



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 Minutes of the Work Session and Meeting of September 14, 2009
- 2. Change Order No. 5 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 Relating to.....
Modifications of the Tualatin Central Urban Renewal Plan; Amending
TDC 30.010 (PTA-09-05)

Resolution No. **578-09** Supporting an Ordinance Relating to Modifications to
the Tualatin Central Urban Renewal Plan; Amending
TDC 30.010 (PTA-09-05)

G. GENERAL BUSINESS

None.

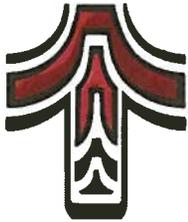
H. ITEMS REMOVED FROM CONSENT AGENDA

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



Approved by Tualatin
Development Commission
Date 9-28-09
Recording Sec. MSM

STAFF REPORT

TUALATIN DEVELOPMENT COMMISSION

TO: Honorable Chairman and Members of the Commission

FROM: Sherilyn Lombos, Administrator 

DATE: September 28, 2009

SUBJECT: APPROVAL OF THE MINUTES FOR THE WORK SESSION AND MEETING OF SEPTEMBER 14, 2009

ISSUE BEFORE THE COMMISSION:

The issue before the Commission is to approve the minutes for the work session and meeting of September 14, 2009.

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 9-28-09
Recording Sec M. Smith



TUALATIN DEVELOPMENT COMMISSION WORK SESSION MINUTES OF SEPTEMBER 14, 2009

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

ABSENT: Commissioner Maddux* [** denotes excused*]

- A. CALL TO ORDER**
Chairman Ogden called the work session to order at 7:00 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 by the Commission.
- 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 7:00 p.m.

Mike McKillip, Acting Administrator

Recording Secretary

Maureen Smith

TUALATIN DEVELOPMENT COMMISSION

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

503 / 692-2000



Approved by Tualatin
Development Commission
Date 9-28-09
Recording Sec. McGinn

TUALATIN DEVELOPMENT COMMISSION MEETING MINUTES OF SEPTEMBER 14, 2009

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; 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 7:59 p.m.

B. PRESENTATIONS, ANNOUNCEMENTS, SPECIAL REPORTS

None.

C. CITIZEN COMMENTS

None.

D. CONSENT AGENDA

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

1. Approval of Minutes of the Work Session and Meeting of August 24, 2009
2. Change Order No. 4 to the Contract Documents for Construction of the SW Herman Road Project
3. Resolution No. 577-09 Authorizing Compensation for Right-of-Way and Easements Associated with the SW Leveton Drive Extension Project (Tigard-Tualatin School District)

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 Truax, SECONDED by Commissioner Barhyte to adjourn the meeting at 8:00 p.m. MOTION CARRIED.

Mike McKillip, Acting Administrator

Recording Secretary

A handwritten signature in blue ink, appearing to read "Maureen Smith", is written over a horizontal line.



Approved by Tualatin
Development Commission
Date 9-28-09
Recording Sec ll Smith

STAFF REPORT

TUALATIN DEVELOPMENT COMMISSION

TO: Honorable Chairman and Members of the Commission

THROUGH: Sherilyn Lombos, Administrator *SL*

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

DATE: September 28, 2009

SUBJECT: CHANGE ORDER NO. 5 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. 5 for construction of the SW Herman Road project (Attachment B).

RECOMMENDATION:

Staff recommends that the Commission approve the attached change order and that the Chairman and Administrator be authorized to execute said Change Order No. 5.

EXECUTIVE SUMMARY:

- This action is not a public hearing.
- This change order covers changes associated with sidewalk thickness; additional sidewalk construction; grading; drainage changes; utility relocation; and a reduction in pipe casing. Work relating to this change is as follows:
 - Back of walk extra thickness around electrical cabinet at SW Teton Avenue
 - Construction of an 8" thick sidewalk at the SW corner of SW Teton Avenue and Herman Road for the railroad crossing
 - The correction of grading to match the grade of the handicap ramps at SW Teton Avenue
 - Drainage improvement changes including installation of approaches, a culvert and a commercial driveway
 - Relocation of an air relief valve assembly
 - Installation of a 24" pipe casing instead of the originally planned 36" casing

- Before proceeding with the next stage of this project, the Commission needs to approve Change Order No. 5 for the project.
- The expectation for project completion is mid November 2009.
- The Commission approved Change Order No. 4 in the amount of \$33,940.55 on September 14, 2009 for this project.
- There are no criteria to apply to this request.

OUTCOMES OF DECISION:

Approval of Change Order No. 5 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 Change Order No. 5 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. 5 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:

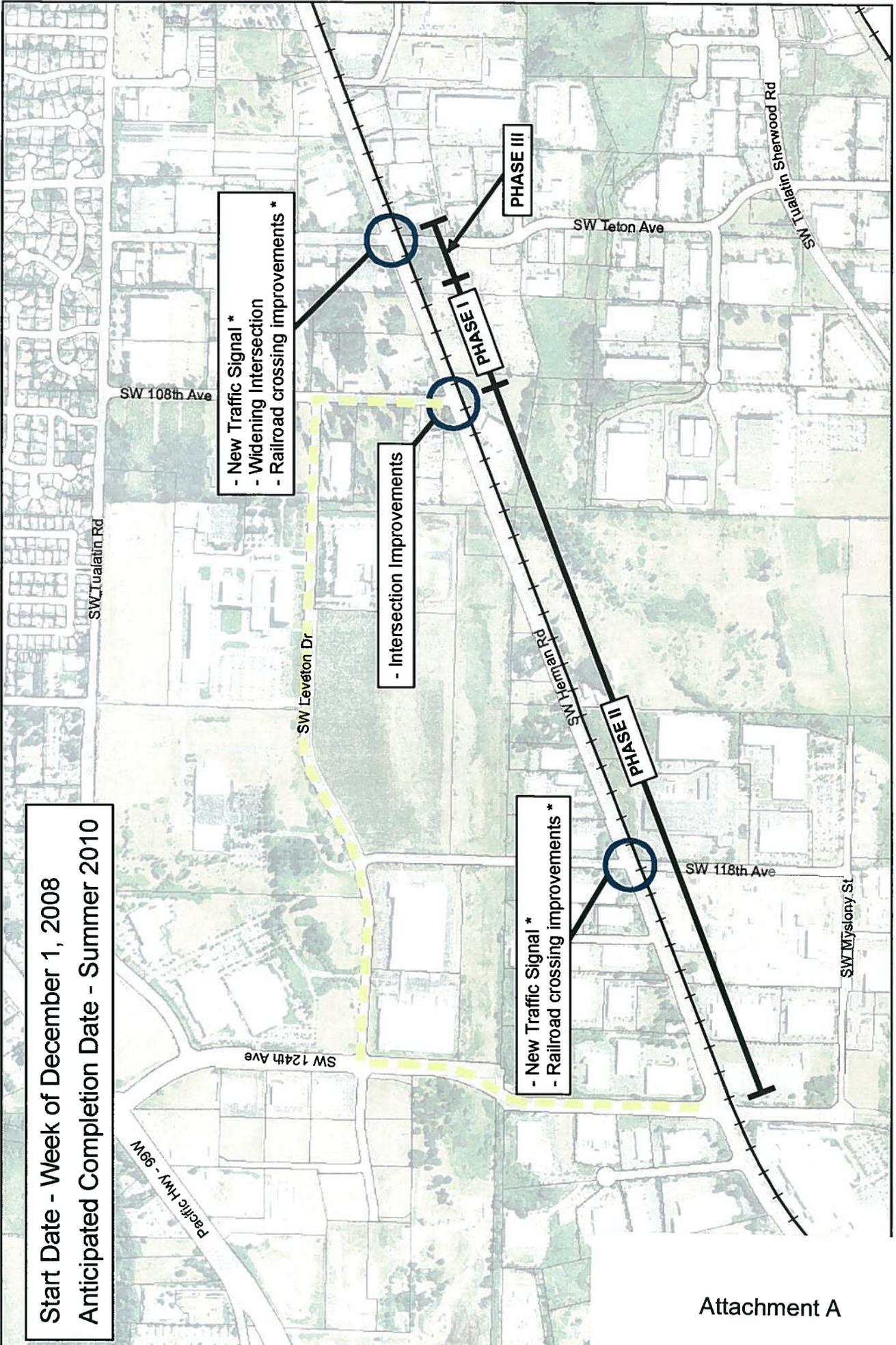
Change Order No. 5 results in a cost impact to the Commission of \$19,227.95 including the credit of \$4,229.30. The current project cost is \$4,462,306.80, which is 102% of the original bid cost. This is within budget for this project.

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. 5

Start Date - Week of December 1, 2008
Anticipated Completion Date - Summer 2010



Attachment A

man Road will remain open.
Phase II - Herman Road closed to all traffic except for local access.

Construction Detour Route



RF 1:10,000

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 errors or omissions. The map is provided "as is". Engineering and Building Dept. Printed 11/28/2008

CHANGE ORDER NO. 5

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

This Change Order No. 5 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 additional sidewalk thickness for electrical cabinet support. It is agreed that the Owner will be charged \$301.80 for 30 lineal feet by the Contractor for the following additional sidewalk thickness incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
C51	Back of walk extra thickness around electrical cabinet at SW Teton Ave.	LF	\$10.06

2. For the additional work pertaining to constructing a section of sidewalk at the SW Teton railroad crossing. It is agreed that the Owner will be charged \$763.00 for 100 square feet by the Contractor for the following additional sidewalk construction work incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
C52	8" thick sidewalk at the SW corner of Teton and Herman Road 5'x20'	SF	\$7.63

3. For the additional work pertaining to the correction of grading to match grade of handicap ramps at SW Teton Ave. It is agreed that the owner will be charged \$210.45 for 23 square yards by the Contractor for the following re-grading work incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
C53	Sidewalk grade south side of SW Teton Ave.	SY	\$9.15

4. For the additional work pertaining to drainage improvement changes including approaches, a culvert and a commercial driveway. It is agreed that the owner will be charged \$21,345.00 by the Contractor for the following drainage work incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
A107	Drainage Changes including bio rip rap pad, added ac approaches, added commercial driveway and added culvert.	LS	\$21,345.00

5. For the additional work pertaining to relocation of an air relief valve assembly. It is agreed that the owner will be charged \$837.24 by the Contractor for air relief valve assembly relocation work incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
A108	Relocation labor, equipment, trucking, and dump fees. Materials – 1" K Copper, Misc Fittings, Aggregates	LS	\$837.24

6. For the reduction of the 36" casing per the original design and installation of a 24" casing. It is agreed that the owner will be credited \$4,229.30 by the Contractor for the following pipe installation work incorporated into the project:

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE
A109	Adjust Bored 24" Culvert Bid Price (deletes carrier, reduces bore to 24")	LS	(\$4,229.30)

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.

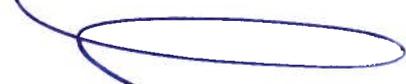
Dated this 28th day of September 2009.

Moore Excavation, Inc.

By 

Date 16 SEPT 09

TUALATIN DEVELOPMENT COMMISSION

By 
Chairman

ATTEST: 
Administrator



Approved by Tualatin
Development Commission
Date 9-28-09
Recording Sec MSM

STAFF REPORT

TUALATIN DEVELOPMENT COMMISSION

TO: Honorable Chairman and Members of the Commission

THROUGH: Sherilyn Lombos, Administrator *SL*

FROM: Doug Rux, Community Development Director *DR*

DATE: September 28, 2009

SUBJECT: RESOLUTION SUPPORTING AN ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC 30.010 (PTA-09-05)

ISSUE BEFORE THE COMMISSION:

Tualatin Development Commission (Commission) consideration regarding the request for a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC), Chapter 30 Tualatin Urban Renewal Plan, amending TDC 30.010 for the Central Urban Renewal Plan to include commuter rail train horn noise mitigation as a project within the plan.

This Plan Text Amendment application is a request by the Community Development Department, Economic Development Division, to amend Section 30.010 of the Tualatin Development Code (TDC) amending the Central Urban Renewal Plan (CURP) to identify commuter rail train horn noise mitigation as a project within the plan. 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 August 19, 2009 and voted 2-2 on a recommendation to approve a supporting resolution.

Staff recommends that the Commission to adopt a resolution supporting approval of PTA-09-05 and forward the resolution to the City Council.

EXECUTIVE SUMMARY:

- This is a noticed public hearing.
- This matter is a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC).

STAFF REPORT: Resolution CURD Plan Amendment

September 28, 2009

Page 2 of 3

- This amendment was initiated by the Community Development Department, Economic Development Division, in response to a City Council/Tualatin Development Commission request to address commuter rail train horn noise impacts within the Central Urban Renewal District.
- The City Council adopted Resolution No. 4892-09 on June 8, 2009 authorizing an Intergovernmental Agreement (IGA) with TriMet and Washington County regarding Westside Express Service (WES) Train Horn Noise Mitigation. The resolution expressed their intent to proceed with planning and designing potential noise mitigation treatments while seeking funding to implement these measures through future amendment or separate Intergovernmental Agreement.
- On July 13, 2009 the City Council conducted a work session on a Quiet Zone Study Update. Four of the study intersections are located within the Central Urban Renewal District (CURD) (Tualatin Road, Nyberg Street, Tualatin-Sherwood Road and Boones Ferry Road Pedestrian Crossing). The remaining intersections are located outside of the CURD. The Tualatin Urban Renewal District was identified as one of the potential funding sources for mitigation within the CURD. The identified funding need within CURD is up to \$1.3 million.
- On July 27, 2009 the City Council adopted Resolution No. 4913-09 authorizing an Intergovernmental Agreement with TriMet and Washington County regarding WES Train Horn Noise Mitigation Funding. Contained in the Staff Report was a summary of funding sources including the American Recovery and Reinvestment Act (ARRA), Tualatin Central Urban Renewal District (CURD), and Washington County. Crossing treatments within the CURD identified were: Tualatin Road – Wayside Horn & Pedestrian Gates; Nyberg Street – Wayside Horn; Tualatin-Sherwood Road – Wayside Horn; Boones Ferry Road Pedestrian Crossing – Wayside Horn. The noise mitigation treatments under this IGA cover intersections outside of the CURD only.
- The Urban Renewal Advisory Committee discussed the proposal and had a split vote on forwarding a recommendation in support of PTA-09-05. Concerns expressed were noise from freight trains, the proposal does not address ground vibrations, impacts are to a small group of residents and businesses, and other urban renewal projects have been given up and not constructed. Supportive comments included people live next to train tracks in larger cities, the \$1.3 million is not enough to do another listed project, and value to attracting other commercial opportunities.
- The proposed PTA language, as prepared by staff, is provided in Attachment A. The Plan Amendment approval criteria are addressed in the Analysis and Findings section of this report (Attachment C).
- 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 C) 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 C) examines the application with respect to the criteria for a Plan Amendment.

OUTCOMES OF DECISION:

Approval of the PTA request will result in the following:

1. Adding train horn noise mitigation as a project in the CURP to mitigate impacts within the CURD.
2. Reduces funding for the East Commons project from \$2.4 million down to \$300,000, but retains the project in the plan.
3. Modifies funding for remaining projects in the CURP (Tualatin-Sherwood Road, Boones Ferry Road Tualatin Road to Tualatin-Sherwood Road, Loop Road/Eastside Downtown, Commons Landmark, and Boones Ferry Road Martinazzi to Lower Boones Ferry Road) based on revenue projections.

Denial of the PTA request will result in the following:

1. Tax increment revenues cannot be used for implementing train horn noise mitigation within the CURD.

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:

The Applicant is the Economic Development Division. No fee is required. Funds have been budgeted in the Planning Division's FY 09/10 budget to prepare and process City-initiated amendments.

PUBLIC INVOLVEMENT

The proposed amendment is a legislative amendment and no neighbor/developer meeting was required.

- Attachments:**
- A. Proposed Amendment
 - B. Background Information
 - C. Analysis and Findings
 - D. Resolution

CENTRAL URBAN RENEWAL PLAN PROPOSED AMENDMENT

September 28, 2009

Attached is a proposed amendment to the Tualatin Development Code Tualatin Urban renewal Plan, Section 30.010 and it reference document to the Central Urban Renewal Plan (CURP).

The proposal is to amend the CURP to incorporate commuter rail train horn mitigation. The following elements are part of the proposal: (All text changes in the Plan and Report are highlighted in red with underlines)

Section 30.020 – Add 2009 to the text language.

Central Urban Renewal Plan Cover – Changes to date from July 2006 to October 2009.

Title Page – Changes the date from July 2006 to October 2009.

Table of Contents –Pages i-ii, No changes

Tables and Maps – Page iii, No changes.

List of Adoption and Amendments – Pages iv-vi, Adds a new amendment for October 2009.

SECTION I: URBAN RENEWAL PLAN, A. INTRODUCTION, 2. HISTORY OF ADOPTION AND AMENDMENT – Page 7, adds amendment summary language.

SECTION I: URBAN RENEWAL PLAN, B. GOALS AND OBJECTIVES, 1. GOALS AND OBJECTIVES OF THE URBAN RENEWAL PLAN – Page 7, Goal 7; Transit, adds new language under Objective c. concerning mitigating commuter rail train horn noise impacts. Page 12 updates the amendment adoption history.

SECTION I: URBAN RENEWAL PLAN, C. DESCRIPTION OF PROJECT - Page 14, adds new language on the Tualatin Development Commission working with the City of Tualatin to mitigate commuter rail train horn noise impacts. Page updates the amendment adoption history.

SECTION I: URBAN RENEWAL PLAN, D. OUTLINE OF PROJECT ACTIVITIES, PUBLIC IMPROVEMENTS, b. Roads and Streets – Page 21, adds language for the SW Martinazzi Avenue project clarifying if funding is available. Similar language is added for SW Nyberg Street.

SECTION I: URBAN RENEWAL PLAN, D. OUTLINE OF PROJECT ACTIVITIES, PUBLIC IMPROVEMENTS, g. Transit Facilities – Page 25, adds a new bullet on project activity of commuter rail train horn mitigation and working with the City of Tualatin. Page 25 updates the amendment adoption history.

SECTION I: URBAN RENEWAL PLAN, E. REAL PROPERTY ACQUISITION, DISPOSITION: ESTIMATED SCHEDULE – Pages 28-33, No changes

SECTION I: URBAN RENEWAL PLAN, F. LAND USE – Pages 33 – 38, No changes.

SECTION I: URBAN RENEWAL PLAN, G. RELOCATION PLAN – Page 38, No changes.

SECTION I: URBAN RENEWAL PLAN, H. METHODS OF FINANCING PROJECT ACTIVITIES – Pages 38 - 39, No changes.

SECTION I: URBAN RENEWAL PLAN, I. FUTURE AMENDMENT PROCESS – Pages 39 - 40, No changes.

SECTION I: URBAN RENEWAL PLAN, J. MAP AND LEGAL DESCRIPTION – Pages 40 - 41, No changes.

SECTION II: URBAN RENEWAL REPORT, A. INTRODUCTION – Page 1, Add language on 2009 amendment.

SECTION II: URBAN RENEWAL REPORT, B. EXISTING CONDITIONS – Pages 1 – 36, No changes.

SECTION II: URBAN RENEWAL REPORT, C. REASONS FOR SELECTION OF THE URBAN RENEWAL AREA – Page 36, No changes.

SECTION II: URBAN RENEWAL REPORT, D. RELATIONSHIP BETWEEN PROJECTS AND CONDITIONS IN THE URBAN RENEWAL AREA – Page 37, No changes.

SECTION II: URBAN RENEWAL REPORT, E. ESTIMATED COST AND REVENUE SOURCES – Page 38, Updates Table 12 on Page 39. Page 38 updates the amendment adoption history.

SECTION II: URBAN RENEWAL REPORT, F. ANTICIPATED PROJECT START AND COMPLETION DATES – Page 38, Updates Table 12 on Page 39. Page 38 updates the amendment adoption history.

SECTION II: URBAN RENEWAL REPORT, G. ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT

RETIREMENT – Page 39, Updates Table 13 on Page 41. Page 41 updates the amendment adoption history.

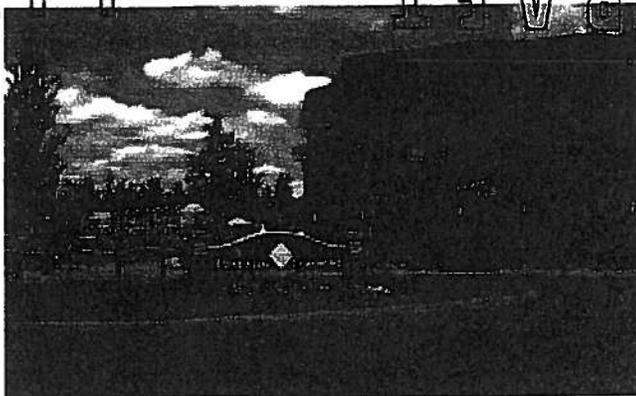
SECTION II: URBAN RENEWAL REPORT, H. FINANCIAL FEASIBILITY ANALYSIS – Page 42, No changes.

SECTION II: URBAN RENEWAL REPORT, I. FISCAL IMPACTS ON TAXING JURISDICTIONS – Page 42, No changes.

SECTION II: URBAN RENEWAL REPORT, J. RELOCATION REPORT – Page 44, No changes.



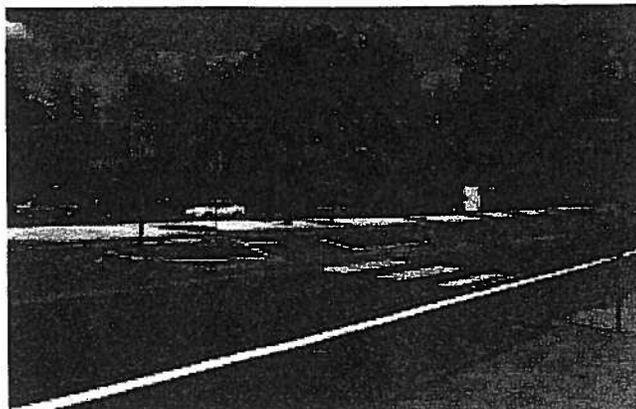
Fountain/Plaza at Tualatin Commons



Tualatin Commons & Hayden's Restaurant



North Commons

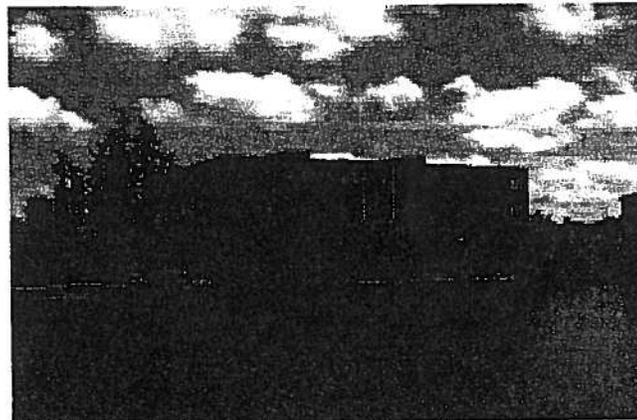


Pedestrian Crossing Boones Ferry Road

CENTRAL URBAN RENEWAL PLAN – OCTOBER 2009



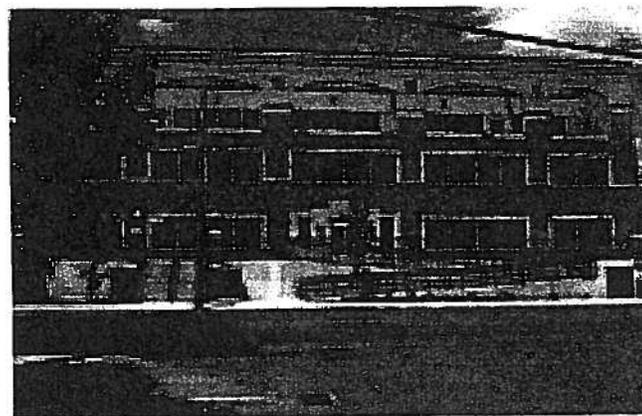
Lake of the Commons Looking West



Lake of the Commons Looking East



"White" Parking Lot



Aspen Place – Boones Ferry Road

DRAFT

CENTRAL URBAN RENEWAL PLAN

~~July 2006~~

October 2009

TABLE OF CONTENTS

Section I: URBAN RENEWAL PLAN

A.	<u>Introduction</u>	1
1.	Definitions	1
2.	History of Adoption and Amendment.....	3
3.	Citizen Involvement Process.....	7
B.	<u>Goals and Objectives</u>	7
1.	Goals and Objectives of the Urban Renewal Plan.....	7
2.	Relationship to Local Objectives.....	12
C.	<u>Description of Project</u>	13
D.	<u>Outline of Project Activities</u>	15
1.	Public Improvements.....	15
a.	Flood Control.....	15
b.	Roads and Streets.....	15
c.	Utilities.....	22
d.	Parking Facilities.....	22
e.	Pedestrian Facilities.....	23
f.	Civic Facilities	24
g.	Transit Facilities	24
2.	Land Acquisition and Clearance	24
3.	Land Disposition, Development and Redevelopment	26
4.	Rehabilitation and Conservation.....	28
E.	<u>Real Property Acquisition, Disposition: Estimated Schedule</u>	28
1.	Real Property Acquisition.....	28
2.	Real Property Disposition	30
F.	<u>Land Use</u>	32
1.	Permitted Uses.....	34
2.	Structure Height.....	35
3.	Minimum Lot Sizes	35
4.	Requirements for Master Planning.....	36
5.	Central Design District Guidelines	36
G.	<u>Relocation Plan</u>	37

H. Methods of Financing Project Activities 37
1. General Description of Financing Methods..... 37
2. Self-Liquidation of Cost of Projects 38
3. Completion of Projects 38

I. Future Amendment Process 38

J. Map and Legal Description..... 39/40

Appendix G: Central Design District Design Guidelines, October 2001

URBAN RENEWAL PLAN

TABLES

<u>No.</u>		<u>Page</u>
1	Properties Acquired - Tualatin Commons.....	29
2	Properties Acquired – Outside Tualatin Commons	30
3	Summary of Planning District Standards in the Urban Renewal Area.....	33-34

MAPS

<u>No.</u>		<u>Page</u>
1	Central Tualatin Urban Renewal District Boundary	41
2	Flood Control	43
3	Transportation	45
4	Core Area Parking District.....	47
5	Tualatin Commons Property Acquisition Map	49
6	Property Acquired Outside of Tualatin Commons	51
7	Planning Districts.....	53
8	Central Design District.....	55

CENTRAL URBAN RENEWAL PLAN

ADOPTION

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

AMENDMENTS

<u>Amendment Number</u>	<u>Date</u>	<u>Amendment Type</u>	<u>Purpose</u>
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.

<u>Amendment Number</u>	<u>Date</u>	<u>Amendment Type</u>	<u>Purpose</u>
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.

<u>Amendment Number</u>	<u>Date</u>	<u>Amendment Type</u>	<u>Purpose</u>
21 (TDC Res. 398-02)	March 11, 2002	Minor	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.
(Ord. No. 1108-02)	April 22, 2002	Council Approved	
22 (Ord. 1213-06)	July 10, 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.
(TDC. Res. 526-06)	June 26, 2006		
<u>23</u>			<u>Amend Plan and Report to amend Section</u>
<u>TDC (Res. _____)</u>	<u>September 28, 2009</u>		<u>30.010 as it relates to transit and train horn</u>
<u>(Ord. _____)</u>	<u>October 12, 2009</u>	<u>Council Approved</u>	<u>noise mitigation.</u>

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.

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.

"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.

"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.

"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.

"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.

"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.

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

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 project as a project if funding is available.

[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; and Ordinance 1213-06 passed July 10, 2006; and Ordinance _____ passed October 12, 2009.]

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 adopted by the City Council at public meetings which are noticed in conformance with state law.

[This section was amended by TDC Resolution 398-02, adopted March 11, 2002]

B. GOALS AND OBJECTIVES

1. GOALS AND OBJECTIVES OF THE URBAN RENEWAL PLAN

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 and Central Design District Enhancement Project 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. Both 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, community facilities, pedestrian facilities, streetscape enhancements, art 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 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.
 - c. Encourage the development of existing Central Commercial designated land before re-designating other land within the Urban Renewal Area as Central Commercial.
 - d. 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.

Goal 2: Housing

To encourage multi-family housing in the Urban Renewal Area as supportive of commercial 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.

Goal 3: Industrial Development

To promote new industrial development in the southwestern sub-area of the Urban Renewal Area which is compatible with existing development and to encourage retention and expansion of existing industries in the northern and southwestern sub-areas of the Urban Renewal Area.

Objective: Where appropriate, assist in provision of public facilities and services to support development of the southwestern industrial sub-area of the Urban Renewal Area.

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 provides 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. Where appropriate, assist in planning and development of a retail postal facility within the Tualatin Commons Redevelopment Project.
 - e. 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.

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

IMPROVED TRAFFIC AND TRANSPORTATION

Goal 5: Transportation

To provide transportation access and circulation which is supportive of central 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 and Central Design District Enhancement Project Area.
 - 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, 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, natural areas, and to link the business district on the south side of SW Boones Ferry Road to the future business district on the north side of SW Boones Ferry Road.

- Objectives:
- a. Create pedestrian ways and bikeways to link the downtown area to the Community Park and to connect development on the north and south sides of SW Boones Ferry Road.
 - b. Provide sidewalks and lighting in the Urban Renewal Area where appropriate to encourage and support pedestrian-oriented activities in the downtown area. Provide rain protection where feasible.
 - c. Create attractive pedestrian streetscapes in the downtown area (central sub-area).

Goal 7: Transit

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

- Objectives:
- a. Assist Tri-Met 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 overhead electric, cable, and telephone lines in the downtown area and 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 downtown.

RECREATIONAL AND COMMUNITY FACILITIES

Goal 9: Parks

To provide a high-quality park and recreation system to offset the environmental effect of large areas of commercial and industrial 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 the 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 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; and Ordinance 1213-06 passed July 10, 2006]; and Ordinance _____ passed October 12, 2009]

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 Tualatin Community Plan. The Urban Renewal Plan is a part of the Community Plan. The Community Plan and Planning District Standards together comprise the Tualatin Development Code.

The goals and objectives of the Urban Renewal Plan are based upon those in the Community Plan, as they relate to the Urban Renewal Area. The Urban Renewal Plan

serves to further define local objectives 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 and Central Design District Enhancement Project 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 Community Plan and the Transportation System Plan. In particular, the plan calls for funding and construction of street improvements, pedestrian and bicycle facilities; for cooperation with Tri-Met 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 Community Plan 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 area to the Community Park and preserving the scenic value of the Tualatin River, Hedges Creek and Nyberg Creek.

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 Tualatin Development Code, Flood Plain District Standards.

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

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, traffic congestion, irregular platting and lack of public facilities and utilities. The Project's activities, 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 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, architectural focal points, art, streetscape enhancements 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 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 will include 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.

[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; ~~and~~ Ordinance 1213-06 passed July 10, 2006; and Ordinance _____ passed October 12, 2009.]

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, 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.

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 avenue for east/west traffic through the City and functions 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 with traffic signals at 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 the remainder of the road to Highway 99 should 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 SW Tualatin-Sherwood Road bypass, SW Nyberg Street will function as a minor collector primarily as a main access point into the downtown area.

At the east end of the bridge, a loop ramp to accommodate the eastbound to northbound 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, widening the roadway from the K-Mart/Fred Meyer signal east which includes the over-crossing to accommodate two 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 Tualatin-Sherwood Road to SW Nyberg 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 east/west railroad crossing and should be developed with two travel lanes, continuous left turn lane, bike lanes and sidewalks. 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.

- 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 Lower Boones Ferry Road extension.

- SW Lower Boones Ferry 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 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 Safeway and the City Office Building. At this point the road will turn south and generally run parallel to the City Center 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 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 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.

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.
- Partial improvements to SW Boones Ferry Road from SW Martinazzi Avenue to SW 84th Avenue.
- Improvements to SW Nyberg Street from SW Martinazzi Avenue to Lake of Commons and Lake of Commons to SW Boones Ferry Road.
- Partial improvements to SW Seneca Street from SW Martinazzi Avenue to Lake of Commons and Lake of Commons to SW Boones Ferry Road.
- Partial 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.

Specific Project Activities, Road and Street Improvements: The Plan proposes to participate in the following improvements to the road and street system 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.
- Other intersection improvements as found necessary.

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 (if funding is available).

- 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 (if funding is available).
- Loop Road/Eastside Downtown (north half); segments to be determined (if funding is available).
- SW Nyberg Street west of K-Mart to SW Martinazzi Avenue. Improvements may be constructed in conjunction with the Tualatin Commons Redevelopment Project or Central Design District Enhancement Project, including rebuilding and widening of road 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, bump-outs and pedestrian improvements (if funding is available).

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, 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.
- Other road and street improvements as found necessary.

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 Community Plan state the city's policies and procedures regarding system improvements. The improvements within the Urban Renewal Area are shown on Maps 13-18 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.

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 Boones Ferry Road and Seneca Street.
- Yellow Parking Lot: Construct parking lot east of SW 84th Avenue, south of Seneca Street and north of Nyberg Street.
- Red Parking Lot: Construct parking lot 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 (if funding is available).
- Public Parking Lots: Construct signage appropriate for identification of all public parking 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.

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 discussion 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.
- Tualatin Commons Landmark: Construction of a focal element at the center of the Tualatin Commons Project area (if funding is available).
- Tualatin Library: Expansion of the public library.

g. Transit Facilities

Improving transit facilities has been a goal and objective the Plan. Plan activities in this regard have included assisting Tri-Met 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

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.

[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; and Ordinance 1213-06 passed July 10, 2006; Ordinance _____ passed October 12, 2009]

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.

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 will acquire property identified as 2S1 23D, Tax Lot 500, consistent with Goal 4 of this Plan to promote civic facilities in the Central 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.

[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; and Ordinance 1108-02, passed April 22, 2002.]

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.

Disposition of properties acquired by the Development Commission may include the following:

- 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 project area by the City of Tualatin and Tualatin Development Commission for a community center.
- Redevelopment by the U.S. Postal Service for a retail postal facilities within the project area.
- Construction of public facilities that may include water feature(s), pedestrian facilities, and parking facilities.
- Road, street and utility 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; and TDC Resolution 3098-02 adopted March 11, 2002.]

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. Although no specific programs for Urban Renewal participation in the costs of rehabilitation are contemplated, 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 and by TDC Resolution 398-02 adopted March 11, 2002.]

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.

Where appropriate, the Commission seeks to acquire limited interests in the above parcels as an alternative to fee simple interest. Such limited interests may include leasehold interests, options, conditional acquisition agreements, and any other limited right to use or possession.

Table 1 Properties Acquired - Tualatin Commons

<u>Tax Map</u>	<u>Tax Map</u>	<u>Square Feet</u>
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

<u>Tax Map</u>	<u>Tax Map</u>	<u>Square Feet</u>
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 98/99.

[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; and TDC Resolution 398-02, adopted March 11, 2002.]

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 the U. S. Postal Service by sale, lease or other manner for development of retail postal center in the Tualatin Commons Redevelopment Area.
- 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 within the Central Design District Enhancement Project during Fiscal Years 2000/01 through 2009/10.

[Section E2 amended by Ordinance 881-92, passed November 9, 1992, and TDC Resolution 398-02, adopted March 11, 2002.]

F. LAND USE

Land use within the Urban Renewal Area is governed by the Planning District Standards contained in the Tualatin 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 2 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, and TDC Resolution 398-02 adopted March 11, 2002.]

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

<u>Planning Districts</u>	<u>Permitted Uses</u>
Central Commercial (CC)	Retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. This district serves to implement the City's Central Urban Renewal Plan. The District provides areas suitable for civic, social and cultural functions serving the general community. Multi-family dwellings are also appropriate uses in certain blocks within the District.
Office Commercial (CO)	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)	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.
Light Manufacturing (ML)	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, with appropriate restrictions, for retail sale of the products not allowed for sale in the General Commercial Planning Districts.
General Manufacturing (MG)	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)

High density garden apartment and condominiums development. 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)

High density apartments 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 Tualatin Development Code for further information.

[Table 3 amended by TDC Resolution 398-02 adopted March 11, 2002.]

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 Residential High Density 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; and TDC Resolution 398-02 adopted March 11, 2002.]

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, 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.]

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 as 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; and 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 Tualatin 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; and TDC Resolution 398-02 adopted March 11, 2002.]

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 Tualatin Community Plan 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.]

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 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060

[Section G amended by City Resolution 333-78 adopted February 27, 1978.]

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 457.460. This Plan authorizes the division of ad valorem taxes pursuant to ORS 457.420 through 457.460. 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 \$27,705,384. 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, and by Ordinance No. 996-98, passed March 23, 1998.]

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 - 457.450 shall cease as provided by ORS 457.450.

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. 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 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 for the Tualatin Commons Redevelopment Project, which would not result in an increase of more than 15% of the land area of the existing parcels to be acquired.

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 less than 1% land area to the urban renewal area as authorized by statute.
2. Extending the date after which no bonded indebtedness shall be issued with respect to the Plan or any project undertaken or to be undertaken under the Plan.
3. 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.
4. Making other changes in the Plan which alter the major assumptions, purposes and objectives underlying this plan.

Substantial Amendments

1. Adding land to the urban renewal area (except such minor additions of land as may be authorized by statute as not constituting a substantial amendment).
2. Increasing the maximum amount of bonded indebtedness excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness issued or to be issued 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 Comprehensive Plan and implementing ordinances. 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 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; and TDC Resolution 389-01, adopted December 10, 2001.]

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 southwestwardly 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, and by Ordinance 1108-02, passed April 22, 2002]

DRAFT

CENTRAL URBAN RENEWAL REPORT

~~July 2006~~

October 2009

TABLE OF CONTENTS

SECTION II: URBAN RENEWAL REPORT

A.	<u>Introduction</u>	1
B.	<u>Existing Conditions</u>	1
1.	Physical Conditions.....	2
a.	Land Use.....	2
b.	Building Conditions.....	12
c.	Historic Structures.....	15
d.	Natural Features.....	16
e.	Geologic Limitations.....	18
f.	Flooding.....	19
g.	Transportation.....	22
h.	Infrastructure.....	25
2.	Social Conditions.....	29
3.	Economic Conditions.....	31
a.	The 1977 Economic and Market Analysis.....	31
b.	The 1983 Pacific Economica Report.....	31
c.	The 1984 Village Square Market Analysis.....	32
d.	The 1992 Tualatin Commons Market Analysis.....	32
4.	Plan Impacts.....	35
C.	<u>Reasons for Selection of the Urban Renewal Area</u>	36
D.	<u>Relationship Between Projects/Conditions in the Urban Renewal Area</u>	37
E.	<u>Estimated Project Cost and Revenue Sources</u>	38
F.	<u>Anticipated Project Start and Completion Dates</u>	38
G.	<u>Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement</u>	40
H.	<u>Financial Feasibility Analysis</u>	42
I.	<u>Fiscal Impacts on Taxing Jurisdictions</u>	42
J.	<u>Relocation Report</u>	44
1.	Relocation Analysis.....	44
2.	Relocation Methods.....	44
3.	Cost Enumeration.....	45

TABLES

<u>Number</u>		<u>Page</u>
1	Existing Planning Districts: 1992	5
2	Existing Land Use: 1992	6
3	Commercial Land Use: 1992	7
4	Size of Parcels: 1992	7
5	Existing Planning Districts: 2001	9
6	Existing Land Use: 2001	10
7	Commercial Land Use: 2001	11
8	Size of Parcels: 2001	12
9	Building Conditions: 1984	13
10	Comparison of the 1984 and 1992 Building Conditions	14
11	Comparison of the 1992 and 2001 Building Conditions	15
12	Project Revenue, Costs and Schedule	39
13	Tax Increment Revenues	41
14	Fiscal Impacts on Taxing Jurisdictions	43
15	Properties that Received Relocation Assistance	44

MAPS

<u>Number</u>		<u>Page</u>
1	Existing Land Use (1975)	47
2	Urban Renewal Sub-Areas	49
3	Existing Land Use (2001)	51
4	Existing Buildings (1976)	53
5	Existing Buildings (1984)	55
6	Existing Buildings (2001)	57
7	Natural Areas and Wetlands	59
8	Natural Areas and Wetlands (2001)	61
9	Significant Tree Masses (2001)	63
10	Floodplain Protection District	65
11	Transportation	67
12	Transportation (2001)	69
13	Sanitary Sewer	71
14	Sanitary Lines (2001)	73
15	Storm Sewer	75
16	Storm Lines (2001)	77
17	Water	79
18	Water Lines (2001)	81

APPENDICES:

- Appendix A: Resolution No. 74-21, dated September 23, 1974
Resolution No. 30-75, dated January 27, 1975
- Appendix B: Existing Structures Survey, 1976
- Appendix C: Building Condition Inventory, 1984
- Appendix D: Flood Control Report prepared by CH2M Hill, 1976
- Appendix E: Transportation Element of Tualatin Urban Renewal Plan
Prepared by Carl H. Buttke, June 13, 1977
- Appendix F: Traffic and Parking Report, Review and Update of the
Tualatin Urban Renewal Plan, Transportation Element
Prepared by Associated Transportation Engineering
and Planning, Inc., November 1982

SECTION II: URBAN RENEWAL REPORT

A. INTRODUCTION

Oregon Revised Statute (ORS) 457.095-(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.

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.

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

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 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 1992 are described in this Report as well as conditions as of 2002 as part of the updating process. 1984 and 1992 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, and by TDC Resolution 398-02 adopted March 11, 2002.]

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 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 2, "Urban Renewal Sub-Areas")
- The 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 2)
- The 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 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 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 2)

- The 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 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.

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 business district 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 northern 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).

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 northern 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 western 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	ACRE S	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 western 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 Central 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 to be 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 of the area, 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 business district 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, Nyberg Creek Retail Center, Bushwackers, Tualatin Transmission, Nabco office/retail, Tualatin Drycleaners, and Aspen Place.

In addition to the new commercial development, there were thirty-eight expansion, 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 have 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, promenade) and the Tualatin Skate Park.

No new industrial development or redevelopment has occurred in the southwestern or north sub-areas of the Urban Renewal Area. In the southwestern 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 6 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 developed 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 Central 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. (see Map 4 of the Plan.) 124 parcels are less than 5,000 square feet. Seventy-five of these parcels are associated with a residential condominium project. Forty-one 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 redevelopable 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

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 was conducted in 2001 as was conducted in 1992.

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 4, "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 "1984 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 1984, 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 5, "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 9. Condition ratings for individual buildings are identified by tax lot in Appendix C, "The 1984 Building Condition Inventory."

TABLE 9

BUILDING CONDITIONS: 1984

<u>Rating</u>	<u>Number of Buildings</u>
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. Nineteen 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," 11 had been demolished either publicly or privately. Although more new buildings (less than 5 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 10 is a comparison of the 1984 study and the 1992 quick study.

TABLE 10

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 6, "Existing Buildings 2001." Five buildings have been demolished since 1992 (three residences and two commercial structures.) Twenty-eight new buildings were constructed in the past five years. Although more new buildings (less than 5 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 11 is a comparison of the 2001 and 1992 studies.

TABLE 11

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, Tualatin Greene Condominiums).

c. HISTORIC STRUCTURES

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 other buildings in the Urban Renewal Area are currently being considered for inclusion for landmark designation. These buildings are as follows:

<u>Tax Map and Lot</u>	<u>Name or Location of Building</u>
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 list comprises structures within the Urban Renewal Area:

<u>Tax Map and Lot</u>	<u>Name or Location of Building</u>
2S123 300	Sweek House
2S123AA 1500	Little White House
2S123AA 1601	Wesch House
2S123 300	Smith/Boone House
2S124A 2502	Nyberg House
2S124BC 3001	Robinson Store
2S124CB 900	Methodist Church
2S124BC 4700	Winona Grange #271

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 7 "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 8 "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, Greenway Protection Overlay District (GPO) and Natural Areas of the Tualatin Development Code, contain 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 9.

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.

Clean Water Services adopted regulations in 1991 addressing buffer areas adjacent to 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.

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, 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 3 to 5 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.

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 1.5 mile) floodplains.

The last 3 miles of the Tualatin River flow through a narrow gorge and has 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 (4 to 6 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 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.

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 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.

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 Renewal Area. SW Boones Ferry Road serves as an arterial through the Core (see Map 11, "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 Road;
- 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 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 12, "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 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 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 west bound 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, 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.

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 13 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, shown also in Map 13.

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, shown also in Map 14.

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, 12-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 15. 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.), and are shown in Map 15.

2001 Conditions

A number of modifications have been made to the storm sewer system as part of the Tualatin Commons Redevelopment Project. Map 16 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.

Clean Water Services in 1995 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 drain 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.

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 Tualatin Road business area, and businesses adjacent to Parking Lot C (see Map 17). 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 17. 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, and are shown in Map 17.

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, and are shown in Map 18.

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.

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 in 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.

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 Black Parking Lot. Future overhead utility under grounding should be made in conjunction with street, parking lot and public space construction.

[Section B-1 amended by Ordinance 881-92, passed November 9, 1992, and by TDC Resolution 398-02 adopted March 11, 2002.]

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 follows¹:

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 multifamily residences have been constructed and in the west sub-area north of the Hedges Creek Wetland Protected Area with multifamily 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 follows²:

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.

[Section B-2 amended by Ordinance 881-92, passed November 9, 1992, and by TDC Resolution 398-02, adopted March 11, 2002.]

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 a 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 a 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 their 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.

[Section B-3 amended by Ordinance 881-92, passed November 9, 1992, and by TDC Resolution 398-02 adopted March 11, 2002.]

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.

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 as per 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.

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, and by TDC Resolution 398-02, adopted March 11, 2002.]

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 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 and the Central Design District Enhancement Project. The major goal is "to encourage and facilitate commercial development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district." (Goals and Objectives of the Urban Renewal Area, Goal 1).

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.

[Section D amended by Ordinance 881-92, passed November 9, 1992, and by TDC Resolution 398-02, adopted March 11, 2002, and Ordinance No.1213-06 passed July 10, 2006.]

E. ESTIMATED PROJECT COST AND REVENUE SOURCES

Revenues for the urban renewal projects called for in the Plan are shown in Table 12. The primary source of revenue are the proceeds of tax increment bonds. The proceeds of bonds issued prior to FY 2001/2002 account for much of the beginning balance shown in Table 12. Short-term bonds issued and repaid within one year are the primary source of revenues from FY 2001/2002 through FY 2010/2011, 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.

The Shilo Inn case issued in December 2001 by the Oregon Supreme Court may affect project revenues identified in Table 12. Once resolution is reached on the impacts of revenues for urban renewal, the financial information should be updated.

[Section E amended by Ordinance 881-92, passed November 9, 1992, TDC Resolution 398-02, adopted March 11, 2002, and Ordinance No.1213-06 passed July 10, 2006; and Ordinance No. _____ passed October 12, 2009.]

F. ANTICIPATED PROJECT START AND COMPLETION DATES

Table 12 also shows the years in which the projects are started and completed. All projects are anticipated to be completed by the end of FY 2010/2011.

[Section F amended by Ordinance 881-92, passed November 9, 1992, and by TDC Resolution 398-02, adopted March 11, 2002, and Ordinance No.1213-06 passed July 10, 2006; and Ordinance No. _____ passed October 12, 2009.]

TABLE 12: ESTIMATED PROJECT COST, REVENUE SOURCES , PROJECT START AND COMPLETION DATES

REVENUES	Budgeted 08/09	Estimated 08/09	Projected 09/10	Projected 10/11	Projected 11/12
Beginning Balance	3,026,775	3,232,308	4,425,696	512,806	74,482
Reimb From Admin Fund	0	0	0	0	0
Comm Incent Fund Grant	0	0	0	0	0
Interest Income	94,737	93,000	44,257	10,256	1,490
Land Sale Financing	0	0	0	0	0
Grants/Donations - Art	0	0	0	0	0
Miscellaneous Income	0	0	0	0	0
Transfer from Road SDC Fund	0	0	0	0	0
Transfer from Core Area	0	0	0	0	0
Sale of Land	0	0	0	0	0
Bond Proceeds	2,003,703	2,003,703	620,628	0	0
Other Spec Intern. Fin	0	0	0	0	0
TOTAL REVENUES	5,125,215	5,329,011	5,090,581	523,062	75,972
COSTS					
	Budgeted 08/09	Estimated 08/09	Projected 09/10	Projected 10/11	Projected 11/12
MATERIALS & SERVICES					
Materials & Supplies	11,000	11,000	100,000	0	0
Consultant Services	170,000	30,000	110,000	0	0
Property Management Costs	0	0	0	0	0
Bond Issuance Costs	0	0	0	0	0
Bond Registration & Expense	0	0	0	0	0
Grounds & Landscaping	562	562	1,000	580	580
Commons Utilities	0	0	0	0	0
Subtotal	181,562	41,562	211,000	580	580
CAPITAL OUTLAYS					
Land Acquisition	0	0	0	0	0
TC: Site Improvements	0	0	0	0	0
Facade Loan Program	0	0	0	0	0
Public Art Program	0	0	0	0	0
Boones Ferry Rd Ped. Improvement	0	0	0	0	0
Community Sign	0	0	0	0	0
Parking Lot A Construction	0	0	0	0	0
Loop Road/Eastside Downtown	0	0	150,000	0	0
Boones Ferry Rd. Utility Underground	0	0	0	0	0
Parking Lot C	0	0	0	0	0
Commons Landmark (Clock/Bell Tower)	13,000	28,695	0	30,000	0
Green Parking Lot Expansion	0	1,000	0	0	0
Boones Ferry Rd. Mart./LBFR	0	0	0	50,000	0
Boones Ferry Rd. Tual.-Tual/Sher	50,000	85,000	100,000	0	0
Tualatin Commons East	2,100,000	0	0	300,000	0
Tualatin Commons West	7,000	1,300	0	0	0
Tualatin-Sherwood Road Landscaping	0	0	0	0	0
Sculpture Garden	0	0	0	0	0
The Walk	0	0	0	0	0
Tualatin-Sherwood Road	1,800,000	50,758	2,549,000	5,000	5,000
Commuter Rail	171,670	440,000	0	0	0
Train Horn Noise Mitigation	0	0	1,300,000	0	0
Subtotal	4,141,670	606,753	4,099,000	385,000	5,000
Transfer General Fund	0	0	0	0	0
Transfer Road/SDC Fund	0	0	0	0	0
Transfer Library Const. Fund	0	0	0	0	0
Transfer Park Development Fund	0	0	0	0	0
Reimburse Admin Fund	255,000	255,000	267,775	63,000	0
Project Reserve	300,000	300,000	100,000	0	0
General Account Reserve	246,983	4,125,696	412,806	74,482	70,391
Reserves Future Projects General Account Reserve	0	0	0	0	0
Subtotal	801,983	4,680,696	780,581	137,482	70,391
TOTAL COSTS	5,125,215	5,329,011	5,090,581	523,062	75,971

G. ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

Table 13 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 \$9,747,577 (estimated) in tax increment revenues are projected to be collected, with \$414,192 (estimated) to be refunded to taxing districts at the close of FY 2010/2011, at which time all debt is estimated to be retired.

[Section G amended by Ordinance 881-92, passed November 9, 1992 by TDC Resolution 398-02, adopted March 11, 2002, and Ordinance No. 1213-06 passed July 10, 2006; and Ordinance No. _____ passed October 12, 2009.]

TABLE 13: ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT

REVENUES	Budgeted 08/09	Estimated 08/09	Projected 09/10	Projected 10/11	Projected 11/12
Working Capital Carryover	317,293	469,309	433,693	2,073,767	0
Current Year Property Taxes	2,191,402	2,191,402	2,500,000	0	0
Prior Year Property Taxes	40,000	40,000	40,000	0	0
Interest on Investments	11,105	18,000	4,377	0	0
Miscellaneous	2,800	3,050	2,800	0	0
TOTAL REVENUES	2,562,600	2,721,761	2,980,870	2,073,767	0
COSTS	Projected 08/09	Estimated 08/09	Projected 09/10	Projected 10/11	Projected 11/12
Bond Reg & Related Expense	7,200	7,200	7,200	0	0
Debt Service	2,282,368	2,280,868	899,863	0	0
General Account Reserve	273,032	433,693	2,073,767	2,073,767	0
Bond Reserve Series 87 & 88	0	0	0	0	0
Bond Rebate Account	0	0	0	0	0
TOTAL COSTS	2,562,600	2,721,761	2,980,830	2,073,767	0

H. FINANCIAL FEASIBILITY ANALYSIS

The financial feasibility of the Plan hinges on the reasonable expectations that projected revenues will cover anticipated project costs. To the extent that tax increment revenues are projected as sufficient for debt service on the debt undertaken by the Commission, the projections of the amounts of tax increment revenues must be reasonable.

The project costs shown in Section E have been estimated to the best ability of the Commission. The revenue projections shown are similarly believed to be reasonable, and are sufficient to cover project costs.

[Section H amended by Ordinance 881-92, passed November 9, 1992 and by TDC Resolution 398-02, adopted March 11, 2002.]

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 14 shows the estimated impacts on overlapping taxing districts, both during and after indebtedness is being retired. (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 four 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 2001/2002 through FY 2009/2010.

[Section I amended by Ordinance 881-92, passed November 9, 1992 and by TDC Resolution 398-02, adopted March 11, 2002.]

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 15

Properties that Received Relocation Assistance

<u>Residential Properties</u>		<u>Commercial Properties</u>	
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, and by TDC Resolution 398-02, adopted March 11, 2002.]

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 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060.

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:

<u>Tax Lot</u>	<u>Assessed Building Value</u>
2000	\$ 100
2100	\$11,300

[Section J-3 amended by Ordinance 881-92, passed November 9, 1992.]

ATTACHMENT B

PTA-09-05: BACKGROUND INFORMATION

Pertinent background information obtained from the proposed PTA-09-05 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 22 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 the Council Approved Amendment process as outlined in Section I of the Central Urban Renewal Plan.

Maximum Indebtedness

The Central Urban Renewal Plan (CURP), updated July 26, 2006, 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.

CURP Amendment Process

Presently, the Central Urban Renewal Plan does not list funding for commuter rail train horn mitigation. In order to make this project eligible for urban renewal funding, an amendment has to be made to the Plan. This amendment is known as a Council Approved 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. The reasons a Council Approved Amendment is required are:

- Commuter Rail train horn noise mitigation is a new project 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.

- It may require changes in the Plan, which alters the major assumptions, purposes, and objectives underlying the Plan.

The specific language for a Council Approved Amendment is outlined on Pages 39-40 of the Plan section of the CURP.

Projects

Pages 15-26 of the Plan section of the CURP list the projects anticipated to be constructed under the maximum indebtedness authority of the District. The two primary categories of improvements are for the Tualatin Commons Redevelopment Project and the Central Design District Enhancement Project. There are specific subset projects under these two major categories as well as individually listed projects that do not fall under these two major topic areas.

The projects identified in the Plan are all within the maximum indebtedness amount listed in the Plan. A specific list is contained on Page 39 of the Report section of the CURP as Table 12. Just because a project is listed does not mean that it has to be constructed or that, if circumstances change, a substitute project can be proposed and listed to take its place. In order to expend dollars on a commuter rail train horn noise mitigation project, the list of projects needs to be revisited and a determination made as to which project or projects should be modified or dropped from the Plan.

Staff conducted an analysis of possible projects that could be deleted or modified and substituted with a commuter rail train horn mitigation project of \$1.3 million based on the existing Table 12. These include:

- East Commons (\$2.4 million)
- Tualatin-Sherwood Road (\$900,000) *This project is currently in the design phase*
- Boones Ferry Road – Martinazzi to Lower Boones Ferry Road (\$50,000)
- Clock Bell Tower (Commons Landmark) (\$30,000)
- Modifying the scope of various projects to reduce dollar amounts or entirely delete the projects to cover the commuter rail train horn noise mitigation. Examples could include: Tualatin-Sherwood Road Enhancements, Commons Landmark, and Boones Ferry Road from Martinazzi Avenue to Lower Boones Ferry Road.

Extension of Plan

In addition to deleting projects or changing their scope, there is another option to delete a project and, prior to expiration of the Plan, to extend the life of the Plan by increasing the maximum indebtedness amount and add the project or projects back into the Plan. Currently, the Plan is anticipated to stop tax increment collection in FY 09/10 and complete all projects in FY 11/12. This process would require a Substantial Amendment to the Plan. The Tualatin Development Commission has been working through an evaluation process for increasing the maximum indebtedness since October 2007.

SUMMARY OF CURP SECTIONS TO BE MODIFIED

The following list summarizes the various sections of the CURP modified by this proposal:

Plan

- History of Adoption and Amendment
- Land Use, Objective, Goal 7: Transit
- Description of Project
- Outline of Project Activities, b. Roads and Streets
- Outline of Project Activities, g. Transit Facilities

Report

- Estimated Costs and Revenue Sources including Table 12
- Anticipated Start and Completion Dates including Table 12
- Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement including Table 13

The proposed amendment to the Plan has one primary component, Council Approved Amendment, with a recommendation from the Commission as identified in Section I of the Plan. This includes addition of the commuter rail train horn mitigation project, deletion or modification of selected current capital projects, reallocation of funds equal to the cost of the commuter rail train horn mitigation project, and altering major assumptions, purposes and objectives underlying the Plan to support the project.

Plan Section

A. History of Adoption and Amendment

Updating this section to add the proposed amendment (PTA-09-05) as Amendment 23.

B. Identification of Funding Participation for Commuter Rail Train Horn Mitigation

The amendment establishes the required goals and objectives to support mitigating commuter rail train horn noise.

C. Description of Project

Adding a new bullet point for train horn noise mitigation and working with the City on mitigating noise impacts.

D. Outline of Project

Deletion of the East Commons project full funding and adding the commuter rail train horn mitigation as a transit project.

Report

This section updates the Report (Attachment A) portion of the Plan. Modifications have been made to the following sections to reflect the addition of the commuter rail train horn noise mitigation as a capital project and deleting East Commons as a capital project.

- A. Estimated Project Costs and Revenues: This section was updated for all financial information concerning implementation of the Plan. Projections indicate the District can finance the projects identified with an estimated date of closing the District in Fiscal Year 11/12.
- B. Anticipated Project Start and Completion Dates: This section was updated for all the projects anticipated start and completion dates. Projections indicate the District can complete all projects in Fiscal Year 11/12.
- C. Estimated Tax Revenue Requirements and Anticipated Year of Debt Retirement: Text changes have occurred identifying the estimated year of debt retirement.

All updates to the Report bring the Report up to date with current conditions in the District based on adding the commuter rail train horn noise mitigation project.

ATTACHMENT C

PTA-09-05: 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 downtown area within the Central Urban Renewal District (CURD) by removing blight and responding to changing circumstances within the District. Commuter rail service began in February 2009 operating on a morning and afternoon schedule. With initiation of this service, additional impacts have occurred to businesses and residents with the CURD area in the form of train horn noise. The City has been working on a solution to mitigate the impacts of this blight condition working with Tri Met and Washington County. The issue at hand is the 32 trains that run daily on the Westside Express (WES) line. At each railroad crossing the trains are required by federal regulations to blow their horns four (4) times. In addition, the train engineer provides a toot of the horn when leaving the Tualatin station. This noise impact has a direct affect on the quality of life for residents within the CURD as well as businesses operating within the district.

To address this concern, the City, Tri Met and Washington County have been working on creating a quiet zone through Tualatin, which in part includes the CURD. On June 8, 2009 the City entered into an Intergovernmental Agreement (IGA) with Tri Met and Washington County regarding WES Train Horn Noise Mitigation. The resolution expressed their intent to proceed with planning and designing potential noise mitigation treatments while seeking funding to implement these measures through a future amendment or a separate Intergovernmental Agreement.

On July 13, 2009 the City Council conducted a work session on Quiet Zone Study Update. Four of the study intersections are located within the CURD (Tualatin Road, Nyberg Street, Tualatin-Sherwood Road and Boones Ferry Road Pedestrian Crossing). The balance of the intersections are located outside of the CURD. The Tualatin Urban Renewal District was identified as one of the potential funding sources for mitigation within the CURD. The identified funding need within CURD is up to \$1.3 million.

On July 27, 2009 the City Council adopted Resolution No. 4913-09 authorizing an Intergovernmental Agreement with Tri Met and Washington County regarding WES Train Horn Noise Mitigation Funding. Contained in the Staff report was a summary of funding sources including the American Recovery and Reinvestment Act (ARRA), Tualatin Central Urban Renewal District (CURD) and Washington County. Crossing treatments within the CURD identified were: Tualatin Road – Wayside Horn & Pedestrian Gates; Nyberg Street – Wayside Horn; Tualatin-Sherwood Road – Wayside Horn; Boones Ferry Road Pedestrian Crossing – Wayside horn. The noise mitigation treatments under this IGA cover intersections outside of the CURD only.

Providing mitigation measures within the CURD will assist in promoting continued redevelopment opportunities for commercial and residential uses. Examples are the proposed Robinson Crossing II commercial building at SW Boones Ferry Road and SW Seneca Street, directly across the street from the WES Tualatin station and the desired redevelopment of the Clark Lumber site at the corner of SW Tualatin-Sherwood Road and SW Boones Ferry Road for commercial/retail development. Looking further into the 20-year future for the Town Center, the City Council has identified an aspiration of an additional 2,800-4,500 jobs and 50-400 residential dwelling units. The train horn noise issue created by WES would affect the ability to attract this future development investment. Addressing this noise issue through mitigation measures will position the City to achieve the development aspirations, which 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 public interest is protected by the proposed amendment by ensuring the financial information in the CURP Report ensures that funds are estimated to be available to implement the CURP over the life of the Plan with the substitution of the commuter rail train horn noise mitigation. Though the East Commons project is proposed to have significantly reduced funding, or implemented only if funding is available as a CURD-funded project, other funding opportunities could exist for this project in the future. These include:

1. Adding the project back as a full-funded project to the Plan prior to Plan expiration and increasing the maximum indebtedness amount.
2. Working to obtain funding through the Major Streets Transportation Improvement Program (MSTIP) for the East Commons project.
3. Working to obtain funding through the Metropolitan Transportation Improvement Program (MTIP) for the East Commons project.
4. Combination of the three alternatives above.

This amendment does not remove the need for the East Commons project from the Transportation System Plan or Chapter 11 Transportation from the TDC. It only modifies the potential funding sources for this future transportation capital improvement project.

The addition of the commuter rail train horn noise mitigation project in the CURP does acknowledge a higher priority need for the City as expressed by the City Council, residents and businesses of Tualatin.

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. No housing will be deleted by the proposal to add the commuter rail train horn noise funding project and significantly reducing funding for the East Commons project.

6.030(1) Encourage commercial development

Proposed amendments to 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 developments, which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities

Substitution of the commuter rail train horn noise mitigation project and significantly reducing funding of the East Commons project will provide for increased employment opportunities in both the near and long-term. Employment can occur in the design and construction of the mitigation measures and could lead to increased long-term employment from redevelopment of commercial and residential land. The objective is met.

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 fully urbanized.

The proposed amendment does not preclude the ability to implement the transportation system. The TSP remains in place; only significantly reducing funding of the East Commons project modifies the potential funding mechanism. There remains an integrated plan for interconnected streets, pedestrian and bicycle facilities in the CURD, as noted in Chapter 11 of the TDC and in the CURP. This objective is met.

11.160(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 TSP identifies the necessary transportation system for the next 20 years. Potential funding sources for the projects are listed along with unfunded projects. Within the Town Center where the Central Urban Renewal District is located, traffic congestion is well documented. One of the projects listed to address congestion is the East Commons improvement. It is proposed that this project be significantly reduced in funding as a CURP funded project and retain its place on the unfunded list in the TSP until such time as funding can be identified. Overall, the TSP will continue to identify the need for the East Commons improvements, but identified funding will not be listed. This objective is met.

11.160(7)(b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access to all users.

The CURP identifies upgrading certain elements of the transportation system within the central downtown area for better access to businesses and residents within the Plan area and meets the objective.

11.160(10)(a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation.

The CURP functions, in part, as a capital improvement program to remove blight in the Plan area. Projects and funds have been identified in the Plan and Report to address transportation needs in the CURP area. Significantly reducing funding of the East Commons project retains the project as an unfunded status in the TSP. Other funding sources will need to be identified in the future to construct this project. The objective is met.

The proposed amendment is consistent with the applicable objectives of the Tualatin Community Plan. Criterion "C" is met.

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 project (commuter rail train horn noise mitigation) to assist in removing blight conditions that exist within the Plan area.

The suitability of the area for particular land uses and improvements.

Transit improvements are an identified component of the Central Urban Renewal Plan. The plan identifies participation in funding the commuter rail near the downtown area as an objective. A consequence of providing this transportation alternative is associated

noise impacts that make redevelopment in the downtown area less desirable. Identifying a project that assists in mitigating these noise impacts will assist in positioning the City for future development and redevelopment within in the downtown area.

Trends in land improvement and development.

Development within the CURP area is projected to continue over the next 20+ years. The proposed amendment will assist in this development by providing needed noise mitigation from the operating commuter rail line. The amendment anticipates additional development downtown at increased densities above what exists today based on vacant parcels and redevelopment potential of older developments. This is supported by the Local Aspirations work conducted by the City in 2009 and accepted by the City Council in April 2009.

Property values.

The proposed amendment will enhance property values in the CURP area, providing noise mitigation for the operating commuter rail line that will increase property values and promote new investment in commercial and residential development within the Plan area.

The needs of economic enterprises and the future development of the area.

The proposed amendment assists in the economics of the CURP area by identifying train horn noise mitigation as a capital project that will remove blight and enhance the marketability of the area. Adequate infrastructure will be provided for additional development within the CURP area, along with identifying the Town Center as a unique place from the balance of the Tualatin community.

Needed right-of-way and access for and to particular sites in the area.

The proposed amendment does not affect right-of-way and access.

Natural resources of the City and the protection and conservation of said resources.

Not applicable because the proposed amendment does not impact or alter natural resources associated with a development.

Prospective requirements for the development of natural resources in the City.

Not applicable because the proposed amendment does not impact or alter natural resources associated with a development.

The public need for healthful, safe, aesthetic surroundings and conditions.

The City Council identified the CURP 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.

There have been changes in the area with the operating of a commuter rail line through Tualatin. There are impacts from WES on the livability and business operation with the CURD. Allowing tax increment participation in mitigating the noise impacts from commuter rail address the need to provide a quality environment.

A mistake in the plan map or text.

None is alleged.

The factors listed in Section 1.032(4) were consciously considered.

Criterion "D" is met.

D. The criteria in the Tigard-Tualatin School District Facility Plan were considered.

The Tigard-Tualatin School District Facility Plan was considered in the proposed amendment. No additional housing is identified in the proposed amendment. There are no housing impacts on the School District

E. Oregon Statewide Planning Goals

The Central Urban Renewal Plan functions, in part, 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 proposed amendments to 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.

F. 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 amendments to the 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.

G. (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 regarding because it does not have any impact on Level of Service on transportation facilities.

ATTACHMENT B

PTA-09-05: BACKGROUND INFORMATION

Pertinent background information obtained from the proposed PTA-09-05 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 22 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 the Council Approved Amendment process as outlined in Section I of the Central Urban Renewal Plan.

Maximum Indebtedness

The Central Urban Renewal Plan (CURP) updated July 26, 2006, 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.

CURP Amendment Process

Presently, the Central Urban Renewal Plan does not list funding for commuter rail train horn mitigation. In order to make this project eligible for urban renewal funding, an amendment has to be made to the Plan. This amendment is known as a Council Approved 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. The reasons a Council Approved Amendment is required are:

- Commuter Rail train horn noise mitigation is a new project 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.

- It may require changes in the Plan, which alters the major assumptions, purposes, and objectives underlying the Plan.

The specific language for a Council Approved Amendment is outlined on Pages 39-40 of the Plan section of the CURP.

Projects

Pages 15-26 of the Plan section of the CURP list the projects anticipated to be constructed under the maximum indebtedness authority of the District. The two primary categories of improvements are for the Tualatin Commons Redevelopment Project and the Central Design District Enhancement Project. There are specific subset projects under these two major categories as well as individually-listed projects that do not fall under these two major topic areas.

The projects identified in the Plan are all within the maximum indebtedness amount listed in the Plan. A specific list is contained on Page 39 of the Report section of the CURP as Table 12. Just because a project is listed does not mean that it has to be constructed or that, if circumstances change, a substitute project can be proposed and listed to take its place. In order to expend dollars on a commuter rail train horn noise mitigation project, the list of projects needs to be revisited and a determination made as to which project or projects should be modified or dropped from the Plan.

Staff conducted an analysis of possible projects that could be deleted or modified and substituted with a commuter rail train horn mitigation project of \$1.3 million based on the existing Table 12. These include:

- East Commons (\$2.4 million)
- Tualatin-Sherwood Road (\$900,000) *This project is currently in the design phase*
- Boones Ferry Road – Martinazzi to Lower Boones Ferry Road (\$50,000)
- Clock Bell Tower (Commons Landmark) (\$30,000)
- Modifying the scope of various projects to reduce dollar amounts or entirely delete the projects to cover the commuter rail train horn noise mitigation. Examples could include: Tualatin-Sherwood Road Enhancements, Commons Landmark, and Boones Ferry Road from Martinazzi Avenue to Lower Boones Ferry Road.

Extension of Plan

In addition to deleting projects or changing their scope, there is another option to delete a project and, prior to expiration of the Plan, to extend the life of the Plan by increasing the maximum indebtedness amount and add the project or projects back into the Plan. Currently, the Plan is anticipated to stop tax increment collection in FY 09/10 and complete all projects in FY 11/12. This process would require a Substantial Amendment to the Plan. The Tualatin Development Commission has been working through an evaluation process for increasing the maximum indebtedness since October 2007.

SUMMARY OF CURP SECTIONS TO BE MODIFIED

The following list summarizes the various sections of the CURP modified by this proposal:

Plan

- History of Adoption and Amendment
- Land Use, Objective, Goal 7: Transit
- Description of Project
- Outline of Project Activities, b. Roads and Streets
- Outline of Project Activities, g. Transit Facilities

Report

- Estimated Costs and Revenue Sources including Table 12
- Anticipated Start and Completion Dates including Table 12
- Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement including Table 13

The proposed amendment to the Plan has one primary component, Council Approved Amendment, with a recommendation from the Commission as identified in Section I of the Plan. This includes addition of the commuter rail train horn mitigation project, deletion or modification of selected current capital projects, reallocation of funds equal to the cost of the commuter rail train horn mitigation project, and altering major assumptions, purposes and objectives underlying the Plan to support the project.

Plan Section

A. History of Adoption and Amendment

Updating this section to add the proposed amendment (PTA-09-05) as Amendment 23.

B. Identification of Funding Participation for Commuter Rail Train Horn Mitigation

The amendment establishes the required goals and objectives to support mitigating commuter rail train horn noise.

C. Description of Project

Adding a new bullet point for train horn noise mitigation and working with the City on mitigating noise impacts.

D. Outline of Project

Deletion of the East Commons project full funding and adding the commuter rail train horn mitigation as a transit project.

Report

This section updates the Report (Attachment A) portion of the Plan. Modifications have been made to the following sections to reflect the addition of the commuter rail train horn noise mitigation as a capital project and deleting East Commons as a capital project.

- A. Estimated Project Costs and Revenues: This section was updated for all financial information concerning implementation of the Plan. Projections indicate the District can finance the projects identified with an estimated date of closing the District in Fiscal Year 11/12.
- B. Anticipated Project Start and Completion Dates: This section was updated for all the projects anticipated start and completion dates. Projections indicate the District can complete all projects in Fiscal Year 11/12.
- C. Estimated Tax Revenue Requirements and Anticipated Year of Debt Retirement: Text changes have occurred identifying the estimated year of debt retirement.

All updates to the Report bring the Report up to date with current conditions in the District based on adding the commuter rail train horn noise mitigation project.

ATTACHMENT C

PTA-09-05: 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 downtown area within the Central Urban Renewal District (CURD) by removing blight and responding to changing circumstances within the District. Commuter rail service began in February 2009 operating on a morning and afternoon schedule. With initiation of this service, additional impacts have occurred to businesses and residents within the CURD area in the form of train horn noise. The City has been working on a solution to mitigate the impacts of this blight condition, working with TriMet and Washington County. The issue at hand is the 32 trains that run daily on the Westside Express (WES) line. At each railroad crossing the trains are required by federal regulations to blow their horns four (4) times. In addition, the train engineer provides a toot of the horn when leaving the Tualatin station. This noise impact has a direct affect on the quality of life for residents within the CURD as well as businesses operating within the district.

To address this concern, the City, TriMet and Washington County have been working on creating a quiet zone through Tualatin, which, in part, includes the CURD. On June 8, 2009 the City entered into an Intergovernmental Agreement (IGA) with Tri Met and Washington County regarding WES Train Horn Noise Mitigation. The resolution expressed their intent to proceed with planning and designing potential noise mitigation treatments while seeking funding to implement these measures through a future amendment or a separate Intergovernmental Agreement.

On July 13, 2009 the City Council conducted a work session on Quiet Zone Study Update. Four of the study intersections are located within the CURD (Tualatin Road, Nyberg Street, Tualatin-Sherwood Road and Boones Ferry Road Pedestrian Crossing) (See Exhibit 1). The balance of the intersections are located outside of the CURD. The Tualatin Central Urban Renewal District was identified as one of the potential funding sources for mitigation within the CURD. The identified funding need within CURD is up to \$1.3 million.

On July 27, 2009 the City Council adopted Resolution No. 4913-09 authorizing an Intergovernmental Agreement with TriMet and Washington County regarding WES Train Horn Noise Mitigation Funding. Contained in the Staff Report was a summary of funding sources including the American Recovery and Reinvestment Act (ARRA), Tualatin Central Urban Renewal District (CURD) and Washington County. Crossing treatments within the CURD identified were: Tualatin Road – Wayside Horn & Pedestrian Gates; Nyberg Street – Wayside Horn; Tualatin-Sherwood Road – Wayside Horn; Boones Ferry Road Pedestrian Crossing – Wayside Horn. The noise mitigation treatments under this IGA cover intersections outside of the CURD only.

Providing mitigation measures within the CURD will assist in promoting continued redevelopment opportunities for commercial and residential uses. Examples are the proposed Robinson Crossing II commercial building at SW Boones Ferry Road and SW Seneca Street, directly across the street from the WES Tualatin station and the desired redevelopment of the Clark Lumber site at the corner of SW Tualatin-Sherwood Road and SW Boones Ferry Road for commercial/retail development. Looking further into the 20-year future for the Town Center, the City Council has identified aspirations of additional 2,800–4,500 jobs and 50–400 residential dwelling units. The train horn noise issue created by WES would affect the ability to attract this future development investment. Addressing this noise issue through mitigation measures will position the City to achieve the development aspirations which is in the public interest. Exhibits 2 and 3 graphically depict impacts of train horn noise mounted on a train and stationary mounted Wayside Horns in the CURD area.

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 public interest is protected by the proposed amendment by ensuring the financial information in the CURP Report ensures that funds are estimated to be available to implement the CURP over the life of the Plan with the substitution of the commuter rail train horn noise mitigation. Though the East Commons project is proposed to have significantly reduced funding, or implemented only if funding is available as a CURD-funded project, other funding opportunities could exist for this project in the future. These include:

1. Adding the project back as a fully-funded project to the Plan prior to Plan expiration and increasing the maximum indebtedness amount.
2. Working to obtain funding through the Major Streets Transportation Improvement Program (MSTIP) for the East Commons project.
3. Working to obtain funding through the Metropolitan Transportation Improvement Program (MTIP) for the East Commons project.
4. Combination of the three alternatives above.

This amendment does not remove the need for the East Commons project from the Transportation System Plan or Chapter 11 Transportation from the TDC. It only modifies the potential funding sources for this future transportation capital improvement project.

The addition of the commuter rail train horn noise mitigation project in the CURP does acknowledge a higher priority need for the City as expressed by the City Council, residents, and businesses of Tualatin.

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. No housing will be deleted by the proposal to add the commuter rail train horn noise mitigation funding project and significantly reducing funding for the East Commons project.

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 maintains property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities.

Substitution of the commuter rail train horn noise mitigation project and significantly reducing funding of the East Commons project will provide for increased employment opportunities in both the near and long-term. Employment can occur in the design and construction of the mitigation measures and could lead to increased long-term employment from redevelopment of commercial and residential land. The objective is met.

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 fully urbanized.

The proposed amendment does not preclude the ability to implement the transportation system. The TSP remains in place; only significantly reducing funding of the East Commons project modifies the potential funding mechanism. There remains an integrated plan for interconnected streets, pedestrian and bicycle facilities in the CURD, as noted in Chapter 11 of the TDC and in the CURP. This objective is met.

11.160(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 TSP identifies the necessary transportation system for the next 20 years (2020). Potential funding sources for the projects are listed along with unfunded projects. Within the Town Center where the Central Urban Renewal District is located, traffic congestion is well documented. One of the projects listed to address congestion is the East Commons improvement. It is proposed that this project be significantly reduced in funding as a CURP funded project and retain its place on the unfunded list in the TSP until such time as funding can be identified. Overall, the TSP will continue to identify the need for the East Commons improvements, but identified funding will not be listed. This objective is met.

11.160(7) (b) Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access to all users.

The CURP identifies upgrading certain elements of the transportation system within the central downtown area for better access to businesses and residents within the Plan area and meets the objective.

11.160(10) (a) Develop a Capital Improvements Program and funding mechanisms for all transportation facilities that complies with the requirements of Statewide Planning Goal 12, Transportation.

The CURP functions, in part, as a capital improvement program to remove blight in the Plan area. Projects and funds have been identified in the Plan and Report to address transportation needs in the CURP area. Significantly reducing funding of the East Commons project retains the project as an unfunded status in the TSP. Other funding sources will need to be identified in the future to construct this project. The objective is met.

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 project (commuter rail train horn noise mitigation) to assist in removing blight conditions that exist within the Plan area.

The suitability of the area for particular land uses and improvements.

Transit improvements are an identified component of the Central Urban Renewal Plan. The plan identifies participation in funding commuter rail near the downtown area as an objective. A consequence of providing this transportation alternative is associated noise impacts that make redevelopment in the downtown area less desirable. Identifying a project that assists in mitigating these noise impacts will assist in positioning the City for future development and redevelopment within in the downtown 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 noise mitigation from the operating commuter rail line. The amendment anticipates additional development downtown at increased densities above what exists today based on vacant parcels and redevelopment potential of older developments. This is supported by the Local Aspirations work conducted by the City in 2009 and accepted by the City Council in April 2009.

Property values.

The proposed amendment will enhance property values in the CURP area, providing noise mitigation for the operating commuter rail line that will increase property values and promote new investment in commercial and residential development within the Plan area.

The needs of economic enterprises and the future development of the area.

The proposed amendment assists in the economics of the CURP area by identifying train horn noise mitigation as a capital project that will remove blight and enhance the marketability of the area. Adequate infrastructure will be provided for additional development within the CURP area, along with identifying the Town Center as a unique place from the balance of the Tualatin community.

Needed right-of-way and access for and to particular sites in the area.

The proposed amendment does not affect right-of-way and access.

Natural resources of the City and the protection and conservation of said resources.

Not applicable because the proposed amendment does not impact or alter natural resources associated with a development.

Prospective requirements for the development of natural resources in the City.

Not applicable because the proposed amendment does not impact or alter natural resources associated with a development.

The public need for healthful, safe, aesthetic surroundings and conditions.

The City Council identified the CURP 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.

There have been changes in the area with the operating of a commuter rail line through Tualatin. There are impacts from WES on the livability and business operation with the CURD. Allowing tax increment funding participation in mitigating the noise impacts from commuter rail address the need to provide a quality neighborhood environment.

A mistake in the plan map or text.

None is alleged.

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 Facility Plan was considered in the proposed amendment. No additional housing is identified in the proposed amendment. There are no housing impacts on the School District

F. Oregon Statewide Planning Goals

The Central Urban Renewal Plan functions, in part, 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 proposed amendments to 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 amendments to the 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.

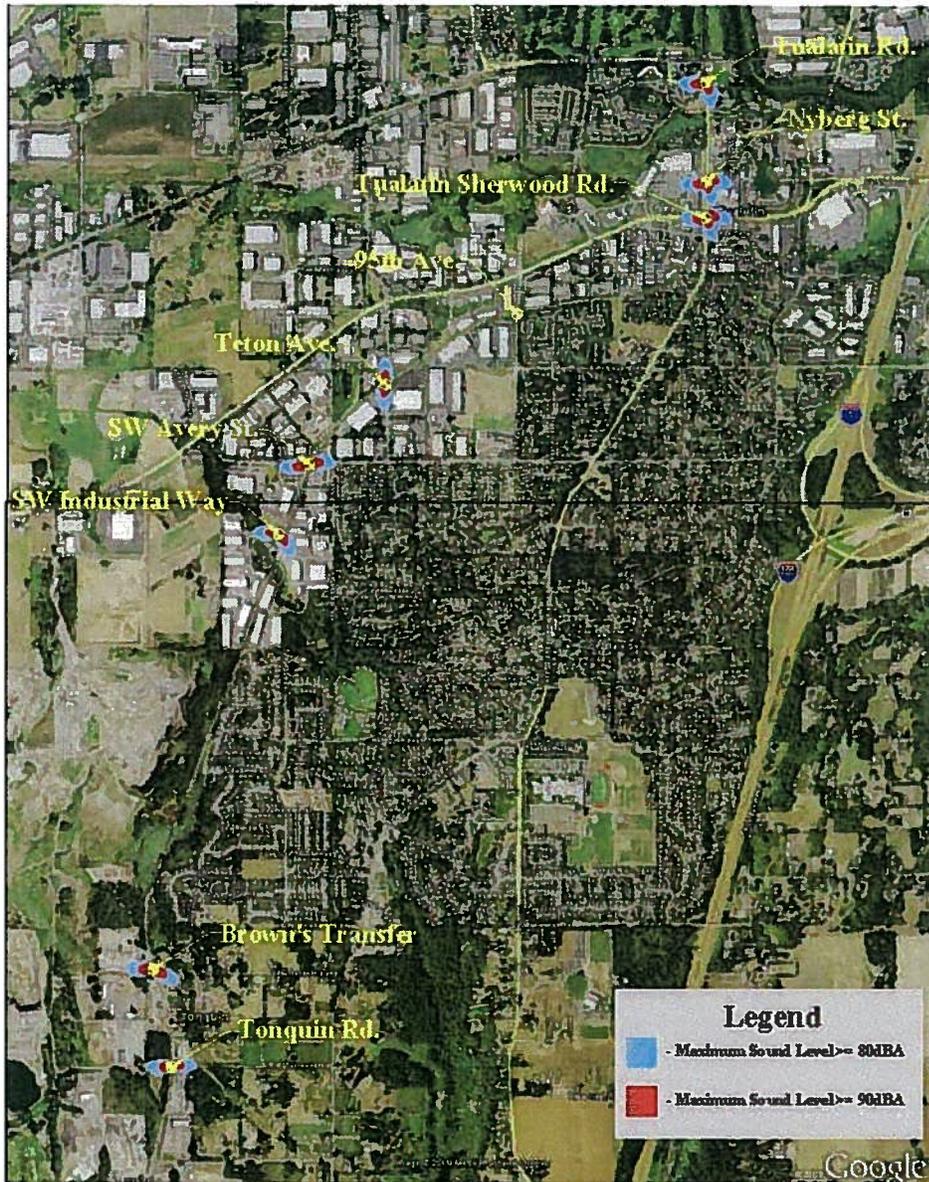
- Exhibits:
1. CURD Crossing Locations
 2. Noise Contours Train Mounted Horns
 3. Noise Contours Stationary Mounted Wayside Horns

Noise Contours from the Train Mounted Horn



Exhibit 2

Noise Contours from the Stationary Mounted Wayside Horn



RESOLUTION NO. 578-09

RESOLUTION SUPPORTING AN ORDINANCE RELATING TO
MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL
PLAN; AMENDING TDC 30.010 (PTA-09-05)

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 September 28, 2009 relating to amending the Central Urban Renewal Plan ("Plan") to identify commuter rail train horn noise mitigation as a project within the Plan; 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 Mailing and Affidavit of Posting, marked "Exhibits A and B," attached and incorporated by this reference; and

WHEREAS an amendment to the Central Urban Renewal Plan to add a commuter rail train horn noise mitigation project must be reviewed through the Council Approved Amendment process as provided in Section I of the Central Urban Renewal Plan; and

WHEREAS the Urban Renewal Advisory Committee (URAC) was briefed on July 16, 2009 concerning possible funding participation in commuter rail train horn noise mitigation; and

WHEREAS the Tualatin Development Commission (Commission) was briefed on July 27, 2009 about urban renewal funding participation for the commuter rail train horn noise mitigation from tax increment revenues from the Central Urban Renewal District (CURD). The estimated urban renewal contribution would be approximately \$1.3 million dollars; and

WHEREAS the Commission directed staff to prepare an amendment to the Central Urban Renewal Plan listing the commuter rail train horn noise mitigation expansion as a capital project at the appropriate time during the overall commuter rail train horn noise schedule being prepared by the City; and

WHEREAS URAC met on August 19, 2009 recommending (2-2) that the Commission forward a recommendation to the City Council to adopt PTA-09-05.

BE IT RESOLVED BY THE TUALATIN DEVELOPMENT COMMISSION,
THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN, that:

Section 1. Tualatin Development Commission recommends the City
Council prepare an ordinance granting PTA-09-05.

INTRODUCED AND ADOPTED THIS 28th day of September 2009.

TUALATIN DEVELOPMENT COMMISSION,
The Urban Renewal Agency of the City of Tualatin

BY _____
Chairman

ATTEST:

BY  _____
Administrator

APPROVED AS TO LEGAL FORM


CITY ATTORNEY

AFFIDAVIT OF POSTING

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Stacy Crawford, being first duly sworn, depose and say:

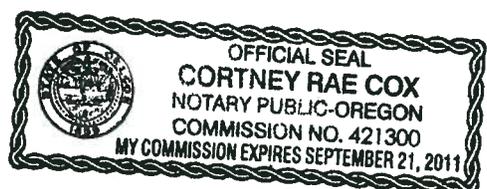
That at the request of Sherilyn Lombos, City Recorder for the City of Tualatin, Oregon; that I posted two copies of the Notice of Hearing on the 2nd day of September, 2009, a copy of which Notice is attached hereto; and that I posted said copies in two public and conspicuous places within the City, to wit:

1. U.S. Post Office – Tualatin Branch
2. City of Tualatin City Center Building

Dated this 2nd day of September, 2009.

Stacy Crawford
Stacy Crawford

Subscribed and sworn to before me this 2nd day of September, 2009.



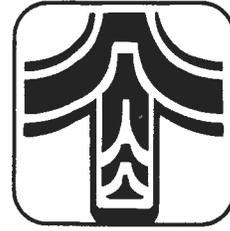
Cortney Rae Cox
Notary Public for Oregon
My Commission expires: 9/21/2011

RE: PTA-09-05—AN ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC 30.010

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, September 28, 2009, at the Council Building, Tualatin City Center, at 18880 SW Martinazzi Avenue, to consider:

**AN ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN
CENTRAL URBAN RENEWAL PLAN; AMENDING TDC 30.010
(PTA-09-05)**

This proposal would modify the Central Urban Renewal Plan and Report to identify funding for commuter rail train horn mitigation.

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**TUALATIN DEVELOPMENT
COMMISSION, THE URBAN
RENEWAL AGENCY OF THE
CITY OF TUALATIN, OREGON**

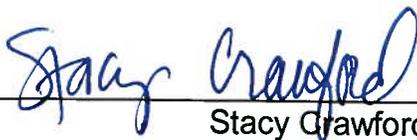
**By: Sherilyn Lombos
City Recorder**

AFFIDAVIT OF MAILING

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Stacy Crawford, being first duly sworn, depose and say:

That on the 2nd day of September, 2009, 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.



Stacy Crawford

SUBSCRIBED AND SWORN to before me this 2nd day of September, 2009.



Notary Public for Oregon
My commission expires: 9/21/2011



RE: PTA-09-05—AN ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC 30.010

PACIFIC REALTY ASSOCIATES
15350 SW SEQUOIA PKWY #300
PORTLAND OR 97224

ROBB MARGUERITE A
PO BOX 31
TUALATIN OR 97062

NELSON ROSCOE C JR
1 SW COLUMBIA #1620
PORTLAND OR 97258

NYBERG LIMITED PARTNERSHIP
5638 SW DOGWOOD DR
LAKE OSWEGO OR 97035

PORTLAND FIXTURE CO
16390 SW LANGER DR
SHERWOOD OR 97140

NYBERG LIMITED PARTNERSHIP
16390 SW LANGER DR
SHERWOOD OR 97140

WELLS FARGO BANK NA TR
18880 SW MARTINAZZI AVE
TUALATIN OR 97062

KLEIN LOU JEAN
928 LAKE SHORE RD
LAKE OSWEGO OR 97034

ASPEN PLACE LLC
621 SW MORRISON STE 800
PORTLAND OR 97205

ERICKSON STANLEY E
18735 SW BOONES FERRY RD
TUALATIN OR 97062

TOMEONI ROBERT J JR
18725 SW BOONES FERRY RD
TUALATIN OR 97062

KAPLAN NORMAN D AND CHARLENE
J
1025 NW COUCH ST #611
PORTLAND OR 97209

CSB LLC
970 5TH AVE NW STE #2
ISSAQUAH WA 98027

MARTINAZZI A LLC
PO BOX 721
TUALATIN OR 97062

DIERINGER'S PROPERTIES INC
10505 SE 44TH AVE
MILWAUKIE OR 97222

MARTINAZZI B LLC
PO BOX 721
TUALATIN OR 97062

AMCO TUALATIN LLC
1501 SW TAYLOR ST STE 100
PORTLAND OR 97205

VILLAS ON THE LAKE III LLC
PO BOX 72
POWELL BUTTE OR 97753

TUALATIN OFFICE BUILDING 1 LLC
PO BOX 2985
TUALATIN OR 97062

KILHEFNER CLARK H
PO BOX 888
TUALATIN OR 97062

BLUMENKRON RACHEL & FRANK
PO BOX 90427
PORTLAND OR 97290

SENECA PLAZA LLC
3380 BARRINGTON DR
WEST LINN OR 97068

WELLS FARGO BANK NA
PO BOX 2609
CARLSBAD CA 92018

PARDUE PROPERTIES I LLC
3511 SW IOWA ST
PORTLAND OR 97221

W.M.B. INVESTMENT CO.
6795 SW 111TH
BEAVERTON OR 97005

ROBINSON CROSSING LLC
3380 BARRINGTON DR
WEST LINN OR 97068

RESOURCES NORTHWEST INC
8415 SW SENECA #210
TUALATIN OR 97062

BRAMAN DAVID L
18847 SW 84TH AVE
TUALATIN OR 97062

KOH HYUN BUM & SOON BOK
18855 SW 84TH AVE
TUALATIN OR 97062

HWANG PEGGY REVOC LIVING
TRUST
PO BOX 12198
PALM DESERT CA 92255

Exhibit A

GE CAPITAL FRANCHISE
8377 E HARTFORD DR STE #200
SCOTTSDALE AZ 85255

COVELL ROAD PROPERTIES LLC
PO BOX 19063
PHOENIX AZ 85005

PIACENTINI LOUISE TRUSTEE
2001 6TH AVE #2300
SEATTLE WA 98121

CARNEY INVESTMENTS LLC
19705 SW TETON AVE
TUALATIN OR 97062

S N H CORPORATION
PO BOX 5348
SALEM OR 97304

JKM PROPERTIES LLC
20135 S IMPALA LN
OREGON CITY OR 97045

NORTHLAND ENTERPRISES LLC
19460 SW 89TH AVE
TUALATIN OR 97062

TGOC LLC
19470 SW 89TH AVE
TUALATIN OR 97062

JVTC EXPLORATIONS LLC
19463 SW 89TH AVE
TUALATIN OR 97062

OSWEGO WEST LLC
15938 QUARRY RD STE B-6
LAKE OSWEGO OR 97035

BLACKSTONE INVESTMENT
PO BOX 61601
VANCOUVER WA 98666

KITCH TIM B & SUZANN P
LAKE OSWEGO OR 97034

CASCADE FUNERAL DIRECTORS
PO BOX 3570
TUALATIN OR 97062

FASANO FAMILY LLC &
10129 SW WASHINGTON ST
PORTLAND OR 97225

CREATIVE ASSETS LLC
PO BOX 1456
TUALATIN OR 97062

MARSH JEFFREY O JR &
8810 SW TUALATIN SHERWOOD RD
TUALATIN OR 97062

MILLER PAINT CO INC
12812 NE WHITAKER WAY
PORTLAND OR 97230

J C MOTORS OF TUALATIN LLC
19401 SW MOHAVE CT
TUALATIN OR 97062

PIETKA PROPERTIES LLC
PO BOX 1696
BEAVERTON OR 97075

EGGIMAN BYPASS TRUST
15433 NW TROON DR
PORTLAND OR 97229

S N H CORPORATION
PO BOX 5348
SALEM OR 97304

89TH STREET LLC
PO BOX 5348
SALEM OR 97304

COLUMBIA SELF-STOR LLC
16225 NE EUGENE CT
PORTLAND OR 97230

MCBALE DEAN & RANA F
17180 SE MCLOUGHLIN BLVD
MILWAUKIE OR 97267

NYBERG LIMITED PARTNERSHIP
PO BOX 927000
HOFFMAN ESTATES IL 60179

NYBERG LIMITED PARTNERSHIP
5638 SW DOGWOOD DR
LAKE OSWEGO OR 97035

MCBALE DEAN & RANA F
17180 SE MCLOUGHLIN BLVD
MILWAUKIE OR 97267

NYBERG LIMITED PARTNERSHIP
5638 SW DOGWOOD DR
LAKE OSWEGO OR 97035

PACIFIC REALTY ASSOCIATES
15350 SW SEQUOIA PKWY #300
PORTLAND OR 97224

JEWELL ATTACHMENTS LLC
18135 SW BOONES FERRY RD
PORTLAND OR 97224

RILEY JOHN MICHAEL &
1136 CHAMBERS DR
COLORADO SPRINGS CO 80904

CRUZ LORAINÉ C
8720 SW TUALATIN ROAD #224
TUALATIN OR 97062

RAMBO THOMAS C &
8720 SW TUALATIN RD #300
TUALATIN OR 97062

VINCENT MICHAEL S
8720 SW TUALATIN RD #301
TUALATIN OR 97062

ROSHAK CARRIE A
8720 SW TUALATIN RD #302
TUALATIN OR 97062

O'CONNELL SUZANNE JOAN REVOC
TR
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
TUALATIN OR 97062

MUELLER HEIDI
8720 SW TUALATIN RD #308
TUALATIN OR 97062

BAYSINGER DAVID L
1001 SW SUMMIT VIEW DR
PORTLAND OR 97225

MOODY PATRICIA A
8720 SW TUALATIN RD #310
TUALATIN OR 97062

NASERY FARZIN
8720 SW TUALATIN RD #311
TUALATIN OR 97062

MARRS MELISSA C
8720 SW TUALATIN RD #312
TUALATIN OR 97062

ASHLEY LAURA K
8720 SW TUALATIN RD #313
TUALATIN OR 97062

PETTIBONE MARC
8720 SW TUALATIN RD #314
TUALATIN OR 97062

MARTIN AMY L
8720 SW TUALATIN RD #315
TUALATIN OR 97062

TAYLOR HARRY M
8720 SW TUALATIN RD #316
TUALATIN OR 97062

BRISCOE CHRISTOPHER W
8720 SW TUALATIN RD #317
TUALATIN OR 97062

MCKNIGHT MIKE
8720 SW TUALATIN RD #318
TUALATIN OR 97062

HART JOEL E &
8720 SW TUALATIN RD #319
TUALATIN OR 97062

ELDER TRISHA
8720 SW TUALATIN RD #320
TUALATIN OR 97062

ADAMS DONNA M
8720 SW TUALATIN RD #321
TUALATIN OR 97062

RUTTEN PAUL H & WILHELMINA J
8720 SW TUALATIN RD #322
TUALATIN OR 97062

DOODY ELLEN C
8720 SW TUALATIN RD #323
TUALATIN OR 97062

WOOD MELISSA J
8720 SW TUALATIN RD #324
TUALATIN OR 97062

ZIAN LIMITED PARTNERSHIP
6712 N CUTTER CIRCLE
PORTLAND OR 97217

ROBERTS SHANE M
8675 SW OLD TUALATIN
SHERWOOD
TUALATIN OR 97062

PRATT FLORA ALTHEA
PO BOX 236
TUALATIN OR 97062

SVF HEDGES CREEK TUALATIN LLC
11818 TELLER AVENUE STE #277
IRVINE CA 92612

BROWN HARRY A
PO BOX 81
TUALATIN OR 97062

GEHLEN MICHAEL & LINDA
PO BOX 458
TUALATIN OR 97062

PARDUE LEONARD C JR
3511 SW IOWA ST
PORTLAND OR 97221

HEINEMANN DENINE
8635 SW TUALATIN RD
TUALATIN OR 97062

GROSSNICKLE ROBERT W & VIRGIL
12103 NW 11TH AVE
VANCOUVER WA 98685

BERTELSEN LYNN E REVOC LIV TRS
17228 BLUE HERON RD
LAKE OSWEGO OR 97034

FERGUSON RONNIE D
PO BOX 458
TUALATIN OR 97062

WHERITY GUY R
18400 SW 86TH AVE
TUALATIN OR 97062

BERTELSEN LYNN E REVOC LT
17228 BLUE HERON RD
LAKE OSWEGO OR 97034

FERGUSON RONNIE D
PO BOX 458
TUALATIN OR 97062

HARRIS JAXINE A
8720 SW TUALATIN RD #100
TUALATIN OR 97062

WEINDORF RICHARD T/MARY
8720 SW TUALATIN RD #101
TUALATIN OR 97062

PRATER TONYA
8720 SW TUALATIN RD #102
TUALATIN OR 97062

BLACK ROBERT J & RUTH E
8720 SW TUALATIN RD #103
TUALATIN OR 97062

MELS-COLLOREDO JANELLE
8720 SW TUALATIN RD #104
TUALATIN OR 97062

KERLIN MARY &
8720 SW TUALATIN RD STE 105
TUALATIN OR 97062

DONAHUE BRIGID M
8720 SW TUALATIN RD #106
TUALATIN OR 97062

DRAPER SARAH M
8720 SW TUALATIN RD #107
TUALATIN OR 97062

JAMES SHWAYLA
21954 SW CREEK DR
TUALATIN OR 97062

DAVIS GARY & JANET
8720 SW TUALATIN RD #109
TUALATIN OR 97062

MILLER DAVID CRAIG
8720 SW TUALATIN RD #110
TUALATIN OR 97062

WIMMER ELIZABETH J
8720 SW TUALATIN RD #111
TUALATIN OR 97062

SOLER EDWARD L & CHRISTINE D
4940 SW SAUM WAY
TUALATIN OR 97062

ROPAR ANNE R
8720 SW TUALATIN RD #113
TUALATIN OR 97062

LUNDE ERIC R
8720 SW TUALATIN RD #114
TUALATIN OR 97062

VILARINO JEANINE A
15057 HILTONHEAD CT
OREGON CITY OR 97045

CROW PATRICIA ANNE
8720 TUALATIN RD #116
TUALATIN OR 97062

LONG RYAN P
8720 SW TUALATIN RD #117
TUALATIN OR 97062

RENNEBOHM MARY
8720 SW TUALATIN RD #118
TUALATIN OR 97062

MCBRATNEY FAMILY PROPERTIES
14590 SW PEACHTREE DR
TIGARD OR 97224

VAUGHN H BRUCE
8720 SW TUALATIN RD #120
TUALATIN OR 97062

MORTENSEN GRETCHEN S &
10806 SW BROWN ST
TUALATIN OR 97062

MOE BARBARA J
8720 SW TUALATIN RD #122
TUALATIN OR 97062

SEQUITO JOAN
8720 SW TUALATIN RD #123
TUALATIN OR 97062

ERDMAN KARAN S
8720 SW TUALATIN RD #124
TUALATIN OR 97062

DENISON KIMBERLE A
8720 SW TUALATIN RD #200
TUALATIN OR 97062

KESTNER SUE ELLEN
8720 SW TUALATIN RD #201
TUALATIN OR 97062

HOEKSTRA CAROL L &
8720 SW TUALATIN RD #202
TUALATIN OR 97062

VIEN HILDA LOUISE LIVING TRUST
1900 ALPHA RD
GLENDALE CA 91208

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
TUALATIN OR 97062

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
TUALATIN OR 97062

GRANT PAMELA D
8720 SW TUALATIN RD #222
TUALATIN OR 97062

PETERSON CANDACE L
18795 SW BOONES FERRY RD #1
TUALATIN OR 97062

RIDGLEY PATRICIA L & RANDALL D
10625 SE HILLCREST DR
PORTLAND OR 97266

TUALATIN GARDENS PROPERTY
LLC
5638 SW DOGWOOD LN
LAKE OSWEGO OR 97035

TUALATIN INN-VESTMENTS LLC
3808 N SULLIVAN RD BLDG 34
SPOKANE WA 99216

KIM IL WOOK & SUNG SOOK
12012 SE WILLIAM OTTY RD
HAPPY VALLEY OR 97086

HARVEY CLARK & DAVID EMAMI
3380 BARRINGTON DR
WEST LINN OR 97068

OREGON VILLAGE PIZZA
121 SPEAR ST #250
SAN FRANCISCO CA 94105

JAY CEE INC
34040 SW LADD HILL RD
WILSONVILLE OR 97070

MARTINAZZI SQUARE LLC
112 THIRD ST
LAKE OSWEGO OR 97034

VANDOLAY PROPERTIES LLC
8375 SW WARM SPRINGS ST
TUALATIN OR 97062

PHAM IAN
1105 SE 122ND AVE
PORTLAND OR 97233

BOWEN CRAIG E/PAMELA A
18801 SW BOONES FERRY
TUALATIN OR 97062

JACK IN THE BOX
PO BOX 4900
SCOTTSDALE AZ 85261

HILLSBORO MALL LLC
PO BOX 1681
GIG HARBOR WA 98335

COPPER MOUNTAIN TRUST CORP
1 SW COLUMBIA STE 435
PORTLAND OR 97258

MCDONALD'S CORP 036/0061
15275 SW KOLL PKWY STE D
BEAVERTON OR 97006

S & T SPOSITO LIVING TRUST
5283 SW 201ST AVE
ALOHA OR 97007

ZEIDMAN CREDIT SHELTER TRUST
772 NW WESTOVER SQ
PORTLAND OR 97210

WASHINGTON COUNTY
169 N FIRST AVE MS42
HILLSBORO OR 97124

JOHNSON DOUGLAS S & JANICE M
8200 SW TONKA RD
TUALATIN OR 97062

JORDAN JANET D
18789 SW BOONES FERRY RD STE
#4
TUALATIN OR 97062

KLEIN DEBORAH MARIE
17681 CRESTLINE DR
LAKE OSWEGO OR 97034

TUALATIN HOTEL PARTNERS LLC
10260 SW GREENBURG RD
STE 1060
PORTLAND OR 97223

CENTURY HOTEL LLC
4601 NE 78TH ST STE 130
VANCOUVER WA 98665

PREMIER INVESTMENT OPTIONS
1651 LARCH ST
LAKE OSWEGO OR 97034

PORTLAND ROSE LLC
1801 NW IOWA
BEND OR 97701

MELBO LAND & INVESTMENT CO
1115 MADISON ST NE
SALEM OR 97301

CRONIN PATRICK M/PRISCILLA B
5230 NORTH BASIN
PORTLAND OR 97217

J LO LLC
8340 SW TONKA ST
TUALATIN OR 97062

TUALATIN VALLEY LODGE #2780
PO BOX 1535
TUALATIN OR 97062

WARM SPRINGS CROSSING LLC
8220 SW WARM SPRINGS ST #100
TUALATIN OR 97062

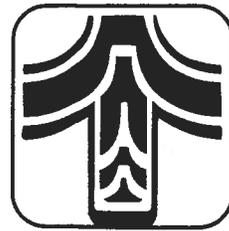
OREGON EVERGREEN & HOLLY LAND
23544 SW GAGE RD
WILSONVILLE OR 97070

GIONET LEONARD A TRUST
1502 SW MONTGOMERY
PORTLAND OR 97201

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

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(PTA-09-05)

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TUALATIN DEVELOPMENT
COMMISSION, THE URBAN
RENEWAL AGENCY OF THE
CITY OF TUALATIN, OREGON

By: Sherilyn Lombos
City Recorder

Exhibit B