: Tuesday, February 16, 2010 8:16 AM
To: Doug Rux; ERIC UNDERWOOD; CARL SWITZER; Paul Hennon
Subject: FW: We're opposed to a new bridge and widening Tualatin Road
Attachments: tree64d0.jpg

FYI...

Sherilyn Lombos
City Manager | Administration

Please consider the environment before printing this email.

DISCLAIMER: This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: Daniel Payne [mailto:daniel@tualatinweb.com]
Sent: Tuesday, February 16, 2010 7:50 AM
To: lou.ogden@juno.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; Sherilyn Lombos
Subject: We're opposed to a new bridge and widening Tualatin Road

Good morning.

We live in Tualatin near Jurgens Park and often bicycle to the Community Park.

We are opposed to the proposed new bridge and widened Tualatin Road.

Thank you.

Daniel Payne
Tualatin Web
10440 SW Kellogg Drive
Tualatin, OR 97062

503.806.1662 | daniel@tualatinweb.com | www.tualatinweb.com | Blog | Twitter | LinkedIn

OTHER PUBLIC COMMENTS

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Sunday, February 21, 2010 10:25 AM
To: Patriciaca@aol.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; Sherilyn Lombos; Mike McKillip; Doug Rux
Subject: RE: (no subject)

Hi Pat,

Thanks for the feed back and thanks for taking the time to get involved in this issue. I don't know if you made it to the Urban Renewal open house we had a couple weeks ago, but that is the latest in a long series of future public involvement that will be needed in the short term, as well as over the coming years regarding both Central Urban Renewal District (CURD) and Tualatin Transportation System Plan (TSP). I am including an email that I sent to Lyn Glover and am sending out to folks from whom I have received emails, which hopefully adds some perspective to where we are, or where we are not, currently, and where we go from here in terms of process, etc. Please stay close to this and stay in contact with us. Lou

Thanks Lyn. I did receive your email a day or so ago also. Somehow I have not been getting most of the emails, though I did get yours. I understand there are several that have come into the city email somehow, and not to the councilors, or at least not to me. I have asked staff to forward them all to me as I intend to respond to all of them as I always do.

I hope you are aware that I have asked Tualatin Tomorrow to host a "town hall" type event where we can get everyone together, hear everyone's concerns, have some dialogue about the future, and where do we go from here. I hope you can attend. I believe that is the evening of Mar 1.

At this point there are a few key things I think most of us on the council are working through. In no particular order:

All modeling shows that in the decades to come there is a very substantial need for more lanes over the Tualatin River between downtown and the north part of town toward exit 290

The I5 99W Connector study was a debacle, and out of it arose this "Alt 7" which has its own set of problems. However, as part of that we do recognize the need for more capacity downtown Tualatin.

The Metro Regional Transportation Plan (RTP) happens to be going through an update at this time, and the need to address issues brought up in the Connector study are being placed in the RTP update, including the future need for more capacity over the River in downtown Tualatin

The Tualatin Transportation System Plan (TSP) shows the Tualatin Rd extension over the river. That TSP is around 10 years old and is due for a review, as all plans need to be kept up to date. During that process there will be substantial public outreach and many roadways, including Boones Ferry, Borland Rd, Saggert St and others, becoming 5 lanes; the Hall Blvd extension over the river; 65th Ave extension over the river; widening the Boones Ferry Bridge over the river; and a host of other projects will require the public to engage in some very serious discussions about congestion vs. lane miles of construction. Both have deleterious impacts on the small town character of Tualatin we all appreciate

Also, currently we are at a point to update our downtown Central Urban Renewal District (CURD). That concept contemplates redevelopment of the old Peerless Manufacturing across the river as well as the rest of downtown, south of the river. The Peerless area is currently zoned industrial and that clearly is incompatible with the commercial,

residential, and retail characteristics of a pedestrian friendly, mixed use development. I have tried repeatedly to explain to folks that the pictorials associated with the CURD are simply EXAMPLES of the types of redevelopment patterns and design types that could occur under the proposed redevelopment objectives. These pictorials by no means define actual building and street locations, sizes, footprints, or uses, but rather, show an illustration of the types of projects that could be expected. In order to accomplish that there will need to be a shared public-private investment in a number of projects including public plazas, structured parking, urban streetscapes, and yes more lanes over the Tualatin River. Exactly where and to what scale these all will actually occur will be determined over the next couple decades as the redevelopment occurs

It is good in my opinion, that folks get glimpses of these future development concepts. It also good that folks realize what is in the current Tualatin TSP and better understand the upcoming issues for future transportation projects and the ensuing amendments to our TSP that we expect to develop over the next few years. It is good that folks are aware that Tualatin is getting a placeholder in the RTP at Metro. All these components will be vetted and congeal over the next many years as development and redevelopment occurs. It is also important to understand that we are NOT designing projects at this time. It us unfortunate that there has been specific language bantered about at Metro regarding a 5 lane "Northern Arterial" in the RTP discussions. We have been able to quell that language and have drafted more general text that simply recognizes the need for more capacity. In light of all these concerns that have materialized over the last six months or so, it is also unfortunate that we have included the Tualatin Rd extension as part of the CURD pictorials as that tends to imply a definite route.

However, you may be comforted to know that many of the projects originally listed in our previous CURD, including the "Loop Road" under I 5 near the Nyberg Interchange, and the "Bell Tower" at the Lake of the Commons were actually built either. In order to establish an Urban Renewal District we need to determine what is termed a "maximum indebtedness" and that is based on a somewhat amorphous project list. Those projects should indicate the types of projects you expect to build over the ensuing decades, but are by no means static. As stated above, we recognize the future need for many types of projects in our downtown, including more capacity over the river. Exactly where, how, or what alignments are purely hypothetical at this juncture. However, an extension of Tualatin Rd is certainly one of the options, albeit one of several potential options.

Much discussion still to come now and for many years but I hope this helps put some of the current issues into perspective.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Patriciaca@aol.com [mailto:Patriciaca@aol.com]
Sent: Thursday, February 18, 2010 7:15 AM
To: lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ci.tualatin.or.us
Subject: (no subject)

I am totally against the funding for the Tualatin bridge project. The park has been a haven for all of us in Tualatin and that would be basically destroyed by this project.

Thank you,
Pat Carroll

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Saturday, February 20, 2010 11:58 AM
To: 'LG'
Cc: Mike McKillip; bethanygreg@verizon.net; Doug Rux; 'Frank Bubenik'; candicekelly16 @msn.com; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: RE: Tualatin Road Extension a VERY BAD IDEA

Thanks Lyn. I did receive your email a day or so ago also. Somehow I have not been getting most of the emails, though I did get yours. I understand there are several that have come into the city email somehow, and not to the councilors, or at least not to me. I have asked staff to forward them all to me as I intend to respond to all of them as I always do.

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Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals 21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com
-----Original Message-----
From: LG [mailto:idontmind@gmail.com]
Sent: Saturday, February 20, 2010 10:53 AM
To: lou.ogden@juno.com
Subject: Re: Tualatin Road Extension a VERY BAD IDEA

Hi Lou,

He sent it to me -- a Tualatin resident who had written to him expressing my concern about the Tualatin Road extension. (My original letter is quoted at the bottom of his letter). It's nice to know that our elected Council members feel this way about their constituents.
It makes voting a lot easier.

Best regards,

-Lyn Glover

On Sat, Feb 20, 2010 at 10:00 AM, Lou Ogden <lou.ogden@juno.com> wrote:
> Hi Ed,
>
> To whom did you send this letter or email?
>
> Thanks,
>
> Lou Ogden
> Resource Strategies Planning Group
> Group Benefits & Life, Health, Disability, & Long Term Care Insurance
> for Businesses and Individuals 21040 SW 90th Ave.
> Tualatin, OR 97062
> Phone 503.692.0163; Fax 503.914.1699
> lou.ogden@juno.com
>
> -----Original Message-----
> From: Ed Truax [mailto:etruax@royalaa.com]
> Sent: Friday, February 19, 2010 3:42 PM
> To: 'LG'; lou.ogden@juno.com; smbeikman@verizon.net;
> maddux01@verizon.net; chris@mustardpeople.com;
> joselle.d.davis@gmail.com; Jay@H-Mc.com; slombos@ci.tualatin.or.us
> Subject: RE: Tualatin Road Extension a VERY BAD IDEA
>
> I have served as a member of your City Council for over 9 years.
> During my tenure, I have endeavored to make decisions I felt were in
> the best
interest
> of our community for both the long and short term.
>
> After careful consideration of all the information at my disposal, I
> voted to add the extension of Tualatin Road to our Transportation
> System Plan in 2001. This is not a new subject for discussion. This
> plan has been in
place
> for almost 9 years.
>
> Why did I vote to extend Tualatin Road through Tualatin City Park to
provide
> a direct connection to I-5? Because I felt it was the best alternative
> to solve the long term transportation needs of our community. Nothing
> has happened since that vote to change my mind, even though I am being
bombarded
> with forecasts of the road extension resulting in the park becoming a
> disused hang-out for homeless people and gang members, filled with
> dead fish, dying trees and pollution.
>
> Your opinion seems to be that our best option as a community is to do
> nothing, try and reduce traffic flow to the greatest extent possible,
> and hope for the best. So what would you have your City Council do?
> Rescind
our

> approval of an expansion at Novellus? Tell Laika studios that we do
> not
want
> their Academy Award winning production studio rescinding their
> approval as well? Ban further development in the Leveton Tax Increment
> District and throw away years of planning and recruiting, not to
> mention precious tax dollars? Throw away our entire vision of what we
> want out Downtown to
become
> in the next 25 years and tell our potential development partners that
> we would rather approve the proposed construction of a Walgreen's
> drive
through
> on the Clark Lumber property than participate in the development of a
> high quality mixed-use business-residential-cultural center?
>
> Your do nothing option will result in total grid lock beginning at our
> beautiful new library and extending to the intersection of Herman and
Teton.
> How easy will it be to access Cheyenne Way THEN? We have already
> approved projects that someday will add more than 8,500 additional
> trips each day
to
> Tualatin Road, counting NONE of the feared cut-through traffic. This
traffic
> will sit idling on Tualatin Road, spewing thousands of tons of
carbon-based
> pollutants in to our air. This pollution will choke our residents and
> then drift eastward to the Cascades where it will fall as acid rain,
contributing
> to the continued degradation of our forests and polluting the Bull Run
water
> system. Is this what you are hoping to accomplish?
>
> It is unfortunate that the Tualatin Road extension idea was co-opted
> by
the
> I-5 to Hwy 99 connector group. I have never been in favor of a project
done
> to this scale and will continue to argue against this idea. That
> however,
is
> not what I am talking about.
>
> If you are willing to become part of the solution instead of just
> saying
NO,
> I sincerely welcome your better idea. Some of the best ideas
> implemented
by
> this Council have come as the result of direct input from concerned
> citizens. Just saying NO serves no useful purpose.
>
> Edward E. Truax, CLU, ChFC
> Five Centerpointe Drive, Suite 270
> Lake Oswego, Oregon 97035
> (503) 670-1958

> (503) 670-1964 (fax)
>
> The confidentiality and security of your personal investment business
> is extremely important to us. If you need to communicate instructions
> concerning transactions, changes to your account or confidential
> information, please speak to your investment representative directly.
> For your security, you should not transmit such information by e-mail.
> CGC Financial Services / Royal Alliance, Inc. does not accept or
> process
orders
> or instructions you send by e-mail, fax or messages left on voice mail
> due to the time sensitive nature of these transactions.
> This email and / or attachments contain information from CGC Financial
> Services/ Royal Alliance Inc. that may be confidential and/or privileged.
> If you are not the intended recipient, you may not read, copy,
> distribute, or use this information. If you have received this email
> in error, please notify the sender immediately by email or telephone
> and shred this
message.
> We appreciate your business and look forward to helping you with your
> insurance and investment needs.
> Securities offered through Royal Alliance Associates, Inc.
> Member FINRA and SIPC
>
>
> -----Original Message-----
> From: LG [mailto:idontmind@gmail.com]
> Sent: Thursday, February 18, 2010 11:14 PM
> To: lou.ogden@juno.com; smbeikman@verizon.net; maddux01@verizon.net;
Edward
> Truax; chris@mustardpeople.com; joselle.d.davis@gmail.com;
> Jay@H-Mc.com; slombos@ci.tualatin.or.us
> Subject: Tualatin Road Extension a VERY BAD IDEA
>
> Dear Sir/Madam,
>
> I am writing to ask you to delete the Tualatin Road Extension from the
> Urban Renewal Plan. This proposal is ill-conceived and I believe it
> would will have devastating effects on Tualatin Community Park,
> Tualatin Road and those who live in the vacinity. Air, ground and
> water pollution, debris, litter, decreased air quality, the killing of
> old-growth trees and negative effects on wildlife and fish are just a
> few of my concerns. I am also concerned about the social impact of
> the roadway on the park; I fear the park will become disused and a
> hang-out for homeless people and gang members. Many residents of
> Tualatin do not want this extension. Please listen to the voices of
> those of us who live in the community and will be directly impacted by
> this proposal.
>
> Thank you,
>
> Lyn Glover
> Tualatin Resident
>
>

Doug Rux

From: CARL SWITZER
Sent: Sunday, February 21, 2010 3:09 PM
To: jimm@columbiastone.com
Subject: FW: Northern Arterial

Thanks for the e-mail Jim. I'll pass it along and it will be entered into the public record.

Carl Switzer
Parks and Recreation Coordinator
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Desk Phone: (503) 691-3064
Cell Phone: (503) 519 - 3271
Fax: 503.691.9786
cswitzer@ci.tualatin.or.us

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-----Original Message-----
From: jimm@columbiastone.com [mailto:jimm@columbiastone.com]
Sent: Tuesday, February 09, 2010 5:56 PM
To: CARL SWITZER
Cc: Paul Hennon
Subject: Northern Arterial

Carl,
Please encourage the members of the parks committee to recommend to the city AGAINST the proposed road. I live and work in Tualatin. I am a former member of TPARK. I believe the proposed road would have a negative impact on the park, the traffic, and the community. It is also a significant waste of tax dollars.

Thank you,

Jim Milne

Doug Rux

From: Sherilyn Lombos
Sent: Tuesday, February 23, 2010 1:44 PM
To: Doug Rux; Mike McKillip; Paul Hennon
Subject: FW: Tualatin Bridge project
Attachments: tree440d.jpg

Sherilyn Lombos
City Manager | Administration

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From: Ed Truax [mailto:etruax@royalaa.com]
Sent: Monday, February 22, 2010 3:16 PM
To: 'Pat Carroll'
Cc: lou.ogden@juno.com; Sherilyn Lombos
Subject: RE: Tualatin Bridge project

Pat,

THANK YOU!!

I will take a close look at your suggestions and pass them on. Thanks for taking the time to respond.

Edward E. Truax, CLU, ChFC
Five Centerpointe Drive, Suite 270
Lake Oswego, Oregon 97035
(503) 670-1958
(503) 670-1964 (fax)

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From: Pat Carroll [mailto:patcrrll@gmail.com]
Sent: Monday, February 22, 2010 10:15 AM
To: Edward Truax
Subject: Re: Tualatin Bridge project

Just want to pass on a few thoughts regarding options to the park bridge.
What about extending the passage way off the freeway from LO to Tualatin exit and maybe into Avery as a side bar. I'm thinking of the sort of offramp like Division and Powell exits off 205. There is one exit and then roads to turn on either Powell or Division.
Also, Nyberg used to go straight through to Boone's Ferry. The lake could be cornered to one side and the road could be re-established. That would cut traffic on Martinazzi by the Library quite a bit. Also, the traffic lights are already in place. A pretty inexpensive routing!!!
Also, a huge question regarding access onto Tualatin Road from the residential side of the street. Is there a plan to put a stop light on every street entry? That certainly would cause backup!!!! Not only that, but the business sections would probably need entry/exit access.
Thanks for all the effort and time.
Pat Carroll

On Fri, Feb 19, 2010 at 4:40 PM, Ed Truax <etruax@royalaa.com> wrote:

I have served as a member of your City Council for over 9 years. During my tenure, I have endeavored to make decisions I felt were in the best interest of our community for both the long and short term.

After careful consideration of all the information at my disposal, I voted to add the extension of Tualatin Road to our Transportation System Plan in 2001. This is not a new subject for discussion. This plan has been in place for almost 9 years.

Why did I vote to extend Tualatin Road through Tualatin City Park to provide a direct connection to I-5? Because I felt it was the best alternative to solve the long term transportation needs of our community. Nothing has happened since that vote to change my mind, even though I am being bombarded with forecasts of the road extension resulting in the park becoming a disused hang-out for homeless people and gang members, filled with dead fish, dying trees and pollution.

Your opinion seems to be that our best option as a community is to do nothing, try and reduce traffic flow to the greatest extent possible, and hope for the best. So what would you have your City Council do? Rescind our approval of an expansion at Novellus? Tell Laika studios that we do not want their Academy Award winning production studio rescinding their approval as well? Ban further development in the Leveton Tax Increment District and throw away years of planning and recruiting, not to mention precious tax dollars? Throw away our entire vision of what we want out Downtown to become in the next 25 years and tell our potential development partners that we would rather approve the proposed construction of a Walgreen's drive through on the Clark Lumber property than participate in the development of a high quality mixed-use business-residential-cultural center?

Your do nothing option will result in total grid lock beginning at our beautiful new library and extending to the intersection of Herman and Teton. How easy will it be to access Cheyenne Way THEN? We have already approved projects that someday will add more than 8,500 additional trips each day to Tualatin Road, counting NONE of the feared cut-through traffic. This traffic will sit idling on Tualatin Road, spewing thousands of tons of carbon-based pollutants in to our air. This pollution will choke our residents and then drift eastward to the Cascades where it will fall as acid rain, contributing to the continued degradation of our forests and polluting the Bull Run water system. Is this what you are hoping to accomplish?

It is unfortunate that the Tualatin Road extension idea was co-opted by the I-5 to Hwy 99 connector group. I have never been in favor of a project done to this scale and will continue to argue against this idea. That however, is not what I am talking about.

If you are willing to become part of the solution instead of just saying NO, I sincerely welcome your better idea. Some of the best ideas implemented by this Council have come as the result of direct input from concerned citizens. Just saying NO serves no useful purpose.

Edward E. Truax, CLU, ChFC

Five Centerpointe Drive, Suite 270

Lake Oswego, Oregon 97035

(503) 670-1958

(503) 670-1964 (fax)

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Member FINRA and SIPC

From: Patriciaca@aol.com [mailto:Patriciaca@aol.com]
Sent: Thursday, February 18, 2010 7:20 AM
To: lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; Edward Truax; chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ci.tualatin.or.us
Subject: Tualatin Bridge project

I am against the Tualatin bridge over the park . The traffic that would increase would be a detrimental to use of the park as well as additional traffic for the area that is already on an overload.

Thank you,

Charles Goodson

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699

lou.ogden@juno.com

From: Patriciaca@aol.com [mailto:Patriciaca@aol.com]
Sent: Thursday, February 18, 2010 7:15 AM
To: lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ci.tualatin.or.us
Subject: (no subject)

I am totally against the funding for the Tualatin bridge project. The park has been a haven for all of us in Tualatin and that would be basically destroyed by this project.

Thank you,

Pat Carroll

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Tuesday, February 23, 2010 12:00 AM
To: 'Pat Carroll'
Cc: Mike McKillip; Doug Rux; bethanygreg@verizon.net; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: RE: (no subject)

Thanks Pat,

This level of discussion is the type of thing we want to engage. We need to have community discussions, perhaps round tables, charrettes or other working groups to vet these various ideas and get a pool of ideas. As stated before, there is no formal design, other than the current Transportation System Plan, (TSP). The public involvement process for updating that and vetting the myriad options and opinions is the next big thing.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Pat Carroll [mailto:patcrrll@gmail.com]
Sent: Monday, February 22, 2010 10:12 AM
To: lou.ogden@juno.com
Subject: Re: (no subject)

Just want to pass on a few thoughts regarding options to the park bridge.

What about extending the passage way off the freeway from LO to Tualatin exit and maybe into Avery as a side bar. I'm thinking of the sort of offramp like Division and Powell exits off 205. There is one exit and then roads to turn on either Powell or Division.

Also, Nyberg used to go straight through to Boone's Ferry. The lake could be cornered to one side and the road could be re-established. That would cut traffic on Martinazzi by the Library quite a bit. Also, the traffic lights are already in place. A pretty inexpensive routing!!!

Also, a huge question regarding access onto Tualatin Road from the residential side of the street. Is there a plan to put a stop light on every street entry? That certainly would cause backup!!!! Not only that, but the business sections would probably need entry/exit access.

Thanks for all the effort and time.

Pat Carroll

On Sun, Feb 21, 2010 at 10:24 AM, Lou Ogden <lou.ogden@juno.com> wrote:

Hi Pat,

Thanks for the feed back and thanks for taking the time to get involved in this issue. I don't know if you made it to the Urban Renewal open house we had a couple weeks ago, but that is the latest in a long series of future public involvement that will be needed in the short term, as well as over the coming years regarding both Central Urban Renewal District (CURD) and Tualatin Transportation System Plan (TSP). I am including an email that I sent to Lyn Glover and am

sending out to folks from whom I have received emails, which hopefully adds some perspective to where we are, or where we are not, currently, and where we go from here in terms of process, etc. Please stay close to this and stay in contact with us. Lou

Thanks Lyn. I did receive your email a day or so ago also. Somehow I have not been getting most of the emails, though I did get yours. I understand there are several that have come into the city email somehow, and not to the councilors, or at least not to me. I have asked staff to forward them all to me as I intend to respond to all of them as I always do.

I hope you are aware that I have asked Tualatin Tomorrow to host a "town hall" type event where we can get everyone together, hear everyone's concerns, have some dialogue about the future, and where do we go from here. I hope you can attend. I believe that is the evening of Mar 1.

At this point there are a few key things I think most of us on the council are working through. In no particular order:

All modeling shows that in the decades to come there is a very substantial need for more lanes over the Tualatin River between downtown and the north part of town toward exit 290

The I5 99W Connector study was a debacle, and out of it arose this "Alt 7" which has its own set of problems. However, as part of that we do recognize the need for more capacity downtown Tualatin.

The Metro Regional Transportation Plan (RTP) happens to be going through an update at this time, and the need to address issues brought up in the Connector study are being placed in the RTP update, including the future need for more capacity over the River in downtown Tualatin

The Tualatin Transportation System Plan (TSP) shows the Tualatin Rd extension over the river. That TSP is around 10 years old and is due for a review, as all plans need to be kept up to date. During that process there will be substantial public outreach and many roadways, including Boones Ferry, Borland Rd, Saggert St and others, becoming 5 lanes; the Hall Blvd extension over the river; 65th Ave extension over the river; widening the Boones Ferry Bridge over the river; and a host of other projects will require the public to engage in some very serious discussions about congestion vs. lane miles of construction. Both have deleterious impacts on the small town character of Tualatin we all appreciate

Also, currently we are at a point to update our downtown Central Urban Renewal District (CURD). That concept contemplates redevelopment of the old Peerless Manufacturing across the river as well as the rest of downtown, south of the river. The Peerless area is currently zoned industrial and that clearly is incompatible with the commercial, residential, and retail characteristics of a pedestrian friendly, mixed use development. I have tried repeatedly to explain to folks that the pictorials associated with the CURD are simply EXAMPLES of the types of redevelopment patterns and design types that could occur under the proposed redevelopment objectives. These pictorials by no means define actual building and street locations, sizes, footprints, or uses, but rather, show an illustration of the types of projects that could be expected. In order to accomplish that there will need to be a shared public-private investment in a number of projects including public plazas, structured parking, urban streetscapes, and yes more lanes over the Tualatin River. Exactly where and to what scale these all will actually occur will be determined over the next couple decades as the redevelopment occurs

It is good in my opinion, that folks get glimpses of these future development concepts. It also good that folks realize what is in the current Tualatin TSP and better understand the upcoming issues for future transportation projects and the ensuing amendments to our TSP that we expect to develop over the next few years. It is good that folks are aware that Tualatin is getting a placeholder in the RTP at Metro. All these components will be vetted and congeal over the next many years as development and redevelopment occurs. It is also important to understand that we are NOT designing projects at this time. It us unfortunate that there has been specific language bantered about at Metro regarding a 5 lane "Northern Arterial" in the RTP discussions. We have been able to quell that language and have drafted more general text that simply recognizes the need for more capacity. In light of all these concerns that have materialized over the last six months or so, it is also unfortunate that we have included the Tualatin Rd extension as part of the CURD pictorials as that tends to imply a definite route.

However, you may be comforted to know that many of the projects originally listed in our previous CURD, including the "Loop Road" under I 5 near the Nyberg Interchange, and the "Bell Tower" at the Lake of the Commons were actually built either. In order to establish an Urban Renewal District we need to determine what is termed a "maximum indebtedness" and that is based on a somewhat amorphous project list. Those projects should indicate the types of projects you expect to build over the ensuing decades, but are by no means static. As stated above, we recognize the future need for many types of projects in our downtown, including more capacity over the river. Exactly where, how, or what alignments are purely hypothetical at this juncture. However, an extension of Tualatin Rd is certainly one of the options, albeit one of several potential options.

Much discussion still to come now and for many years but I hope this helps put some of the current issues into perspective.

Thanks,

Doug Rux

From: Sherilyn Lombos
Sent: Wednesday, February 24, 2010 12:52 PM
To: Doug Rux; Mike McKillip; Paul Hennon
Subject: FW: Tualatin Park Bridge
Attachments: tree2d12.jpg

FYI...

Sherilyn Lombos
City Manager | Administration

Please consider the environment before printing this email.

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From: AC [mailto:amjcollier@yahoo.com]
Sent: Wednesday, February 24, 2010 10:58 AM
To: lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; Sherilyn Lombos
Subject: Tualatin Park Bridge

I am opposed to building a bridge over the Tualatin city park as a solution to moving traffic from I-5 to Hwy99. The traffic in this area is already too high with the required residential commuters and the WES crossing delays. I-5 to Hwy99 traffic needs to be improved but not at the cost of the residents of Tualatin. Please represent me by opposing this project.

Alan Collier

RESOLUTION NO. _____

A RESOLUTION SUPPORTING AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE TUALATIN CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS BLIGHT; AND AMENDING TDC 30.010 AND TDC MAP 9-3 (PTA-09-10)

WHEREAS, Tualatin City Council approved the Urban Renewal Plan for the Tualatin Central Urban Renewal Project on January 27, 1975, and such Urban Renewal Plan has been subsequently amended to address continuing blighted and deteriorated conditions in the area covered by the Plan (as amended, the "Plan") ; and

WHEREAS, the Tualatin Development Commission ("Development Commission"), is the City's urban renewal agency and exercises the powers of an urban renewal agency in accordance with ORS Chapter 457; and

WHEREAS, pursuant to the requirements of ORS 457.085(1) and (2), and Section I. of the Plan, the Development Commission must consider whether to cause the preparation of a substantial amendment to the Plan (the "Substantial Amendment") to increase the amount of maximum indebtedness to be issued or incurred under the Plan, and to add projects to address continuing blighted conditions in the area covered by the Plan ("Area"); and

WHEREAS, if the Development Commission decides to propose the substantial amendment, it must then cause the preparation of a report to accompany an Amended Plan The Plan, as amended by the Substantial Amendment ("Amended Plan") is attached to this Resolution as Exhibit A, and incorporated herein by this reference; and

WHEREAS, The Development Commission has caused the preparation of a report accompanying the Amended Plan as required by ORS 457.085(3) ("Report"), which Report is dated March 2010 and is attached to this Resolution as Exhibit B and incorporated herein by this reference; and

WHEREAS upon the application by the Tualatin Community Development Department, Economic Development Division, a public hearing was held before the Development Commission on March 8, 2010 relating to the Amended Plan; and

WHEREAS, the Amended Plan and the Report, and the Community Development Department Staff Report, dated February 11, 2010, ("City Staff Report") (attached and incorporated by reference into this Resolution as Exhibit C), were forwarded to the Tualatin Planning Advisory Committee ("TPAC") on February 11, 2010 for its recommendation; and

WHEREAS, TPAC considered the Amended Plan, Report and City Staff Report and recommended to the City Council that the Amended Plan be approved by the City Council with the removal of project item #7 (Tualatin Road Extension project) based on its belief that further public notice should be given by sending post cards to the neighborhood prior to the two upcoming considerations: at the Tualatin Tomorrow Forum and the City Council; and on its further belief that there is the need for more precise definitive traffic studies to confirm the impact of this project; and

WHEREAS, the Amended Plan and the Report, and the Community Development Department Staff Report, dated February 16, 2010, ("Development Commission Staff Report") (attached and incorporated by reference into this Resolution as Exhibit D), were forwarded to the Urban Renewal Advisory Committee ("URAC") on February 16, 2010 for its recommendation; and

WHEREAS, URAC considered the Amended Plan, Report and Development Commission Staff Report and recommended to the Development Commission that the Amended Plan be approved with the provision that Project #7 (Tualatin Road Extension project) be deleted and funding scaled down accordingly; and

WHEREAS, the Development Commission has met with the Board of Commissioners of Washington County to review the maximum indebtedness to be incurred pursuant to the Amended Plan; and

WHEREAS, the Amended Plan and the Report were forwarded on January 26, 28 and 29 , 2010 to the governing body of each taxing district affected by the Amended Plan, and the Development Commission consulted and conferred with each taxing district; and

WHEREAS, on February 16, 2010 the Development Commission caused notice of the Development Commission hearing on the Amended Plan be mailed to owners of real property within the Central Urban Renewal District which is evidenced by the Affidavit of Mailing marked "Exhibit E"; and

WHEREAS notice of a public hearing was also given as required by posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting marked "Exhibit F"; and

WHEREAS the Development Commission conducted a public hearing on March 8, 2010, and heard and considered the testimony and evidence presented by the Commission Staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Development Commission vote resulted in recommending approval of the Amended Plan by a vote of x-x with ----------absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Development Commission and especially the Commission Report, the Development Commission adopts as Findings of Fact the findings and analysis in the Commission Staff Report, which are incorporated by this reference: and

WHEREAS the Tualatin Development Commission finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the Amended Plan at this time; and the Amended Plan conforms with the Tualatin Community Plan; and therefore, recommends that the City Council amend the Tualatin Development Code.

BE IT RESOLVED BY THE TUALATIN DEVELOPMENT COMMISSION, THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN, that:

Section 1. In addition to the Findings adopted by reference to the Development Commission Staff Report, the Development Commission hereby determines and finds that the Amended Plan complies with all requirements of ORS Chapter 457 and the specific criteria of ORS 457.095(1) through (7), in that, based on the information provided in the Report, information provided in the Development Commission Staff Report, and the public testimony before the Development Commission:

a. The area designated in the Amended Plan as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Amended Plan because of:

1) The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions. *ORS 457.010(1)(a).* As used here, a building or structure is "unsafe or unfit to occupy" if a building or structure is characterized by conditions contrary to, or deficient under, current law relating to public health and safety, or if a building or structure needs rehabilitation, reconfiguration or improved maintenance or is dilapidated beyond an ability to be economically rehabilitated.

   Obsolescence, deterioration, dilapidation, mixed character or shifting of uses *(ORS 457.010(1)(a)(E))*, as is supported by the information in the Report at:
   – *Building Conditions*;

2) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimension for property usefulness and development. *(ORS 457.010(c))* as is supported by the information in the Report at:

Section 1(a) - Physical Conditions – Land Use;

3) The existence of inadequate streets and other rights of way, open *Section 1(b) - Physical Conditions* spaces and utilities *(ORS 457.010(e))*, as supported by the information in the Report at:

Section 1(g) - Physical Conditions – Transportation;
Section 1(h) - Physical Conditions – Infrastructure;
Section 1(i) - Physical Conditions – Parks;

4) The existence of property or lots or other areas that are subject to inundation by water *(ORS 457.010(f))*, as supported by the information in the Report at:

Section 1(f) - Physical Conditions – Flooding;

5) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare *(ORS 457.010(h))*, as supported by the information in the Report at:

Section 1(a) - Physical Conditions – Land Use;
Section 1(e) - Physical Conditions – Geologic Conditions; and Section 3 - Economic Conditions.

b. The rehabilitation and redevelopment described in the Amended Plan to be undertaken by the Development Commission is necessary to protect the public health, safety and welfare of Tualatin because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support public services and will fail to develop and/or redevelop according the goals and policies of the Tualatin Community Plan;

c. The Amended Plan conforms to the Tualatin Community Plan, the Comprehensive Plan of Tualatin, as a whole, and provides an outline for accomplishing the projects described in the Amended Plan as more fully described in Section D of the Plan;

d. There is no residential displacement occurring as a result of the acquisition and disposition of land and redevelopment activities proposed in the Amended Plan;

e. Acquisition of real property is provided for in the Amended Plan, and it is necessary as explained in Sections D.2 and E of the Amended Plan;

f. Adoption and carrying out of the Amended Plan is economically sound and feasible as explained in Section E, G and H of the Report; and

g. The City shall assume and complete any activities prescribed it by the Amended Plan.

Section 2. The Development Commission approves and recommends that the City Council adopt the Urban Renewal Plan for the Tualatin Central Urban Renewal Project, 1975, as amended through the Substantial Amendment, as part of the Tualatin Community Plan.

INTRODUCED AND ADOPTED THIS 8th day of March, 2010.

TUALATIN DEVELOPMENT COMMISSION,
The Urban Renewal Agency of the City of Tualatin

BY _____
Chairman

ATTEST:

BY _____
Administrator

APPROVED AS TO LEGAL FORM

Brenda L. Braden
CITY ATTORNEY

SUMMARY PUBLIC COMMENTS RECEIVED

Details Are In the Attached Comments

Open House, February 4, 2010	Written Comments	
Linda Moholt	Feb. 4, 2010	Interested in overall concept. Want to make sure property owners become integrated into the process. Would like to see 65th go over river.
Larry McClure	Feb. 4, 2010	Tualatin Road extension given care full public consideration. Protect historic area proposed for bridge over park. Maintain "old brick" façade that the 1975 plan required.
No Name	Feb. 4, 2010	End the current urban renewal district and return taxes to general fund.
Delores Hurtado	Feb. 4, 2010	City should be concerned with quality of life and neighborhoods and children as it is with moving traffic. Sacrificing past wisdom, parks with preoccupation on commerce. Does not set up a community where people will want to live.
Christine Tunstall	Feb. 4, 2010	Coordinate traffic signals on Tualatin-Sherwood Road, get the big trucks moving, open up flow, and clean out traffic. Set up a computer system to monitor traffic. May not need Northern Arterial if you can fix this problem.
Pam Arnshy	Feb. 4, 2010	Looks nice, like connection to river and park, need walkable downtown, not a drive through. Movie theater.
John W. Broome	Feb. 6, 2010	Bigger is not better, another smaller City of Portland, opposed to use of urban renewal for that type of plan. City should remain small town, Who pays for required fire and police, parks, development, street maintenance, schools, street lights, traffic signals. Quality of life will deteriorate, Tax payer will pay for O&M, increase staff numbers. Developers will profit but not live in Tualatin, tax payer will pay for new sewer and water,

		expanded services. Where will people live who work downtown, where will they park? Does not easy traffic congestion between I-5 and 99W. Opposed to expansion of urban renewal.
Sign In Sheet	Feb. 4, 2010	See attached
TPARK, February 9, 2010		
See attached draft TPARK minutes	Feb. 9, 2010	Sign In Sheet included.
	Emails	
Ann Greer	Feb. 2, 2010	Opposition to Northern Arterial over the park and Tualatin River.
Mark & Stacee Taft	Feb. 2, 2010	Destroying park, neighborhoods and livability. Northern Arterial is not logical. Southern Arterial is a wise choice
Rowena Hill	Feb. 3, 2010	Opposed to bridge over Community Park. Destroys serenity and peacefulness of park. Noise, pollution, loss of old growth trees. Truck traffic. Lack of public involvement.
Laura White	Feb. 4, 2010	Opposes Northern Arterial. Noise, air pollution, negative impacts on plants and wildlife. Better option is Southern Arterial or extend I-205 to 99W. No reasonable public involvement
Brian Rosenbaum & family	Feb. 4, 2010	Bridge over park would spoil the park, increases traffic. Please with what has happened in Tualatin the last few years (parks, trails, general beatification) Opposed to bridge over the park.
Ed Bartlett	Feb. 4, 2010	Opposes Northern Arterial, extension of Tualatin Road over the park.
John & Carol Cesnails	Feb. 5, 2010	Objects to roadway over the Tualatin River and community park. Traffic (cars and trucks) through the park defeats the purpose of a park.
Tualatin Historical Society - Yvonne Addington	Feb. 5, 2010	Supports heritage trees in Community Park. Oppose heritage trees being removed for bridge over Community Park. Trees are of historic and landmark importance.
Lyn Glover	Feb. 6, 2010	Roadway is ill-conceived, other alternatives should be explored.

		Public input opportunities have been poorly publicized. Environmental and social impacts to the park. Project should not be included in the urban renewal plan.
Marianne Germond	Feb. 6, 2010	Loss of funding for 25 years to TTSD and TVF&R. High student to teacher ratios in Tualatin High. Schools need funding. Concerning on borrowing money on hopes of development. Concerns on Tualatin Road Extension over Community Park. Air pollution, air quality, noise pollution. Truck and car traffic increases on Tualatin Road. Trucks currently avoid Tualatin Road due to curves. Traffic increases at Boones Ferry Road and Upper Boones Ferry Road needs to be addressed. Impacts on neighborhoods west of the park. Negative impacts on businesses with roadway construction and business displacement.
Daniel Payne	Feb. 7, 2010	Opposes roadway over Community Park. Traffic increases, diminished park tranquility.
Jerry & Janet Larson	Feb. 7, 2010	Opposes Tualatin Road Extension. Increased traffic, roadway would bisect park. Thought the I-5 to 99W project would be sufficient to carry the increased traffic.
Corrine Conway	Feb. 7, 2010	Concerns with Northern Arterial. Destroying park's beauty, traffic increase3s, noise, air pollution, trash.
Kathy Newcomb	Feb. 7, 2010	Heritage tree protection in Community Park, vehicle traffic noise increase, vehicle air pollution. Opposes urban renewal funding for bridge. Are urban renewal funds being spent outside the designated boundary. Urban renewal funding should end June 30, 2010. Allow overlapping taxing districts to update their frozen bases.
Greg Doering	Feb. 8, 2010	Roadway would destroy quite neighborhoods and the park.
Todd & Kathy Sander	Feb. 8, 2010	Why another highway through the city? Expand lanes on Tualatin-Sherwood Road where the traffic problem exists. Northern Arterial would spell the demise of businesses along Tualatin-Sherwood Road and 99W. Do not want to use tax

		dollars for the Tualatin Road project.
Robert & Frances Barnes	Feb. 8, 2010	Opposes Tualatin Road Extension. Will bring more traffic to downtown. Air pollution, peace of park, impacts footbridge.
Richard & Janice Oakman	Feb. 8, 2010	Bridge over park will destroy the park's atmosphere. Noise, exhaust. Bridge is a bad idea.
Brian Wegener	Feb. 9, 2010	Concern on bridge over Community Park. Avoid environmental impacts, look at alternatives to avoid the river, Hedges Creek, floodplains and Tualatin River National Wildlife Refuge. Storm water runoff, wetland destruction, floodplain development. Tualatin Park is a jewel.
Margo Traines	Feb. 9, 2010	Opposes North Arterial. Increases traffic, shortcut route, noise and air pollution, disrupt the park, demands on infrastructure. Road will not benefit Tualatin citizens, dollars could be used for programs, parks town center.
Christine Nyberg Tunstall	Feb. 9, 2010	Roadway impacts livability of neighborhoods, traffic added to residential streets. Need environmental impact study (air, water, hazardous substances), traffic study, public hearings
Shelia Adams	Feb. 9, 2010	Opposes Tualatin Road project. To much traffic, impacts residential living.
Marianne Germond	Feb. 9, 2010	Tualatin Road Extension negatively impacts park, wildlife and open spaces. Air pollution. Removes trees.
Toni Anderson	Feb. 9, 2010	Opposes Northern Arterial. Road would cause blight – Heritage trees removed, noise and air pollution, more truck traffic. Destroys peace and quiet of park. Opposes all urban renewal funding for bridge, don't spend urban renewal dollars outside district boundary. End urban renewal program on June 30, 2010
Reba Tobey	Feb. 9, 2010	Opposes Northern Arterial. Will bring regional traffic, quality of life will be diminished. Should have the right to vote on tax dollar expenditures Overlapping taxing districts have frozen bases, City and County ask for funds to provide services.
Delores Hurtado	Feb. 9, 2010	Tualatin Road would bring increased freight traffic and regional traffic through the park, noise and air pollution, impacts Rustic

		Shelter and Heritage trees. Proposal will create blight, cut through traffic. Oppose urban renewal money used on Tualatin Road. Urban renewal proposal should be put on the ballot for residents to decide.
TPAC, February 11, 2010		
See attached draft TPAC minutes	Feb. 11, 2010	Sign In Sheet included.
	Emails	
Chris Hein	Feb 11, 2010	Opposes Northern and Central Arterials. Northern Arterial propos 4-5 land road by the Country Club and out Herman Road to 99W. 4-5 land roadway over the park and river. 4-5 lane roadway up Lower Boones Ferry Road to I-5. Southern Arterial is the answer.
Christine Tunstall	Feb 11, 2010	Refers to the Tualatin Historical Society email of February 5, 2010.
Robert W. Kinnan	Feb 11, 2010	Northern arterial would be a major disruption to North Tualatin residents. Herman Road should be used as the main connector out to 99W. Tualatin Road should have speed bumps, lower speed limits.
Mary & Frank Sedillo	Feb 11, 2010	Opposes Northern Arterial over Community Park. Access problems onto Tualatin Road, air and noise pollution, diminished property values.
	Public Comment	
Marius Brisan		Opposes the Tualatin Road Extension Project. Is the City Council still accepting input? Can projects be added to or deleted from the proposal? Tualatin Road will move traffic out of

		downtown and will become a connector. Question on traffic volumes on Tualatin Road. Is project a regional enhancement? What are impacts on Hazelbrook Road? Traffic is going to increase over time. Loss of trees, noise and air pollution, loss of picnic shelter, garbage, speeding traffic. Children safety. Not enough public information.
Delores Hurtado		People don't know about the Plan or the Northern Arterial. Noise, lose of serenity in park, not removing blight but creating blight. City should notify all the 3,600 residents north of Tualatin Road about the proposal. Overlapping taxing districts are giving up dollars as are citizens. Give the overlapping taxing districts their money.
Annie Vigileos		Agrees with previous speakers. Putting together an opposition letter. Opposes Tualatin Road, people don't follow speed limit. Is the road a regional or local issue? Traffic will get worse. Noise, exhaust fumes, pollution. Hard for current residents to get on/off Tualatin Road.
Reba Tobey		Agrees with previous speakers. Tualatin Road will cut the park in half. Noise, air pollution.
Dennis Wells		Agrees with previous speakers. Presented daughters letter into record. How much traffic on 99W will be diverted down Tualatin Road. Mixed use approach is at the detriment of the Park. 3,000 cars are bad for his neighborhood. How many cars get diverted from I-5 to King City or Tigard through Tualatin? Why are we widening Boones Ferry Road?
Kathy Newcomb		Requested name of Tualatin Road Extension to be Tualatin Community Park Bridge. Only access for 3,600 residents is Tualatin Road. Traffic is 10,000 vehicles according to Metro. Northern Arterial will add 3,000 cars. Tualatin Road will function as a major though-fare. Blight in the park, opposes Northern Arterial, not meeting Goal 1 citizen involvement requirements. How many dollars have been forgone by the City? Urban

		renewal district should be closed down. Overlapping taxing districts are struggling. People support 124th Avenue.
Linda Moholt		The Government Affairs Committee will be talking about the proposal on Monday. Thinks the downtown core ideas are wonderful.
URAC, February 16, 2010		
See attached draft URAC minutes	Feb. 16, 2010	Sign In Sheet included.
	Emails	
Warren Harnew	Feb 12, 2010	Tualatin Road should not be a connector between 99W and I-5. Opposes a bridge over Community Park, additional traffic, diminished home values.
Margo Traines	Feb 13, 2010	Opposes Tualatin Road Extension. Impacts on quality of life, health risks. Road would have little benefit for citizens, pass through traffic. Asked for more information. Appears decision was made before public knew about it.
Karla Doering	Feb 14, 2010	Opposes Northern arterial. 4-5 land Tualatin Road is unacceptable.124th arterial is less invasive
McKenzie Wells	Feb 16, 2010	Air pollution, noise, safety. Bridge is a bad idea, health problems, impacts to neighborhoods.
Diana Fisher	Feb 16, 2010	Opposes Northern Arterial. Loss of Heritage trees. Use the Central Arterial Plan and Southern Arterial. Only expand Herman Road and not Tualatin Road from the Country Club to 124th as it is. Will affect real estate values.
Carol & John Cesnails	Feb 16, 2010	Opposes Tualatin Road Extension, traffic congestions, loss of Heritage trees.
Daniel Payne	Feb 16, 2010	Opposes new bridge over park and widening Tualatin Road.

	Public Comment	
George Vigileos	Feb 16, 2010	Concern over Tualatin Road Extension project. Are there benefits or difficulties with the road? Concern on project cost. Does not see a tie to Council's Vision. Are there other transportation options?
Carol Cesnails	Feb 16, 2010	Question about the process and TPAC recommendation. Park is a local treasure. Welcoming place for river activities. Tualati Road project will create blight due to noise, air pollution, etc. Submitted a letter.
Barbara Kelleher	Feb 16, 2010	Tualatin Road extension does not make sense. What can be done to get it off the list.
Diana Fisher	Feb 16, 2010	Opposed to Tualatin Road Extension project. Don't want Tualatin to be a pass through as stated in Vision Statement. Poise to petition and involve media.
Marius Brisan	Feb 16, 2010	Are all residents in North Tualatin being notified? Does Tualatin Tomorrow support Project #7? More traffic studies need to be done. Impact on property values. Questions on project costs for transportation.
Kathy Newcomb	Feb 16, 2010	Tualatin Road Extension causes blight. Impacts on overlapping taxing districts. Supports the other 7-8 overlapping districts to have their tax dollars. Asked for a graphic of where all the dollars come from and go to at TT Forum. Concern over the name changes for the project (Tualatin Road). Inquired if the project is outside the urban renewal district. Citizens should have a vote on urban renewal.
Dennis Wells	Feb 16, 2010	Opposes Tualatin Road Extension. Negative impacts on the park. Suggested looking at another alternative.
Lorraine Hager	Feb 16, 2010	Opposes the Tualatin Road Extension. Can't get out of side streets on to Tualatin Road now. Project has not been publicized.
Callie Loser	Feb 16, 2010	More traffic on Tualatin Road if extended. Voting by citizens on

		the project is a good idea. Project #7 should be removed.
Delores Hurtado	Feb 16, 2010	Citizens should not have to inform other citizens about the Tualatin Road Extension project.
EMAILS		
Lyn Glover	Feb 18, 2010	Opposes Tualatin Road Extension. Air, ground and water pollution, debris, litter, decreased air quality, old growth tree removal, impacts on wildlife. Social impacts on park.
Pat Carroll	Feb 18, 2010	Opposes Tualatin bridge project.
Jim Milne	Feb 9, 2010	Opposes Tualatin Road project. Negative impact on park, traffic and community. Waste of tax dollars.
Charles Goodson	February 18, 2010	Opposes Tualatin River bridge. Increased traffic, detrimental to park.
Pat Carroll	February 18, 2010	Opposes Tualatin River bridge.
Pat Carroll	February 22, 2010	Options for roadways, extend Nyberg through the Lake, would stop lights be placed on every street connection onto Tualatin Road?
Alan Collier	February 24, 2010	Opposes bridge over Community Park. Traffic volumes are to high on Tualatin Road.
OTHER CITY COMMITTEES MEETING, February 25, 2010		
Meeting Summary	Feb. 25, 2010	See attached summary. Sign In Sheet included.
TUALATIN TOMORROW FORUM, March 1,		

2010		
	Written Comments	
Meeting Summary	March 1, 2010	See attached summary. Sign In Sheet included.
Unknown	March 1, 2010	Flyer on urban renewal issues, impacts to TVF&R, TTSD and state School Fund.
Kathy Newcomb, North Tualatin Friends	March 1, 2010	Comments from Kathy Newcomb. North Tualatin Friends oppose bridge over Community Park, bridge will cause blight, TPAC and URAC voted against the road extension, requested a transportation advisory committee be formed, close down the urban renewal district.
North Tualatin Friends	March 1, 2010	Fact sheet
Unknown	March 1, 2010	Widen Tualatin-Sherwood Road to 5-lanes and then an additional lane on each side.
Elizabeth Piazz	March 1, 2010	What agree to Alt 7, Wilsonville has refused. To much traffic, against the bridge.
Robert Waggener	March 1, 2010	Why should schools and their taxes pay for development, schools need money.
Larry Gurney	March 1, 2010	Where does traffic go? What is actual cost, who does $ come from? Why is it not voted on? How do you get to bridge from I-5? Why did Council not veto this in April 2009?
Mrs. Anderson	March 1, 2010	Is the purpose to attract big business/industry to Tualatin? Why has Tualatin-Sherwood Road not been completed (widened) through Sherwood?
Cathy Holland	March 1, 2010	Alt. 7 shows 4-5 lane road. When did it change to 3 lane? Has metro made the change or just the City?
Unknown	March 1, 2010	Where is the picture (detailed)?
Jeanne Raikoglo	March 1, 2010	Where is environmental impact study, surrounding neighbors will be impacted by air, noise pollution, ingress, egress, quality of life.
Dick Glassmeyer	March 1, 2010	Where are photos of a 5-lane highway running across a city park in Oregon?

Julie Stephenson	March 1, 2010	Wants to see a detailed map of project.
Cathy Holland	March 1, 2010	Will Metro decide to build 5-lane on Boones Ferry Road? Have had promises made and broken since 1990 on a connector road.
Dennis Wells	March 1, 2010	Why don't we have a Transportation Advisory Committee?
Jeff Brophy	March 1, 2010	No plan to widen Tualatin Road, clear a bridge will bring more traffic, difficult to get on and off Tualatin Road. Are there plans for signal lights, roundabouts or other traffic controls?
Jonathan Crane	March 1, 2010	Where is map of project? What will be traffic impacts where bridge ends at Boones Ferry Road?
Margo Traines	March 1, 2010	Washington County is one of the dirtiest counties in the U.S. More traffic is not a good idea, wants to see maps of project.
Dennis Wells	March 1, 2010	Vision states "orient and integrate natural features". How does a bridge over park fit into this?
Toni Anderson	March 1, 2010	Finish Tualatin-Sherwood Road.
Ann Vigileos	March 1, 2010	Don't Extend Tualatin Road. Noise, traffic, pollution. TVF&R & TTSD don't need to forgo funding.
Sherry U.	March 1, 2010	Wetland impacts. Alternative routes from 99W to I-5.
Shelly Peterson	March 1, 2010	Bridge is not the answer. Southern arterial makes more sense. Keep parks.
Callie Loser	March 1, 2010	We have a major arterial – Tualatin-Sherwood Road. Don't need another arterial (Tualatin Road). Arterial should be south of Tualatin.
Gweyn Klien	March 1, 2010	Look at timing, computers, cameras, lights for better traffic flow.
Unknown	March 1, 2010	Information flyer

MISC.		
	Emails	
Peter Hager	March 1, 2010	Industrial traffic, cars, property value reduction. Tualatin being turned into an industrial suburb rather than a quite bedroom community. Don't need any more industry.
Margo Traines	February 25, 2010	Has environmental impact study been done, feasibility study needs to be done. Analysis of negative and positive impact.
Margo Traines	February 28, 2010	EIS has it been done? Is there a proposal to widen Tualatin-Sherwood Road? Increase traffic through Tualatin will not benefit the town.
Aimee Meuchel	March 1, 2010	Not enough input from citizens. Roadway will create drive-through town rather than a destination. Increase traffic. How will roadway improve my life in Tualatin? Wants a downtown core. Roadway will cause pollution and decrease use of the park.
Dante Brophy	March 1, 2010	Percentage increase in real estate value in city since 1975? Percentage increase in central urban renewal since 1975? Percentage increase in real estate value state wide since 1975? Compared to privately funded Nyberg Crossing what is the percentage difference in appreciation?
Steve Titus	March 2, 2010	Roadway is not a 2-3 lanes. Is it 4-5 lanes? Metro failure to manage growth in Sherwood, Newberg & Yamhill County. What are the impacts on TVF&R, TTSD. Will be removing residences and industrial development. There is no "blight" in Tualatin
Jim Zupancic	March 2, 2010	Opposes increase to maximum indebtedness. Defer issue and consider at a later date.
Fred Bruning	March 3, 2010	Strong supporter of the urban renewal district. Allows City to continue to be forward thinking. Tualatin can be one of the best planned, bets executed and most livable communities in Oregon.
Steve Titus	March 4, 2010	Has the bridge been canceled? Is there a concise writ up on tax base, the tax effect of past improvements. Is there a listing of future projects in the urban renewal plan?

Dante Brophy	March 4, 2010	Bridge over the park is a bad idea. Will the bridge be replaced anything? Is the Northern Arterial on hold?
Richard Hager	March 4, 2010	Citizens need to be educated as to why the CURD benefits them. Recommends the Northern Arterial be deleted as well as widening Tualatin Road to 5-lanes, Extending Tualatin Road over the river and all associated other infrastructure associated to these projects. Recommends the $120 million maximum indebtedness increase be reduced by the amounts associated above.
Jesse Tessier	March 7, 2010	Oppose the CURD proposal. Will not support a property tax increase until residents pay not less than 5% sales tax. Oregon has to stop the "Robin Hood" tax mentality. Proposing a specific debt amount is deceptive. City should budget debt service on long-term public works projects. City asking for higher tax rates.
Eugene & Michelle Smargiassi	March 4, 2010	Why increasing taxes? City does not need massive government spending. Will property value go down because of tax hike. Why go into debt? Pay as we go.,
Carolyn Harris	March 6, 2010	Traffic congestion on Tualatin Road, semi trucks using Tualatin Road, Put in some traffic circles or lights to slow traffic and keep trucks off road. Herman Road needs to be pushed through to Hwy 99W. Congestion on Tualatin-Sherwood Road is bad.
James & Susan Sullivan	March 7, 2010	Bridge is ill conceived. New bypass should be south of Tualatin by the prison. Don't need road extension into residential area. Need real planning.

A TAPE RECORDING WAS MADE OF THIS MEETING

DRAFT

CITY COMMITTEE MEETING OF FEBRUARY 25, 2010

MEMBERS/GUESTS: (See Attached List)

STAFF: Doug Rux
Eric Underwood
Carol Rutherford
Kaaren Hofmann

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1. WELCOME/CALL TO ORDER

Mr. Rux welcomed everyone and called the meeting to order at 5:30 p.m. He briefly reviewed the ground rules and stated that this meeting will conclude by 6:45 p.m. due to a youth art event in the Library Community Room. Following his presentation, he will take questions and answers from the five Advisory Committees/Boards in attendance and then the audience. Many of the guests have attended previous meetings, and Mr. Rux asked that their questions include new comments only, since all previous comments received have been cataloged and submitted to the TDC and CC for their hearings in March.

Mayor Ogden was introduced. Kaaren Hofmann, Civil Engineer is here on behalf of Mike McKillip as well as Eric Underwood, Development Coordinator. Mr. Rux referenced the handouts on the table outside the Council Chambers which include a sign-in sheet; web link to the draft of the proposed Central Urban Renewal Plan; schedule of public meetings, open houses, forums etc. Tonight's meeting is strictly informational. We are not making a recommendation. We are just gathering input for the decision- making process.

Mr. Rux briefly reviewed upcoming meetings/events including the Tualatin Tomorrow forum to discuss the Tualatin Road Extension on Monday, March 1, TDC hearing on March 8, followed by the Council Hearing March 22nd.

2. CENTRAL URBAN RENEWAL PLAN – MAXIMUM INDEBTEDNESS

Mr. Rux provided a comprehensive update on this proposal through the use of numerous charts and graphics. The Central Urban Renewal District has been in existence since 1974, with the current Central Urban Renewal Plan functioning since 1975. It will reach the maximum indebtedness that we can bond and spend in district in June 2010.

In October 2007, staff began discussions with the Tualatin Development Commission and Council to determine if we should increase its amount or close down the District. Discussions included future plans and the vision for the Town Center which includes part of the Central Urban Renewal District. Exercises with

both the Council and URAC to identify possible projects initially resulted in the identification of over a half billion dollars in projects that could be done to remove blight. In November 2008 Council held a retreat in which a draft Vision Statement was created. The vision created at that time subsequently was used in the "Local Aspirations" project in Spring 2009. The vision document was updated in a work session on December 7, 2009 and includes seven values which were reviewed by Mr. Rux. Council has also recommended an additional modification to address transit access. Don Stastny, who has done a lot of work with the City of Tualatin, created graphics correlating to these values. Mr. Rux reviewed these concepts. Areas in red suggest office, residential areas in brown, purple for possible retail use, and blue depicting areas for entertainment/civic use which could be public or private. These uses transcend the entire downtown area which has been broken into sub-areas of central, west, north, south and east.

Other graphics reviewed by Mr. Rux included:

- A different angle (oblique/helicopter view) looking to the west from the area of Meridian Park Hospital. The concepts remain the same. He pointed out the components facing along river including pedestrian trails that are already identified in the Parks Plan and Regional Transportation Plan. The three gold areas could be plaza areas in the downtown area. This is in line with Local Aspirations and Metro's "Making the Greatest Place" concept.

- The "closer in" drawing has the same concepts with a mixed use "Main Street" concept which could be built along SW Seneca Street. Development could include ground floor retail, offices or multi-story retail. Parking garages could be constructed in various areas near the former Clark and Hanegan sites. Further out, future redevelopment could include the Hedges Greene and the Applebee's areas.

- Another graphic looks north to south from Durham and could include a pedestrian bridge to the south with trails along the river. Another concept includes a "Park Block" as the main entrance to the area designed to open up and invite people into a greenway area which could also be mixed use.

- Human Scale – This includes pedestrians in the area of SW Boones Ferry Road looking to the southeast and could include an amphitheater plaza playing off themes from Tualatin Commons.

- This graphic includes a water basin near the PacTrust area and feeds into a re-circulating stream with the same mixed-use concepts.

- This graphic is from the opposite side of SW Nyberg Street looking north depicting a walkable pedestrian orientation back toward the river with the same mixed use.

- The last graphic looks east to the extension of SW Seneca Street from the area of the library with the streetscape elements (decorative light poles, tree wells etc.) already in place and extending that theme into this area.

The Tualatin Development Commission subsequently reduced the list of proposed projects down to the 15 shown on the board. Mr. Rux reviewed them and the associated cost estimates. He described other funding sources which include public/private partnerships and government funding. In 2009 dollars, these projects would cost the TDC 64 million dollars with the remaining $40.8 million funded by other sources (i.e. government, private developers) over a 25-year period. Mr. Rux has talked with property owners in this area (PacTrust, Hedges Greene, David Emami and Arne Nyberg) regarding these proposed projects and estimated time lines for when they could occur.

In looking back, urban renewal funded a portion of the Tualatin Commons in the 1990's as well as more recent projects including Hedges Greene, Outback Steak House, Banner Bank, and road improvements in the area of the former Rich's Kitchen property. We developed the Tualatin Commons Enhancement Strategy to guide design elements in the downtown area. About five years ago the Town Center Plan was developed, and it is being revisited now to insure that it ties into the seven values established by the City Council. The Central Urban Renewal District's boundaries are slightly smaller than those established for the Town Center. Mayor Ogden stressed that this area is different than anywhere else in the region or state. It needs to be walkable and provide areas for bike activity and access to transit. We do not want it to be a "pass through." It should integrate seamlessly with other areas of Tualatin.

Mr. Rux provided a brief overview of the Urban Renewal handout focusing, on the objective to remove blight and the financial components of the program. Tualatin's Central Urban Renewal District is due to reach its maximum indebtedness amount of $27.7 million in June 2010. Prior to that time a decision must be reached if we want to extend the life of the district to allocate urban renewal funding to build the 15 projects that have been identified. Mr. Rux briefly reviewed the graphic which shows the location of the proposed projects which include traffic signals, new streets, sanitary sewer, park and trail enhancements, a new pedestrian bridge, as well as the Tualatin Road Extension project and road and bridge enhancements along Lower Boones Ferry Road.

There is also other work left to do including the redevelopment of the Clark Lumber property and the K-Mart shopping area. Eventually Haggen's could redevelop into some other use. Mayor Ogden stated that high quality development is preferable to "organic development" which he described as retail such as Best Buy, restaurants etc. Much higher values are achieved through multi-story class A buildings than retail. He asked committee members and guests to visualize what we want our downtown to look in 10-50 years (i,e. downtown Portland, the Pearl District Wilsonville with retail like Fry's or the cinemas?) What do you see for the future of Tualatin? That's what these pictures represent. Mr. Rux stated that these renderings are strictly concepts of what could be built. They are not specifics but are a pictorial representation of the seven

values. If urban renewal is not extended, we will walk away and let the property develop on its own which likely could include one-dimensional retail which, in turn, results in lower assessed values. By partnering with private developers, we can construct higher-quality infrastructure which generates higher tax revenue. Meeting attendees were ask to identify the vision that works for you.

Staff briefly reviewed the Tualatin Road extension and proposed location based on the computer model. Obstacles include the routing of a major arterial through a neighborhood and possible impacts to the park and trees. There will be traffic issues no matter what roads are approved. At this time the TDC and City Council need to make a decision on urban renewal. If approved, the projects designated on the list may occur in the future. K-mart and the Clark Lumber site won't redevelop soon. The timeline for the PacTrust area is ten+ years out.

Mrs. Newcomb interjected that there are other options including letting the district close down and starting a new plan. She voiced concern over the school district and the Overlapping Tax Districts (OTD's) not receiving any tax dollars following this 35-year effort to construct properties with a higher assessed value which now generate 194 million dollars. It is not right that all the financial benefits come to Tualatin and not to them. Mayor Ogden concurred and commented with the tax base being frozen at 14 million, new taxes would stay in the district and don't go to the OTD's. However, bigger buildings result in more assessed values and eventually everyone shares in the benefit of the higher taxes. This is exactly what we're doing in the Leveton Tax Increment District (LTID) which has now created a quarter billion dollars in assessed values. If the CURD closes down, Tualatin will receive a half million dollars and schools will get $600,000 or more. Mrs. Newcomb questioned the financial information conveyed about the LTID. She also stated that the half million dollars that could come to the City next fiscal year could be allocated to fund other projects. She again recommended that the CURD be closed down and start new tax increment financing scratch so that the increased taxes from the current plan can be turned back to the OTD's.

A question was raised regarding building codes and the size of properties. Doesn't the City maintain some type of control through the building code and structural safety? Depending on the size and values of projects, the Architectural Review Board (ARB) may provide review and guidance. Again, it was reiterated that the advantage of urban renewal is that it can foster public/private partnerships which can then support additional roadways/parking etc. It can also be allocated for other functions (parks, police etc.) It furthers our goal of creating the long-term vision and assessed value that we want. As shown by the current plan, an investment opportunity done 20 years ago does increase values.

In response to a question, Mr. Rux confirmed that the amount of requested funding ($120 to extend the plan) includes the projected cost of the project factoring in inflation and administrative overhead. Concern was voiced that there is no certainty that you will get a site to develop with what we want. Mayor Ogden stated that it is free country concept.

The development of Tualatin Commons presented unique circumstances where the TDC bought property and sold it back to the private sector. That scenario is not likely to happen here although with urban renewal partnering with public investment, the return on investment will be greater than if it is market driven. Mr. Rux referred to Nyberg Woods and the possibility of a similar development going where K-Mart is today. In 2023 buildings could be worth 40 million in assessed value while a multi-story would be 172 million dollars. It is an issue of leveraging public money and the willingness to invest dollars if we can negotiate for better, larger buildings to reinforce then public/ private partnerships become a good deal. The Mayor stressed, however, that whatever we create, we can't force property owners to financially comply.

Mr. Rux announced that there was only 20 minutes left to hear questions/comments from the committee members and guests.

Questions from Committee members:

Richard Hager: (Former Council member and now a member of the ARTS Committee). Mr. Hager stressed the importance of determining what our future vision is the for the city – insuring that we don't have future development that looks like Woodburn – or do we want to replicate a large city like Portland or even New York City? The truth is that money drives everything, i.e. a six-story Class A office building would not be a good fit in Woodburn while it could be appropriate on Kruse Way or in our Town Center. There is no guarantee it will happen the way it is conceived. He encouraged everyone to evaluate all the information and what's at stake in this decision.

Mr. Rux reiterated the timeline. The last debt payment is on June 30, 2010, and no tax increment will be collected as of July 1st if the plan is not extended. We do have money to finish those projects identified in the current plan. If the district is closed, future development will be totally market-driven by the property owners. The only applicable regulations are land use commercial and design standards for what the buildings will look like. The City will not have money to invest in infrastructure. The developer pays it all. This could impact access roads, sewer, water, land dedication, etc. which will, in return, result in less money to invest in the actual building. The end result is smaller buildings and a lower assessed value. A question was raised regarding who decides what the road looks like? Mr. Rux described the process which is negotiated with the property owner.

Mr. Hager briefly referenced the ARB process which is much more involved and driven by the value of land, timing etc. When this occurs, the ARB meets with the developer and reviews all components of the proposed building including materials, windows, parking, landscaping etc. If the developer does not receive approval from the ARB, they have the latitude to appeal the decision to the City Council. There were additional design standards in place at the time Bridgeport Village was constructed.

Frank Bubenik (Chair of Tualatin Tomorrow and member of the Library Advisory Committee). Mr. Bubenik stated that in reality the landowner can do what he wants whether or not urban renewal is in place. He cited the range or projects that could be constructed on the Clark Lumber site ranging from a five-story high-value office building to a Walgreen's Pharmacy. A primary issue on this site is the ability to provide adequate parking for a large office building. An option could be to partner with TriMet for additional parking. Without urban renewal, fewer options for funding exist to provide money to construct this type of structure.

Delores Hurtado: (citizen residing in SW Chinook Street). Ms. Hurtado voiced concern over the impact of a bridge across the park and what that would do to the park given the increased truck and car traffic on SW Tualatin Road. Blight would be increased throughout the neighborhood of lovely homes resulting in depressed property values. With people taking short cuts through the area, it would create additional pollution, noise, safety issues and could impact school buses driving throughout the area. She encouraged the Council to follow the motion from other City committees and remove this project from the Central Urban Renewal Plan. She also requested that the same action be requested from Metro and their Regional Transportation Plan. The City isn't ready for it, and many residents don't even know about it. It encompasses a third of the requested urban renewal budget which indirectly takes from the school budget. Mayor Ogden stated that it is easy to do to remove it. He also stated that there has been a lot of conversation transcending many years regarding the TSP and RTP and the transportation flow throughout Tualatin. The mayor also reiterated that the list of values and the artist's rendering of proposed projects are strictly that– just a rendering to do projections of assessed values for calculations. Regardless of whether this arterial is removed from the plan, Tualatin roads still have a need for additional capacity. The problem is far from solved. At this stage we shouldn't get hung up on details. There are still many projects to be built.

GeorgeVigileos (citizen of North Tualatin) recommended that this bridge and road be removed from every City document and also from Metro's plan. The $32 million tied to Project 7 can knock it out. The mayor concurred. It is listed because of other projects with the presumption that connectivity has to occur over the river. The City doesn't have the ability to remove it from Metro's Regional Transportation Plan, but we as a community can do it. The northern arterial is not a good technical solution. He stated that the City voted for it acceptance, it is a lousy solution, and Metro turns a deaf ear to the issues. The current TSP math model that doesn't address quality-of-life issues.

Mr. Rux explained the hierarchy of the plan and the need to have the roads align. Tualatin's TSP was developed in 1999-2000 and accepted in 2001 using math modeling on community-based land use based on the number of residences, trips per day and what is needed to accommodate them over a 20-year horizon. Prior to acceptance by City Council, public involvement was solicited through open houses.

In looking ahead, we don't want to have roadways with a level "F" where you sit and wait and the delays gets longer. 20 years from now, the queue will be even longer. The

TSP should be revisited and look at alternatives with community engagement. Citizens should have the opportunity to determine what will work in Tualatin. Mayor Ogden stated that the design and construction of the bridge is not a commitment placed on us by Metro. After a route is selected for future transportation expansion, it will still require funding from regional, state and federal agencies. In conclusion, Mr. Vigileos stated that the northern arterial is part of Metro's Alternative 7 which has been adopted and approved by 5 of the 7 representatives.

Mr. Rux asked if there were any questions from ARTS. There were none.

ADJOURNMENT

The meeting adjourned at 6:55 p.m. although numerous attendees stayed later than that time to ask questions one-on-one with Mr. Rux.

_____ Carol Rutherford/ Recording Secretary

Architectural Review Board/ARTS/Core Area Parking District Board/Library Advisory Committee/Tualatin Tomorrow/Youth Advisory Council

COMMITTEE MEETING

February 25, 2010 5:30 – 6:45 p.m.

SIGN IN SHEET

NAME	COMMITTEE	E-MAIL ADDRESS
Candice Kelly		
George Vigileos		
Marissa Houlberg	TLAC	
Gary Thompson	TAAC	
Nichole Abbey	YAC	
Laura Houlberg	Tualatin YAC	
Mackenzie Humble	YAC	

Architectural Review Board/ARTS/Core Area Parking District Board/Library Advisory Committee/Tualatin Tomorrow/Youth Advisory Council

COMMITTEE MEETING

February 25, 2010 5:30 – 6:45 p.m.

SIGN IN SHEET

NAME	COMMITTEE	E-MAIL ADDRESS
Maddie Willon	YAC	
Valerie Tsai	YAC	
Ryan Haulberg	YAC	
Julie Ludeman	YAC	
JOHN HOWORTH	ARB	
CHRIS GOODELL	ARB	
BILL G. LAMBERT	ARB	

Architectural Review Board/ARTS/Core Area Parking District Board/Library Advisory Committee/Tualatin Tomorrow/Youth Advisory Council

COMMITTEE MEETING

February 25, 2010 5:30 – 6:45 p.m.

SIGN IN SHEET

NAME	COMMITTEE	E-MAIL ADDRESS
F Bubenik	TT/TLAC	
Bud Brown	TAAC	
Mynn Schacht	YAC	
Cliff Barry	TAAC	
Dolores Hurtado	North Tualatin Friends	
JUNE BENNETT	TT	
Richard Hagar	TAAC	

Architectural Review Board/ARTS/Core Area Parking District Board/Library Advisory Committee/Tualatin Tomorrow/Youth Advisory Council

COMMITTEE MEETING

February 25, 2010 5:30 – 6:45 p.m.

SIGN IN SHEET

NAME	COMMITTEE	E-MAIL ADDRESS
Kris Grambow	YAC	Kristofergrambow@gmail.com
Lindsey Pozo	YAC	
Natalie Pozo	YAC	
Jose Banagan	YAC	
Connie Ledbetter	Tual Tomor	
Bob & Kathy	Newcomb	
Philippe Ren	N. Tualatin friends	

Architectural Review Board/ARTS/Core Area Parking District Board/Library Advisory Committee/Tualatin Tomorrow/Youth Advisory Council

COMMITTEE MEETING

February 25, 2010 5:30 – 6:45 p.m.

SIGN IN SHEET

NAME	COMMITTEE	E-MAIL ADDRESS
Bonnie Petersen		rvrside@earthlink.net
TERRY NOVAK	ARB, URAC	
Larry McClure	TT	
Sam Ford	YAC	
Sam Banse-Fay	YAC	
Matthew Banse-Fay	YAC	cactuscat222@yahoo.com

A TAPE RECORDING WAS MADE OF THIS FORUM

DRAFT

TUALATIN ROAD EXTENSION FORUM

March 1, 2010 6:30 – 8:30 p.m.

Police Department Training Room

See Sign in Sheet for List of Attendees (approximately 120 people)

Welcome/Opening Instructions:

The forum was facilitated by Bethany Wurtz, Focus Area Lead for Traffic, and Connectivity (TTC) in the Tualatin Tomorrow Visioning Program. She briefly reviewed the ground rules including time limits, speaking in turn, friendly atmosphere and requested that any individual positing a question to identify him/herself.

Following the introductions, 15-minute presentations were made by Andy Cotugno, Policy Advisor with Metro and Mayor Ogden. This was followed by a brief presentation by "Northern Tualatin Friends." (see yellow handout read by Kathy Newcomb)

Comments/Question and Answer Period

Jan Guinta: Ms. Guinta has resided on SW Shawnee Trail by the golf course for 20 years and has spent time in public service. She was one of the original landowners (site where Bush Gardens is now located) during the development of Tualatin Commons and was a member of the committee at the time the concept was being developed. The concept of a road slicing north was never discussed at that time. SW Tualatin-Sherwood Road saw an increase in traffic, and there was concern about that roadway dividing the community. She bought land in this area because of the concept of making this area livable and walkable by reducing the number of cars. However, that hasn't happened. Both Boones Ferry Road and SW Tualatin-Sherwood are congested. The impact on Tualatin Commons is negative. If we further slice the community in the north area of Tualatin it will increase traffic and reduce livability.

Margo Tranes: Ms. Tranes has lived in Tualatin for five years and has a background in planning. A community study should be done to include vegetation, wildlife, air quality, traffic, neighborhood impact etc. She sees lots of negative impact and constraints and few positives. In particular, she voiced concern over the air quality. On a scale of 100, Tualatin is 22, well below the national average of 48. This is due, in large part, to the industrial polluters.

She suggested widening SW Tualatin Sherwood Road two lanes east/west and with one lane off to each side and left turn lane for a total of seven. The Mayor concurred

with what she was saying. The Transportation system Plan (TSP) needs to be redone and involve the community. This will be a long process. The mayor inquired if Ms. Tranes was describing a Kruse Way type of road. Impact studies also need to be done. The TSP has to be revised and fit into the Regional Transportation Plan (RTP). We hear we want less congestion on SW Tualatin Road but consideration should be given to SW Tualatin-Sherwood Road, as that opens up to regional traffic.

Cathy Holland: Ms. Holland stated that she relates to what the mayor is saying and, since 1990, has attended all major presentations. She feels that the current recommendations are our worst nightmare and has problems with all of it. She does not want Alternative 7 adopted by the City and inquired whose decision is it. She's concerned about the vote in a few days and stated that we shouldn't worry about industrial areas. The state should reconsider it. She feels that we need to champion it and encourage the City Council to withdraw support of Alternative 7.

The Mayor responded that he believes Metro has letters from the Tualatin City Council showing that we do not endorse it, as presented. The language adopted in the RTP was non-specific about the alignment. Ms. Holland countered then why is it in the urban renewal plan? There is a need for an additional crossing, but that outcome is still yet to be determined. Documentation she saw in October 2009 still has it as a five- lane highway which shows it as a through area – not a road for locals.

Mr. Cotugno reviewed the I5/99W study process done by the Steering Committee. Elected officials initially recommended it be a 4-5 lane road. It was not adopted on provisional basis and is not recommended for final adoption in June 2010.We are not trying to serve through-traffic, and a 2-3 lane extension is what is needed. He referenced the language reflected in the handout and stated that construction could occur sometime between 2018-2025. Prior to it being built, a study process to answer impact questions will be undertaken and consideration of a variety of options for this area will be done including utilizing the existing bridge. SW Herman Road should be utilized for access to the industrial areas. He did ask for clarification if she was requesting removal of only the northern arterial or Alternative 7 in its entirety.

McKenzie Wells: She is a sixth grade student at Hazelbrook and asked where did the whole idea come from? Air pollution, traffic, noise why put a bridge over the park?

Dennis Wells: Dennis Wells (McKenzie's father) stated that their family lives off SW Tualatin Road near Jurgens Park. They moved here four years ago and had the choice to live anywhere in Washington County but selected Tualatin due to its unique sense of community. They like the activities in the park, and he described it as being a gemstone - an amazing, beautiful, nature area that should be preserved. He knows others feel the same way. He thinks of the vision of the future is not "not in MY back yard – bur rather "Not in ALL OUR backyards." He referenced the painting in the City Council Chambers. It is a beautiful rendering depicting the serene tranquil park with the pedestrian bridge and railroad trestle. He then asked us to imagine that natural beauty being adjacent to a multi-lane roadway. He requested that Project #7 be removed from the urban renewal plan because it doesn't serve the needs of people.

Kathy Newcomb: Mrs. Newcomb stated that the name of this project has been changed five times. In the proposed Central Urban Renewal Plan it is now known as the Tualatin Road Extension. She also recommended rejecting Alternative 7 citing problems with the people driving on I5, exiting the freeway and traveling through the area to try to avoid congestion on the Interstate. She requested that we don't slice up our City. When there is a transportation crisis on I-5, we suffer when it doesn't move.

Steve Titus: Mr. Titus lives near Jurgens Park. He, too, voiced concern about the road being a local access since previous versions also showed it as 4-5 lane roads, referencing Metro Project ID's 10731, 11339, and 11340. He feels that if this bridge and roadway are built, it will be used by residents from Sherwood and Newberg.

Linda Moholt: Mrs. Moholt began her position as CEO of the Chamber of Commerce 18 months ago and didn't know anything about transportation. Since then she has sat through many meetings, and stated that what we don't need is more people sitting in gridlock on SW Tualatin-Sherwood Road. In looking at future projections from Yamhill County, that area is slated to grow tremendously, and they will drive through here. We need to come up with other routes to move traffic and people to insure less gridlock. She encouraged residents to support the process and provide input. Yamhill is growing and coming through Tualatin!

There is no plan to widen SW Tualatin Road, but traffic will clearly increase as people travel down that road to the bridge. It will be increasingly difficult to get out of residential areas, and an inquiry was made if this project includes additional signal lights and a roundabout and, if so, how would it work with increased traffic. Mr. Rux reviewed a map and stated that it includes only two additional traffic lights at the intersections of SW Teton and SW Tualatin Road and SW 108th Avenue and Tualatin Road. No roundabouts are planned on SW Tualatin or SW Herman Road. A question was then raised about making left turns from the neighborhood at these lights for people traveling into the industrial area. There could be a long wait. Mr Rux stated that this is something that needs to be addressed during the review of the TSP.

Brian Stubs: He lives on Tualatin Road and, in addition to the environmental issues and pollution, he is concerned with safety as there are lots of children in the area. With the increased traffic on the proposed northern arterial, he feels that it is putting kids at risk. The mayor cited that prior to the realignment of SW Tualatin Road 12 years ago, it used to connect directly to 99W. The new intersection now connects with SW 124th Avenue and, with the improvements to SW Herman Road, industrial and through-traffic can use those roads. Tualatin Road should remain as a neighborhood collector and not a link to 99W.

RebaTobey: She lives in north Tualatin and posed a new question. She had heard that Tualatin is being considered as a site for future high-speed trains that could significantly impact this area. The mayor responded that there was a government study done which

looked at two corridors – Tualatin and Oregon City which would utilize the Amtrak tracks. We have no interest in this service.

Upon concurrence from the audience, it was agreed that the forum would remain open beyond 8:00 p.m.

Bethany Wurtz read a question asking why hasn't there been an environmental impact study beyond traffic to address other quality of life issues. Mayor Ogden responded that we do them on all projects. At this time there is no project identified to warrant that level of study.

Bill Thomason: He has been a resident since 1973 and recalls the time when the City was a small community and needed industry to come here to bring in additional tax revenue. That then became the crux of the problem with increased traffic by employees, trucks etc. from the large businesses such as UPS, Coca Cola etc. He asked if the City has done anything to make them part of solution instead of the problem and suggests we get them involved to come up with a plan. Mayor Ogden concurred and suggested asking them to come in for a conference to address the transportation problem. Mr. Thomason also suggested widening the existing bridge, as it would be cheaper than constructing a new one. He also is concerned over gridlock where he can envision a possible Level E and becoming a Level F over time.

Julie Stevenson: She is interested to know if the southern route would then make SW Tualatin-Sherwood Road adequate for our use. Mayor Ogden reviewed a map highlighting possible routes through the southern area of Tualatin. Mr. Cotugno stated that building an expressway is not called for, Rather he envisions a roadway through that area to be a four-lane arterial with signals and speeds of 35-45 mph. This would help the northern area tremendously. It would provide an alternate route for vehicles traveling from Sherwood and Yamhill as well as industrial traffic. In response to a question of is it going to happen, he replied that it didn't know if the project is funded, and areas outside the UGB have extra legislative limitations. SW 124th Avenue and SW Boones Ferry Road to the interchange may be funded and built within the next ten years. That project would also provide better access.

The 45-day public comment for the Metro's Regional Transportation Plan is from March 22nd – May 6th with the final vote scheduled for June 10th

Delores Hurtado: Ms. Hurtado resides on SW Chinook Street and stated that during process, she heard the route described many times as the road over the parking lot and meeting up with Boones Ferry Road but never said it was over the park. She feels that this is a very vague plan and there is a lot of work to be done prior to requesting 33 million dollars to build this project. She feels that the City Council should withdraw this project until we have enough information to make a sound decision. The Mayor responded that at this time the alternatives continue to be evaluated and there is no funding identified to build anything. The urban renewal plan is proposing a list of the types of projects that need to be built with the transportation ones designed to handle the additional capacity that likely will be in the City in future years.

Another guest likened it to putting the cart before the horse. Feasibility studies need to be done prior to adopting the Plan. Mayor Ogden reiterated that the main issue at this time is whether we want to extend the Central Urban Renewal Plan so that we can pursue these types of projects in the future. Staff has calculated what they might be and the proposed costs. The projects will ensue over the years if the plan is approved. The TSP needs to be revised through a public process over the next few years.

Eric Smith: Mr. Smith lives off of Jurgens Road. He, too, voiced concern over safety and the children in the area. Drivers frequently turn around in his cul-de-sac at unsafe speeds. He has resided here for 8-9 years and worked here as a driver for UPS for 15 years. It was an improvement when the City eliminated triple-tractor trailers and realigned some of the street lights. He feels that a bypass similar to what was constructed in McMinnville would be great in the southern area. He also cited the realignment of Roy Rogers Road which really helped mobility through that area. He suggested further realignment of the traffic signals along SW Tualatin-Sherwood Road for increased mobility.

The last guest to speak indicated that we don't want a northern arterial; it will make our community less livable. He also cited safety factors for individuals who travel along SW Hazelbook Road who speed and run the stop signs in that area.

In closing Bethany Wurtz displayed contact information and stated that we are always looking for new volunteers to serve on Tualatin Tomorrow. The Tualatin Tomorrow website is being updated with this information as well as other pertinent information about this visioning program. She thanked everyone for attending and voicing their concerns on this very emotional issue. She also thanked the staff and officials for their participation.

_____ Carol Rutherford/ Recording Secretary

TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

SIGN IN SHEET

NAME	E-MAIL
Ron Wasson	
Walt Meinhart	
Ann Vigileos	
Jonathan Crane	
Toni Anderson	
Mary Sedillo	
Cynthia Haggman	

TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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Jerin Mark Eberhart	" " " " "

TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

SIGN IN SHEET

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TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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Rick DeJager	
DOUG TURNER	
JOE LIPSCOMB.	

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MARCH 1, 2010

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Brian Stubbs	
Dana Terhune	

TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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MARCH 1, 2010

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MARCH 1, 2010

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TUALATIN ROAD EXTENSION FORUM

MARCH 1, 2010

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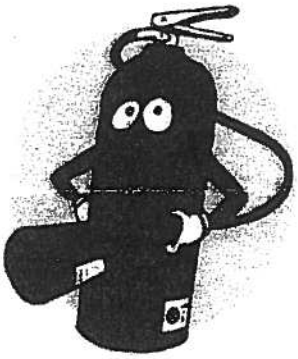

DRAFT

URBAN RENEWAL – A HOT TOPIC!

Important things to know:

The City of Tualatin is proposing an extension to Tualatin's Central Urban Renewal District (CURD).

Because of Urban Renewal's monetary effect on local tax districts, a State law passed in 2009 specifies that Urban Renewal Districts now need to gain approval from local taxing districts if they want to extend/expand their URDs.

Tualatin Valley Fire and Rescue and the Tigard-Tualatin School District are just two of the nine overlapping tax districts whose budgets will be adversely affected by the proposed CURD extension.

If the proposed CURD passes, Tualatin Valley Fire and Rescue will be forced to use the same 1975 frozen tax base of $14 million, rather than downtown Tualatin's current tax base of $194 million. TVFR's mission is "*to provide exceptional emergency prevention, preparedness and response services through cost-effective innovation, individual excellence, and outstanding customer service*". To protect their ability to fulfill this mission, TVFR voted NOT to approve Tualatin's CURD at their meeting of 2/23/10.

So, what about the schools?

School districts are unique in that they usually lose the largest amount of their budgets to Urban Renewal – almost a million dollars for TTSD this year. However, that amount is "backfilled by the State School Fund. The backfill amount is lost from the State School Fund, but that loss is spread out over all the school districts of the State. Last year the State School Fund's loss was about $65 million!

Waiting for another 25 years for our schools and the State School Fund to have updated access to some of their rightful funding sources is wrong!

Let the members of the Tigard-Tualatin School District know how you feel! Emails are: barryandrobin@comcast.net, dmterhune@verizon.net, Manny.Trujillo@ymail.com, mowolfcrew@comcast.net, jill.zursch@verizon.net

March 1, 2010

OPPOSITION TO A TRAFFIC BRIDGE
OVER
TUALATIN COMMUNITY PARK

It's a pleasure to be here; thank you. I'm Kathy Newcomb, part of an informal group, North Tualatin Friends. First, thank you to Paul Sivley, chair of the Tualatin Planning Advisory Committee --- Paul kindly forwarded our request to the city for this meeting and for postcard notification. And thank you all also so much.

We – North Tualatin Friends -- strongly oppose the city's plan for a traffic bridge over Tualatin Community Park. The bridge is a result of the Central Urban Renewal Extension's plan to reduce blight in our downtown. We are opposed to the bridge, because it will actually CAUSE BLIGHT in the park.

And traffic from the Bridge will also cause blight for the North Tualatin Neighborhood.. Both our residential and industrial neighborhoods will suffer greatly from a huge extra increase in traffic from outside our area.

Both Tualatin Planning Advisory Committee and the Urban Renewal Advisory Committee voted last month against inclusion of Tualatin Road Extension -- the bridge itself -- in the proposed matching funding within the Urban Renewal Extension. The committees voted to delete the bridge partly because of damage they could see to the park itself, and also, clearly, because there were no real studies at all about the cost of the bridge or its traffic impact.

Tri-Met pointed out a month ago that this same project being proposed by the city of Tualatin did not include any concept of TRANSIT to help with our traffic problems.

WHAT DO WE WANT? We want our city council to really focus on transportation and transit solutions, perhaps through a new Tualatin Transportation Advisory Committee. Asking citizens for their suggestions, and sponsoring a proper study of traffic and transit solutions. B

Also, instead of pursuing an EXTENSION of Urban Renewal, the next idea would be greatly in the public interest – not just for Tualatin but for all our taxing districts: Let the current downtown project, $27.7 million, come to its natural close ---- and Do NOT extend it to $120 million, four times as much money.

Instead, Tualatin should start afresh with a new, more modest downtown project rather than a huge EXTENSION.

What difference does an Extension make? First: Remember that urban renewal is funded by our property taxes. WE PAY them to ALL nine of our local taxing districts. Unfortunately, the Extension would require our taxing districts to use downtown's old tax base of $14 million instead of the current tax base of $194 million. For 25 more years, a total of 60 years, none of our schools, the fire district nor our other taxing districts would benefit by our current tax base of $194 MILLION! And all this for a bridge we don't want!

This is absolutely not in the public interest. This badly hurts our TV Fire & Rescue, because they are heavily dependent on property taxes, and they have just rejected Tualatin's extension proposal. Sixty years of a frozen tax base HURTS THEM TOO BADLY. We hope the school district also votes AGAINST THE EXTENSION. If not, TV Fire & Rescue and our other taxing districts may just have to manage without adequate property taxes for 25 more years, or ask for more Local Option Levies -- that is, more taxes.

The school district case is different. Most of their losses flow through to the State School Fund, which absorbs the loss and backfills the schools. But last year that loss in the State School Fund statewide was about $63 million ! Less money for our schools because of Urban Renewal.

Finally: We are opposed to a $33 million traffic bridge over Tualatin Community Park. We are opposed to funding the bridge through the city's Urban Renewal EXTENSION. And we are just now learning the public interest would not be served by the Urban Renewal extension: Imagine frozen tax bases for a total of 60 years! $120 million for a practically blank check! We need more modest dreams of urban renewal. And maybe we, like the people of Tigard, Beaverton and Corvallis, need the right to vote on urban renewal projects, in order to protect our parks.

Tualatin Rd. Extension – Fact Sheet

Please consider these points as you listen to the presentations at the March 1st meeting.

- **It is part of the City of Tualatin's Urban Renewal Plan.**
- **The plan includes a traffic Bridge over Tualatin Community Park.**
- **It will cost over $33 Million to construct.**
- **It will put thousands of cars and large trucks over the Park and through our neighborhood.**
- **It will bring chemical and noise pollution to the Park.**
- **It would defeat the purpose of having the Park – a serene place to relax and play- free of traffic noise and pollution!**
- **A large number of old-growth Heritage trees will be cut down in order to build the bridge.**
- **It will reduce Property Values in our Neighborhoods.**
- **It is an attempt to solve the Region's Transportation problems at the expense of our community.**
- **The Urban Renewal Plan has a cost of $120 Million without a Vote by the Citizens of Tualatin.**
- **Funding for this Project takes Money Away from our Schools and our Fire District.**
- **Tualatin Valley Fire & Rescue on Tues. Feb 23rd voted unanimously against renewing the Urban Renewal Plan.**
- **Tualatin Planning Advisory Committee voted against including the Tualatin Rd Extension in the plan.***
- **Tualatin Urban Renewal Advisory Committee voted against including the Tualatin Rd Extension in the plan.**

If you object to this plan, you must let the City Council know, NOW; the deadline for passage of the Urban Renewal Plan is March 22.

Send an email to the City Council:
lou.ogden@juno.com;smbeikman@verizon.net;maddux01@verizon.net;etruax@royalaa.com;chris@mustardpeople.com;joelle.d.davis@gmail.com; Jay@H-Mc.com;slombos@ci.tualatin.or.us (City Manager)

Mon. MAR 8, -7PM – City Council Chambers, 18880 Martinazzi Ave. (across from the Library), Tualatin Development Commission, they will take public comment before passing on their recommendations to the Council.

Mon. March 22, 7 PM – VERY IMPORTANT, City Council Chambers, City Council Public Hearing. The Council will hear recommendations from the City Advisory Committees before making a decision on the Urban Renewal Plan including the Bridge .

This notice is circulated by North Tualatin Friends, call 503-691-2468
E-Mail: stoptheparkbridge@gmail.com **Blog: http://stoptheparkbridge.wordpress.com**

*** They wanted much more detailed data to support the expenditure of so much money.**

Please give your thoughts today to Tualatin City Council **for 3/1/10 Monday 6:30** pm council meeting: (You may also attend)

lou.ogden@juno.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com
chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ ci.tualatin.or.us; Jay@H-Mc.com

Also, please forward this to any Tualatin or Tigard teachers or employees, and parent with children or grandchildren in TTSD.

as the Tigard Tualatin School District School Board will vote on this on MARCH 4. Schools stand to lose $65,000,000 of Urban Renewal funds if they affirm the city's plan.

The city has hidden this plan from Tualatin residents, there has been no vote to use this money for a Bridge over the park, other groups have little knowlege that they're eligible for these funds.

TV Fire voted the current urban renewal down when they found out the fire dept. could be receiving millions.

FACT SHEET for **March 1 6:30 pm meeting at the Tualatin Police Station on Tualatin Rd. near Sweek**:

Please consider these points if you listen to the presentations at the March 1st meeting.

- **It is part of the City of Tualatin's Urban Renewal Plan.**
- **The plan includes a traffic Bridge over Tualatin Community Park.**
- **It will cost over $33 Million to construct.**
- **It will put** thousands of cars and large trucks over the Park **and through our neighborhood.**
- **It will bring chemical and noise pollution to the Park.**
- **It would defeat the purpose of having the Park – a serene place – disturb enjoyment, to relax and play- free of traffic and pollution!**
- **A large number of old-growth Heritage trees will be cut down in order to build the bridge.**
- **It will reduce Property Values in our Neighborhoods.**
- **It is an attempt to solve the Regions Transportation problems at the expense of our community.**
- **The Urban Renewal Plan has a cost of $120 Million without a Vote by the Citizens of Tualatin.**
- **Funding for this Project takes Money Away from our Schools and our Fire District.**

- **Tualatin Valley Fire & Rescue on Tues. Feb 23rd voted unanimously against renewing the Urban Renewal Plan, when it was explained that they should be able to use part of designated funds.**

- **Tualatin Planning Advisory Committee Voted against including the Tualatin Rd Extension in the plan.**

- **Tualatin Urban Renewal Advisory Committee voted against including the Tualatin Rd Extension in the plan**

If you object to this plan, you must let the City Council know, NOW, as the deadline for passage of the Urban Renewal Plan is March 22.

Send an email to the City Council:
lou.ogden@juno.com;smbeikman@verizon.net;maddux01@verizon.net;etruax@royalaa.com;chris@mustardpeople.com;joelle.d.davis@gmail.com;slombos@ ci.tualatin.or.us;Jay@H-Mc.com

Mon. MAR 8, -7PM – City Council Chambers, Tualatin Development Commission, they will take public comment before passing on their recommendations to the Council.

Mon. March 22, 7 PM – VERY IMPORTANT, City Council Chambers, City Council Public Hearing. The Council will hear recommendations from the City Advisory Committees before making a decision on the Urban Renewal Plan including the Bridge .

This notice is circulated by North Tualatin Friends, call 503-691-2468

E-Mail: stoptheparkbridge@gmail.com

Blog: http://stoptheparkbridge.wordpress.com

PLEASE SEE ARTICLES in our new TUALATIN paper (last two issues) by Kathy Newcomb, a former state auditor and CPA.

She has educated many of us regarding how urban renewal works and can be used without citizen involvement if there is no protest.

The road and bridge would also involve federal matching funds. The last time Tualatin received matching funds, it was also required to build 800 low income apts. on 90th and Tualatin road. This INCREASED the downtown core traffic! Those units were built by the lowest bidders and are now falling apart, 10 years later.

1

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Why NOT Widen TUALATIN - Sherwood Rd. w/ 2 LANES EAST - 2 LANES WESTBound - DOWN the Center - Then 1 LANE IN each Direction off to the Side - & Then A Middle LANE to turn left = A TOTAL of 7 LANES.

NAME:

EMAIL:

(2)

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Why should Tualatin agree to Alternative 7 when Wilsonville has refused to do so? Won't that fill the new road with too much traffic? I am against the bridge.

NAME: Elizabeth Peasy

EMAIL: _____

(3)

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Why ~~[illegible]~~ should schools and their taxes pay for development of retail land? Our school need the money.

NAME: Robert Wagener

EMAIL:

#4

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

WHERE DOES THE ADDED TRAFFIC GO AT TUALATIN & HERMAN EXIT.

TRUCKS TO BE AUTHORIZED?

HOW MUCH ACTUAL COST? WHERE DOES MONEY COME FROM?

WHY ISN'T IT TO BE VOTED ON?

WHY DID THIS COUNCIL VETO THIS IN APRIL 09? WHAT CHANGED YOUR DECISION?

HOW DO YOU GET TO BRIDGE FROM I-5?

NAME: LARRY GURNEY

EMAIL:

#5

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

1- Is the ultimate reason for the connector, to attract big business/industry to Tualatin?

2- Why hasn't the current connector, Tualatin-Sherwood road been completed beyond a one lane road much of the way to & from Sherwood?

NAME: Mrs. Anderson

EMAIL:

#6

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Metro's information on Alternative 7 - their map shows a 4-5 lane bridge and road. When did it change to a 3 lane road? Has Metro made that change or just the city?

NAME: Cathy Holland

EMAIL:

#7

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Where's the picture (detailed)

NAME:

EMAIL:

#8

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Why hasn't there been an extensive environmental impact study done on this project estimating impacts beyond a simple traffic projection. Surrounding neighborhoods will be impacted by air pollution, noise, ingress and egress, and quality of life.

NAME: Jeanne Raikogh

EMAIL: JRaikogh@aol.com

#9

TUALATIN ROAD EXTENSION FORUM

envision

Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

WHERE CAN WE VIEW THE PHOTOS OF SLAVE HIWAYS RUNNING ACROSS THE TOPS OF CITY PARKS IN OREGON??

NAME: Dick Glassmeyer

EMAIL: GLASSMEYER@AOL.COM

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

I would like to see a very detailed map of the entire project.

NAME: Julie Stephenson

EMAIL: yules1254@aol.com

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Since Boones ferry is a county road, won't Metro decide to build a 5-lane bridge since Wilsonville and Tigard do not want a ~~Hw~~ 99-I-5 connection? We have had "promises made and broken since 1990" about a connector road.

NAME: Cathy Holland

EMAIL:

envision
Tualatin Tomorrow

Tualatin Road Extension Forum

~~Comment Card~~ Question

Your Comments Please:

Why don't we have
A TUALATIN TRANSPORTATION
Advisory Committee

Name: Dean Wells Email:

Address:

Phone:

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

There is no plan to widen Tualatin Rd, yet it is clear that a bridge will increase traffic volume. It is already very difficult to get on/off Tualatin Rd in the residential area. Are there plans for signal lights, roundabouts, or other traffic controls to make this work with increased traffic?

NAME: Jeff Brophy

EMAIL: spam.brophy@comcast.net

TUALATIN ROAD EXTENSION FORUM

envision
Tualatin Tomorrow

If you would prefer to write your question and submit it for response, please write your question below. This card will then be picked up by a volunteer and presented to the facilitator who will read your question which will be answered by the appropriate individual. Where appropriate, questions of a similar nature may be grouped together.

Where's the map of the project?

What impact will there be on traffic where bridge ends on Boones Ferry near Lower Boones Ferry?

NAME: Jonathan Crane

EMAIL: jon@tualatinlife.com

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

← on a scale of 100 Best Tualatin is at 22-25 Wash County is one of the "dirtiest counties in the US."

More traffic is not a good idea –

I would like to show overlay maps Please

Name: Margo Trams Email: Tualatin

Address: 17645 SW 106th Ave

Phone:

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

~~The Revised~~

The vision statement says we will "orient and integrate natural features" how does putting a traffic bridge over the finest natural feature (The Tualatin Community Park) fit this vision

Name: Dennis Wells Email:

Address: 10280 SW Ladd Ct

Phone:

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

I would like to see the Tualatin-Sherwood Rd. (99 to I-5 connector) finished to better accomodate traffic rather than a new one. It is only one lane each way, much of the way to Sherwood. If a "dedicated" traffic lane with no turnoffs and more lanes were installed including widening (for which there are easements available) all traffic would be better accomodated.

Name: Toni Anderson Email: tntanderson@reachone.com

Address:

Phone:

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

FOR the sake of "progress" and improving a city core (which is mostly fine) PLEASE - do not extend Tualatin Rd, which would bring all the noise, traffic, pollution etc to our neighborhood + would also ruin our park.

It's a badly planned project, it costs too much and TVFR + TTSD dont need to forsake funding for this!

Name: ANN VIGILEOS Email: Vrgileos2@yahoo.com

Address: 18230 SW SHAWNEE TRL - Tualatin

Phone: 503-612-6994

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

what about the wetland area.
if we can build on or near
the wetlands, what about - 99 over
the tualatin river to the wellands
to I-5.

or 99 ~~to~~ over the
Tualatin River following
to (I-5)

Name: Linny U. Email:

Address:

Phone: 691-9395

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

A Bridge through + over the park is not the answer. The Southern end makes a lot more sense. Please, lets keep our park a park and that is one of the reasons people ~~[illegible]~~ choose Tualatin as a liveable community.

Name: Shelby Peterson Email: SHELBYPETE@AOL.COM

Address:

Phone: 503 692 1336

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

Tualatin (City) already has a major arterial between I5 and Hwy 99: Tualatin-Sherwood Road. Why then should there be another arterial road (~~North~~ Tualatin Rd. Extension)? I hear most of the traffic is between I5 and 99 (ie. Yamhill County), not within the city of Tualatin. The arterial should be south, south of Tualatin Sherwood Rd, to better accommodate traffic from Yamhill County. Having two arterials through Tualatin is too much! We all know that the Tualatin Rd. Extension is ~~and~~ will become an I5-99 arterial.

Name: Callie Loser Email: callie-mark@verizon.net

Address: 17700 SW 111th Ave

Phone: 503-692-2787

envision

Tualatin Tomorrow

Tualatin Road Extension Forum

Comment Card

Your Comments Please:

Look at timing, Computer, Camera driven Lights for 99W I-5 to 124th to Flow 99 Better.

Name: George Klein Email: GKlein4@verizon.net
Address: 17800 SW 111th Ave Tual.
Phone:

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Sunday, February 28, 2010 11:42 PM
To: 'mark'
Cc: Doug Rux; Mike McKillip; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: RE: Bridge over the park,

Margo,

Thanks for getting back to clarify with questions, and please, please, keep the questions coming.
I have some answers inserted below.

Thanks,.

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: mark [mailto:pockey2@verizon.net]
Sent: Sunday, February 28, 2010 11:21 PM
To: lou.ogden@juno.com
Subject: RE: Bridge over the park,

Dear Mayor Ogden,

thank-you very much for this information and the manner in which it was presented. Am I to understand that the bridge in question is one of several proposals being discussed trather than a proposal that has already been agreed upon and will soon be acted upon? Citizen disucssion and input is important.

This is not even a proposal at the present time. The Tualatin Rd extension is identified in the Tualatin System Plan as a potential connection. However so is a Hall Blvd extension over the Tualatin River from Tigard to Tualatin, as well as an extension of 65th Ave over the Tualatin River north toward Rivergrove. There also expansions of Boones Ferry and Borland Rd to 5 lanes, as well as expansions to Avery, Saggert, Martinazzi, Tualatin Rd, and many others. Clearly many of these options are unacceptable in terms of the general small town feeling of Tualatin that most folks desire. None of these transportation concepts are being pursued in terms of project definition, design, EIS, available funding, or time lines. They all exist as part of transportation plan that illustrates the types of projects that would be needed over the next I think 30 years or so to avoid what is termed "Level F congestion at the PM peak hours. However the contingencies of funding are so great that even if they were desired by the community, it would be virtually impossible to construct them in the foreseeable future. However, to that point, all these concepts need full public involvement over the coming years to determine which ones should be built/modified/eliminated, and for those that are determined to be public preferences, just exactly where, how, when, and what of the actual project needs to be vetted and fleshed out fully by the public.

I did not see mention of the EIS studies will these be performaed on the proposale?

I think I answered that above.

I understand there is a proposal to widen Tualatin Sherwood Road as an alternative and it is already approved by ODOT?

I am not sure what "approved by ODOT means" Certainly there are no ODOT projects existing to do that, nor are there any Tualatin or Washington County projects existing to do that. Widening T-S Rd is a topic that comes up whenever there is talk about identifying priority projects in Washington County as it is a County Rd. However, the City of Tualatin is opposed to widening it fully as that would bring the congestion in Tualatin to greater proportions. I think there is merit to widening T-S Rd around 124th after it is extended to Wilsonville. In that case we would want to use T-S Road to convey traffic toward 124th and south out of Tualatin.

I also hear much concern with and question as to why the "problem" of 99 to I5 communter traffic became a Tualatin problem since the increased traffic theough Tualatin cetainly will not benefit the town.

Right. The purpose of the Connector, for the last 35 years, has been to route traffic around Tualatin. However, due to the intractable positions of Wilsonville and Clackamas County, that Connector as we have always envisioned it will never occur. The best we can hope for, at least in my lifetime, is the extension of 124th south to around Tonquin Rd, then improving Tonquin east to Boones Ferry and then improving Boones to I5 Exit 286.

Thank-you for your time answering these questions.

Keep them coming, and please pass around the answers to everyone you know.

Respectfully,

Margo Traines

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Friday, February 26, 2010 3:54 PM
To: 'Ed Truax'; 'Margo and Mark'; 'North Tualatin Friends'
Cc: slombos@ci.tualatin.or.us
Subject: RE: Bridge over the park,

Hello Margo,

I don't know if this helps but I am attaching a couple emails I sent out previously

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Ed Truax [mailto:etruax@royalaa.com]
Sent: Friday, February 26, 2010 10:16 AM
To: 'Margo and Mark'; 'North Tualatin Friends'
Cc: 'Lou Ogden'; slombos@ci.tualatin.or.us
Subject: RE: Bridge over the park,

Margo,

Thank you for taking the time to write. Your points are all well taken. I assume that if this project - or a more likely alternative project - ever reaches the point where actually constructing anything becomes an active consideration, all of the studies you mention would be undertaken. My understanding is that as things sit today, there is no funding for any of this, and no timeline.

I did not intend to come off as rude, insulting, or arrogant. My intent was to motivate people to become involved in this important planning process. I think one reason that no one recalls the public input process and hearings that took place in 2001, is that few people were bothered enough at the time to get involved. It seems the only way to pack a hearing room is to discuss a subject that people are emotional about. I appear to have succeeded.

Edward E. Truax, CLU, ChFC
Five Centerpointe Drive, Suite 270
Lake Oswego, Oregon 97035
(503) 670-1958
(503) 670-1964 (fax)

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From: Margo and Mark [mailto:pockey2@verizon.net]
Sent: Thursday, February 25, 2010 6:43 PM
To: Edward Truax; 'North Tualatin Friends'
Subject: Bridge over the park,

To Mr. Truax,

As a community planner, I am baffled at the irresponsilbe manner in which the council has proceded. Has an environmental impact study been performed? The citizens can request and require it since your plans impact both neighborhood and waterway. Are the tax payers aware of the costs incvolved in a study and the years of litigation that may be involved?

It does appear that the council made decisions without informing the citizens, that these decions are not based upon protecting neighborhoods, environment etc, that here is an asumption that growth is good. Prior to making a decsion it is incumbant upon the planners to do a feasibility study which simply involves comparing all of the positives to be gained against the negatives and allowing the citizens to make an infomred choice,

Some of these elements would include :

Costs: **negative impact** **positive impact** . I was unable to understand positive impact form your comments. It appears your proposal would benefit communters who do not pay t taxes and do not live in the community. Perhaps this is incorrect but that is what I could ascertain from your letter

environmental impact study
litigation
increased infrastructure
building
maintenance
safety
runoff

harm to the environment from increased traffic
noise
water
air quality
costs of buffers to reduce noise and pollution

negative impacts on the peace and wellbeing of the community

1.You seem to make an assumption that the growth you propose is good for the entire community.
2.Have the citizens agreed with this or is this your opinion. If so whom do you represent?
3.Have alternative proposals and there impact been brought to the public for comparison and approval.
4.There seems, in the information and tone of your letter that there has been some attempt by the council to "hide" information or mislead the public.Again, this is a possible litigation issue.

The other point I would like to make is that the tone of your comments is very rude and insulting and arrogant. Is this what you are trying to communicate?

Respectfully submitted,

Margo Traines
Tualatin Citizen

CITY OF TUALATIN
RECEIVED

MAR 1 2010

COMMUNITY DEVELOPMENT
ECONOMIC DEV DIVISION

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

Your Comments Please:

The Tualatin Development Commission is making efforts to solicit as much public input as possible regarding the vision for the downtown area and the proposed increase in the maximum indebtedness amount and the extension of the Central Urban Renewal District to allow us to build 15 projects within the District. Please provide your comments below:

We purchased our house in 1974 - more than 35 years ago and are counting on the equity of the property to help us remain independent in our retirement! Since everyone knows how badly the property has decreased recently, we are definately worried about how turning Tualatin Road into a freeway to carry all of the industrial trucks plus the workers cars down this already overused road can affect this property! Leave alone sending all of this traffic over the downtown City Park is insane!

Other Suggestions?

Did anyone of the City Planners (?) ever consider the fact that Tualatin is being turned into an industrial suburb instead of a quiet bedroom community of Portland! They don't need any more industry - hence less traffic! It seems so simple to me!

Optional Information:

IDENTI-CAL

PETER M. HAGER
17840 SW SHAWNEE TRAIL
TUALATIN, OR 97062
503-692-3534

11831

Email: _____

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Tuesday, March 02, 2010 10:50 PM
To: 'Aimee Meuchel'
Cc: Doug Rux; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: RE: Tualatin Road Extension

Thanks Aimee,

I have every expectation that the city council will remove the bridge from the project list until the community has taken the time to work together to arrive at an agreeable solution to the downtown traffic issue and connections over the river elsewhere to access I5 to the north. You mention "We want Tualatin to be a destination. We want a downtown core. We don't want to be a drive-through town like much of Tigard is" Does this mean you support the Urban Renewal concept in general and are mainly opposed to the bridge, or do you other objections to extending the downtown urban renewal plan?

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Aimee Meuchel [mailto:aimee@notamy.com]
Sent: Monday, March 01, 2010 6:34 PM
To: lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com
Subject: Tualatin Road Extension

Hello leaders of Tualatin,

I'm emailing you to express my concern over your decision to go forth with the proposed road extension of Tualatin Road. I feel like this was a poor decision made in haste without proper input from the citizens that you profess to represent. This road expansion does not do what Mr. Truax has stated it will do in the Tualatin circular. From the plans I have seen and people I have discussed this with, this road expansion is in direct opposition to what Tualatin City Council has stated they want for the future of Tualatin. This expansion will make Tualatin a drive-through town rather than a destination place. It will increase the traffic problems we all currently experience on Tualatin-Sherwood Road and other major arterials through Tualatin. While I have read that Mr. Truax believes this is the only solution, it is no solution at all. We are not being forced by Metro to do this thing that will destroy the core of the city. Instead, many of you voted for this without really looking at the effects this will have on the city core that Tualatin is striving to create and maintain.

Please explain to me how this will lessen traffic. How will this improve my life in Tualatin? How will this decision make Tualatin a destination rather than a drive-through city on I-5 for people trying to reach Hwy. 99? If you honestly believe that the creation of this road will improve Tualatin, please let me know why.

Instead of falling in line with Metro on this poorly planned decision, it is up to you to stand strong as other city councils in our region have done, and say NO! Sherwood and Wilsonville have city councils that represent

Doug Rux

From: Sherilyn Lombos
Sent: Wednesday, March 03, 2010 6:55 PM
To: m.bednarek@att.net
Cc: chris@mustardpeople.com; Doug Rux
Subject: RE: Urban Renewal Information
Attachments: tree2c49.jpg

Hello Mr. Bednarek,

Thank you for your request. A couple of clarifying questions...

- Are you asking about real market value or assessed value in questions 1 & 2?
- On numbers 4 & 5, are you asking for the current assessed value of those properties compared to when they were built, or are you asking for the AV on those properties from 1975 to present?

Bridgeport Village is not in an urban renewal district although there was some public subsidy from Washington County on the land. When you ask the value increase on that site, are you asking what the AV was on the quarry versus what the AV is today?

Regarding blight – we have addressed findings of blight in the resolution that goes with the plan...it is part of the Council packet for March 8th...here is the link: http://www.ci.tualatin.or.us/government/docs/epacket20100308.pdf. The urban renewal piece starts on page 214.

Thank you for your time and interest!

Sherilyn Lombos
City Manager | Administration

Please consider the environment before printing this email.

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From: m.bednarek@att.net [mailto:m.bednarek@att.net]
Sent: Monday, March 01, 2010 4:45 PM
To: Sherilyn Lombos
Cc: chris@mustardpeople.com
Subject: Urban Renewal Information

Sherilyn,

1. What is the overall percentage increase in the value of Real Estate in the city of Tualatin since 1975?
2. What is the percentage increase in the Central urban Renewal District been for the same time period?
3. What has the overall percentage increase in Real Estate value been in the State of Oregon for the same period.

4. When you compare this to the Nyberg Crossing project that was funded with private dollars what is the difference in percentages of appreciation?

5. And of course how does the Hagen shopping center stack up?

Also would you refresh my memory was Bridgeport Village built with private money or was that also an Urban Renewal District? And what was the value increase there?

What court rulings are you relying on for the definition of Blight?

I am guessing that you would have these very relevant numbers at hand to compare and contrast the value of your proposed new district.

Thank you for your help in this matter.

Sincerely Yours,

Michael Bednarek
503-887-3459

Doug Rux

From: Jim Zupancic [jim@zupgroup.com]
Sent: Tuesday, March 02, 2010 8:32 PM
To: Doug Rux
Subject: Maximum Indebtedness Under Urban Renewal Plan (March 22 Hearing)
Attachments: image001.jpg

Dear Doug: As a property and prospective business owner in Tualatin, I oppose the proposed increase in the maximum indebtedness under the Urban Renewal Plan.

Redevelopment is important but the timing of this proposal is inopportune. I recommend that the City Council defer this issue and reconsider at a later date.

Best regards,

James D. Zupancic, Esq., CRE
5335 Meadows Road, Suite 161
Lake Oswego, Oregon 97035
Phone: 503-968-8200
Fax: 503-968-8017
Jim@ZupGroup.com
www.ZupGroup.com

ZUPANCIC RATHBONE
LAW GROUP, PC

We are now required by federal law to inform you that any tax advice in this communication is not intended or written to be used, and cannot be used by the recipient for the purpose of avoiding penalties that may be imposed on any taxpayer. The information contained in this email (including any attachments) is intended for the use by the person to whom it is addressed and may contain information that is privileged or otherwise confidential. It is not intended for transmission to, or receipt by, any individual or entity other than the person to whom it is addressed, except as otherwise expressly permitted in this message. If you have received this email in error, please delete it without copying or forwarding it, and notify the sender of the error by reply email. Thank you.

Doug Rux

From: Steve Titus [sntitus@gmail.com]
Sent: Tuesday, March 02, 2010 5:45 PM
To: david.bragdon@oregonmetro.gov; carl.hosticka@oregonmetro.gov; metrocouncil@oregonmetro.gov; Doug Rux
Cc: barryandrobin@comcast.net; dmterhune@verizon.net; mowolfcrew@comcast.net; jill.zursch@verizon.net; Manny.Trujillo@ymail.com; stoptheparkbridge@gmail.com
Subject: City of Tualatin Central Urban District presentation to Metro, Metro Resolution No. 10-4131
Attachments: Highlighted Metro 20Council 20- 20Council 20Meeting 20Records 20- 20Meeting 20Packets 20- 20Council 20Work 20Session.pdf

Good Afternoon,

I read with surprise the online meeting packets for today's work session. Your staff shows that there is no opposition to the City of Tualatin's attempt to extend their Central Urban Renewal District.

I would say that is an error at the least.

The Tualatin Fire & Rescue District is opposed.
See:TVF&R: Thumbs down to Tualatin urban renewal
http://www.tigardtimes.com/news/story.php?story_id=126706816729096500

There was a whole room full of Tualatin citizens opposed last night in the Tualatin Police Department. I'm sure you can read the article in the Tigard-Times this Thursday.

See: http://stoptheparkbridge.wordpress.com/

I could not attend the work session today but I understand that Doug Rux today did not acknowledge the groups in opposition and I'll have to wait for the minutes of the session to read what was presented.

Last night at the Tualatin Police Station we heard a someone from Metro named Andy, try and chararcterize this as an "improvement" for local access. You would know this bridge by the Metro Project IDs, 10731, 11339 and 11340. In his main address he said it was a 2/3 lane bridge for local access. It's not. To be fair, later he did describe it as a 4-5 lane road. We certainly do not need this for the local residents of north Tualatin... or south Tualatin.

I think you and I can agree this is the link you want to connect Tualatin-Sherwood road, 124th, Herman Rd, Tualatin Rd to Lower Boones Ferry.

This project has nothing to do with the residents of the City of Tualatin and everthing to do with the failure of Metro for adequate management of the growth in Sherwood, Newberg and Yamhill County. The day this bridge is open I will have to battle 1/2 of the Tualatin-Sherwood commuter traffic and you will officially call the I-5/99W connector a dead project.

We heard Mayor Lou Ogden tell us this bridge would never happen, and even if it was approved there was no money to build it but we needed to quickly renew the Central Urban Renewal District before it expired.

I do need to educate myself more in Tax Increment Funding and our urban renewal districts but it does seem there is a slight of hand in the works by extending the Tualatin Central Urban Renewal District.

The "grandfather clause":

"The Measure 50 system of raising urban renewal taxes would have resulted in 50-60% less revenue than agencies could collect under Measure 5. Therefore, specific provisions of the measure "grandfathered" plans in place as of the effective date of Measure 47, allowing existing urban renewal plans to use a special urban renewal levy to make up most of the potential losses and complete their projects. Urban renewal plans approved after Measure 47's effective date could still be feasible, but did not provide as much tax increment revenue as earlier plans."

"Measure 50 minimized the impact of Measure 5 on urban renewal funding because it reduced taxes levied by other local governments, and not all urban renewal tax revenue had to fit within the 1% Measure 5 limit. However, it resulted in the loss of revenue to overlapping taxing districts which created a new set of challenges."

See: http://www.pdc.us/pdf/about/oregon_urban_renewal_history.pdf

I wonder if you could shed more light on the negative impacts to TVF&R and Tigard-Tualatin School District if we were to extend the Tualatin Central Urban Renewal District? As our state faces increasingly poor economic conditions, how long can they backfill taxes removed from the system?

It appears a large portion of the new money the City is looking for will be used to build an unwanted, ill placed, multi-lane bridge across the main city park and the Tualatin River. I'm certain the bridge will not be paying any property taxes and this bridge will not increase the property tax of the residents in the area or the businesses in Tualatin.

You'll be removing residences on the west and removing industrial land on the east side of the Tualatin River. I have not seen the road alignments but in true Oregon tradition I'm assuming there's no chance that this will intersect Upper and Lower Boones Ferry Rd at exactly the old Pierce Pacific driveway. I'll have to ask the City Council about the alignment.

This use of Urban Renewal is really far from the original idea of the National Housing Acts to rebuild slums with better housing and a higher tax base. It has morphed into a piggy bank for urban planners and withholds tax receipts from worthy service organizations like the school district and our emergency services.

There is no "blight" in Tualatin. Sure we have a couple of homes that could use paint but in today's economic times we hardly need our own bridge to nowhere.

Thank you,

Stephen Titus
10170 SW Sedlak Ct
Tualatin, OR

what the citizens have asked for. I believe that this is also what each of you were elected to do. We want Tualatin to be a destination. We want a downtown core. We don't want to be a drive-through town like much of Tigard is. This road extension will only increase traffic, pollution, and noise. It will decrease use of one of the city's gems, Community Park. I can't see anyway that it will benefit the citizens of Tualatin. Those citizens vote for you and should be represented. Please reconsider your voite and stand up to Metro. Represent us, not Metro.

Thank you for reading this. I look forward to hearing from each of you.
Aimee Meuchel

CENTERCAL
PROPERTIES, LLC

OREGON
7455 SW BRIDGEPORT ROAD
SUITE 205
TIGARD, OR 97224
PHONE 503.968.8940
FAX 503.968.8047

CALIFORNIA
1960 E GRAND AVENUE
SUITE 400
EL SEGUNDO, CA 90245
PHONE 310.563.6900
FAX 310.563.6905

WWW.CENTERCAL.COM

March 3, 2010

Mr. Doug Rux
Community Development Director
City of Tualatin
18880 SW Martinazzi
Tualatin, Oregon 97062

RE: **Proposed Urban Renewal Extension**

Dear Mr. Rux,

It has been a personal pleasure to have worked with you, Mayor Ogden and the City of Tualatin over the past ten years as we have turned Bridgeport Village and Nyberg Woods into first-class shopping destinations. One thing that has always informed and guided our projects is the excellent future vision of the community espoused by you, the Mayor and Council that made us work even harder to achieve a better result than most though possible.

I am a very strong supporter of the extension of the Urban Renewal District. I am certain that this extension will allow the City to continue in that same forward-looking tradition as you plan for the next generation of development in your community. There is no reason that Tualatin should not be one of the best-planned, best-executed and most livable communities in Oregon, and the Urban Renewal Extension will give you a powerful economic tool to accomplish that continuing vision. With federal, county and state funding being so questionable going forward, urban renewal is one of the few economic tools left available to a community to energize and encourage a higher vision for development than would otherwise be possible.

Please feel free, if you wish, to express my full and complete support for this matter, and I would be happy to meet with any interested parties at your invitation to explain my thoughts further, should that be helpful.

Best regards,

Fred W. Bruning
Chief Executive Officer
CenterCal Properties LLC

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Friday, March 05, 2010 10:14 AM
To: KathyNewc@aol.com
Cc: Doug Rux; Mike McKillip; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: FW: Urban Renewal Comments to TTSD Board

Kathy,

I don't have Kathy Howard's (I hope I remembered her name correctly) email but I assume you do. She seemed quite concerned last night in the parking lot that I was weaseling on removing the bridge from TSP, quoting Mr. Titus saying I didn't know how to do that. Below is the email I sent to Mr. Titus to which I believe she referenced a conversation between him and her. If you would be kind enough to forward this to her, at least she will have a copy of exactly what I wrote. She said she was going to contact me early today to set up a meeting for Monday but I am yet to hear from her. If you do talk to her or email her, please tell her she is always free to call my phone below, however, email often works better for me than phone tag.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Thursday, March 04, 2010 11:19 AM
To: 'Steve Titus'
Cc: 'Sherilyn Lombos'; 'chris@mustardpeople.com'; 'etruax@royalaa.com'; 'jay@h-mc.com'; 'joelle.d.davis@gmail.com'; 'maddux01@verizon.net'; 'smbeikman@verizon.net'
Subject: RE: Urban Renewal Comments to TTSD Board

We are taking the bridge out of the UR plan. It is still in the Transportation System Plan (TSP). The UR plan is a proposal and until final adoption on Mar 22, we can change anything. It does require concurrence of the other taxing entities of any material changes prior to its inception as I understand it. The TSP is a legislatively adopted plan governed I believe by state law, though I am way out my expertise on those details. I will defer to staff for more info on exactly what governs local legislative process, but I don't believe we can just meet Monday night and take it out of the TSP like we can the UR plan. That requires a public process with notice, hearings etc. The review of that plan is, in my opinion, overdue from a public interest stand point and so that endeavor will be forthcoming. I expect that process, as I explained the other night at the forum to involve much public involvement, several community meetings, multiple iterations of modeling different scenarios that the public will contribute to, etc, and probably take a year, I am guessing.

There is a list of proposed projects for the UR extension on the website. Of course one of those is the bridge. We will take that off the list.

I don't have a write up of the tax base and effects in your last question at my fingertips but all that is available and I will ask staff to get back to you on it.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.

Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Steve Titus [mailto:sntitus@gmail.com]
Sent: Thursday, March 04, 2010 9:52 AM
To: lou.ogden@juno.com
Subject: Fwd: Urban Renewal Comments to TTSD Board

Lou,

You can see my comments to Jim below. Am I correct that the bridge is still part of or in discussion in regards to the "overall transportation plan".

I seriously doubt the bridge has been permanently cancelled, my understanding of the presentation to Metro is it's a "go", just needs some funding.

Regarding the Central Urban Renewal District, does the City have a concise writeup on the tax base, the tax effect of the improvements in the past, the lake, Mews, etc. Is there a listing of the future projects to be covered by the extension of the Renewal District?

Thanks,

Steve Titus
10170 SW Sedlak Ct
Tualatin

---------- Forwarded message ----------
From: **Steve Titus** <sntitus@gmail.com>
Date: Thu, Mar 4, 2010 at 9:33 AM
Subject: Re: Urban Renewal Comments to TTSD Board
To: Jim Milne <JimM@columbiastone.com>

Jim,

I read Lou's comments a little more closely. He said the bridge was pulled from the Urban Renewal District plan, not that the bridge had been pulled from consideration. They'll fund it another way.

I'd say this is typical government shenanigans.

Steve Titus
Sedlak Ct (Jurgens/Hazlebrook)

On Thu, Mar 4, 2010 at 9:27 AM, Jim Milne <JimM@columbiastone.com> wrote:
Lou,
Thanks for the update. I attended the public forum on 3/1 regarding the transportation plan and was impressed with your explanation of the issues. I am relieved to hear that the bridge will be removed from the plan. In my opinion, it makes no sense to introduce a 'cut thru' route for commuters and trucks in another part of our community. We need to put the needs of our town before the needs of Yamhill County commuters and freight companies that do not live or work in

Tualatin. I addition to ruining the Community Park and creating a safety issue for pedestrians/cyclists, the Northern Arterial would soon become another mess similar to Tualatin Sherwood Road (TSR).

The other plans under Alternate 7 including the new expressway South of Tualatin and the improvements to TSR seem to be viable options. I hope these projects are funded and started quickly.

I have been a resident of Tualatin for 7 years. I live on 109th Ave and work on Teton so I drive, walk, and bike on Tualatin Rd daily. This morning I drove and had a LONG wait to turn left on Tualatin Rd. I can't imagine how difficult that would be if there was a 'Northern Arterial' connection at Herman.

Thanks again,
Jim Milne

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Thursday, March 04, 2010 12:40 AM
To: pockey2@verizon.net; 'John Killin'; candicekelly16@msn.com; 'Steve Titus'; 'Danette Brophy'; 'Aimee Meuchel'; 'Dorothy Moore'; tntanderson@reachone.com; frank.bubenik@verizon.net; vigileos2@yahoo.com; jon@tualatinlife.com; KathyNewc@aol.com; 'AC'; marissa@houlbergdevelopment.com; 'Pat Carroll'; Jim Milne; 'Gerry & Christine Tunstall'; 'LG'; Patriciaca@aol.com; EJohnson@CommNewspapers.com; sclark@commnewspapers.com; brian@tualatinriverkeepers.org; tualatindw@comcast.net
Subject: Urban Renewal Comments to TTSD Board

Hello to folks who have sent emails regarding the Urban Renewal:

The Tigard Tualatin School Board meeting is Thursday Mar 4 at 6:30pm at the TTSD offices:

TTSD Administration Office

6960 SW Sandburg St

Tigard, OR 97223

Please call me or email if you have any questions and thanks so much for contributing. Also I will be announcing at the meeting that we are removing the bridge from the UR plan (actually the City Council doesn't meet until Mar 8 but I will be asking them to do so at that time and I have every confidence they will) and conducting meetings with Washington County and TVF&R to figure a way to participate in tax sharing of the urban renewal district.

See you there.

Lou

Thanks,

Lou Ogden
Mayor
City of Tualatin

21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699

lou.ogden@juno.com

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Thursday, March 04, 2010 3:07 PM
To: KathyNewc@aol.com
Cc: Doug Rux; Mike McKillip; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: FW: Urban Renewal Comments to TTSD Board

Hi Kathy,

I thought you might find this email helpful.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Thursday, March 04, 2010 2:55 PM
To: 'Danette Brophy'
Subject: RE: Urban Renewal Comments to TTSD Board

Hi Danette,

We are taking the bridge out of the UR plan. It is still in the Transportation System Plan (TSP). The UR plan is a proposal and until final adoption on Mar 22, we can change anything. It does require concurrence of the other taxing entities of any material changes prior to its inception as I understand it. The TSP is a legislatively adopted plan governed I believe by state law, though I am way out my expertise on those details. I will defer to staff for more info on exactly what governs local legislative process, but I don't believe we can just meet Monday night and take it out of the TSP like we can the UR plan. That requires a public process with notice, hearings etc. The review of that plan is, in my opinion, overdue from a public interest stand point and so that endeavor will be forthcoming. I expect that process, as I explained the other night at the forum to involve much public involvement, several community meetings, multiple iterations of modeling different scenarios that the public will contribute to, etc, and probably take a year, I am guessing. The Regional Transportation Plan, as Andy Cotugno told us the other night, includes the fact that there needs to be additional ingress/egress from downtown Tualatin to the north toward I5. It says to look at and explore options and alternatives. That is what we will be doing over the next few years and the public will have to be involved in those alternatives and options. To answer your question directly there will be some sort of projects at some time in the future to serve the downtown from the north and that undoubtedly means additional capacity crossing the river. Where and how is yet for you and the rest of the community to determine. Similarly there will undoubtedly over the next 15 – 25 years be additional road capacity to the west. Our current transportation system plan calls for no more widen or capacity on Tualatin Rd. Future capacity will likely be on Herman Rd, Leveton Rd, 14th Ave, etc. The review of the Transportation System Plan in Tualatin will occur over the next 2 – 4 years I am anticipating and you will be a big part of that.

There is a list of proposed projects for the UR extension on the website. Of course one of those is the bridge. We will take that off the list.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals

21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Danette Brophy [mailto:danette.brophy@comcast.net]
Sent: Thursday, March 04, 2010 7:38 AM
To: lou.ogden@juno.com
Subject: RE: Urban Renewal Comments to TTSD Board

Mayor Ogden,

Thank you for the update and for listening to the community. While I thought the bridge over the park was a poor idea, a lot of my concerns have to do with the whole idea of the northern arterial and how traffic will flow once it is west of the river. If the bridge is to be removed from the plans, is it being replaced by anything or is this northern arterial part of Alternative 7 being placed on hold for the time being?

Thank you,
Danette Brophy
North Tualatin resident (for almost 4 months now)

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Thursday, March 04, 2010 12:40 AM
To: pockey2@verizon.net; 'John Killin'; candicekelly16@msn.com; 'Steve Titus'; 'Danette Brophy'; 'Aimee Meuchel'; 'Dorothy Moore'; tntanderson@reachone.com; frank.bubenik@verizon.net; vigileos2@yahoo.com; jon@tualatinlife.com; KathyNewc@aol.com; 'AC'; marissa@houlbergdevelopment.com; 'Pat Carroll'; 'Jim Milne'; 'Gerry & Christine Tunstall'; 'LG'; Patriciaca@aol.com; EJohnson@CommNewspapers.com; sclark@commnewspapers.com; brian@tualatinriverkeepers.org; tualatindw@comcast.net
Subject: Urban Renewal Comments to TTSD Board

Hello to folks who have sent emails regarding the Urban Renewal:

The Tigard Tualatin School Board meeting is Thursday Mar 4 at 6:30pm at the TTSD offices:

TTSD Administration Office
6960 SW Sandburg St
Tigard, OR 97223

Please call me or email if you have any questions and thanks so much for contributing. Also I will be announcing at the meeting that we are removing the bridge from the UR plan (actually the City Council doesn't meet until Mar 8 but I will be asking them to do so at that time and I have every confidence they will) and conducting meetings with Washington County and TVF&R to figure a way to participate in tax sharing of the urban renewal district.

See you there.

Lou

Thanks,

Lou Ogden
Mayor
City of Tualatin
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

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From: RichardHager7@aol.com <RichardHager7@aol.com>
To: Sherilyn Lombos
Sent: Thu Mar 04 12:28:50 2010
Subject: Proposed Central Urban Renewal District extension, and increased Indebtedness

March 4, 2010

To: Memorandum to Ms Sherilyn Lombos, City Manager

From: Richard Hager, Tualatin resident since 1976

Re: TTSD Board meeting March 4, 2010 (tonight)

Subject: as indicated above

Sherilyn; I think everyone gets their two cents worth, so here's mine. I have lived here over 33 years, and served on the City Council for several years. As you well know, I have been a very active volunteer and involved citizen in this community for 25 of those years, in many different capacities. My educational background and career experience are in Architecture, Engineering, and Construction management. I have served in many very senior capacities, and managed many large construction projects in the western US.

NOTE 1: I was directly involved in the Portland South Auditorium Urban Renewal District for nearly 10 years from 1976 to 1985. I was the VP of a large company that did a number of large projects inside the District, and I worked very closely with the PDC (Portland Development Commission). That Renewal District was very important in the development of south Portland, and I believe it did exactly what it was intended to do. To be honest, I do NOT believe that Tualatin's Central District has produced the quality of development that it could have, since first being adopted in January 1975.

Just FYI; Mayor Ogden contacted me, and we discussed Urban Renewal. We did agree on many things. However, from the many other conversations I have had with Tualatin residents, our view is held by a small minority. The concepts of Urban renewal Districts (and Tax Increment Financing) are difficult for many to understand. I feel many citizens cannot appreciate the long term planning advantages of urban renewal districts. But, they do understand that the District (IF extended) would result in 120 MILLION dollars of additional DEBT (over the next 25 years). I can't be sure, but my feeling is that if the district extension (and increased debt limit) were put to a vote that they would go DOWN by a huge margin. I would vote in favor, but only if two significant changes in the Plan are made, before Amendment 24 is approved. My two proposed changes are briefly addressed below, as NOTE 5.

Sherilyn, I believe that the City needs to try to "educate" the public (between now and March 22nd) as to WHY the Central Urban Renewal District extension benefits THEM ! Some of us understand why Urban Renewal can benefit the CITY, buy why does it benefit the CITIZENS ? And, WHY does it matter to them?

Sherilyn; As you well know, the Central District dates back to early 1975. During that time there have been a number of revisions, updates, and (up to this time) 23 Plan Amendments have been approved. The most recent was the train horn noise mitigation, adopted October 12, 2009.

NOTE 2: Draft 4 of the Plan (on page 7) indicates that Amendment 24 WAS ADOPTED March 22, 2010. But, that March 22, 2010 Development Commission meeting hasn't even happened yet. When adopted, that Amendment would add a number of projects to the Plan, update financial projections, and I believe MOST IMPORTANTLY would also INCREASE the maximum indebtedness by 120 MILLION !

NOTE 3: I realize how important tonight TTSD Board meeting is, especially if the results is a "NO" vote.

NOTE 4: I am NOT providing copies of this Memo to the Council, or anyone else. I leave that up to you.

NOTE 5: I recommend the following changes be made, before Amendment 24 is voted on March 22, 2010.

1. I recommend that ALL items that are directly related to the "Northern Arterial Extension" be DELETED from the draft plan. That would include the Tualatin Road widening to 5 lanes, and all other infrastructure changes. Also, the Tualatin Road extension and THE NEW BRIDGE over the Tualatin River (at the north end of Community Park) MUST be removed !

2. I also recommend that the 120 MILLION dollar increase in maximum indebtedness be REDUCED by the total amount of all items included in #1 above. I believe that would be a figure larger than $30 million dollars.

As of this time, I have not decided if I will attend the TTSD meeting tonight.

My Best Regards, Richard Hager

Doug Rux

From: Jesse Tessier [Jesse.Tessier@cox.net]
Sent: Sunday, March 07, 2010 12:10 PM
To: Doug Rux
Subject: Regarding Hearing to Change Debt Ceiling

I have been a Tualatin homeowner since 1979 and am currently living out of state. I've received notice of the proposal to increase maximum indebtedness and want to provide my input. The notification provided no email address or mailing address thorough which to provide comment. I hope this is not evidence of the value the city places on feedback from the people who actually pay the bills there.

I wish to provide the following feedback to the public meeting on this subject. As the unfortunate owner of the only email address included in the notice, I request your assistance either to redirect this email to the appropriate site or provide me feedback as to how to do so myself. The following paragraph includes the feedback I wish to give.

I oppose this proposal for the following reasons. First, I will support no proposal that might increase property taxes there until such time as the residents there are paying not less than 5% sales tax, a reasonable proportion of which is directed to city use. Oregon has got to stop this "Robin Hood" tax mentality and have all citizens share reasonably in the cost of local services. Second, I think proposing a specific dollar increase to the debt ceiling is deceptive. It's like asking a child if they want a cookie without telling them how much it will cost. The city should allocate a reasonable maximum percentage of the city budget to debt service on -long term public works projects and then live within its means. If the city thinks it should spend more on public works, then let the city justify and gain approval for what they are really asking for, higher tax rates.

Thanks and Regards,
Jesse Tessier

Phone:
602-717-7454

Mailing Address:
708 W Sterling Pl
Chandler AZ 85225
Jesse.Tessier@.cox.net

Tualatin Property Address:
8751 SW Pamlico Ct
Tualatin OR 97062

Doug Rux

From: Lou Ogden [lou.ogden@juno.com]
Sent: Monday, March 08, 2010 1:27 AM
To: 'E Smargiassi'
Cc: Doug Rux; chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: RE: Are my City of Tualatin Taxes going sky high?

Mr. and Mrs Smargiassi,

I would love to have an opportunity to meet with you and explain the details of this. Urban Renewal is somewhat more lengthy than I can type in an email, but I am happy to discuss it with you. The notice is required language by the State of Oregon and does sound a bit ominous.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: E Smargiassi [mailto:enmsma@yahoo.com]
Sent: Thursday, March 04, 2010 7:46 PM
To: lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ci.tualatin.or.us
Subject: Are my City of Tualatin Taxes going sky high?

Counilors,

I am alarmed by the notice in my mail.

Why do we need to increase the indebtedness from $27million to $147million?

Sounds like massive spending that will lead to massive taxation.

Did the voters not send a message in the November 2008 Parks initiative? The City of Tualatin is fine and does not need massive government spending. There are tons of public ammenities in Tualatin. Stop plannning to tax us more.

Will my property value go down because of tax hikes?

What is this all about?

Have we Americans not learned anything about being too much in debt?

Please explain this initiative.

Why do we have to go into debt. Why can we not pay as we go?

Eugene and Michelle Smargiassi
10849 SW Brown St
Tualatin OR 97062

503-691-8960

Doug Rux

From: Sherilyn Lombos
Sent: Monday, March 08, 2010 8:42 AM
To: Doug Rux; Mike McKillip
Subject: FW: Northern Arterial proposals
Attachments: tree6784.jpg

Sherilyn Lombos
City Manager | Administration

Please consider the environment before printing this email.

DISCLAIMER: This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Monday, March 08, 2010 1:15 AM
To: 'Dan & Carolyn Harris'
Cc: chris@mustardpeople.com; etruax@royalaa.com; jay@h-mc.com; joelle.d.davis@gmail.com; maddux01@verizon.net; Sherilyn Lombos; smbeikman@verizon.net
Subject: RE: Northern Arterial proposals

Ms. Harris,

Your concerns are shared by all of us, and Tualatin Rd is not to be a truck route. I would enjoy meeting with you and going over the details of your various concerns. For now, let me tell you that the council will be discussing, and I predict will be successful in removing the bridge from the plan this coming Monday night. However, that does not solve the traffic problems and I hope you and all those truly interested in addressing solutions for these problems will participate in city wide meetings in the coming months and even years, to discuss and mutually agree on alternatives to pursue.

Thanks,

Lou Ogden
Resource Strategies Planning Group
Group Benefits & Life, Health, Disability, & Long Term Care Insurance for Businesses and Individuals
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

From: Dan & Carolyn Harris [mailto:dcharris2@verizon.net]
Sent: Saturday, March 06, 2010 12:27 AM
To: Mayor Lou Ogden
Subject: Northern Arterial proposals

Dear Mayor Ogden,

I am very interested in what the city decides to do with the proposal of the bridge over the river and using Tualatin Rd as a link to Herman Rd. My adult children live on Kalispell St and I go to their house 3 times a week to provide daycare. I am very familiar with

the traffic in this area and am dismayed to think that more traffic would be pushed to use Tualatin Rd (even for a short distance). I would like to give you an example of the traffic I saw this morning at 7:15 am. (Fri., March 5)

As I took the corner by the police station, I noticed the traffic at almost a standstill with 3 semis taking the next corner. Two of the trucks (these were not small trucks, but industrial semis) took Herman Rd and one continued on around the corner of Tualatin Rd. This truck had trouble making the corner and actually had to drive up on to the curb to make the turn, slowing traffic even more. It continued on, to the road serving Helser Industries (I believe that is the name of the company.) I realize industrial traffic is not supposed to use Tualatin Rd, but it is doing so now, to the detriment of traffic flow, and will probably increase if the Northern Arterial is put through.

At 5:00 pm when I leave to return home, I sit waiting for a traffic break or for a kind person to stop so I can make my left turn onto Tualatin Rd. The wait, at this time is never long but with more traffic on the road the time will increase and so will the potential for an accident. Today a car honked because they thought a motorcyclist was being too cautious about entering via the left-turn lane.

Put in some traffic circles or lights to slow the traffic and keep the trucks off the road. You need to do this before any traffic is shunted onto these streets and certainly Herman Rd needs to be pushed through to Hwy 99 before anything else is even started. I agree the congestion on Tualatin/Sherwood Rd is bad and something needs to be done, but ruining our neighborhoods is not the answer.

Thank you for trying to make the best decisions for our city,

Carolyn Harris
8533 SW Santiam Dr.
Tualatin, OR 97062
dcharris2@verizon.net

Doug Rux

From: Sherilyn Lombos
Sent: Monday, March 08, 2010 8:45 AM
To: Doug Rux; Mike McKillip; lou.ogden@juno.com
Subject: FW: Bridge
Attachments: tree293c.jpg

Lou,
I'm including you on this forward because it looks like your email address is messed up on the original send.

Sherilyn Lombos
City Manager | Administration

Please consider the environment before printing this email.

DISCLAIMER: This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: James Sullivan [mailto:poitco@gmail.com]
Sent: Sunday, March 07, 2010 11:13 PM
To: louogden@juno.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; Jay@H-Mc.com; Sherilyn Lombos
Subject: Bridge

The Tualatin Road extension (BRIDGE) is ill
> conceived, unnecessary and a total waste of money. The plans
> for the original I5 to 99 bypass that was on the books 20
> years ago did not occur due to miss-management, bribes and
> payoffs. We do not need a repeat. A "new" bypass should
> be put in the south Tualatin/Wilsonville area by the prison.
> We do not need an extension into a residential area, on to
> roads that cannot handle additional vehicles. What we need
> is REAL PLANNING and this is absolutely the poorest possible
> plan. Should this fiasco take place, I will be leaving
> Tualatin for good. Lets start using intelligents in
> planning. Spending 45.2 million on this is asinine. Please
> stop making stupid decisions.
>
> James Sullivan
> Susan Sullivan
> 9774 SW Tualatin Rd
> Tualatin, OR 97062-9458
> 971-226-1123

RESOLUTION NO. 584-10

A RESOLUTION SUPPORTING AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE TUALATIN CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS BLIGHT; AND AMENDING TDC 30.010 AND TDC MAP 9-3 (PTA-09-10)

WHEREAS, Tualatin City Council approved the Urban Renewal Plan for the Tualatin Central Urban Renewal Project on January 27, 1975, and such Urban Renewal Plan has been subsequently amended to address continuing blighted and deteriorated conditions in the area covered by the Plan (as amended, the "Plan") ; and

WHEREAS, the Tualatin Development Commission ("Development Commission"), is the City's urban renewal agency and exercises the powers of an urban renewal agency in accordance with ORS Chapter 457; and

WHEREAS, pursuant to the requirements of ORS 457.085(1) and (2), and Section I. of the Plan, the Development Commission must consider whether to cause the preparation of a substantial amendment to the Plan (the "Substantial Amendment") to increase the amount of maximum indebtedness to be issued or incurred under the Plan, and to add projects to address continuing blighted conditions in the area covered by the Plan ("Area"); and

WHEREAS, if the Development Commission decides to propose the substantial amendment, it must then cause the preparation of a report to accompany an Amended Plan The Plan, as amended by the Substantial Amendment ("Amended Plan") is attached to this Resolution as Exhibit A, and incorporated herein by this reference; and

WHEREAS, the Development Commission has caused the preparation of a report accompanying the Amended Plan as required by ORS 457.085(3) ("Report"), which Report is dated March 2010 and is attached to this Resolution as Exhibit B and incorporated into this Resolution by this reference; and

WHEREAS upon the application by the Tualatin Community Development Department, Economic Development Division, a public hearing was held before the Development Commission on March 8, 2010 relating to the Amended Plan; and

WHEREAS, the Amended Plan and the Report, and the Community Development Department Staff Report, dated February 11, 2010, ("City Staff Report") (attached and incorporated by reference into this Resolution as Exhibit C), were forwarded to the Tualatin Planning Advisory Committee ("TPAC") on February 11, 2010 for its recommendation; and

WHEREAS, TPAC considered the Amended Plan, Report and City Staff Report and recommended to the City Council that the Amended Plan be approved by the City Council with the removal of project item #7 (Tualatin Road Extension project) based on its belief that further public notice should be given by sending post cards to the neighborhood prior to the two upcoming considerations: at the Tualatin Tomorrow Forum and the City Council; and on its further belief that there is the need for more precise definitive traffic studies to confirm the impact of this project; and

WHEREAS, the Amended Plan and the Report, and the Community Development Department Staff Report, dated February 16, 2010, ("Development Commission Staff Report") (attached and incorporated by reference into this Resolution as Exhibit D), were forwarded to the Urban Renewal Advisory Committee ("URAC") on February 16, 2010 for its recommendation; and

WHEREAS, URAC considered the Amended Plan, Report and Development Commission Staff Report and recommended to the Development Commission that the Amended Plan be approved with the provision that Project #7 (Tualatin Road Extension project) be deleted and funding scaled down accordingly; and

WHEREAS, the Development Commission has met with the Board of Commissioners of Washington County to review the maximum indebtedness to be incurred pursuant to the Amended Plan; and

WHEREAS, the Amended Plan and the Report were forwarded on January 26, 28 and 29 , 2010 to the governing body of each taxing district affected by the Amended Plan, and the Development Commission consulted and conferred with each taxing district; and

WHEREAS, on February 16, 2010 the Development Commission caused notice of the Development Commission hearing on the Amended Plan be mailed to owners of real property within the Central Urban Renewal District which is evidenced by the Affidavit of Mailing marked "Exhibit E"; and

WHEREAS notice of a public hearing was also given as required by posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting marked "Exhibit F"; and

WHEREAS the Development Commission conducted a public hearing on March 8, 2010, and heard and considered the testimony and evidence presented by the Commission Staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Development Commission vote resulted in recommending approval of the Amended Plan, excluding the bridge portion of the Tualatin Road Extension project by a vote of

6-0 in favor with Commissioner Maddux absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Development Commission and especially the Commission Report, the Development Commission adopts as Findings of Fact the findings and analysis in the Commission Staff Report, which are incorporated by this reference: and

WHEREAS the Tualatin Development Commission finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the Amended Plan at this time; and the Amended Plan conforms with the Tualatin Community Plan; and therefore, recommends that the City Council amend the Tualatin Development Code.

BE IT RESOLVED BY THE TUALATIN DEVELOPMENT COMMISSION, THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN, that:

Section 1. In addition to the Findings adopted by reference to the Development Commission Staff Report, the Development Commission hereby determines and finds that the Amended Plan complies with all requirements of ORS Chapter 457 and the specific criteria of ORS 457.095(1) through (7), in that, based on the information provided in the Report, information provided in the Development Commission Staff Report, and the public testimony before the Development Commission:

a. The area designated in the Amended Plan as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Amended Plan because of:

1) The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions. *ORS 457.010(1)(a).* As used here, a building or structure is "unsafe or unfit to occupy" if a building or structure is characterized by conditions contrary to, or deficient under, current law relating to public health and safety, or if a building or structure needs rehabilitation, reconfiguration or improved maintenance or is dilapidated beyond an ability to be economically rehabilitated.

   Obsolescence, deterioration, dilapidation, mixed character or shifting of uses *(ORS 457.010(1)(a)(E))*, as is supported by the information in the Report at:
   – *Building Conditions*;

2) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimension for property

usefulness and development. *(ORS 457.010(c))* as is supported by the information in the Report at:

Section 1(a) - Physical Conditions – Land Use;

3) The existence of inadequate streets and other rights of way, open *Section 1(b) - Physical Conditions* spaces and utilities *(ORS 457.010(e))*, as supported by the information in the Report at:

Section 1(g) - Physical Conditions – Transportation;
Section 1(h) - Physical Conditions – Infrastructure;
Section 1(i) - Physical Conditions – Parks;

4) The existence of property or lots or other areas that are subject to inundation by water *(ORS 457.010(f))*, as supported by the information in the Report at:

Section 1(f) - Physical Conditions – Flooding;

5) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare *(ORS 457.010(h))*, as supported by the information in the Report at:

Section 1(a) - Physical Conditions – Land Use;
Section 1(e) - Physical Conditions – Geologic Conditions; and Section 3 - Economic Conditions.

b. The rehabilitation and redevelopment described in the Amended Plan to be undertaken by the Development Commission is necessary to protect the public health, safety and welfare of Tualatin because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support public services and will fail to develop and/or redevelop according the goals and policies of the Tualatin Community Plan;

c. The Amended Plan conforms to the Tualatin Community Plan, the Comprehensive Plan of Tualatin, as a whole, and provides an outline for accomplishing the projects described in the Amended Plan as more fully described in Section D of the Plan;

d. There is no residential displacement occurring as a result of the acquisition and disposition of land and redevelopment activities proposed in the Amended Plan;

e. Acquisition of real property is provided for in the Amended Plan, and it is necessary as explained in Sections D.2 and E of the Amended Plan;

f. Adoption and carrying out of the Amended Plan is economically sound and feasible as explained in Section E, G and H of the Report; and

g. The City shall assume and complete any activities prescribed it by the Amended Plan.

Section 2. The Development Commission approves and recommends that the City Council adopt the Urban Renewal Plan for the Tualatin Central Urban Renewal Project, 1975, as amended through the Substantial Amendment, as part of the Tualatin Community Plan, except that the bridge portion of the Tualatin Road Extension project shall be deleted from the Plan.

INTRODUCED AND ADOPTED THIS 8th day of March, 2010.

TUALATIN DEVELOPMENT COMMISSION,
The Urban Renewal Agency of the City of Tualatin

BY _____
Chairman

ATTEST:

BY _____
Administrator

DRAFT

CENTRAL URBAN RENEWAL PLAN

March 2010

Exhibit A

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URBAN RENEWAL PLAN

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CENTRAL URBAN RENEWAL PLAN

ADOPTION

Resolution Number	Date	Purpose
30-75	Jan. 27, 1975	Adoption of the Central Urban Renewal District Plan by the Tualatin City Council

AMENDMENTS

Amendment Number	Date	Amendment Type	Purpose
1 (Res.106-76)	Feb. 23, 1976	Substantial	Designated a site for a "Civic Center" on the east side of Martinazzi Avenue.
2 (Res. 281-77)	Oct. 10, 1977	Minor	Adopted the results of a major planning effort conducted with the Urban Renewal Advisory Committee including a completely rewritten plan and technical appendix.
3 (TDC Res. 23-78 City Res. 333-78)	Feb. 27, 1978	Minor	Added provisions which allowed limited land acquisition, relocation, land disposition and redevelopment.
4 (TDC Res. 38-79 City Res. 528-79)	April 23, 1979	Minor	Incorporated minor revisions to the Plan's parking and circulation plan for acquisition of land for future parking lots north of Boones Ferry Road and for revision of the location of a lot North of Seneca Street.
5 (Ord. No. 491-79)	Oct. 22, 1979 Repealed by 590-83	Minor	Adopted the Tualatin Community Plan which resulted in changes to names of Planning Districts and other amendments.
6 (TDC Res. 74-83)	December 12, 1983	Minor	Amended to reflect the major conclusions of the "Review and Update," primarily that the Commission should pursue the Village Square Redevelopment Project. The amendment did not address the Village Square Project in sufficient detail to authorize the necessary actions.
7 (Ord. No. 651-84)	Dec. 10, 1984	Substantial	Amended "substantially" in order to pursue implementation of the Village Square Redevelopment Project and to expand the Tualatin Central Urban Renewal Area Boundary.
8 (TDC Res. 117-86)	Aug. 11, 1986	Minor	Amended to pursue acquisition of Tax Lot 2S1-24BC-04800, owned by the Tualatin Rural Fire Protection District.

Amendment Number	Date	Amendment Type	Purpose
9 TDC Res. 121-86)	**Nov. 24, 1986**	**Minor**	**Amended to authorize intersection improvements on Martinazzi Avenue.**
10 (TDC Res. 131-87)	April 27, 1987	Minor	Established design standards and guidelines for the Central Design District and established master-planning requirements for development on Block 13.
11 (Ord. No. 730-87)	Sept. 14, 1987	Substantial	Amended "substantially" in order to pursue implementation of the Block 13 Redevelopment Project.
12 (TDC Res. 145-88)	Jan. 11, 1988	Minor	Amended to prohibit take-out restaurants in Blocks 28 and 29.
13 (TDC Res. 152-88)	Aug. 8, 1988	Minor	Amended to amend the planned location of a part of the Loop Road Project.
14 (TDC Res. 174-90)	May 29, 1990	Minor	Reauthorized acquisition of Tax Lot 2S1-24BC-04800.
15 (TDC Res.183-91)	Sept. 9, 1991	Minor	Amended plan to conform with new statutory language and add an estimated final date for sale of bonds.
16 (Ord. No. 881-92)	November 9, 1992	Substantial	"Substantial" amendment to expand land uses in the Tualatin Commons Redevelopment Project to include a major water feature, City Hall facilities, a community center, and a retail postal facility. "Village Square and Block 13 Redevelopment Projects" were combined and renamed "Tualatin Commons Redevelopment Project", to reflect the name change by the Commission in January, 1990. Additionally, the plan was updated to reflect previous changes in the Tualatin Community Plan.
17 (TDC Res. 206-93)	June 28, 1993	Minor	Amended Plan to reduce minimum lot sizes in Block 13 from 25,000 square feet to 10,000 square feet.
18 (Ord. No. 996-98)	March 23, 1998	Substantial	Amended Plan to establish a maximum level of indebtedness limit of $27,705,384.
19 (TDC Res. 317-98)	October 26, 1998	Minor	Amended Plan to allow acquisition of a 4.42 acre property located at Tualatin Road and Sweek Drive for construction of a police facility as well as to update historical information.
20 (TDC Res. 389-01)	December 10, 2001	Minor	Amended Plan modifying the Future Amendment Process.

Amendment Number	Date	Amendment Type	Purpose
21 (TDC Res. 398-02) (Ord. No. 1108-02)	March 11, 2002 April 22, 2002	Minor Council Approved	Amended Plan and Report to establish the Central Design District Enhancement Project, bring the Plan into compliance with elements of the Community Plan, updated the Plan based on the Transportation System Plan, expanded the Urban Renewal Area boundary.
22 (Ord. 1213-06) (TDC. Res. 526-06)	July 10, 2006 June 26, 2006	Council Approved	Amended Plan and Report to amend Section 11.730 and Section 30.010 of the Tualatin Development Code and update Transportation chapter of the CURP as they relate to the expansion of the Tualatin Public Library.
23 TDC (Res. 578-09) (Ord. 1290-09)	September 28, 2009 October 12, 2009	Council Approved	Amend Plan and Report to amend Section 30.010 as it relates to transit and train horn noise mitigation.
24 TDC (Res. _____) (Ord. _____)	March ___, 2010 March ____, 2010	Substantial	Substantial amendment to increase maximum indebtedness adding an additional $120 million to the maximum amount of indebtedness, amended the Plan and Report adding projects to be completed, existing conditions and updating financial projections.

SECTION I: URBAN RENEWAL PLAN

A. INTRODUCTION

This Urban Renewal Plan and Report governs the activities of the Tualatin Development Commission (the Urban Renewal Agency of the City of Tualatin) within Tualatin's Central Urban Renewal Area. The Plan and Report reflect amendments to the initial Urban Renewal Plan originally adopted on January 27, 1975.

The Plan (Section I):

- Describes the history of urban renewal activities in the Area;
- States the Commission's overall goals and objectives;
- Outlines the activities anticipated within the Area;
- Describes in detail the real property acquisition and disposition authorized within the Area, and states how the relocation of existing occupants is to be treated;
- Describes how land use is regulated within the Area; and
- States how changes to the Plan are to be accomplished.

The Report (Section II) provides background information on economic, social, and environmental conditions in the Urban Renewal Area and includes the financial plan for accomplishing the Plan's activities.

The Plan and Report together contain the information required by Oregon Revised Statutes (ORS) 457.085(2) and (3).

1. DEFINITIONS

The following definitions will govern this Plan unless the context otherwise requires:

"Blight" or "Blighted Areas" means conditions or areas as defined in ORS 457.010.

"Block 13 Redevelopment Project" means the parcels of the Tualatin Commons Redevelopment Project that were included as a part of the project by Amendment No. 9 to this plan. Amendment No. 14 combined this project and the Village Square Redevelopment Project and renamed them the "Tualatin Commons Redevelopment Project."

"Central Design District Enhancement Project" means the area within the Central Design District identified for public improvements such as, but not limited to, streetscape enhancements such as sidewalks, pedestrian lighting, street trees, pedestrian furniture, banner poles; roadway improvements; intersection improvements; sewer, water and storm drainage improvements; public art and landscape enhancements.

"Central Sub-area" means the area boarded by SW Nyberg Street, SW Martinazzi Avenue, SW Boones Ferry Road, SW Tualatin Road and the Tualatin River shown on Map 2 of the Report.

"City Hall" or "City Hall Facilities" means development activities related to the feasibility, siting, design, and construction of City of Tualatin government facilities, including, but not limited to, Council Chambers, staff offices, police offices, and on-site parking facilities.

"Commission" or "Tualatin Development Commission" means the City of Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin.

"Community Center" means development activities related to the feasibility, siting, design, and construction of facilities designed to support social aspects of residents and businesses of Tualatin.

"Development Code" means the City of Tualatin Development Code, containing the Tualatin Community Plan, the Central Urban Renewal Plan and Report, and Planning District Standards.

"East Sub-area" means the area boarded by I-5, SW Nyberg Street, SW Martinazzi Avenue and the Tualatin River, as shown on Map 2 of the Report. The area is also known as the Eastside Downtown area.

"North Sub-area" means the area bordered by SW Boones Ferry Road, Tualatin River and the City of Durham City limits, as shown on Map 2 of the Report.

"ORS" means Oregon Revised Statutes.

"Plan" or "Urban Renewal Plan" means the Urban Renewal Plan for the Tualatin Central Urban Renewal Area as approved and modified by the Tualatin Development Commission and adopted by the Tualatin City Council pursuant to ORS 457.085 and 457.095, as amended through Amendment 24.

"Public Facilities" means all on-site and off-site improvements and related accessories to be accepted for ownership, maintenance and operation by a public agency, including, but not limited to, sanitary sewers and pump stations, water lines including related reservoirs, pump stations, pressure reading stations and hydrants, storm drain systems, greenways, bike paths, and streets including alleys, street lights, street name signs, traffic control systems and devices.

"Project" or "Project Activity" means any work or undertaking carried out under ORS 457.170 in an Urban Renewal Area.

"Report" means the Urban Renewal Report accompanying the Plan pursuant to ORS 457.085.

"Retail Postal Facility" or "Postal Facility" means development to house a postal facility that is primarily designed to support the community's over-the-counter postal needs. This facility is not a major mail sorting/processing facility.

"South Sub-area" means the area bordered by SW Nyberg Street, I-5, south boundary of the Area, SW Boones Ferry Road and the Portland & Western Rail Road tracks, as shown on Map 2 of the Report.

"Tualatin Commons Redevelopment Project" means all Project activities related to the project called for in Goal 1, Objective (a.) including land acquisition and disposition and development of public improvements.

"Tualatin Commons Redevelopment Project Area" means the area in which land will be acquired and disposed of for redevelopment and public improvements for the Tualatin Commons Redevelopment Project.

"Tualatin Town Center" means the design type applied by Metro as represented on Map 9-4 of the Development Code.

"Transportation System Plan" means the Transportation System Plan adopted by the City Council by Resolution No. 3878-01, July 9, 2001.

"Urban Renewal Area" or "Area" means the blighted area established as the Tualatin Central Urban Renewal Area.

"Village Square Redevelopment Project" means the part of the Tualatin Commons Redevelopment Project that was originally implemented by Amendment No. 5. The Tualatin Commons Redevelopment Project consists of the Block 13 and Village Square Redevelopment Projects.

"Village Square Redevelopment Project Area" means the area in which land was acquired for the Tualatin Commons Redevelopment Project before the Hervin Pet Food facility was acquired and included in the redevelopment project.

"Water Feature", "Major Water Feature" or "Lake" means a body of water, fountains and other water-related items to be planned, designed and constructed by the Tualatin Development Commission in conjunction with the Tualatin Commons Redevelopment Project.

"West Sub-area" means the area bordered by SW Tualatin Road, SW Chinook Street, SW Tualatin Road, Portland & Western Rail Road tracks and the west boundary of the Area as shown on Map 2 of the Report.

[Section A1 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

2. HISTORY OF ADOPTION AND AMENDMENT

The Urban Renewal Plan (the "Plan") for the Tualatin Central Urban Renewal Project was adopted by the Tualatin City Council on January 27, 1975. The Plan established an Urban Renewal Area which the City Council found to be blighted and deteriorated because of conditions including:

- Deleterious land uses,
- The lack of flood protection,
- The lack of adequate drainage facilities and public rights of way,
- The traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom, and
- The inaccessibility and inadequacy of public facilities and services.

(A map and legal description of the 1975 Urban Renewal Area are included in Appendix A of the Report.)

With the adoption of the Plan, the Tualatin Development Commission (the "Commission") was established as the Urban Renewal Agency of the City. The Plan indicated that further revisions were anticipated.

In January, 1976, the Plan was amended (Amendment No. 1) to designate a site for a "Civic Center" on the east side of Martinazzi Avenue (80th Avenue).

In July 1976, the Commission retained the consulting team of Broome, Oringdulph, O'Toole and Rudolph; CH2M Hill; Larry Smith and Company, LTD; and McArthur/Gardner Partnership to refine the January 1975 Plan. The Urban Renewal Advisory Committee (URAC) was established at this time to assist in the development of Plan revisions.

The work of the consultant team resulted in a proposed plan amendment which:

(1) Further documented several of the conditions which contributed to blight and deterioration within the Urban Renewal Area,

(2) Established additional objectives of the Plan,

(3) Outlined alternative actions to be taken in the areas of flood control and transportation, and

(4) Contained a list of anticipated projects.

The proposed Plan amendment also contained detailed land use recommendations and requirements for sub-areas of the Urban Renewal Area, designated as "blocks," and more general "design guidelines" to be applied by the City's Architectural Review Board in evaluating development proposals. A technical appendix included background analyses and minutes of Urban Renewal Advisory Committee meetings.

In October 1977, the Plan was amended (Amendment No. 2) to adopt and incorporate the amendments and technical appendix; the new Plan was titled "Urban Renewal Plan, dated October 10, 1977."

In February 1978, Amendment No. 3 added provisions which allowed limited land

acquisition, relocation, land disposition and redevelopment. These provisions were added to allow implementation of parking and street improvement projects listed in the Plan's work program.

In April 1979, Amendment No. 4 was adopted which incorporated minor revisions to the Plan's parking and circulation plan. These called for acquisition of land for future parking lots north of SW Boones Ferry Road and for revision of the location of a lot north of SW Seneca Street.

In October 1979, the City Council adopted a significantly new Community Plan which, among other things, replaced the then-existing system of zoning with a system of "Planning Districts." This necessitated revision of the land use section of the Urban Renewal Plan (Amendment No. 5) to reflect the changes in designations. The changes were almost exclusively related to the names of the districts; actual land use policies were essentially the same.

In 1982, the Commission undertook an extensive review and update of the Plan. In July, the Commission retained Mitchell and Nelson Associates, Inc. to lead a consultant team to review the Plan. This consisted of re-evaluating the Plan's assumptions and conclusions regarding land use, urban design, parking, circulation, economics and market conditions. The consultant team included Associated Transportation Engineering and Planning (ATEP), Pacific Economica, Inc. and Mel Kroker Architects.

The review process was directed by URAC. Citizens were provided opportunities for involvement at over 20 URAC meetings and work sessions.

A final report entitled "Review and Update of the Urban Renewal Plan" was completed in March 1983. After further revisions and corrections and a joint work session of URAC and the Commission, the report was adopted on September 12, 1983.

The report essentially confirmed the continued validity of the Plan's assumptions and conclusions but went on to recommend that the Commission play a more aggressive role in redevelopment of the central area. Recommended actions included acquisition of land for reconveyance to a private developer for development into retail uses and development of a public square and pedestrian ways. This redevelopment project, titled the "Village Square," would include parking facilities.

In December 1983, the Plan was amended (Amendment No. 6) to reflect the major conclusions of the "Review and Update," primarily that the Commission should pursue the Village Square Redevelopment Project. The transportation and flood control sections were revised to reflect projects that were completed and to acknowledge that transportation improvements are governed by the transportation element of the Community Plan. The amendment, however, did not address the Village Square Project in sufficient detail to authorize the necessary actions.

In December 1984 the Plan was "substantially" amended (Amendment No. 7) in order to pursue implementation of the Village Square Redevelopment Project and to expand the Tualatin Central Urban Renewal Area Boundary.

In August 1986 the Plan was amended (Amendment No. 8) to pursue acquisition of Tax

Lot 2S1 24BC 4800, owned by the Tualatin Rural Fire Protection District.

The Plan was amended in November 1986 (Amendment No. 9) to authorize intersection improvements on Martinazzi Avenue adjacent to the Fred Meyer Shopping Center and Martinazzi Square driveways.

In April 1987 the Plan was amended (Amendment No. 10) to establish design standards and guidelines for the Central Design District and establish master-planning requirements for development on Block 13.

Amendment No. 11 was initiated by the Commission in order to pursue implementation of the Block 13 Redevelopment Project. This project enabled the Commission to purchase the then-closed Hervin pet food manufacturing facility and develop it in a manner consistent with the Village Square Redevelopment Project.

The plan was amended in January 1988 (Amendment No. 12) to prohibit take-out restaurants in Blocks 28 and 29.

It was again amended in August 1988 by Amendment No. 13 to amend the planned location of a part of the Loop Road Project.

Amendment No. 14 was initiated in May 1990 after the Tualatin Valley Fire and Rescue Station moved. The amendment reauthorized the Agency to acquire Tax Lot 2S1 24BC 04800, as the date of the original agreement expired.

Amendment 15 was a minor amendment dated September 9, 1991 to conform with new statutory language and add an estimated final date for sale of bonds.

Amendment No. 16 was initiated on November 9, 1992 to change land uses within the Tualatin Commons Redevelopment Project (formerly referred to as the Village Square and Block 13 Redevelopment Projects). To reduce confusion, the amendment also combined the two project names into one name - the Tualatin Commons Redevelopment Project that reflected the name selected by the Commission in February 1990. The change in land uses includes objectives to plan and develop a major water feature and to locate a City Hall facility and community center within the Tualatin Commons Project Area. It also includes an objective to work with the U. S. Postal Service to locate a retail postal facility in the Tualatin Commons Project Area. Because significant land use changes were proposed, this amendment was considered "substantial," as per ORS 457.220.

Amendment No. 17, a minor amendment, was adopted on June 23, 1993 by the Tualatin Development Commission. The amendment would have reduced the minimum lot size on Block 13 of the urban renewal area from 25,000 square feet to 10,000 square feet. Although this minor amendment was approved by the Tualatin Development Commission and is part of this Urban Renewal Plan, the corresponding action by the Tualatin City Council to change the Tualatin Development Code was never made.

Amendment No. 18, a substantial amendment, was adopted on March 23, 1998 to establish a maximum level of indebtedness under the Plan, consistent with ORS 457.190.

Amendment No. 19, a minor amendment, was adopted on October 26, 1998 by the Tualatin Development Commission. The amendment authorized the acquisition of Tax Map 2S1 23D, Tax Lot 500 for a Police Facility, as defined under "City Hall" or "City Hall Facilities" in this Plan. Excess land will either be developed or disposed of in accordance with the Plan.

Amendment No. 20, a minor amendment, was adopted on December 10, 2001 by the Tualatin Development Commission modifying the Future Amendment Process.

Amendment No. 21, a minor amendment, was adopted on March 11, 2002 by the Tualatin Development Commission to establish the Central Design District Enhancement Project, bring the Plan into compliance with elements of the Community Plan, update the Plan based on the Transportation System Plan of 2001 and expand the Urban Renewal Area boundary less than 1 percent. The Council adopted, through the Council Approval Process on April 22, 2002, adding Central Design District Enhancement Projects to the Plan.

Amendment 22, a Council Approved Amendment, was adopted July 10, 2006 by the City Council incorporating library expansion as a project, deleting or listing as projects if funding is available for Boones Ferry Road – Martinazzi to Lower Boones Ferry Road, Loop Road/Eastside Downtown, Commons Landmark, Green Lot Expansion, Façade Improvement Program and Sculpture Garden.

Amendment 23, a Council Approved Amendment, was adopted October 12, 2009 by the City Council incorporating train horn noise mitigation as a project and modifying the East Commons (SW Martinazzi Avenue, SW Nyberg Street, SW Seneca Street) project as a project if funding is available.

Amendment 24, a Council Approved Amendment, was adopted March 22, 2010 by the City Council adding an additional $120 million dollars to the maximum amount of indebtedness, amending the Plan and Report, adding projects to be completed and updating financial projections. The Council ordinance approving the Amendment 24 also found the Area to be blighted due to the following conditions:

Deleterious land uses,
Blighted conditions of buildings with the Area,
Geologic limitations,
Lack of flood protections,
Lack of adequate public facilities (trail systems, utilities) and public rights-of-way,
Traffic congestion and railroad/motor vehicle conflicts and the safety resulting therefrom,
Economic disparity when comparing the Area to the remainder of the City of Tualatin.

[Section A-2 amended by Resolution No. 74-83 adopted December 12, 1983; Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 398-02, adopted March 11, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance 1290-09 passed October 12, 2009; Ordinance _____ passed March 22, 2010.]

3. CITIZEN INVOLVEMENT PROCESS

Beginning with the first significant revision of the Plan in July 1976, revisions of plan policies, activities and projects have been developed under the advisement of the Urban Renewal Advisory Committee. This citizen's committee meets quarterly or on a monthly basis, as needed, to discuss and make recommendations to the Tualatin Development Commission regarding urban renewal issues. These meetings are open to the public and are advertised in the local media.

Plan amendments are approved by the Commission, and when City Council approval is required, approved by the City Council at public meetings which are noticed in conformance with State law.

[Section A-3 amended by TDC Resolution 398-02, adopted March 11, 2002; Ordinance ____ passed March 22, 2010]

B. VISION, GOALS AND OBJECTIVES

1. VISION, GOALS AND OBJECTIVES OF THE URBAN RENEWAL PLAN

VISION:

The Urban Renewal Plan is located within the Tualatin Town Center. The Tualatin City Council and Tualatin Development Commission have developed the following vision for the 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 unique design standards, elements and features.
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance.
5. Encourages safe bike and pedestrian activity and integrates transit opportunities.
6. Is a destination for local business activities and not a pass through location for freight traffic.
7. Integrates seamlessly with the rest of Tualatin in all directions.

THE OVERALL GOAL OF THE PLAN IS:

To strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses.

LAND USE

Objective: Implement the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and East and North Sub-area

redevelopment projects to provide an appropriate environment which encourages private development within the Project area and surrounding properties that support the overall goal. A major water feature may be included in the Tualatin Commons Redevelopment Project. Projects will be oriented to pedestrians with connections to the Tualatin Community Park and to other public and private developments in the Town Center area.

The projects will be implemented as a series of public/private partnerships. The role of the Commission includes acquiring and packaging development sites; conveying, by sale or lease, portions of the sites to private developers; and contributing towards construction of public facilities and improvements. These public facilities may include, but are not limited to, a water feature, gateways, community facilities, pedestrian facilities, streetscape enhancements, art, roadways, sanitary sewer, water, storm drainage, flood protection and parking facilities. Development of all commercial and residential space will be a private sector responsibility.

Goal 1: Commercial Development

To encourage and facilitate commercial and mixed-use development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district that encourages community and business activity on weekdays, evenings and weekends.

Objectives:

a. Implement the "Tualatin Commons Redevelopment Project." The project is envisioned as a public and private mixed-use development that encourages activity during business hours, evenings, nights, and weekends and indoor and outdoor uses. Commercial uses that are encouraged include restaurants, limited specialty retail, theaters, private athletic facilities, lodging, and offices.

b. Implement the "Central Design District Enhancement Project." The project is envisioned as a public improvement addressing transportation, pedestrian circulation, streetscape enhancements and art to further encourage activity during business hours, evenings, nights, and weekends and indoor and outdoor uses within the Central Downtown area (Central Sub-area).

c. Encourage redevelopment of the East Sub-area (Eastside Downtown area) participating in public improvements addressing transportation, pedestrian circulation, streetscape enhancements and art to further encourage activity during business hours, evenings, nights, and weekends and indoor and outdoor uses.

d. Encourage redevelopment of the North Sub-area participating in public improvements addressing transportation, pedestrian circulation, streetscape enhancements, art and gateways to further

encourage activity during business hours, evenings, nights, and weekends.

e. Encourage the development of existing Central Commercial designated land before re-designating other land within the Urban Renewal Area as Central Commercial.

f. Support Central Commercial designated land for development by assisting in the marketing and promotion of central Tualatin as a place to visit, shop, and conduct business.

g. Assist private development by reducing the cost of impact fees attributed to the development such as System Development Charges, Transportation Development Tax, and other City fees and charges.

h. Orient commercial development to take advantage of the Tualatin River.

i. Encourage multi-story development of buildings.

Goal 2: <u>Housing</u>

To encourage multi-family and owner-occupied housing in the Urban Renewal Area as supportive of commercial and mixed-use development.

Objective:

a. Review and revise land use requirements and planning district designations, where necessary, to focus housing efforts on those areas most suitable.

b. Implement the "Tualatin Commons Redevelopment Project" and Central Design District Enhancement Project. Housing types allowed in the CC and RH planning districts, including common wall single family attached housing, are uses that support commercial and social objectives of increasing the evening, night, and weekend use in the Project Area's and increase the value of the land.

c. Participate in the East Sub-area (Eastside Downtown) redevelopment.

d. Participate in the North Sub-area redevelopment.

e. Assist private development by reducing the cost of impact fees attributed to the development such as System Development Charges, Transportation Development Tax, and other City fees and charges.

f. Orient housing to take advantage of the Tualatin River.

g. Encourage multi-story development of housing in vertical mixed-use buildings.

Goal 3: Industrial Development

Transition industrial development in the Northern and West industrial Sub-areas to mixed use development.

Objective: Where appropriate, assist in modifying zoning and land use activities to support mixed use development along with public facilities and services to support these areas.

Goal 4: Civic Development

To promote civic facilities, including community gathering spaces and other pedestrian amenities, a community center, library expansion and a City Hall in the Urban Renewal Area, which is supportive of other civic and private uses in the area.

Objectives:

a. Implement the "Tualatin Commons Redevelopment Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to assist the City of Tualatin in the planning and design of public uses. Some of these uses may include City Hall, library expansion, community buildings, pedestrian-oriented facilities, major water facilities, landmark and parking facilities. This list is not all inclusive.

b. Work with the City of Tualatin to identify a site and facilitate development of City Hall facilities within the Tualatin Commons Redevelopment Project or other areas within the Urban Renewal District which provide central access to the entire City.

c. Plan, design and construct a water feature in the Tualatin Commons Redevelopment Project. The water feature is envisioned to serve as a focal point to encourage pedestrian-oriented, activity-oriented businesses and public uses in the Tualatin Commons Redevelopment Area. It will also add value to the overall development.

d. Implement the "Central Design District Enhancement Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to implement capital improvement projects and to assist the City of Tualatin in the planning and design of development which may include partnering on an interim community building.

e. Assist the City financially in expanding the public library to promote private development opportunities.

f. Assist the City in a feasibility study for a new City Hall or City Center.

IMPROVED TRAFFIC AND TRANSPORTATION

Goal 5: Transportation

To provide transportation access and circulation which is supportive of Urban Renewal Area development.

Objectives:

a. Assist in and encourage opportunities to share parking between compatible developments. Such opportunities may include providing public parking for shared use for public and private entities in the Tualatin Commons Redevelopment Project Area; Central Design District Enhancement Project and the East Sub-area (Eastside Downtown).

b. Support the implementation of transportation improvements described in the Transportation Element of the Tualatin Community Plan and Transportation System Plan.

c. Work toward solutions to minimize railroad noise and traffic conflicts along SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Nyberg Street, SW Martinazzi Avenue, SW Seneca Street, SW 84th Avenue and SW Tualatin Road including assistance in relocating the maintenance building to another location in Tualatin.

Goal 6: Pedestrian and Bikeways

To develop a pedestrian/bicycle system linking the Urban Renewal Area to residential areas, parks, community facilities, mixed use and commercial areas, and natural areas.

Objectives:

a. Create pedestrian ways and bikeways to link the Area to the Community Park, other community facilities, mixed use and commercial areas and the Tualatin River.

b. Provide sidewalks and lighting in the Urban Renewal Area, where appropriate, to encourage and support pedestrian-oriented activities. Provide rain protection where feasible.

c. Create attractive pedestrian streetscapes in the Area.

d. Seamlessly connect off-road and on-road bicycle facilities and bike lanes to all arterials and collectors in the Area.

Goal 7: Transit

To support the development of the metropolitan transportation system (TriMet) in order to provide alternative transportation modes for the residential and employment population of the Urban Renewal Area.

Objectives:

a. Assist TriMet in locating park-and-ride facilities in outlying areas in

the community and assist in locating other transit-related facilities in the Urban Renewal Area.

b. Encourage design of private and public developments, which integrate transit provisions.

c. Assist in locating commuter rail transit near the downtown area and mitigating impacts of train horn noise.

PUBLIC UTILITIES

Goal 8: Utilities

To assist in providing public utilities in the Urban Renewal Area, as needed, to facilitate growth and aesthetic quality.

Objectives:

a. Assist in improving, developing and relocating water, sewer, storm drainage and road systems within the Urban Renewal Area.

b. Underground existing overhead electric, cable, and telephone lines in all new development in the Urban Renewal Area. The Tualatin Commons Project Area and Central Design District Enhancement Project Area are the highest priority for undergrounding of utilities to enhance the aesthetic value of the central downtown.

RECREATIONAL AND COMMUNITY FACILITIES

Goal 9: Parks

To provide a high-quality park and recreation system to offset the environmental effect of dense areas of commercial, mixed-use and residential development.

Objectives:

a. Create green and open spaces centered around the Tualatin River, Nyberg Creek, Hedges Creek, and significant stands of trees.

b. Preserve the Sweek marsh (Hedges Creek Wetlands) as designated in the Tualatin Development Code, Wetlands Protection District.

c. Link the downtown area to Community Park with a system of pedestrian ways and bikeways.

d. Preserve the natural value of the Tualatin River as a scenic, recreational and open space asset. Seek limitation of river use in this area to non-motorized boats.

FLOOD CONTROL AND OTHER PUBLIC IMPROVEMENTS

Goal 10: Flood Protection

To promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions.

Objectives:

a. Provide flood protection for the Urban Renewal Area by participating in federal, state, and local flood control projects.

b. Provide for the sound use and development of special flood hazard areas by utilizing special construction standards in the floodplain within the Urban Renewal Area. The Tualatin Development Code establishes standards for floodplain construction whereby structures must either be elevated above the floodplain or be made flood-proof.

c. Provide for the use of fill within the Tualatin Commons Redevelopment Project to elevate structures above the floodplain.

Goal 11: Design Considerations

To create an atmosphere in the Urban Renewal Area which is aesthetically pleasing in order to promote the desirability of investment and occupancy in properties.

Objectives:

a. Utilize appropriate development review procedures to guide development in the Central Design District.

b. Create design guidelines for the Central Design District and the balance of the Urban Renewal Area to facilitate design compatibility and to establish the uniqueness of the area.

c. Provide attractive and functional street and walkway lighting for public safety and convenience in the Urban Renewal Area.

d. Preserve designated historic structures or sites in the Urban Renewal Area through public purchase or encouragement of compatible reuse. Landmark structures shall be preserved as required in Chapter 68 of the Tualatin Development Code.

[Section B-1 amended by Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02 passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance 1290-09 passed October 12, 2009; Ordinance _____ passed March 22, 2010]

2. RELATIONSHIP TO LOCAL OBJECTIVES

The Tualatin Central Urban Renewal Plan exists to implement local objectives for central Tualatin, as they are expressed in the Development Code. The Urban Renewal Plan is a part of the Development Code. The Tualatin Community Plan and Planning District Standards together comprise the Tualatin Development Code. Appendix I details the

relationship to local objectives for the 2010 Substantial Amendment.

The goals and objectives of the Urban Renewal Plan are based upon those in the Development Code, as they relate to the Urban Renewal Area. The Urban Renewal Plan serves to further define local objectives generally as follows:

a. Land Use

The Plan calls for the promotion and support of Commercial (Goal 1), Residential (Goal 2), Industrial (Goal 3), and Civic (Goal 4) Development within the Urban Renewal Area. In particular, the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project, East Sub-area (Eastside Downtown) and North Sub-area serve to further the local objective of establishing a socially and economically viable center in the community.

b. Improved Traffic and Transportation

Goals 5 (Transportation), 6 (Pedestrian and Bikeways) and 7 (Transit) directly address objectives of the Transportation element of the Development Code and the Transportation System Plan. In particular, the plan calls for funding and construction of street improvements, pedestrian and bicycle facilities; for cooperation with TriMet in the placement of park-and-ride lots in outlying areas of the community; to encourage other facilities within the Urban Renewal Area; and to ensure adequate parking is provided within the redevelopment area.

c. Public Utilities

Goal 8 (Public Utilities) calls for Urban Renewal participation in design and construction of public utilities within the Urban Renewal Area. Such improvements are done in conformance with the Water and Sewer Service elements of the Development Code and other applicable standards.

d. Recreational and Community Facilities

Goal 4 (Civic Development) includes an objective to participate in developing a community center and expansion of the public library. Goal 4 also includes an objective to develop a water feature in the Tualatin Commons Redevelopment Project as a way to encourage community-related private and public uses within the area. Goal 9 (Parks) includes objectives regarding linking the Central Sub-area with Tualatin Community Park and preserving the scenic value of the Tualatin River, Hedges Creek and Nyberg Creek. Projects in the Plan in support of this objective will benefit the Area by increasing pedestrian access to the Tualatin River, community facilities, the north end of the Lake at the Tualatin Commons Redevelopment Project, and other neighboring public and private properties.

e. Flood Control and Other Public Improvements

The Plan has as a major activity implementation of flood control projects (Goal 10). The Plan anticipates Urban Renewal participation in additional projects which will serve to supplement the city's regulatory efforts described in the Development

Code, Flood Plain District Standards.

[Section B-2 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02, passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance _____ passed March 22, 2010]

C. DESCRIPTION OF PROJECT

The Tualatin Central Urban Renewal Plan details activities (outlined in detail in Section D.) which focus on alleviating the causes of blight and deterioration in the Urban Renewal Area. At the time of its establishment, the Urban Renewal Area was characterized by severe underdevelopment. Obstacles to development included periodic flooding, lack of storm drains, traffic congestion, irregular platting and lack of public facilities and utilities. Subsequent Plan amendments identify stagnant land conditions as compared to other commercial areas in the City, traffic congestion, lack of public facilities and utilities and flooding are major obstacles to development. The project's, therefore, include:

- Flood control, including participation with the Army Corps of Engineers in design and construction of flood control projects;

- Street, road and utility improvements, including participation in federally and state funded projects;

- Acquisition and packaging of development sites of a sufficient size to facilitate appropriate development of the central downtown (the Tualatin Commons Redevelopment Project and Central Design District Enhancement Project);

- Design and construction of public facilities, some of which may include a water feature, pedestrian spaces and walkways, greenway trails and bridges, architectural focal points, art, gateways, streetscape enhancements, transportation, sewer, water, storm drainage and parking facilities. Inclusion on this list is not intended to mean the Commission will provide all of the mentioned facilities or similar public facilities.

- Working with the City of Tualatin on location, design, and construction of a community center or partnering with a property owner to utilize an existing building;

- Working with the City of Tualatin to establish a site for a City Hall facility. Urban Renewal funds may be used for feasibility studies but will not be used to fund design and/or construction of a City Hall facility;

- Participation in the coordination and regulation of development within the Urban Renewal Area;

- Working with the City of Tualatin to expand the public library. Urban Renewal funds will be used to assist in funding design and/or construction of a library expansion;

- Working with the City of Tualatin on mitigating impacts of train horn noise from commuter rail.

The December 1984 Plan amendment incorporated specific information related to the Tualatin Commons Redevelopment Project, which included several project activities. The Tualatin Commons Redevelopment Project consists of the acquisition of a development site in the Central Design District; demolition and relocation of existing buildings, businesses and residences; redevelopment of the site by means of disposition and development agreements with developers for private development; design and construction of a major water feature; coordination with the City of Tualatin for development of City Hall facilities; coordination with the City of Tualatin and participation in the location, design and construction of a community center, coordination with U. S. Postal Service on placement of a retail postal facility, design and construction of public facilities; and other activities necessary to facilitate the project. Such public facilities may include parking facilities, community gathering spaces, other pedestrian amenities, infrastructure improvements, and a major water feature.

The Central Design District Enhancement Project consists of construction of street improvements, streetscape enhancements, pedestrian lighting, pedestrian amenities, art and design and construction of public facilities. The project may also consist of the acquisition of development sites in the Central Design District, demolition and relocation of existing buildings, businesses and residences, and redevelopment of the sites by means of disposition and development agreements with developers for private development.

The East and North Sub-area projects consist of construction of street improvements, streetscape enhancements, pedestrian lighting, pedestrian amenities, art, gateways and design and construction of public facilities, bike paths, plazas, linear park features and public parking. The projects may also consist of the acquisition of development sites in the East Sub-area; demolition of existing buildings, businesses and residences and redevelopment of the sites by means of disposition and development agreements with developers for private development.

[Section C amended by Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; Ordinance No. 1108-02 passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006; Ordinance 1290-09 passed October 12, 2009; and Ordinance _____ passed March 22, 2010]

D. OUTLINE OF PROJECT ACTIVITIES

1. PUBLIC IMPROVEMENTS

a. Flood Control

Alternative methods of flood control have been examined in detail, including increasing channel capacity, erecting flood water barriers, constructing alternative flood water channels, and removing or modifying constrictions to the passage of flood waters (Appendix D). In 1976, the general alternative judged most feasible involved removal of rock reefs downstream in the Tualatin River, construction of a new dam near the Lake Oswego diversion dam, minor channel improvements in other locations, the building of low berms in parts of the Urban Renewal Area, and construction of flood gates and pump stations at the mouth of Nyberg Creek and Hedges Creek.

Prior to completion of any of these actions, the City of Tualatin began to

participate in the United States Department of Housing and Urban Development (HUD) Flood Insurance Program. In return for federally subsidized flood insurance, the program requires the city to adopt regulations controlling development within the 100-year floodplain and floodway. The City's Flood Protection District contains these regulations.

In 1984, the Commission provided local share funds for an Army Corps of Engineers project which resulted in removal of the rock reefs downstream in the Tualatin River (see Map 2). This project in itself resulted in the removal of the floodway designation, changed the base flood elevation and allows development to occur utilizing solid fill to the level of the 100-year flood. The area of the 100-year floodplain remains unchanged.

The Plan contemplates additional flood control actions, primarily in connection with replacing the Lake Oswego diversion dam, also known as the Oregon Iron and Steel Dam (see Map 2). A new dam would allow greater release of flood waters while retaining sufficient control of the level of water in the Lake Oswego.

Specific Project Activities, Flood Control: The Commission's involvement in flood control is proposed to be in the form of participating, along with other benefited communities, in the local share of a state and/or federally funded project. The Commission proposes to assume the role of initiating pre-planning activities and coordinating local government participation. In addition, fill will be utilized in the Tualatin Commons Redevelopment Project to minimize flood risk to the project.

Completed Project Activities: Projects completed are as follows:

- Removal of reefs within the Tualatin River.

b. Roads and Streets

The Transportation Study included in the 1977 plan amendments and the additional work included in the Review and Update of the Urban Renewal Plan and the City's Transportation System Plan 2001 have recommended revisions to the street and road system within the Urban Renewal Area. Transportation planning in Tualatin occurs within the context of the Transportation Element of the Community Plan. As a result of these studies, revisions were made to the Transportation Element.

The Transportation Element currently calls for the following improvements (displayed on Map 3, "Transportation") to be implemented within the Urban Renewal Area:

- SW Tualatin-Sherwood Road

  This street is the main roadway for east/west traffic through the City and functions as a major arterial and should be developed as a four-lane roadway with center left-turn lane or medians. From SW Nyberg Street to SW 90th Avenue, the roadway should be developed as a four-lane boulevard with left-turn lane pockets and bike lanes or multi-use

pedestrian/bike paths, with traffic signals at SW Tualatin-Sherwood Road/Fred Meyer/K-Mart access, SW Tualatin-Sherwood Road/SW Martinazzi, SW Tualatin-Sherwood Road/Commons Access, SW Tualatin-Sherwood Road/SW Boones Ferry Road, SW Tualatin-Sherwood Road/SW 89th Avenue and pedestrian amenities. The section west of SW 89th Avenue to SW Teton Avenue was widened to four travel lanes in 1991 and widened to three lanes from SW Teton Avenue to 99W in the mid 1990's which is identified to be improved to increase the efficiency of the roadway.

- SW Nyberg Street

This street will function as a major arterial between SW Tualatin-Sherwood Road on the west and SW 65th Avenue on the east. West of the SW Tualatin-Sherwood Road bypass, SW Nyberg Street will function as a minor collector primarily as a main access point into the central downtown area.

At the east end of the SW Nyberg Street overcrossing, a loop ramp to accommodate the eastbound to northbound I-5 traffic was completed in the fall of 1991. This loop ramp was necessary because of the heavy left turn demand which required a double left turn lane. The existing bridge is not wide enough to accommodate two travel lanes in each direction and a double left turn lane, making the loop necessary. A free right turn onto westbound SW Nyberg Road from southbound I-5 is necessary to more effectively accommodate heavy travel movements to the employment centers.

Additional improvements are identified to the interchange due to significant congestion levels in the Urban Renewal Area. These include widening the southbound off ramp to allow double left turns, widening the roadway from the K-Mart/Fred Meyer signal east, which includes the over-crossing to accommodate two through west bound lanes, west bound to south bound turn lane and four east bound lanes, turn lanes and pedestrian improvements.

Improvement of SW Nyberg Street from the K-Mart driveway to SW Martinazzi Avenue including road widening and pedestrian improvements may be necessary to serve the land use of the Tualatin Commons Redevelopment Area, Central Design District Project Area and other developments in the Central and East Sub-areas of the Urban Renewal Area.

SW Nyberg Street, from SW Martinazzi to SW Boones Ferry Road will function as a local downtown street and should be developed with two travel lanes and on-street parking. Portions may be closed, realigned, or rebuilt depending on the location of the major water feature in the Tualatin Commons Redevelopment Project or the Central Design District Enhancement Project. Closure will require specific authorization from the City Council. The status of this segment will be addressed during site

planning efforts related to the Tualatin Commons Redevelopment Project.

- SW Boones Ferry Road

  Between SW Lower Boones Ferry Road and SW Martinazzi Avenue, the roadway will function as a major arterial and be developed as a boulevard with a special four-lane section with a traffic signal at SW Martinazzi Avenue. A new street intersection as part of the Loop Road, with a possible traffic signal, may be constructed between the Tualatin River and SW Martinazzi Avenue.

  Between SW Martinazzi Avenue and SW Tualatin-Sherwood Road, the roadway will function as a minor arterial (downtown) and be developed as a three-lane boulevard with wide pedestrian sidewalks, lighting and widened to accommodate left turn lane pockets and bike lanes with traffic signals at SW Tualatin Road, SW Nyberg Street and SW Tualatin-Sherwood Road. Driveway accesses are to be consolidated, consistent with the City's access management policies and standards.

  South of SW Tualatin-Sherwood Road to the edge of the Urban Renewal Area, the roadway will function as a major arterial (downtown) and will be developed as a four-lane boulevard with left turn lane pockets and bike lanes with a traffic signal at SW Warm Springs Street.

- SW Martinazzi Avenue

  This roadway will function as a minor arterial from SW Boones Ferry Road to SW Nyberg Street and should be widened to accommodate two lanes of traffic, center left turn lanes, bike lanes and a signal at SW Seneca Street. From SW Nyberg Street to the southern edge of the District, the roadway will function as a major arterial and should be widened to accommodate four lanes of traffic, a center turn lane or medians and pedestrian amenities.

- SW Tualatin Road

  This road will function as a minor arterial from SW Boones Ferry Road to the SW Hall Boulevard Extension and should be developed with two travel lanes, continuous left turn lane, bike lanes and sidewalks. The section from the SW Hall Boulevard Extension to SW Chinook Street will function as a major collector. A traffic signal may be required at SW Tualatin Road and SW Sweek Drive. There is no plan to straighten the curves in the near future and through truck traffic is discouraged.

  The section from the railroad tracks east to Lower Boones Ferry Road will function as a minor arterial (Tualatin Road Extension).

- SW Hall Boulevard

This roadway is identified as a minor arterial and will extend north from SW Tualatin Road across the Tualatin River to Hall Boulevard in Tigard. The roadway is to be developed with two travel lanes, center left turn lane, bike lanes and sidewalks. There may be a traffic signal at the intersection with the Tualatin Road extension.

- SW Tualatin Road Extension

  This roadway is identified as a minor arterial extending from the Lower Boones Ferry Road/Upper Boones Ferry Road intersection to Tualatin Road. The roadway is to be developed with two travel lanes, center left turn lane, bike lanes and sidewalks. There may be a traffic signal at the intersection with SW Hall Boulevard.

- SW Tonka/Warm Springs

  SW Warm Springs is identified as a minor collector street. SW Tonka Street is identified as a local commercial industrial street. Both roadways begin at SW Boones Ferry Road, converge, with SW Warm Springs extending east and intersecting with SW Mohawk Street.

- Loop Road

  This street is identified as a minor collector and will have two travel lanes and a center left turn lane. The roadway alignment generally is from Nyberg Street in the private SW 72nd alignment. At the northern edge of the K-Mart property the street will turn west, moving generally along the north K-Mart property line until it reaches a point between Michael's and the City Office/Library Building. At this point the road will turn south and generally run parallel to the City Office/Library Building. At a point near perpendicular to SW Seneca Street, the street will then turn west until it intersects with SW Seneca Street and SW Martinazzi Avenue. A connection to SW Boones Ferry Road may be provided between the Tualatin River and SW Martinazzi Avenue. This entire street will be a special section, but will generally follow Street Section Cb, a minor collector, and be modified as specific areas warrant.

- SW Seneca Street

  SW Seneca Street, from SW Martinazzi to SW 84th Avenue will function as a local downtown street and should be developed with two travel lanes and on-street parking. Portions may be closed, realigned, or rebuilt depending on the location of the major water feature in the Tualatin Commons Redevelopment Project. Closure will require specific authorization from the City Council. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project.

  SW Seneca Street from SW 84th Avenue to SW Boones Ferry Road should be developed to two travel lanes and on-street parking and may be rebuilt in conjunction with the Tualatin Commons Redevelopment Project or

Central Design District Enhancement Project.

- SW 84th Avenue

  SW 84th Avenue will function as a local downtown street and should be developed with two travel lanes and on-street parking.

- SW Sweek Drive

  This roadway is identified as a residential collector. The roadway is to be developed with two travel lanes, on-street parking and sidewalks.

- Other Local Streets

  SW 86th Avenue, SW Cherokee Street, SW Old Tualatin-Sherwood Road and SW Mohave Court are identified as local streets.

An interconnected signal system will be constructed, where feasible, throughout the Urban Renewal Area due to the close proximity of signals on SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Martinazzi Avenue, SW Seneca Street, and SW Nyberg Street.

Specific Project Activities, Road and Street Improvements: The following improvements to the road and street system are authorized within the Urban Renewal Area:

Intersection Improvements:

- Access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Actual placement and intersection requirements will be addressed during site planning efforts in conjunction with the Tualatin Commons Redevelopment Project.

Road Improvements:

- SW Boones Ferry Road between SW Lower Boones Ferry Road and SW Martinazzi Avenue. Improvements include reconstruction and widening of roadway, turn lanes, widening or replacement of bridge, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

- SW Boones Ferry Road between SW Martinazzi Avenue and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, turn lanes, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

- SW Martinazzi Avenue between SW Boones Ferry Road and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of

roadway, intersection improvements, installation of landscape median, sidewalks, street trees and other pedestrian amenities.

- Loop Road/Eastside Downtown (north half); segments to be determined.

- SW Nyberg Street west of K-Mart driveway to SW Martinazzi Avenue. Improvements may be constructed in conjunction with the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project or the Loop Road or East Sub-area (Eastside Downtown) project, including rebuilding and widening of roadway and pedestrian improvements.

- SW Nyberg Street, between SW Martinazzi Avenue and SW Boones Ferry Road. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Nyberg Street will be provided access through other routes. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project. Central Design District Enhancement Project improvements include reconstruction and widening of roadway, intersection improvements, curb bump-outs and pedestrian improvements.

  SW Nyberg Street from SW Tualatin-Sherwood Road east will be improved by the construction of additional travel lanes, on/off ramps, and pedestrian improvements.

- SW Seneca Street, between SW Martinazzi Avenue and SW 84th Avenue. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by Seneca will be provided access through other routes. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project. Improvements include reconstruction and widening of roadway, intersection improvement, bump-outs and pedestrian improvements.

- SW Seneca Street, between SW 84th Avenue and SW Boones Ferry Road. Improvements include reconstruction of roadway, curb bump-outs and pedestrian improvements to standards to be determined.

- SW 84th Avenue, between SW Nyberg Street and SW Boones Ferry Road. Improvements include reconstruction of roadway, bump-outs and pedestrian improvements to standards to be determined.

- Traffic signal coordination and interconnection throughout the District.

- Other road and street improvements as found necessary.

Completed Project Activities: Projects completed are as follows:

Completed Road Improvements:

- Participation in the costs of design and construction of the Tualatin-Sherwood Road Bypass.
- Improvements of SW Tualatin-Sherwood Road Bypass from SW Boones Ferry Road to the City of Sherwood, a Washington County project.
- Full funding of the design and construction of the Warm Springs/Tonka Couplet.
- Completion of Nyberg Street/I-5 interchange improvements by the State of Oregon. Improvements included loop ramp to I-5 northbound and an added travel lane from I-205 northbound to I-5, including ramp improvements, and an added travel lane southbound on I-5 from Exit 290 to I-205.
- Widening of the SW Nyberg Street east of SW Tualatin-Sherwood Road including the over-crossing, widening of south bound off ramp, two left turn and two right turn lanes.
- Improvements to SW Boones Ferry Road from SW Martinazzi Avenue to SW Tualatin-Sherwood Road.
- Partial improvements to SW Nyberg Street from SW Martinazzi Avenue to Lake of the Commons. Improvements from Lake of the Commons to SW Boones Ferry Road.
- Partial improvements to SW Seneca Street from SW Martinazzi Avenue to Lake of Commons. Improvements to SW Seneca Street from Lake of Commons to SW Boones Ferry Road.
- Improvements to SW 84th Avenue from SW Boones Ferry Road to Nyberg Street.

Completed Intersection Improvements:

- Full funding of the design and construction of the SW Boones Ferry Road/Martinazzi Avenue traffic signal.
- Full funding of the design and construction of the SW Boones Ferry Road/Tualatin Road traffic signal.

- Participation in the design and construction of the traffic signal on SW Martinazzi Avenue with Fred Meyer and Martinazzi Square.

- Full funding of the design and construction of the Tualatin Commons access.

c. Utilities

Improvements in sanitary sewer, storm sewer, water supply, and electricity systems have been Plan activities since the establishment of the Urban Renewal Area. The Report (Section B.1.) describes the original and current conditions of these systems. The Water Service and Sewer Service elements of the Development Code state the city's policies and procedures regarding system improvements. The improvements within the Urban Renewal Area are shown on Maps 19-27 of the Report.

Specific Project Activities, Utilities:

- Tualatin Commons Redevelopment Project: The Commission will participate in the funding of utility improvements necessitated by the Tualatin Commons Redevelopment Project and, where appropriate, will incorporate utility improvements within road, street or other public improvement projects funded by the Commission.

- Central Design District Enhancement Project: The Commission will participate in the funding of utility improvements necessitated by the Central Design District Enhancement Project and, where appropriate, will incorporate utility improvements within road, street or other public improvement projects funded by the Commission.

- East Sub-area (Eastside Downtown) Project: The Commission will participate in the funding of utility improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

- North Sub-area: The Commission will participate in the funding of utility improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

Completed Utilities:

- Tualatin Commons Redevelopment Project

d. Parking Facilities

Historically, one result of the pattern of platting in the downtown core area has been the difficulty in providing on-site parking for commercial buildings. Until land was acquired for the then Village Square Redevelopment Project (1985-86), the majority of the lots in this area were too small to support commercial buildings with parking. The Plan amendment of 1977 discussed alternatives for providing sufficient parking. In 1979, one of these alternatives was implemented, with adoption of the Core Area Parking District (CAPD). Within the CAPD, until 1994 there were no requirements for on-site parking. Parking was provided in public lots, with spaces available for customers and employees. In 1994 the program was changed requiring private development to supply a portion of parking. The provisions are listed in the Tualatin Development Code.

The CAPD is supported by a tax on activities (primarily businesses) occurring within CAPD boundaries. Capital costs of parking facility construction have been funded in part by an "impact fee" on new construction in a parking space buy down program. The largest part of the costs of land acquisition and development of the CAPD lots has been borne by the Commission. Map 4, "Core Area Parking District," displays the public parking lots within the CAPD which have been, or may be, developed by the Commission.

Acquisition of the majority of small parcels in the District as well as the acquisition of the property on Block 13 for the Tualatin Commons Redevelopment Project provides more parking options to support redevelopment. It may be appropriate for the Commission to assist in providing public parking lots to some or all of the public and private developments in the Project Area, but it also may be appropriate for private and public uses to provide on-site parking.

Specific Project Activities, Parking Facilities:

- Tualatin Commons Redevelopment Project: Construction of new parking facilities may be part of the Tualatin Commons Redevelopment Project. The inclusion of public parking facilities, and their specific scale and location will be determined during the course of site planning and negotiations with developers.

- White Parking Lot: Expand parking lot on SW Boones Ferry Road located between SW Boones Ferry Road and SW Seneca Street.

- Yellow Parking Lot: Construct parking lot east of SW 84th Avenue, south of SW Seneca Street and north of SW Nyberg Street.

- Red Parking Lot: Construct parking lot or parking garage at the southeast corner of SW Boones Ferry Road and SW Seneca Street.

- Blue Parking Lot: Construct parking lot on SW Boones Ferry Road.

- Green Parking Lot: Expand parking lot on SW Boones Ferry Road.

- Public Parking Lots: Construct signage appropriate for identification of all public parking lots.

- East Sub-area (Eastside Downtown): Participate in funding a parking garage to serve redevelopment of the area and to support civic buildings. A parking garage in the East Sub-area will serve or benefit the Area by promoting increased mixed use development density thus increasing the assessed value opportunity in this redevelopment area.

Completed Parking Improvements:

- Parking for the Tualatin Commons Redevelopment Project.

- Expansion of the White Parking Lot.

- Construction of the Yellow Parking Lot

- Partial completion of the Red Parking Lot. Surface parking has been provided on the north half. The south portion has not been constructed.

- Construction of the Blue Lot.

- Expansion of the Green Lot.

- Signage has been completed for the White, Yellow, Red, Blue and Green lots.

e. Pedestrian Facilities

Improving pedestrian circulation within the Urban Renewal Area has been a primary objective of the Plan. Plan activities in this regard have included construction of sidewalks, design of improvements to the triangular park site at the entrance to the city, and development of design guidelines for private pedestrian walkways and street furniture.

Specific Project Activities, Pedestrian Facilities:

- Tualatin Commons Redevelopment Project: Pedestrian spaces, including sidewalks, and outdoor pedestrian activity areas are planned to be a major component of the Tualatin Commons Redevelopment Project. The Tualatin Commons Project will include community gathering spaces, pedestrian walkways and connections, both within the development and as links to the Community Park, the City Library, and to other neighboring public and private properties. The design and location of pedestrian ways and spaces will be addressed during site planning of the project.

- Central Design District Enhancement Project: Pedestrian spaces, including sidewalks, street furniture, pedestrian lighting and way-finding system are

planned to be a component of the Central Design District Enhancement Project. The Central Design District Enhancement Project will include pedestrian walkways, sidewalks and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project and to other neighboring public and private properties. The design and location of pedestrian facilities and way-finding system will be addressed during planning of the project. A bridge may be constructed at the north end of the Lake at the Commons in the general corridor of SW Seneca Street.

- East Sub-area (Eastside Downtown): Pedestrian spaces, including sidewalks, street furniture way-finding system and pedestrian lighting are planned to be a component of the Eastside Downtown project. The Eastside Downtown project will include pedestrian walkways or pathways, sidewalks, pedestrian pathways along the Tualatin River and I-5 and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and to other neighboring public and private properties. The design and location of pedestrian facilities will be addressed during planning of the project.

- North Sub-area: Pedestrian pathways along the Tualatin River and a pedestrian bridge over the Tualatin River connecting to pedestrian pathways along the south side of the river.

Completed Pedestrian Facilities:

- Tualatin Commons Redevelopment Project

f. Civic Facilities

Improving civic facilities has been a goal and objective the Plan. Plan activities in this regard have included pedestrian oriented facilities, major features of Tualatin Commons (water feature and landmark), site acquisition for police facility, library expansion and participating in design discussions for a community building.

Specific Project Activities, Civic Facilities:

- Community Building: Working with the City to develop a community building or identify an existing building in the central downtown area to upgrade as an interim community facility until a permanent building can be constructed by the City. The Community Building will serve and benefit the Area by attracting citizens into the Area increasing patronage opportunities for commercial developments while invigorating social interactions of residents and commercial business operations within the Area and enhancing the overall vibrancy of the Urban Renewal Area.

- Tualatin Commons Landmark: Construction of a focal element at the center of the Tualatin Commons Project area.

- Tualatin Library: Expansion of the public library.

Completed Civic Facilities:

- Tualatin Library

g. Transit Facilities

Improving transit facilities has been a goal and objective of the Plan. Plan activities have included assisting TriMet in locating park-and-ride facilities and encouraging private development to integrate transit provisions.

Specific Project Activities, Transit Facilities:

- Commuter Rail Station: Working with the Washington County commuter rail project to upgrade the design of the Tualatin commuter rail station for design compatibility with downtown development.

- Train Horn Noise Mitigation: Working with the City of Tualatin to mitigate the impacts of commuter rail train horn noise on businesses and residents.

Completed Transit Facilities:

- Commuter Rail Station

[Section D-1 amended by Resolution 121-86 adopted November 24, 1986; Ordinance 730-87 passed September 14, 1987; Resolution 152-88, adopted August 8, 1988; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02, passed April 22, 2002; Ordinance 1213-06 passed July 10, 2006;Ordinance 1290-09 passed October 12, 2009; Ordinance _____ passed March 22, 2010]

2. LAND ACQUISITION AND CLEARANCE

Land acquisition, land clearance, and relocation of existing residences and businesses have been Plan activities since 1978. The Commission has acquired land for public parking lots, street improvements and utilities. Land was acquired for the Tualatin Commons Redevelopment Project in fiscal years 84/85, 85/86, 86/87, 87/88, and 89/90. A list of these properties is shown in Table 1.

- Tualatin Commons Redevelopment Project. The focus of Amendment No. 7 was to authorize acquisition of land for a development site for the Village Square Redevelopment Project. Land acquisition for this project was necessitated by the irregular and inefficient platting pattern in the downtown core, a pattern which hinders private redevelopment. The focus of Amendment No. 11 was to authorize the acquisition of land for a development site for the Block 13 Redevelopment Project. Land acquisition for this project ensures that the parcel is developed in a manner compatible with the City's redevelopment efforts. Obtaining ownership of the property was the most direct way to achieve redevelopment consistent with the

objectives of the plan. Amendment 16 renames the Village Square and Block 13 Redevelopment projects as the Tualatin Commons Redevelopment Project, which was renamed by the Commission in January, 1990.

Where this Plan provides for acquisition of unidentified property, before acquisition, the Commission will approve a Minor Amendment to the Plan, identifying the property, the need for the acquisition, the schedule for acquisition and the nature and schedule for disposition of the property.

Specific Project Activities, Land Acquisition and Clearance:

- Tualatin Commons Property Acquisition

  The Commission acquired properties indicated on Map 5 "Tualatin Commons Property Acquisition." The Commission will also acquire real property where it is determined that acquisition is necessary for the construction of the Tualatin Commons Redevelopment Project.

  Where appropriate, the Plan contemplates acquisition of partial interests in real property in connection with the Tualatin Commons Redevelopment Project. Such interests may include leasehold interests and purchase or lease options.

- Tualatin Development Commission Property Acquisition

  The Commission acquired properties indicated on Map 6. The properties are for public parking lots or future parking lots.

  Where appropriate, the Plan contemplates acquisition of partial interests in real property. Such interests may include leasehold interests and purchase or lease options.

- Property Acquisition to Eliminate Blight or Construct Street or Other Public Infrastructure Improvements

  The Commission will also acquire real property, or interests therein, where it is determined that acquisition is necessary to remove blighting influence, or for construction of street, sewer, water, storm drainage and pedestrian improvements.

- Property Acquisition for Police Facility

  The Commission has acquired property identified as 2S1 23D, Tax Lot 500, consistent with Goal 4 of this Plan to promote civic facilities in the Urban Renewal Area. A portion of the site will be developed as a Police Facility and conveyed to the City of Tualatin. The remainder of the site will be used for purposes consistent with this Plan or disposed of in accordance with this Plan.

- Central Design District Enhancement Project Property Acquisition

  The Commission will also acquire real property where it is determined that acquisition

is necessary for the construction of the Central Design District Enhancement Project.

Where appropriate, the Plan contemplates acquisition of partial interests in real property in connection with the Central Design District Enhancement Project. Such interests may include leasehold interests and purchase or lease options.

- Parking Garages

  The Commission will acquire real property where it is determined that acquisition is necessary for the construction of parking garages in the Central and East Sub-areas.

[Section D-2 amended by City Resolution 333-78 adopted February 27, 1978; Ordinance 651-84, passed December 10, 1984; Ordinance 730-87 passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98 adopted October 26, 1998; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1108-02, passed April 22, 2002; Ordinance _____ passed March 22, 2010]

3. LAND DISPOSITION, DEVELOPMENT AND REDEVELOPMENT

- Tualatin Commons Redevelopment Project. The primary intent of the December 1984 plan amendment was to facilitate the redevelopment of the Village Square Project Area (currently the Tualatin Commons Project Area as combined with the Block 13 Project Area). As is documented in the Report, Section B, this portion of the Urban Renewal Area was severely underdeveloped. Although the blighting influences of flooding and traffic congestion had been largely corrected, the impediments to development posed by the inefficient platting still remained. The acquisition and packaging of a project site of approximately six acres was seen to facilitate the development of a planned mixed-use development, with a pedestrian orientation and of a sufficient scale to provide a "central business district" environment.

  The intent of Amendment No. 11 was to facilitate the redevelopment of Block 13. Prior to Amendment 11, as is documented in the Report, Section B, this portion of the Urban Renewal Area was occupied by a non-conforming land use (The Hervin Company pet food manufacturing facility). In 1988, the pet food manufacturing plant became non-operational. This occurrence provided an opportunity to permanently eliminate the non-conforming use. The acquisition of a project site of approximately nine acres facilitated the development of a planned central commercial development, with a pedestrian-orientation that would enhance the "central business district" environment of the Central Design District.

  The primary intent of Amendment No. 16 is to amend the land use of the Tualatin Commons Redevelopment Project to allow more civic uses (City Hall facilities, community gathering areas, and a community center), and thus to enhance the community activities in the Central Urban Renewal Area. This action was in response to community support for less intensive retail development and more uses that are active in the weekdays, evening, nights, and weekends. In addition, the Block 13 and Village Square Redevelopment Projects and project areas were combined and renamed

"Tualatin Commons Redevelopment Project." The acquisition and packaging of a project site of approximately 20 acres will facilitate the development of a planned mixed-use development (office, restaurant, limited retail, residential, civic uses) with a pedestrian orientation of a sufficient scale to provide an active private and public environment.

Specific Project Activities, Land Disposition, Development, and Redevelopment:

The Commission will dispose of property acquired within the Tualatin Commons Redevelopment Project Area and other property acquired by the Commission for redevelopment for uses permitted within the Central Commercial Planning District, and especially for those uses appropriate to an active leisure and pedestrian environment. Property shall be disposed of according to the terms of Disposition and Development Agreements. Such agreements will specify the respective obligations of the Commission and the redeveloper in regard to scale, uses, design, public facilities, approvals and permits, schedules of development and other issues related to the objectives of the Plan.

Properties acquired by the Development Commission will be disposed of for:

- Redevelopment by private redevelopers for the mix of uses found desirable and feasible in accordance with a negotiated Disposition and Development Agreement.
- Redevelopment of certain parcels within the Urban Renewal Area by the City of Tualatin for City Hall facilities.
- Redevelopment of certain parcels within the Area by the City of Tualatin and Tualatin Development Commission for a community center.
- Construction of public facilities that may include water feature(s), pedestrian facilities, and parking facilities.
- Road, street and utility improvements. Either before or after construction of the improvements, the Commission will dedicate the property to the local government with authority to manage the improvements

[Section D-3 amended by City Resolution 333-78 adopted February 27, 1978; Ordinance 730-87 passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 3098-02 adopted March 11, 2002; and Ordinance _____ passed March 22, 2010]

4. REHABILITATION AND CONSERVATION

The Plan encourages the rehabilitation and conservation of those existing buildings, which have historic merit or buildings which can be economically rehabilitated. Programs for Urban Renewal participation in the costs of rehabilitation are contemplated and the Commission may appropriately assist in rehabilitation and conservation efforts.

Specific Project activities, Rehabilitation and Conservation:

- A matching grant façade improvement program for buildings within the Central Design District.

- The Commission may appropriately assist in rehabilitation and conservation efforts outside of the Central Design District.

[Section D-4 amended by Ordinance 881-92 passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

E. REAL PROPERTY ACQUISITION, DISPOSITION: ESTIMATED SCHEDULE

1. REAL PROPERTY ACQUISITION

- Tualatin Commons Redevelopment Project: As discussed in Section D, "Outline of Project Activities", the plan proposes to acquire land within the Tualatin Commons Project Area and other property within the Urban Renewal Area, and to dispose of such land for private and public redevelopment and for development of public facilities.

  Map 5, "Tualatin Commons Property Acquisition," displays land which has been acquired to build present parking lots within the Tualatin Commons Redevelopment Project by the Development Commission. The map also shows which properties were acquired for the Tualatin Commons Redevelopment Project. Table 1, "Properties Acquired", lists the parcels that were acquired and the square footage of each parcel.

  Map 6, "Property Acquisition," displays land that has been acquired outside of the Tualatin Commons Redevelopment Project within the Urban Renewal Area to build parking lots and other public facilities by the Development Commission. Table 2, "Properties Acquired," lists the parcels that were acquired and the square footage of each parcel.

  Real property acquisition was accomplished in accordance with all applicable State Statutes. (Relocation of existing residences, businesses, and other uses is discussed in Section G below.) Any further real property acquisition will be accomplished in accordance with all applicable State Statutes.

Table 1 Properties Acquired - Tualatin Commons

Tax Map	Tax Map	Square Feet
2S1-24BC	1501	16,117
2S1-24BC	1600	4,792
2S1-24BC	1690	4,792
2S1-24BC	1700	4,792
2S1-24BC	1702*	15,246

2S1-24BC	1703*	15,246
2S1-24BC	1704	13,939
2S1-24BC	1800	11,710
2S1-24BC	1900	10,225
2S1-24BC	2000	5,400
2S1-24BC	2100	20,147
2S1-24BC	2200	10,377
2S1-24BC	2300	17,655
2S1-24BC	2400	14,827
2S1-24BC	2500	23,800
2S1-24BC	2501	5,950
2S1-24BC	2600	11,160
2S1-24BC	2601	6,960
2S1-24BC	2703*	26,572
2S1-24BC	4500*	20,704
2S1-24BC	4600*	23,750
2S1-24BC	4800	8,859
2S1-24BC	5100	11,875
2S1-24BC	5190	17,575
2S1-24BC	5202	16,328
2S1-24CB	100	12,632
2S1-24CB	200	271,379
2S1-24CB	300	111,514
TOTALS:	28	734,323

Source: Washington County Department of Assessment and Taxation, October 20, 1983.

Note: Parcels with an asterisk (*) were purchased prior to the Tualatin Commons Redevelopment Project for the Core Area Parking District. The identified parcels are included as a part of the Redevelopment Project.

Table 2 Properties Acquired – Outside of Tualatin Commons

Tax Map	Tax Map	Square Feet
2S1-24BC	500	34,848
2S1-24BC	1000	8,276
2S1-24BC	1001	9,148
2S1-24BC	1100	15,682
2S1-24BC	1200	3,504
2S1-24BC	3800	10,890
2S1-24BC	4000	5,227
2S1-24BC	4900	8,859
2S1-24BC	5000	1,781
2S1-23A	1500	140,698
2S1-23A	1600	52,272
TOTALS:	11	291,185

Source: Washington County Department of Assessment and Taxation 2001.

Additional land may be acquired to remove blighting influences or for road, pedestrian and street improvements.

Schedule

The Commission acquired interests in real property for the Tualatin Commons Redevelopment Project during Fiscal Years 1984/85, 1985/86, 1986/87, 1987/88, and 1989/90.

The Commission acquired interests in other real property for development during Fiscal Years 1982/83 through 1998/99.

[Section E-1 amended by Resolution 333-78 adopted February 27, 1978; Resolution 117-86, adopted August 11, 1986; Ordinance 730-87, passed September 14, 1987; Resolution 174-90, adopted May 29, 1990; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

2. REAL PROPERTY DISPOSITION

Tualatin Commons Redevelopment Project: Land acquired for the Tualatin Commons Redevelopment Project will be subject to disposition as follows:

- *Retention for Development as Public Facilities:* Land will be retained by the Commission and developed as public facilities. Such facilities may include a water feature(s), pedestrian spaces and walkways, parking facilities, and open spaces.

- Conveyance to the City of Tualatin by sale, lease or other manner for development of civic uses including a City Hall facility and community center.

- Conveyance to Developers by sale, lease or other manner for development of commercial uses in accordance with the objectives of the Tualatin Commons Redevelopment Project: Such conveyances shall be governed by Disposition and Development Agreements. Land shall be conveyed at a value determined by the Commission to be its fair reuse value, which represents the value, whether expressed in terms of rental or capital price, at which time the Commission, in its discretion, determines such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in the Plan.

  Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission. The specific disposition of each parcel will be determined during a process of site planning and negotiation with developers.

Additional land acquired may be subject to disposition for road and street improvements.

Schedule

The Commission intends to dispose of real property interests within the Tualatin Commons Redevelopment Project during the Fiscal Years 1992/93, 1993/94, 1994/95, 1995/96, 1996/97, 1997/98, 1998/99.

Other Commission Acquired Property: Land acquired for parking lots, civic facilities and other properties will be subject to disposition as follows:

- *Retention for Development as Public Facilities:* Land will be retained by the Commission and developed as public facilities. Such facilities may include pedestrian spaces and walkways, parking facilities, and open spaces.

- Conveyance to the City of Tualatin by sale, lease or other manner for development of civic uses including a City Hall facility and community center.

- Conveyance to developers by sale, lease or other manner for development of commercial uses in accordance with the objectives of the Central Urban Renewal Plan. Such conveyances shall be governed by Disposition and Development Agreements. Land shall be conveyed at a value determined by the Commission to be its fair reuse value which represents the value, whether expressed in terms of rental or capital price, at which the Commission in its discretion determines such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in the Plan.

- Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission. The specific disposition of each parcel will be determined during a process of site planning and negotiation with developers.

Additional land acquired may be subject to disposition for road, street and pedestrian improvements.

Schedule

The Commission intends to dispose of real property interests during Fiscal Years 2000/01 through 2035/36.

[Section E2 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

F. LAND USE

Land use within the Urban Renewal Area is governed by the Planning District Standards contained in the Development Code. The Urban Renewal Area contains the following Planning District Designations:

- Central Commercial
- Office Commercial
- General Commercial
- General Manufacturing
- Light Manufacturing
- High Density Residential/High Rise
- High Density Residential

The regulations governing development within these districts are summarized in Table 3 and Map 7, "Planning Districts and Blocks," displays the Planning District designations within the Urban Renewal Area.

In some cases, the Plan calls for additional considerations to be applied to land uses within the Urban Renewal Area. These apply to specific "blocks" as shown on the Planning Districts Map (Map 7). These considerations pertain to permitted land uses, minimum lot sizes, and requirements for "Master Planning" of entire blocks or groups of blocks.

[Section F amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

Table 3 Summary of Planning District Standards in the Urban Renewal Area

Planning Districts	Permitted Uses
Central Commercial (CC)	The purpose of this district is to provide areas of the City that are suitable for a full range of retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. This district also provides areas suitable for civic, social and cultural functions serving the general community. This district serves to implement the City's Central Urban Renewal Plan and consequently, multi-family dwellings are also an appropriate use in certain portions of the district, as specified by the Central Urban Renewal Plan.

Office Commercial (CO)	The purpose of this district is to provide areas for professional office in locations adjacent to or across the street from residential areas. The district is intended to provide for office development ranging from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this district shall be sensitive to the preservation of significant natural resources and shall provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
General Commercial (CG)	The purpose of this district is to provide areas of the city that are suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office, or central commercial areas. This district is particularly suitable for businesses needing direct automobile access to the freeway and the arterial streets leading to the freeway. Such uses are motels, drive-in restaurants, automobile service stations, and carwashes. Other suitable automobile-related businesses are automobile upholstery shop, or automobile tire shop. Automotive uses that use large amounts of land, such as automotive, truck and machinery sales and rental, are not appropriate uses in this district.
Light Manufacturing (ML)	The purpose of this district is to provide areas of the City that are suitable for industrial uses that are compatible with adjacent commercial and residential uses. The district serves to buffer heavy industrial uses from commercial and residential areas. The district is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration or smoke. The district is also suitable for retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet and, with appropriate restrictions, for retail sale of the products not allowed for sale in the General Commercial Planning Districts.

General Manufacturing (MG)	The purpose of this district is to provide areas of the City that are suitable for light industrial uses and a wide range of heavier manufacturing and processing activities. These uses are expected to be more unsightly and have more adverse environmental effects than the uses allowed in the Light Industrial Planning District.
High Density Residential (RH)	To provide areas of the City suitable for townhomes, high-density garden apartment and condominium developments. Within the Central Urban Renewal Area uses permitted may be mixed with uses permitted in the Central Commercial Planning District.
High Density Residential/ High Rise (RH/HR)	To provide areas of the City within the City's Central Urban Renewal Area, an area west of the Central Urban Renewal Area, north of the wetlands, and south of the Tualatin Country Club that are suitable for high density apartment or condominium towers.

NOTE: Sections F- (1), (2), and (3) of the Plan and Map 6 contain block-specific Urban Renewal standards and minimum lot sizes. See also the Development Code for further information.

[Table 3 amended by TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

Summary of Planning Districts Uses

1. PERMITTED USES

In addition to the uses normally permitted within the relevant Planning District, the Planning District Standards allow the following additional permitted and conditional uses in the areas listed:

Permitted uses:

a. General Commercial uses, except for those permitted within the Central Commercial Planning District, are allowed on Blocks 28 and 29. Notwithstanding the preceding sentence, limited use of take-out restaurants smaller than 1,500 square feet and with a seating capacity of 50 or less, will be allowed on Blocks 28 and 29. No drive-up windows will be allowed. No portion of such restaurant shall be closer than 200 feet from any public street right-of-way, unless the right-of-way is separated from the restaurant by railroad right-of-way, in which case the restaurant shall be no closer to the public street right-of-way than 100 feet. The restaurant must be intended to serve primarily the employees and customers of uses in the immediate vicinity. Retail uses permitted in the General Commercial Planning District, excluding any use permitted in the Central Commercial

Planning District, are permitted to be greater than 60,000 square feet of gross floor area in areas designated Employment Area or Industrial Area.

b. General Commercial uses are allowed on Block 30.

c. Uses permitted in the High Density Residential (RH) District on Block 1.

d. Multi-family uses and single-family common-wall residential units are allowed on Blocks 2, 3, 15, 16, 17, 18, 19, 20, 22 and 23.

e. Architectural Focal Element for Blocks 14, 17, 18 and 20.

Conditional Uses:

a. In the Central Design District bank drive-up uses and other drive-up uses, unless otherwise prohibited by provisions of the Tualatin Development Code.

b. Uses permitted in the Central Commercial Planning District on Block 1.

[Section F-1 amended by TDC Resolution 145-88, adopted January 11, 1988; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010*]*

2. STRUCTURE HEIGHT

The following structure heights are permitted within the relevant Planning Districts and Blocks:

a. Buildings constructed on Block 13 can be a maximum of 75 feet in height.

b. Buildings constructed on Blocks 1, 2, 3, 5, 14, 15, 16, 17, 18, 19, 20, and 22 can be a maximum of 60 feet in height.

c. 35 feet between the Tualatin Commons central water feature and the primary pedestrian corridor, except for architectural focal elements.

d. 75 feet for Architectural Focal Elements for Blocks 14, 17, 18 and 20.

[Section F-2 added by TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010.]

3. MINIMUM LOT SIZES

Within the Urban Renewal Area, the Planning District Standards allow for minimum lot sizes that are generally in excess of the normal Planning District requirements. This is to allow for development which can incorporate a greater number of design features, e.g. landscaping, to achieve the design objectives of the Plan. The following minimum lot sizes shall apply to the creation of new lots by partition, subdivision or lot line adjustment in the Planning Districts and Blocks listed:

a. Unless otherwise noted, minimum lot sizes within the Urban Renewal Area

are 25,000 square feet.

b. Minimum lot sizes within the Core Area Parking District are 5,000 square feet.

c. Minimum lot sizes within Blocks 25, 31, and 33 are 40,000 square feet.

d. Minimum lot sizes within Block 28 are 20,000 square feet.

e. When Residential High Density permitted uses are mixed with uses permitted in the Central Commercial District, the lot sizes for mixed uses are determined through the Architectural Review process.

[Section F-3 (formerly F-2) amended by TDC Resolution 74-83 adopted December 12, 1983; Ordinance 881-92, passed November 9, 1992; TDC Resolution 206-93, adopted June 28, 1993; TDC Resolution 398-02 adopted March 11, 2002]

4. REQUIREMENTS FOR MASTER PLANNING

Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). Such master plan shall contain sufficient information, as determined by the City, to ensure that development meets the objectives of the Plan. Master plans may include, but are not limited to, treatment of such issues as access, transportation, sewer, water storm drainage, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities.

Master plans for Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, 33, as well as subsequent modifications to those plans, must be approved by the City Council at a public hearing. The public hearing shall be called and conducted in the manner provided for in Section 1.031 of the Development Code. In approving a master plan, the City Council may attach conditions that it finds necessary to achieve the objectives of the Urban Renewal Plan.

For blocks within which land is under multiple ownerships, and where special conditions exist, the Commission may initiate master plans to govern development. Block 23, because of its unusual platting pattern and the difficulty of providing street access, may require such master planning.

Plans developed by the Commission for those purposes will be referenced within the Development Code.

[Section F-4 (formerly F-3) amended by TDC Resolution 131-87, adopted April 27, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

5. CENTRAL DESIGN DISTRICT DESIGN GUIDELINES

The Central Design District is bounded by SW Martinazzi Avenue on the east, SW Tualatin-Sherwood Road on the south, SW Boones Ferry Road on the west and the Tualatin Community Park and Tualatin River on the north (Map 8). The area is

designated in the Development Code as Central Commercial. The purpose of the Planning District is:

"To provide areas of the City that are suitable for a full range of retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. The district also provides area suitable for civic, social and cultural functions serving the general community. The district serves to implement the City's Urban Renewal Plan, and consequently, multi-family dwellings are also an appropriate use in certain portions of the district, as specified by the Urban Renewal Plan."

Though the District does not include all the area designated as Central Commercial, the area outside the District has developed in an auto-oriented manner (K-Mart/Safeway, Fred Meyer, Martinazzi Square, Hedges Greene Retail Center). Within the District, however, the opportunity still exists to achieve pedestrian-oriented development.

The most direct means of achieving a true pedestrian orientation is by the use of design guidelines. Such guidelines are referred to in Chapter 73 of the Tualatin Development Code. The design guidelines contained in Appendix G are intended to assist in developing a pedestrian-oriented downtown with a mix of commercial and residential activities that are compatible with one another.

[Section F-5 added by TDC Resolution 398-02, adopted March 11, 2002, Ordinance _____, passed March 22, 2010]

6. CHANGES TO PLANNING DISTRICT DESIGNATION

The Commission will actively work with the City of Tualatin to change the Planning District designations or list of allowed uses within the existing designations within the Area to further mixed use development to align with the City's Town Center Plan. This may include the East, North, Central and West Sub-areas to allow additional housing opportunities integrated with retail, service, office and public uses.

Section F-6 added by Ordinance _____, passed March 22, 2010]

G. RELOCATION PLAN

The Plan anticipates the acquisition and redevelopment of property which may result in the displacement of residents and businesses. Prior to any displacement, the Commission will establish a Relocation Policy that will call for the Commission's assistance to those residents and businesses displaced. Such assistance may include providing information regarding suitable locations, payment of moving expenses, and other payments as deemed necessary.

All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500 - .530 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 35.510.

[Section G amended by City Resolution 333-78 adopted February 27, 1978; Ordinance _____, passed March 22, 2010]

H. METHODS OF FINANCING PROJECT ACTIVITIES

1. GENERAL DESCRIPTION OF FINANCING METHODS

The Tualatin Development Commission will consider all possible sources of funding in carrying out this Plan. The Commission may borrow and accept advances, loans, grants, and any other form of financial assistance from the federal government, state, city, county or other public body or from any other sources, public or private, including lease or sale of properties to developers for the purpose of undertaking and carrying out this Plan. In addition, the Tualatin Development Commission may obtain financing as authorized under ORS Chapter 457 or any applicable statutes.

Upon request of the Commission, the City Council of the City of Tualatin may as necessary to achieve plan objectives, seek general obligation or issue revenue bonds, certificates, notes, improvement warrants, or form local improvement or special assessment districts to assist in financing the Plan.

The funds obtained by the Commission shall be used to pay or repay any cost, expense, advances, or any other indebtedness incurred in planning or undertaking the Plan or in otherwise exercising any of the powers granted by ORS 457.

2. SELF-LIQUIDATION OF COST OF PROJECTS

The Commission proposes to finance the Plan, and the projects undertaken with respect to the Plan, through tax increment financing as authorized by Article IX, Section 1c of the Oregon Constitution and ORS 457.420 through 457.470. This Plan authorizes the division of ad valorem taxes pursuant to ORS 457.420 through 457.470. Such financing is authorized by the statute when the Plan contains the following provisions: the ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided by rates as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440.

The maximum indebtedness pursuant to ORS 457.190 which may be incurred under this Plan is $147,705,384. Nothing in this section is intended to inhibit the ability of the Commission to refinance or refund existing bonded indebtedness that may be issued under the Plan.

[Section H-2 amended by TDC Resolution 183-91, adopted September 9, 1991; Ordinance 996-98, passed March 23, 1998; Ordinance _____ passed March 22, 2010]

3. COMPLETION OF PROJECTS

Upon completion of the projects identified in this Plan or subsequent amendments to this Plan, and the satisfaction of all outstanding indebtedness, the division of taxes under ORS 457.420 - 457.470 shall cease as provided by ORS 457.450.

[Section H-3 amended by Ordinance _____ passed March 22, 2010]

I. FUTURE AMENDMENT PROCESS

This Plan may be reviewed and analyzed periodically and will continue to evolve during the course of the project implementation and ongoing planning. The Plan may be amended or changed as needed. All amendments or changes to the Plan will be made in writing and will be approved by the Commission, the Tualatin City Council, or both depending on the category of the amendment. The amendments or changes may be substantial amendments, Council approved amendments or minor amendments. Minor amendments to the Plan shall be approved by the Commission by resolution. Council approved amendments to the Plan shall be approved by the Tualatin City Council through a hearing process and adopted by ordinance. Substantial amendments to the Plan shall be approved by the Tualatin City Council by non-emergency ordinance pursuant to ORS 457.095 and 457.220 after the notification and actions required by ORS 457.120 and 457.085, and public notice and hearing. Presentation of any amendment to the Commission or Council shall be accompanied by the recommendation of the Urban Renewal Advisory Committee.

Minor Amendments

Minor amendments include, but are not limited to, the following:

1. Amending the Plan for consistency with the Tualatin Community Plan and Development Code.
2. Including design standards and guidelines to this Plan.
3. Revising the schedule of the Tualatin Commons Redevelopment Project.
4. Adding to the list of parcels to be acquired under the Plan, finding that the acquisition is necessary, and including a schedule for acquisition and the nature and schedule for disposition of the parcels(s).
5. Development Commission participation in the design and construction of a community center in conjunction with the Tualatin Commons Redevelopment project.

Council Approved Amendments

1. Addition of land to the Area that is not more than 1% of the existing Area.
2. Adding a new project, activity or program which:
   (a) Serves or performs a substantially different function from any project, activity or program specified in this Plan; and
   (b) Is estimated to cost (excluding administrative costs) in excess of $500,000 adjusted annually from 1991 at a rate equal to inflation.
3. Making other changes in the Plan which alters the major assumptions, purposes and objectives underlying this plan.

Substantial Amendments

1. Adding land to the Area (except addition of land that is not more than 1% of the existing land area in the Area.)
2. Increasing the maximum amount of indebtedness, excluding indebtedness issued to refinance or refund existing indebtedness issued or incurred under the Plan.

From time to time during the implementation of this Plan, the Tualatin City Council may officially approve amendments or modifications to the City's Development Code. Furthermore, the Tualatin City Council may from time to time amend or approve new codes, regulations or ordinances which affect the implementation of this Plan. When such amendments, modifications or approvals which affect the provisions of this Plan occur, they shall be deemed minor amendments to the Plan and shall, by reference, become a part of this Plan.

[Section I amended by TDC Resolution 183-91, adopted September 9, 1991; Ordinance 881-92, passed November 9, 1992; TDC Resolution 389-01, adopted December 10, 2001; Ordinance _____passed March 22, 2010]

J. MAP AND LEGAL DESCRIPTION

The Urban Renewal Area amendment includes land within the area described below and shown on Map 1, "Tualatin Central Urban Renewal Boundary." The Urban Renewal Area contains 327.48 acres.

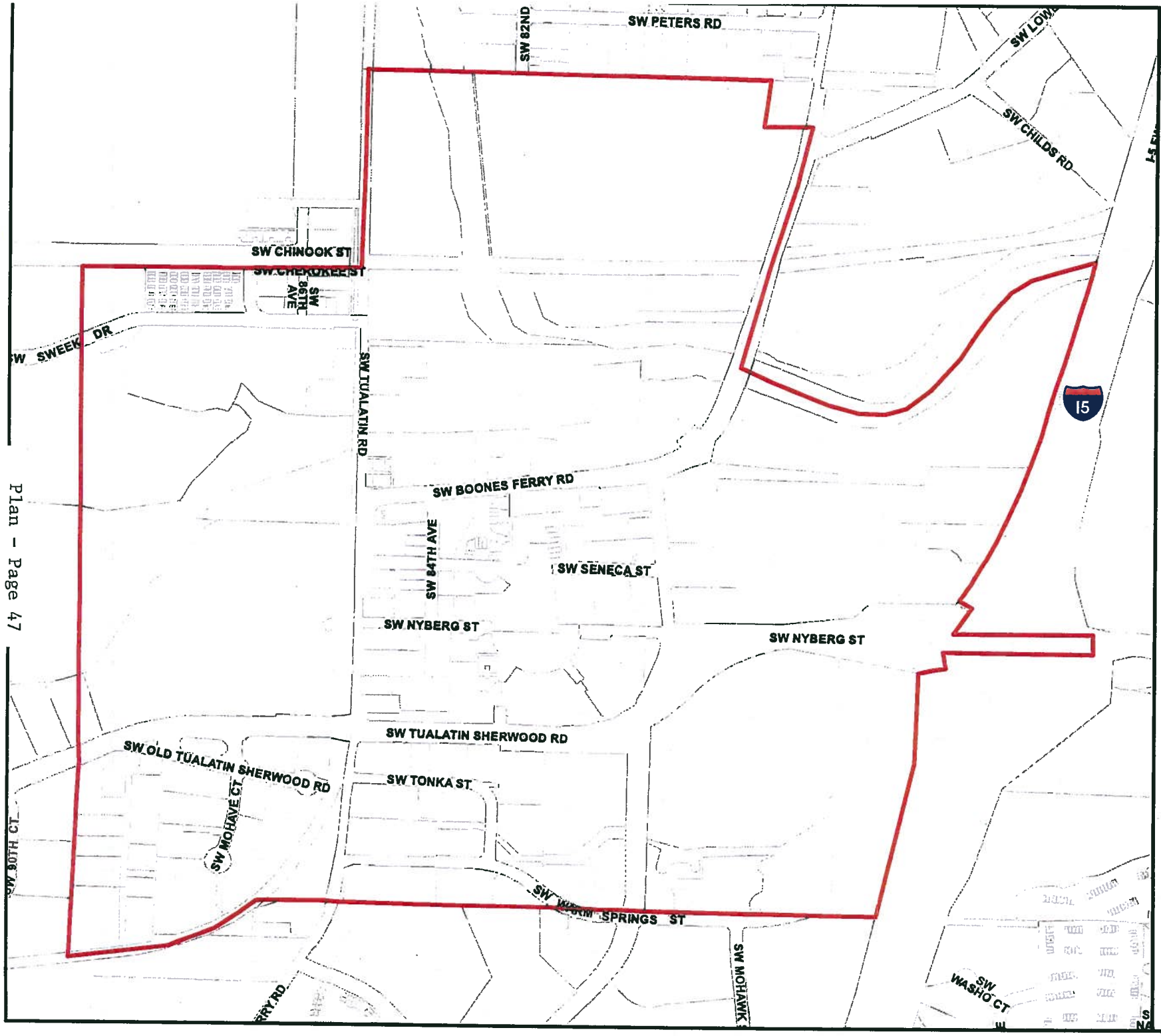
LEGAL DESCRIPTION

TUALATIN CENTRAL URBAN RENEWAL PROJECT AREA

A portion of Sections 23 and 24 of Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the Northwest section corner of Section 24; thence easterly along the North line of Section 24 to a point located South 89°32' West 200 feet from the centerline of SW Upper Boones Ferry Road (State Highway No. 141); thence South 07°28' West 225 feet; thence North 89°32' East 200 feet to the centerline of said Upper Boones Ferry Road; thence South 07°28' West 131.1 feet along said centerline; thence South 15°11' West along the centerline of Boones Ferry Road (also State Highway No. 141) to the centerline of the Southern Pacific Railroad; thence continuing South 15°11' West 540 feet, more or less, to the centerline of the Tualatin River; thence southeasterly and northeasterly along the centerline of said river to the westerly right of way line of the R.H. Baldock Freeway (Interstate 5); thence southerly along the westerly right of way line of said freeway to a point that is North 296.58 feet, and West 2406.18 feet from the quarter corner on the East line of Section 24; thence perpendicular to said right of way line, South 57°23'09" East 120.0 feet; thence parallel with said right of way line, South 32°36'51" West 152.94 feet; thence parallel with and 60.0 feet North of the North line of the South half of Section 24, South 88°57'59" East 663.23 feet; thence South 1°02'01" West 120.0 feet; thence parallel with and 60.0 feet South of the North line of the South half of Section 24, North 88°57'59" West 740.22 feet; thence parallel with said right of way line, South 3°53'44" East 142.51 feet; thence perpendicular to said right of way line, South 86°06'16" West 145.0 feet to a point that is South 167.54 feet and West 2601.64 feet from the quarter corner on the East line of Section 24 and on the westerly right of way line of the R.H. Baldock Freeway (Interstate 5); thence southerly along said westerly right of way line to a point on the North line of the South 1/2 of the South 1/2 of Section 24; thence westerly along said North line 2535 feet, more or less, to the Northwest corner of the Southwest 1/4 of said Section 24; thence South 89°32'30" West 420 feet, more or less, to the northerly right of way line of the Oregon Electric Railroad; thence southwesterly along said northerly railroad right of way line to a point located North 0°52' East 1051.8 feet and North 89°13' East 1466.92 feet from the quarter corner on the South line of Section 23; thence South 81°38' West 116.1 feet along said northerly railroad right of way line; thence North 1°01'30" East 913.3 feet to the southerly line of the Tualatin-Sherwood Road (County Road No. 492); thence continuing North 1°01'30" East 2360 feet, more or less, to the South right of way line of the Southern Pacific Railroad; thence easterly along said railroad right of way 1300 feet, more or less, to the West line of Section 24; thence northerly along said West line of Section 24 to the point of beginning.

[Section J (formerly Section I) amended by Ordinance 730-87, passed September 14, 1987; Ordinance 1108-02, passed April 22, 2002]



TUALGIS

Central Urban Renewal Area

Urban Renewal Boundary 2010

Map 1

Central Urban Renewal Area

Tualatin Development Commission

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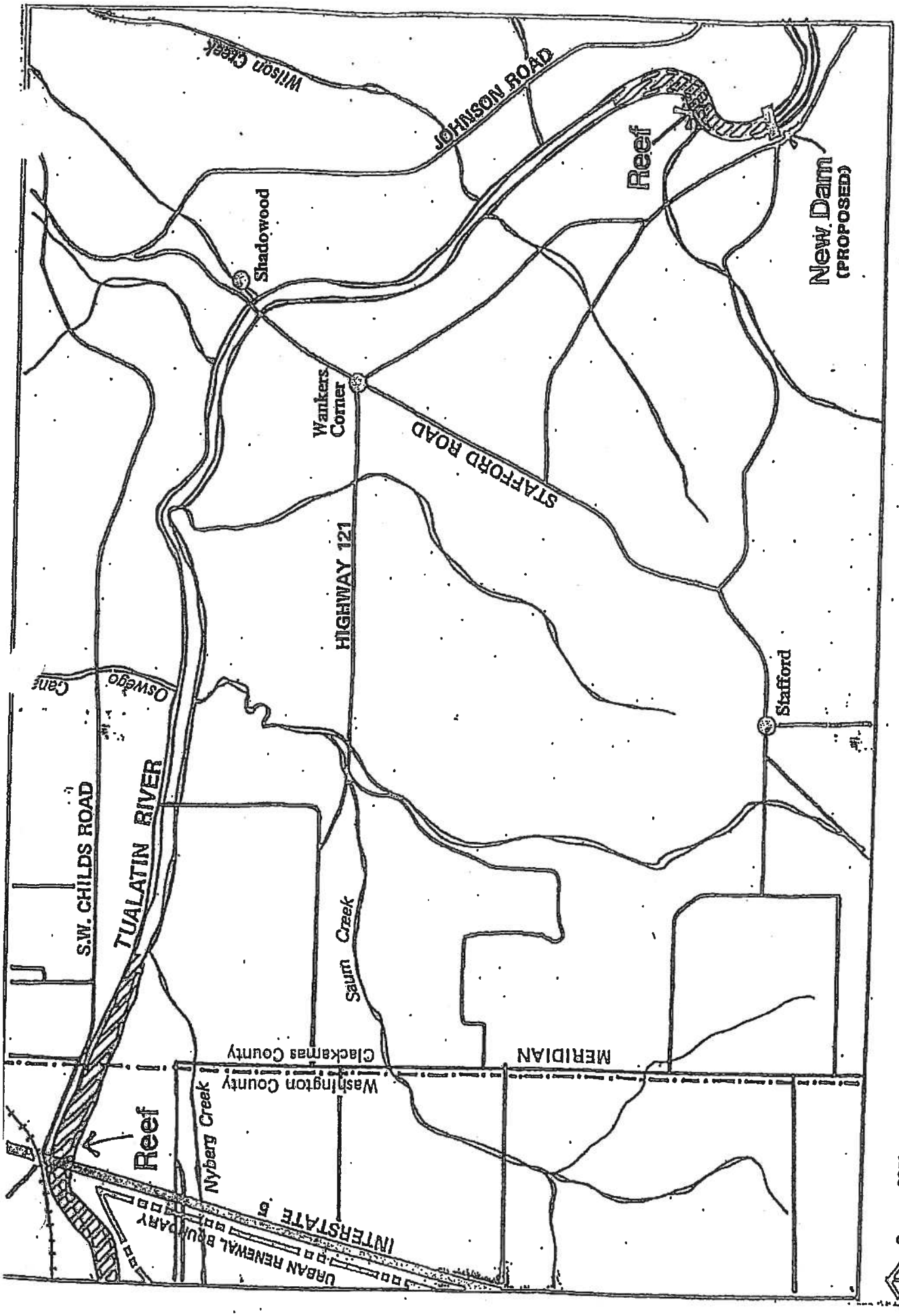
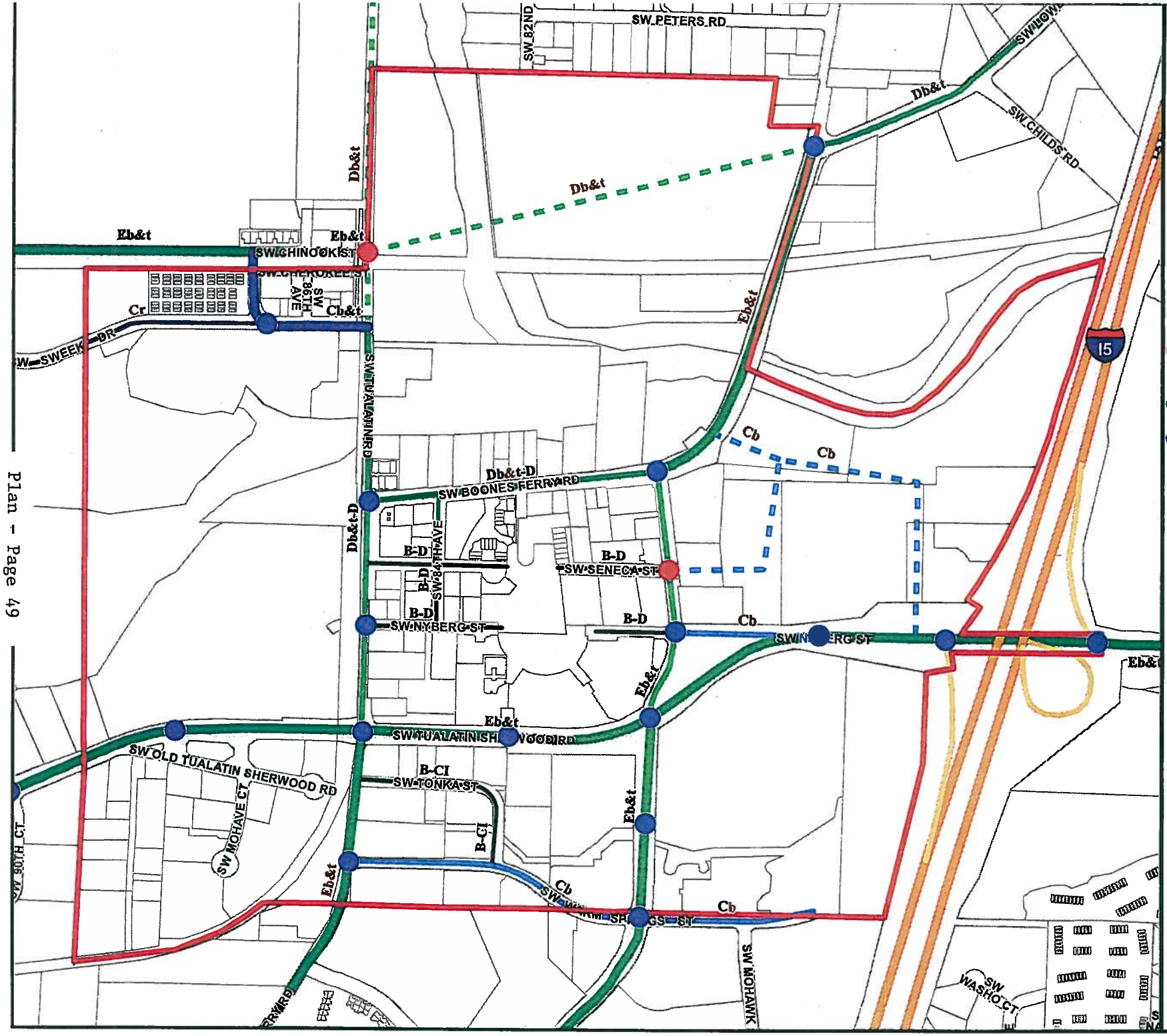
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or ommissions in the information. This map is provided "as is". -Engineering and Building Dept.
Plotted 1/14/10



FLOOD CONTROL 2



TUALGIS

Central Urban Renewal Area

Transportation 2010

Map 3

Central Urban Renewal Area

Traffic Signal Plan

- Existing Traffic Signal
- Proposed Traffic Signal

Freeways

- Freeway
- Ramp

Existing Roads

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL COMMERCIAL INDUSTRIAL
- RESIDENTIAL COLLECTOR

Future Roads

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

Tualatin Development Commission

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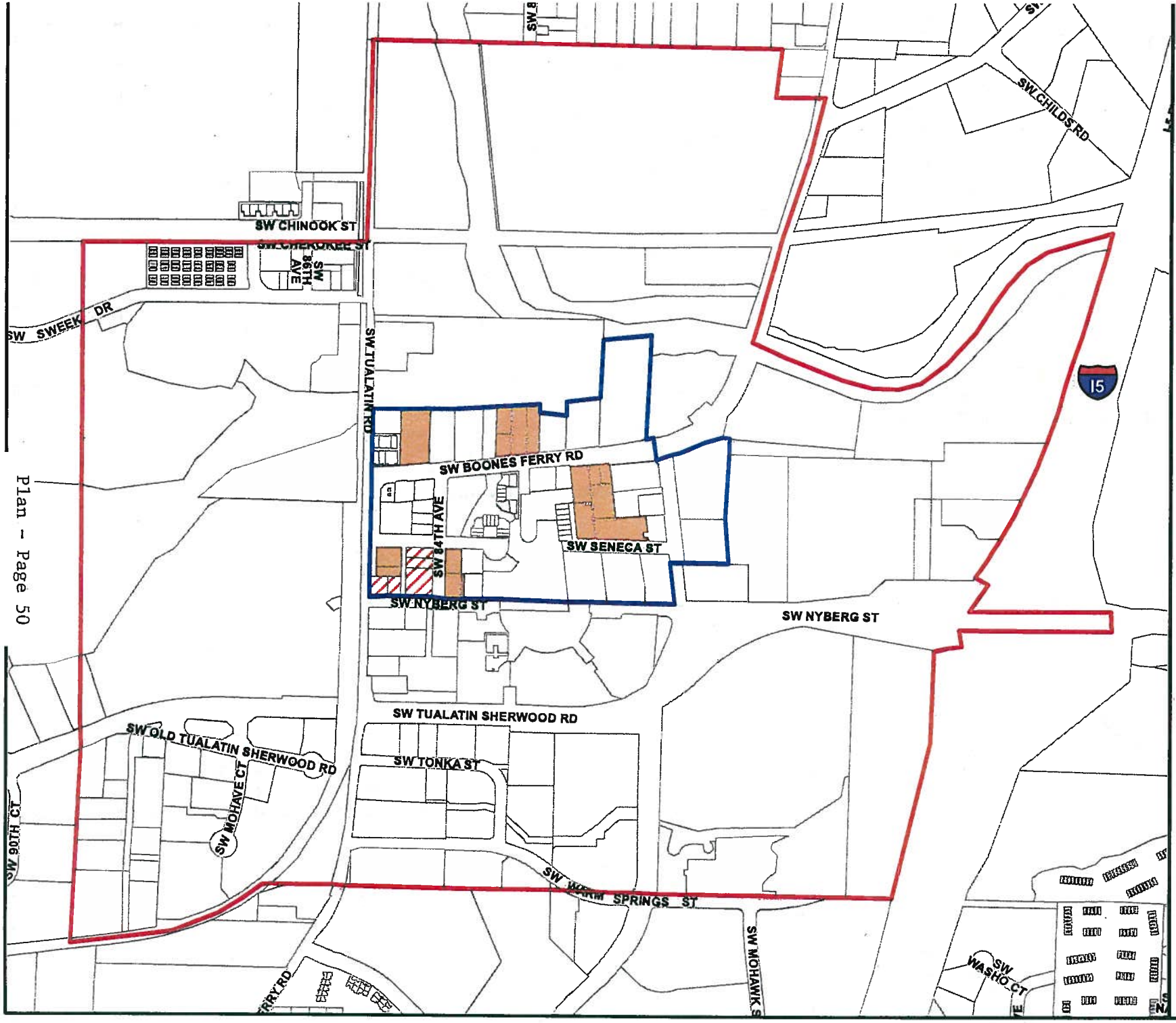

TUALGIS

Central Urban Renewal Area

Core Area Parking District 2010

Map 4

- Central Urban Renewal Area
- Core Area Parking District
- Public Parking Lots
- Future Public Parking Lot

Tualatin Development Commission

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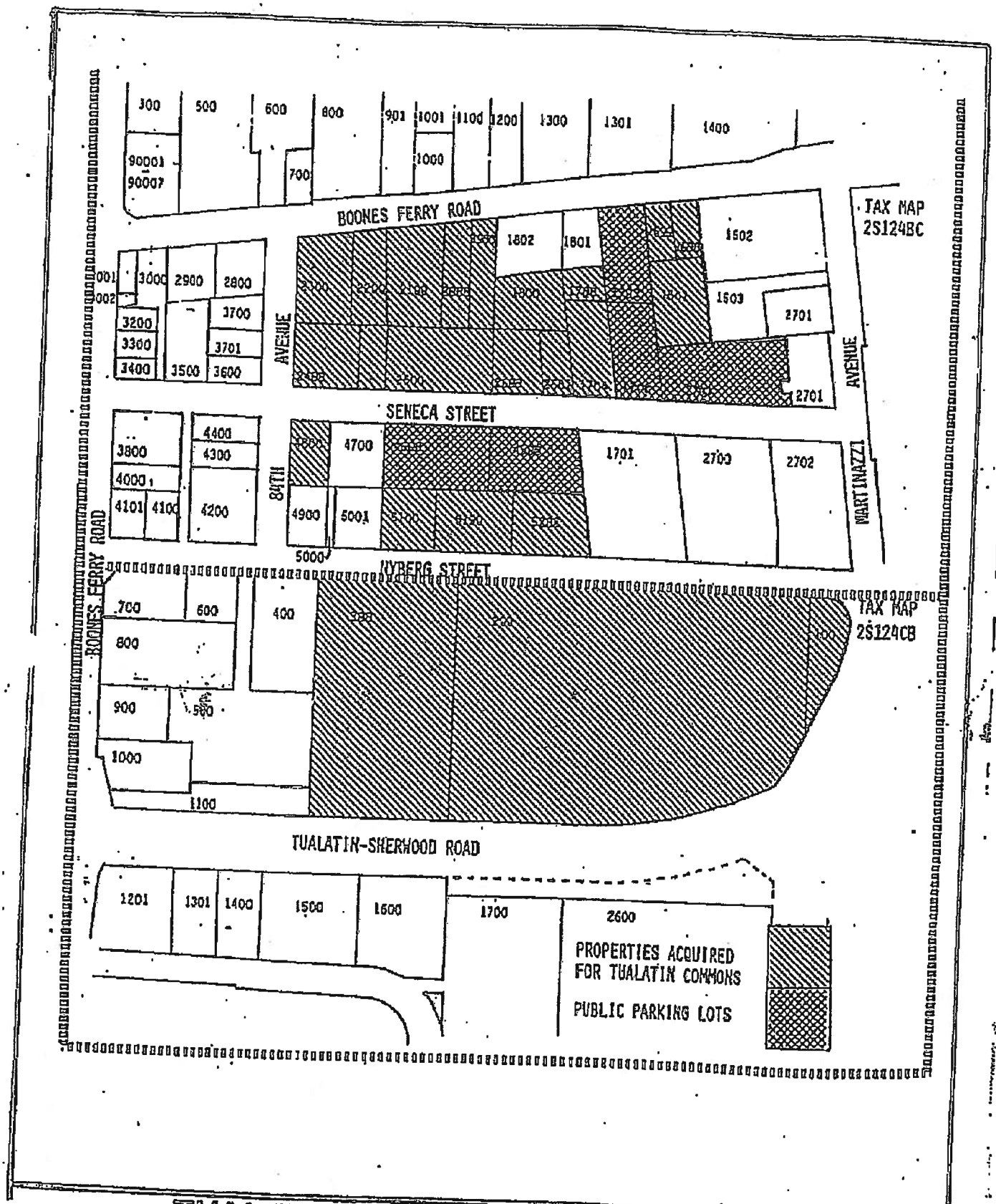
Plotted 1/10/10



TUALATIN COMMONS PROPERTY AQCUISITION MAP

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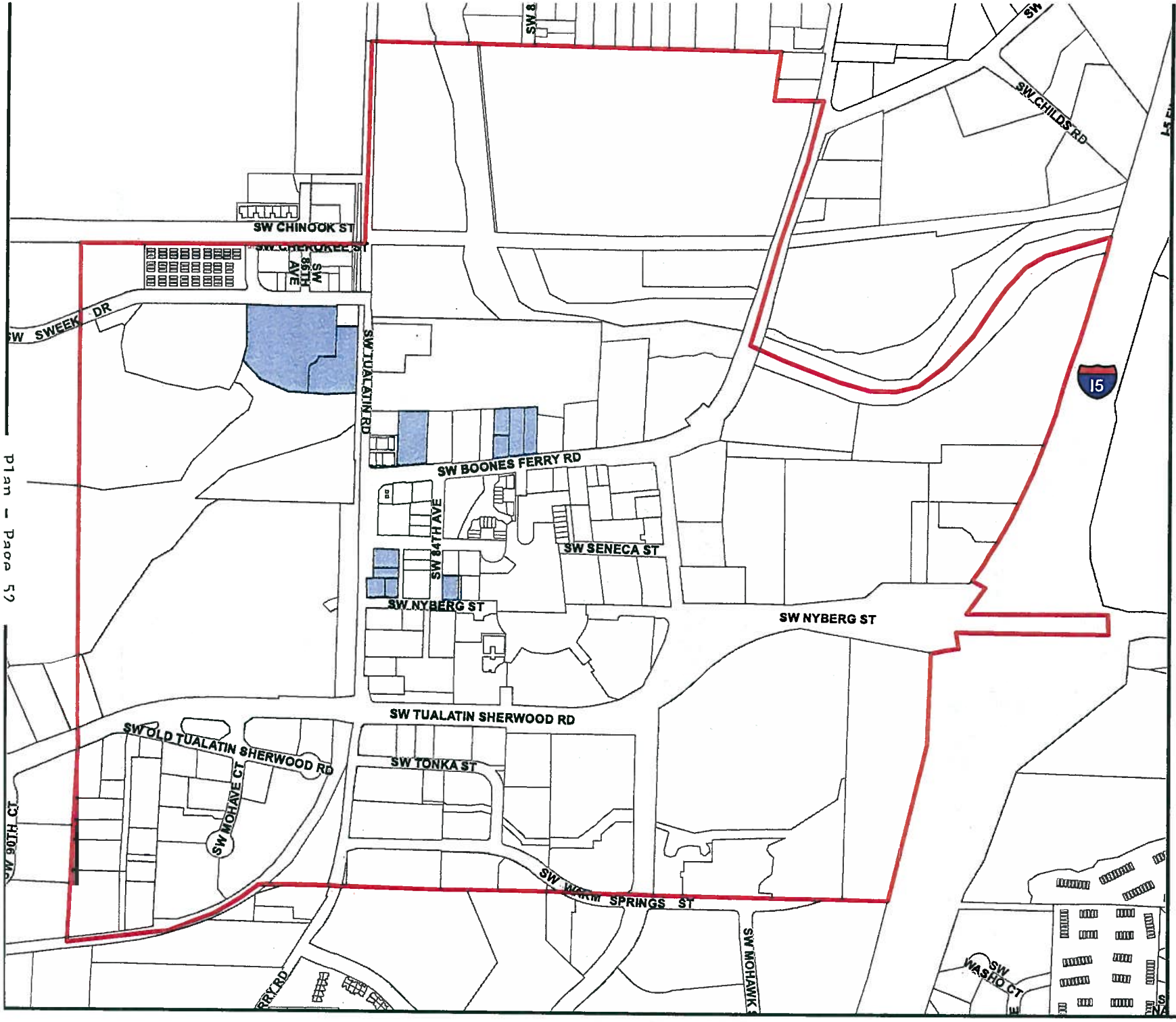

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Central Urban Renewal Area

Property Acquired Outside of Tualatin Commons 2010

Map 6

Central Urban Renewal Area

Properties Acquired Outside of Tualatin Commons

Tualatin Development Commission

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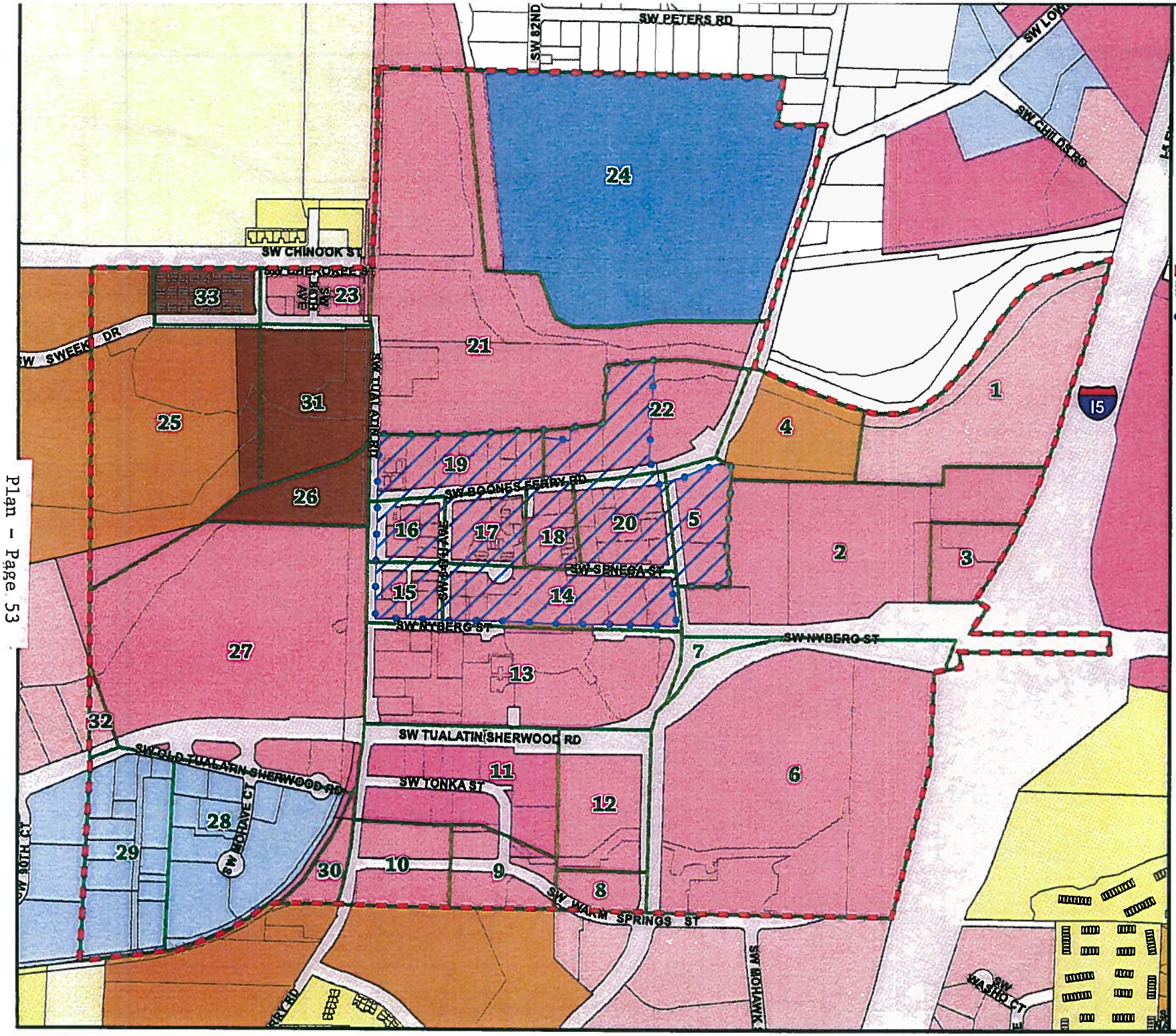
Plotted 1/10/10



TUALGIS

Central Urban Renewal Area

Planning Districts 2010

Map 7

- Central Urban Renewal Area
- Urban Renewal Area Blocks
- Core Area Parking District

Planning Districts

- CO Office
- CC Central
- CG General
- MG General
- ML Light
- RH High Density
- RH/HR High Density/High Rise
- RL Low Density
- RMH Medium-High Density
- RML Medium-Low Density

Tualatin Development Commission

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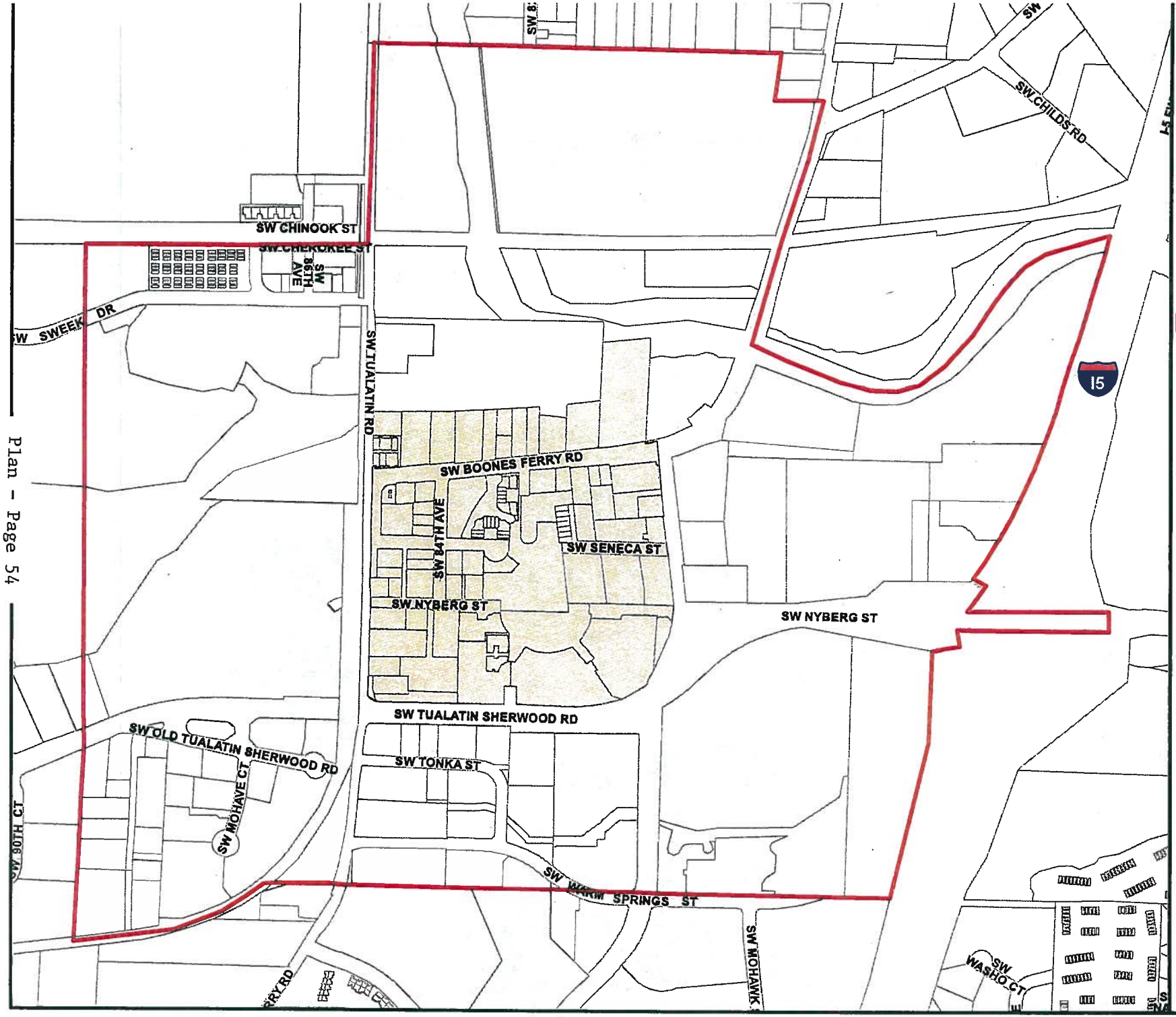

TUALGIS

Central Urban Renewal Area

Central Design District 2010

Map 8

Central Urban Renewal Area

Central Design District

Tualatin Development Commission

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Plotted 1/10/10

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APPENDIX I

Relationship to Tualatin Development Code Plan Objectives 2010

Relationship to Tualatin Development Code Plan Objectives 2010

4.050(1) Provide a plan that will accommodate a population range of 22,000 to 29,000.

The proposed amendment will not impair the ability to accommodate the projected population range. Housing is currently listed as a use allowed either outright or conditionally within the Central Urban Renewal District (CURD) boundary. Page 44 of the Report (Attachment D) identifies a range of 529 – 669 additional housing units in the CURD over the next 25-years which would accommodate a population range of 1,375 – 1,739 people. With this existing listing of housing opportunities, the CURD assists in meeting the population range projection.

4.050 (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.

The proposed amendment addresses public infrastructure projects based on uses currently listed in the TDC for various land use activities per the respective planning district designations. Because the proposed amendment does not modify the land use arrangement, it is consistent with this objective.

4.050 (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.

The amendment is a balance between the various objectives contained in the TDC while meeting the requirements of ORS 457 concerning blight conditions. A variety of objectives have been considered and responded to in this analysis.

The TDC has been developed to provide a variety of living and working environments. The Central Urban Renewal Plan (CURP) furthers this objective by contributing to infrastructure improvements, removing blight conditions that enhance the opportunity to provide a variety of living and working environments. This proposal does not change any of the list of uses or planning district designations within the CURP boundaries. Because the CURP supports the TDC, it meets this objective.

4.050 (10) Encourage the highest quality physical design for future development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No

modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed in the amendment, it meets this objective.

4.050 (15) Arrange the various land uses in a manner that is energy efficient.

Land uses are arranged in the TDC as reflected on Map 9-1 and the list of uses either permitted or condition for each of the respective planning district designations. The CURP supports this arrangement as noted in the Plan under Section F. Land Use (Page 36). No modifications are proposed on the arrangement of the land uses. A new Section 6, Changes to Planning District Designation (Attachment D, Page 42 of the Plan) has been added to identify the Commission to work with the City to encourage further mixed-use opportunities within the Town Center. The proposed amendment meets the objective.

4.050 (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.

One of the concepts behind this amendment is to encourage and further mixed-use development within the CURD under the existing land use structure that is in place. This will assist in encouraging energy efficiency and promote new opportunities for public transit which is consistent with the objective.

5.030(1) Provide for the housing needs of existing and future City residents.

The TDC identifies locations for housing within the CURD. The proposed amendment does not propose modifying the regulations for housing, rather it identifies infrastructure that will support the opportunity to construct housing within the CURD. Financial modeling projects 529 - 669 residential units could be constructed over the next 25 years for existing and future residents of the City which meets the objective.

5.030(2) Provide housing opportunities for residents with varied income levels and tastes that are aesthetically and functionally compatible with the existing community housing stock.

The proposed amendment has modeled the potential for 529 - 669 residential units that could be constructed over the next 25 years. The type of housing could be a mix of retirement, condominiums, apartments or lofts. The type of housing and costs will be determined with specific development proposals. To assist in the cost of housing, the CURP identifies supporting infrastructure that can assist in containing costs to a range that make it more cost effective for residents and meets the objective.

5.030(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.

The proposed amendment does not modify the location or density of housing development. Higher density residential development is already identified in the TDC to occur within the CURD and meets the objective.

5.030(7) Develop specific and enforceable design standards for multi-family developments, townhouses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines within the Central Design District in the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

5.030(8) Encourage owner occupancy of multi-family developments and other housing units within the City.

Housing has been identified in the CURD to be developed in the future in a range estimated between 529 – 669 units. The exact type of housing has not been identified but will be addressed at the time of specific development. Owner occupancy of multi-family is a possibility and would be encouraged to meet the objective.

5.030(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

Section F of the Plan (Attachment D, Page 42) identifies the Commission working with the City in the future to modify Planning District designations to ensure that use conflicts are minimized. For the North Sub-area which is currently zoned industrial, this could mean modifying the area to be a mixed use location for development which would meet the objective.

6.030(1) Encourage commercial development.

Proposed projects in the CURP are primarily infrastructure projects to assist in removing blight. Removal of blight enhances the opportunities for commercial development within the commercial designated areas of the Plan and ancillary residential development. Additionally, projects in the Plan assist in reducing costs to developers for off-site improvements that allow for higher-quality designed commercial or residential developments, which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years. This level of commercial development would promote increased employment opportunities. The Report (Attachment D, Pages 49-53) also indicates that the CURD is lagging in employment opportunities compared to other commercial areas within the City. The objective is met with this amendment.

6.030(3) Provide shopping opportunities for surrounding communities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years, a portion of which would be shopping opportunities. This level of commercial development would promote shopping opportunities. The objective is met with this amendment.

6.030 (4) Locate and design commercial areas to minimize traffic congestion and maximize access.

Commercial areas are identified on Map 9-1 in the TDC. This amendment does not propose to change those commercial locations. The amendment does identify transportation improvements that will assist the commercial areas in achieving their highest and best use potential and providing access opportunities which meets the objective.

6.030 (5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

8.020(1) Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.

The City Offices and Library are currently located within the CURD which meets the objective.

8.040(1)(i) The City shall provide notice to the Tigard-Tualatin School District when considering a plan or land-use regulation amendment that significantly impacts school capacity.

Notice was sent to Tigard-Tualatin School District as well as an orientation meeting with the School Board Chair and Superintendent. The notice and meeting were done to comply with HB 3056 requirements as well as to articulate the range of housing opportunities projected that could affect school capacity. This objective has been met.

10.020(1) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

10.020(2) Discourage monotonous, drab, unsightly, dreary and inharmonious development.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards and is consistent with the objective.

10.020(3) Promote the City's natural beauty and visual character and charm by insuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures and other improvements.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards. In addition, the TDC and CURP contain design guidelines for development within the Central Design District to further this objective.

10.020(4) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.

The proposed amendment estimates 1.3 – 1.9 million new square feet of commercial development over the next 25 years. Additionally, multi-use trails are identified along the Tualatin River to activate uses along the river. Both of these activities will assist in attracting tourists and visitors and commercial investment within the CURD and furthers the objective.

10.020(5) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.

The proposed amendment has a list of capital infrastructure activities to assist in removing blight conditions within the CURD. This infrastructure will support new development and redevelopment increasing and stabilizing property values. This, in turn, will increase tax revenues over the long term. As noted in this analysis, the range of estimated commercial development is 1.3 – 1.9 million square feet. Financial analysis indicates that the existing incremental assess value would grow from the current $180 million to over $800 million and is consistent with this objective.

11.610(2)(a) Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms of transportation which will link the community; minimize travel distances and vehicle-miles traveled; and safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit vehicles, trucks, and trains to and through the area when it is fully urbanized.

The list of transportation improvements (summarized in Attachments B and C) and detailed in Attachment D (Pages18-25 of the Plan) further the objective to create an interconnected system of streets, pedestrian and bicycle facilities linking the CURD area to the balance of the community. These improvements are consistent with the TSP and Chapter 11 of the TDC and meet the objective.

11.610(2)(e) For Plan Map and Text Amendments adopt a Level of Service standard F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types. For development applications, including, but not limited to subdivisions and architectural reviews, a LOS of at least D and E are encouraged for signalized and unsignalized intersections, respectively.

This Plan Text Amendment considered and was found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal, and all development scenario modeling was conducted consistent with existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

11.610(3)(a) Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.

The City's TSP identifies a roadway extension of Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection. It additionally

identifies SW Boones Ferry Road north of SW Martinazzi Avenue being widened and, SW Martinazzi Avenue widened to accommodate bike lanes and signal coordination efforts. These projects are proposed in the CURP to address congestion within the Town Center and the efforts to create an economically viable downtown area that are consistent with the objective.

11.610(3)(d) Incorporate a landscape element into the development plans of arterials, collectors and local streets.

The transportation projects proposed in this amendment have a landscape element in their concepts consistent with the roadway classifications listed in the TDC Chapter 11 and are consistent with the objective.

11.610(3)(e) Preserve and protect Tualatin's historic sites, where practicable, when developing new transportation facilities.

The transportation projects listed in the amendment will take into consideration historic resources during their design and permit phases consistent with Chapter 16 and 68 of the Tualatin Development Code to meet this objective. As currently listed, none of the transportation projects have a direct impact on any historic resources listed in TDC Chapter 68.

11.610(3)(f) Ensure safe and efficient access to the Tualatin Town Center.

The proposed transportation improvements listed in the amendment will further the safe and efficient access to the Town Center area with projects such as the roadway extension of SW Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection, SW Boones Ferry Road improvements north of SW Martinazzi Avenue, SW Martinazzi Avenue widening to accommodate bike lanes and signal coordination efforts that are consistent with the objective.

11.610(4)(a) Provide a City transportation system that is consistent with other elements and objectives of the Tualatin Community Plan.

PTA-09-10 has evaluated and taken into consideration other elements of the TDC. That evaluation is contained in this report, and a balance has been struck between the various objectives to meet this objective.

11.610(4)(b) Coordinate planning of the City transportation system with the Regional Transportation Plan prepared by the Metro, working toward a plan that is consistent with the RTP.

The City's TSP is consistent with the current RTP prepared by Metro. As future RTP amendments are conducted, the City will evaluate and make the necessary adjustments. This will include revisiting the CURP to ensure it is consistent with the

TSP and RTP. This objective has been evaluated ,and the proposed amendment meets the objective.

11.610(5)(a) Support and assist whenever practicable, the development of the metropolitan public transportation system through cooperation with the Tri-County Metropolitan Transportation District (TriMet).

The proposed amendment does not specifically call out for transit improvements. A meeting with TriMet identified that as transportation improvements are made, TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated which meets the objective.

11.610(5)(b) Working through TriMet, develop transit systems and stations, park and ride systems, and related facilities in convenient and appropriate locations that adequately and efficiently serve the residential and employment populations.

The Commission has met with TriMet on the proposed amendment. TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated when projects are developed which meets the objective.

11.610 (6)(a) Provide sidewalks on both sides of all fully developed streets within the City except where it would be unsafe to do so.

The proposed transportation improvements have been modeled to include sidewalks on both sides of the roadways consistent with the TSP and meet the objective.

11.610(6)(b) Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly-owned land intended for general public use.

All proposed transportation improvements in the amendment have pedestrian and bicycle elements consistent with the objective. In addition, the trail system along the Tualatin River has been modeled to be consistent with the Chapters 11 and 15 of the TDC.

11.610(6)(d) Develop a continuous multi-use pathway along the Tualatin River, and provide opportunities for pedestrian and bicycle movement across the river.

The amendment contains several trail systems along the Tualatin River both on the north and south sides. In addition, a pedestrian bridge is identified to link the two trail systems together which is consistent with the objective.

11.610(7)(b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users.

A series of transportation improvements are proposed in the amendment including the SW Tualatin Road Extension, SW Boones Ferry Road north of SW Martinazzi Avenue, widening of SW Martinazzi for bike lanes, signal coordination and transportation improvements in the East Sub-area. These improvements are either upgrades or new systems to ensure access into and within the Urban Renewal Area consistent with the objective.

11.610(8)(a) Provide a transportation system which encourages energy conservation, in terms of efficiency of the road network and in the standards developed for street improvements.

The proposed amendment furthers the existing transportation plan contained in Chapter 11 of the TDC and the TSP. The amendment identifies funding to implement improvements as listed in the Plan on pages 18-25 (Attachment D) in the CURD area. These improvements will encourage energy conservation and meets the objective.

11.610(9)(c) Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, and by constructing half or full street improvements needed to serve new development and to mitigate the impacts of new development.

The amendment identifies a list of transportation improvements (Attachment D, Pages 18-25 of the Plan). Most of these improvements are partnerships with property owners and developers in order to bring the projects forward to construction. This could include dedicating rights-of-way and participating in funding the improvements which is consistent with the object.

11.610(10)(a) Establish an arterial street system which will attract and effectively accommodate all "through" trips to relieve residential collectors and local streets from heavy and hazardous traffic burdens.

The amendment does not propose modifying the arterial street system that is identified in Chapter 11 of the TDC. That system already exists to meet this objective. The amendment does identifying funding for several arterials within the CURD (Attachment D, Pages 18-25 of the Plan) that meets the objective.

11.610(11)(a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation, and the Transportation Planning Rule, including making provisions for alternative modes of transportation that will reduce reliance on the automobile, and reduce air pollution and traffic congestion.

The City of Tualatin has a TSP that is in compliance with Goal 12. A capital improvement program has been developed to implement the TSP. The CURP is one of the tools to implement this program by removing blight conditions in the Plan area. The list of transportation projects proposed in the CURP are both roadways with sidewalks

as well as multi-use trail systems that provide alternative modes of travel. In addition, transit can be accommodated within the roadway network providing another travel mode which are all consistent with the objective.

11.610(12)(b) Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.

The proposed amendment has a number of improvements that will increase the safety of the transportation system that includes bike and pedestrian routes that are consistent with the objective.

12.020(1) Plan and construct a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains water improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

12.020(2) Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

12.020(3) Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

Water lines contained in the amendment will either create loops that are missing or establish new loop systems in redevelopment areas that are consistent with the objective.

13.015(1) Plan and construct a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains sanitary sewer improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

13.015(5) Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

15.020(5) Preserve the scenic value of the Tualatin River by creating a greenway along the entire bank of the river within the City.

The proposed amendment contains projects to construct a trail system along the Tualatin River. This trail may be within the greenway identified along the river or outside of the greenway depending on regulatory requirements. In either situation, greenway protection will be a part of the proposed capital projects consistent with the objective.

15.020(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.

The proposed amendment contains a trail system along the Tualatin River on both the north and south sides within the CURD. Additionally, a pedestrian bridge funding is identified to link the trails together. The trail system on the south side of the river connects to Community Park. The proposed amendment furthers this objective on greenways and trail systems.

15.110(4) Balance natural resource protection and growth and development needs.

The proposed amendment contains trails along the Tualatin River within the CURD boundary. In the scoping of these projects, care was taken to consider the natural resources and the commercial and residential growth projections. A balance has been struck and would be further evaluated during the construction of the projects to ensure natural resource protection and development is considered and will meet the objective.

15.110 (6) Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Trails contained in the proposed amendment may have trails, bridges or roadways within significant natural resource areas as depicted on Map 72-3 of the TDC. At the time of construction of this public infrastructure, evaluations will occur to minimize impacts and provide mitigation as required by the various permitting agencies.

DRAFT

CENTRAL URBAN RENEWAL REPORT

March 2010

Exhibit B

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SECTION II: URBAN RENEWAL REPORT

A. INTRODUCTION

Oregon Revised Statute (ORS) 457.0 85-(3) requires that an Urban Renewal Plan be accompanied by a report. This document shall constitute the required report for the Tualatin Central Urban Renewal Plan ("Report").

The purpose of the Report is to describe existing conditions in the Urban Renewal Area at the time the plan was established (1975) and to provide updated information for future planning. The report also contains projected fiscal impacts, detailed project cost and completion estimates, and a financial feasibility analysis.

The report was first written in 1975. Major updates of the Plan were completed in 1977 and 1984. The Report was revisited as a part of the 1992 Plan amendment. As a part of the 1992 amendment, this report was updated to correspond to the changes in the Plan. The effort exerted in the 1992 report was intense in areas that are pertinent to the changes noted in the Plan and less intensive in areas that are not affected by the 1992 changes in the Plan.

The 2002 update corresponds to changes in the Plan. The Report has intensive updates where necessary and less intensive updates to areas not affected by the 2002 Plan update.

The 2009 update corresponds to changes in the 2009 Plan.

The 2010 update corresponds to changes in the Plan which, among other things, increases the maximum indebtedness and adds projects. Due to a State Land Use Board of Appeals (LUBA) final opinion issued on January 30, 2009, (LUBA No. 2008-117), a substantial amendment that increases maximum indebtedness and adds projects in an existing Area must also establish that the area as a whole must still be blighted. The following sections of this Report reestablish blighting conditions.

[Section A amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance 1290-09, passed October 12, 2009; Ordinance _____, passed March 22, 2010.]

B. EXISTING CONDITIONS

The original Tualatin Central Urban Renewal Plan was adopted by the Tualatin City Council (Resolution No. 30-75) on January 27, 1975 (Appendix A). Existing (Original) conditions were found by this resolution to constitute blight as defined by ORS Chapter 457. Original conditions are reviewed herein to comply with ORS 457 as amended. Conditions as of 1984 and 1992 are described in this Report as well as conditions as of

2001 and 2010 as part of the updating process. 1984, 1992 and 2001 conditions remain as a part of the report to show the changes that have occurred over the years.

[Section B amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____, passed March 22, 2010.]

1. Physical Conditions

a. LAND *USE*

Original Conditions

The Urban Renewal Area in 1975 was comprised of 310.8 acres of mixed land uses, centered around the downtown Tualatin business district. The developed area was characterized by a diversity of residential, commercial and industrial uses as portrayed in Map 1, "Existing Land Use (1975)." Vacant land constituted approximately 160 acres of the total, or 51% of the Urban Renewal Area. Original conditions are discussed in more detail by Sub-area as follows. Several roads have been either added or their names have been changed since 1975. The current names are used in the discussion below with the changed names following in parentheses after the first time it is used.

- The North Sub-area (northern portion) of the Urban Renewal Area includes land north of the Tualatin River and west of SW Boones Ferry Road. A mix of industrial uses and vacant land typified this portion in 1975. (Map 1 and 2)

- The West Sub-area (western portion) is located west of the Portland and Western (Burlington Northern) railroad tracks and SW Boones Ferry Road. In 1975, it consisted of a large tract of vacant land which contained a wetlands area, the historic Sweek House, a small residential/commercial area north of SW Tualatin Road, and an area of industrial and vacant land south of SW Tualatin-Sherwood Road. (Map 1 and 2)

- The South Sub-area (southern portion) is located south of SW Nyberg Street (formerly "Nyberg Road") where over half of the land was undeveloped in 1975. There was a pet food manufacturing plant (The Hervin Company), City Hall, and some commercial uses on the south side of SW Nyberg Street. A mix of commercial, industrial and residential uses were located along SW Tonka Street. SW Tualatin-Sherwood Road was not yet constructed. SW Nyberg Street from K-Mart to SW Boones Ferry Road was renamed "Nyberg Street" after the construction of the SW Tualatin-Sherwood Road bypass. (Map 1 and 2)

  The Hervin plant occupied nearly nine acres of commercial land at the northwest corner of SW Martinazzi Avenue and SW Nyberg Street. A railroad spur which crossed SW Boones Ferry Road served the plant. As a manufacturing industry, Hervin constituted a major non-conforming use in a commercial district. Problems which the Hervin plant posed to downtown development included strong odors, noise, and traffic conflicts associated with the railroad spur.

- The East Sub-area (eastern portion) is located between Interstate 5 and SW Martinazzi Avenue (known as "80th Avenue" in 1975), bordered on the north by SW Boones Ferry Road and the Tualatin River and on the south by SW Nyberg Street. In 1975, it contained a large, vacant tract in the northeast corner and the historic Nyberg home in the southeast corner. A K-Mart store and its parking lot dominated the developed area. An apartment complex was located next to the river (behind K-Mart), and the City Hall Annex Building stood among mostly vacant parcels on the east side of SW Martinazzi Avenue. (Map 1 and 2)

- The Central Sub-area (central portion) is bounded on the north by the Tualatin River and includes the Community Park. It is bounded by SW Nyberg Street on the south, SW Boones Ferry Road on the west, and SW Martinazzi Avenue on the east. The 1975 plan recognized this area as the City's intended commercial core which was never fully developed. Spotted throughout the area were deteriorating homes, industrial uses, public uses, and commercial uses of varying age and quality. Parcel sizes varied widely and were divided among numerous ownerships which made it difficult to develop medium or large-scale development. (Map 1 and 2)

The original Plan summarized overall conditions in the Urban Renewal Area as follows:

"The Project Area is characterized by disorganized, inefficient and confusing traffic patterns; extreme pedestrian, vehicular and railroad conflicts and congestion; a disorganized and inefficient pattern of land uses; obsolete and deteriorating buildings and structures; tracts of vacant land which are physically and economically undevelopable under present conditions and which are subject to flooding. The physical conditions present substantial problems in providing essential public services such as police, fire, emergency services and public utilities. Urban Renewal action within the Project Area is essential to combat existing blight and deterioration and to prevent expansion of such blight and deterioration." (Section 102)

1992 Conditions

The Urban Renewal Area in 1992 consisted of 324.31 acres of land, of which 13.51 acres were added in 1984 to include portions of the SW Nyberg Street interchange area west of I-5 in the South Sub-area.

Many physical changes have occurred in the Urban Renewal Area since 1975. Although major strides have been taken publicly and privately to redevelop blighted areas of the area, other areas are still in need of redevelopment efforts. Vacant land in 1975 comprised approximately 50% of the Urban Renewal Area, and now comprises approximately 40% (includes 4% wetlands) of the Urban Renewal Area, attesting to a steady growth in development. New commercial development has replaced many parcels which were formerly vacant, and some commercial redevelopment in the

Central Sub-area has also occurred. In addition, many of the parcels acquired for the Tualatin Commons Redevelopment Project had buildings on them in 1975 but have since been demolished in preparation for the project. Many of these buildings were identified as irreparable in the 1984 report. In addition, the former Hervin pet food manufacturing facility was demolished, which was a major non-conforming use and a source of odor, noise and traffic problems.

New commercial development has included a Fred Meyer retail store, a community shopping center (Martinazzi Square), a convenience oriented shopping center, retail pads, banks, small mixed-use buildings, small office buildings, medical offices, auto related retail uses, paint stores, and a self-storage facility.

The public sector has contributed to downtown development with a new post office, the Library/City office building, and four public parking lots (C, F, G and H).

Park improvements have included refurbishing houses into public centers and constructing and adding onto a Senior Center. These have occurred in the Central Sub-area of the Urban Renewal Area. In addition, the Development Commission constructed an entryway project on SW Tualatin-Sherwood Road (Tualatin Commons Entryway Project) in the South Sub-area.

Commercial redevelopment has also been significant, as a number of residences along SW Boones Ferry Road and SW Tualatin Road have converted to commercial uses.

Industrial development and redevelopment has been less intensive, but significant in the North Sub-area of the district across the Tualatin River with the construction of two office/warehouse complexes and redevelopment of another.

A master planning effort in the West Sub-area of the Urban Renewal Area affected the vacant 53.98 acres of land known as the ZIAN ("Zidell") property (entire property is 135.6 acres, of which 53.98 acres are within the Urban Renewal Area). The result of this master planning effort included planning district changes of ML to CC (25.08 acres), ML to CO (1.41 acres) and RH/HR to RH (20.05 acres)

Table 1, "Existing Planning Districts: - 1992," illustrates the number of parcels and acres in each planning district in the Urban Renewal Area. The largest portion of the area (49.6%) is designated Central Commercial (CC), followed by General Manufacturing (MG) (12.4%) and Residential High Density (RH) (8.7%).

TABLE 1

EXISTING PLANNING DISTRICTS: 1992

DISTRICT	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Central Commercial (CC)	124	135.63	49.6%
General Commercial (CG)	11	9.41	3.4%
Office Commercial (CO)	2	11.69	4.3%
Light Manufacturing (ML)	1	.42	.2%
Light Manufacturing with CG Overlay (ML/CG)	23	17.6	6.4%
General Manufacturing (MG)	4	33.8	12.4%
Residential High Density RH)	2	23.8	8.7%
Residential High Density/High Rise (RH/HR)	3	13.04	4.8%
CC,CG,RH,RH/HR with Parks and Greenways Overlay	6	27.83	10.2%
TOTAL	173	273.27	100%

Source: City of Tualatin

Notes: Totals do not include street and railroad rights-of-ways not identified as tax lots. The 1991/92 Washington County tax records identify 173 separate tax parcels within the Central Urban Renewal Area. The "Number of Parcels" column totals 176. This number is different than the total number of parcels because Map 2S123 Lot 100 is broken into four separate planning districts within the boundary of the Urban Renewal Area (CC, CO, RH, RH/HR).

Acreage includes boundary expansion in 1984 of 13.51 acres.

Table 2, "Existing Land Use: 1992," shows a total of 324.31 acres of land within the Urban Renewal Area with 173 individual land parcels. Developed land comprises 66.8% of the total, while vacant land comprises about one-third (33.2%) of the area. The large, 53.98-acre parcel in the West Sub-area of the Urban Renewal Area contains nearly half of the vacant land totals.

Of the developed land, commercial and industrial uses are most prevalent. Combined commercial uses comprise 21.2% of the area, and industrial uses comprise 11.8% of

the area. Streets and railroad rights-of-way account for 16.1% of the area. Public uses (including parks, structures, and parking lots) comprise 11.2% of the developed land.

TABLE 2

EXISTING LAND USE: 1992

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	48	62.65	19.3%
Commercial Office	19	3.43	1.1%
Commercial Mixed Use	4	2.52	.8%
Industrial Warehouse	2	.8	.2%
Industrial Manufacturing	8	37.46	11.6%
Public (includes parks)	14	32.02	9.9%
Quasi-Public	4	1.10	.3%
Residential – Single Family	12	12.46	3.8%
Residential – Multi-Family	3	6.81	2.1%
Vacant	43	107.76	33.2%
Streets & Railroads R.O.W.	3	52.24	16.1%
Private Parking Lot	5	1.03	.3%
Public Parking Lot	9	4.15	1.3%
TOTAL	173	324.31	100.0%

Source: City of Tualatin

Notes: Four tax lots are identified as private or public streets or railroad rights-of-way. These four tax lots account for only 1.26 acres. The remainder is right-of-way not listed on tax maps.

Acreage includes boundary expansion in 1984 of 13.51 acres.

Table 3, "Commercial Land Use: 1992," shows in more detail the composition of commercial uses within the Urban Renewal Area. Retail commercial is the dominant commercial use, comprising 65.0% of the total, followed by commercial services, which comprise 21.9% of the total. Commercial office space (for general purpose and medical/dental combined), accounts for a total of only 5.0% of all commercial space. Restaurant uses account for 4.4% of the commercial space, while mixed commercial accounts for 3.7% of the total.

TABLE 3

COMMERCIAL LAND USE: 1992

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	19	44.55	65.0%
Commercial Services	22	15.01	21.9%
Commercial Mixed Use	4	2.52	3.7%
Commercial Office (General Purpose)	5	1.32	1.9%
Commercial Office (Medical/Dental)	14	2.11	3.1%
TOTAL	70	68.54	100.0%

Source: City of Tualatin
Notes: Acreage includes boundary expansion in 1984 of 13.51 acres.

Table 4, "Size of Parcels," illustrates the size distribution of parcels in the Urban Renewal Area and in the Core Area Parking District. Most parcels (76%) are smaller than 40,000 square feet, or roughly less than one acre in size (1 acre equals 43,560 square feet).

In the Core Area Parking District, where part of the Tualatin Commons Redevelopment Project is located, parcels of less than 40,000 square feet comprise 96 percent of the area, while only three parcels are at least 40,000 square feet in size. Twenty-one Core Area parcels are less than 5,000 square feet, which makes them difficult to develop under Tualatin Development Code standards.

TABLE 4

SIZE OF PARCELS: 1992

PARCEL SIZE (Square Feet)	NUMBER OF PARCELS	WITHIN CORE AREA PARKING DISTRICT
Less than 5,000	25	21
5,000- 25,000	90	48
25,000 – 40,000	16	6
40,000 and above	42	3
TOTAL	173	78

Source: City of Tualatin
Notes: Acreage includes boundary expansion in 1984 of 13.51 acres.

2001 CONDITIONS

The Urban Renewal Area in 2001 consists of 327.48 acres of land, of which 3.17 acres were added in 2001 to include portions of the SW Nyberg Street/I-5 interchange area. Map 3, "Existing Land Use 2001," shows the diverse mix of uses in the Urban Renewal Area.

Numerous physical changes have occurred in the Urban Renewal Area since 1992. Although major strides have been taken publicly and privately to redevelop blighted areas, other areas are still in need of redevelopment efforts. Vacant land in 1992 comprised approximately 33.2% of the Urban Renewal Area and now comprises approximately 7.63% attesting to a continued steady growth in development. New commercial development has replaced many parcels which were formerly vacant, and commercial redevelopment in the Central Sub-area has also occurred. In addition, all of the parcels acquired for the Tualatin Commons Redevelopment Project that were vacant in 1992 have been developed.

New commercial development has included twenty projects that include the Tualatin Commons Redevelopment Project: Lakeside Center office building, Century Hotel and Hayden's Lakefront Grill, Ben Lake Building, Tualatin Commons Eatery, Tualatin Mews I and Tualatin Mews II. Other commercial development in the Urban Renewal Area includes Hedges Green Retail Center (Phase 1, Carl's Jr., Outback Restaurant, Phase 2 – two pad buildings), Schuck's Auto Parts, Pizza Hut, Elks Lodge, Hawthorne Suites Inn (now Comfort Inn), Nyberg Creek Retail Center, Bushwackers, Tualatin Transmission, Nabco office/retail, Tualatin Drycleaners, and Aspen Place.

In addition to the new commercial development, there were 38 expansion and remodel/facade improvement developments since 1992 of which nine were facade improvements funded, in part, by the Tualatin Development Commission.

Residential development has occurred since 1992 with the Villas on the Lake, Phases I-III, and Hedges Greene Apartments.

Additionally, mixed-use development of residential and commercial has occurred with the Tualatin Mews Phase I & II project.

The public sector has continued contributing to downtown development with a new post office, Tualatin Police Facility, demolition of one parking lot and construction of one new parking lot (Red, formerly A), expansion of a second lot (Yellow, formerly F) and expansion and reconstruction of a third public parking lot (White, formerly C).

Park improvements have included construction of the public portions of Tualatin Commons (Lake of the Commons, public plaza, restrooms, and promenade) and the Tualatin Skate Park.

No new industrial development or redevelopment has occurred in the West or North Sub-areas of the Urban Renewal Area. In the West Sub-area, two commercial service uses (auto oriented) have been developed in the Light Manufacturing Planning District area under the commercial overlay provisions.

Table 5, "Planning Districts - 2001," illustrates the number of parcels and acres in each planning district in the Urban Renewal Area. (District boundaries are also shown on Map 7 of the Plan.) The largest portion of the area (61.26%) is designated Central Commercial (CC), followed by General Manufacturing (MG) (12.15%), and Residential High Density (RH) (7.73%).

TABLE 5

EXISTING PLANNING DISTRICTS: 2001

DISTRICT	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Central Commercial (CC)	156	166.36	61.26
General Commercial (CG)	15	7.76	2.86
Office Commercial (CO)	2	11.23	4.14
Light Manufacturing (ML)	0	0	0
Light Manufacturing with CG Overlay (ML/CG)	23	33	12.15
General Manufacturing (MG)	3	17.45	6.43
Residential High Density (RH)	6	20.98	7.73
Residential High Density/High Rise (RH/HR)	80	14.78	5.44
TOTAL	285	271.56	100%

Source: City of Tualatin
Notes: Totals do not include street and railroad rights-of-ways not identified as tax lots.

The total acreage for 2001 is lower than what was shown for 1992. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Acreage includes boundary expansion in 2002 of 3.17 acres.

Table 6, "Existing Land Use: 2001," shows a total of 313.73 acres of land within the Urban Renewal Area with 285 individual land parcels. Developed land (excluding right-of-way) comprises 79.015% of the total, while vacant land comprises 7.55% of the area. Of the developed land, commercial and industrial uses are most prevalent. Combined commercial uses comprise 38.03% of the area, and industrial uses comprise 11.97% of

the area. Streets and railroad rights-of-way account for 13.446% of the area. Public uses (including parks, structures, and parking lots) comprise 17.96% of the land.

TABLE 6

EXISTING LAND USE: 2001

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	54	96.35	30.71
Commercial Office	24	7.19	2.29
Commercial Mixed Use	13	14.68	4.68
Comm./Res. Mixed Use	9	1.09	0.35
Industrial Warehouse	3	8.15	2.60
Industrial Manufacturing	4	29.40	9.37
Wholesale	2	2.27	.72
Quasi-Public	4	2.50	.80
Residential – Single Family	28	9.76	3.11
Residential – Multi-Family	81	17.60	5.61
Vacant	18	23.70	7.55
Streets & Railroads R.O.W.	N/A	42.17	13.44
Private Parking Lot	7	2.50	0.80
Public Parking Lot	14	4.39	1.40
Parks/Greenway	16	45.37	14.46
Water Quality	1	0.29	0.09
Public	7	6.32	2.01
TOTAL	285	313.73	100.0%

Source: City of Tualatin

Notes: Two tax lots are identified as private or public.

The total acreage for 2001 is lower than what was shown for 1992. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Acreage includes boundary expansion in 2002 of 3.17 acres.

Table 7, "Commercial Land Use: 2001," shows in more detail the composition of commercial uses within the Urban Renewal Area. Retail commercial is the dominant commercial use, comprising 47.69% of the total, followed by commercial mixed use, which comprises 32% of the total and commercial services at 11%. Commercial office space (for general purpose and medical/dental combined), accounts for a total of only 8.43% of all commercial acreage.

TABLE 7

COMMERCIAL LAND USE: 2001

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	27	59.55	47.69
Commercial Services	24	13.74	11.00
Commercial Mixed Use	19	39.96	32.00
Comm./Res. Mixed Use	9	1.09	0.87
Commercial Office (General Purpose)	16	9.24	7.40
Commercial Office (Medical/Dental)	12	1.28	1.03
TOTAL	107	124.86	100.0%

Source: City of Tualatin

Note: Acreage does not include rights-of-way.

The total acreage for 2001 is lower than what was shown for 1992. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Table 8, "Size of Parcels: 2001," illustrates the size distribution of parcels in the Urban Renewal Area and in the Core Area Parking District. Most parcels (81%) are smaller than 40,000 square feet, or roughly less than one acre in size (1 acre equals 43,560 square feet).

In the Core Area Parking District, where part of the Tualatin Commons Redevelopment Project is located, parcels of less than 40,000 square feet comprise 95 percent of the area, while five parcels are at least 40,000 square feet in size.) One hundred twenty four (124) parcels are less than 5,000 square feet. 75 of these parcels are associated with a residential condominium project. 41 of the parcels are within the Core Area Parking District of which 25 are residential or mixed-use components of the Tualatin Commons Project. Undeveloped or re-developable parcels less than 5,000 square feet make them difficult to develop under Tualatin Development Code Standards.

TABLE 8

SIZE OF PARCELS: 2001

PARCEL SIZE (Square Feet)	NUMBER OF PARCELS	WITHIN CORE AREA PARKING DISTRICT
Less than 5,000	124	41
5,000- 25,000	83	40
25,000 – 40,000	23	7
40,000 and above	55	5
TOTAL	285	93

Source: City of Tualatin

2010 CONDITIONS

The Urban Renewal Area in 2010 consists of 327.48 acres of land. Map 4, "Existing Land Use 2010," shows the diverse mix of uses in the Urban Renewal Area.

Some physical changes have occurred in the Urban Renewal Area since 2001. Although efforts have been taken publicly and privately to redevelop blighted areas, other areas are still in need of redevelopment efforts. Vacant land in 2001 comprised approximately 7.55% of the Urban Renewal Area and now comprises approximately 10.8% attesting to a slowed growth in development. Several new commercial developments have replaced parcels which were formerly vacant, and several commercial redevelopment projects have occurred in the Central Sub-area.

New commercial development has included eight projects that include the Century Hotel Storage Building, Jack-In-The Box, Applebee's, Martinazzi Commons, Dutch Brothers Coffee, Warm Springs Crossing, Banner Bank, and Robinson Crossing II (under construction).

In addition to the new commercial development, there were eight expansion and remodel/facade improvement developments since 2001. These include McDonald's, Comfort Inn, Seneca Building, Shari's Restaurant, Mercury Development Buildings 1 & 2, Robinson Crossing I, Starbuck's Coffee and Wendy's. The Seneca Building was a façade improvement funded, in part, by the Tualatin Development Commission.

No new residential development has occurred since 2001. Mixed-use development of residential and commercial has been approved with the River House at Commons Harbor project which has started site preparation work and preliminary construction.

The public sector has continued investing in the Urban Renewal Area with a new public library, expansion of the Green Parking Lot (formerly G) and construction of the new TriMet Commuter Rail (WES) station platform and Park & Ride lot.

Park improvements have included construction of a new Clean Water Services pump station and picnic shelter in the Community Park, and new playground equipment.

No new industrial development or redevelopment has occurred in the West or North Sub-areas of the Urban Renewal Area. In the West sub-area, JC Motor Shop constructed an addition.

Table 9, "Planning Districts - 2010," illustrates the number of parcels and acres in each planning district in the Urban Renewal Area. (District boundaries are also shown on Map 7 of the Plan.) The largest portion of the area (54.92%) is designated Central Commercial (CC), followed by Residential High Density (RH) (12.09%) and General Manufacturing (MG) (11.64%).

TABLE 9

EXISTING PLANNING DISTRICTS: 2010

DISTRICT	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Central Commercial (CC)	150	157.52	54.92
General Commercial (CG)	12	7.02	2.45
Office Commercial (CO)	2	12.28	4.28
Light Manufacturing (ML)	0	0	0.00
Light Manufacturing with CG Overlay (ML/CG)	23	17.25	6.01
General Manufacturing (MG)	3	33.39	11.64
Residential High Density (RH)	5	24.7	8.61
Residential High Density/High Rise (RH/HR)	81	34.67	12.09
TOTAL	276	286.83	100%

Source: City of Tualatin
Notes: Totals do not include street and railroad rights-of-ways not identified as tax lots.

The total acreage for 2010 is higher than what was shown for 2001. The new numbers were generated from a Geographic Information System, which may have some small inaccuracies that would account for the difference.

Acreage includes boundary expansion in 2002 of 3.17 acres.

Table 10, "Existing Land Use: 2010," shows a total of 315 acres of land within the Urban Renewal Area with 279 individual land parcels. Developed land (excluding right-of-way) comprises 89.2% of the total, while vacant land comprises 10.8% of the area. Of the developed land, commercial and industrial uses are most prevalent. Combined commercial uses comprise 33.47% of the area, and industrial uses comprise 13.25% of the area. Streets and railroad rights-of-way account for 15.33% of the area. Public uses (including parks, structures, and parking lots) comprise 18.24% of the developed land.

TABLE 10

EXISTING LAND USE: 2010

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	49	83.07	26.37
Commercial Office	23	8.13	2.58
Commercial Mixed Use	14	13.16	4.18
Comm./Res. Mixed Use	9	1.07	.34
Industrial Warehouse	3	7.7	2.44
Industrial Manufacturing	7	31.78	10.09
Wholesale	2	2.26	.72
Quasi-Public	1	.26	.08
Residential – Single Family	27	7.89	2.5
Residential – Multi-Family	81	16.91	5.37
Vacant	19	34.03	10.8
Streets & Railroads R.O.W.	N/A	48.29	15.33
Private Parking Lot	8	2.48	.79
Public Parking Lot	16	4.44	1.41
Parks/Greenway	14	45.99	14.6
Water Quality	1	.27	.09
Public	4	6.75	2.14
Storage Yard	1	.52	.17
TOTAL	279	315	100.00%

Source: City of Tualatin

Table 11, "Commercial Land Use: 2010," shows in more detail the composition of commercial uses within the Urban Renewal Area. Retail commercial is the dominant commercial use, comprising 57.13% of the total, followed by commercial mixed use, which comprises 18.72% of the total and commercial services at 12.66%. Commercial office space (for general purpose and medical/dental combined), accounts for a total of only 10.12% of all commercial acreage.

TABLE 11

COMMERCIAL LAND USE: 2010

USE	NUMBER OF PARCELS	ACRES	PERCENT OF TOTAL
Commercial Retail	31	64.24	57.13
Commercial Services	19	14.23	12.66
Commercial Mixed Use	19	21.05	18.72
Comm./Res. Mixed Use	11	1.54	1.37
Commercial Office (General Purpose)	10	10.57	9.4
Commercial Office (Medical/Dental)	10	.81	.72
TOTAL	100	112.44	100.00%

Source: City of Tualatin

Note: Acreage does not include rights-of-way.

Table 12, "Size of Parcels: 2010," illustrates the size distribution of parcels in the Urban Renewal Area and in the Core Area Parking District. Most parcels (81%) are smaller than 40,000 square feet, or roughly less than one acre in size (1 acre equals 43,560 square feet).

In the Core Area Parking District, where the Central Design District Enhancement and part of the Tualatin Commons Redevelopment Projects are located, parcels of less than 40,000 square feet comprise 95 percent of the area, while six parcels are at least 40,000 square feet in size. (See Map 4 of the Plan.) 40 parcels are less than 5,000 square feet. 75 of these parcels are associated with a residential condominium project. Ninety of the parcels are within the Core Area Parking District of which 25 are residential or mixed-use components of the Tualatin Commons Project. Undeveloped or re-developable parcels less than 5,000 square feet make them difficult to develop under Tualatin Development Code standards due to parking, landscaping and water quality requirements.

TABLE 12

SIZE OF PARCELS: 2010

PARCEL SIZE (Square Feet)	NUMBER OF PARCELS	WITHIN CORE AREA PARKING DISTRICT
Less than 5,000	124	40
5,000- 25,000	73	35
25,000 – 40,000	26	9
40,000 and above	53	6
TOTAL	276	90

Source: City of Tualatin

b. *BUILDING CONDITIONS*

Intensive building condition inventories were taken in 1976 and 1984, and although different rating systems were used, the results are comparable. A less intensive inventory was taken in 1992 to show the general condition of the building stock in the area. A similar evaluation to the 1992 evaluation was conducted in 2001 and 2010.

1976 Building Conditions

The consultant team of Broome, Oringdulph, O'Toole, Rudolph and Associates (BOORA) surveyed existing structures in the Urban Renewal Area in October, 1976, with the assistance of the District Fire Marshal. (See Appendix B, "Existing Structures Survey (1976)") Map 5, "Existing Buildings (1976)," shows those structures that were surveyed. In the rating system used, a composite score is assigned to each building. Scores range from 0 to 20 based on four factors, each worth a maximum of five points:

1. Age
2. Condition (actual or probable code violations, structural soundness, and appearance)
3. Accessibility (to pedestrians, parking)
4. Adaptability (capacity for expansion, reuse)

Results from the "1976 Structures Survey" are summarized as follows: Structures with a score of 0 are evaluated as being in "Good Existing Condition." Structures with a score of six or less are evaluated as having "Minor Problems," and are deemed suitable for rehabilitation and reuse. Structures with a score of seven or more are considered as "Major Problems," less suitable for rehabilitation and reuse. Of the 102 structures inventoried in 1976, 83 were evaluated as "Good Existing Condition" to "Minor Problems," and 19 were evaluated as "Major Problems."

1984 Building Conditions

Urban Renewal staff surveyed existing structures in the Urban Renewal Area on May 8, 1984, with the assistance of the Tualatin Fire District Battalion Chief. The structures surveyed are portrayed in Map 6, "Existing Buildings (1984)." The rating system used was descriptive rather than numeric and is described briefly as follows: (See Appendix C for complete description).

New: New within past five years.

Standard: Good condition, no problems.

Minor Repair: Maintenance or aesthetic items, not code or safety related - a little peeling paint, loose trim, a few roof shingles missing, etc.

Major Repair: Major repair needed to preserve or maintain use of structure.

Irreparable: So badly rundown or in need of repair as to cause the structure to be questionable as to feasibility of retaining it.

Results of the Building Inventory are summarized in Table 13. Condition ratings for individual buildings are identified by tax lot in Appendix C, "The 1984 Building Condition Inventory."

TABLE 13

BUILDING CONDITIONS: 1984

Rating	Number of Buildings
New (within past 5 years)	19
Standard (good condition, no problems)	61
Minor Repair	12
Major Repair	2
Irreparable	14
TOTAL	108

A total of 108 structures were identified in 1984 as being located within the Urban Renewal Area, 16 of which were in need of major repair or were deemed irreparable. 19 new buildings were built between 1975 and 1984, and 73 structures were in standard condition or in need of only minor repairs.

In 1976 there were 19 structures in the "Major Repair/Irreparable" category. In 1984, 16 structures were identified in this category. Although a number of older structures were demolished, other structures were noted to have slipped from the "Minor Repair" to the "Major Repair" category as the building stock aged. Older residences were noted as dominating this category.

At the same time, there was significant construction during the period between 1975 and 1984, with the addition of 19 buildings of five years old or less. In 1976 there were 102 structures in the Urban Renewal Area, and in 1984 there were 108 structures. While some of the older buildings aged more in this period, the building stock improved over all with the new construction.

1992 Conditions

A less intensive survey of buildings was conducted in 1992. Of the 16 buildings identified in 1984 as "Major Repair/Irreparable," eleven had been demolished either publicly or privately. Although more new buildings (less than five years old) were identified in 1992 than 1984, more of the building stock is in standard/minor repair and significantly fewer buildings are classified as "Major Repair/Irreparable." The buildings left that were categorized as "Major Repair/Irreparable" are three residences (being considered for historic preservation), the VFW Hall, and the barn-like structure where United Rentals (formerly Anderson Rental) is located. Table 14 is a comparison of the 1984 study and the 1992 study.

TABLE 14

COMPARISON OF THE 1984 AND 1992 BUILDING CONDITIONS

Building Condition	1984	1992
New	19 (18%)	5 (5%)
Standard/Minor Repair	73 (67%)	91 (86%)
Major Repair/Irreparable	16 (15%)	5 (9%)
TOTAL STRUCTURES	108	105

2001 CONDITIONS

A survey of buildings was conducted in 2001 by the City of Tualatin Building Official. The structures surveyed are portrayed in Map 7, "Existing Buildings 2001." Five buildings have been demolished since 1992 (three residences and two commercial structures.) 28 new buildings were constructed in the past five years. Although more new buildings (less than five years old) were identified in 2001 than in 1992 or 1984, more of the building stock is in standard/minor repair and slight increase of buildings

classified as "Major Repair/Irreparable." No buildings were identified as irreparable. The buildings left that were categorized as "Major Repair/Irreparable" are three residences and four commercial buildings. Table 15 is a comparison of the 2001 and 1992 studies.

TABLE 15

COMPARISON OF THE 1992 AND 2001 BUILDING CONDITIONS

Building Condition	1992	2001
New	5	28
Standard/Minor Repair	91	219
Major Repair/Irreparable	5	7
TOTAL STRUCTURES	105	254

Note: Included in the number of buildings are condominium developments that appear as one building, but considered as separate buildings. This includes three buildings (Ben Lake Building, Tualatin Plaza, and Tualatin Greene Condominiums).

2010 CONDITIONS

A survey of buildings was conducted in 2010 by the City of Tualatin Building Official. The structures surveyed are portrayed in Map 8, "Existing Buildings 2010." Eleven buildings have been demolished since 2010 (seven commercial structures, two industrial and two residences). One of these structures was relocated (Methodist Church) to a new location. Thirteen new buildings or additions were constructed in the past nine years. Although fewer new buildings (less than five years old) were identified in 2001 than in 1992 or 1984, more of the building stock is in standard/minor repair and there was a decrease of buildings classified as "Major Repair/Irreparable." The building that was categorized as "Major Repair/Irreparable" is one commercial building. Table 16 is a comparison of the 2010 and 2001 studies.

TABLE 16

COMPARISON OF THE 2001 AND 2010 BUILDING CONDITIONS

Building Condition	2001	2010
New	28	13
Standard/Minor Repair	219	242
Major Repair/Irreparable	7	1
TOTAL STRUCTURES	254	256

Note: Included in the number of buildings are condominium developments that appear as one building, but considered as separate buildings. This includes three buildings (Ben Lake Building, Tualatin Plaza, and Tualatin Greene Condominiums).

c. *HISTORIC RESOURCES*

Original Conditions

Buildings having historic merit include the Sweek House (which is on the National Register of Historic Places), the building that contains Rich's Kitchen, the old City Hall on SW Boones Ferry Road, the Victorian House at 18650 SW Boones Ferry Road, and the Nyberg House on SW Nyberg Road.

1984 Conditions

Structures considered to have historic merit are listed in the Tualatin Development Code, Chapter 73.140. Included were the Sweek House (on the National Register of Historic Places) and the Smith/Boone House on the same property, the brick building containing Rich's Kitchen, the Klothes Seller building (old Methodist Church), and the Nyberg House. Any alteration of historic structures must conform to Development Code standards.

1992 Conditions

Structures which are considered to have historic merit are listed in the Tualatin Development Code, Chapter 73.430. Included at present are the Sweek House (on the National Register of Historic Places) and the Smith/Boone House on the same property, the brick building containing Rich's Kitchen (Robinson Store), the old Methodist Church building, and the Nyberg House. Any alteration of historic structures must conform to Development Code standards.

Several buildings in the Urban Renewal Area were being considered for inclusion for landmark designation (Table 17) through an update of the historic resource program.

The buildings are as follows:

TABLE 17

HISTORIC RESOURCE CONSIDERATION: 1992

Tax Map and Lot	Name or Location of Building
1S23 300	Sweek House
1S23AA 1500	Little White House
1S23AA 1601	Wesch House
1S24BC 1400	House 18615 S.W. Boones Ferry Road
1S24BC 2502	Nyberg House
1S24BC 4100	Smith Row House
1S24BC 4700	Winona Grange #271

2001 Conditions

Structures that have historic merit are listed in the Tualatin Development Code, Chapter 68. Any alteration or demolition of historic structures must conform to Tualatin Development Code standards. The following Table 18 comprises structures within the Urban Renewal Area:

TABLE 18

HISTORIC RESOURCES: 2001

Tax Map and Lot	Name or Location of Building
2S123 300	Sweek House
2S123AA 1500	Little White House
2S123AA 1601	Wesch House
2S123 300	Smith/Boone House
2S124BC 2502	Nyberg House
2S124BC 3001	Robinson Store
2S124CB 900	Methodist Church
2S124BC 4700	Winona Grange #271

2010 Conditions

Sites or structures with historic merit are listed in the Tualatin Development Code,

Chapter 68. Alteration or demolition of historic structures must conform to Tualatin Development Code standards. The following list comprises structures within the Urban Renewal Area:

TABLE 19

HISTORIC RESOURCES: 2010

Tax Map and Lot	Name or Location of Building
2S123D 3400	Sweek House
2S123AA 1500	Little White House
2S123AA 1601	Wesch House
2S123D 3400	Smith/Boone House
2S124BC 3000	Robinson Store
2S123A 1500	Methodist Church
2S124BC 4700	Winona Grange #271

There were several modifications to historic resources since 2001. The Nyberg House was destroyed by fire in 2008, and the Methodist Church was relocated to a new site as part of improvements to SW Boones Ferry Road in 2005. The Methodist Church was relocated to City-owned property at Sweek Pond and renamed the Tualatin Heritage Center. The Robinson Store building, formerly owned by the Tualatin Development Commission, was sold. The new owner moved the structure approximately 50 feet east of its former location to accommodate SW Boones Ferry Road improvements, and the building was rehabilitated.

d. *NATURAL FEATURES*

Original Conditions

The most significant natural features of the City are related to the City's rivers and streams: the Tualatin River, which passes through the northern part of the Urban Renewal Area; Hedges Creek, which drains the west-central portion of the Urban Renewal Area; and Nyberg Creek, which drains the southern portion of the Urban Renewal Area (Map 9 "Natural Areas and Wetlands"). The relatively flat topography creates conditions of high ground water and surface water ponding. This has created the marsh area near the Sweek House, and the swampy area along Nyberg Creek near Interstate 5. The Tualatin River is a constant flood threat to the downtown area and the solution to this problem has been a major task of the Plan.

Within the Central Business District, there are three significant tree masses: The group of trees between SW Boones Ferry Road and SW Seneca Street about midway between SW Martinazzi and SW 84th Avenues, the single large fir tree near the corner of SW Boones Ferry Road and SW Tualatin Road, and a grouping of fir trees just east of the Hervin plant.

1992 Conditions

Natural features of the Urban Renewal Area have been very well preserved over fifteen years of development. All of the significant tree masses remain. The fir trees between SW Tualatin-Sherwood Road, SW Nyberg Street and SW Martinazzi Avenue were, in part, preserved as a part of the Tualatin Commons Entryway Project. The large grove of trees directly to the west of SW Martinazzi Avenue in this area have been identified in the Tualatin Development Code as heritage trees.

The marsh area surrounding the Sweek House is in the Wetlands Protection District and is protected by specific development standards in the Tualatin Development Code. Hedges Creek has been carefully incorporated into the design of the Community Park, and Nyberg Creek still flows through the developing south-central area. Both Hedges Creek and Nyberg Creek are protected under the City's Greenway and Riverbank Protection District.

A wetlands management agreement was entered into by Zidell Corporation (owners of Tax Lot 100, Tax Map 2S123) to assist in the preservation of wetlands habitat in the Wetlands Protection District.

2001 Conditions

The City completed a comprehensive update of natural areas in 1995. Within the Urban Renewal Area, the Tualatin River, Hedges Creek in the West and Central Sub-areas, Nyberg Creek in the South Sub-area, and Hedges Creek Wetland Protection District and Sweek Pond Management Area in the West Sub-area, have been identified as significant resources (Map 10 "Natural Areas and Wetlands 2001"). Significant tree groves have also been identified such as Sweek Pond Management Area, Community Park and along the Tualatin River, Hedges Creek and Nyberg Creek. Chapter 72, Natural Resource Protection Overlay District (NRPO) of the Tualatin Development Code, contains the standards for these natural areas.

Of the significant tree masses identified in 1975 and 1992, several have been removed including the trees along SW Seneca Street, SW Nyberg Street and SW 84th Avenue for the Tualatin Commons Project; the single large fir near corner of SW Boones Ferry and SW Tualatin Road fell during the 1995 wind storm; trees in the northwest corner of the West Sub-area for development of Hedges Green Apartments; and trees west of SW Martinazzi Avenue and north of SW Warm Springs Street. Remaining significant tree masses are identified on Map 11.

The 1995 Wetland and Natural Area work also identified wetlands within the Urban Renewal area. These include the Hedges Creek Wetland Protection District, Hedges Creek from Tualatin Road to the confluence with the Tualatin River, and Nyberg Creek from the Portland & Western Railroad tracks to Interstate 5. The total acreage of wetlands has increased over the original plan due to the level of accuracy of the new data. Chapter 72, Natural Resource Protection Overlay District, of the Tualatin Development Code contains the standards for wetlands.

Clean Water Services adopted regulations in 1991 addressing buffer areas adjacent to the wetlands. These regulations have created additional open space adjacent to wetlands that encompass many of the significant tree groves within the Urban Renewal Area. Metro, through its Goal 5 process, is evaluating the appropriate amount of buffer areas adjacent to wetlands which could expand natural areas within the Urban Renewal Area.

2010 Conditions

Since 2001 Metro and Clean Water Services (CWS) have adopted new regulatory requirements regarding natural features within the Urban Renewal Area. Along the Tualatin River CWS now requires approximately a buffer which may be between 125-200 feet depending on the slope of the river bank. This buffer will further protect stands of trees and riparian areas. Buffers along stream corridors have also been broadened to 50 feet on each side of a stream sensitive area.

As referenced under the 2001 Report, the City's completed a comprehensive update of natural areas from 1995 remains unchanged. Within the Urban Renewal Area, the Tualatin River, Hedges Creek in the West and Central Sub-areas, Nyberg Creek in the South Sub-area, and Hedges Creek Wetland Protection District and Sweek Pond Management Area in the West Sub-area, continue to be identified as significant resources (Map 12 "Natural Areas and Wetlands 2010"). Significant tree groves continue to be identified such as Sweek Pond Management Area, Community Park and along the Tualatin River, Hedges Creek and Nyberg Creek. Chapter 72, Natural Resource Protection Overlay District (NRPO), of the Tualatin Development Code contains the standards for these natural areas. A pedestrian trail was constructed around Sweek Pond along with habitat restoration. The City of Tualatin is currently engaged in a restoration project of the Hedges Creek Wetlands in conjunction with the Wetlands Conservancy.

Of the significant tree masses identified in 2001, several have been removed including the trees along a portion of Hedges Creek as part of the River House at Commons Harbor project and by selective tree management on public property within the Urban Renewal Area. Remaining significant tree masses are identified on Map 13.

e. *GEOLOGIC LIMITATIONS*

Original Conditions

As part of the Urban Renewal Plan Amendment of 1977, the firm of CH2M Hill examined geologic limitations in the Urban Renewal Area. The following discussion is taken from Memorandum Number 6 of that plan, dated December 28, 1976.

Soils

Most soils in the Urban Renewal Area have low-bearing capacity. A large percentage of the area also has soils that are soft and compressible. Because of this, sites for buildings of two stories or more should have a soils and foundation investigation to insure satisfactory building performance. The investigation and analysis should add no more than three to five percent to the cost of two-story buildings, less for higher buildings.

Ground Water

Most of the Urban Renewal Area has a ground water table that is less than five feet from the surface at certain times of the year. Because of this, basements in buildings will require extra design effort and are likely to be uneconomical.

Surface Water

Apart from flooding by the Tualatin River which is discussed elsewhere, surface drainage in much of the area is poor. This is the result of a combination of flat lying terrain and low soil permeability. Large, flat surface areas such as parking lots will have to be carefully graded to avoid puddles during the rainy season. Storm sewers will be at minimum grade and may require pump stations.

Seismic Considerations

The City of Tualatin lies in the Uniform Building Code Seismic Risk Area 2. No geologic features are mapped by the U. S. Geological Survey which would indicate that this is an incorrect zone designation. Designing buildings to meet Zone 2 criteria should be adequate to minimize seismic risks. Due to the discovery of data that indicates the metropolitan area is at a higher risk to earthquakes than previously thought, changing the zone to a higher criteria is being considered by federal authorities.

1992 Conditions

Soil, ground water, and seismic conditions remain the same in the Urban Renewal

Area. To avoid impoundment of surface water, parking lots in the Urban Renewal Area have been constructed with slopes according to Development Code requirements. In addition, storm sewer drains have been installed in SW Martinazzi Avenue and SW Seneca Street.

2001 Conditions

Soil and ground water conditions remain the same in the Urban Renewal Area. Seismic conditions have remained relatively the same, except that the seismic risk area category has been raised to Level 3.

2010 Conditions

Soil and ground water conditions remain the same in the Urban Renewal Area. Seismic conditions remain at Level 3. Two active groundwater remediation activities are occurring within the Urban Renewal area associated with SW Boones Ferry Road improvements. The Tualatin Development Commission is working with the Oregon Department of Environmental Quality on clean up of these sites and obtaining a No Further Action (NFA) determination.

f. *FLOODING*

Original Conditions

A major source of the difficulty with redeveloping downtown Tualatin and a major blighting influence is the recurring flooding of the Tualatin River. Map 10 shows the 100-year floodplain in Tualatin. In 1977 the 100-year flood level in downtown Tualatin was 124.6 feet at the SW Boones Ferry Road bridge, which meant that much of the downtown was flooded at these times. During the 100-year flood, the Tualatin River leaves its banks near the City Park and sends about 8,000 cubic feet per second of water southerly through the center of town to Nyberg Creek which drains under the freeway back into the Tualatin River.

The Tualatin River is susceptible to floods because of the characteristics of the valley it passes through. The Tualatin drains 711 square miles before entering the Willamette River with watershed boundaries that nearly match the political boundaries of Washington County. The river originates on the eastern slope of the coast range at an elevation of 3,400 feet before dropping quickly into the flat, broad Tualatin Valley. The watershed averages 40 miles long (east-west) and 25 miles wide (north-south). About one-half of the watershed is on the valley floor, where the streams are flat with wide (1 to 1 1/2 mile) floodplains.

The last three miles of the Tualatin River flow through a narrow gorge and have a vertical drop of nearly 40 feet. In comparison, the total drop in elevation from river mile

6 to river mile 60 (near Forest Grove) is 50 feet. The gorge and natural reefs at river mile 3 (about 5 1/2 miles downstream from Tualatin) seriously limit the capacity of the river channel to pass flood flows. The gorge and its natural reefs act like a retention dam and the Tualatin Valley serves as a reservoir. For damaging floods to occur, large volumes of water must be present. Unlike most Oregon streams, the flat, wide Tualatin Valley floodplains store large amounts of water during flood periods. The coastal streams of Oregon reach peak flood flows in a matter of hours but recede within a day. The large volume floods of the Tualatin River, however, may take two days to reach peak flow and remain above flood stage for more than 10 days. Flood velocities are relatively low (four to six feet per second).

Flood History

Flooding has been severe in the Tualatin Valley. Major flooding was reported shortly after settlement of the valley. The worst reported flood occurred in 1890 and was probably in excess of the 100-year flow. Between 1896 and 1914, four floods occurred that were close to the 100-year flood.

Stream-flow measurements started in 1928. During the period of 1940 to 1966, measurements of the U. S. Geological Survey stream gauge near Farmington showed that the Tualatin River exceeded flood stage 26 times.

Note: Flooding information is taken largely from CH2M Hill Memorandum Number 2, December 17, 1976, "The Urban Renewal Plan Update."

Flooding usually takes place between mid-November and mid-February as a result of high volume rainfalls and snow melt. Although melting snow contributes to flooding, it is not a necessary factor, as established by the 1933 flood, the worst flood in recorded history.

On January 18, 1974, a significant flood affected Tualatin. Photographs retained by the City show the extent of flooding in the Urban Renewal Area, most of which was inundated. Buildings constructed after the 1974 flood were built on fill or on raised foundations, which raises their ground floor level above the 100-year floodplain.

The most recent significant flood occurred in February 1996. Documentation retained by the City shows the extent of flooding in the Urban Renewal Area, which was largely inundated. Recently constructed buildings have either been built on fill or on raised foundations which raises their ground floor level at or above the 100-year flood plain.

There was a minor flood event around News Years Day 1997. Flood waters were contained to the streets and drainage ways. There was minor inconvenience to traffic. No structures or public facilities were damaged.

Flood Control Alternatives

In 1976, alternative methods of flood control were examined in detail by the firm of CH2M Hill (Appendix D). These included increasing channel capacity, erecting flood water barriers, constructing alternative flood water channels, and removing or modifying constrictions to the passage of flood waters. In 1976, the general alternative judged most feasible involved removal of rock reefs in the Tualatin River, construction of a new dam near the Lake Oswego diversion dam, minor channel improvements in other locations, the building of low berms in parts of the Urban Renewal Area, and construction of flood gates and pump stations at the mouth of Nyberg Creek and Hedges Creek.

In 1981, prior to completion of any of these actions, the City of Tualatin began to participate in the United States Department of Housing and Urban Development (HUD) Flood Insurance Program. HUD designated zones to define the Floodway, the 100-year Floodplain, and areas with separate insurance requirements. The City adopted Floodplain District regulations governing development within these areas to meet its obligations under the Flood Insurance Program.

1992 Conditions

Through participation in flood control projects on the Tualatin River, the Commission has made significant progress toward the original goal of providing flood protection for the downtown area.

In 1983-84, the Commission provided local share funds for an Army Corps of Engineers project which resulted in removal of the rock reefs downstream on the Tualatin (Map 2 of the Plan). This project in itself resulted in the removal of the "Floodway" designation in the Urban Renewal Area, allowing development to occur utilizing solid fill to the level of the 100-year flood. The area of the 100-year Floodplain remains unchanged.

A continuing flood control program is a major objective of this Plan. Further flood control improvements are now focused on replacement of the Lake Oswego Diversion Dam, as outlined in the Urban Renewal Plan, Section D (1a.), "Outline of Project Activities."

2001 Conditions

Development in the Urban Renewal Area, based on the City's Floodplain District regulations, has allowed fill activities to occur. The extent of the flood plain of the Urban Renewal Area is depicted on Map 14, "Flood Protection District 2001". The City experienced a flood in February 1996 that significantly impacted the Urban Renewal Area. Subsequent to this flood, the City modified its floodplain regulations and now requires that the finished floor elevation be one foot above the designated base flood elevation in conformance with Chapter 70, Flood Plain District, of the Tualatin Development Code.

Clean Water Services, in conjunction with FEMA, is evaluating the flood plain for the

Tualatin River. This evaluation could affect the boundary of the 100-year flood plain in the Urban Renewal Area as well as development regulations.

2010 Conditions

FEMA is currently updating the Flood Insurance Rate Map for the City of Tualatin. The preliminary maps indicate that the Base Flood Elevation in the Urban Renewal Area will rise on average one foot. Letters of Map Changes for four parcels within the Urban Renewal Area have not been incorporated into the new maps. They will be revalidated after the maps become effective. If a property/building is no longer in compliance with the flood plain regulations due to these revisions, it will be "grandfathered" under the new regulation. The extent of the flood plain of the Urban Renewal Area is depicted on Map 15 "Flood Protection District 2010".

g. *TRANSPORTATION*

Original Conditions

The original conditions of the transportation system were described in the Report as follows:

> "Tualatin is well served by the regional rail and highway transportation network. This is a source of its recent rapid growth as well as many of its downtown problems. The Urban Renewal Area is bordered on the east by Interstate 5, and State Highway 212 (Nyberg/Tualatin-Sherwood Roads) passes east-west through the Urban Renewal Area. SW Boones Ferry Road serves as an arterial through the Core (see Map 16, "Transportation").
>
> The Burlington Northern railroad passes north-south through the western edge of the Central Business District and the Southern Pacific railroad passes along the northerly boundary of the Urban Renewal Area. Most of the traffic on this transportation network passes through Tualatin to and from major employment centers around the City.
>
> Improving the transportation system is a key to solving the problems which confront downtown development. The transportation system (streets, parking, pedestrian-ways, public transit) has received close attention during the development of previous plans. The City retained Carl Buttke, a transportation consultant, to investigate the transportation problem in the Urban Renewal Area in 1977. His complete report is contained in Appendix E. The transportation system was again examined as part of the 1983 Plan Review and Update by the consulting firm of Associated Transportation Engineering and Planning, Inc. The conclusions of that study (Appendix F) were reviewed and, as appropriate, incorporated within the City of Tualatin Community Plan, Chapter 11.

Transportation improvements within the Urban Renewal Area are thus treated within the context of the City's transportation process."

1992 Conditions

Transportation conditions in the Urban Renewal Area have been vastly improved since the adoption of the original Plan. The goal of relieving through-traffic congestion in central Tualatin has been furthered with the construction of the Tualatin-Sherwood Bypass in 1983. Other improvements include:

- Interchange work at SW Nyberg Road and I-5 to allow for better access to and from the northbound I-5 lanes from SW Nyberg Street;
- Traffic signals at SW Boones Ferry Road & SW Tualatin Road, SW Boones Ferry Road and SW Martinazzi Avenue, SW Upper and Lower Boones Ferry Road, SW Martinazzi Avenue at Fred Meyer and Martinazzi Square, as well as those developed in conjunction with the construction of the Tualatin-Sherwood Bypass;
- Construction of the southern extension of SW Martinazzi Avenue;
- Construction of initial segment of the SW Tonka/Warm Springs loop;
- Removal of rail lines crossing SW Boones Ferry Road that served industrial uses on Block 13; and
- Construction of four public parking lots in the Core Area Parking District.

The Tualatin Development Commission was involved in the funding of most of these projects, and the efforts have improved the traffic problems noted in the original plan.

As a part of the Zidell (ZIAN) master planning effort, the Development Commission participated in funding a study of future transportation improvements within the District. The options were studied as part of an overall traffic study conducted by the City of Tualatin.

2001 Conditions

Transportation conditions in the Urban Renewal Area have been improved since 1992 but remain a critical concern within the Urban Renewal Area. A number of improvements have been made since 1992 that include:

- Traffic signal coordination system;
- Traffic signals at SW Boones Ferry Road and SW Nyberg Street, SW

Boones Ferry Road and SW Warm Springs Street, SW Tualatin-Sherwood Road at the Tualatin Commons main access, SW Tualatin Road and Sweek Drive;

- Reconstruction of SW Nyberg Street, SW Seneca Street, SW 84th Avenue, SW Tualatin Road and widening of SW Boones Ferry Road from SW Martinazzi Ave to SW 84th Avenue;

- Pedestrian crossings on SW Boones Ferry Road and SW Tualatin Road;

- Pedestrian sidewalks and walkways; and

- Construction of two public parking lots (Yellow and Red) and expansion of a third public parking lot (White) in the Core Area Parking District.

The Development Commission was involved in the funding of several of these projects, and the efforts have improved the traffic and pedestrian problems noted in the original plan and subsequent updates.

The City completed a Transportation System Plan in July 2001 that identified significant existing and future congestion on SW Tualatin-Sherwood Road, SW Boones Ferry Road, SW Martinazzi Avenue and at the SW Nyberg Street/I-5 interchange that impedes the removal of blighted conditions in the Urban Renewal Area. Map 17, "Transportation 2001," identifies the functional classification for the transportation system within the Urban Renewal Area. The classifications identified generally carry high volumes of traffic as the major transportation corridors pass through the area in either a north/south or east/west orientation. The Urban Renewal Area is also identified as a pedestrian area in the Regional Transportation Plan.

The Transportation System Plan identifies a number of transportation projects in the Urban Renewal Area to relieve congestion and enhance pedestrian circulation, such as:

a. Development of commuter rail and a commuter rail station;
b. Double left-turn lane on SW Tualatin-Sherwood Road westbound to SW Boones Ferry Road southbound;
c. Widening of SW Boones Ferry Road from SW Lower Boones Ferry Road to SW Tualatin-Sherwood Road including turn lanes, bike lanes, and sidewalks;
d. SW Nyberg Street/I-5 Interchange improvements;
e. Signal interconnect projects on SW Boones Ferry Road and SW Tualatin-Sherwood Road;
f. Driveway restrictions on SW Boones Ferry Road and SW Martinazzi Avenue;
g. SW Hall Boulevard extension;
h. SW Tualatin-Sherwood Road bike lanes;

i. Loop Road (north half);
j. Tualatin River pathway;
k. Nyberg Creek pathway;
l. SW Lower Boones Ferry Road extension across Tualatin River;
m. Central Design District pedestrian street enhancements; and
n. SW Nyberg Street widening from SW Martinazzi Avenue to I-5.

Improving the transportation system is critical to addressing congestion problems within the Urban Renewal Area by implementing the various transportation improvements identified in the Transportation System Plan.

The East Sub-area that contains the north half of the Loop Road has preliminarily been identified as an area needing additional analysis for transportation improvements such as street and pedestrian connectivity. The Development Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001, to collaboratively work on a redevelopment concept that includes evaluating the transportation system.

2010 Conditions

Transportation conditions in the Urban Renewal Area have improved since 2001, but continue to be a critical concern within the Urban Renewal Area. A number of improvements have been made since 2001 that include:

- SW Boones Ferry Road Pedestrian Crossings (Commission)
- SW Boones Ferry Road Phase 2 (SW Martinazzi Avenue to SW Tualatin Road) including driveway restrictions (Commission)
- SW Boones Ferry Road Phase 1 (SW Tualatin Road to SW Tualatin-Sherwood Road) (Commission/City)
- SW Nyberg Street Overcrossing of I-5 (Commission/City)
- West Commons (SW 84th Avenue, SW Seneca Street, SW Nyberg Street) (Commission)
- Commuter Rail Station, commuter rail line and Park & Ride Lot (Commission/TriMet)
- SW Boones Ferry Road/SW Tualatin Road Intersection and south to SW Warm Springs Street (City)
- Expansion of the Green Public Parking Lot in the Core Area Parking

District (Commission)

- Pedestrian Crossing on Hedges Creek at Blue Lot (City)
- Pavement maintenance on SW Boones Ferry Road south of SW Tualatin-Sherwood Road (City)
- Median on Martinazzi Avenue at SW Boones Ferry Road (driveway restrictions, private development)
- Re-decking pedestrian bridge at Green Lot (Private)
- Pedestrian trail segments in Community Park (City)

The Commission was directly involved in funding a number of these projects, while the City of Tualatin or private development funded other projects, and the efforts have improved some of the traffic and pedestrian problems noted in the original Plan and subsequent updates.

The City's Transportation System Plan of July 2001 identified significant existing and future congestion on SW Tualatin-Sherwood Road, SW Boones Ferry Road, SW Martinazzi Avenue and at the SW Nyberg Street/I-5 interchange that impedes the removal of blighted conditions in the Urban Renewal Area. Map 18, "Transportation 2010," identifies the functional classification for the transportation system within the Urban Renewal Area. The classifications identified generally carry high volumes of traffic as the major transportation corridors pass through the downtown area in either a north/south or east/west orientation. The Urban Renewal Area is also identified as a pedestrian area in the Regional Transportation Plan.

The Transportation System Plan identifies a number of transportation projects in the Urban Renewal Area that have not been constructed to relieve congestion, promote a healthy and viable economic downtown area and enhance pedestrian circulation, such as:

a. Signal interconnect projects;
b. Town Center Refinement Plan to Address RTP Area of Special Concern;
c. SW Hall Boulevard extension;
d. SW Tualatin-Sherwood Road bike lanes;
e. SW Tualatin Road extension across Tualatin River;
f. Central Design District Pedestrian Street Enhancements
g. SW Tualatin Road widen to five lanes, SW Herman to SW Boones Ferry Road. SW Boones Ferry Road widen to four lanes with turn lane or medians of varying widths from SW Lower Boones to Martinazzi
h. SW Nyberg Street widening to seven lanes, SW Martinazzi Avenue to I-5
i. Loop Road (north half);

j. Tualatin River pathway;
k. Hedges Creek pathway;
l. Nyberg Creek pathway;
m. Seneca Street/Martinazzi Signal;
n. Tualatin Road/Hall Blvd traffic signal.

Improving the transportation system continues to be critical to addressing congestion problems within the Urban Renewal Area by implementing the various transportation improvements identified in the Transportation System Plan.

The East Sub-area that contains the north half of the Loop Road continues to be identified as an area needing additional analysis for transportation improvements such as a grid street system and pedestrian connectivity. The Tualatin City Council and Development Commission have developed a preliminary concept for the area in line with the City Council's vision for the Town Center (See Section 1. Urban Renewal Plan, and B. Vision, Goals and Objectives) that envision a grid street system, strong building orientation and pedestrian and bicycle connections to the Tualatin River and not a freight pass through area.

h. *INFRASTRUCTURE*

Sanitary Sewer - Original Conditions

Until 1978, the Urban Renewal Area was served by the City sewage treatment plant located west of the intersection of SW Martinazzi Avenue and SW Tualatin-Sherwood Road.

At this time, the treatment system had reached its capacity. Instead of expanding the plant, the City joined the Unified Sewerage Agency of Washington County (USA). The City sewage treatment plant was removed in 1978 when the lower Tualatin interceptor was constructed. This interceptor conveys sewage from the location of the old plant north through the Urban Renewal Area and across the Tualatin River to the Durham treatment facility.

Sanitary Sewer – 1992 Conditions

The Urban Renewal Area is currently well served by the existing sanitary sewer system. Map 19 outlines the existing sanitary sewer lines in the Urban Renewal Area. The area south of SW Tualatin-Sherwood Road drains by gravity to a point west of the intersection of SW Martinazzi Avenue and SW Tualatin-Sherwood Road. This is the site where the City of Tualatin's sewage treatment plant was located.

The portion of the Urban Renewal Area located north of SW Tualatin-Sherwood Road and south of SW Boones Ferry Road also drains to the old sewage treatment plant site

by gravity. There is a line that crosses through the Hervin property between SW Nyberg Street and SW Tualatin-Sherwood Road that connects into the old sewage treatment plant.

The area north of SW Boones Ferry Road drains to a pump station located at the intersection of SW Boones Ferry Road and SW Martinazzi Avenue. This pump station pumps sanitary sewage to the intersection of SW Martinazzi Avenue and SW Seneca Street where it drains by gravity to the old sewerage treatment plant site and then north through the lower Tualatin interceptor to the Durham treatment facility.

The only large un-sewered property in the Urban Renewal Area is the Zidell (ZIAN) property located west of SW Boones Ferry Road. This property is bisected by the Bluff-Cipole sanitary sewer interceptor. In addition, there is a small un-sewered area immediately east of SW Boones Ferry Road between SW Nyberg Street and SW Tualatin-Sherwood Road, which contains the old Methodist Church, a commercial building, and the old city hall site. The Urban Renewal Plan, Section D. (1-c.) outlines sanitary sewer improvement activities which address these areas. Existing sanitary sewer lines are shown on Map 19.

2001 Conditions

The area north of SW Boones Ferry Road was modified in 1991 by Clean Water Services (formerly Unified Sewerage Agency) and removed a pump station. The area now drains by gravity in the Hedges Creek corridor and connects to the Lower Tualatin Interceptor extending to the Durham treatment facility.

The large un-sewered ZIAN property described in 1992 has been developed and sanitary sewer service constructed by the developer. The area immediately east of SW Boones Ferry Road between SW Nyberg Street and SW Tualatin-Sherwood Road, which contains the old Methodist Church, a commercial building, and the old city hall site still remains un-sewered.

The sewer line between SW Tualatin-Sherwood Road and SW Boones Ferry Road was upsized in 1994 by Clean Water Services to accommodate flows within the South and Central Sub-areas. The section of this line between SW Boones Ferry Road and Hedges Creek has been identified for upsizing and to be relocated to address capacity issues and to facilitate development north of SW Boones Ferry Road.

The East Sub-area has preliminarily been identified as an area that needs additional analysis for sanitary sewer improvements. The Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001 to collaboratively work on a redevelopment concept that includes sanitary sewer.

The Urban Renewal Plan, Section D. (1-c.) outlines sanitary sewer improvement

activities which address these areas. Existing sanitary sewer lines are shown on Map 20.

2010 Conditions

Several sanitary sewer projects have occurred since 2001 and service provision continues to improve in the Urban Renewal Area. The projects include Clean Water Services (CWS) installing a new 24-36 inch trunk line in the West and North Sub-areas that connects to a new pump station located in the Community Park, the Downtown Sewer Rehab project (Behind K-Mart, SW Martinazzi Avenue, SW Seneca Street West, SW 84th Avenue, Alley connecting SW Nyberg Street and SW Seneca Street), upsizing a sanitary line through the Green Public Parking Lot, and extension of a sewer line to the south of Nyberg Street to serve redevelopment of the Clark Lumber site as part of the West Commons Project. The first two projects were funded by the City of Tualatin or Clean Water Services. The third was by the Commission and CWS, and the last project was funded by the Commission. Though all properties within the Urban Renewal Area have access to sanitary sewer lines, the size and location of the lines are insufficient to meet the density of development projected over the next 25-30 years. As properties develop or redevelop, some lines may need to be extended or upgraded. Examples are the East Sub-area where the existing eight-inch line needs to be replaced with approximately 2,900 lineal feet of ten-inch sanitary lines, the Tualatin Road Extension in the North Sub-area that needs a ten-inch sanitary line where no line exists, SW Martinazzi Avenue where approximately 600 lineal feet of ten-inch line is need to replace a eight-inch line and a new line in SW Seneca Street west of SW 84th Avenue to serve redevelopment of Blocks 15 and 16.

The Urban Renewal Plan, Section D. (1-c.) outlines sanitary sewer improvement activities which address these areas. Existing sanitary sewer lines are shown on Map 21.

Storm Sewer - Original Conditions

In 1975, the Urban Renewal Area was served very poorly by storm sewers. The only existing storm drains were those in the K-Mart parking lot and an old, twelve-inch line extending from Hedges Creek to Nyberg Creek under the Hervin plant. Standing water in roadways and parking lots was a continual problem in the Urban Renewal Area.

A major project undertaking of the Urban Renewal Agency has been the installation of storm sewer drains in SW Martinazzi Avenue and SW Seneca Street in 1979. Drainage has also been installed in conjunction with the Tualatin-Sherwood Bypass and SW Tonka/Warm Springs Road improvements and as part of the public parking lots which have been constructed.

Storm Sewer – 1992 Conditions

Currently, all parts of the Urban Renewal Area are served by the storm sewer system, and the overall master plan of the City of Tualatin's storm drainage system has been almost entirely implemented in this area.

Storm drainage in the Urban Renewal Area is disposed of in several different locations, as shown on Map 22. The property located west of SW Boones Ferry Road drains into the Hedges Creek Wetlands and then proceeds east in Hedges Creek to the Tualatin River. The property north of SW Boones Ferry Road drains directly into Hedges Creek. The property north of SW Nyberg Street and east of SW Martinazzi Avenue drains directly into the Tualatin River. The property between SW Boones Ferry Road and SW Nyberg Street drains down SW Martinazzi Avenue into Nyberg Creek south of Fred Meyer. The property between SW Nyberg Street, SW Boones Ferry Road and SW Martinazzi Avenue drains into Nyberg Creek and then crosses under SW Martinazzi Avenue and heads east in Nyberg Creek to the Tualatin River.

Storm sewer projects in 1992 which are in need of completion are outlined in the Urban Renewal Plan, Section D. (1-c.). Existing storm sewer lines are shown on Map 22.

2001 Conditions

A number of modifications have been made to the storm sewer system as part of the Tualatin Commons Redevelopment Project. Map 23 identifies the current storm drain system. The project, in part, changed the route of storm sewer lines in the downtown area due to the construction of the Lake of the Commons that required the vacation of portions of SW Nyberg Street and SW Seneca Street.

In addition to these changes, Clean Water Services implemented new water quality requirements in 1991. The regulations were modified in 2000. Today water quality facilities are required to treat new impervious surface areas and natural area buffers are required adjacent to wetlands, streams and rivers within the Urban Renewal Area.

In 1995 Clean Water Services also adopted the Hedges Creek Sub-Basin Plan that affects Hedges Creek running east/west through the Urban Renewal Area. This plan calls for enhancements to the storm drainage system to address storm flows discharging into the Tualatin River.

The East Sub-area has preliminarily been identified as an area that needs additional analysis for storm sewer improvements. The Development Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001, to collaboratively work on a

redevelopment concept that includes storm sewer.

Storm sewer projects in 2001 which are in need of completion are outlined in the Urban Renewal Plan, Section D. (1-c.). Existing storm sewer lines are shown on Map 23.

2010 Conditions

Several minor storm sewer projects have occurred since 2001. These are primarily associated with improvements to SW Boones Ferry Road from SW Martinazzi Avenue to SW Warm Springs Street and expansion of the White and Green Public Parking Lots. These projects were funded by the City of Tualatin and the Tualatin Development Commission. Though all properties within the Urban Renewal Area have access to storm sewer lines, the size and location of the lines are insufficient to meet the density of development projected over the next 25-30 years. As properties develop or redevelop, some lines may need to be extended or upgraded. Examples are the East Sub-area where the existing 10-24 inch lines need to be replaced with approximately 2,900 lineal feet of 18-inch storm sewer lines, the SW Tualatin Road Extension in the North Sub-area that needs a 18-inch storm line where no line exists, SW Boones Ferry Road north of SW Martinazzi Avenue to accommodate roadway widening and SW Martinazzi Avenue to accommodate roadway widening.

In addition to these changes, Clean Water Services implemented new water quality requirements in 2007. Today water quality facilities are required to treat new impervious surface areas, and natural area buffers are required adjacent to wetlands, streams and rivers within the Urban Renewal Area.

Storm sewer projects in 2010 which are in need of completion are outlined in the Urban Renewal Plan, Section D. (1-c.). Existing storm sewer lines are shown on Map 24.

Water Lines - Original Conditions

In 1975, water was available in the Urban Renewal Area through the City's connection to the City of Portland water supply. However, some additional water lines and improvements to existing lines were needed to further development in the Urban Renewal Area. New water lines have since been installed to serve Fred Meyer, the Tonka/Warm Springs area, SW Mohave Court, the Community Park and SW Tualatin Road business area, and businesses adjacent to Parking Lot C (see Map 25). SW Nyberg Street has had a two-inch water line replaced with an eight-inch line, and sections of SW Seneca Street have been upgraded to an eight-inch line. In addition, a pumping station has been constructed near SW Martinazzi Avenue and SW Warm Springs Street.

Water Lines – 1992 Conditions

The Urban Renewal Area is served by service level "A" of the City of Tualatin Water

System, shown in Map 25. The City of Tualatin receives water through its 36-inch transmission line from the City of Portland Water System. There is a pressure-reducing station in the Tualatin City Park where water enters the service level "A" system from the transmission main.

All properties in the Urban Renewal Area are served with water service. As properties develop, some lines may need to be extended or upgraded depending on the fire flow requirements of developments in the Urban Renewal Area. Water project activities in 1992 are outlined in Section D. (1-c.) of the Urban Renewal Plan. Existing water lines are shown on Map 25.

2001 Conditions

As part of the Tualatin Commons Redevelopment Project, water lines in SW Nyberg Street and SW Seneca Street were replaced with new lines.

The water line in SW Boones Ferry Road and SW Tualatin Road was augmented with a new 24-inch line in 1996/97 by the City.

All properties in the Urban Renewal Area are served with water service. As properties develop or redevelop, some lines may need to be extended or upgraded depending on the fire flow requirements of developments in the Urban Renewal Area. Water project activities are outlined in Section D. (1-c.) of the Urban Renewal Plan. Existing water lines are shown on Map 26.

The East Sub-area has preliminarily been identified as an area that needs additional analysis for water system improvements. The Development Commission and Nyberg Limited Partnership, the majority property owner in the area, entered into a Memorandum of Understanding on February 26, 2001, to collaboratively work on a redevelopment concept that includes water system improvements.

2010 Conditions

Several water line projects have occurred since 2001. These include the SW Boones Ferry Bridge Water Line replacement, relocating a water line at SW Nyberg Street/I-5, replacing a 12 inch water line in SW Boones Ferry Road between SW Tualatin Road and SW Tualatin-Sherwood Road and upgrade to a six-inch water line in SW Boones Ferry Road south of SW Tualatin-Sherwood Road. All of these projects were funded by the City of Tualatin. Though all properties within the Urban Renewal Area have access to water lines, the size and location of the lines are insufficient to meet the density of development projected over the next 25-30 years. As properties develop or redevelop, some lines may need to be extended or upgraded depending on the fire flow requirements of developments in the Urban Renewal Area. Examples are the East Sub-area where the existing eight-inch water line needs to be replaced with approximately 2,900 lineal feet of ten-inch water lines, the SW Tualatin Road Extension

in the North Sub-area that needs a ten-inch water line where no line exists and SW Martinazzi Avenue replacement to tie into the East Sub-area improvements.

Water line project activities are outlined in Section D. (1-c.) of the Urban Renewal Plan. Existing water lines are shown on Map 27.

Street Lights - Original Conditions

In 1975, only a minimum of public street lighting was provided on SW Nyberg, SW Tualatin-Sherwood, and SW Boones Ferry Roads.

Street Lights – 1992 Conditions

Installation of a safe, attractive street lighting system throughout the Central Business District has been a major task of the Tualatin Development Commission. Street lights have been installed as a part of road improvements to the Tualatin-Sherwood Bypass, SW Martinazzi Avenue, and SW Seneca Street. Street lighting has also been provided for all of the public parking lots which have been built. Future street lighting improvements will be made, as above, in conjunction with street, parking lot, and public space construction.

2001 Conditions

Installation of street lighting in the Central Business District has occurred in the form of lights on utility poles, new street lights as part of road improvements, and lights in public parking lots. There still remain areas which have inadequate illumination in various areas of the Urban Renewal Area, and lighting is not uniform in the type of lights provided. Future lighting improvements will need to be made in conjunction with street, parking lot, and public space construction.

2010 Conditions

A series of uniform lighting improvements have occurred in the Urban Renewal Area along SW Boones Ferry Road from SW Martinazzi Avenue to SW Tualatin-Sherwood Road, SW 84th Avenue, SW Seneca Street west of the Lake of the Commons, SW Nyberg Street west of the Lake of the Commons and the five public parking lots. These improvements replaced sporadic lighting on power poles and have greatly enhanced lighting for pedestrians.

Other areas of the Urban Renewal Area remain insufficiently illuminated. This includes the East Sub-area, Central Sub-area (East Commons project), North Sub-area and SW Boones Ferry Road north of SW Martinazzi Avenue. Future lighting improvements will need to be made in conjunction with street, parking lot, and public space construction along with private development activities. Lighting needs to be uniform in design to match lighting that has been installed since 2001.

Overhead Utility Lines –2001 Conditions

Overhead utility lines continue to diminish the emerging character of the central downtown area. As transportation projects have been implemented, the overhead lines have been placed underground to improve the area's aesthetics. Several lines remain to be under grounded along SW Boones Ferry Road from the Tualatin River to Tualatin Road and from SW Tualatin Road to SW Tualatin-Sherwood Road and in the Green Parking Lot. Future overhead utility undergrounding should be made in conjunction with street, parking lot and public space construction.

Overhead Utility Lines –2010 Conditions

Progress has been made in undergrounding overhead utility lines since 2001. SW Boones Ferry Road from SW Martinazzi Avenue to SW Tonka Street was undergrounded with the SW Boones Ferry Road Phase 1 and 2 projects as was the Green Parking Lot. Overhead lines continue to exist on SW Tualatin Road, SW Boones Ferry Road south of SW Tonka Street, SW Boones Ferry Road north of SW Martinazzi Avenue and SW Tualatin-Sherwood Road west of SW Boones Ferry Road. These utility lines continue to diminish the emerging character of the Urban Renewal Area. Future overhead utility undergrounding should be made in conjunction with street, parking lot and public space construction along with private development activities.

i. PARKS

Since 2001 a series of improvements have occurred to Tualatin Community Park funded by a 2004 Bond measure issued by the City of Tualatin. This includes renovation of the tennis courts, new flood lights for the tennis courts, new playground equipment and construction of segments of pedestrian pathways. The City is currently working with Clean Water Services on construction of their new pump station, pathways, new picnic shelter, arcade, parking lot expansion and fencing. Additional pathway construction has been identified to fill in missing gaps within the trail system for this park.

At Sweek Pond, a path was constructed and habitat restoration activities conducted.
The City of Tualatin and the Commission jointly funded an Art Walk that connects parks, civic buildings, natural areas and business together with strategically placed interpretive stations.

[Section B-1 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

2. Social Conditions

Original Conditions

Original social conditions may be discussed generally in terms of housing and population characteristics. There has never been a large residential population in the Urban Renewal Area. The 1975 estimated population was 326 persons in 132 residential-housing units as follows[1]:

80 multi-family dwelling units
52 single-family dwelling units
132 total dwelling units

The Riverview Apartment complex on SW Boones Ferry Road accounted for approximately 180 persons within 73 dwelling units. There was only one other seven-unit apartment, and single-family homes were located mostly on SW Boones Ferry Road, the central business district, SW Tualatin Road, and SW Tonka Street.

The general appearance of the Central Business District in 1975 was one of many blighted and rundown residences mixed in among a few sound homes and some new businesses.

[1] Population estimates for 1975 and 1984 were derived from 1980 Block Group #1 statistics for Tualatin, which gives the average household size as 2.47 persons per unit.

1992 Conditions

Social conditions in the Urban Renewal Area have changed somewhat since the adoption of the original Urban Renewal Plan, most noticeably within the Central Business District, where residences have been converted to or redeveloped as commercial uses.

With the addition of the high-density apartments built in the northwest section, the vast majority of populace living in the Urban Renewal Area live in apartment complexes. Many of the older single-family residences have been converted to businesses or acquired and demolished by the Development Commission or the private sector. Population estimates in the Urban Renewal Area have not been accomplished in conjunction with the 1992 amendment effort.

One of the goals of the Tualatin Commons Redevelopment Project is to create living units within and surrounding the Project.

2001 Conditions

Social conditions in the Urban Renewal Area have changed significantly since the adoption of the original Urban Renewal Plan, most noticeably within the Central Sub-area within the Tualatin Commons Redevelopment Project, where single family and multi-family residences have been constructed and in the West Sub-area north of the Hedges Creek Wetland Protected Area with multi-family housing. Only a few older single-family residences remain in the Urban Renewal Area.

The 2000 estimated population is 1,264 persons in 486 residential housing units as follows[2]:

451 multi-family dwelling units
35 single-family dwelling units
486 total dwelling units

[2]Population estimates for 2000 were derived from 2000 Census information for Tualatin, which gives the average household size as 2.6 persons per unit.

2010 Conditions

Social conditions in the Urban Renewal Area remained relative constant since 2001. No new housing has been completed during this time period. One housing project for retirement has been approved and has started site preparation and preliminary construction activities (River House at Commons Harbor).

The Tualatin Senior Center was renamed the Juanita Pohl Center, and programming activities have increased.

A new library was constructed at the location of the former library and expanded by 13,500 square feet.

Only a few older single-family residences (9) remain in the Urban Renewal Area.

The 2010 estimated population is 1,216 persons in 485 residential housing units' follows[2]:

451 multi-family dwelling units
34 single-family dwelling units
485 total dwelling units

[2]Population estimates for 2000 were derived from 2000 Census information for Tualatin, which gives the average household size as 2.6 persons per unit.

The Tualatin Development Commission continues to expand the social fabric opportunities in the Urban Renewal Area. The Tualatin City Council and Tualatin Development Commission have developed the following vision for the Tualatin Town Center within which the Urban Renewal Plan is located:

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 unique design standards, elements and features.
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance.
5. Encourages safe bike and pedestrian activity and integrates transit opportunities.
6. Is a destination for local business activities and not a pass through location for freight traffic.
7. Integrates seamlessly with the rest of Tualatin in all directions.

A mixed use development concept is envisioned to achieve this vision. The Commission has identified a range of 529 to 669 additional housing units over the next 25-30 years. This would accommodate a population of approximately 1,375 to 1,739 people. The number could be higher if units are incorporated into the North and West Sub-areas and if private development takes full advantage of existing housing opportunities in the Central Sub-area.

Through a separate analysis process conducted by the City of Tualatin for Metro's "Making the Greatest Place" program, the Town Center is envisioned to have 1,006 to 1,356 residential units by 2030. By 2060 that number is projected to rise to 1,071 to 2,965 units. In 2007 the Town Center had 956 residential units and a population of 2,390. By 2030 the City of Tualatin's overall population is estimated to be between 31,131 - 38, 683.

[Section B-2 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

3. Economic Conditions

Original Conditions

Original economic conditions in the Urban Renewal Area have been documented in several studies, including the Economic Study produced for the 1977 Renewal Plan, the Pacific Economica Report from the 1983 Review and Update, and the Village Square Market Analysis for the present update. The earlier studies are summarized briefly, followed by a synopsis of the Village Square Market Analysis, which was the focus of the Plan.

a. *THE 1977 ECONOMIC AND MARKET ANALYSIS*

As part of the amended 1977 Plan, the Larry Smith Company produced a comprehensive study of the potential demand for commercial outlets, office space and housing in the downtown core. Economic conditions in the downtown core were described as follows: "The central business district . . . lacks a strong statement of those types of activities which normally constitute a central business district. The major commercial enterprises lie to the east of SW 80th adjacent to I-5. The scattered businesses within the Central Business District, while urban-oriented, are as readily found in suburban locales . . ."

The study projected that by 1995 the City would need an additional 250,000 square feet of commercial space and about 41,000 square feet of office space. The greatest potential for development in the Central Business District was judged to be multi-family housing.

The study found that in spite of the underdeveloped state of the Central Business District, economic growth was expected to expand in accordance with the healthy population growth rate of Tualatin and its surrounding cities.

b. *THE 1983 PACIFIC ECONOMICA REPORT*

As part of the Review and Update of the Urban Renewal Plan, Pacific Economica undertook extensive shopper and business person surveys in Tualatin. The firm also analyzed population trends, the business climate and income characteristics, as well as other economic indicators.

The consultants found that in 1983 there was a market for an additional 150,000 to 200,000 square feet of leasable retail floor area in Tualatin. They concluded that " . . . A downtown redevelopment project could be supported and is viable from a market, land use, and circulation and parking standpoint."

It was recommended that Tualatin develop the downtown area into a full-service community shopping center.

c. *THE 1984 VILLAGE SQUARE MARKET ANALYSIS*

The staff of the Development Commission, assisted by LeBlanc & Company Economic Planning and Development Consultants, conducted a market analysis in 1984 for the Village Square project. The study concluded that the Village Square trade area consisted of a primary area of approximately 22,000 people and a secondary area of approximately 52,000 people.

LeBlanc & Company recommended a project consisting of 80,000 to 100,000 square

feet of retailing and personal services with additional office space to the extent it could be accommodated on the site. The development was not an "anchored" center, but had more of a specialty or services focus. It was noted that such an atypical center would require an aggressive marketing effort.

d. *THE 1992 TUALATIN COMMONS MARKET ANALYSIS*

Following unsuccessful attempts by two major developers to construct the Village Square project during the late 1980s, the Development Commission returned to the community for input on how to proceed with this project. Community members sent a strong message to continue seeking a pedestrian-oriented downtown with a strong civic focus.

The project was renamed from Village Square to Tualatin Commons. Working with citizen objectives for the area and an updated market analysis, a concept plan was created featuring a 3+ acre lake surrounded by a mix of restaurants, office buildings, housing, open space, and possible public buildings. This concept was adopted by the Development Commission on July 27, 1992.

The following information is summarized from the Market Analysis for Tualatin Commons prepared by Leland Consulting Group:

PLAN OBJECTIVES

The concept plan prepared for the Tualatin Commons was designed to respond to the City's directives and to create a "downtown" - a place to gather and a symbol of the spirit of the community. Development of a "downtown" will set Tualatin apart from other communities in the region, send a message of pride out to the region, and provide a base for future development to follow over the next 50 years.

One of the community objectives for Tualatin Commons is to retain its retail market share within the Tualatin community. Tualatin Commons is located in close proximity to the Fred Meyer Shopping Center, Martinazzi Square Shopping Center, and K-Mart/ Safeway Shopping Center. In addition, the Zidell property, located to the west of Tualatin Commons, is scheduled for additional strip center development. One of the strong recommendations given by the public during the public forum in 1990, was the desire to not create another strip center in the heart of downtown. In fact, the development of the Zidell property for additional shopping facilities provides the opportunity to retain the retail market share in downtown and do so without having to compete with Tualatin Commons.

Throughout the planning process, the City staff and consultant team has consistently attempted to build a plan which meets the needs of the citizens of Tualatin for a central

place in the heart of the community and, at the same time, attract tax and employment-generating businesses and land-use components that might not otherwise locate in the City of Tualatin. Development of the lake serves as both an amenity to serve the public as well as to attract private sector capital into the community.

This combination of uses around a central water feature accomplishes several strategic objectives:

- The plan is divisible into a number of smaller projects by independent developers. This reduces the City's dependence on having to negotiate with a single developer who would do the whole project.

- The project can be phased, allowing some components to be developed immediately followed by other project elements as soon as financing becomes available.

- Uses are introduced into the downtown that might not otherwise locate in Tualatin - regional and national restaurants, a small business hotel and freestanding office buildings.

- These uses are activity generators, create employment opportunities, generate taxes, help pay for an array of public facilities and amenities, and help to bring vitality to the center of the City.

MARKET OPPORTUNITIES

The proposed land-use components are responsive to each of the City's directives and are particularly representative of market opportunities - individually and in combination with each other. Today's real estate market is in a state of tremendous transition. Lending requirements for commercial developments have become extremely restrictive.

However, discussions with representatives of the local and national lending community reflect an attitude which recognizes a condition of near pent-up demand and anticipates responsiveness to this demand within the next several years.

HOUSING

Market trends and existing zoning designations within the City of Tualatin support an upward shift in the number of multi-family housing units into the next decade. Future single-family (home ownership) developments will include both detached and attached housing products (row housing, town homes, zero lot line, patio homes, etc.). In addition to the traditional demand for detached single-family homes, market trends and changes in the demographics of the resident population are influencing the demand for alternative and affordable types of housing such as rental multi-family and attached

owner-occupied units. Some of the major factors are rising housing costs, a desire for low-maintenance ownership housing options, an increase in the number of single-parent households, and an increase in the number of self-employed workers operating businesses from their homes.

Housing growth projections prepared by the City and the Metropolitan Service District (Metro) for Tualatin anticipate that an additional 3,548 multi-family and 2,199 single-family units will enter the market during the present decade. Based on construction completed since 1990, this represents an additional 418 multi-family and 265 single-family units each year. Less the number of housing units currently proposed for the market, demand will be met through 1992 and 1993 for multi-family and single-family respectively.

OFFICE

Market trends such as employers relocating their operations to less expensive locations outside the Portland Central Business Core and consolidation of facilities will continue to provide opportunities for properties such as Tualatin Commons. Based on projections of growth among office workers within the Southwest Suburban Market Area and assuming a 15 to 20 percent market share, annual demand for office space within the Tualatin market is estimated to be approximately 49,000 to 67,000 square feet between 1992 and 1995. Given limited space for multi-tenant users, the office product proposed for the Commons is Class B+ space - quality space, but not as expensive as the Class A corporate space such as found on Kruse Way.

RESTAURANTS

An under supply of national and regional chain restaurants serving the market makes the Tualatin Commons an extremely competitive location for development of new restaurant space. Demand for restaurants is generated by two principle sources - office workers and the resident population. The factor most favoring future growth of restaurant space within the Tualatin market will be residential growth. Total support for restaurant space from employees and households within the immediate market equals approximately 11,100 square feet or three to four, national and/or regional properties.

HOTEL

There are currently 2,048 guest rooms with the southwest suburban market, with an average market occupancy of 74 percent. Industry standards indicate that a stable market experiences an occupancy of 70 percent. By these standards, there are 22,323 room nights in excess of stabilization or 87 rooms which the subject property could compete for.

Demand for lodging room nights is generated principally by office and industrial employees within specific industry classifications. Existing and projected employment

within the southwest market could be expected to generate annual demand for an additional 6,780 room nights from 1992 to 1995. Demand from leisure travelers, small groups and business patrons represent approximately 30 percent of the market. Given the unique character of the site and the proposed amenities, the Tualatin Commons property could be expected to capture 15 to 20 percent of the existing leisure market share, or 16,500 to 22,000 room nights of demand.

e. 2010 MARKET CONDITIONS

The City of Tualatin has continued to be an attractive location to conduct business operations. Since 2001 a number of commercial developments have occurred. Bridgeport Village, The Point at Bridgeport, Whole Foods, Providence Bridgeport, Claim Jumper and The Grand Hotel at Bridgeport have been constructed in the north Tualatin area around Exit 290 outside of the Urban Renewal Area. The development is primarily retail, service or office activities. East of I-5 the Nyberg Woods development was constructed and Legacy Meridian Park Medical Center has expanded and is planning for further expansion over the next 25-30 years. Again, these activities are outside of the Urban Renewal Area. Along the Highway 99W corridor, Birtcher Development constructed the Birtcher 99 Class A office building and the City of Tualatin is in the early stages of developing a corridor plan along Highway 99W for mixed use development. All of this private development has been market-driven, utilizing a mix of vacant land and redevelopment opportunities.

With the diminishing commercial land supply in Tualatin the City of Tualatin and the Tualatin Development Commission are refocusing efforts to redevelop the Town Center in which the Urban Renewal Area is located and is guided by their Vision, which is stated below.

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 unique design standards, elements and features.
4. Includes civic, social, commercial and cultural functions as a full-service community within walking distance.
5. Encourages safe bike and pedestrian activity and integrates transit opportunities.
6. Is a destination for local business activities and not a pass-through location for freight traffic.
7. Integrates seamlessly with the rest of Tualatin in all directions.

The Tualatin Town Center encompasses approximately 363 acres of which the Urban Renewal District covers 327.48 acres. As part of the Town Center planning process, analysis information has been gathered on the trends for businesses and employment. This information is presented below in Table 20.

TABLE 20

OREGON EMPLOYMENT DEPARTMENT DATA

EMPLOYEES PER ACRE OF EMPLOYMENT DESIGNATED LANDS (2007)	OED Data					Tualatin Business License Data			
	TC	N-EA	S-EA	TC + N-EA + S-EA		TC	N-EA	S-EA	TC + N-EA + S-EA
Firms	258	22	22	302		257	14	35	306
Employment	2927	738	190	3855		2554	422	164	3140
Acres *1	162	33	17	213		148	33	14	195
Employees/Acre	18.0	22.1	10.9	18.1		17.3	12.6	11.9	16.1

*1 Acreage used for OED Data does not include public streets or land in RH and RH/HR Planning Districts (76.73 ac) or land in Community Park, wetlands, and greenways in commercial Planning Districts (63.01 ac); Source: City of Tualatin GIS, 2008. Acreage used for Tualatin Business License Data only includes those parcels for which a business license was on file in 2007; Source: City of Tualatin, 2008.

EMPLOYEES PER ACRE OF EMPLOYMENT DESIGNATED LANDS (2003)	OED Data				Tualatin Business License Data			
	TC	N-EA	S-EA	TC + N-EA + S-EA	TC	N-EA	S-EA	TC + N-EA + S-EA
Firms	253	28	15	296	232	14	34	280
Employment	2931	718	182	3831	2588	497	160	3245
Acres *1	162	33	17	213	148	33	14	196
Employees/Acre	18.1	21.5	10.5	18.0	17.4	14.9	11.4	16.6

*1 Acreage used for OED Data does not include public streets or land in RH and RH/HR Planning Districts (76.73 ac) or land in Community Park, wetlands, and greenways in commercial Planning Districts (63.01 ac); Source: City of Tualatin GIS, 2008. Acreage used for Tualatin Business License Data only includes those parcels for which a business license was on file in 2003; Source: City of Tualatin, 2008.

The above information indicates from Oregon Employment Department data that between 2003 and 2007 the number of firms grew by six and the number of employees grew by 24. Business and employment growth was well behind other commercial areas previously noted in the City which added 118 new commercial businesses and 2,294 employees.

City of Tualatin Business License data provides another view of business and employment growth in the Urban Renewal Area in Table 21.

TABLE 21

CITY OF TUALATIN BUSINESS LICENES DATA

		1999	2003	2007
Firms				
	Town Center	223	232	257
	North Subarea	10	14	14
	South Subarea	27	34	35
	Total	260	280	306
Employees				
	Town Center	2141	2588	2554
	North Subarea	366	497	422
	South Subarea	174	160	164
	Total	2681	3245	3140

As reflected in the OED data, growth in businesses and employees has increased by 46 businesses and 459 employees between 1999 and 2007, but still lags behind the growth that has occurred in other commercial areas of the City. Graphs 1 and 2 below show the trends of business and employment expansion and contraction in the Town Center.

GRAPH 1

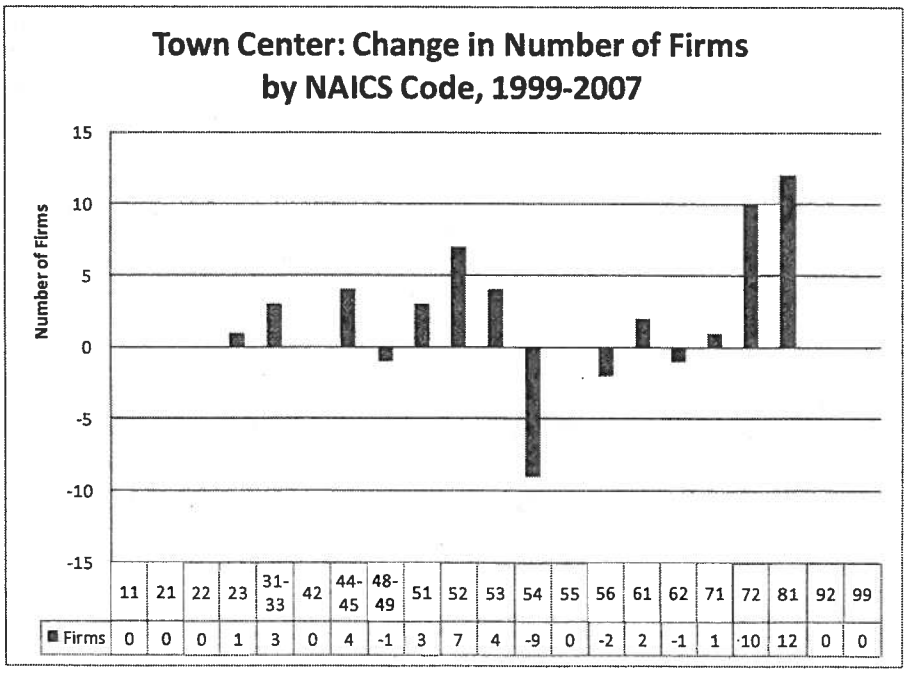
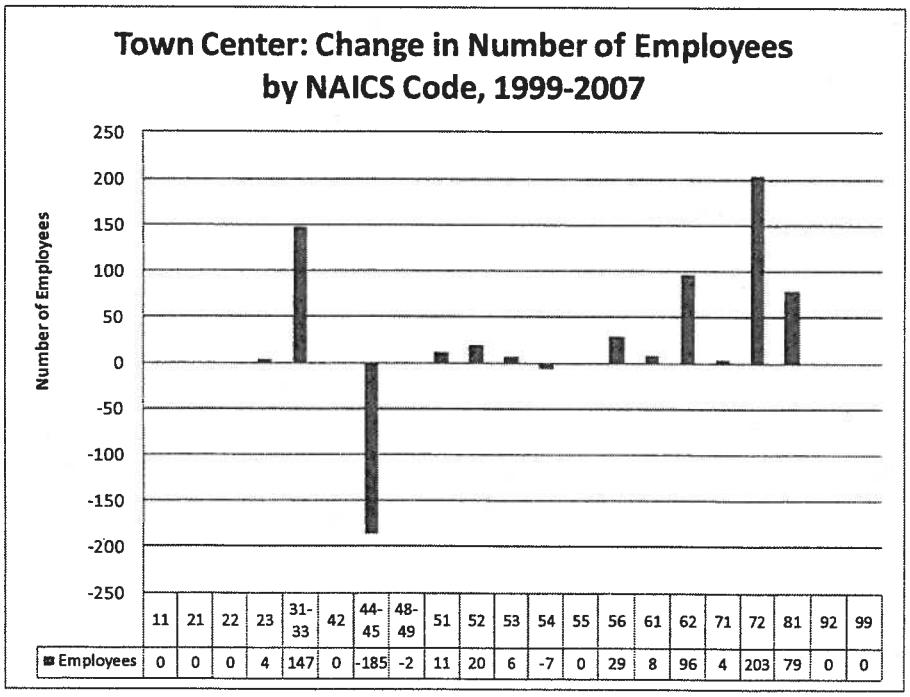


TABLE 22

NAICS Codes	
11	Agriculture, Forestry, Fishing and Hunting
21	Mining, Quarrying, and Oil and Gas Extraction
22	Utilities
23	Construction
31-33	Manufacturing
42	Wholesale Trade
44-45	Retail Trade
48-49	Transportation and Warehousing
51	Information
52	Finance and Insurance
53	Real Estate and Rental and Leasing
54	Professional, Scientific, and Technical Services
55	Managements of Companies and Enterprises
56	Administrative and Support and Waste Management and Remediation Services
61	Educational Services
62	Health Care and Social Assistance
71	Arts, Entertainment, and Recreation
72	Accommodation and Food Services
81	Other Services (except Public Administration)
92	Public Administration
99	Unknown

GRAPH 2



	11	21	22	23	31-33	42	44-45	48-49	51	52	53	54	55	56	61	62	71	72	81	92	99
Employees	0	0	0	4	147	0	-185	-2	11	20	6	-7	0	29	8	96	4	203	79	0	0

The Tualatin Development Commission has envisioned employment growth to significantly increase over the next 25-30 years within the Urban Renewal Area Because of the uncertainty of the actual numbers, a range forecast has been

developed based on scenario planning for future Urban Renewal Area development. Table 23 summarizes the square footage of office, retail and restaurant uses.

TABLE 23

COMMERCIAL SQUARE FOOTAGE PROJECTIONS: 2010

ACTIVITY	LOW	HIGH
Retail	973,902	1,408,257
Office	321,646	455,365
Restaurant	8,500	10,000
Total	1,304,048	1,873,622

These commercial use square footages could produce an employment range of 4,021 to 5,778.

Through a separate analysis process conducted by the City of Tualatin for Metro's "Making the Greatest Place" program, the Town Center is envisioned to have 6,704-8,405 jobs contained in 2.17-2.9 million square feet of building space by 2030. By 2060 that number is projected to rise to 7,753-12,803 jobs in 2.51-4.35 million square feet of building space. In 2007 the Town Center had 3,855 jobs in 1.25 million square feet of buildings. By 2030 the City of Tualatin overall population is estimated to be between 31,131 - 38, 683 to support the employment projections.

[Section B-3 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

4. Plan Impacts

Development within the Area will be accompanied by the expected impacts of development. Residential development will result in population growth and will require higher levels of services such as water, sewer, schools, police and fire protection. Commercial and industrial development will place additional demands on the transportation system. However, these impacts can be seen as resulting from the implementation of the Tualatin Community Plan and the corresponding land use designations and planning district standards. The Tualatin Central Urban Renewal Plan exists primarily to implement the Community Plan, and in itself, results in little intensification of land use within the Area. Exceptions to this include instances where (1) minimum lot sizes within certain Blocks of the area are smaller than for similar uses outside the area, and (2) more intensive uses are allowed within certain Blocks. The impacts of these instances where the Plan may, in itself, result in greater intensity of development on the overall environment of City of Tualatin or on the ability of the City

or other jurisdictions to provide adequate services at a reasonable cost are not seen as significant.

2010 - The projects identified for the future are in Section D of the Plan. The projects will help facilitate additional development and redevelopment within the Area. This development and redevelopment will result in additional demands on the services such as water, sewer, schools, police and fire protection. Commercial development will place additional demands on the transportation system.

The projects added in the 2010 amendment specifically support this new level of development by providing parking structures, street and utility improvements and pedestrian improvements to access the new developments. In addition, there are specific improvements identified to help enhance the pedestrian experience in the city, gaining access to the Tualatin River, providing increased access in the Tualatin Commons Redevelopment Project, and improved access to community facilities. These projects implement the Vision for the Tualatin Town Center and implement the City of Tualatin Comprehensive Plan. The improvements will provide additional employment opportunities in the Area, provide improvements which will increase the efficiency of the transportation system, add to the tax base of the Area and improve the livability of the Area and the City of Tualatin as a whole.

C. REASONS FOR SELECTION OF THE URBAN RENEWAL AREA

Resolutions 74-21 and 30-75 of the City of Tualatin declared the need for a Renewal Agency and adopted the Urban Renewal Plan in conformance with ORS 457. These resolutions establish the existence of blight and the necessity for establishing an Urban Renewal Area according to ORS 457.010 and 457.020, and are contained in Appendix A.

The land area added to the Urban Renewal Area in 1984 is characterized by similar conditions of flooding and lack of adequate services.

The land area added to the Urban Renewal Area in 2002 is characterized by similar conditions previously identified and by conditions of inadequate transportation infrastructure. Updated blight findings are included in Ordinance XXXX adopted on March 22, 2010. The reason for selection of the Urban Renewal Area is to cure the blight described in these documents.

Land Area and Assessed Value Qualifications

The Urban Renewal Area as amended by this Plan is in conformance with ORS 457.420-2.b, which states that the land area and assessed value of all urban renewal

areas within a city (population less than 50,000) may not exceed 25% of the total land area and assessed value of the city.

In 1984 the Central Urban Renewal Area contained 324.31 acres or 7.8% of the 4,146 acres within the City of Tualatin. In 1985 the Leveton Tax Increment District was created. In 1992, Tualatin's two urban renewal districts totaled 734.8 acres, or 13.7% of the 5,363 acres within the City at the beginning of 1992.

In 2001/02 the Central Urban Renewal Area contained 327.48 acres or 6.61% of the 4,951.95 acres within the City of Tualatin. In 2001/02, Tualatin's two urban renewal districts totaled 707.78 acres, or 14.29% of the 4,951.95 acres within the City.

Total assessed value of the Central Urban Renewal District in 1983/84 was $58,399,157, or 14.8% of the $394,167,470 value of the City. By 1991/92 the percentage of assessed value dropped slightly to 14.6% even with the addition of the Leveton Tax Increment District. The combined assessed value of the two urban renewal districts in 1991/92 was $116,352,981 which includes both base values and increment. Total assessed value of the City of Tualatin in 1991/92, less the urban renewal base and increment, was $793,985,631.

In 2001/02 the total assessed value of the Central Urban Renewal District was $149,015,313 or 7.59% of the $1,962,476,195 value of the City. Combined with the assessed value of the Leveton Tax Increment District, the total was $258,424,652, which includes both base values and increment, or 13.17% of the assessed value of the City. Total assessed value of the City of Tualatin in 2001/02, less the urban renewal base and increment, was $1,704,051,543.

[Section C amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance ____, passed March 22, 2010]

D. RELATIONSHIP BETWEEN PROJECTS AND CONDITIONS IN THE URBAN RENEWAL AREA

The blighted conditions of the Urban Renewal Area are well documented and legally recognized by Resolutions 74-21 and 30-75 of the City of Tualatin which declare the area as blighted and adopt the Urban Renewal Plan. Projects described in Section D. (1) of the Plan are designed to correct the conditions described in the above listed resolutions. Adverse conditions which remain may be described generally as follows:

- The central business district is underdeveloped and contains blighted areas.
- 58% of the Urban Renewal Area lies in the floodplain.
- Transportation access, circulation, and parking problems hinder the full development of the Urban Renewal Area.

The major projects proposed in this Plan are the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and redevelopment of the East and North Sub-areas to mixed use activities. The overall goal is "To strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses." (Vision, Goals and Objectives – Section I Urban Renewal Plan)

Expansion of the Tualatin public library has been identified as essential to establishing a viable central business district. As outlined in the Physical Conditions and Social Conditions of this report, increased employment, housing and population have occurred within the Plan Area increasing the demand for civic facilities. Expansion of the library is necessary to meet the growing demands as additional development occurs (Goals and Objectives of the Urban Renewal Area, Goal 4).

Specific transportation improvement projects are scheduled yearly by the Tualatin Development Commission. Major improvement projects planned are the construction of street improvements as part of the Tualatin Commons Project, Central Design District Enhancement Project (streetscape enhancements, SW Boones Ferry Road and SW Martinazzi Avenue widening, street intersection improvements), pedestrian facilities, widening of the I-5/Nyberg Street interchange and construction of the north half of the Loop Road. Other planned improvements are documented in the Transportation element of the Tualatin Development Code.

Projects added in 2010 are in the following general areas:

Public Facilities including greenway trails and bridges, gateways, transportation (street improvement and streetscape enhancements, pedestrian lighting, pedestrian amenities, art), design of public facilities and public parking, sewer, water and storm drainage projects. City Hall relocation feasibility study.

Relationship to Existing Conditions:
The relationships to existing conditions are shown below for the projects.

<u>Specific Project Activities, Road and Street Improvements</u>:

1. Intersection Improvements:

• Access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Actual placement and intersection requirements will be addressed during site-planning efforts in conjunction with the Tualatin Commons Redevelopment Project.

• Other intersection improvements as found necessary.

Relationship to Existing Conditions:
There is presently no access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Other intersection projects will be undertaken in order to resolve identified access or traffic flow problems.

2. Road Improvements:

• SW Boones Ferry Road between SW Lower Boones Ferry Road and SW Martinazzi Avenue. Improvements include reconstruction and widening of roadway, turn lanes, widening or replacement of bridge, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

Relationship to Existing Conditions:
SW Boones Ferry Road is in need of reconstruction and widening, does not have appropriate turn lanes, the bridge needs to be either replaced or widened, the intersections need to be improved and is deficient in landscape medians, sidewalks, street trees or other pedestrian amenities.

• SW Boones Ferry Road between SW Martinazzi Avenue and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, turn lanes, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.

Relationship to Existing Conditions:
SW Boones Ferry Road is in need of reconstruction and widening, does not have appropriate turn lanes, the intersections need to be improved and is deficient in landscape medians, sidewalks, street trees or other pedestrian amenities.

• SW Martinazzi Avenue between SW Boones Ferry Road and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, intersection improvements, installation of landscape median, sidewalks, street trees and other pedestrian amenities.

Relationship to Existing Conditions:
• SW Martinazzi Avenue is in need of reconstruction and widening, the intersections need to be improved and is deficient in landscape medians, sidewalks, street trees or other pedestrian amenities.

• Loop Road/Eastside Downtown (north half); segments to be determined.

Relationship to Existing Conditions:
There is presently no Loop Road connecting Eastside Downtown (north half) to the Central Sub-area for transportation and pedestrian connectivity.

• SW Nyberg Street west of K-Mart to SW Martinazzi Avenue. Improvements may be constructed in conjunction with the Tualatin Commons Redevelopment Project, Central Design District Enhancement Project or the Loop Road or East Sub-area (Eastside Downtown) project, including rebuilding and widening of roadway and pedestrian improvements.

Relationship to Existing Conditions:
SW Nyberg Street is in need of rebuilding, widening and pedestrian improvements.

• SW Nyberg Street, between SW Martinazzi Avenue and SW Boones Ferry Road. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Nyberg Street will be provided access through other routes. The status of this segment will be addressed during site-planning efforts related to the Tualatin Commons Redevelopment Project. Central Design District Enhancement Project improvements include reconstruction and widening of roadway, intersection improvements, curb bump-outs and pedestrian improvements.

Relationship to Existing Conditions:
Nyberg Street provides connections to Tualatin Commons which access needs to be maintained after other project improvements are complete.

• SW Nyberg Street from SW Tualatin-Sherwood Road east will be improved by the construction of additional travel lanes, on/off ramps, and pedestrian improvements.
•
Relationship to Existing Conditions:
SW Nyberg Street is presently a six lane street without sufficient on/off ramps and without sufficient pedestrian improvements.

• SW Seneca Street, between SW Martinazzi Avenue and SW 84th Avenue. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Seneca Street will be provided access through other routes. The status of this segment will be addressed during site-planning efforts related to the

Tualatin Commons Redevelopment Project. Improvements include reconstruction and widening of roadway, intersection improvement, bump-outs and pedestrian improvements.

Relationship to Existing Conditions:
SW Seneca Street provides connections to Tualatin Commons which access needs to be maintained after other project improvements are complete.

• SW Seneca Street, between SW 84th Avenue and SW Boones Ferry Road. Improvements include reconstruction of the roadway, curb bump-outs and pedestrian improvements to standards to be determined.

Relationship to Existing Conditions:
SW Seneca Street is in need of reconstruction. There are insufficient curb bump-outs and insufficient pedestrian improvements.

• SW 84th Avenue, between SW Nyberg Street and SW Boones Ferry Road. Improvements include reconstruction of roadway, bump-outs and pedestrian improvements to standards to be determined.

Relationship to Existing Conditions:
SW 84th Avenue is in need of reconstruction. There are insufficient curb bump-outs and insufficient pedestrian improvements.

• Other road and street improvements as found necessary.

Relationship to Existing Conditions:
Other street and road improvements will be undertaken in order to resolve identified access or traffic flow problems.

3. Utilities

• East Sub-area (Eastside Downtown) Project: The Commission will participate in the funding of utility improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

Relationship to Existing Conditions:
There is presently insufficient funding to provide the improvements to the utility systems which will be required with new development and redevelopment as projected and allowed by the zoning code.

• North Sub-area: The Commission will participate in the funding of utility

improvements necessitated by redevelopment/development and, where appropriate, will incorporate utility improvements with road, street or other improvement projects funded by the Commission.

Relationship to Existing Conditions:
Existing utility systems are inadequate to support new development and redevelopment as projected and allowed by the zoning code.

4. Parking

• East Sub-area (Eastside Downtown): Participate in funding a parking garage to serve redevelopment of the area and to support civic buildings.

Relationship to Existing Conditions:
No parking garage exists at this location. Future development will require additional parking facilities.

5. Pedestrian Facilities

• A bridge may be constructed at the north end of the Lake at the Commons in the general corridor of SW Seneca Street.

Relationship to Existing Conditions:
No pedestrian bridge exists at this location. The ability to cross the north end of the lake is desired.

• East Sub-area (Eastside Downtown): Pedestrian spaces, including sidewalks, street furniture and pedestrian lighting are planned to be a component of the Eastside Downtown project. The Eastside Downtown project will include pedestrian walkways, sidewalks, pedestrian pathways along the Tualatin River and I-5 and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and to other neighboring public and private properties. The design and location of pedestrian facilities will be addressed during planning of the project.

Relationship to Existing Conditions:
The East Sub-area is deficient in pedestrian spaces as described above. There are insufficient pedestrian connections to the Tualatin River, I-5, Community Park, City Library, Tualatin Commons Redevelopment Project, Central Design District Enhancement Project and to other neighboring public and private properties.

• North Sub-area: Pedestrian pathways along the Tualatin River and a pedestrian bridge over the Tualatin River connecting to pedestrian

pathways along the south side of the river.

Relationship to Existing Conditions:
There are presently insufficient pathways along the Tualatin River and there is no pedestrian bridge over the Tualatin River connecting it to the south side of the river.

6. Land Acquisition

• Parking Garages

The Commission will acquire real property where it is determined that acquisition is necessary for the construction of parking garages in the Central and East Sub-areas.

Relationship to Existing Conditions:
There is an inadequate supply of parking to facilitate development in the Central and East Sub-areas. The City does not presently own or control property in those areas to facilitate the development of parking garages.

[Section D amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 200; Ordinance No.1213-06 passed July 10, 2006; Ordinance _____ passed March 22, 2010]

E. ESTIMATED PROJECT COST AND REVENUE SOURCES

Revenues for the urban renewal projects called for in the Plan are shown in Table 24. The primary source of revenue is the proceeds of tax increment bonds. The proceeds of bonds issued prior to FY 2009/2010 account for much of the beginning balance shown in Table 24. Short-term and long-term bonds are the primary source of revenues from FY 2010/11 through 2034/2035, when projects are anticipated to be complete.

The costs of the projects called for in the Plan include materials and services and capital outlays. A reimbursement to the Administration Fund covers the administrative costs of the Plan.

[Section E amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance No.1213-06 passed July 10, 2006; Ordinance No.1290-09 passed October 12, 2009; Ordinance _____, passed March 22, 2010]

F. ANTICIPATED PROJECT START AND COMPLETION DATES

Table 24 also shows the years in which the projects are started and completed. All projects are anticipated to be completed by the end of FY 2034/2035.

[Section F amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance No.1213-06 passed July 10, 2006; Ordinance No. 1290-09 passed October 12, 2009; Ordinance ____, passed March 22, 2010]

TABLE 24

PROJECT REVENUE, COSTS and SCHEDULE

See attached table

TABLE 24: ESTIMATED PROJECT COST, REVENUE SOURCES, PROJECT START AND COMPLETION DATES

1/24/2010

	C	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP
129		Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
130	FYE	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
131	**Revenues**															
132	Working Capital Carryover	2,748,489	1,353,990	1,018,099	668,562	299,487	394,877	828,821	416,557	101,553	104,823	16,593	14,503,993	150,921	629,238	453,907
139																
142	Interest Income	27,485	13,540	10,181	6,686	5,990	7,898	16,576	8,331	2,031	2,096	332	290,080	3,018	12,585	9,078
149																
164	Bond Sales															
165	Short Term	0	0	0	0	500,000	8,500,000	0	125,000	7,650,000	400,000	15,000,000	0	0	400,000	0
166	Long Term	0	0	0	0	0	0	0	0	0	0	0	14,400,000	36,500,000	0	11,500,000
172																
175	**TOTAL**	**2,775,974**	**1,367,530**	**1,028,280**	**675,247**	**805,477**	**8,902,775**	**845,397**	**549,889**	**7,753,584**	**506,920**	**15,016,925**	**29,194,073**	**36,653,939**	**1,041,823**	**11,962,985**
214																
215																
216																
217																
218																
219		Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
220	**Expenditures**	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
221																
222	Printing & Postage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	Reimbursement to Gen Fund	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
224	Reimbursement to Eng Fund	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048	13,439	13,842	14,258	14,685	15,126
229																
230	Consultant Services	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048	13,439	13,842	14,258	14,685	15,126
231	Property Management Costs	0	0	0	0	0	0									
232	Bond Issuance Costs	0	0	0	0	0	0									
233	Bond Registration & Expense	0	0	0	0	0	0									
234	Grounds & Landscaping	1,000	1,030	1,061	1,093	1,126	1,159	1,194	1,230	1,267	1,305	1,344	1,384	1,426	1,469	1,513
237																
242	**Total Materials & Services**	**21,000**	**21,630**	**22,279**	**22,947**	**23,636**	**24,345**	**25,075**	**25,827**	**26,602**	**27,400**	**28,222**	**29,069**	**29,941**	**30,839**	**31,764**
243																
260	Clock/Bell Tower	30,000	0	0	0	0	0			1,537,553						
262	Boones Ferry Rd. Mart./LBFR (Phase 3)	50,000	0	0	0	0	0							10,651,101		
263	Boones Ferry Rd. Tual.-Tual/Sher Phase 1)	100,000	0	0	0	0	0									
267	Eastside Downtown	150,000	0	0	0	0	0							14,992,349		
272	Tualatin-Sherwood Road	5,000	5,000	0	0	0	0									
273	Tualatin Commons East	250,000								5,642,395						
274	Train Horn Noise Mitigation	400,000														
276	West Commons Sanitary Sewer	107,123														
277	Red Parking Lot Garage						7,663,676									
278	Tualatin River Pedestrian Trail															
279	Ped Bridge (river or Lake)															
280	Eastside Down Parking Garage													9,819,589		
281	I-5 Ped Trail															11,270,909
282	Tualatin Road Extension												27,635,104			
283	General Aesthetics															
284	Signal Coordination												793,160			
285	Incentive Fund															
286	City Center Feasibility Study												78,198			
287																
288		1,092,123	5,000	0	0	0	7,663,676	0	0	7,179,948	0	0	28,506,462	35,463,039	0	11,270,909
289																
294	Reimburse Admin Fund	308,861	322,801	337,439	352,813	386,964	385,933	403,765	422,508	442,211	462,926	484,710	507,621	531,721	557,077	583,758
300	General Account Reserve	1,353,990	1,018,099	668,562	299,487	394,877	828,821	416,557	101,553	104,823	16,593	14,503,993	150,921	629,238	453,907	76,554
305																
306	TOTAL	2,775,974	1,367,530	1,028,280	675,247	805,477	8,902,775									

	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA
129	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	
130	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
131											
132	76,554	1,080,761	427,285	128,613	60,450	85,069	72,743	20,761	126,247	140,154	349
139											
142	1,531	21,615	8,546	2,572	1,209	1,701	1,455	415	2,525	2,803	
149											
164											
165	0	0	400,000	1,700,000	800,000	800,000	800,000	1,000,000	950,000	2,065,000	
166	11,500,000	0	0	0	0	0	0	0	0	0	
172											
175	**11,578,085**	**1,102,377**	**835,830**	**1,831,185**	**861,659**	**886,771**	**874,198**	**1,021,176**	**1,078,772**	**2,207,957**	
214											
215											
216											
217											
218											
219	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	
220	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	
221											
222	0	0	0	0	0	0	0	0	0	0	
223	0	0	0	0	0	0	0	0	0	0	
224	15,580	16,047	16,528	17,024	17,535	18,061	18,603	19,161	19,736	20,328	
229											
230	15,580	16,047	16,528	17,024	17,535	18,061	18,603	19,161	19,736	20,328	
231											
232											
233											
234	1,558	1,605	1,653	1,702	1,754	1,806	1,860	1,916	1,974	2,033	
237											
242	**32,717**	**33,699**	**34,710**	**35,751**	**36,824**	**37,928**	**39,066**	**40,238**	**41,445**	**42,689**	
243											
260											
262											
263											
267											
272											
273											
274											
276											
277											
278	7,358,170										
279	2,494,599										
280											
281											
282											
283											
284										1,222,979	
285				1,029,716							
286											
287											
288	**9,852,769**	**0**	**0**	**1,029,716**	**0**	**0**	**0**	**0**	**0**	**1,222,979**	
289											
294	611,837	641,393	672,508	705,268	739,766	776,099	814,371	854,691	897,173	941,940	
300	1,080,761	427,285	128,613	60,450	85,069	72,743	20,761	126,247	140,154	349	
305											
306											

G. ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

Table 25 shows the estimated annual tax increment revenues and the use of those revenues for payment of debt service on existing long-term and future short-term bonds. A total of $138,056,923 (estimated) in tax increment revenues are projected to be collected, with $7,513,356 (estimated) to be refunded to taxing districts at the close of FY 2034/2035, at which time all debt is estimated to be retired.

[Section G amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance No. 1213-06 passed July 10, 2006; Ordinance No.1290-09 passed October 12, 2009; Ordinance ____, passed March 22, 2010]

TABLE 25

TAX INCREMENT REVENUES

See attached table

TABLE 25: ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

FY Ending June 30	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenues													
Beginning Balance	0	2,388,306	4,999,282	7,644,665	10,323,284	12,533,877	7,092,717	10,174,615	13,280,317	9,005,724	12,051,414	1,274,674	5,058,646
Tax Increment Revenues	2,364,659	2,561,478	2,569,694	2,576,408	2,581,545	2,904,457	2,981,159	3,097,976	3,210,499	3,322,409	4,062,124	5,107,480	5,239,258
Interest	23,647	49,498	75,690	102,211	129,048	154,383	100,739	132,726	164,908	123,281	161,135	63,822	102,979
Transfer from Bond Proceeds													
Total	2,388,306	4,999,282	7,644,665	10,323,284	13,033,877	15,592,717	10,174,615	13,405,317	16,655,724	12,451,414	16,274,674	6,445,975	10,400,883
Expenditures													
Debt Service													
Long Term Bonds													
Bond 1						0	0	0	0	0	0	1,387,329	1,387,329
Bond 2								0	0	0	0	0	3,516,493
Bond 3													
Bond 4													
Defeasance	0	0	0	0	0	0	0	0	0	0	0	1,387,329	4,903,822
Long Term Bond Reserve	0	0	0	0	0	0	0	0	0	0	0	1,387,329	4,903,822
Short Term Bonds					500,000	8,500,000		125,000	7,650,000	400,000	15,000,000		
Total Expenditures	0	0	0	0	500,000	8,500,000	0	125,000	7,650,000	400,000	15,000,000	2,774,658	9,807,645
Ending Balance	2,388,306	4,999,282	7,644,665	10,323,284	12,533,877	7,092,717	10,174,615	13,280,317	9,005,724	12,051,414	1,274,674	3,671,317	593,238

TABLE 25: ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

FY Ending June 30	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Revenues												
Beginning Balance	5,497,061	6,534,584	8,046,270	8,759,001	9,676,791	10,406,638	10,164,593	11,036,099	12,137,691	13,477,203	17,078,561	21,004,325
Tax Increment Revenues	6,224,134	7,384,256	7,675,212	7,871,183	8,072,054	8,389,687	8,603,520	8,822,699	9,047,357	9,277,632	9,513,664	9,755,596
Interest	117,212	139,188	157,215	166,302	177,488	187,963	187,681	198,588	211,850	227,548	265,922	307,599
Transfer from Bond Proceeds												
Total	11,838,407	14,058,028	15,878,696	16,796,486	17,926,333	18,984,288	18,955,794	20,057,386	21,396,898	22,982,384	26,858,147	31,067,520
Expenditures												
Debt Service												
Long Term Bonds												
Bond 1	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329	1,387,329
Bond 2	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493	3,516,493
Bond 3		1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936			
Bond 4			1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936	1,107,936			16,585,342
Defeasance	4,903,822	6,011,759	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	4,903,822	4,903,822	21,489,164
Long Term Bond Reserve	4,903,822	6,011,759	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	7,119,695	4,903,822	4,903,822	4,903,822	0
Short Term Bonds	400,000				400,000	1,700,000	800,000	800,000	800,000	1,000,000	950,000	2,065,000
Total Expenditures	10,207,645	12,023,517	14,239,390	14,239,390	14,639,390	15,939,390	15,039,390	15,039,390	12,823,517	10,807,645	10,757,645	23,554,164
Ending Balance	1,630,762	2,034,511	1,639,306	2,557,096	3,286,943	3,044,898	3,916,404	5,017,996	8,573,381	12,174,739	16,100,502	7,513,356

H. FINANCIAL FEASIBILITY ANALYSIS

The financial feasibility of the Plan hinges on the reasonable expectation that projected revenues will cover anticipated costs. Table 25 shows the projected costs of repayment of debt the Commission will incur to fund project costs and a schedule for repayment. Table 25 shows the expected tax increment revenues over the projected term of the Plan. The projected tax increment revenues are sufficient to pay the projected debt.

[Section H amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

I. FISCAL IMPACTS ON TAXING JURISDICTIONS

The passage of Ballot Measure 50 in 1997 resulted in substantial changes to Oregon's property tax system, and these changes affect the fiscal impacts of tax increment financing. The property tax system is now primarily a "rate-based" system, in which taxing districts have been granted taxing authority in the form of maximum property tax rates. The amount of funds these districts levy in any one year is a function of their property tax rate and the assessed value within the district, not counting the incremental assessed value in urban renewal areas located therein.

The fiscal impacts are the foregoing of property tax revenues on the incremental assessed value. Table 26 shows the revenues foregone by overlapping taxing districts from FY 2010/2011 through FY 2034/2035 and the revenues gained from FY 2035/2036 through FY 2041/2042. The figures are all in 2010 dollars. (These figures assume that all the growth in assessed value within the urban renewal area would have occurred without the urban renewal plan which overestimates the actual impact.) The table also shows that within seven years of the estimated termination of tax increment financing, the taxing districts will have received greater revenue gains than the amounts foregone during the period from FY 2010/2011 through FY 2034/2035.

[Section I amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____ passed March 22, 2010]

TABLE 26

IMPACT ON TAXING DISTRICTS

Revenues Forgone (PV) Through FYE 2035	Total	Average Annual	FY 2010 PR Levy	% Avg Ann of FYE 2010 Levy
Washington County (District ID #1)	12,380,777	495,231	100,673,940	0.5%
Metro (Dist ID #3)	531,926	21,277	4,026,607	0.5%
Port of Portland	386,004	15,440	3,138,866	0.5%
Portland Community College	1,557,234	62,289	12,577,021	0.5%
NW Regional ESD	846,897	33,876	6,766,995	0.5%
SD #23 Tigard-Tualatin	27,472,947	1,098,918	39,094,053	2,8%
Tualatin Valley Fire & Rescue	8,398,489	335,940	48,875,813	0.7%
City of Tualatin	12,480,445	499,218	5,613,554	8.9%
Revenues Gained Through FYE 2042				
Washington County (District ID#1)	13,242,050			
Metro (Dist ID #3)	568,930			
Port of Portland	412,857			
Portland Community College	1,665,563			
NW Regional ESD	905,812			
SD #23 Tigard-Tualatin	29,384,112			
Tualatin Valley Fire & Rescue	8,982,732			
City of Tualatin	13,348,651			

J. RELOCATION REPORT

1. Relocation Analysis

As a result of the proposed Tualatin Commons Redevelopment Project (formerly "Village Square Redevelopment Project,") the following properties will be required to relocate:

TABLE 27

PROPERTIES THAT RECEIVED RELOCATION ASSISTANCE

Residential Properties		Commercial Properties	
Tax Map	Tax Lot	Tax Map	Tax Lot
2S1-24BC	2000	2S1-24BC	1501
2S1-24BC	2100*	2S1-24BC	1600
		2S1-24BC	1690
		2S1-24BC	2501
		2S1-24BC	5100
		2S1-24BC	5190
		2S1-24BC	5202

*Tax Lot 2100 was a mixed-commercial/residential use.

Source: Washington County Department of Assessment and Taxation, October 20, 1983.

[Section J-1 amended by Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02, adopted March 11, 2002; Ordinance _____, passed March 22, 2010]

2. Relocation Methods

The Plan anticipates the acquisition and redevelopment of property which may result in the displacement of residents and businesses. The Commission intends to establish a Relocation Policy which will call for the Commission's assistance to those residents and businesses displaced. Such assistance may include providing information regarding suitable locations, payment of moving expenses, and other payments as deemed necessary.

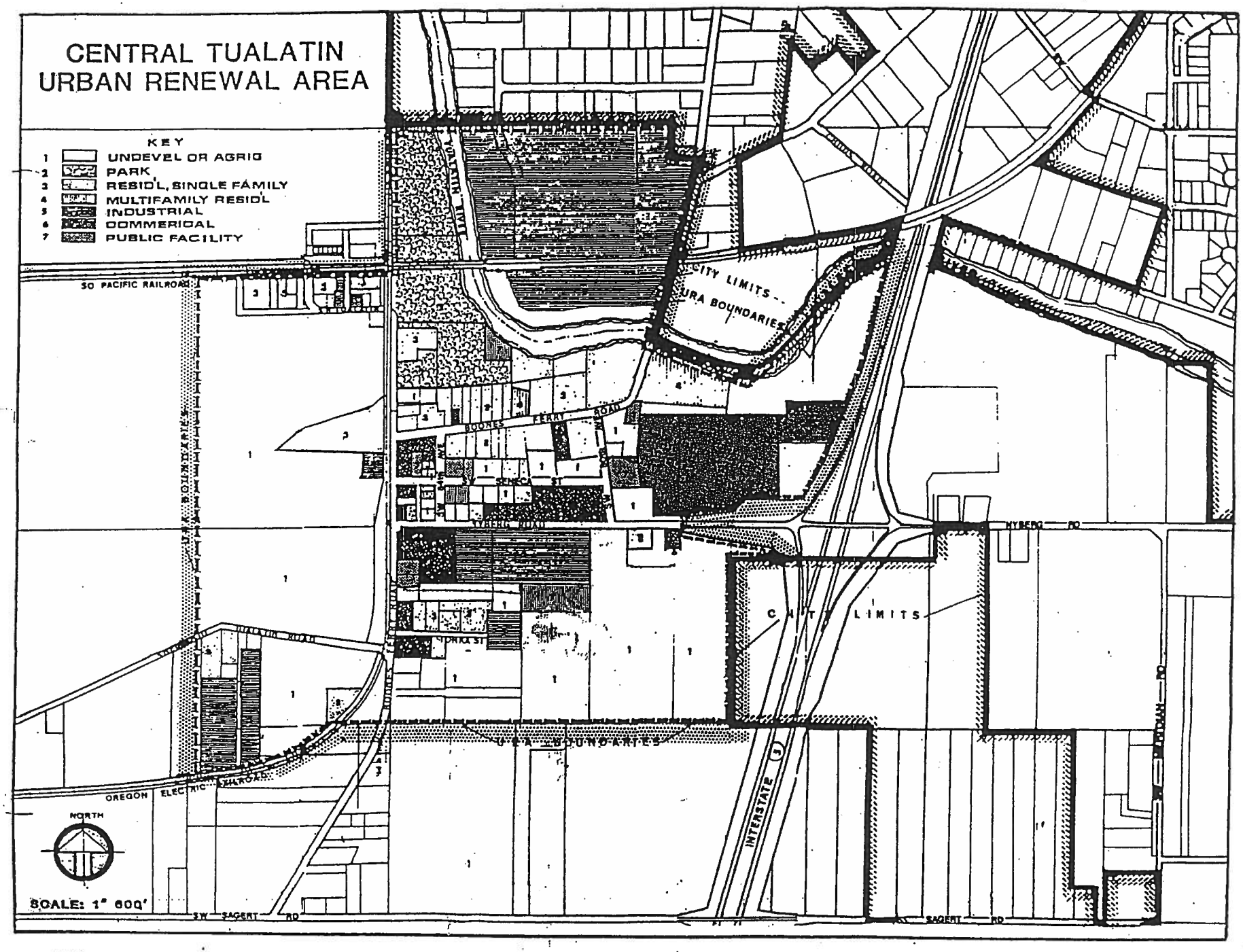
All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500 - .530 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 35.510.

3. Cost Enumeration

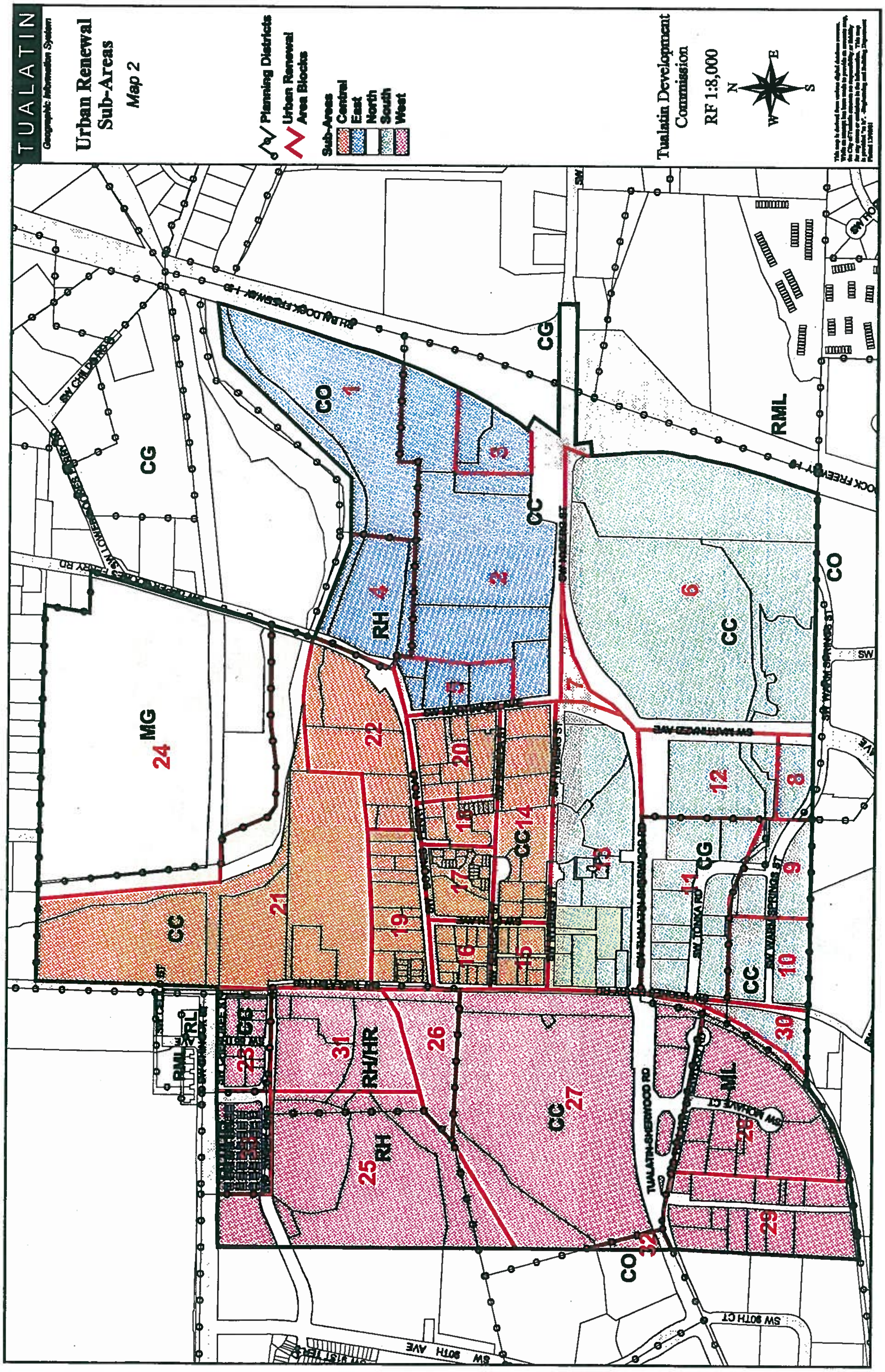
Two single-family residential units, one of which was also a commercial business, were acquired by the Development Commission. The 1985/86 assessed building value of these two units determined by the Washington County Department of Assessment and Taxation was as follows:

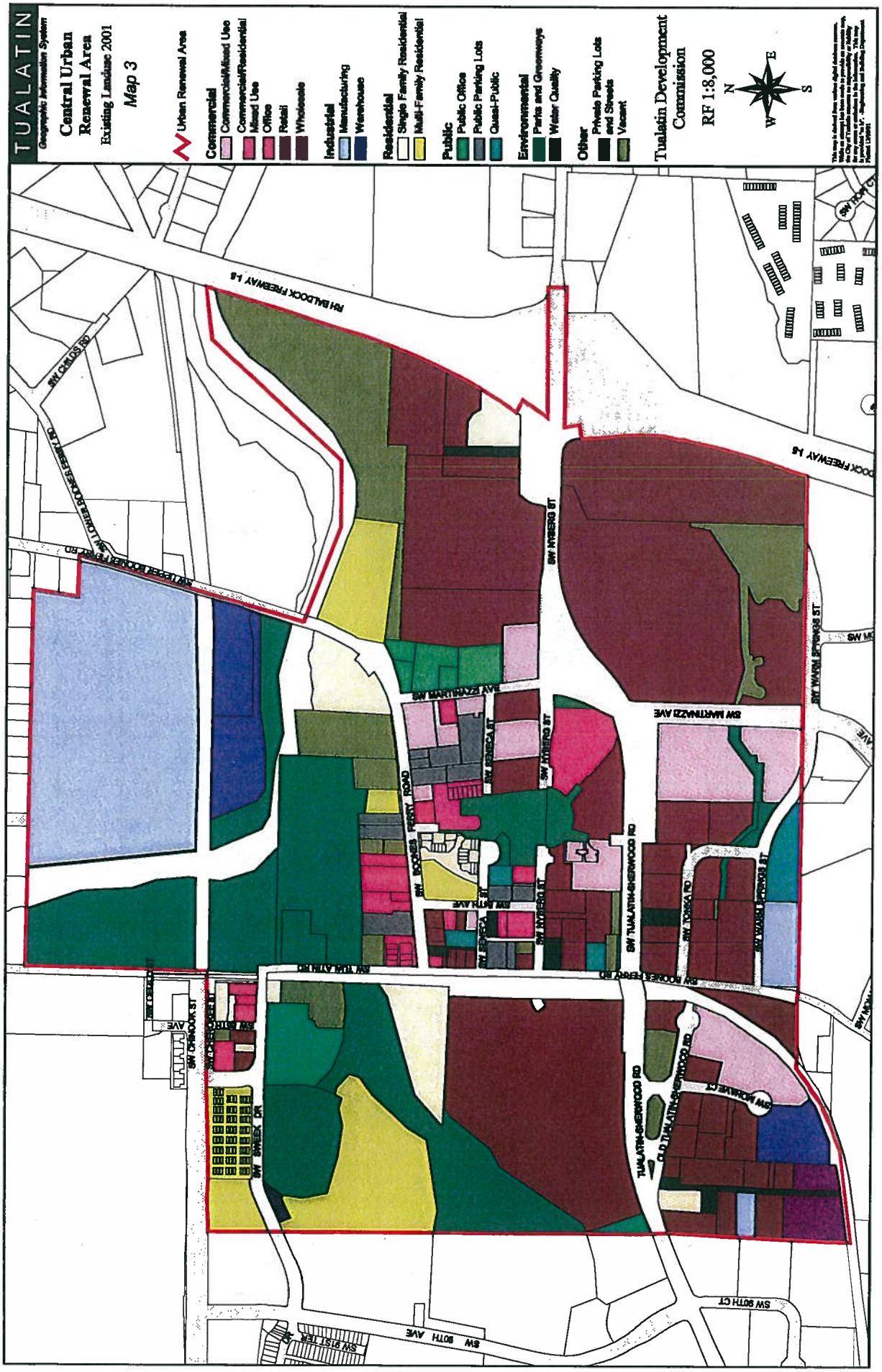
Tax Lot	Assessed Building Value
2000	$ 100
2100	$11,300

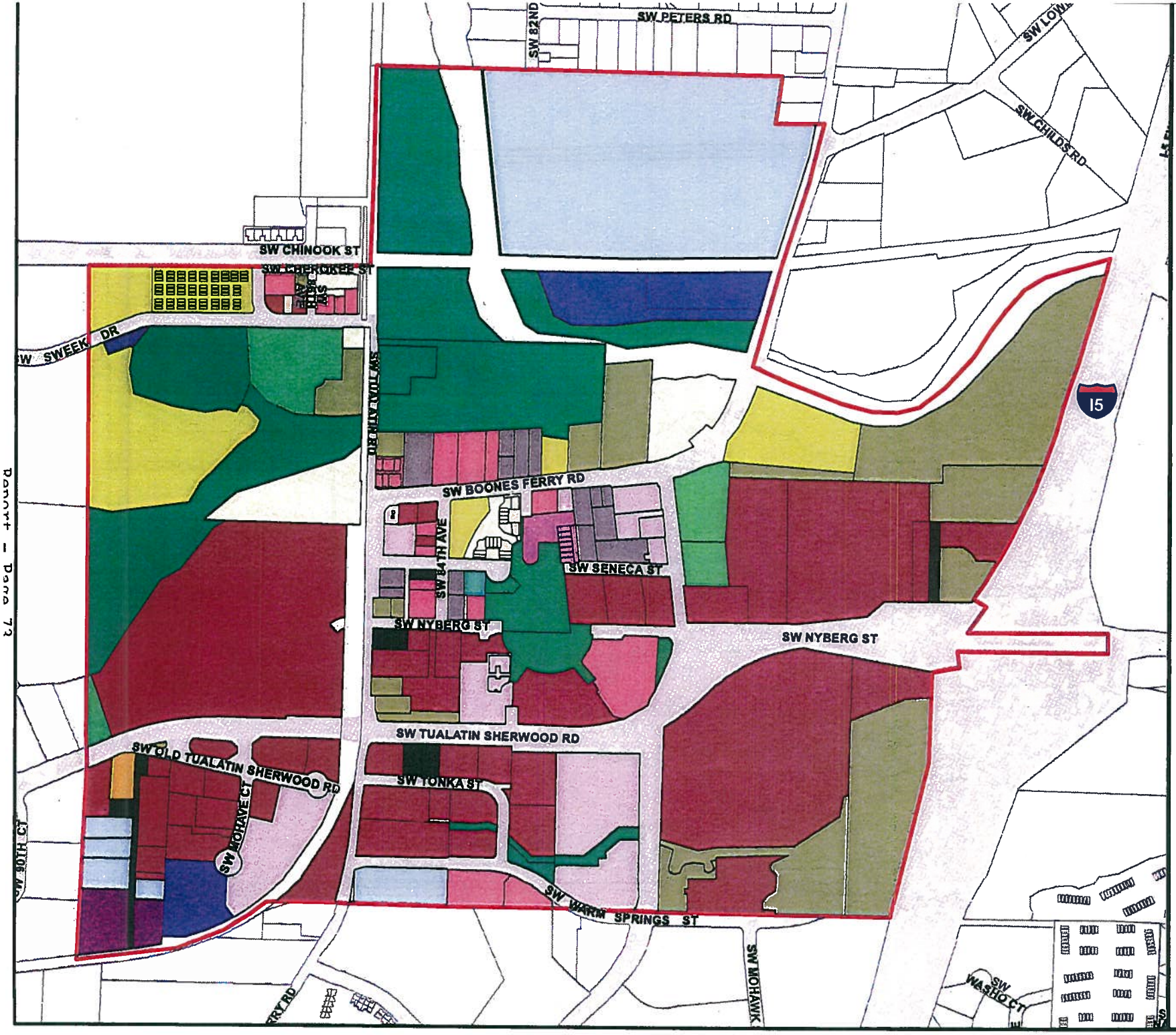
[Section J-3 amended by Ordinance 881-92, passed November 9, 1992]



EXISTING LAND USE (1975) 1


TUALATIN
Geographic Information System
Urban Renewal Sub-Areas
Map 2
Planning Districts
Urban Renewal Area Blocks
Sub-Areas
Central
East
North
South
West
Tualatin Development Commission
RF 1:8,000
N
E
S
W
CO
CG
CC
MG
RH
RH/HR
RML
RL
ML
SW NYBERG ST
SW TUALATIN-SHERWOOD RD
TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW MARTINAZZI AVE
SW 90TH AVE
SW 90TH CT
SW MOHAVE CT
SW LOWER BOONES FERRY RD
SW CHILD RD


TUALATIN
Geographic Information System
Central Urban Renewal Area
Existing Landuse 2001
Map 3
Urban Renewal Area
Commercial
Commercial/Mixed Use
Commercial/Residential
Mixed Use
Office
Retail
Wholesale
Industrial
Manufacturing
Warehouse
Residential
Single Family Residential
Multi-Family Residential
Public
Public Office
Public Parking Lots
Quasi-Public
Environmental
Parks and Greenways
Water Quality
Other
Private Parking Lots and Streets
Vacant
Tualatin Development Commission
RF 1:8,000
N
E
S
W
RH BALDOCK FREEWAY I-5
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW NYBERG ST
SW MARTINAZZI AVE
SW WARM SPRINGS ST
SW SENECA ST
SW BOONES FERRY ROAD
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW BOONES FERRY RD
SW TUALATIN RD
SW CHINOOK ST
SW SWEEK DR
SW MOHAVE CT
OLD TUALATIN-SHERWOOD RD
SW 90TH CT
SW 90TH AVE
SW 91ST TER



TUALGIS

Central Urban Renewal Area

Existing Landuse 2010

Map 4

- Central Urban Renewal Area

Commercial
- Commercial/Mixed Use
- Commercial/Residential Mixed Use
- Office
- Retail
- Wholesale

Industrial
- Manufacturing
- Warehouse

Residential
- Single Family Residential
- Multi-Family Residential

Public
- Public Office
- Public Parking Lots
- Quasi-Public

Environmental
- Parks and Greenways
- Water Quality

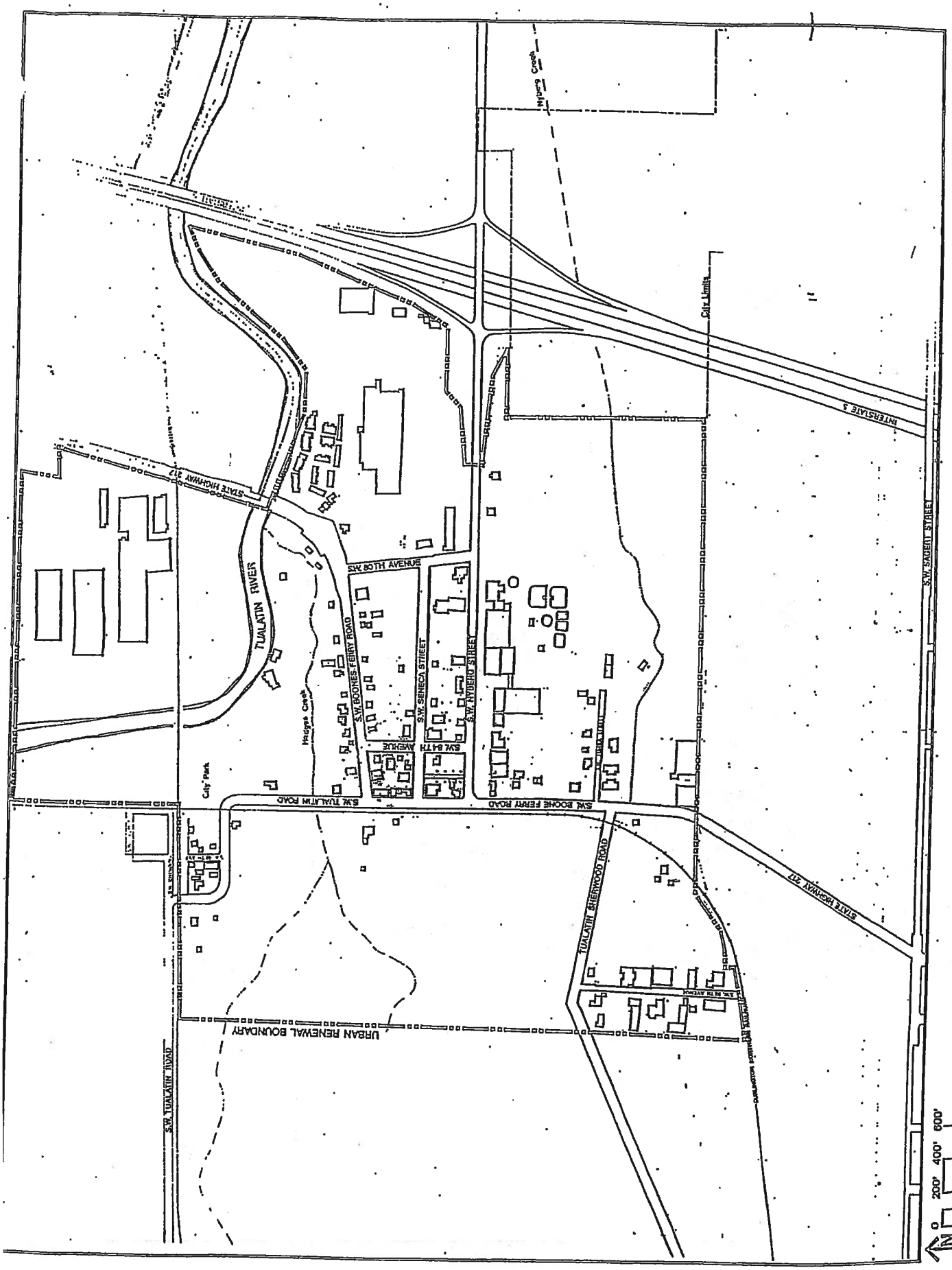
Other
- Private Parking Lots and Streets
- Vacant
- Storage Yard

Tualatin Development Commission

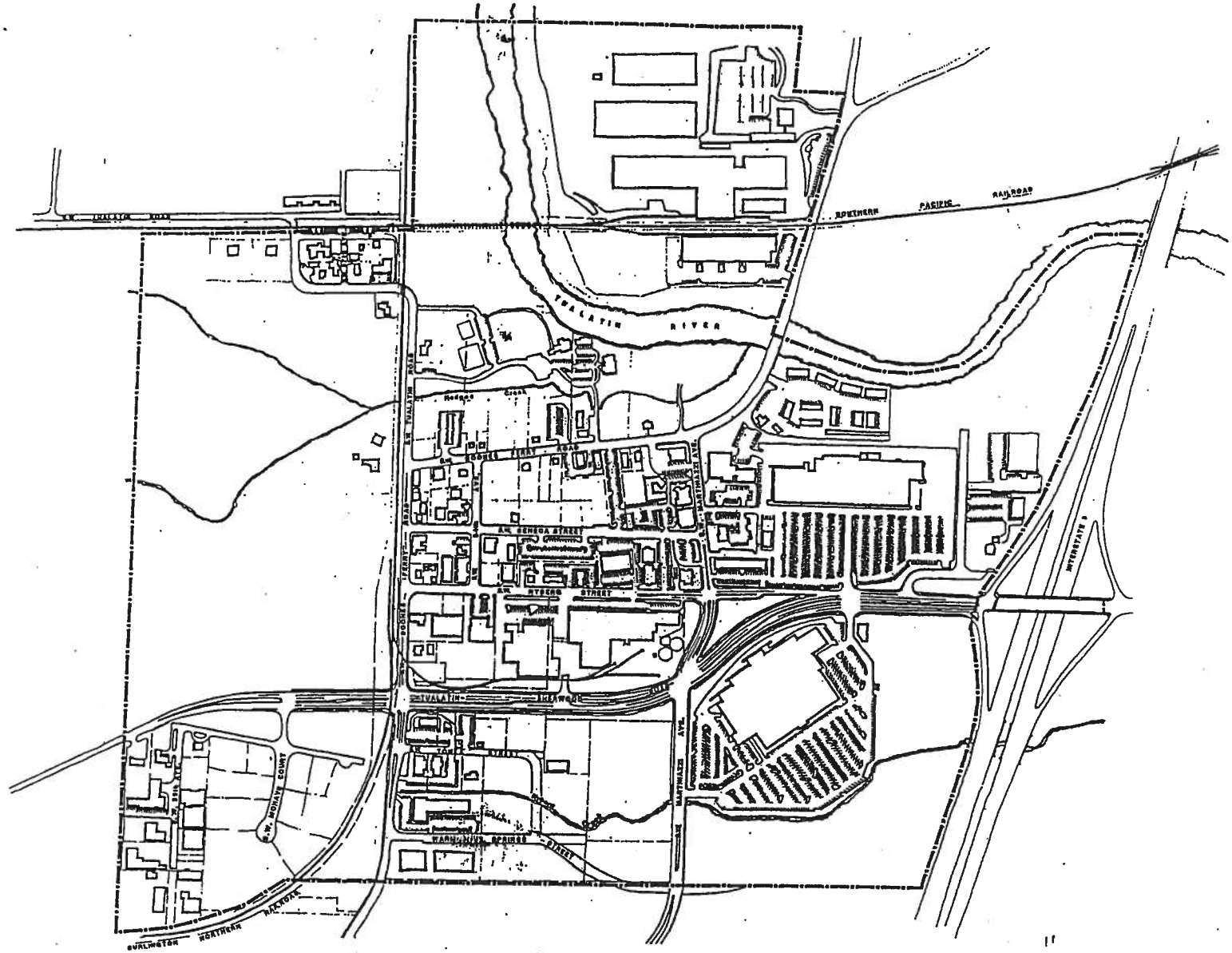
N W E S

RF 1:7,200

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. Plotted 1/12/10



EXISTING BUILDINGS (1976) 5

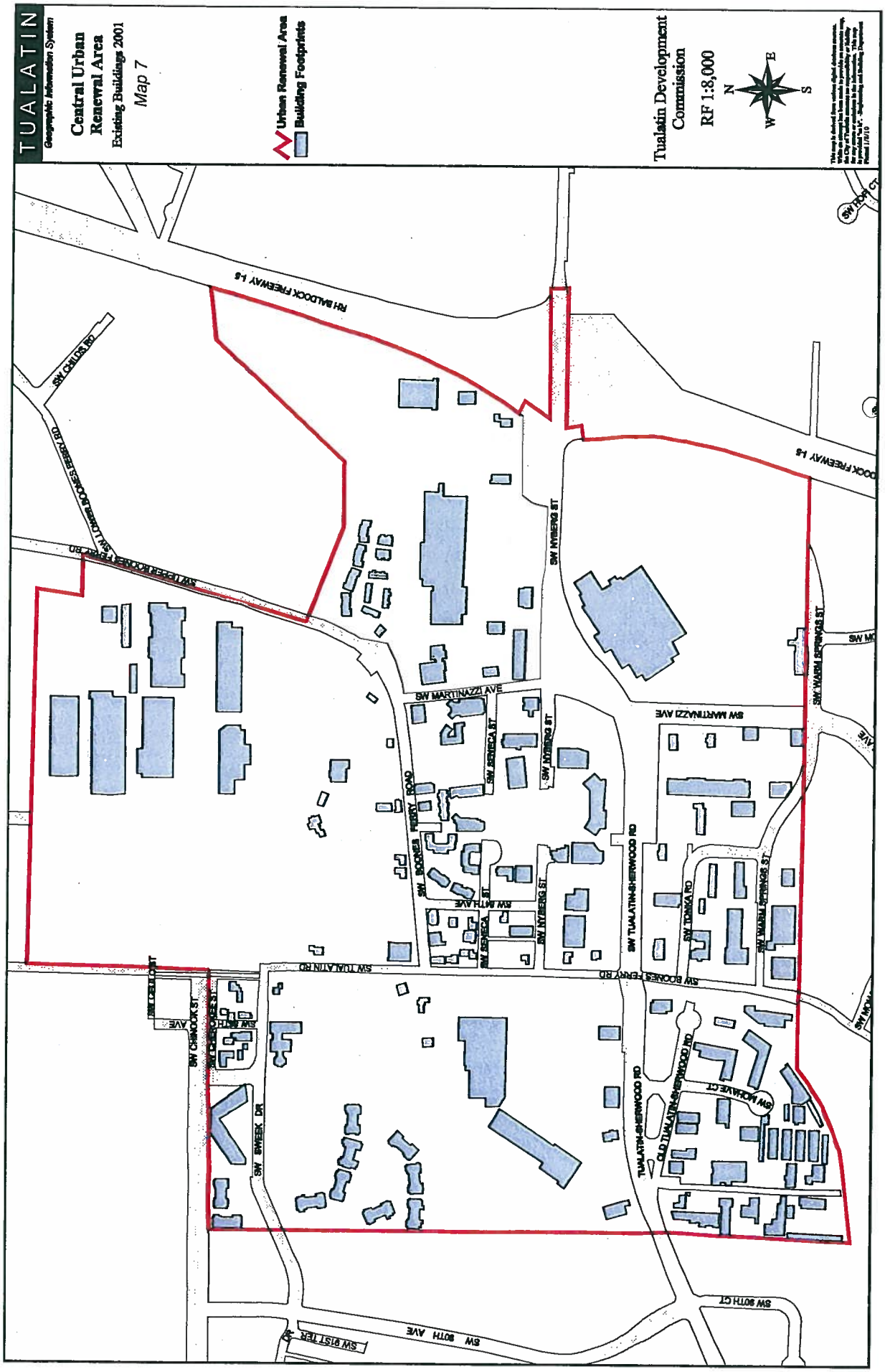


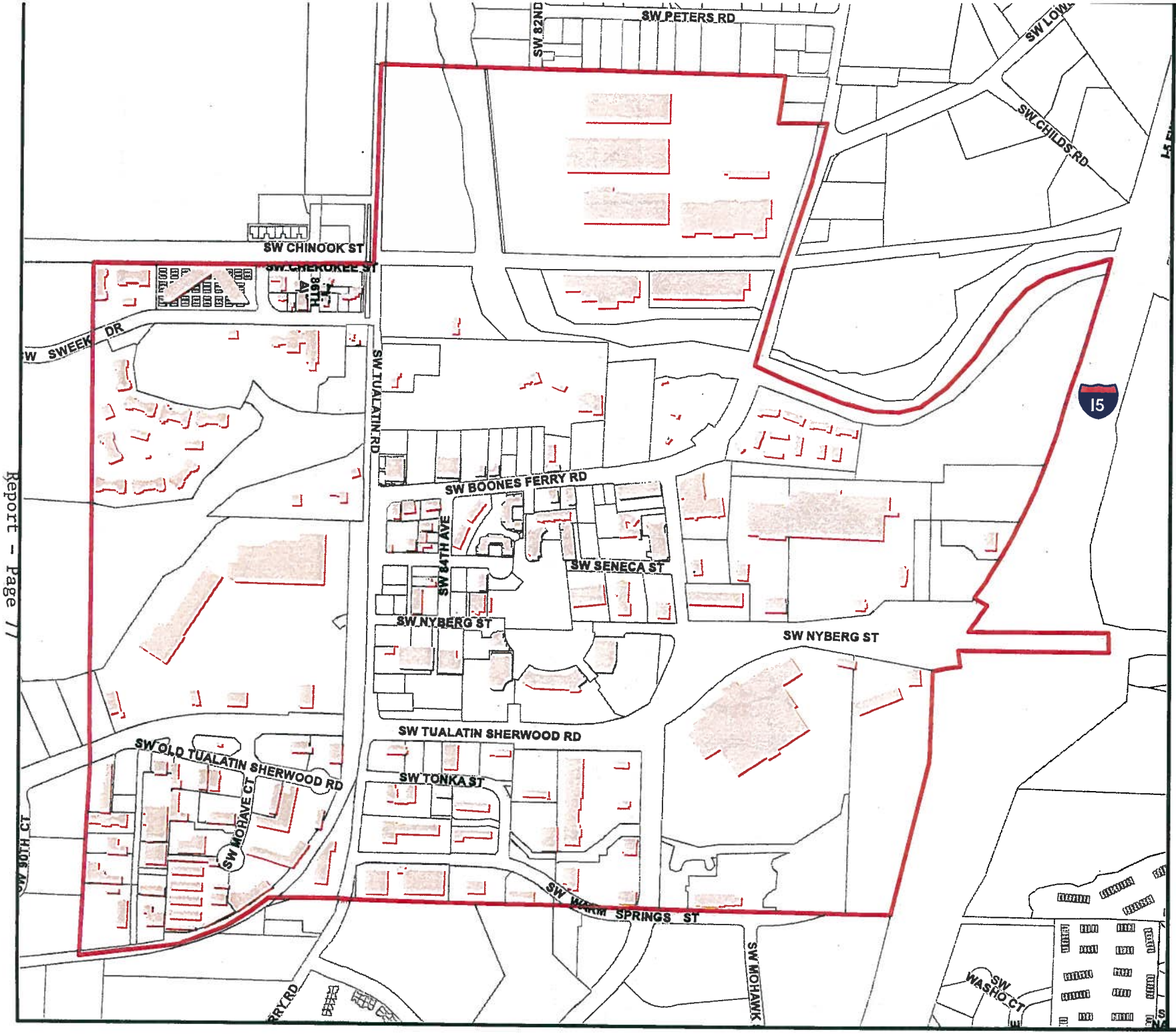
TUALATIN DEVELOPMENT COMMISSION

NORTH

EXISTING BUILDINGS (1984)

6


TUALATIN
Geographic Information System
Central Urban Renewal Area
Existing Buildings 2001
Map 7
Urban Renewal Area
Building Footprints
Tualatin Development Commission
RF 1:8,000
N
E
S
W
RH BALDOCK FREEWAY I-5
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW NYBERG ST
SW MARTINAZZI AVE
SW SENECA ST
SW BOONES FERRY ROAD
SW 14TH AVE
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW TUALATIN RD
SW BOONES FERRY RD
SW CHINOOK ST
SW SWEEK DR
TUALATIN-SHERWOOD RD
OLD TUALATIN-SHERWOOD RD
SW MOHAVE CT
SW 90TH CT
SW 90TH AVE
SW 91ST TER



TUALGIS

Central Urban Renewal Area

Existing Buildings 2010

Map 8

Central Urban Renewal Area

Buildings Footprint

Parcels

Tualatin Development Commission

N W E S

RF 1:7,200

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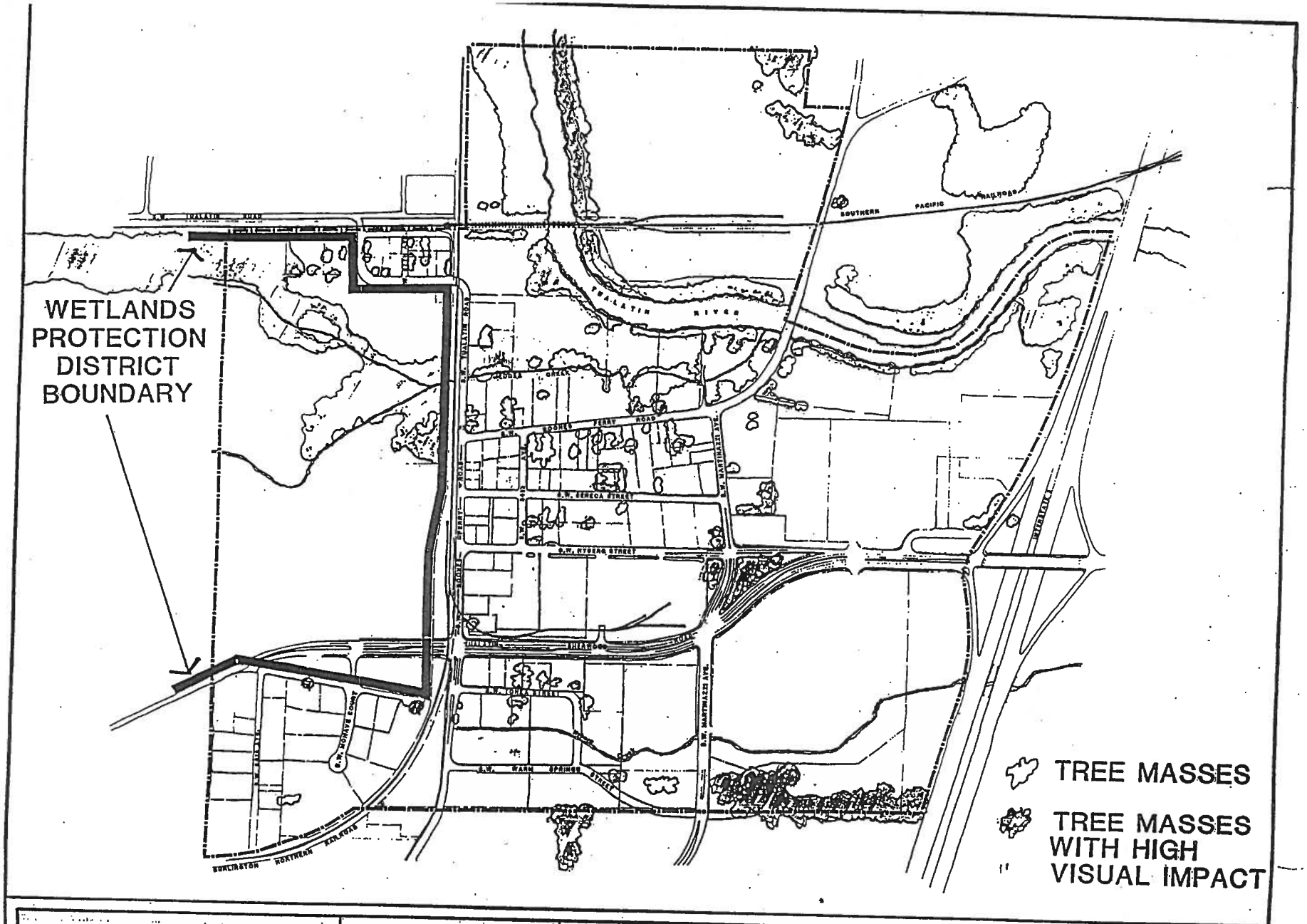
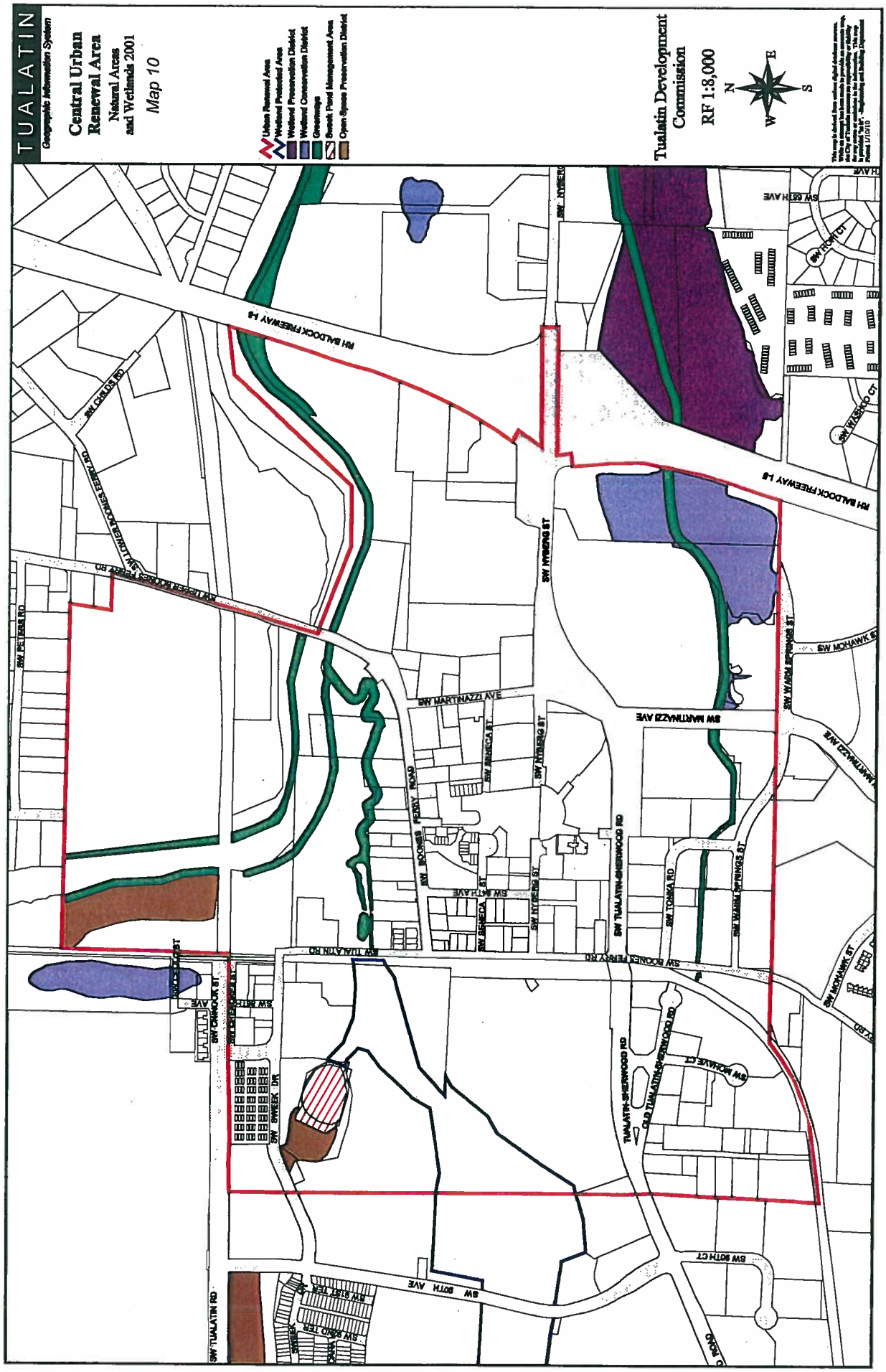


TUALATIN DEVELOPMENT COMMISSION

NORTH

NATURAL AREAS AND WETLANDS

9


TUALATIN
Geographic Information System
Central Urban Renewal Area
Natural Areas and Wetlands 2001
Map 10
Urban Renewal Area
Wetland Protected Area
Wetland Preservation District
Wetland Conservation District
Greenways
Sweek Pond Management Area
Open Space Preservation District
Tualatin Development Commission
RF 1:8,000
N
E
S
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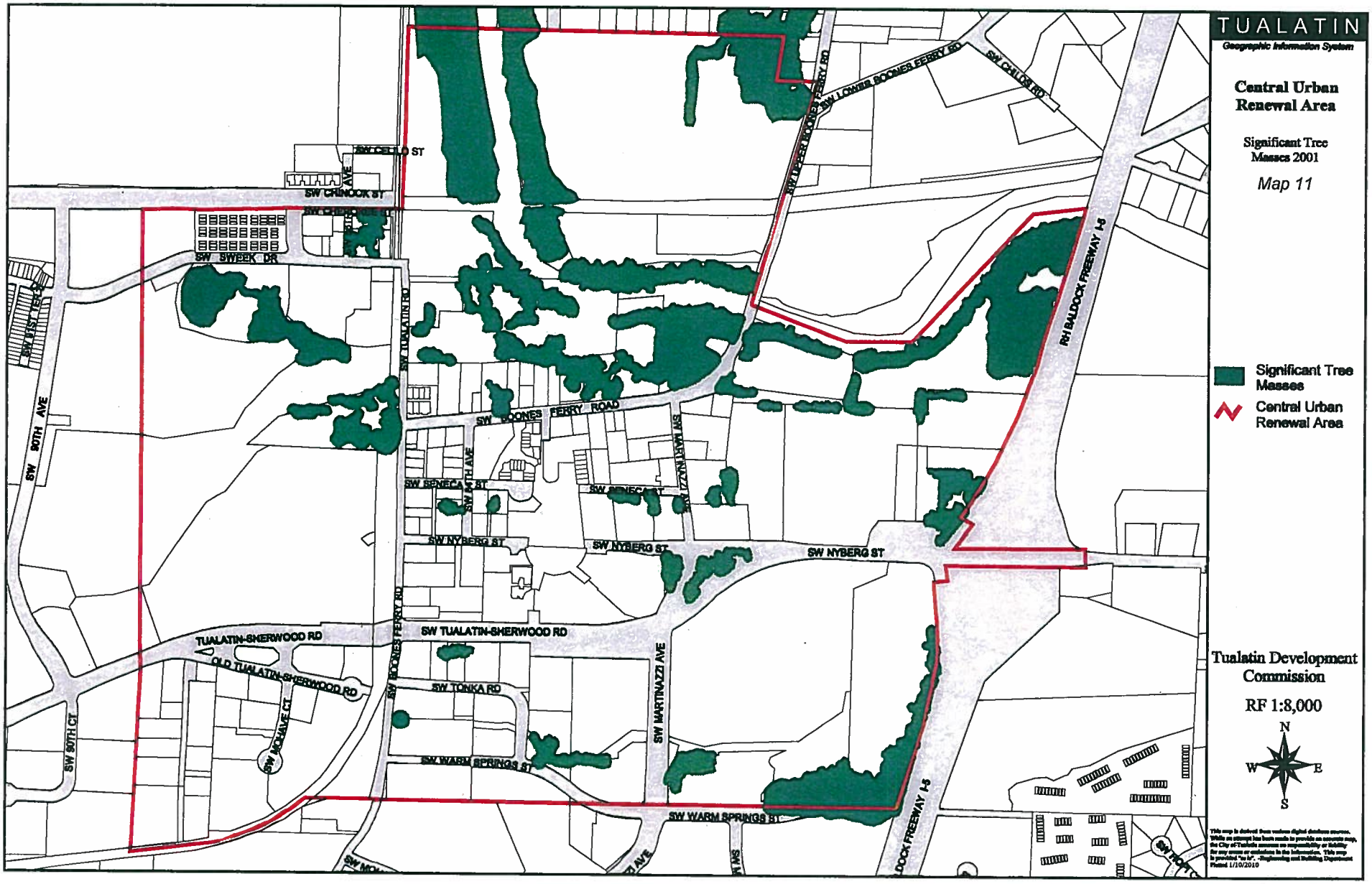
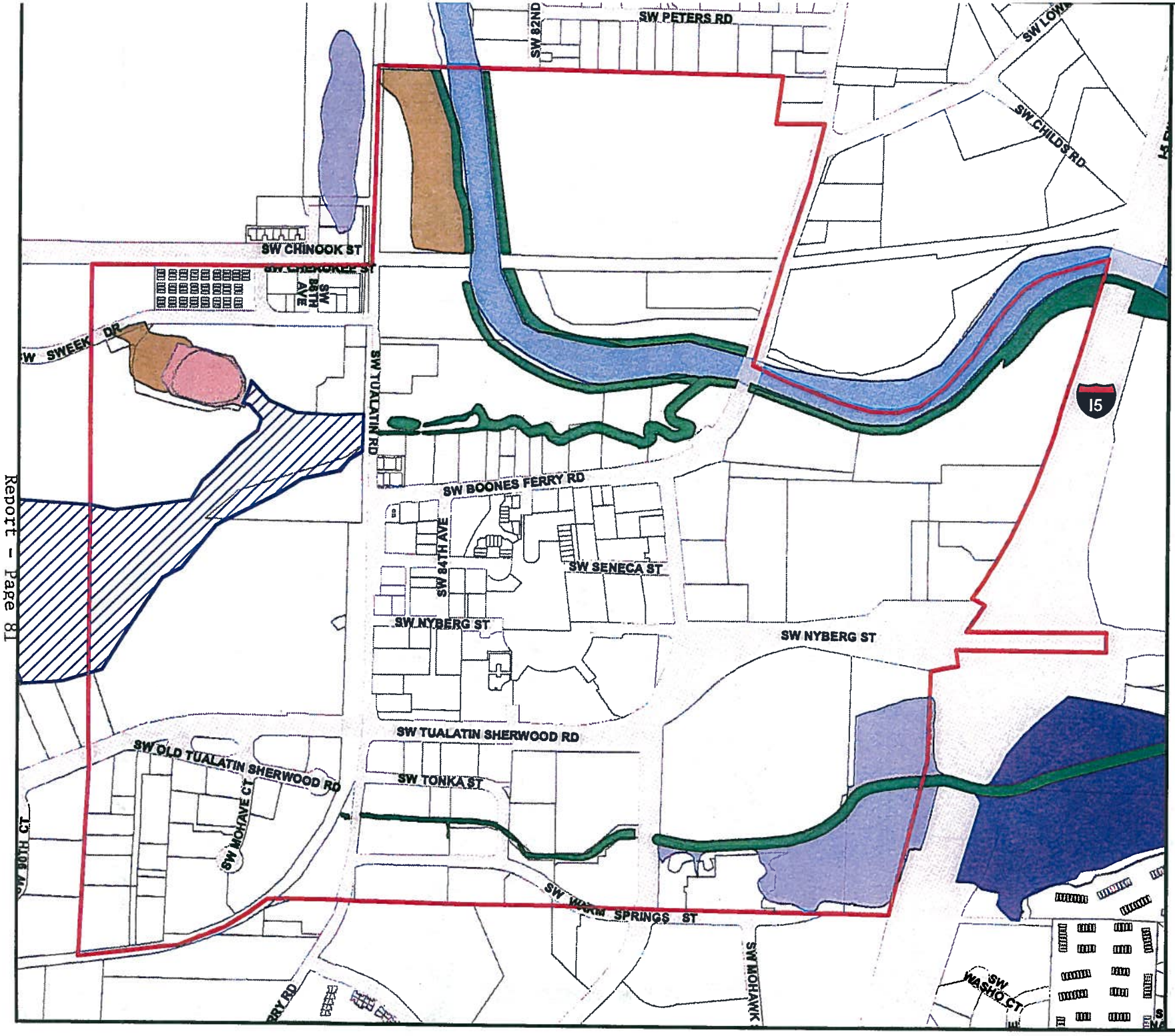
RH BALDOCK FREEWAY 1-5
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW PETERS RD
SW MARTINAZZI AVE
SW NYBERG ST
SW SENECA ST
SW BOONES FERRY ROAD
SW 84TH AVE
SW TUALATIN RD
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW WARM SPRINGS ST
SW MOHAWK ST
SW 68TH AVE
SW HOPI CT
SW WASHOO CT
SW 90TH AVE
SW 90TH CT
SW 91ST TER
SW 92ND TER
SW SWEEK DR
SW CHINOOK ST
SW 85TH AVE
SW MOHAVE CT
OLD TUALATIN-SHERWOOD RD


TUALATIN
Geographic Information System
Central Urban Renewal Area
Significant Tree Masses 2001
Map 11
Significant Tree Masses
Central Urban Renewal Area
Tualatin Development Commission
RF 1:8,000
N
W
E
S
SW CELLO ST
SW CHINOOK ST
SW SWEEK DR
SW 90TH AVE
SW 90TH CT
SW TUALATIN RD
SW BOONES FERRY ROAD
SW LOWER BOONES FERRY RD
SW CELLO RD
RH BALDOCK FREEWAY I-5
SW SENECA ST
SW 84TH AVE
SW MARTINAZZI AVE
SW NYBERG ST
TUALATIN-SHERWOOD RD
SW TUALATIN-SHERWOOD RD
OLD TUALATIN-SHERWOOD RD
SW TONKA RD
SW MOHAVE CT
SW WARM SPRINGS ST
SW WARM SPRINGS RD



TUALGIS

Central Urban Renewal Area

Natural Areas and Wetlands 2010

Map 12

- Central Urban Renewal Area
- Wetland Protected Area
- Wetland Preservation District
- Wetland Conservation District
- Open Space Preservation District
- Greenways
- Sweek Pond Management Area
- Tualatin River

Tualatin Development Commission

N W E S

RF 1:7,200

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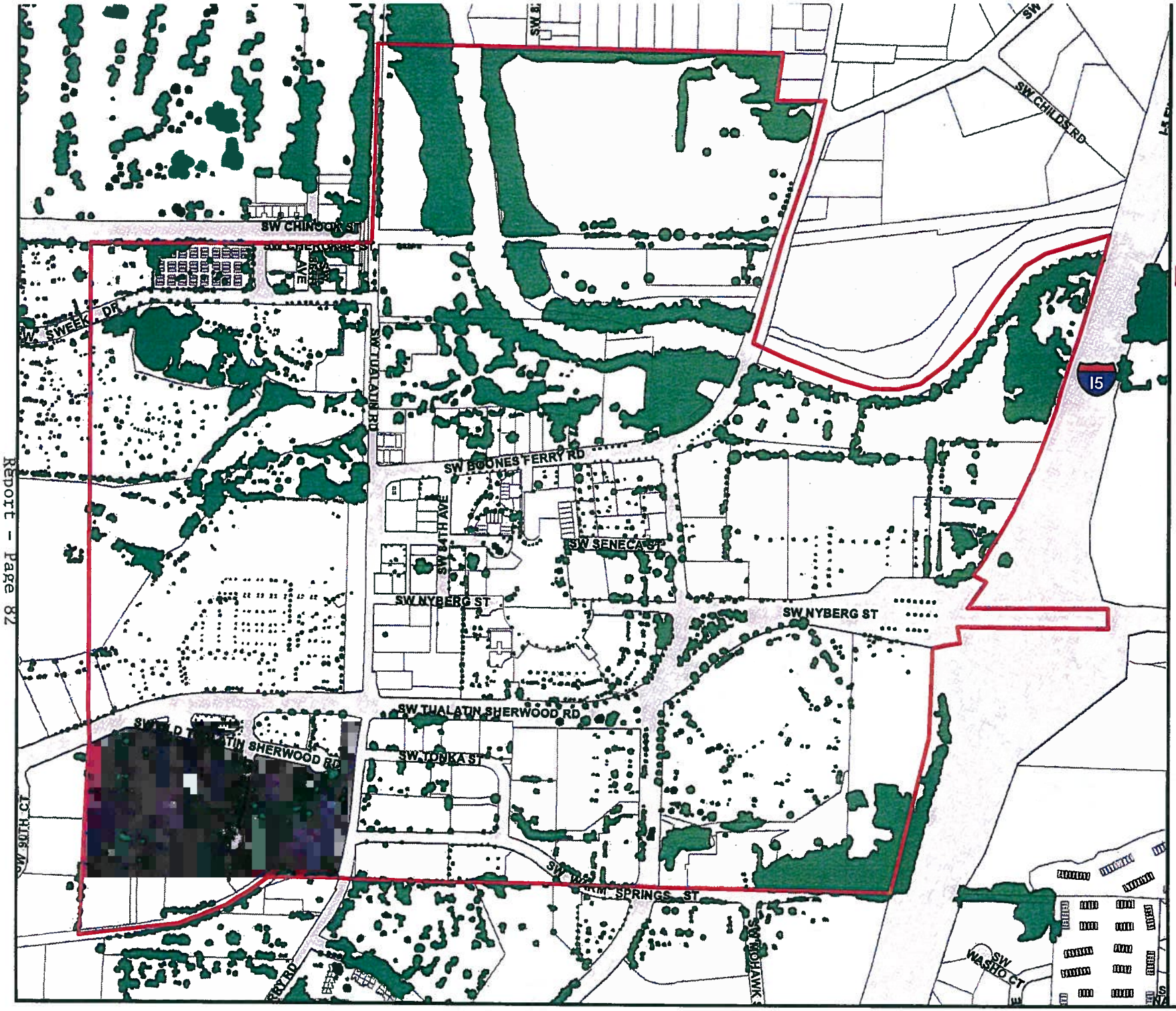

TUALGIS

Central Urban Renewal Area

Significant Tree Masses 2010

Map 13

Central Urban Renewal Area

Significant Tree Masses

Tualatin Development Commission

N
W E
S

RF 1:7,200

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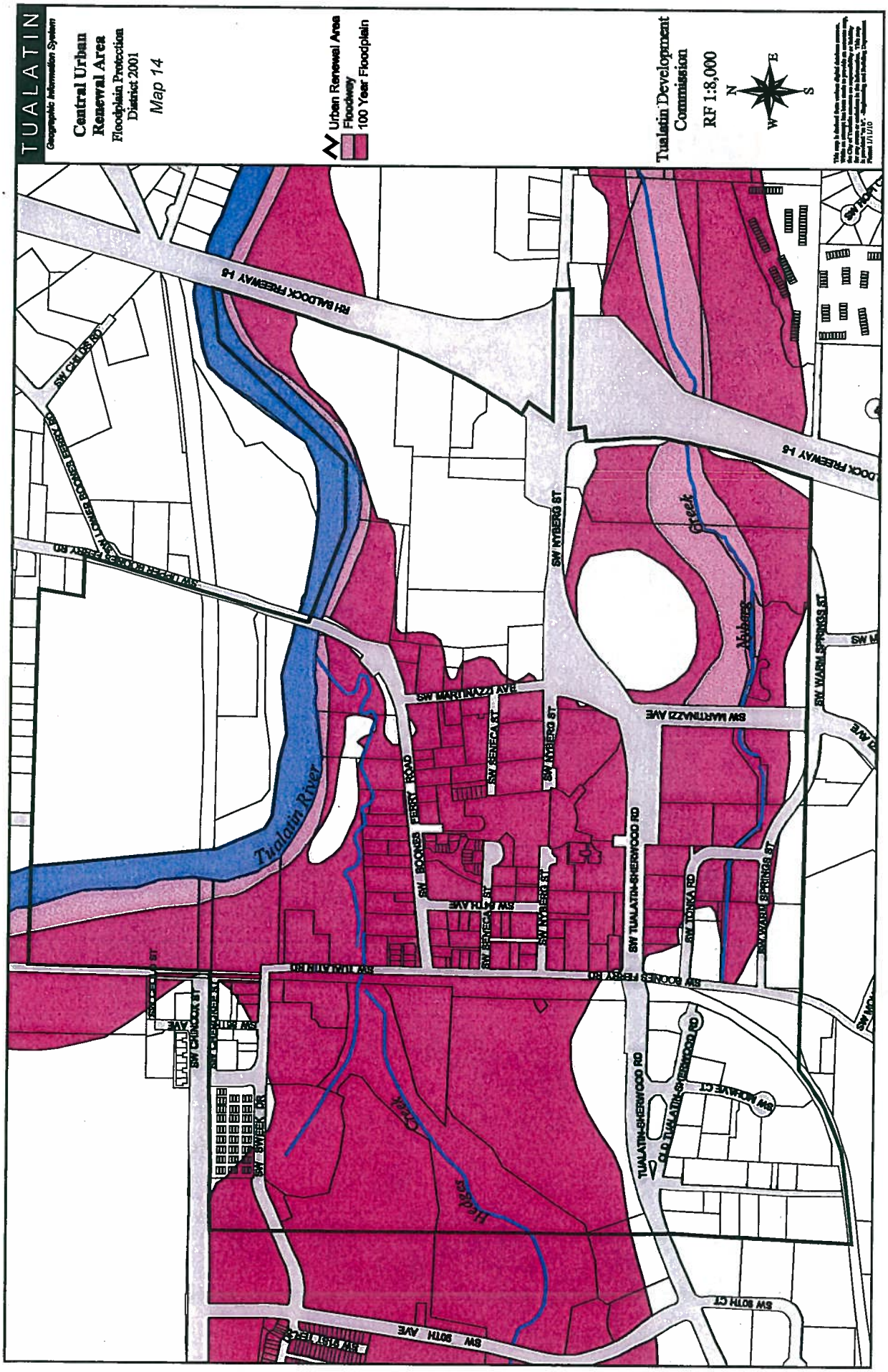
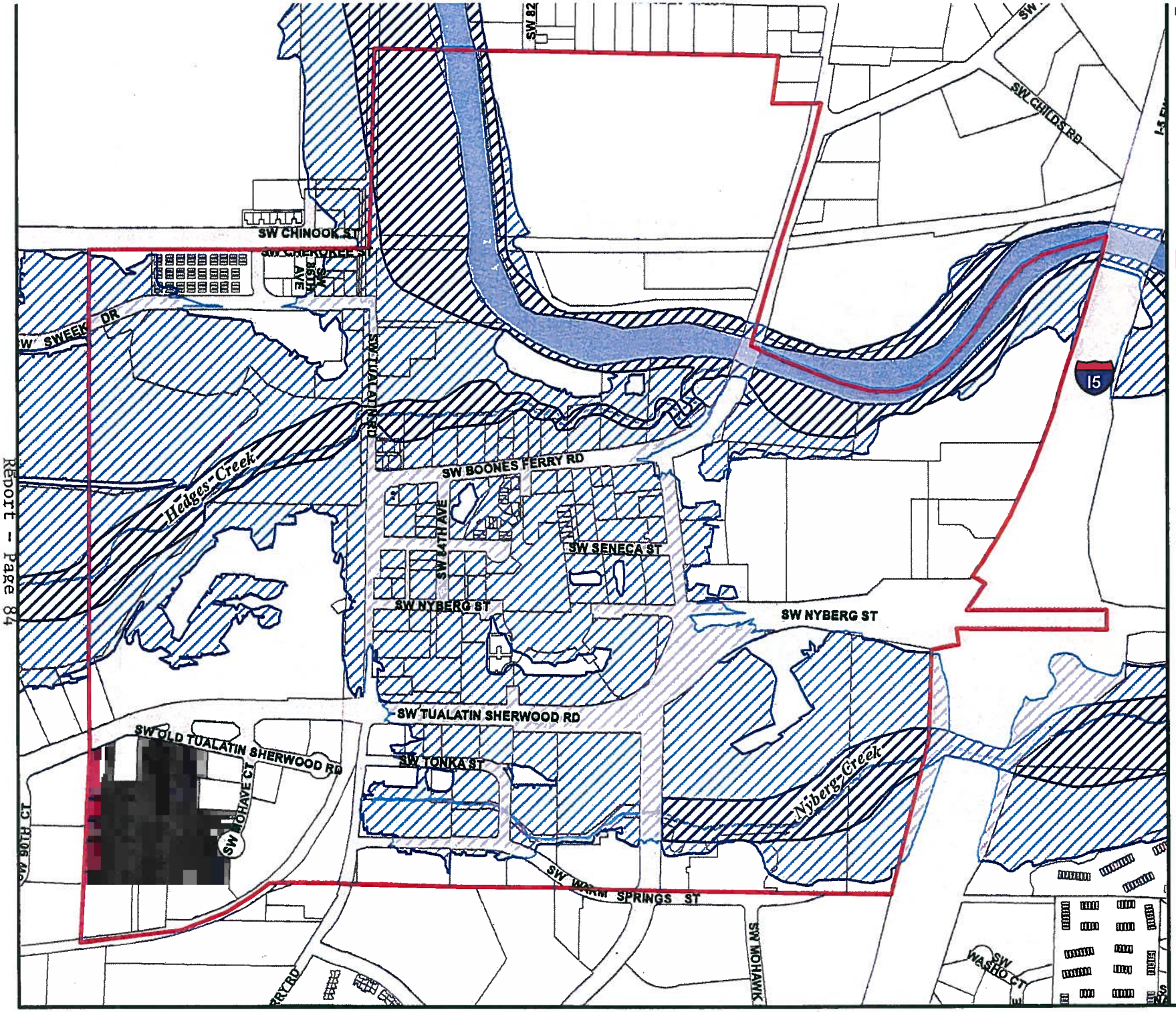

TUALATIN
Geographic Information System
Central Urban Renewal Area
Floodplain Protection District 2001
Map 14
Urban Renewal Area
Floodway
100 Year Floodplain
Tualatin Development Commission
RF 1:8,000
N
E
S
W
RH BALDOCK FREEWAY I-5
SW CHILDS RD
SW LOWER BOONES FERRY RD
SW UPPER BOONES FERRY RD
SW NYBERG ST
SW MARTINAZZI AVE
SW WARM SPRINGS ST
SW SENECA ST
SW BOONES FERRY ROAD
SW TUALATIN-SHERWOOD RD
SW TONKA RD
SW BOONES FERRY RD
SW TUALATIN RD
SW CHINOOK ST
SW SWEEK DR
SW MOHAVE CT
OLD TUALATIN-SHERWOOD RD
SW 90TH CT
SW 90TH AVE
Tualatin River
Hedges Creek
Nyberg Creek



TUALGIS

Central Urban Renewal Area

Floodplain Protection District 2010

Map 15

- Central Urban Renewal Area
- Tualatin River
- FLOODWAY
- Streams
- 100 Year Floodplain

Tualatin Development Commission

N W E S

RF 1:7,200

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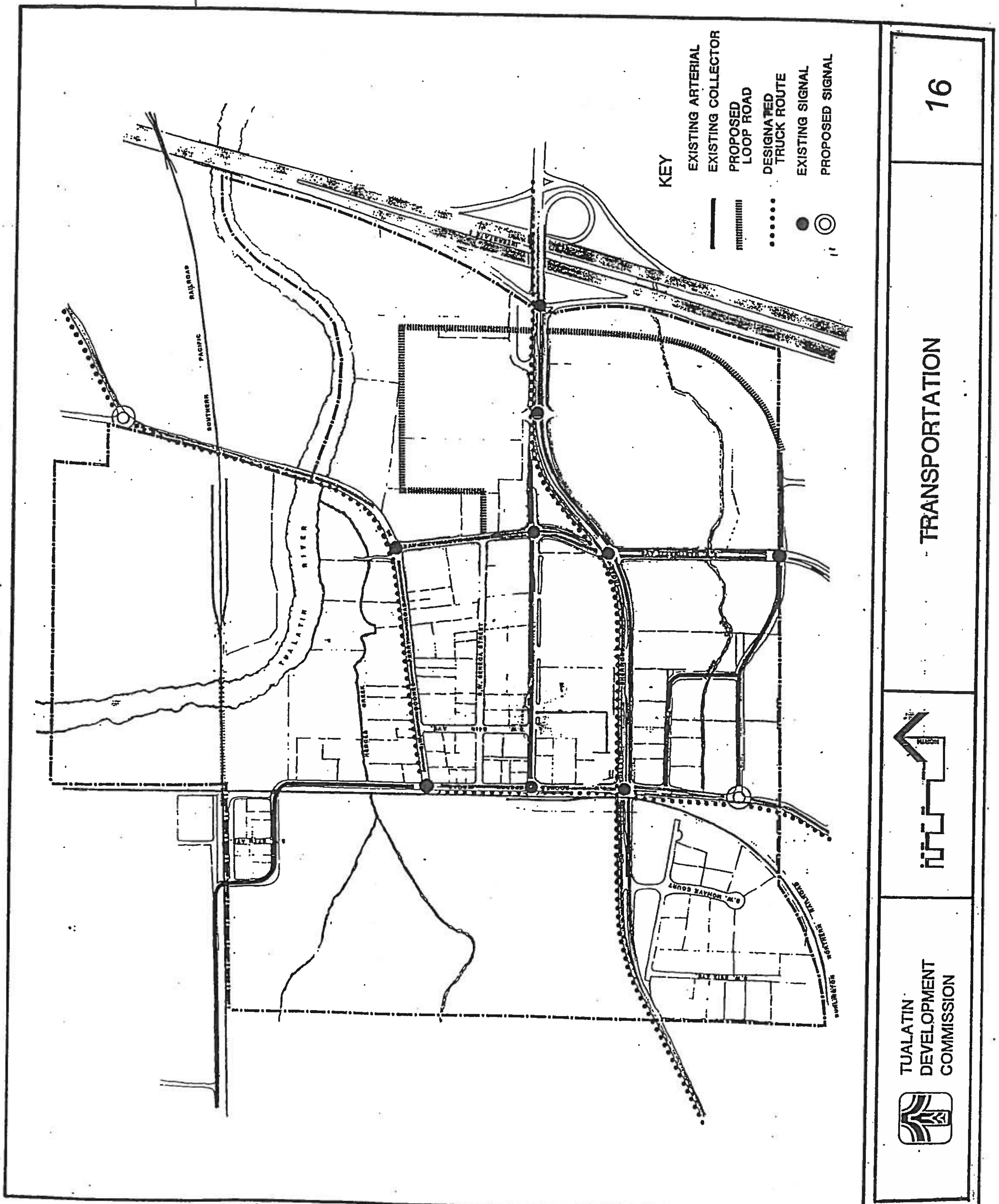
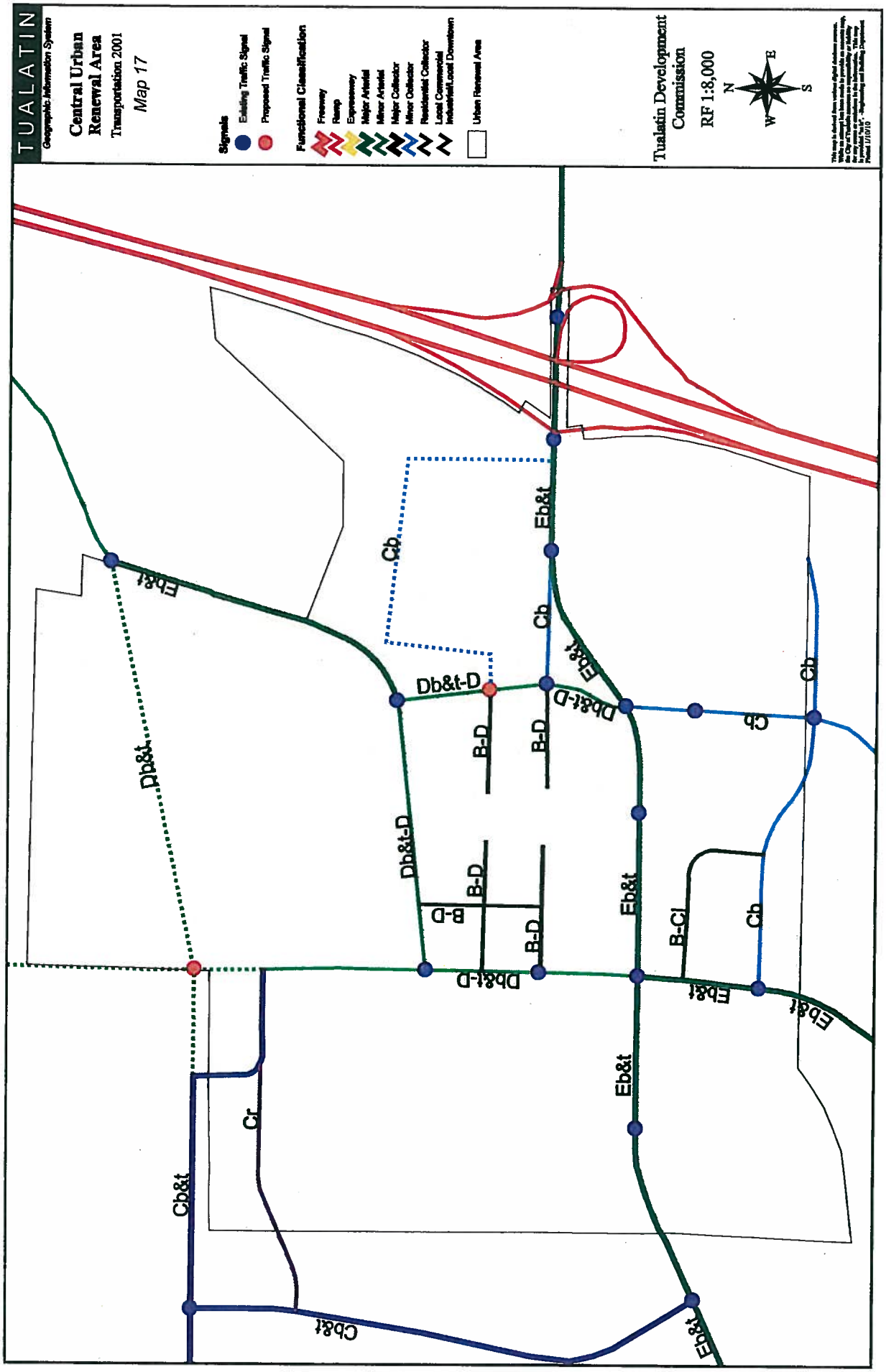
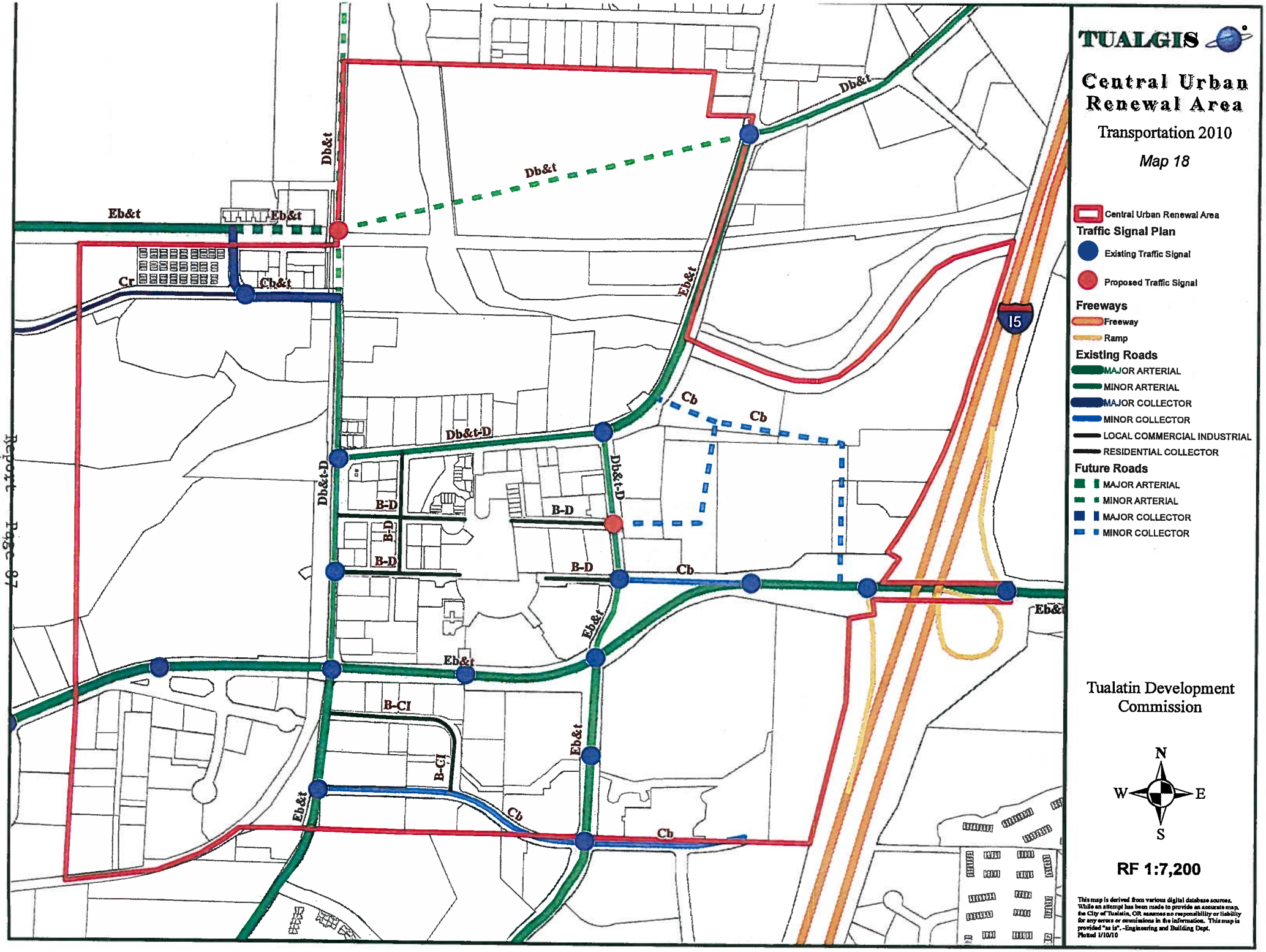

KEY
EXISTING ARTERIAL
EXISTING COLLECTOR
PROPOSED LOOP ROAD
DESIGNATED TRUCK ROUTE
EXISTING SIGNAL
PROPOSED SIGNAL
TUALATIN RIVER
SOUTHERN PACIFIC RAILROAD
TRANSPORTATION
16
TUALATIN DEVELOPMENT COMMISSION


TUALATIN
Geographic Information System
Central Urban Renewal Area
Transportation 2001
Map 17
Signals
Existing Traffic Signal
Proposed Traffic Signal
Functional Classification
Freeway
Ramp
Expressway
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Residential Collector
Local Commercial
Industrial/Local Downtown
Urban Renewal Area
Tualatin Development Commission
RF 1:8,000
N
E
S
W
Eb&t
Cb
Db&t-D
B-D
B-Cl
Cr
Cb&t


TUALGIS
Central Urban Renewal Area
Transportation 2010
Map 18
Central Urban Renewal Area
Traffic Signal Plan
Existing Traffic Signal
Proposed Traffic Signal
Freeways
Freeway
Ramp
Existing Roads
MAJOR ARTERIAL
MINOR ARTERIAL
MAJOR COLLECTOR
MINOR COLLECTOR
LOCAL COMMERCIAL INDUSTRIAL
RESIDENTIAL COLLECTOR
Future Roads
MAJOR ARTERIAL
MINOR ARTERIAL
MAJOR COLLECTOR
MINOR COLLECTOR
Tualatin Development Commission
N
W
E
S
RF 1:7,200
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or ommisions in the information. This map is provided "as is". -Engineering and Building Dept.
Plotted 1/10/10
Db&t
Eb&t
Cr
Cb&t
Db&t-D
B-D
B-Cl
Cb
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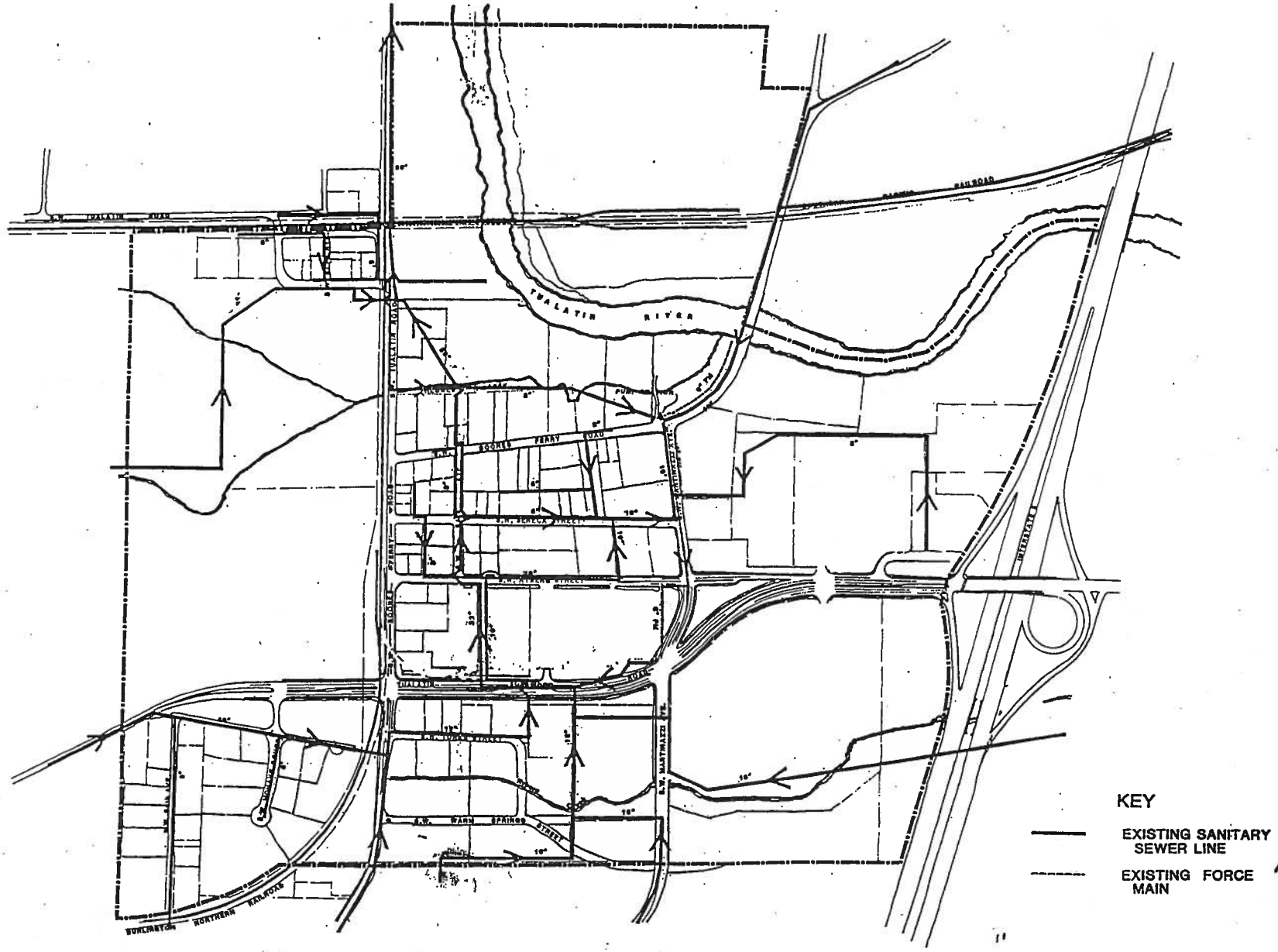
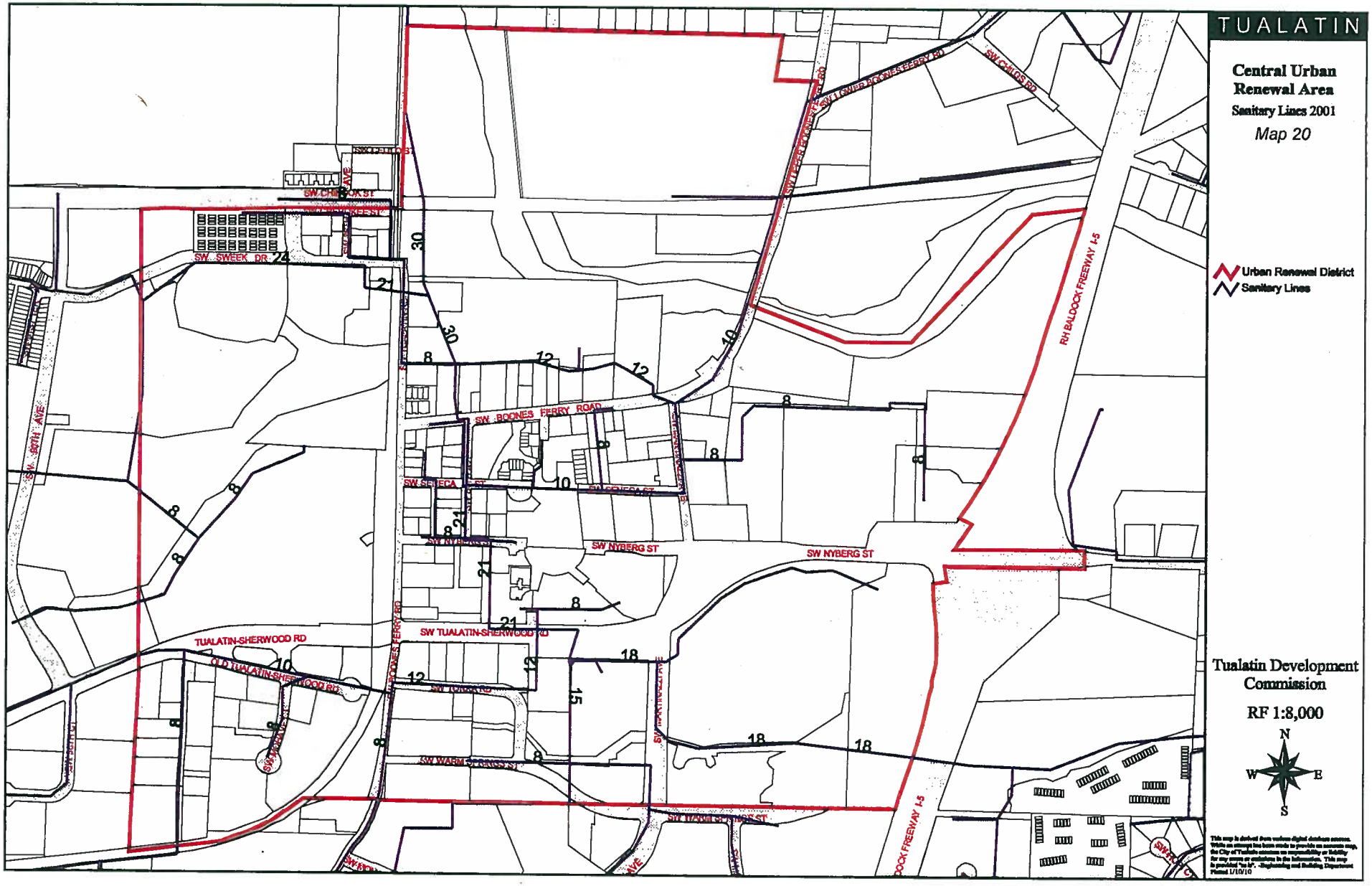


TUALATIN DEVELOPMENT COMMISSION

SANITARY SEWER

19


TUALATIN
Central Urban Renewal Area
Sanitary Lines 2001
Map 20
Urban Renewal District
Sanitary Lines
Tualatin Development Commission
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SW TUALATIN-SHERWOOD RD
TUALATIN-SHERWOOD RD
OLD TUALATIN-SHERWOOD RD
SW WARM SPRINGS ST
SW SEWEK DR
SW CHERRY ST
SW SENECA ST
SW BOONES FERRY RD
SW LOWER BOONES FERRY RD
SW CHILOS RD
RH BALDOCK FREEWAY I-5
SW 90TH AVE
SW MARTINAZZI AVE
SW TOWNE CENTER DR
SW TOWNE CENTER PL
SW TOWNE CENTER CT
SW TOWNE CENTER WAY
SW TOWNE CENTER LOOP
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SW TOWNE CENTER PLAZA
SW TOWNE CENTER TERRACE
SW TOWNE CENTER CIRCLE
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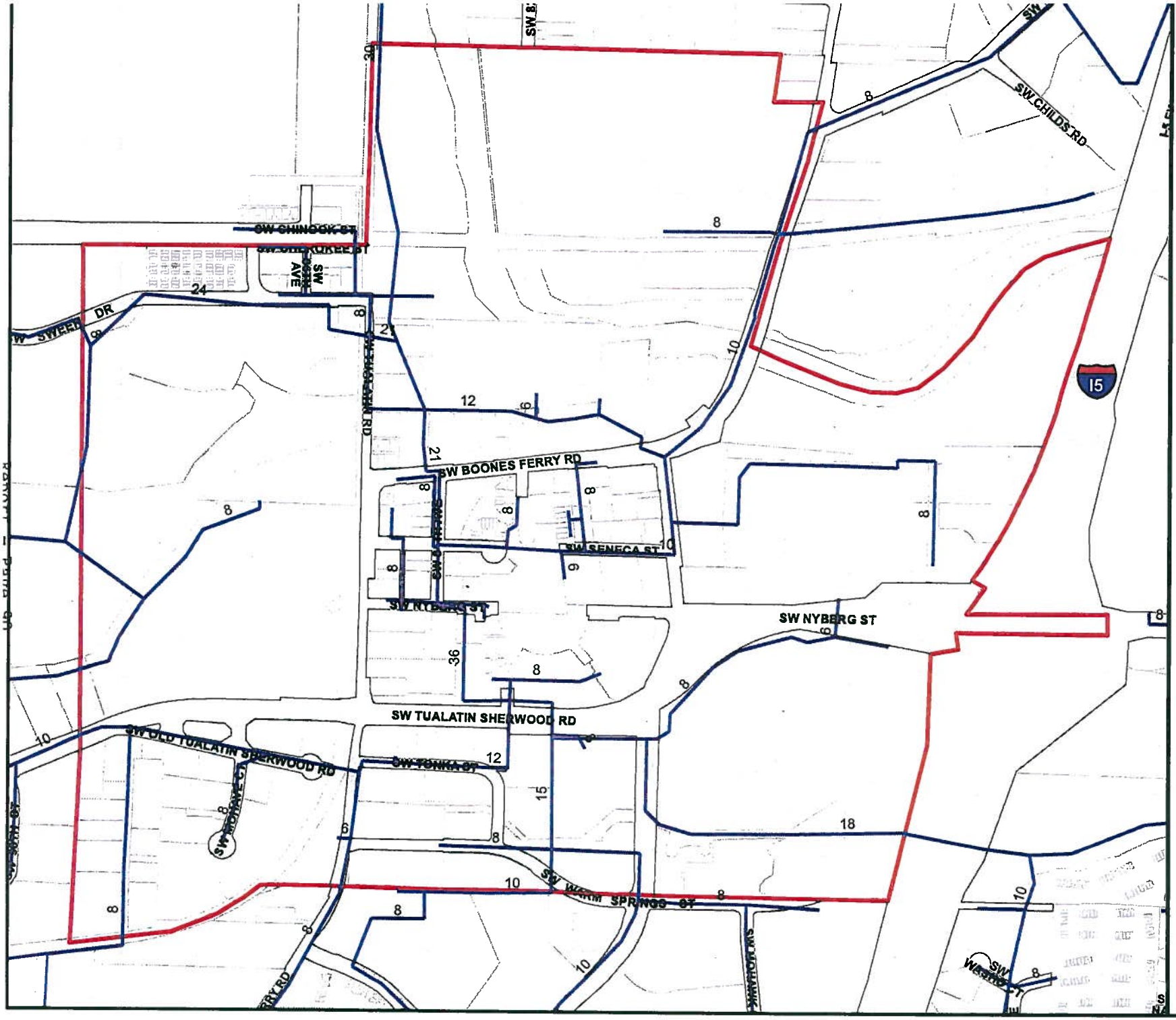
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". - Engineering and Building Department Printed 1/10/10



TUALGIS

Central Urban Renewal Area

Sanitary Lines 2010

Map 21

Central Urban Renewal Area

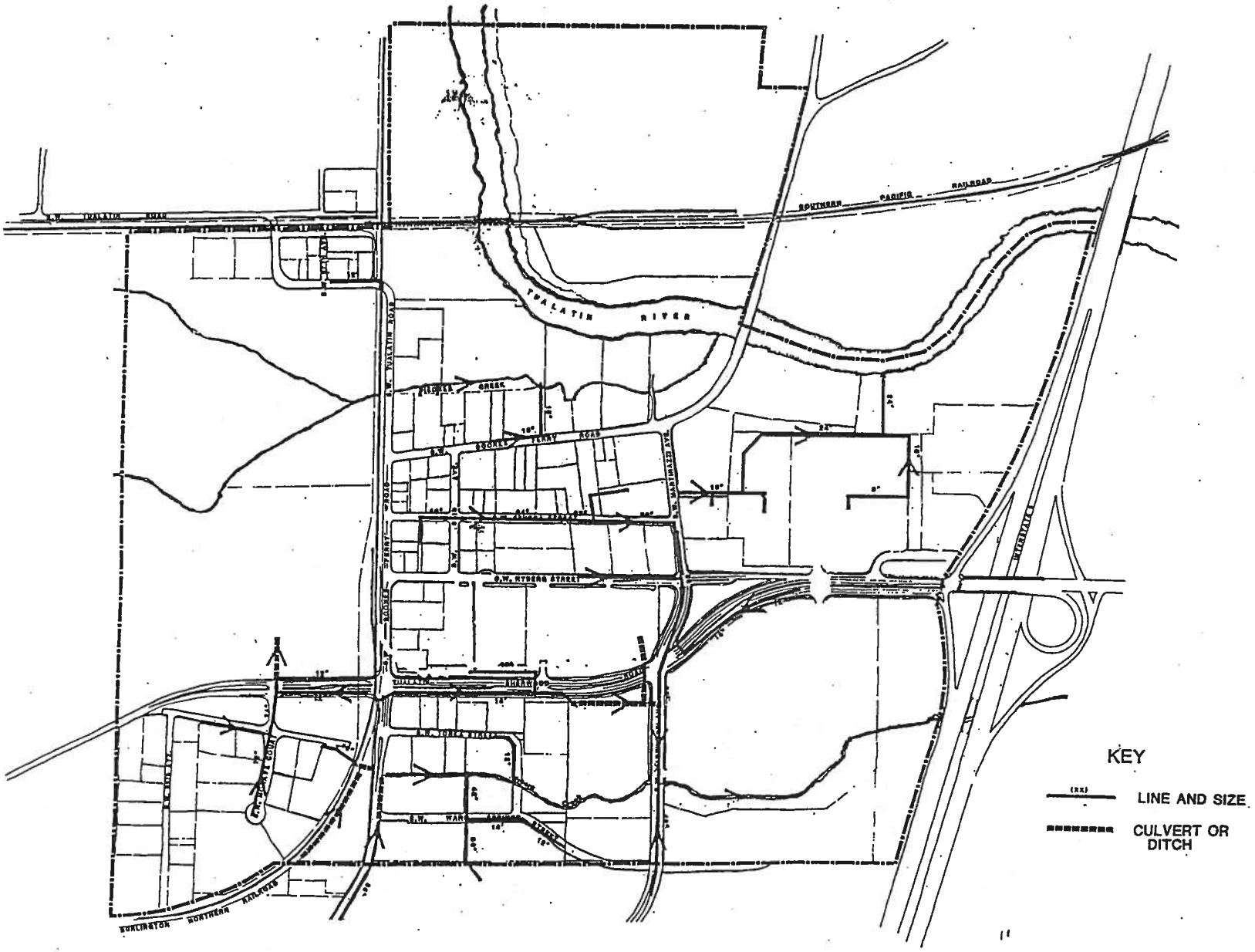
Sanitary Lines

Tualatin Development Commission

N
W E
S

RF 1:7,200

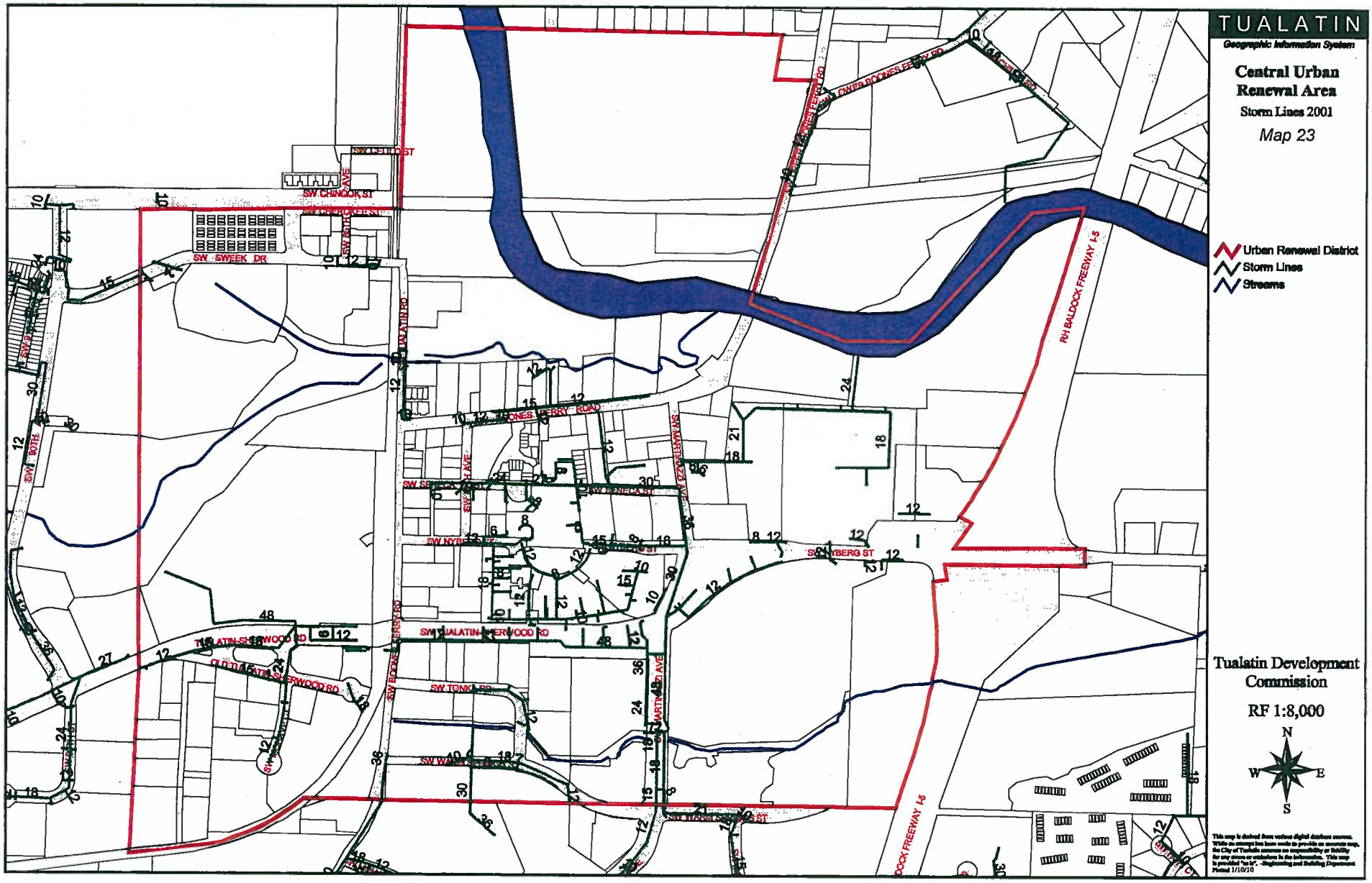
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. Plotted 1/10/10



TUALATIN DEVELOPMENT COMMISSION

STORM SEWER

22


TUALATIN
Geographic Information System
Central Urban Renewal Area
Storm Lines 2001
Map 23
Urban Renewal District
Storm Lines
Streams
Tualatin Development Commission
RF 1:8,000
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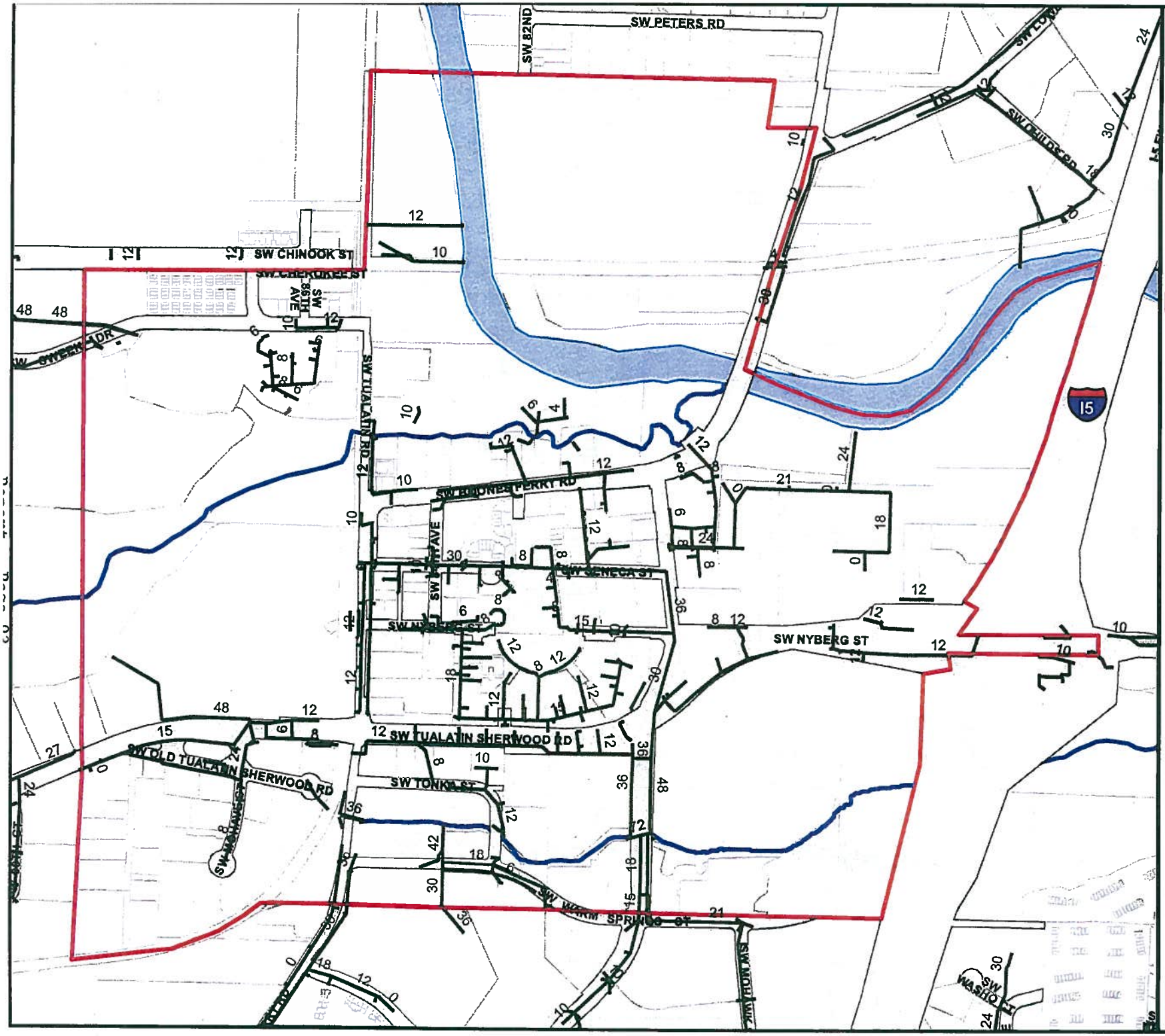
SW CHINOOK ST
SW SWEEK DR
SW TUALATIN RD
SW BOONES FERRY RD
SW BOONES FERRY ROAD
SW NYBERG ST
SW TONKA RD
SW MARTINAZZI AVE
RH BALDOCK FREEWAY I-5
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". - Engineering and Building Department
Printed 1/10/10



TUALGIS

Central Urban Renewal Area

Storm Lines 2010

Map 24

Central Urban Renewal Area

Sanitary Lines

Streams

Tualatin Development Commission

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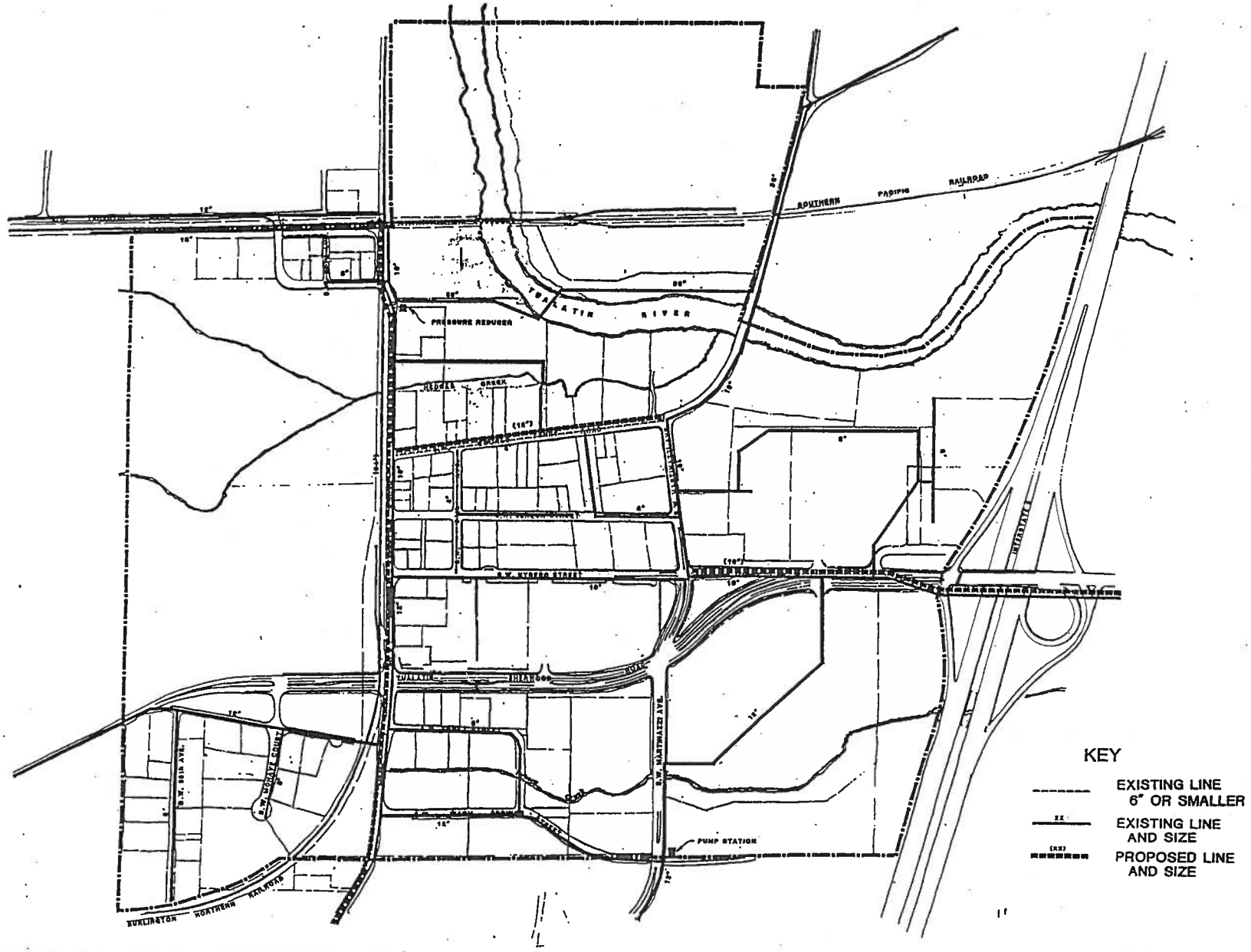
RF 1:7,200

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept.
Plotted 1/10/10

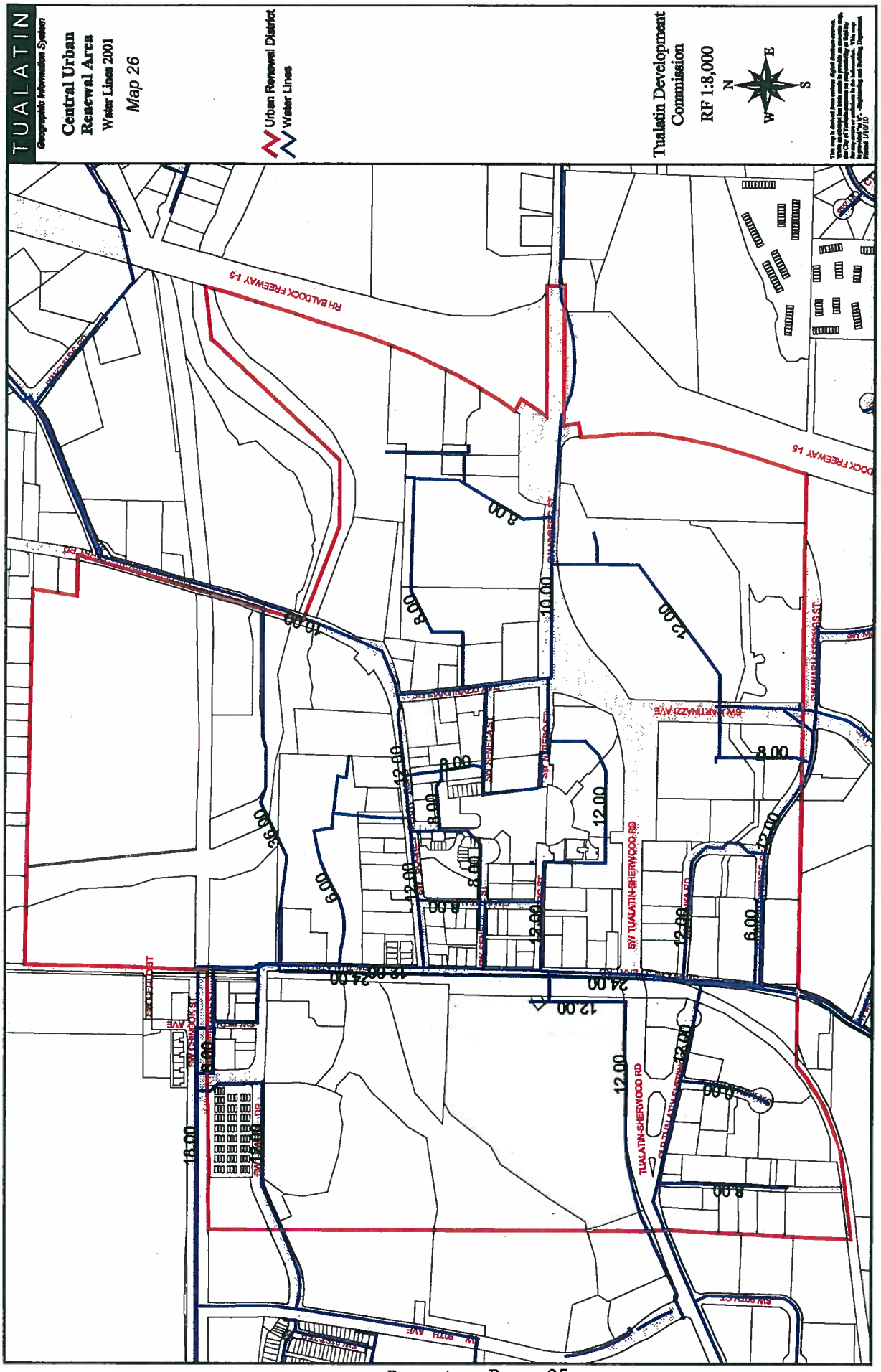


TUALATIN DEVELOPMENT COMMISSION

NORTH

WATER

25


TUALATIN
Geographic Information System
Central Urban Renewal Area
Water Lines 2001
Map 26
Urban Renewal District
Water Lines
Tualatin Development Commission
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RH BALDOCK FREEWAY I-5
SW MARTINAZZI AVE
SW TUALATIN-SHERWOOD RD
TUALATIN-SHERWOOD RD
SW CHINOOK ST
SW SOTH AVE
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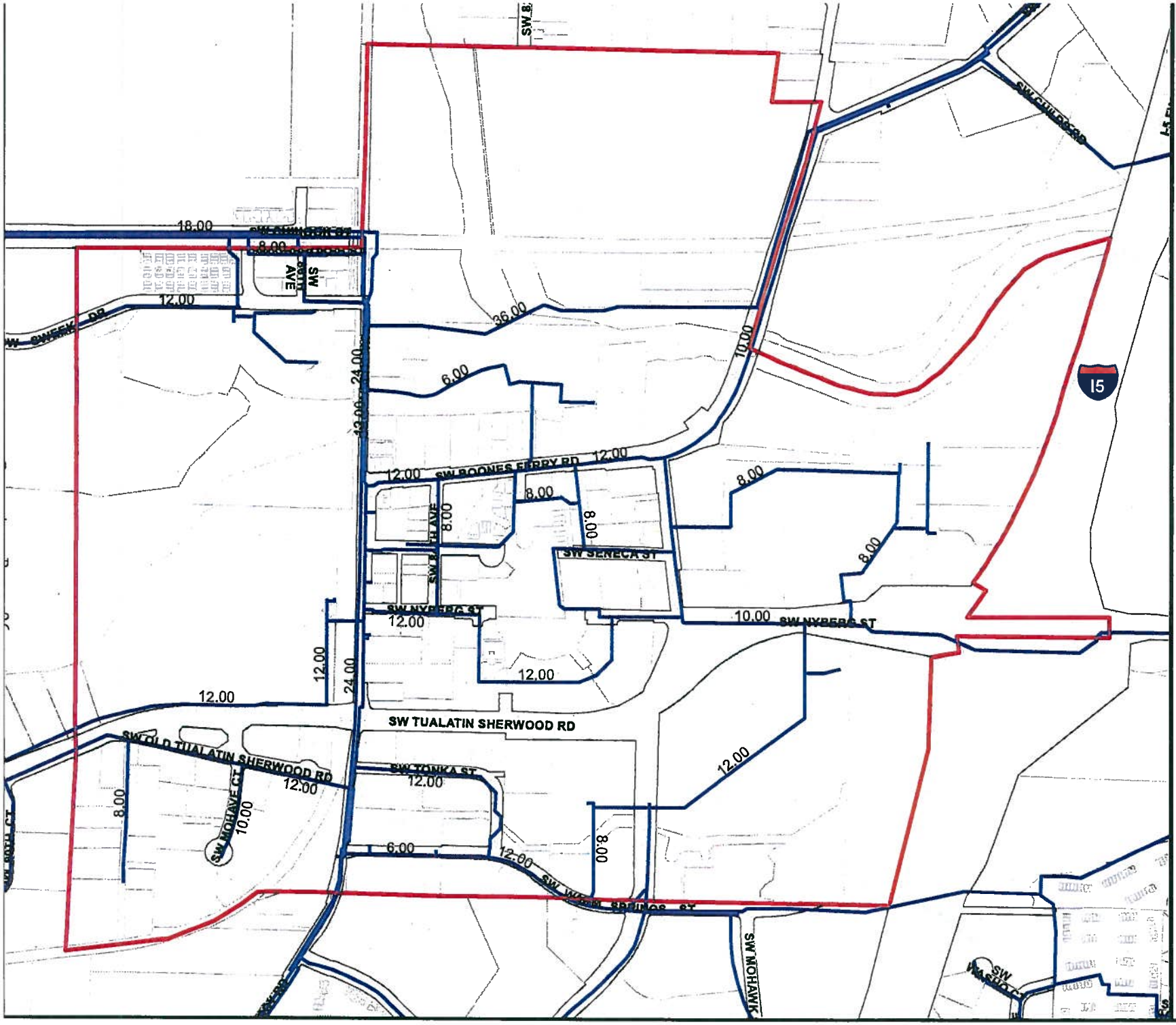
12.00
36.00
6.00
24.00
18.00



TUALGIS

Central Urban Renewal Area

Water Lines 2010

Map 27

Central Urban Renewal Area

Water Lines

Tualatin Development Commission

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RF 1:7,200

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR. assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept.
Plotted 1/10/10

APPPENDICIES

Appendix A-H are available at the Community Development Department

STAFF REPORT
CITY OF TUALATIN

TO: Members of the Tualatin Planning Advisory Committee

FROM: Doug Rux, Community Development Director

DATE: February 11, 2010

SUBJECT: ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC MAP 9-3 AND 30.010 (PTA-09-10)

ISSUE BEFORE TPAC:
Tualatin Planning Advisory Committee consideration regarding the request for a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC), Chapter 30 Tualatin Urban Renewal Plan, amending TDC Map 9-3 and 30.010 for the Central Urban Renewal Plan to increase the maximum indebtedness of the Plan by an additional $120 million for fifteen projects. The Central Urban Renewal Plan was adopted as part of the Tualatin Community Plan and is incorporated by reference.

RECOMMENDATION:
Staff recommends TPAC recommend that the City Council consider the staff report and supporting attachments and direct staff to prepare an ordinance granting PTA-09-10.

EXECUTIVE SUMMARY:

- This is not a public hearing, only a public meeting.
- This matter is a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC).
- The Tualatin Development Commission (Commission) and City Council have been evaluating since October 2007 the feasibility of increasing the maximum indebtedness amount of the Central Urban Renewal District (CURD) to address blight issues that exist within the CURD.
- The current CURD maximum indebtedness amount of $27,705,384 will be reached at the end of fiscal year 2009/2010 at which time the Commission would need to notify the County assessor on reaching the maximum indebtedness amount with instructions to stop collecting tax increment revenues starting in fiscal year 2010/2011.
- The Commission has developed a proposal to increase the maximum indebtedness amount by an additional $120 million to fund fifteen projects to address blight conditions within the CURD and to cover administrative overhead

costs. The evaluation to determine the list of projects and the associated dollar values has occurred through a series of 15 work session discussions evaluating potential projects, maximum indebtedness amounts and debt service horizon projections.

- The City Council has prepared a vision for the Town Center area in which the CURD is located. The fifteen projects support the Town Center Vision (Attachment A).
- Attachments B and C contain a Summary List of Projects and a map identifying the project locations, respectively.
- Financial modeling projections were prepared for private development activities over a 25 year period. Based on the modeling activities, it is projected that the incremental assessed value would rise from $180,221,311 in 2010 to an amount of $838,624,804 in 2035. This assessed value would be sufficient to provide debt service on the $120 million maximum indebtedness.
- The modeling reflects a range of new commercial development (retail/office/entertainment) of 1.3 – 1.9 million square feet and 529 – 669 housing units within the CURD over an estimated 25 year period.
- HB 3056 passed in the 2009 Oregon Legislative Session went into effect on January 1, 2010 requiring that substantial amendments for increases to the maximum indebtedness of existing plans has two paths or processes to follow. First, ORS 457.220(4) (a) allows for a 20% aggregate increase limit to the initial maximum indebtedness. It also allows for an inflation increase based on the index used in the in the urban renewal report beginning July 1, 1999 but only applies to the first amendment. The agency must confer and consult with overlapping taxing districts on the 20% increase limitation. Under this provision of the bill, the CURD could increase its maximum indebtedness by approximately $18 million. ORS 457.220(5) also allows an agency to exceed the 20% limit if concurrence is obtained under Section 10(7) of the 2009 Act.
- The second path is to increase the maximum indebtedness amount under the provisions of Section 10 of the 2009 Act which establishes revenue sharing with overlapping taxing districts based on prescribed monetary triggers. Section 10(7) of the 2009 Act allows an opt-out on revenue sharing when the municipality approving a plan obtains written concurrence of taxing districts of at least 75% based on the amount of taxes imposed under permanent rate limits in the urban renewal area. The fiscal year to determine the 75% is the fiscal year prior to the fiscal year in which the plan is approved or amended. For the Tualatin evaluation this would be the 2008/2009 fiscal year.
- The Commission is in discussions with the nine overlapping taxing districts seeking approval through the opt-out provision of HB 3056. The Commission has requested a response back to the City of Tualatin by March 8, 2010.
- The proposed PTA language (Map 9-3 and CURD Plan & Report) as prepared by staff, is provided in Attachment D. Background information is provided in Attachment E. The Plan Amendment approval criteria are addressed in the Analysis and Findings section of this report (Attachment F).

- The applicable policies and regulations that apply to the proposal include: TDC 1.032-Amendments and TDC 30.010-Tualatin Urban Renewal Plan. The Analysis and Findings section of this report (Attachment F) considers the applicable policies and regulations.
- The 120-day requirement does not apply to this application because it is a legislative action.
- Before granting the proposed PTA, the City Council must find that the criteria listed in TDC 1.032 are met. The Analysis and Findings section of this report (Attachment F) examines the application with respect to the criteria for a Plan Amendment.

OUTCOMES OF DECISION:

Approval of the PTA request would result in the following:

1. The City of Tualatin would be forgoing tax revenue collections within the CURD for an estimated additional 25 years at an average annual amount of $499,000 based on present value.
2. The City of Tualatin would have a financing tool to address blight issues to further the vision established for the Town Center area.
3. A revenue stream would be provided to fund the fifteen listed projects.

Denial of the PTA would result in the following:

1. The CURD would stop tax increment collections ending with fiscal year 2009/2010, and in 2010/2011 the City would begin to receive the full tax collection revenues based on the assessed value of property within the District estimated to be $415,000.
2. The Commission could undertake an evaluation to create a new urban renewal district within the Town Center area under the provisions of ORS 457.
3. The Commission has the alternative to come back to the City with a revenue sharing model with the overlapping taxing districts This would mean an increase to the proposed $120 maximum indebtedness amount and require more than a 25-year period as proposed under the non-revenue sharing model.
4. The Commission could re-approach the City under a confer consult scenario to increase the maximum indebtedness amount 20% above the current maximum indebtedness amount. This would be an estimated increase of $18 million.
5. The Commission could drop the proposal and the 15 projects proposed would not occur, and market conditions would drive development which would not achieve the vision the City Council has established for the Town Center area.

ALTERNATIVES TO RECOMMENDATION:

The alternatives to the staff recommendation for TPAC are:

- Recommend approving the proposed PTA with alterations.
- Recommend denying the proposed PTA.

- Continue the discussion of the proposed PTA and return to the matter at a later date.

FINANCIAL IMPLICATIONS:
Passing an ordinance supporting the $120 million maximum indebtedness increase with no revenue sharing would mean the City would forgo the collection of an estimated $12,480,000 in a present value calculation over the next 25 years.

PUBLIC INVOLVEMENT
An open house was conducted on February 4, 2010. Fifteen (15) Work Sessions were held by the Tualatin Development Commission and City Council discussing the maximum indebtedness increase proposal since October 2007. Ten briefings have been provided to the Urban Renewal Advisory Committee and seven to the Tualatin Planning Advisory Committee at public meetings. Other outreach efforts have occurred with The Tualatin Chamber of Commerce Government Affairs Committee and Tualatin Tomorrow. Concurrence meetings under the requirements of HB 3056 have been held with all of the overlapping taxing districts. The Tualatin Parks Advisory Committee was provided a presentation on February 2, 2010.

Attachments:
A. Town Center Vision
B. Summary List of Projects
C. Map Locating Projects
D. Proposed Amendment Plan and Report
E. Background Information
F. Analysis and Findings

City Council's Vision[1]

Tualatin Town Center:

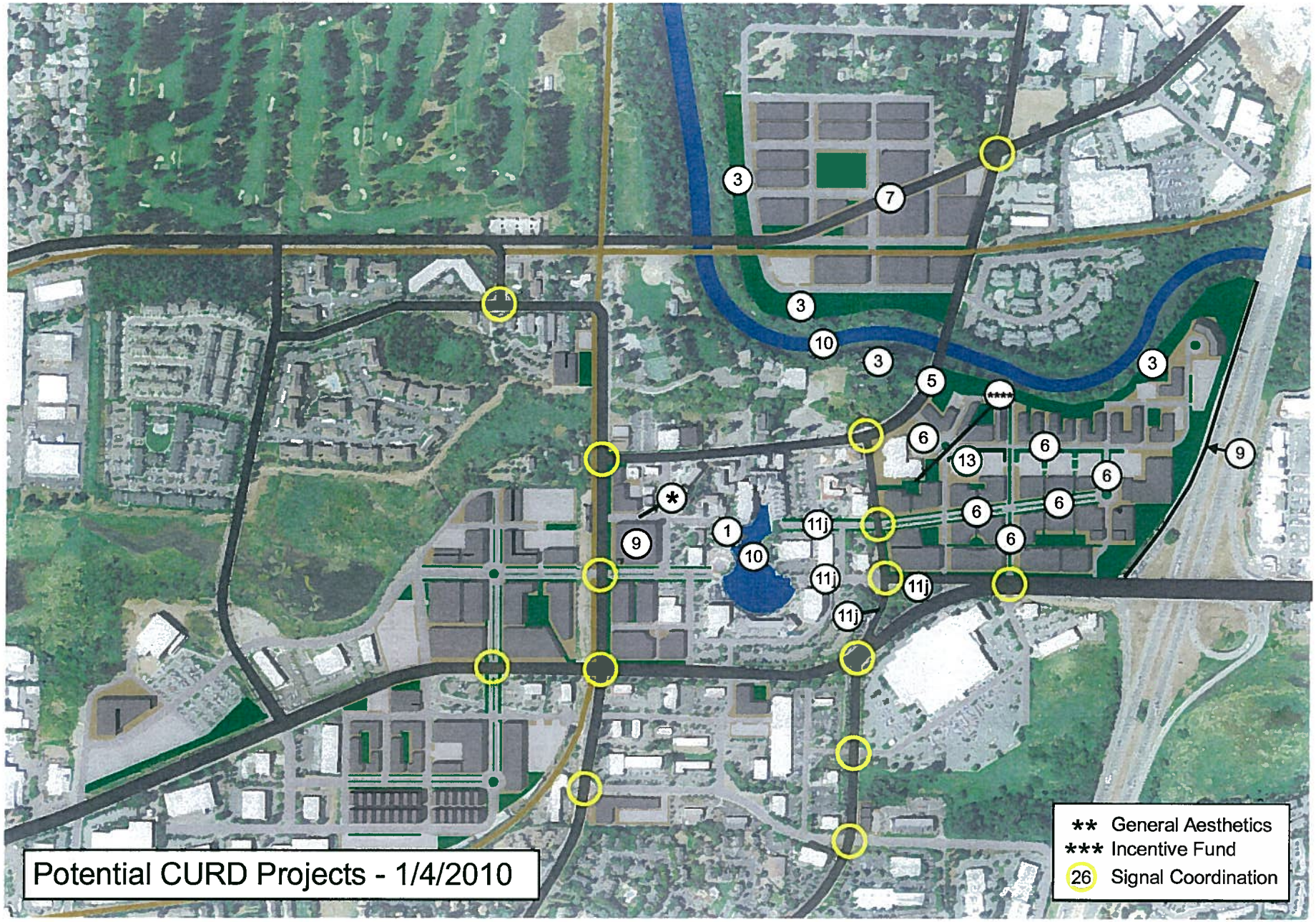
1. Includes a mixed use living, working and playing environment
2. Is oriented to and integrates the Tualatin River and other natural features to activate uses
3. Has a distinctive feel with strong, interesting and unique design standards, elements and features
4. Includes civic, social, commercial and 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
7. Integrates seamlessly with the rest of Tualatin in all directions

[1] Modified December 7, 2009 Special Work Session

CURD PROJECTS
1/4/2010

AREA	PROJECT #	PROJECT	COST 2009$	TDC SHARE 2009$	OTHERS SHARE 2009$
Central	11j	East Commons	$ 4,000,000	$ 4,000,000	$ -
Central	1	Commons Landmark	$ 1,090,000	$ 1,090,000	$ -
Central	*	West Commons Sanitary Sewer	$ 100,000	$ 100,000	$ -
Central	9	Red Parking Lot Garage	$ 14,050,000	$ 6,000,000	$ 8,050,000
East	6	Eastside Downtown	$ 11,810,000	$ 9,262,000	$ 2,548,000
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	$ 6,066,363	$ 5,883,637
East	9	I-5 Pedestrian Trail	$ 7,500,000	$ 6,500,000	$ 1,000,000
North	5	Boones Ferry Road	$ 11,760,000	$ 6,580,000	$ 5,180,000
North	7	Tualatin Road Extension	$ 33,340,000	$ 17,670,000	$ 15,670,000
General	**	General Aesthetic Projects	$ 500,000	$ 500,000	$ -
General	26	Signal Coordination	$ 980,000	$ 490,000	$ 490,000
General	***	Incentive Fund	$ 500,000	$ 500,000	$ -
General		City Center Feasibility Study	$ 50,000	$ 50,000	$ -
TOTAL			**$ 105,120,000**	**$ 64,298,363**	**$ 40,821,637**

Attachment B
Summary List of Projects



Attachment C
Map Locating Projects

DRAFT

ORDINANCE NO. _____

AN ORDINANCE INCREASING THE MAXIMUM INDEBTEDNESS AMOUNT OF THE TUALATIN CENTRAL URBAN RENEWAL DISTRICT TO ADDRESS BLIGHT; AND AMENDING TDC 30.010 AND TDC MAP 9-3. (PTA-09-10)

WHEREAS upon the application by the Tualatin Community Development Department, Economic Development Division, a public hearing was held before the Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin, on ----------, 2010 relating to amending the Central Urban Renewal Plan ("Plan") to increase the maximum indebtedness amount within the Plan to address blight; and

WHEREAS notice of a public hearing was given as required by mailing notice to property owners within the Central Urban Renewal District and posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting and Affidavit of Mailing, marked "Exhibits A and B;" and a notice of public hearing was given as required under the Tualatin Community Plan by publication on ----------, 2010, in The Times, a newspaper of general circulation within the City which is evidenced by the Affidavit of Publication marked "Exhibit C," attached and incorporated by this reference; and

WHEREAS the Tualatin City Council conducted a public hearing on----------, 2010, and heard and considered the testimony and evidence presented by the City staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Tualatin City Council vote resulted in approval of the application by a vote of x-x with ---------- absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Tualatin City Council and especially the City staff report, the Tualatin City Council makes and adopts as its Findings of Fact the findings and analysis in the staff report dated ----------, 2010, which are incorporated by this reference, and;

WHEREAS based upon the foregoing Findings of Fact, the Tualatin City Council finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the amendment at this time; and the amendment conforms with the Tualatin Community Plan; and therefore, the Tualatin Development Code should be amended.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. TDC 30.010 is amended to read as follows:

The Tualatin Urban Renewal Plan, 1975, as amended by the Tualatin Central Urban Renewal Plan, 1984, 1987, 1992, 2002, 2006, 2009, and 2010, and thereafter referred to as the "Tualatin Central Urban Renewal Plan," is hereby adopted as part of the Tualatin Community Plan and is incorporated by reference into the Tualatin Development Code.

Section 2. The Central Urban Renewal Area Map 9-3 is amended to modify the boundaries of the Core Area Parking District consistent with Ordinance No. 1231-07 approved by the City Council on March 12, 2007.

INTRODUCED AND ADOPTED THIS xxth day of ----------, 2010.

CITY OF TUALATIN, Oregon

BY _____
Mayor

ATTEST:

BY _____
City Recorder

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

As a conservation measure, the draft of the Central Urban Renewal Plan and Report are not included in this packet. To view the draft of this document, please visit the City of Tualatin's website at:

http://www.ci.tualatin.or.us/departments/communitydevelopment/economicdevelopment/UrbanRenewal.cfm

ATTACHMENT E

PTA-09-10: BACKGROUND INFORMATION

Pertinent background information obtained from the proposed PTA-09-10 and other supporting documents is summarized in this section.

The amendment was initiated by the Community Development Department, Economic Development Division, at the direction of the Tualatin City Council and Tualatin Development Commission.

The Central Urban Renewal Plan ("Plan") was adopted on January 27, 1975 and has been amended 23 times to reflect changed conditions. The Plan established an Urban Renewal Plan Area, which the City Council found to be blighted and deteriorated because of the following conditions:

- Deleterious land uses;
- The lack of flood protection;
- The lack of adequate drainage facilities and public rights-of-way;
- Traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom; and
- The inaccessibility and inadequacy of public facilities and services.

This Plan Text Amendment serves as a Substantial Amendment process, as outlined in Section I of the Central Urban Renewal Plan (Attachment D, Page 44).

Maximum Indebtedness

The Central Urban Renewal Plan (CURP) updated October 12, 2009, lists capital projects to be conducted within the District. The listed projects are subject to a cap known as the maximum indebtedness amount. Simply stated, this is the maximum amount of tax dollars the agency can collect to spend on listed capital projects in the CURP. The identified maximum indebtedness amount is $27,705,384. Only projects listed in the CURP are eligible for CURP expenditures. In fiscal year 2009/2010 the maximum indebtedness cap will be reached. The Commission is proposing to increase the maximum indebtedness amount by an additional $120 million to fund fifteen proposed projects to remove blight conditions.

CURP Amendment Process

In order to increase the maximum indebtedness and list the fifteen projects, an amendment must be made to the Plan. This amendment is known as a Substantial Amendment, requiring a recommendation from the Tualatin Planning Advisory Committee (TPAC) and a public hearing and ordinance adoption by the City Council. This process also requires a recommendation from URAC and the Tualatin Development Commission. Because several of the projects proposed are Tualatin River trail improvements, TPARK is also being asked to weigh in and provide input. The reasons a Substantial Amendment is required are:

- Increasing the maximum amount of indebtedness, excluding indebtedness issued to refinance or refund existing indebtedness issued or incurred under the Plan
- Lists new projects that serves or performs a substantially different function from any project, activity or program specified in the Plan and is estimated to cost more than $500,000.
- Requires changes in the Plan, which alters the major assumptions, purposes, and objectives underlying the Plan.

The specific language for a Substantial Amendment is outlined on Page 44 of the Plan section of the CURP (Attachment D).

Projects

Projects proposed in the CURP are summarized in Attachments B and C. The details are contained in Attachment D, Pages 17 – 35).

SUMMARY OF CURP SECTIONS TO BE MODIFIED

The following list summarizes the various sections of the CURP modified by this proposal:

Plan

- Introduction (Definitions; History of Adoption and Amendment; Citizen Involvement Process)
- Vision, Goals and Objectives (Vision, Goals and Objectives of the Urban Renewal Plan; Relationship to Local Objectives)
- Description of Project
- Outline of Project Activities (Public Improvements; Land Acquisition and Clearance; Land Disposition, Development and Redevelopment; Rehabilitation and Conservation)
- Real Property Acquisition, Disposition: Estimated Schedule (Real Property Acquisition; Real Property Disposition)
- Land Use (Permitted Uses; Structure Height; Requirements for Master Planning; Central Design District Guidelines; Changes to Planning District Designations)
- Relocation Plan
- Methods of Financing Project Activities (Self-Liquidation of Cost of Projects; Completion of Projects)
- Future Amendment Process
- Maps

Report

- Introduction

- Existing Conditions (Physical Conditions – Land Use, Building Conditions, Historic Resources, Natural Features, Geologic Limitations, Flooding, Transportation, Infrastructure; Social Conditions; Economic Conditions; Plan Impacts)
- Reasons for Selection of the Urban Renewal Area
- Relationship Between Projects and Conditions in the Urban Renewal Area
- Estimated Project Cost and Revenue Sources
- Anticipated Project Start and Completion Dates
- Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement
- Financial Feasibility Analysis
- Fiscal Impacts on Taxing Jurisdictions
- Relocation Report
- Maps, Tables, Graphs

The proposed amendment to the Plan has one primary component, Substantial, with a recommendation from the Commission as identified in Section I of the Plan (Attachment D, Page 44).

ATTACHMENT F

PTA-09-10: ANALYSIS AND FINDINGS

The approval criteria of the Tualatin Development Code (TDC) 1.032 must be met if the proposed PTA is to be granted. The Plan Amendment criteria are addressed below.

A. Granting the amendment is in the public interest.

The public interest is to promote a vibrant and economically successful area within the Central Urban Renewal District (CURD) by removing blight and responding to changing circumstances within the District. The proposal identifies investing $120 million over an estimated 25-year period to remove the blight conditions and create the economic vibrancy. This is proposed to be achieved through a series of capital improvements listed in Attachments B and C and also shown in the Plan (Attachment D, Pages 17-35).

Specifically the public interests in the proposed Plan Amendment are as follows:

- Removing blight conditions in the Central Urban Renewal District (CURD)
- Maintaining an economically viable and healthy Town Center area
- Working to resolve transportation connection issues
- Moving forward the City Council Vision of the Town Center
- Providing access to the Tualatin River

Removing blight conditions in the Central Urban Renewal District CURD

The CURD continues to have blight conditions as stated on Page 3 of the Plan (Attachment D). Additional details are listed in the Existing Conditions Section of the Report in pages 1-53 (Attachment D). The City Council will consider specific blight findings in the ordinance to adopt the amendment to the Plan. The purpose of the proposed amendment is to have actionable steps to continue to address these blight conditions through the investment of public infrastructure that will leverage new development within the Plan area. The CURD is the central core of the City and will define the future of the City. Having a central area that is economically distressed and has inadequate infrastructure can have negative effects on the balance of the community. Removing blight conditions is in the public interest.

Maintaining an economically viable and healthy Town Center area

Pages 44-45 of the Report (Attachment D) outline the existing conditions within the CURD. Information indicates the CURD has lagged behind other commercial areas within the City in both business and employment growth. As the Town Center is the economic hub of the City the CURD needs to maintain its economic viability for accessing goods and services thus providing employment opportunities. The proposed amendment will assist in that action by funding

public infrastructure to support continued redevelopment within the CURD. An estimated 1.3 – 1.9 million square feet of new commercial space has been modeled to occur in the CURD over the next 25 years promoting new business growth and employment opportunities (4,021 – 5,778 jobs) in the Town Center which is in the public interest.

Working to resolve transportation connection issues

Transportation continues to be problematic in the CURD. A number of projects have been identified for funding in the proposed amendment to address this problem. These include the Tualatin Road Extension, SW Boones Ferry Road improvements from SW Martinazzi Avenue north to the SW Upper Boones Ferry/ SW Lower Boones Ferry intersection, widening SW Martinazzi Avenue north of SW Tualatin-Sherwood Road, multi-use trails along the Tualatin River, a transportation network in the East Sub-area and traffic signal coordination (Attachments B and C) and Attachment D (Plan pages 17-24). These improvements are in the public interest.

Moving forward the City Council Vision of the Town Center

The City Council has developed a vision for the Town Center in which the CURD is located. This vision states:

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 unique design standards, elements and features
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
7. Integrates seamlessly with the rest of Tualatin in all directions

To achieve this vision, the City Council has developed concepts for 1.3 – 1.9 million square feet of new commercial space, 529 - 669 dwelling units, transportation improvements, other infrastructure, parking garages, trail systems and other amenities to support that vision. All of these elements will assist in removing blight conditions and are in the public interest.

Providing access to the Tualatin River

The proposed amendment includes various components for access to the Tualatin River. This is in the form a multi-use trail system along the river within the CURD on both the north and south sides of the river. To link these multi-use trail systems, a bridge is proposed to span the river connecting the North Sub-area to the Central Sub-area providing views of the river. The City Council and Commission further want to turn towards the river as redevelopment occurs as noted in item #2 of the Vision. Access along, over and to the Tualatin River is in the public interest.

Granting the amendment is in the public interest. Criterion "A" is met.

B. The public interest is best protected by granting the amendment at this time.

The CURD is at the point where the District stops collecting tax increment revenues at the end of fiscal year 2009/2010 or increases the amount of maximum indebtedness it can bond against for projects. Without the increase in the maximum indebtedness, funds will not be available to construct the 15 listed projects, and other revenues sources would need to be identified. Without the assistance of urban renewal, market conditions would determine the types and scale of development that would occur. The estimated 1.3 – 1.9 million square feet of new commercial development, 529 - 669 residential housing units and 4,021 – 5,778 jobs would be significantly diminished due to private sector reduced capacity to provide the necessary infrastructure.

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

Criterion "B" is met.

C. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

4.050(1) Provide a plan that will accommodate a population range of 22,000 to 29,000.

The proposed amendment will not impair the ability to accommodate the projected population range. Housing is currently listed as a use allowed either outright or conditionally within the CURD boundary. Page 44 of the Report (Attachment D) identifies a range of 529 – 669 additional housing units in the CURD over the next 25-years which would accommodate a population range of 1,375 – 1,739 people. With this existing listing of housing opportunities, the CURD assists in meeting the population range projection.

4.050 (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.

The proposed amendment addresses public infrastructure projects based on uses currently listed in the TDC for various land use activities per the respective planning district designations. Because the proposed amendment does not modify the land use arrangement, it is consistent with this objective.
4.050 (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.

The amendment is a balance between the various objectives contained in the TDC while meeting the requirements of ORS 457 concerning blight conditions. A variety of objectives have been considered and responded to in this analysis.

The TDC has been developed to provide a variety of living and working environments. The Central Urban Renewal Plan (CURP) furthers this objective by contributing to infrastructure improvements, removing blight conditions that enhance the opportunity to provide a variety of living and working environments. This proposal does not change any of the list of uses or planning district designations within the CURP boundaries. Because the CURP supports the TDC, it meets this objective.

4.050 (10) Encourage the highest quality physical design for future development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed in the amendment, it meets this objective.

4.050 (15) Arrange the various land uses in a manner that is energy efficient.

Land uses are arranged in the TDC as reflected on Map 9-1 and the list of uses either permitted or condition for each of the respective planning district designations. The CURP supports this arrangement as noted in the Plan under Section F. Land Use (Page 36). No modifications are proposed on the arrangement of the land uses. A new Section 6, Changes to Planning District Designation (Attachment D, Page 42 of the Plan) has been added to identify the Commission to work with the City to encourage further mixed-use opportunities within the Town Center. The proposed amendment meets the objective.

4.050 (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.

One of the concepts behind this amendment is to encourage and further mixed use development within the CURD under the existing land use structure that is in place.

This will assist in encouraging energy efficiency and promote new opportunities for public transit which is consistent with the objective.

5.030(1) Provide for the housing needs of existing and future City residents.

The TDC identifies locations for housing within the CURD. The proposed amendment does not propose modifying the regulations for housing, rather it identifies infrastructure that will support the opportunity to construct housing within the CURD. Financial modeling projects 529 - 669 residential units could be constructed over the next 25 years for existing and future residents of the City which meets the objective.

5.030(2) Provide housing opportunities for residents with varied income levels and tastes that are aesthetically and functionally compatible with the existing community housing stock.

The proposed amendment has modeled the potential for 529 - 669 residential units that could be constructed over the next 25 years. The type of housing could be a mix of retirement, condominiums, apartments or lofts. The type of housing and costs will be determined with specific development proposals. To assist in the cost of housing, the CURP identifies supporting infrastructure that can assist in containing costs to a range that make it more cost effective for residents and meets the objective.

5.030(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.

The proposed amendment does not modify the location or density of housing development. Higher density residential development is already identified in the TDC to occur within the CURD and meets the objective.

5.030(7) Develop specific and enforceable design standards for multi-family developments, townhouses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines within the Central Design District in the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

5.030(8) Encourage owner occupancy of multi-family developments and other housing units within the City.

Housing has been identified in the CURD to be developed in the future in a range estimated between 529 – 669 units. The exact type of housing has not been identified but will be addressed at the time of specific development. Owner occupancy of multi-family is a possibility and would be encouraged to meet the objective.
5.030(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

Section F of the Plan (Attachment D, Page 42) identifies the Commission working with the City in the future to modify planning district designations to ensure that use conflicts are minimized. For the North Sub-area which is currently zoned industrial, this could mean modifying the area to be a mixed use location for development which would meet the objective.

6.030(1) Encourage commercial development.

Proposed projects in the CURP are primarily infrastructure projects to assist in removing blight. Removal of blight enhances the opportunities for commercial development within the commercial designated areas of the Plan and ancillary residential development. Additionally, projects in the Plan assist in reducing costs to developers for off-site improvements that allow for higher-quality designed commercial or residential developments, which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years. This level of commercial development would promote increased employment opportunities. The Report (Attachment D, Pages 49-53) also indicates that the CURD is lagging in employment opportunities compared to other commercial areas within the City. The objective is met with this amendment.

6.030(3) Provide shopping opportunities for surrounding communities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years, a portion of which would be shopping opportunities. This level of commercial development would promote shopping opportunities. The objective is met with this amendment.

6.030 (4) Locate and design commercial areas to minimize traffic congestion and maximize access.

Commercial areas are identified on Map 9-1 in the TDC. This amendment does not propose to change those commercial locations. The amendment does identify transportation improvements that will assist the commercial areas in achieving their highest and best use potential and providing access opportunities, which meets the objective.

6.030 (5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

8.020(1) Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.

The City Offices and Library are currently located within the CURD which meets the objective.

8.040(1)(i) The City shall provide notice to the Tigard-Tualatin School District when considering a plan or land use regulation amendment that significantly impacts school capacity.

Notice was sent to Tigard-Tualatin School District as well as an orientation meeting with the School Board Chair and Superintendent. The notice and meeting were done to comply with HB 3056 requirements as well as to articulate the range of housing opportunities projected that could affect school capacity. This objective has been met.

10.020(1) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

10.020(2) Discourage monotonous, drab, unsightly, dreary and inharmonious development.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards and is consistent with the objective.

10.020(3) Promote the City's natural beauty and visual character and charm by insuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures and other improvements.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards. In addition, the TDC and CURP contain design guidelines for development within the Central Design District to further this objective.

10.020(4) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.

The proposed amendment estimates 1.3 – 1.9 million new square feet of commercial development over the next 25 years. Additionally, multi-use trails are identified along the Tualatin River to activate uses along the river. Both of these activities will assist in attracting tourists and visitors and commercial investment within the CURD and furthers the objective.

10.020(5) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.

The proposed amendment has a list of capital infrastructure activities to assist in removing blight conditions within the CURD. This infrastructure will support new development and redevelopment increasing and stabilizing property values. This, in turn, will increase tax revenues over the long-term. As noted in this analysis, the range of estimated commercial development is in the 1.3 – 1.9 million square feet. Financial analysis indicates that the existing incremental assess value would grow from the current $180 million to over $800 million and is consistent with this objective.

11.610(2)(a) Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms of transportation which will link the community; minimize travel distances and vehicle-miles traveled; and safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit vehicles, trucks, and trains to and through the area when it is fully urbanized.

The list of transportation improvements (summarized in Attachments B and C) and detailed in Attachment D (Pages18-25 of the Plan) further the objective to create an interconnected system of streets, pedestrian and bicycle facilities linking the CURD area to the balance of the community. These improvements are consistent with the TSP and Chapter 11 of the TDC and meet the objective.

11.610(2)(e) For Plan Map and Text Amendments adopt a Level of Service standard F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types. For development applications, including, but not limited to subdivisions and architectural reviews, a LOS of at least D and E are encouraged for signalized and unsignalized intersections, respectively.

This Plan Text Amendment considered and was found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal, and all development scenario modeling was conducted consistent with existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

11.610(3)(a) Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.

The City's TSP identifies a roadway extension of Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection. It additionally identifies SW Boones Ferry Road north of SW Martinazzi Avenue being widened, SW Martinazzi Avenue widened to accommodate bike lanes and signal coordination efforts. These projects are proposed in the CURP to address congestion within the Town Center and the efforts to create an economically viable downtown area that are consistent with the objective.

11.610(3)(d) Incorporate a landscape element into the development plans of arterials, collectors and local streets.

The transportation projects proposed in this amendment have a landscape element in their concepts consistent with the roadway classifications listed in the TDC Chapter 11 and are consistent with the objective.

11.610(3)(e) Preserve and protect Tualatin's historic sites, where practicable, when developing new transportation facilities.

The transportation projects listed in the amendment will take into consideration historic resources during their design and permit phases consistent with Chapter 16 and 68 of the Tualatin Development Code to meet this objective. As currently listed, none of the transportation projects have a direct impact on any historic resources listed in TDC Chapter 68.

11.610(3)(f) Ensure safe and efficient access to the Tualatin Town Center.

The proposed transportation improvements listed in the amendment will further the safe and efficient access to the Town Center area with projects such as the roadway extension of SW Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection, SW Boones Ferry Road improvements north of SW Martinazzi Avenue, SW Martinazzi Avenue widening to accommodate bike lanes and signal coordination efforts that are consistent with the objective.

11.610(4)(a) Provide a City transportation system that is consistent with other elements and objectives of the Tualatin Community Plan.

PTA-09-10 has evaluated and taken into consideration other elements of the TDC. That evaluation is contained in this report, and a balance has been struck between the various objectives to meet this objective.

11.610(4)(b) Coordinate planning of the City transportation system with the Regional Transportation Plan prepared by the Metro, working toward a plan that is consistent with the RTP.

The City's TSP is consistent with the current RTP prepared by Metro. As future RTP amendments are conducted, the City will evaluate and make the necessary adjustments. This will include revisiting the CURP to ensure it is consistent with the TSP and RTP. This objective has been evaluated and the proposed amendment meets the objective.

11.610(5)(a) Support and assist whenever practicable, the development of the metropolitan public transportation system through cooperation with the Tri-County Metropolitan Transportation District (Tri-Met).

The proposed amendment does not specifically call out for transit improvements. A meeting with TriMet identified that as transportation improvements are made, TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated which meets the objective.

11.610(5)(b) Working through Tri-Met, develop transit systems and stations, park and ride systems, and related facilities in convenient and appropriate locations that adequately and efficiently serve the residential and employment populations.

The Commission has meet with TriMet on the proposed amendment. TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated when projects are developed which meets the objective.

11.610 (6)(a) Provide sidewalks on both sides of all fully developed streets within the City, except where it would be unsafe to do so.

The proposed transportation improvements have been modeled to include sidewalks on both side of the roadways consistent with the TSP and meet the objective.

11.610(6)(b) Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly-owned land intended for general public use.

All proposed transportation improvements in the amendment have pedestrian and bicycle elements consistent with the objective. In addition, the trail system along the Tualatin River has been modeled to be consistent with the Chapters 11 and 15 of the TDC.

11.610(6)(d) Develop a continuous multi-use pathway along the Tualatin River, and provide opportunities for pedestrian and bicycle movement across the river.

The amendment contains several trail systems along the Tualatin River both on the north and south sides. In addition, a pedestrian bridge is identified to link the two trail systems together which is consistent with the objective.

11.610(7)(b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users.

A series of transportation improvements are proposed in the amendment including the SW Tualatin Road Extension, SW Boones Ferry Road north of SW Martinazzi Avenue, widening of SW Martinazzi for bike lanes, signal coordination and transportation improvements in the East Sub-area. These improvements are either upgrades or new systems to ensure access into and within the urban renewal area consistent with the objective.

11.610(8)(a) Provide a transportation system which encourages energy conservation, in terms of efficiency of the road network and in the standards developed for street improvements.

The proposed amendment furthers the existing transportation plan contained in Chapter 11 of the TDC and the TSP. The amendment identifies funding to implement improvements as listed in the Plan on Pages 18-25 (Attachment D) in the CURD area. These improvements will encourage energy conservation and meets the objective.

11.610(9)(c) Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, and by constructing half or full street improvements needed to serve new development and to mitigate the impacts of new development.

The amendment identifies a list of transportation improvements (Attachment D, Pages 18-25 of the Plan). Most of these improvements are partnerships with property owners and developers in order to bring the projects forward to construction. This could include dedicating rights-of-way and participating in funding the improvements which is consistent with the object.

11.610(10)(a) Establish an arterial street system which will attract and effectively accommodate all "through" trips to relieve residential collectors and local streets from heavy and hazardous traffic burdens.

The amendment does not propose modifying the arterial street system that is identified in Chapter 11 of the TDC. That system already exists to meet this objective. The amendment does identifying funding for several arterials within the CURD (Attachment D, Pages 18-25 of the Plan) that meets the objective.

11.610(11)(a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation, and the Transportation Planning Rule, including making provisions for alternative modes of transportation that will reduce reliance on the automobile, and reduce air pollution and traffic congestion.

The City of Tualatin has a TSP that is in compliance with Goal 12. A capital improvement program has been developed to implement the TSP. The CURP is one of the tools to implement this program by removing blight conditions in the Plan area. The list of transportation projects proposed in the CURP are both roadways with sidewalks and well as multi-use trail systems that provide alternative modes of travel. In addition, transit can be accommodated within the roadway network providing another travel mode which are all consistent with the objective.

11.610(12)(b) Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.

The proposed amendment has a number of improvements that will increase the safety of the transportation system that includes bike and pedestrian routes that are consistent with the objective.

12.020(1) Plan and construct a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains water improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

12.020(2) Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

12.020(3) Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

Water lines contained in the amendment will either create loops that are missing or establish new loop systems in redevelopment areas that are consistent with the objective.

13.015(1) Plan and construct a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains sanitary sewer improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

13.015(5) Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

15.020(5) Preserve the scenic value of the Tualatin River by creating a greenway along the entire bank of the River within the City.

The proposed amendment contains projects to construct a trail system along the Tualatin River. This trail may be within the greenway identified along the river or outside of the greenway depending on regulatory requirements. In either situation, greenway protection will be a part of the proposed capital projects consistent with the objective.

15.020(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.

The proposed amendment contains a trail system along the Tualatin River on both the north and south sides within the CURD. Additionally a pedestrian bridge funding is

identified to link the trails together. The trail system on the south side of the river connects to Community Park. The proposed amendment furthers this objective on greenways and trail systems.

15.110(4) Balance natural resource protection and growth and development needs.

The proposed amendment contains trails along the Tualatin River within the CURD boundary. In the scoping of these projects, care was taken to consider the natural resources and the commercial and residential growth projections. A balance has been struck and would be further evaluated during the construction of the projects to ensure natural resource protection and development is considered and will meet the objective.

15.110 (6) Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Trails contained in the proposed amendment may have trails, bridges or roadways within significant natural resource areas as depicted on Map 72-3 of the TDC. At the time of construction of this public infrastructure, evaluations will occur to minimize impacts and provide mitigation as required by the various permitting agencies.

The proposed amendment is consistent with the applicable objectives of the Tualatin Community Plan. Criterion "C" is met.

D. The factors listed in Section 1.032(4) were consciously considered:

The various characteristics of areas in the City

The area, for purposes of this amendment, is the Central Urban Renewal Plan area. The proposed amendment will enhance the area through the identified capital improvement projects to assist in removing blight conditions that exist within the Plan area. Additionally, it will further the economic viability of the Town Center in which the CURD is located by promoting commercial development opportunities.

The suitability of the area for particular land uses and improvements

The CURD is identified to have a variety of land use activities ranging from commercial, residential and industrial. The City's TDC identifies a number of transportation and other infrastructure projects that are necessary to support these improvements. The CURP is a funding tool to move forward a number of these projects to the construction stage to support redevelopment and development within the CURD. Without the infrastructure improvements, the CURD will not see its potential for commercial, residential and industrial development achieved in alignment with the City Council Vision for the Town Center area.

Trends in land improvement and development

Development within the CURP area is projected to continue into the future. The proposed amendment will assist in this development by providing needed infrastructure to support the development. Areas projected to redevelop include the East, North, Central, South and West Sub-areas of the district. It is projected that 1.3 – 1.9 million square feet of new commercial space and 529 - 669 residential units could develop in the next 25 years within the CURP.

Property values

The proposed amendment will enhance property values in the CURP area. Projections indicate the incremental assessed value of the District can grow to over $800 million in value. This is a substantial increase over the current $180 million. Without the amendment, the likelihood that this value can be obtained is severely diminished and left to market conditions.

The needs of economic enterprises and the future development of the area

The CURD area has lagged behind other commercial areas in the attraction of businesses and the associated employment opportunities that come with new business generation. Pages 49-53 of the Report (Attachment D) outline the economic conditions that exist within the CURD. This proposed amendment will assist the City in furthering its economic objectives to create business growth and employment opportunities by utilizing funds to construct public infrastructure to support the commercial development growth.

Needed right-of-way and access for and to particular sites in the area

Transportation improvements identified in the Plan will require additional right-of-way in order to be constructed. The amount of right-of-way was taken into consideration in developing the scope for these projects and factored into the financial projections. With this right-of-way will come enhanced access to various properties within the CURD. Attachments B and C provide a general list of the projects as the Plan (Attachment D, Pages 18-25).

Natural resources of the City and the protection and conservation of said resources

Several projects such as pedestrian trails along the Tualatin River and transportation corridor improvements over the Tualatin River will likely require mitigation measures for those impacts. The specifics of these will be addressed during the design and permitting of the projects with the respective regulatory agencies such as Clean Water Services, Oregon Division of State Lands, U.S. Army Corps of Engineers and Oregon Department of Environmental Quality, as examples.

Prospective requirements for the development of natural resources in the City

Several projects such as pedestrian trails along the Tualatin River and transportation corridor improvements over the Tualatin River will likely require mitigation measures for those impacts. The specifics of these will be addressed during the design and permitting of the projects with the respective regulatory agencies such as Clean Water Services, Oregon Division of State Lands, U.S. Army Corps of Engineers and Oregon Department of Environmental Quality, as examples.

The public need for healthful, safe, aesthetic surroundings and conditions

The City Council identified the CURD area as having blighted conditions in 1975 and adopted the Plan to address removal of the blight. The proposed amendment to the Plan continues that effort to remove blight and to react to changed circumstances with the Plan area. Overall, the amendment will continue to protect the public health, safety and welfare by authorizing projects that will enhance the quality of the Plan area.

Proof of a change in a neighborhood or area

Section 9.031, Area 1. This portion of the Plan comprises the City's central area and is described in the City's adopted Central Urban Renewal Plan. The Central Urban Renewal Plan is a separate plan but considered an element of this Plan. This Plan has been drafted to minimize any land use conflicts between uses on the periphery of the Central Urban Renewal Area. Map 9-3, "Central Tualatin Urban Renewal Area Planning Districts," shows the Central Urban Renewal boundary, the Core Area Parking District boundary, land use blocks within the Central Urban Renewal Area, minimum lot sizes for blocks within the Central Urban Renewal Area, and the designation of which blocks require a Master Plan to be submitted for development.

Map 9-3 is proposed to be updated to reflect a modification in the boundary of the Core Area Parking District which occurred in 1996. The Report (Attachment D, Pages 2-53) provides updates on the existing conditions as of 2010 in the CURD. Conditions have changed, but blight conditions continue to exist, necessitating additional efforts to remove the blight conditions.

A mistake in the plan map or text

None is alleged. No modifications to the Planning District designations are proposed in the CURP update proposal.

The factors listed in Section 1.032(4) were consciously considered.

Criterion "D" is met.

E. The criteria in the Tigard-Tualatin School District Facility Plan were considered.

The Tigard-Tualatin School District (TTSD) Facility Plan was considered in the proposed amendment. TTSD was coordinated with on the proposal about the potential

number of dwelling units modeled in the financial analysis. At the time of preparation of this report, no comments have been received.

F. Oregon Statewide Planning Goals

The Central Urban Renewal Plan functions, as a capital improvement plan within a defined geographic area. The Plan is part of the Community Plan and is adopted by reference. The proposed amendment to the Plan is consistent with the Community Plan, which, in turn, is consistent with the State of Oregon Planning Goals and Administrative Rules. Additionally, the proposed amendment meets the requirement of ORS 457 concerning urban renewal plan consistency with the local community plan.

G. Metro's Urban Growth Management Functional Plan (UGMFP).

ORS 457 requires that an urban renewal plan be consistent with the local Community Plan. The Community Plan (Tualatin Development Code) was amended previously to be consistent with the Urban Growth Management Functional Plan by the City. The proposed amendment to the CURP is consistent with the proposed Community Plan, thus is consistent with the Urban Growth Management Functional Plan. It can also be noted the proposed amendment will further the development of the Town Center in which the CURP is located, enhancing the Town Center area as a mixed-use development area.

H. (Criterion 8) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's Planning Area.

Criterion G was considered and found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal and all development scenario modeling was conducted factoring in existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

STAFF REPORT
TUALATIN DEVELOPMENT COMMISSION

TO: Members of the Urban Renewal Advisory Committee

FROM: Doug Rux, Community Development Director

DATE: February 16, 2010

SUBJECT: ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC MAP 9-3 and 30.010 (PTA-09-10)

ISSUE BEFORE URAC:
Urban Renewal Advisory Committee consideration regarding the request for a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC), Chapter 30 Tualatin Urban Renewal Plan, amending TDC Map 9-3 and 30.010 for the Central Urban Renewal Plan to increase the maximum indebtedness of the Plan by an additional $120 million for fifteen projects. The Central Urban Renewal Plan was adopted as part of the Tualatin Community Plan and is incorporated by reference.

RECOMMENDATION:
Staff recommends URAC recommend that the Tualatin Development Commission consider the staff report and supporting attachments and adopt a resolution requesting the City Council direct staff to prepare an ordinance granting PTA-09-10.

EXECUTIVE SUMMARY:

- This is not a public hearing, only a public meeting.
- This matter is a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC).
- The Tualatin Development Commission (Commission) and City Council have been evaluating since October 2007 the feasibility of increasing the maximum indebtedness amount of the Central Urban Renewal District (CURD) to address blight issues that exist within the CURD.
- The current CURD maximum indebtedness amount of $27,705,384 will be reached at the end of fiscal year 2009/2010 at which time the Commission would need to notify the County assessor on reaching the maximum indebtedness amount with instructions to stop collecting tax increment revenues starting in fiscal year 2010/2011.
- The Commission has developed a proposal to increase the maximum indebtedness amount by an additional $120 million to fund fifteen projects to

address blight conditions within the CURD and to cover administrative overhead costs. The evaluation to determine the list of projects and the associated dollar values has occurred through a series of 15 work session discussions evaluating potential projects, maximum indebtedness amounts and debt service horizon projections.

- The City Council has prepared a vision for the Town Center area in which the CURD is located. The fifteen projects support the Town Center Vision (Attachment A).
- Attachments B and C contain a Summary List of Projects and a map identifying the project locations, respectively.
- Financial modeling projections were prepared for private development activities over a 25 year period. Based on the modeling activities, it is projected that the incremental assessed value would rise from $180,221,311 in 2010 to an amount of $838,624,804 in 2035. This assessed value would be sufficient to provide debt service on the $120 million maximum indebtedness.
- The modeling reflects a range of new commercial development (retail/office/entertainment) of 1.3 – 1.9 million square feet and 529 – 669 housing units within the CURD over an estimated 25 year period.
- HB 3056 passed in the 2009 Oregon Legislative Session went into effect on January 1, 2010 requiring that substantial amendments for increases to the maximum indebtedness of existing plans has two paths or processes to follow. First, ORS 457.220(4) (a) allows for a 20% aggregate increase limit to the initial maximum indebtedness. It also allows for an inflation increase based on the index used in the in the urban renewal report beginning July 1, 1999 but only applies to the first amendment. The agency must confer and consult with overlapping taxing districts on the 20% increase limitation. Under this provision of the bill, the CURD could increase its maximum indebtedness by approximately $18 million. ORS 457.220(5) also allows an agency to exceed the 20% limit if concurrence is obtained under Section 10(7) of the 2009 Act.
- The second path is to increase the maximum indebtedness amount under the provisions of Section 10 of the 2009 Act which establishes revenue sharing with overlapping taxing districts based on prescribed monetary triggers. Section 10(7) of the 2009 Act allows an opt-out on revenue sharing when the municipality approving a plan obtains written concurrence of taxing districts of at least 75% based on the amount of taxes imposed under permanent rate limits in the urban renewal area. The fiscal year to determine the 75% is the fiscal year prior to the fiscal year in which the plan is approved or amended. For the Tualatin evaluation this would be the 2008/2009 fiscal year.
- The Commission is in discussions with the nine overlapping taxing districts seeking approval through the opt-out provision of HB 3056. The Commission has requested a response back to the City of Tualatin by March 8, 2010.
- The proposed PTA language (Map 9-3 and CURD Plan & Report) as prepared by staff, is provided in Attachment D. Background information is provided in Attachment E. The Plan Amendment approval criteria are addressed in the Analysis and Findings section of this report (Attachment F).

- The applicable policies and regulations that apply to the proposal include: TDC 1.032-Amendments and TDC 30.010-Tualatin Urban Renewal Plan. The Analysis and Findings section of this report (Attachment F) considers the applicable policies and regulations.
- The 120-day requirement does not apply to this application because it is a legislative action.
- Before granting the proposed PTA, the City Council must find that the criteria listed in TDC 1.032 are met. The Analysis and Findings section of this report (Attachment F) examines the application with respect to the criteria for a Plan Amendment.

OUTCOMES OF DECISION:

Approval of the PTA request would result in the following:

1. The City of Tualatin would be forgoing tax revenue collections within the CURD for an estimated additional 25 years at an average annual amount of $499,000 based on present value.
2. The City of Tualatin would have a financing tool to address blight issues to further the vision established for the Town Center area.
3. A revenue stream would be provided to fund the fifteen listed projects.

Denial of the PTA would result in the following:

1. The CURD would stop tax increment collections ending with fiscal year 2009/2010, and in 2010/2011 the City would begin to receive the full tax collection revenues based on the assessed value of property within the District estimated to be $415,000.
2. The Commission could undertake an evaluation to create a new urban renewal district within the Town Center area under the provisions of ORS 457.
3. The Commission has the alternative to come back to the City with a revenue sharing model with the overlapping taxing districts This would mean an increase to the proposed $120 maximum indebtedness amount and require more than a 25-year period as proposed under the non-revenue sharing model.
4. The Commission could re-approach the City under a confer consult scenario to increase the maximum indebtedness amount 20% above the current maximum indebtedness amount. This would be an estimated increase of $18 million.
5. The Commission could drop the proposal and the 15 projects proposed would not occur, and market conditions would drive development which would not achieve the vision the City Council has established for the Town Center area.

ALTERNATIVES TO RECOMMENDATION:

The alternatives to the staff recommendation for City Council are:

- Recommend approving the proposed PTA with alterations.
- Recommend denying the proposed PTA.

- Continue the discussion of the proposed PTA and return to the matter at a later date.

FINANCIAL IMPLICATIONS:
Passing an ordinance supporting the $120 million maximum indebtedness increase with no revenue sharing would mean the City would forgo the collection of an estimated $12,480,000 in a present value calculation over the next 25 years.

PUBLIC INVOLVEMENT
An open house was conducted on February 4, 2010. Fifteen (15) Work Sessions were held by the Tualatin Development Commission and City Council discussing the maximum indebtedness increase proposal since October 2007. Ten briefings have been provided to the Urban Renewal Advisory Committee and seven to the Tualatin Planning Advisory Committee at public meetings. Other outreach efforts have occurred with The Tualatin Chamber of Commerce Government Affairs Committee and Tualatin Tomorrow. Concurrence meetings under the requirements of HB 3056 have been held with all of the overlapping taxing districts. The Tualatin Parks Advisory Committee was provided a presentation on February 9, 2010 and the Tualatin Planning Advisory Committee was given a presentation on February 11, 2010. Public comments are included as Attachment G.

Attachments:

A. Town Center Vision
B. Summary List of Projects
C. Map Locating Projects
D. Draft Ordinance and Proposed Amendment Plan and Report
E. Background Information
F. Analysis and Findings
G. Public Comments Received

City Council's Vision[1]

Tualatin Town Center:

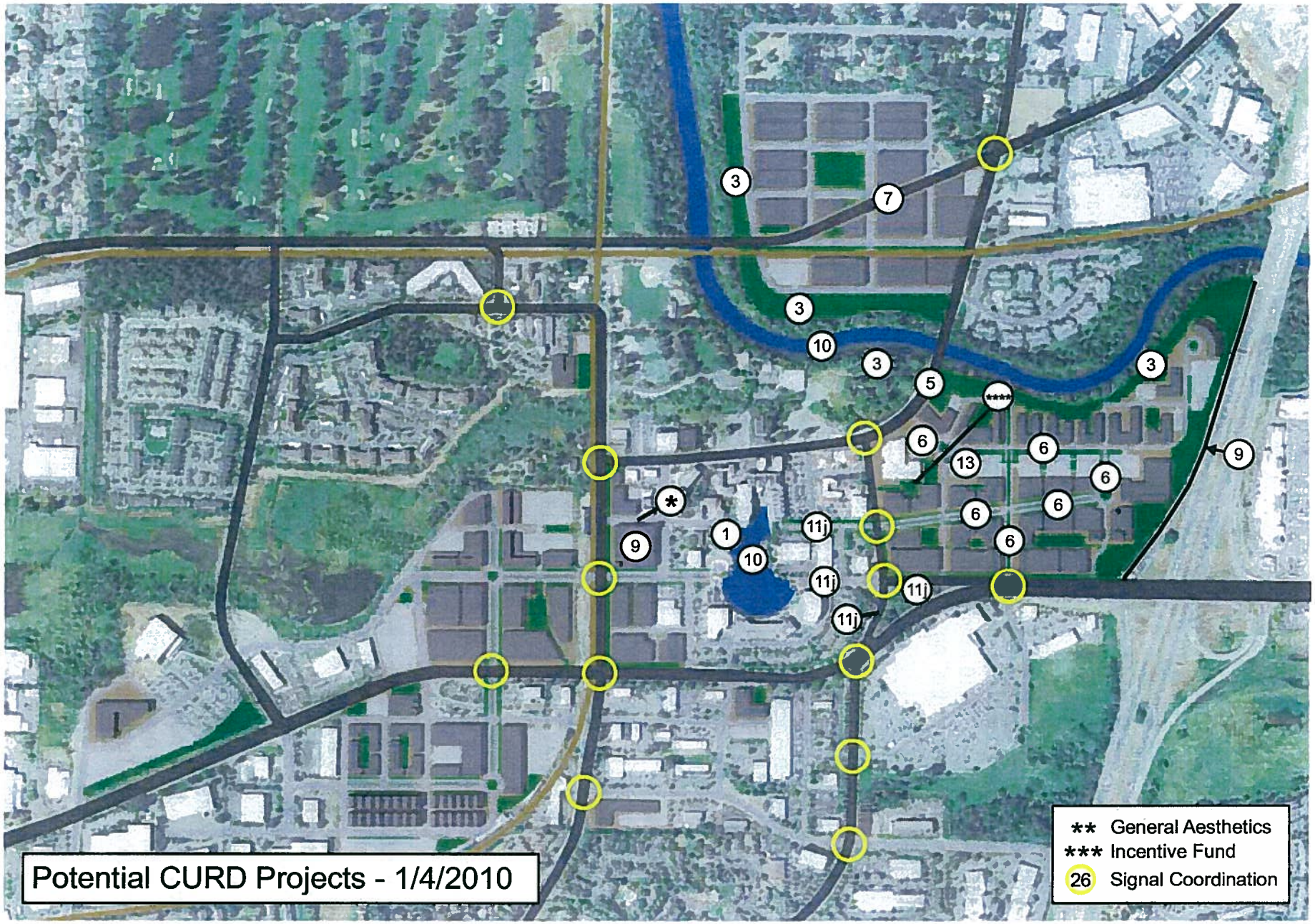
1. Includes a mixed use living, working and playing environment
2. Is oriented to and integrates the Tualatin River and other natural features to activate uses
3. Has a distinctive feel with strong, interesting and unique design standards, elements and features
4. Includes civic, social, commercial and 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
7. Integrates seamlessly with the rest of Tualatin in all directions

[1] Modified December 7, 2009 Special Work Session

CURD PROJECTS
1/4/2010

AREA	PROJECT #	PROJECT	COST 2009$	TDC SHARE 2009$	OTHERS SHARE 2009$
Central	11j	East Commons	$ 4,000,000	$ 4,000,000	$ -
Central	1	Commons Landmark	$ 1,090,000	$ 1,090,000	$ -
Central	*	West Commons Sanitary Sewer	$ 100,000	$ 100,000	$ -
Central	9	Red Parking Lot Garage	$ 14,050,000	$ 6,000,000	$ 8,050,000
East	6	Eastside Downtown	$ 11,810,000	$ 9,262,000	$ 2,548,000
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	$ 6,066,363	$ 5,883,637
East	9	I-5 Pedestrian Trail	$ 7,500,000	$ 6,500,000	$ 1,000,000
North	5	Boones Ferry Road	$ 11,760,000	$ 6,580,000	$ 5,180,000
North	7	Tualatin Road Extension	$ 33,340,000	$ 17,670,000	$ 15,670,000
General	**	General Aesthetic Projects	$ 500,000	$ 500,000	$ -
General	26	Signal Coordination	$ 980,000	$ 490,000	$ 490,000
General	***	Incentive Fund	$ 500,000	$ 500,000	$ -
General		City Center Feasibility Study	$ 50,000	$ 50,000	$ -
TOTAL			**$ 105,120,000**	**$ 64,298,363**	**$ 40,821,637**

Attachment B
Summary List of Projects



Attachment C
Map Locating Projects

ORDINANCE NO. _____

AN ORDINANCE INCREASING THE MAXIMUM INDEBTEDNESS AMOUNT OF THE TUALATIN CENTRAL URBAN RENEWAL DISTRICT TO ADDRESS BLIGHT; AND AMENDING TDC 30.010 AND TDC MAP 9-3. (PTA-09-10)

WHEREAS upon the application by the Tualatin Community Development Department, Economic Development Division, a public hearing was held before the Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin, on ----------, 2010 relating to amending the Central Urban Renewal Plan ("Plan") to increase the maximum indebtedness amount within the Plan to address blight; and

WHEREAS notice of a public hearing was given as required by mailing notice to property owners within the Central Urban Renewal District and posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting and Affidavit of Mailing, marked "Exhibits A and B;" and a notice of public hearing was given as required under the Tualatin Community Plan by publication on ----------, 2010, in The Times, a newspaper of general circulation within the City which is evidenced by the Affidavit of Publication marked "Exhibit C," attached and incorporated by this reference; and

WHEREAS the Tualatin City Council conducted a public hearing on----------, 2010, and heard and considered the testimony and evidence presented by the City staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Tualatin City Council vote resulted in approval of the application by a vote of x-x with ---------- absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Tualatin City Council and especially the City staff report, the Tualatin City Council makes and adopts as its Findings of Fact the findings and analysis in the staff report dated ----------, 2010, which are incorporated by this reference, and;

WHEREAS based upon the foregoing Findings of Fact, the Tualatin City Council finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the amendment at this time; and the amendment conforms with the Tualatin Community Plan; and therefore, the Tualatin Development Code should be amended.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. TDC 30.010 is amended to read as follows:

The Tualatin Urban Renewal Plan, 1975, as amended by the Tualatin Central Urban Renewal Plan, 1984, 1987, 1992, 2002, 2006, 2009, and 2010, and thereafter referred to as the "Tualatin Central Urban Renewal Plan," is hereby adopted as part of the Tualatin Community Plan and is incorporated by reference into the Tualatin Development Code.

Section 2. The Central Urban Renewal Area Map 9-3 is amended to modify the boundaries of the Core Area Parking District consistent with Ordinance No. 1231-07 approved by the City Council on March 12, 2007.

INTRODUCED AND ADOPTED THIS xxth day of ----------, 2010.

CITY OF TUALATIN, Oregon

BY _____
Mayor

ATTEST:

BY _____
City Recorder

ATTACHMENT E

PTA-09-10: BACKGROUND INFORMATION

Pertinent background information obtained from the proposed PTA-09-10 and other supporting documents is summarized in this section.

The amendment was initiated by the Community Development Department, Economic Development Division, at the direction of the Tualatin City Council and Tualatin Development Commission.

The Central Urban Renewal Plan ("Plan") was adopted on January 27, 1975 and has been amended 23 times to reflect changed conditions. The Plan established an Urban Renewal Plan Area, which the City Council found to be blighted and deteriorated because of the following conditions:

- Deleterious land uses;
- The lack of flood protection;
- The lack of adequate drainage facilities and public rights-of-way;
- Traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom; and
- The inaccessibility and inadequacy of public facilities and services.

This Plan Text Amendment serves as a Substantial Amendment process, as outlined in Section I of the Central Urban Renewal Plan (Attachment D, Page 44).

Maximum Indebtedness

The Central Urban Renewal Plan (CURP) updated October 12, 2009, lists capital projects to be conducted within the District. The listed projects are subject to a cap known as the maximum indebtedness amount. Simply stated, this is the maximum amount of tax dollars the agency can collect to spend on listed capital projects in the CURP. The identified maximum indebtedness amount is $27,705,384. Only projects listed in the CURP are eligible for CURP expenditures. In fiscal year 2009/2010 the maximum indebtedness cap will be reached. The Commission is proposing to increase the maximum indebtedness amount by an additional $120 million to fund fifteen proposed projects to remove blight conditions.

CURP Amendment Process

In order to increase the maximum indebtedness and list the fifteen projects, an amendment must be made to the Plan. This amendment is known as a Substantial Amendment, requiring a recommendation from the Tualatin Planning Advisory Committee (TPAC) and a public hearing and ordinance adoption by the City Council. This process also requires a recommendation from URAC and the Tualatin Development Commission. Because several of the projects proposed are Tualatin River trail improvements, TPARK is also being asked to weigh in and provide input. The reasons a Substantial Amendment is required are:

- Increasing the maximum amount of indebtedness, excluding indebtedness issued to refinance or refund existing indebtedness issued or incurred under the Plan
- Lists new projects that serves or performs a substantially different function from any project, activity or program specified in the Plan and is estimated to cost more than $500,000.
- Requires changes in the Plan, which alters the major assumptions, purposes, and objectives underlying the Plan.

The specific language for a Substantial Amendment is outlined on Page 44 of the Plan section of the CURP (Attachment D).

Projects

Projects proposed in the CURP are summarized in Attachments B and C. The details are contained in Attachment D, Pages 17 – 35).

SUMMARY OF CURP SECTIONS TO BE MODIFIED

The following list summarizes the various sections of the CURP modified by this proposal:

Plan

- Introduction (Definitions; History of Adoption and Amendment; Citizen Involvement Process)
- Vision, Goals and Objectives (Vision, Goals and Objectives of the Urban Renewal Plan; Relationship to Local Objectives)
- Description of Project
- Outline of Project Activities (Public Improvements; Land Acquisition and Clearance; Land Disposition, Development and Redevelopment; Rehabilitation and Conservation)
- Real Property Acquisition, Disposition: Estimated Schedule (Real Property Acquisition; Real Property Disposition)
- Land Use (Permitted Uses; Structure Height; Requirements for Master Planning; Central Design District Guidelines; Changes to Planning District Designations)
- Relocation Plan
- Methods of Financing Project Activities (Self-Liquidation of Cost of Projects; Completion of Projects)
- Future Amendment Process
- Maps

Report

- Introduction

- Existing Conditions (Physical Conditions – Land Use, Building Conditions, Historic Resources, Natural Features, Geologic Limitations, Flooding, Transportation, Infrastructure; Social Conditions; Economic Conditions; Plan Impacts)
- Reasons for Selection of the Urban Renewal Area
- Relationship Between Projects and Conditions in the Urban Renewal Area
- Estimated Project Cost and Revenue Sources
- Anticipated Project Start and Completion Dates
- Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement
- Financial Feasibility Analysis
- Fiscal Impacts on Taxing Jurisdictions
- Relocation Report
- Maps, Tables, Graphs

The proposed amendment to the Plan has one primary component, Substantial, with a recommendation from the Commission as identified in Section I of the Plan (Attachment D, Page 44).

ATTACHMENT F

PTA-09-10: ANALYSIS AND FINDINGS

The approval criteria of the Tualatin Development Code (TDC) 1.032 must be met if the proposed PTA is to be granted. The Plan Amendment criteria are addressed below.

A. Granting the amendment is in the public interest.

The public interest is to promote a vibrant and economically successful area within the Central Urban Renewal District (CURD) by removing blight and responding to changing circumstances within the District. The proposal identifies investing $120 million over an estimated 25-year period to remove the blight conditions and create the economic vibrancy. This is proposed to be achieved through a series of capital improvements listed in Attachments B and C and also shown in the Plan (Attachment D, Pages 17-35).

Specifically the public interests in the proposed Plan Amendment are as follows:

- Removing blight conditions in the Central Urban Renewal District (CURD)
- Maintaining an economically viable and healthy Town Center area
- Working to resolve transportation connection issues
- Moving forward the City Council Vision of the Town Center
- Providing access to the Tualatin River

<u>Removing blight conditions in the Central Urban Renewal District CURD</u>

The CURD continues to have blight conditions as stated on Page 3 of the Plan (Attachment D). Additional details are listed in the Existing Conditions Section of the Report in pages 1-53 (Attachment D). The City Council will consider specific blight findings in the ordinance to adopt the amendment to the Plan. The purpose of the proposed amendment is to have actionable steps to continue to address these blight conditions through the investment of public infrastructure that will leverage new development within the Plan area. The CURD is the central core of the City and will define the future of the City. Having a central area that is economically distressed and has inadequate infrastructure can have negative effects on the balance of the community. Removing blight conditions is in the public interest.

<u>Maintaining an economically viable and healthy Town Center area</u>

Pages 44-45 of the Report (Attachment D) outline the existing conditions within the CURD. Information indicates the CURD has lagged behind other commercial areas within the City in both business and employment growth. As the Town Center is the economic hub of the City the CURD needs to maintain its economic viability for accessing goods and services thus providing employment opportunities. The proposed amendment will assist in that action by funding public infrastructure to support continued redevelopment within the CURD. An estimated 1.3 – 1.9 million square feet of new commercial space has been

modeled to occur in the CURD over the next 25 years promoting new business growth and employment opportunities (4,021 – 5,778 jobs) in the Town Center which is in the public interest.

Working to resolve transportation connection issues

Transportation continues to be problematic in the CURD. A number of projects have been identified for funding in the proposed amendment to address this problem. These include the Tualatin Road Extension, SW Boones Ferry Road improvements from SW Martinazzi Avenue north to the SW Upper Boones Ferry/ SW Lower Boones Ferry intersection, widening SW Martinazzi Avenue north of SW Tualatin-Sherwood Road, multi-use trails along the Tualatin River, a transportation network in the East Sub-area and traffic signal coordination (Attachments B and C) and Attachment D (Plan pages 17-24). These improvements are in the public interest.

Moving forward the City Council Vision of the Town Center

The City Council has developed a vision for the Town Center in which the CURD is located. This vision states:

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 unique design standards, elements and features
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
7. Integrates seamlessly with the rest of Tualatin in all directions

To achieve this vision, the City Council has developed concepts for 1.3 – 1.9 million square feet of new commercial space, 529 - 669 dwelling units, transportation improvements, other infrastructure, parking garages, trail systems and other amenities to support that vision. All of these elements will assist in removing blight conditions and are in the public interest.

Providing access to the Tualatin River

The proposed amendment includes various components for access to the Tualatin River. This is in the form a multi-use trail system along the river within the CURD on both the north and south sides of the river. To link these multi-use

trail systems, a bridge is proposed to span the river connecting the North Sub-area to the Central Sub-area providing views of the river. The City Council and Commission further want to turn towards the river as redevelopment occurs as noted in item #2 of the Vision. Access along, over and to the Tualatin River is in the public interest.

Granting the amendment is in the public interest. Criterion "A" is met.

B. The public interest is best protected by granting the amendment at this time.

The CURD is at the point where the District stops collecting tax increment revenues at the end of fiscal year 2009/2010 or increases the amount of maximum indebtedness it can bond against for projects. Without the increase in the maximum indebtedness, funds will not be available to construct the 15 listed projects, and other revenues sources would need to be identified. Without the assistance of urban renewal, market conditions would determine the types and scale of development that would occur. The estimated 1.3 – 1.9 million square feet of new commercial development, 529 - 669 residential housing units and 4,021 – 5,778 jobs would be significantly diminished due to private sector reduced capacity to provide the necessary infrastructure.

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

Criterion "B" is met.

C. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

4.050(1) Provide a plan that will accommodate a population range of 22,000 to 29,000.

The proposed amendment will not impair the ability to accommodate the projected population range. Housing is currently listed as a use allowed either outright or conditionally within the CURD boundary. Page 44 of the Report (Attachment D) identifies a range of 529 – 669 additional housing units in the CURD over the next 25-years which would accommodate a population range of 1,375 – 1,739 people. With this existing listing of housing opportunities, the CURD assists in meeting the population range projection.

4.050 (6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.

The proposed amendment addresses public infrastructure projects based on uses currently listed in the TDC for various land use activities per the respective planning district designations. Because the proposed amendment does not modify the land use arrangement, it is consistent with this objective.

4.050 (7) Prepare a balanced plan meeting, as closely as possible, the specific objectives and assumptions of each individual plan element.

The amendment is a balance between the various objectives contained in the TDC while meeting the requirements of ORS 457 concerning blight conditions. A variety of objectives have been considered and responded to in this analysis.

The TDC has been developed to provide a variety of living and working environments. The Central Urban Renewal Plan (CURP) furthers this objective by contributing to infrastructure improvements, removing blight conditions that enhance the opportunity to provide a variety of living and working environments. This proposal does not change any of the list of uses or planning district designations within the CURP boundaries. Because the CURP supports the TDC, it meets this objective.

4.050 (10) Encourage the highest quality physical design for future development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed in the amendment, it meets this objective.

4.050 (15) Arrange the various land uses in a manner that is energy efficient.

Land uses are arranged in the TDC as reflected on Map 9-1 and the list of uses either permitted or condition for each of the respective planning district designations. The CURP supports this arrangement as noted in the Plan under Section F. Land Use (Page 36). No modifications are proposed on the arrangement of the land uses. A new Section 6, Changes to Planning District Designation (Attachment D, Page 42 of the Plan) has been added to identify the Commission to work with the City to encourage further mixed-use opportunities within the Town Center. The proposed amendment meets the objective.

4.050 (16) Encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives.

One of the concepts behind this amendment is to encourage and further mixed use development within the CURD under the existing land use structure that is in place. This will assist in encouraging energy efficiency and promote new opportunities for public transit which is consistent with the objective.

5.030(1) Provide for the housing needs of existing and future City residents.

The TDC identifies locations for housing within the CURD. The proposed amendment does not propose modifying the regulations for housing, rather it identifies infrastructure that will support the opportunity to construct housing within the CURD. Financial modeling projects 529 - 669 residential units could be constructed over the next 25 years for existing and future residents of the City which meets the objective.

5.030(2) Provide housing opportunities for residents with varied income levels and tastes that are aesthetically and functionally compatible with the existing community housing stock.

The proposed amendment has modeled the potential for 529 - 669 residential units that could be constructed over the next 25 years. The type of housing could be a mix of retirement, condominiums, apartments or lofts. The type of housing and costs will be determined with specific development proposals. To assist in the cost of housing, the CURP identifies supporting infrastructure that can assist in containing costs to a range that make it more cost effective for residents and meets the objective.

5.030(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.

The proposed amendment does not modify the location or density of housing development. Higher density residential development is already identified in the TDC to occur within the CURD and meets the objective.

5.030(7) Develop specific and enforceable design standards for multi-family developments, townhouses, manufactured homes, manufactured dwelling parks and small-lot subdivisions.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines within the Central Design District in the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

5.030(8) Encourage owner occupancy of multi-family developments and other housing units within the City.

Housing has been identified in the CURD to be developed in the future in a range estimated between 529 – 669 units. The exact type of housing has not been identified but will be addressed at the time of specific development. Owner occupancy of multi-family is a possibility and would be encouraged to meet the objective.

5.030(14) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of adjacent industrial use.

Section F of the Plan (Attachment D, Page 42) identifies the Commission working with the City in the future to modify planning district designations to ensure that use conflicts are minimized. For the North Sub-area which is currently zoned industrial, this could mean modifying the area to be a mixed use location for development which would meet the objective.

6.030(1) Encourage commercial development.

Proposed projects in the CURP are primarily infrastructure projects to assist in removing blight. Removal of blight enhances the opportunities for commercial development within the commercial designated areas of the Plan and ancillary residential development. Additionally, projects in the Plan assist in reducing costs to developers for off-site improvements that allow for higher-quality designed commercial or residential developments, which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years. This level of commercial development would promote increased employment opportunities. The Report (Attachment D, Pages 49-53) also indicates that the CURD is lagging in employment opportunities compared to other commercial areas within the City. The objective is met with this amendment.

6.030(3) Provide shopping opportunities for surrounding communities.

Financial modeling to establish the $120 million maximum indebtedness amount indicates a range of 1.3 – 1.9 million square feet of commercial development over the next 25 years, a portion of which would be shopping opportunities. This level of commercial development would promote shopping opportunities. The objective is met with this amendment.

6.030 (4) Locate and design commercial areas to minimize traffic congestion and maximize access.

Commercial areas are identified on Map 9-1 in the TDC. This amendment does not propose to change those commercial locations. The amendment does identify transportation improvements that will assist the commercial areas in achieving their highest and best use potential and providing access opportunities, which meets the objective.

6.030 (5) Continue to utilize specific and enforceable architectural and landscape design standards for commercial development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

8.020(1) Locate, when possible, general government offices in the Urban Renewal Area, preferably in a common building on the City's proposed Civic Center site.

The City Offices and Library are currently located within the CURD which meets the objective.

8.040(1)(i) The City shall provide notice to the Tigard-Tualatin School District when considering a plan or land use regulation amendment that significantly impacts school capacity.

Notice was sent to Tigard-Tualatin School District as well as an orientation meeting with the School Board Chair and Superintendent. The notice and meeting were done to comply with HB 3056 requirements as well as to articulate the range of housing opportunities projected that could affect school capacity. This objective has been met.

10.020(1) Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

The TDC contains Chapter 73 on Community Design Standards. As a subset of these standards, there are Design Guidelines in the Central Design District within the CURD boundaries. The CURP also contains these design guidelines. Both sets of regulatory provisions promote the highest quality physical design for development. No modifications are proposed to Chapter 73 or the Design Guidelines by the CURP amendment. Because the existing regulations support this objective and no modifications are proposed, the amendment meets this objective.

10.020(2) Discourage monotonous, drab, unsightly, dreary and inharmonious development.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards and is consistent with the objective.

10.020(3) Promote the City's natural beauty and visual character and charm by insuring that structures and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures and other improvements.

TDC Chapter 73 contains design standards for development to implement this objective. The proposed amendment does not propose to modify those standards. In addition, the TDC and CURP contain design guidelines for development within the Central Design District to further this objective.

10.020(4) Protect and enhance the City's appeal to tourists and visitors and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial properties.

The proposed amendment estimates 1.3 – 1.9 million new square feet of commercial development over the next 25 years. Additionally, multi-use trails are identified along the Tualatin River to activate uses along the river. Both of these activities will assist in attracting tourists and visitors and commercial investment within the CURD and furthers the objective.

10.020(5) Stabilize and improve property values and prevent blighted areas and thus increase tax revenues.

The proposed amendment has a list of capital infrastructure activities to assist in removing blight conditions within the CURD. This infrastructure will support new development and redevelopment increasing and stabilizing property values. This, in turn, will increase tax revenues over the long-term. As noted in this analysis, the range of estimated commercial development is in the 1.3 – 1.9 million square feet. Financial analysis indicates that the existing incremental assess value would grow from the current $180 million to over $800 million and is consistent with this objective.

11.610(2)(a) Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms of transportation which will link the community; minimize travel distances and vehicle-miles traveled; and safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit vehicles, trucks, and trains to and through the area when it is fully urbanized.

The list of transportation improvements (summarized in Attachments B and C) and detailed in Attachment D (Pages18-25 of the Plan) further the objective to create an interconnected system of streets, pedestrian and bicycle facilities linking the CURD area to the balance of the community. These improvements are consistent with the TSP and Chapter 11 of the TDC and meet the objective.

11.610(2)(e) For Plan Map and Text Amendments adopt a Level of Service standard F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour

for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types. For development applications, including, but not limited to subdivisions and architectural reviews, a LOS of at least D and E are encouraged for signalized and unsignalized intersections, respectively.

This Plan Text Amendment considered and was found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal, and all development scenario modeling was conducted consistent with existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

11.610(3)(a) Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.

The City's TSP identifies a roadway extension of Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection. It additionally identifies SW Boones Ferry Road north of SW Martinazzi Avenue being widened, SW Martinazzi Avenue widened to accommodate bike lanes and signal coordination efforts. These projects are proposed in the CURP to address congestion within the Town Center and the efforts to create an economically viable downtown area that are consistent with the objective.

11.610(3)(d) Incorporate a landscape element into the development plans of arterials, collectors and local streets.

The transportation projects proposed in this amendment have a landscape element in their concepts consistent with the roadway classifications listed in the TDC Chapter 11 and are consistent with the objective.

11.610(3)(e) Preserve and protect Tualatin's historic sites, where practicable, when developing new transportation facilities.

The transportation projects listed in the amendment will take into consideration historic resources during their design and permit phases consistent with Chapter 16 and 68 of the Tualatin Development Code to meet this objective. As currently listed, none of the transportation projects have a direct impact on any historic resources listed in TDC Chapter 68.

11.610(3)(f) Ensure safe and efficient access to the Tualatin Town Center.

The proposed transportation improvements listed in the amendment will further the safe and efficient access to the Town Center area with projects such as the roadway extension of SW Tualatin Road to connect with the SW Upper Boones Ferry Road/SW Lower Boones Ferry Road intersection, SW Boones Ferry Road improvements north of SW Martinazzi Avenue, SW Martinazzi Avenue widening to accommodate bike lanes and signal coordination efforts that are consistent with the objective.

11.610(4)(a) Provide a City transportation system that is consistent with other elements and objectives of the Tualatin Community Plan.

PTA-09-10 has evaluated and taken into consideration other elements of the TDC. That evaluation is contained in this report, and a balance has been struck between the various objectives to meet this objective.

11.610(4)(b) Coordinate planning of the City transportation system with the Regional Transportation Plan prepared by the Metro, working toward a plan that is consistent with the RTP.

The City's TSP is consistent with the current RTP prepared by Metro. As future RTP amendments are conducted, the City will evaluate and make the necessary adjustments. This will include revisiting the CURP to ensure it is consistent with the TSP and RTP. This objective has been evaluated and the proposed amendment meets the objective.

11.610(5)(a) Support and assist whenever practicable, the development of the metropolitan public transportation system through cooperation with the Tri-County Metropolitan Transportation District (Tri-Met).

The proposed amendment does not specifically call out for transit improvements. A meeting with TriMet identified that as transportation improvements are made, TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated which meets the objective.

11.610(5)(b) Working through Tri-Met, develop transit systems and stations, park and ride systems, and related facilities in convenient and appropriate locations that adequately and efficiently serve the residential and employment populations.

The Commission has meet with TriMet on the proposed amendment. TriMet wants to be involved in the design to ensure that the transit system or enhancements to the system can be accommodated when projects are developed which meets the objective.

11.610 (6)(a) Provide sidewalks on both sides of all fully developed streets within the City, except where it would be unsafe to do so.

The proposed transportation improvements have been modeled to include sidewalks on both side of the roadways consistent with the TSP and meet the objective.

11.610(6)(b) Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly-owned land intended for general public use.

All proposed transportation improvements in the amendment have pedestrian and bicycle elements consistent with the objective. In addition, the trail system along the Tualatin River has been modeled to be consistent with the Chapters 11 and 15 of the TDC.

11.610(6)(d) Develop a continuous multi-use pathway along the Tualatin River, and provide opportunities for pedestrian and bicycle movement across the river.

The amendment contains several trail systems along the Tualatin River both on the north and south sides. In addition, a pedestrian bridge is identified to link the two trail systems together which is consistent with the objective.

11.610(7)(b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users.

A series of transportation improvements are proposed in the amendment including the SW Tualatin Road Extension, SW Boones Ferry Road north of SW Martinazzi Avenue, widening of SW Martinazzi for bike lanes, signal coordination and transportation improvements in the East Sub-area. These improvements are either upgrades or new systems to ensure access into and within the urban renewal area consistent with the objective.

11.610(8)(a) Provide a transportation system which encourages energy conservation, in terms of efficiency of the road network and in the standards developed for street improvements.

The proposed amendment furthers the existing transportation plan contained in Chapter 11 of the TDC and the TSP. The amendment identifies funding to implement improvements as listed in the Plan on Pages 18-25 (Attachment D) in the CURD area. These improvements will encourage energy conservation and meets the objective.

11.610(9)(c) Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, and by constructing half or full street improvements needed to serve new development and to mitigate the impacts of new development.

The amendment identifies a list of transportation improvements (Attachment D, Pages 18-25 of the Plan). Most of these improvements are partnerships with property owners and developers in order to bring the projects forward to construction. This could include

dedicating rights-of-way and participating in funding the improvements which is consistent with the object.

11.610(10)(a) Establish an arterial street system which will attract and effectively accommodate all "through" trips to relieve residential collectors and local streets from heavy and hazardous traffic burdens.

The amendment does not propose modifying the arterial street system that is identified in Chapter 11 of the TDC. That system already exists to meet this objective. The amendment does identifying funding for several arterials within the CURD (Attachment D, Pages 18-25 of the Plan) that meets the objective.

11.610(11)(a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation, and the Transportation Planning Rule, including making provisions for alternative modes of transportation that will reduce reliance on the automobile, and reduce air pollution and traffic congestion.

The City of Tualatin has a TSP that is in compliance with Goal 12. A capital improvement program has been developed to implement the TSP. The CURP is one of the tools to implement this program by removing blight conditions in the Plan area. The list of transportation projects proposed in the CURP are both roadways with sidewalks and well as multi-use trail systems that provide alternative modes of travel. In addition, transit can be accommodated within the roadway network providing another travel mode which are all consistent with the objective.

11.610(12)(b) Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.

The proposed amendment has a number of improvements that will increase the safety of the transportation system that includes bike and pedestrian routes that are consistent with the objective.

12.020(1) Plan and construct a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains water improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

12.020(2) Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

12.020(3) Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

Water lines contained in the amendment will either create loops that are missing or establish new loop systems in redevelopment areas that are consistent with the objective.

13.015(1) Plan and construct a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports the land uses designated in the Tualatin Community Plan.

The proposed amendment contains sanitary sewer improvements that largely will be associated with transportation system construction. The construction of this system will be done to be consistent with the objective.

13.015(5) Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

In the East Sub-area the proposed amendment identifies costs that are in partnership with development that is in alignment with the objective.

15.020(5) Preserve the scenic value of the Tualatin River by creating a greenway along the entire bank of the River within the City.

The proposed amendment contains projects to construct a trail system along the Tualatin River. This trail may be within the greenway identified along the river or outside of the greenway depending on regulatory requirements. In either situation, greenway protection will be a part of the proposed capital projects consistent with the objective.

15.020(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.

The proposed amendment contains a trail system along the Tualatin River on both the north and south sides within the CURD. Additionally a pedestrian bridge funding is identified to link the trails together. The trail system on the south side of the river connects to Community Park. The proposed amendment furthers this objective on greenways and trail systems.

15.110(4) Balance natural resource protection and growth and development needs.

The proposed amendment contains trails along the Tualatin River within the CURD boundary. In the scoping of these projects, care was taken to consider the natural resources and the commercial and residential growth projections. A balance has been struck and would be further evaluated during the construction of the projects to ensure natural resource protection and development is considered and will meet the objective.

15.110 (6) Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Trails contained in the proposed amendment may have trails, bridges or roadways within significant natural resource areas as depicted on Map 72-3 of the TDC. At the time of construction of this public infrastructure, evaluations will occur to minimize impacts and provide mitigation as required by the various permitting agencies.

The proposed amendment is consistent with the applicable objectives of the Tualatin Community Plan. Criterion "C" is met.

D. The factors listed in Section 1.032(4) were consciously considered:

The various characteristics of areas in the City

The area, for purposes of this amendment, is the Central Urban Renewal Plan area. The proposed amendment will enhance the area through the identified capital improvement projects to assist in removing blight conditions that exist within the Plan area. Additionally, it will further the economic viability of the Town Center in which the CURD is located by promoting commercial development opportunities.

The suitability of the area for particular land uses and improvements

The CURD is identified to have a variety of land use activities ranging from commercial, residential and industrial. The City's TDC identifies a number of transportation and other infrastructure projects that are necessary to support these improvements. The CURP is a funding tool to move forward a number of these projects to the construction stage to support redevelopment and development within the CURD. Without the infrastructure improvements, the CURD will not see its potential for commercial, residential and industrial development achieved in alignment with the City Council Vision for the Town Center area.

Trends in land improvement and development

Development within the CURP area is projected to continue into the future. The proposed amendment will assist in this development by providing needed infrastructure to support the development. Areas projected to redevelop include the East, North, Central, South and West Sub-areas of the district. It is projected that 1.3 – 1.9 million

square feet of new commercial space and 529 - 669 residential units could develop in the next 25 years within the CURP.

Property values

The proposed amendment will enhance property values in the CURP area. Projections indicate the incremental assessed value of the District can grow to over $800 million in value. This is a substantial increase over the current $180 million. Without the amendment, the likelihood that this value can be obtained is severely diminished and left to market conditions.

The needs of economic enterprises and the future development of the area

The CURD area has lagged behind other commercial areas in the attraction of businesses and the associated employment opportunities that come with new business generation. Pages 49-53 of the Report (Attachment D) outline the economic conditions that exist within the CURD. This proposed amendment will assist the City in furthering its economic objectives to create business growth and employment opportunities by utilizing funds to construct public infrastructure to support the commercial development growth.

Needed right-of-way and access for and to particular sites in the area

Transportation improvements identified in the Plan will require additional right-of-way in order to be constructed. The amount of right-of-way was taken into consideration in developing the scope for these projects and factored into the financial projections. With this right-of-way will come enhanced access to various properties within the CURD. Attachments B and C provide a general list of the projects as the Plan (Attachment D, Pages 18-25).

Natural resources of the City and the protection and conservation of said resources

Several projects such as pedestrian trails along the Tualatin River and transportation corridor improvements over the Tualatin River will likely require mitigation measures for those impacts. The specifics of these will be addressed during the design and permitting of the projects with the respective regulatory agencies such as Clean Water Services, Oregon Division of State Lands, U.S. Army Corps of Engineers and Oregon Department of Environmental Quality, as examples.

Prospective requirements for the development of natural resources in the City

Several projects such as pedestrian trails along the Tualatin River and transportation corridor improvements over the Tualatin River will likely require mitigation measures for those impacts. The specifics of these will be addressed during the design and permitting of the projects with the respective regulatory agencies such as Clean Water Services, Oregon Division of State Lands, U.S. Army Corps of Engineers and Oregon Department of Environmental Quality, as examples.

The public need for healthful, safe, aesthetic surroundings and conditions

The City Council identified the CURD area as having blighted conditions in 1975 and adopted the Plan to address removal of the blight. The proposed amendment to the Plan continues that effort to remove blight and to react to changed circumstances with the Plan area. Overall, the amendment will continue to protect the public health, safety and welfare by authorizing projects that will enhance the quality of the Plan area.

Proof of a change in a neighborhood or area

Section 9.031, Area 1. This portion of the Plan comprises the City's central area and is described in the City's adopted Central Urban Renewal Plan. The Central Urban Renewal Plan is a separate plan but considered an element of this Plan. This Plan has been drafted to minimize any land use conflicts between uses on the periphery of the Central Urban Renewal Area. Map 9-3, "Central Tualatin Urban Renewal Area Planning Districts," shows the Central Urban Renewal boundary, the Core Area Parking District boundary, land use blocks within the Central Urban Renewal Area, minimum lot sizes for blocks within the Central Urban Renewal Area, and the designation of which blocks require a Master Plan to be submitted for development.

Map 9-3 is proposed to be updated to reflect a modification in the boundary of the Core Area Parking District which occurred in 1996. The Report (Attachment D, Pages 2-53) provides updates on the existing conditions as of 2010 in the CURD. Conditions have changed, but blight conditions continue to exist, necessitating additional efforts to remove the blight conditions.

A mistake in the plan map or text

None is alleged. No modifications to the Planning District designations are proposed in the CURP update proposal.

The factors listed in Section 1.032(4) were consciously considered.

Criterion "D" is met.

E. The criteria in the Tigard-Tualatin School District Facility Plan were considered.

The Tigard-Tualatin School District (TTSD) Facility Plan was considered in the proposed amendment. TTSD was coordinated with on the proposal about the potential number of dwelling units modeled in the financial analysis. At the time of preparation of this report, no comments have been received.

F. Oregon Statewide Planning Goals

The Central Urban Renewal Plan functions, as a capital improvement plan within a defined geographic area. The Plan is part of the Community Plan and is adopted by reference. The proposed amendment to the Plan is consistent with the Community Plan, which, in turn, is consistent with the State of Oregon Planning Goals and Administrative Rules. Additionally, the proposed amendment meets the requirement of ORS 457 concerning urban renewal plan consistency with the local community plan.

G. Metro's Urban Growth Management Functional Plan (UGMFP).

ORS 457 requires that an urban renewal plan be consistent with the local Community Plan. The Community Plan (Tualatin Development Code) was amended previously to be consistent with the Urban Growth Management Functional Plan by the City. The proposed amendment to the CURP is consistent with the proposed Community Plan, thus is consistent with the Urban Growth Management Functional Plan. It can also be noted the proposed amendment will further the development of the Town Center in which the CURP is located, enhancing the Town Center area as a mixed-use development area.

H. (Criterion 8) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's Planning Area.

Criterion G was considered and found to not be applicable to this amendment because it does not have any impact on Level of Service on transportation facilities. No new land uses are proposed in the CURP proposal and all development scenario modeling was conducted factoring in existing permitted or conditional uses and building height limitations within the TDC which are already contained in the TSP. Projects listed within the proposal actually move to implement elements of the TSP as they relate to the Town Center to achieve the LOS values listed above.

CENTRAL URBAN RENEWAL DISTRICT PLAN UPDATE

As a conservation measure, the draft of the Central Urban Renewal Plan and Report are not included in this packet. To view the draft of this document, please visit the City of Tualatin's website at:

http://www.ci.tualatin.or.us/departments/communitydevelopment/economicdevelopment/UrbanRenewal.cfm

AFFIDAVIT OF MAILING

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Carol Rutherford, being first duly sworn, depose and say:

That on the 16th day of February, 2010, I served upon the persons shown on Exhibit "A," attached hereto and by this reference incorporated herein, a copy of a Notice of Hearing marked Exhibit "B," attached hereto and by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Washington County and/or Clackamas County Departments of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail at Tualatin, Oregon, with postage fully prepared thereon.

Carol Rutherford

SUBSCRIBED AND SWORN to before me this 16th day of February, 2010.

OFFICIAL SEAL
CORTNEY RAE COX
NOTARY PUBLIC-OREGON
COMMISSION NO. 421300
MY COMMISSION EXPIRES SEPTEMBER 21, 2011

Notary Public for Oregon
My commission expires: Sept. 21, 2011

RE: PTA-09-10 — AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS ABLIGHT; AMENDING TDC 30.010 AND TDC MAP 9-3.

EXHIBIT E

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Exhibit A

Feed Paper
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PORTLAND FIXTURE CO
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TUALATIN OR 97062

MEANEY KATE H TRUST
8720 SW TUALATIN RD #204
TUALATIN OR 97062

LUHNOW MARY-ELIZABETH
5294 ROYAL OAKS DR
LAKE OSWEGO OR 97035

LITTLETON DAVID A & WANDA J
10090 SW INEZ ST
TIGARD OR 97224

WARREN RYAN R
8720 SW TUALATIN RD #207
TUALATIN OR 97062

REISCHMAN MARLENE L
8720 SW TUALATIN RD #208
TUALATIN OR 97062

KELLY MARIANNE C
8720 SW TUALATIN RD #209
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NISHIKAWA SHINPEI & FLORA A
1054 YOSEMITE FALLS DR
REDMOND CA 97756

HEBERT MICHAEL A
PO BOX 1695
TUALATIN OR 97062

RAY TIMOTHY P
8720 SW TUALATIN RD #212
TUALATIN OR 97062

ORLIK NADA & KAREL
8720 SW TUALATIN RD #213
TUALATIN OR 97062

KELLER PAUL M
8720 SW TUALATIN RD #214
TUALATIN OR 97062

COTTRELL DAWN M
8720 SW TUALATIN RD
TUALATIN OR 97062

SAAR ELO
8720 SW TUALATIN RD #216
TUALATIN OR 97062

HOAGLAND JENNIE M
8720 SW TUALATIN RD #217
TUALATIN OR 97062

BARTLETT CHRISTY J
8720 SW TUALATIN RD UNIT 218
TUALATIN OR 97062

HOOLIHAN BEEMER W
8720 SW TUALATIN RD #219
TUALATIN OR 97062

MESERVEY JAMES C
8720 SW TUALATIN RD #220
TUALATIN OR 97062

BELL MARLAN J
8720 SW TUALATIN RD #221
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GRANT PAMELA D
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RAMBO THOMAS C
8720 SW TUALATIN RD #300
TUALATIN OR 97062

VINCENT MICHAEL S
8720 SW TUALATIN RD #301
TUALATIN OR 97062

PROPOERTY OWNER
8720 SW TUALATIN RD #302
TUALATIN OR 97062

O'CONNELL SUZANNE JOAN
PO BOX 1671
KAUNAKAKAI HI 96748

LINDER KARI LEA
8720 SW TUALATIN RD #304
TUALATIN OR 97062

MAESTRE ROBERT A
3023 GEHLAR RD NW #2026
SALEM OR 97304

COTTINGHAM NIKKI L
8720 SW TUALATIN RD #306
TUALATIN OR 97062

RANCE CHERYL L
8720 SW TUALATIN RD #307
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MUELLER HEIDI
8720 SW TUALATIN RD #308
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BAYSINGER DAVID L
1001 SW SUMMIT VIEW DR
PORTLAND OR 97225

MOODY PATRICIA A
8720 SW TUALATIN RD #310
TUALATIN OR 97062

NASERY FARZIN
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TUALATIN OR 97062

MARRS MELISSA C
8720 SW TUALATIN RD #312
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Vacant
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PETTIBONE MARC
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MCKNIGHT MIKE
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HART JOEL E
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ELDER TRISHA
8720 SW TUALATIN RD #320
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ADAMS DONNA M
8720 SW TUALATIN RD #321
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RUTTEN PAUL H & WILHELMINA J
8720 SW TUALATIN RD #322
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DOODY ELLEN C
8720 SW TUALATIN RD #323
TUALATIN OR 97062

WOOD MELISSA J
8720 SW TUALATIN RD #324
TUALATIN OR 97062

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PORTLAND OR 97217

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JVTC EXPLORATIONS LLC
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PO BOX 61601
VANCOUVER WA 98666

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8220 SW WARM SPRINGS ST #100
TUALATIN OR 97062

CASCADE FUNERAL DIRECTORS
PO BOX 3570
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FASANO FAMILY LLC
10129 SW WASHINGTON ST
PORTLAND OR 97225

CREATIVE ASSETS LLC
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BEAVERTON OR 97075

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SALEM OR 97304

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HOFFMAN ESTATES IL 60179

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23544 SW GAGE RD
WILSONVILLE OR 97070

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SZABO PAMELA H & FERNANDO
8345 SW SENECA ST
TUALATIN OR 97062

PHILLIPS LEONARD JOHN
PO BOX 4421
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NOREEN LLC
2625 NW 205TH ST
SHORELINE WA 98177

MROCZKIEWICZ JACQUELINE
8315 SW SENECA ST
TUALATIN OR 97062

JONES KEITH N
8305 SW SENECA ST
TUALATIN OR 97062

LARSEN DINAH W
PO BOX 623
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HARDEN ROBERT C
8285 SW SENECA ST
TUALATIN OR 97062

MORENO CASTO
8275 SW SENECA ST
TUALATIN OR 97062

WHERITY KATHLEEN R
8265 SW SENECA ST
TUALATIN OR 97062

KEMP JOHN A
20210 SW CONZELMAN
SHERWOOD OR 97140

MEWS II LLC
PO BOX 72
POWELL BUTTE OR 97753

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6510 SE 32ND AVE
PORTLAND OR 97202

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PROPERTY OWNER
8145 SW SENECA ST #4
TUALATIN OR 97062

HO SON & TRAN HA
19905 SW 58TH TER
TUALATIN OR 97062

PROPERY OWNER
8175 SW SENECA ST
TUALATIN OR 97062

MEWS HOMEOWNERS ASSO.
C/O NORM EDER
1100 SW 6TH AVE SUITE 1425
PORTLAND OR 97204

JACK JARRETT
2707 CHRIS CT
FORT WASHINGTON MD 20744

LECLAIRE MOLLIE J
18750 SW BOONES FERRY RD
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SHOLES RANDY & KELLY
14595 SW 144TH AVE
TIGARD OR 97224

PROUTY KATHRYN L
18730 SW BOONES FERRY RD
TUALATIN OR 97062

CHALUPNY CAROLINE
18720 SW BOONES FERRY RD
TUALATIN OR 97062

BROSMAN WAYNE H & BRIDGITTE
18710 SW BOONES FERRY RD
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DEFFEBACH WARD W & JANET A
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SUITE #4
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RIDGLEY PATRICIA L & RANDALL D
10625 SE HILLCREST DR
PORTLAND OR 97266

BOWEN CRAIG E/PAMELA A
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KLEIN DEBORAH MARIE
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LAKE OSWEGO OR 97034

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5638 SW DOGWOOD LN
LAKE OSWEGO OR 97035

JACK IN THE BOX
PO BOX 4900
SCOTTSDALE AZ 85261

TUALATIN HOTEL PARTNERS LLC
10260 SW GREENBURG RD
SUITE 1060
PORTLAND OR 97223

TUALATIN INN-VESTMENTS LLC
16114 E INDIANA AVE SUITE 200
SPOKANE VALLEY WA 99216-1874

HILLSBORO MALL LLC
PO BOX 1681
GIG HARBOR WA 98335

CENTURY HOTEL LLC
4601 NE 78TH ST STE 130
VANCOUVER WA 98665

KIM IL WOOK & SUNG SOOK
12012 SE WILLIAM OTTY RD
HAPPY VALLEY OR 97086

COPPER MOUNTAIN TRUST CORP
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PORTLAND OR 97258

HARVEY CLARK & DAVD EMAMI
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WEST LINN OR 97068

MCDONALD'S CORP 036/0061
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BEAVERTON OR 97006

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BEND OR 97701

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SAN FRANCISCO CA 94105

S & T SPOSITO LIVING TRUST
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SALEM OR 97301

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34040 SW LADD HILL RD
WILSONVILLE OR 97070

ZEIDMAN CREDIT SHELTER TRUST
772 NW WESTOVER SQ
PORTLAND OR 97210

CRONIN PATRICK M/PRISCILLA B &
5230 NORTH BASIN
PORTLAND OR 97217

MARTINAZZI SQUARE LLC
112 THIRD ST
LAKE OSWEGO OR 97034

WASHINGTON COUNTY
169 N FIRST AVE MS42
HILLSBORO OR 97124

J LO LLC
8340 SW TONKA ST
TUALATIN OR 97062

VANDOLAY PROPERTIES LLC
8375 SW WARM SPRINGS ST
TUALATIN OR 97062

JOHNSON DOUGLAS S & JANICE M
8200 SW TONKA RD
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Exhibit B

TUALATIN DEVELOPMENT COMMISSION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OREGON 97062-0369

503 / 692-2000

NOTICE OF HEARING
TUALATIN DEVELOPMENT COMMISSION, THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN, OREGON

NOTICE IS HEREBY GIVEN that a hearing will be held before the Tualatin Development Commission at 7:00 p.m., Monday, March 8, 2010, at the Council Building, Tualatin City Center, at 18880 SW Martinazzi Avenue, to consider:

> AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS BLIGHT; AMENDING TDC 30.010 AND TDC MAP 9-3 (PTA-09-10)

This proposal would modify the Central Urban Renewal Plan and Report to increase the amount of funds that can be expended by an additional $120 million over an estimated twenty five years for fifteen projects related to transportation, sewer, water, storm drainage, pedestrian trails and bridges, Tualatin Commons Landmark feature, streetscape enhancements, parking garages, traffic signal coordination, development incentive fund and program administration costs.

Individuals wishing to comment may do so in writing to the Community Development Department, Economic Development Division prior to the hearing and/or present written and/or verbal testimony to the Tualatin Development Commission at the hearing. Hearings are commenced with a staff presentation, followed by testimony by proponents, testimony by opponents, and rebuttal. The time of individual testimony may be limited.

Copies of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost. A copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing, and will be provided at reasonable cost. **For information contact Doug Rux at 503.691.3018 or via email at drux@ci.tualatin.or.us**. This meeting and any materials being considered can be made accessible upon request.

TUALATIN DEVELOPMENT
COMMISSION, THE URBAN
RENEWAL AGENCY OF THE
CITY OF TUALATIN, OREGON

By: Sherilyn Lombos
City Recorder

AFFIDAVIT OF POSTING

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Carol Rutherford, being first duly sworn, depose and say:

That at the request of Sherilyn Lombos, City Recorder for the City of Tualatin, Oregon; that I posted two copies of the Notice of Hearing on the 16th day of February, 2010, a copy of which Notice is attached hereto; and that I posted said copies in two public and conspicuous places within the City, to wit:

1. City of Tualatin - Police Department
2. City of Tualatin - City Center Building
3. City of Tualatin - Community Development
4. Tualatin Post Office

Dated this 16th day of February 2010.

Carol Rutherford

Subscribed and sworn to before me this 16th day of February, 2010.

OFFICIAL SEAL
CORTNEY RAE COX
NOTARY PUBLIC-OREGON
COMMISSION NO. 421300
MY COMMISSION EXPIRES SEPTEMBER 21, 2011

Notary Public for Oregon
My Commission expires: Sept. 21, 2011

RE: PTA-09-10 — AN ORDINANCE APPROVING A SUBSTANTIAL AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE CENTRAL URBAN RENEWAL PROJECT, INCREASING THE MAXIMUM INDEBTEDNESS AND ADDING PROJECTS TO ADDRESS ABLIGHT; AMENDING TDC 30.010 AND TDC MAP 9-3.

EXHIBIT F

TUALATIN DEVELOPMENT COMMISSION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OREGON 97062-0369

503 / 692-2000

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TUALATIN DEVELOPMENT
COMMISSION, THE URBAN
RENEWAL AGENCY OF THE
CITY OF TUALATIN, OREGON

By: Sherilyn Lombos
City Recorder