



*Tualatin's vision
for the future*

COMPREHENSIVE PLAN 2040



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Part /

ABOUT OUR COMMUNITY

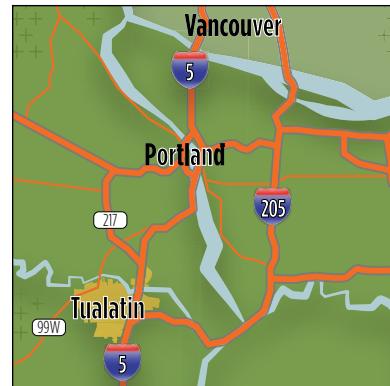
ABOUT OUR COMMUNITY

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

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

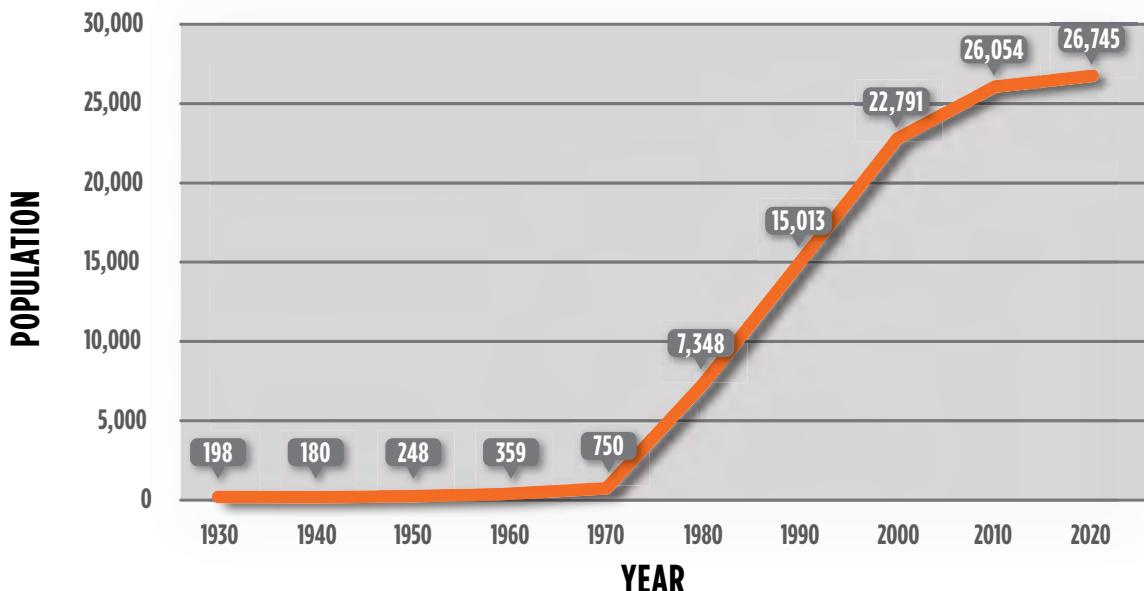
Location

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



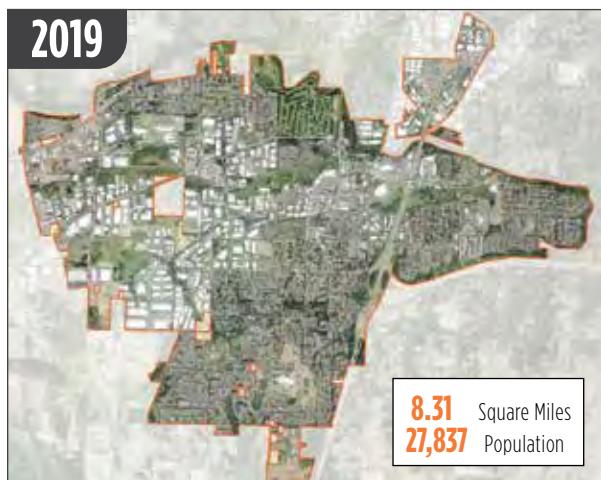
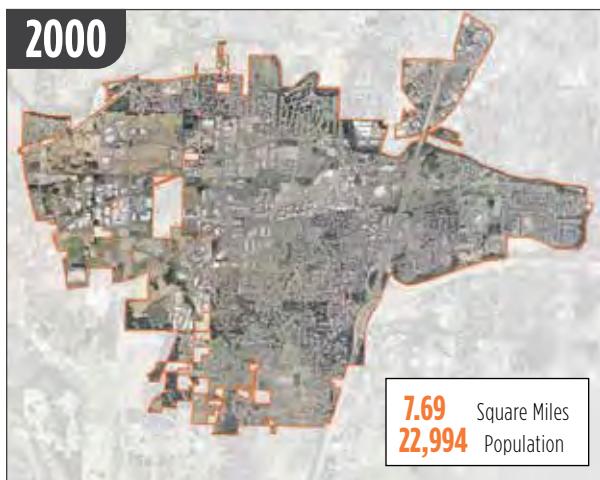
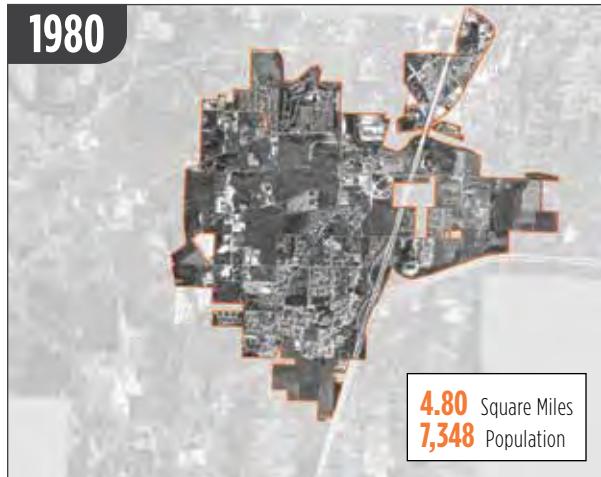
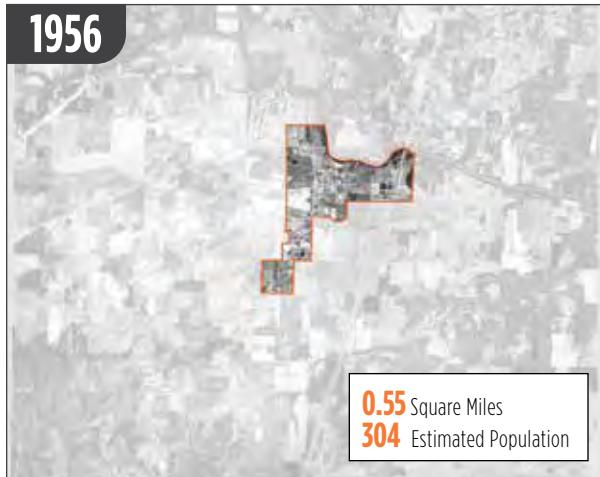
Population

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



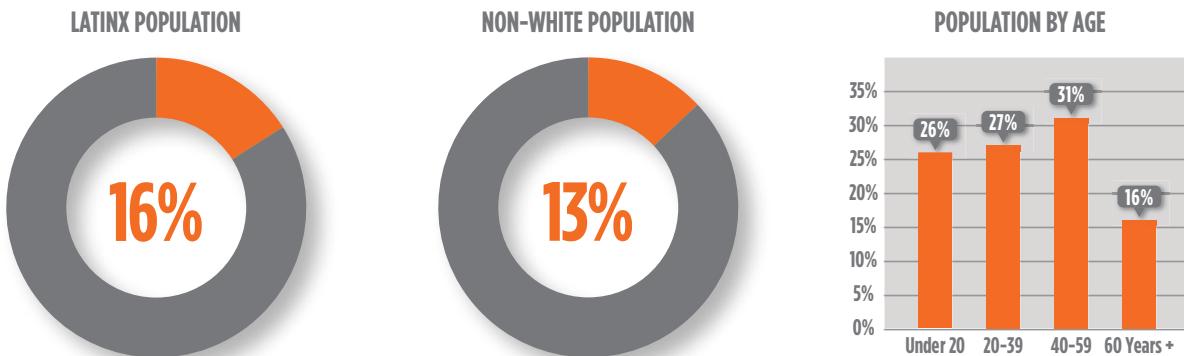
Growth

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



Demographics

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



An aerial photograph of a city during autumn. In the foreground, there's a large lake with a paved walkway around it. To the left, there's a mix of residential buildings and commercial areas. In the center, a large, modern-looking building with a grey roof sits next to a parking lot. The background features a dense forested hillside, and further back, the snow-capped peak of Mount Rainier is visible under a clear blue sky.

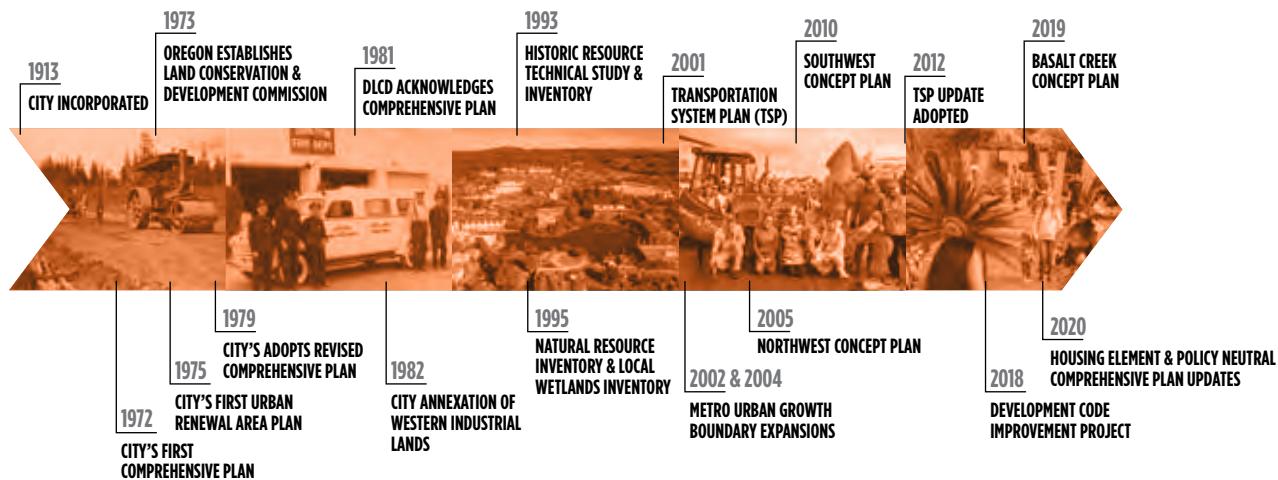
Part II

ABOUT THE COMPREHENSIVE PLAN

INTRODUCTION

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

TIMELINE OF MAJOR COMPREHENSIVE PLAN UPDATES



Planning Area Description

This planning effort studied an area that is described on the Plan Map in Chapter 10 and referred to as the Study Area.

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

ADMINISTRATIVE PROVISIONS

Interpretation

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

Definitions

Definitions of some terms used within the Comprehensive Plan are included below.

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

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

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

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

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

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

Floodplain. The area subject to inundation by the base flood as identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The base flood is one that has a 1% chance of being equaled or exceeded in any given year, also referred to as the “100-year flood.”

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

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

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

Historic Resource. Are those buildings, structures, objects, sites or district that potentially have a significant relationship to events or conditions of the human past.



Definitions continued

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

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

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

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

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

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

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

Planning District. Land use regulatory designation under the Tualatin Development Code. The term "Zone" has the same meaning as "Planning District."

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

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

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



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

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

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

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

PLAN IMPLEMENTATION

Technical Memoranda

BACKGROUND AND SUPPORTING DOCUMENTS ADOPTED AS PART OF THE COMPREHENSIVE PLAN

TITLE	ADOPTION DATE	ORDINANCE
Economic Opportunities Analysis	August 28, 2023	1480-23
Housing Needs Analysis	December 14, 2020	1450-20
Parks and Recreation Master Plan	November 25, 2019	1427-19
Sewer Master Plan	November 25, 2019	1427-19
Water Master Plan	July 10, 2023	1476-23
Transportation System Plan (TSP)	August 28, 2023; November 25, 2019; April 22, 2019; February 25, 2013	1480-23; 1427-19; 1418-19; 1354-13
Natural Resource Inventory and Local Wetlands Inventory	July 14, 1997	979-97
Historic Resource Technical Study and Inventory	May 24, 1993; October 14, 1991	894-93; 844-91
Tualatin Drainage Plan	October 22, 1979	491-79

AREA-SPECIFIC CONCEPT PLANS

Basalt Creek Concept Plan	April 22, 2019	1418-19
Southwest Tualatin Concept Plan	April 25, 2011	1321-11
Northwest Tualatin Concept Plan	June 27, 2005	1191-05





Part III

GOALS & POLICIES



1 COMMUNITY INVOLVEMENT

Purpose

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

Goals & Policies

GOAL 1.1

Implement community involvement practices in line with Statewide Planning Goal 1.

POLICY 1.1.1 Support community advisory committees to provide recommendations on planning matters.

POLICY 1.1.2 Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvement.

POLICY 1.1.3 Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.



2 COMMUNITY DESIGN

Purpose

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

Goals & Policies

GOAL 2.1

Promote the City's natural beauty, and achieve pleasant environments for living and working that sustain the comfort, health, tranquility, and contentment of people who live, work, and enjoy time in Tualatin.

POLICY 2.1.1 Encourage structures be planned in ways that relate to the site and surrounding context.

POLICY 2.1.2 Encourage meaningful public engagement with community design projects.

POLICY 2.1.3 Promote design that fosters a sense of place and community identity through the Central Design District.

GOAL 2.2

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

POLICY 2.2.1 Require the establishment and protection of street trees.

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

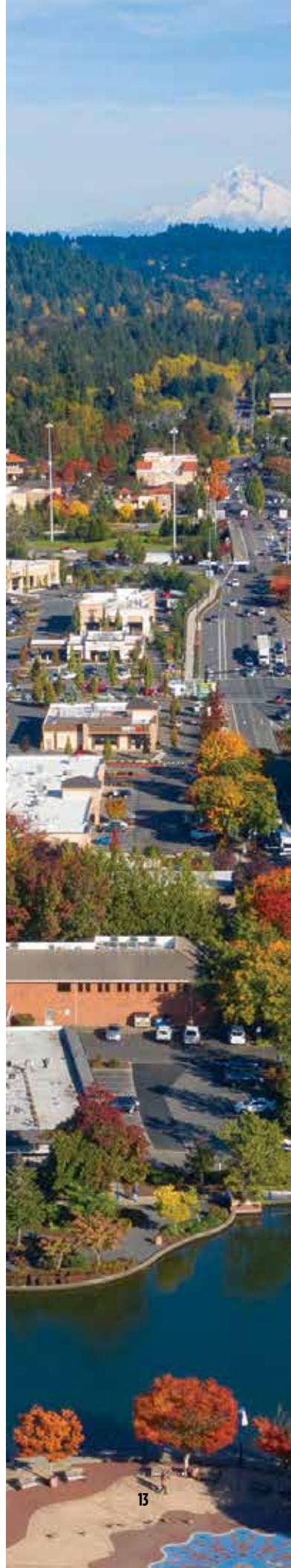
GOAL 2.3

Balance the right of free speech, business needs, public wayfinding, safety for all modes, and diverse aesthetic interests, through a functional sign regulation program.

POLICY 2.3.1 Protect public health and safety by limiting distracting signs, ensuring that signs do not interfere with multi-modal transportation safety, and ensuring safe construction and installation of signs.

POLICY 2.3.2 Align the range of allowed sign types with the urban design context, such as additional small signs in pedestrian-oriented development areas.

POLICY 2.3.3 Encourage attractive, creative, and unique sign types through the City's review program. Encourage the improvement and maintenance of non-conforming signs.





3 HOUSING & RESIDENTIAL GROWTH

Purpose

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

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

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

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

Goals & Policies

GOAL 3.1 HOUSING SUPPLY.

Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.

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

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

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

POLICY 3.1.4 CLEAR AND OBJECTIVE REVIEW. Provide for clear and objective review standards for all residential development and redevelopment.

Goals & Policies

POLICY 3.1.5 FUNCTIONAL PLANNING. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

POLICY 3.1.6 INFRASTRUCTURE PLANNING. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.

POLICY 3.1.7 COORDINATION. Coordinate with local, state, and regional governments, districts, and stakeholders to support Tualatin's housing land supply needs.

GOAL 3.2 HOUSING FOR ALL.

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

POLICY 3.2.1 HOUSING TYPE DIVERSITY. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.

GOAL 3.3 AFFORDABLE HOUSING.

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

Strategic Actions

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

Strategic Actions

Strategic Actions

- Evaluate opportunities to increase development densities to address deficiencies identified in the Housing Needs Analysis within Tualatin's existing zones.
- Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.
- Evaluate Tualatin's land supply every two years, and make regular updates to the City's Buildable Lands Inventory and Housing Needs Analysis.
- Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
- Develop policies to prevent and address homelessness.
- Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
- Evaluate partnerships with organizations to establish a land bank or land trust.
- Evaluate system development charge financing opportunities.

Goals & Policies

GOAL 3.4 REDEVELOPMENT.

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

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

POLICY 3.4.2 MIXED-USE COMMERCIAL. Support the application of mixed-use commercial designations in areas of Tualatin that are suitable for a mix of office, retail commercial, and high-density housing.

Strategic Actions

- Evaluate establishment of a new urban renewal district to include a minimum 25% funding set aside for affordable housing for households earning 60% or MFI or less.
- Evaluate incentivizing redevelopment to include a portion of housing that addresses deficiencies identified in the Housing Needs Analysis.
- Evaluate policies and/or incentives to support redevelopment of underutilized commercial buildings for housing.

GOAL 3.5 HOUSING AND TRANSPORTATION.

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

POLICY 3.5.1 COORDINATED PLANNING.

Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.

Strategic Actions

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

GOAL 3.6 RESIDENTIAL GROWTH.

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

POLICY 3.6.1 CONSENT-DRIVEN ANNEXATION.

Only property owners may initiate annexation of property within Tualatin's Urban Planning Areas, including cases involving unincorporated "islands" of property surrounded by land annexed previously.

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

GOAL 3.7 RESIDENTIAL GROWTH

AND THE ENVIRONMENT.

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

POLICY 3.7.1 ENVIRONMENTAL PROTECTION.

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

4 ECONOMY, COMMERCIAL & INDUSTRIAL DEVELOPMENT

Purpose

The purpose of this chapter is to guide employment uses, planning, and development in Tualatin. Tualatin's Buildable Lands Inventory and Economic Opportunities Analysis provide a basis for understanding the current trends and projected demand for new commercial and industrial land.



Urban Renewal

Tualatin has employed Urban Renewal Areas in the Tualatin Central Urban Renewal Plan (1984) and Leveton Tax Increment Plan (1985). Future Urban Renewal Areas may be employed to spur economic development, support infrastructure, and provide housing opportunity accessible to job centers.

Goals & Policies

GOAL 4.1

Ensure an adequate supply of employment land that is available and serviceable as identified in the Economic Opportunities Analysis.

POLICY 4.1.1 Locate and design areas that allow commercial development in a manner that increases access to goods and services while minimizing traffic impacts, including the location of commercial services where accessible through transit and active transportation modes, the encouragement of mixed use development, and small neighborhood commercial nodes.

POLICY 4.1.2 Provide for the continued development of major medical services and other critical infrastructure within the City of Tualatin.

POLICY 4.1.3 Encourage functional and attractive commercial development through standards for site design and landscaping.

POLICY 4.1.4 Encourage mixed use commercial and residential development.

POLICY 4.1.5 Plan for infrastructure development to support commercial and industrial development.

Strategic Actions

- Evaluate potential opportunities to make more efficient use of commercial and industrial land.
- Evaluate the establishment of a program to assist landowners to get their sites certified through the Business Oregon Certified Shovel Ready program or other similar development program.
- Evaluate development of a civic center with a range of supportive and complementary uses.



Goals & Policies

POLICY 4.1.6 Coordinate the City's Transportation System Plan with planning for employment and business growth.

GOAL 4.2

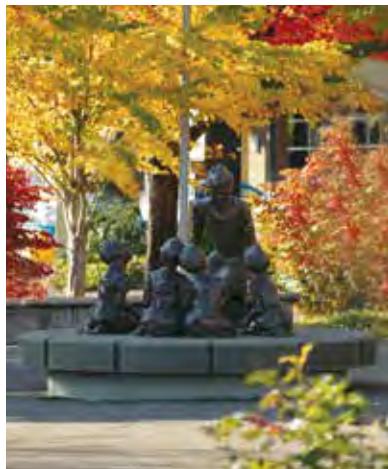
Support business retention, growth, and attraction in ways that strengthen the local tax base and support Tualatin's industrial lands as a major local and regional employment center.

POLICY 4.2.1 Preserve and protect, with limited exceptions, the City's existing industrial land.

POLICY 4.2.2 Fully develop planned industrial areas, providing full transportation, sewer, and water services prior to or as development occurs.

POLICY 4.2.3 Cooperate with Washington County, Metro, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to growing industrial areas.

POLICY 4.2.4 Support growth of existing businesses, including growth and retention of entrepreneurial businesses, in Tualatin.



Strategic Actions

- Evaluate revision to the Economic Development Strategy to develop a clear vision for economic development, and create an action plan to implement the vision.
- Evaluate opportunities to revise City code and policy to attract or grow businesses with pay at or above Tualatin's average wage.
- Evaluate use of incentives to retain, grow, and attract businesses.
- Evaluate opportunities to support workforce development.

GOAL 4.3

Manage industrial impacts to the environment and other uses

POLICY 4.3.1 Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards.

POLICY 4.3.2 Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.

POLICY 4.3.3 Protect adjacent land uses from noise and adverse environmental impacts by adopting industrial noise and environmental impact standards.

POLICY 4.3.4 Protect environmentally sensitive areas, including the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.

POLICY 4.3.5 Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.

POLICY 4.3.6 Protect wooded and other natural areas by requiring their preservation in a natural state or by integrating the major trees into the design of the parking lots, buildings, or more formal landscaping areas of an industrial development. If it is necessary to remove a portion or all of the trees, require mitigation.

POLICY 4.3.7 Administer specific and enforceable architectural and landscape design standards for industrial development.

POLICY 4.3.8 Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

GOAL 4.4
Identify redevelopment opportunities.

POLICY 4.4.1 Support and encourage redevelopment of mixed-use development.

Strategic Actions

- Evaluate zoning districts within Tualatin for redevelopment for housing and employment uses.
- Evaluate revisions to the Tualatin Town Center Plan to focus on opportunities to support redevelopment.
- Evaluate revisions to the Tualatin Development Code to encourage redevelopment and intensification of uses in commercial and industrial areas.

5 OTHER LAND USES

Purpose

The purpose of this chapter is to guide the development of uses other than residential, industrial, commercial, open space, and mixed-use development, such as utilities and institutional uses.

Goals & Policies

GOAL 5.1

Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.

of facilities and encourage safety and sound construction. Encourage siting strategies that reduce redundant facilities.

POLICY 5.1.1 GOVERNMENT SERVICES. Locate government offices in a central location that serves the public, except operations functions, which may be appropriately located in the industrial districts.

POLICY 5.1.7 INTERGOVERNMENTAL COOPERATION.

Cooperate with local school districts to plan adequate facilities. Actively involve school districts where school capacity or regulations applicable to school facilities may be considered. Cooperate with regional, state, and federal agencies in planning for medical facilities, solid waste.

POLICY 5.1.2 PUBLIC SAFETY. Locate facilities such as utilities and other critical infrastructure to minimize the risk of hazards the facility may pose to surrounding uses, or risks that natural or other hazards may pose to the facility and surrounding uses alike.

GOAL 5.2

Allow flexibility to allow residential facilities, medical facilities, and religious institutions in residential, commercial, and mixed use areas while managing impacts between uses.

POLICY 5.1.3 COMPATIBILITY. Encourage attractive design, screening, and use of landscaping to moderate visual impacts of utilities and public facilities with their urban design context.

POLICY 5.2.1 Allow the location of religious institutions as retirement homes and hospitals in commercial and residential planning districts, subject to conditional use approval, and allow congregate care facilities, assisted living facilities and residential care facilities and hospitals as permitted uses in the Medical Center District.

POLICY 5.1.4 SCHOOL SITING. Locate schools to complement neighborhood park facilities and integrate the location of schools with surrounding residential neighborhoods. Locate schools to support multi-modal access and to avoid impacts from industrial or other uses that could be harmful to student health.

POLICY 5.2.2 Allow residential facilities and residential homes as permitted uses in all residential planning districts.

POLICY 5.1.5 CHILD CARE SITING. Allow the location of child care facilities within commercial, residential, and light industrial areas consistent with state law.

POLICY 5.2.3 Limit the siting of residential facilities, retirement homes, and medical services in industrial areas.

POLICY 5.1.6 WIRELESS FACILITIES. Allow the siting of wireless communication facilities consistent with federal and state law, while encouraging design measures to mitigate visual impacts

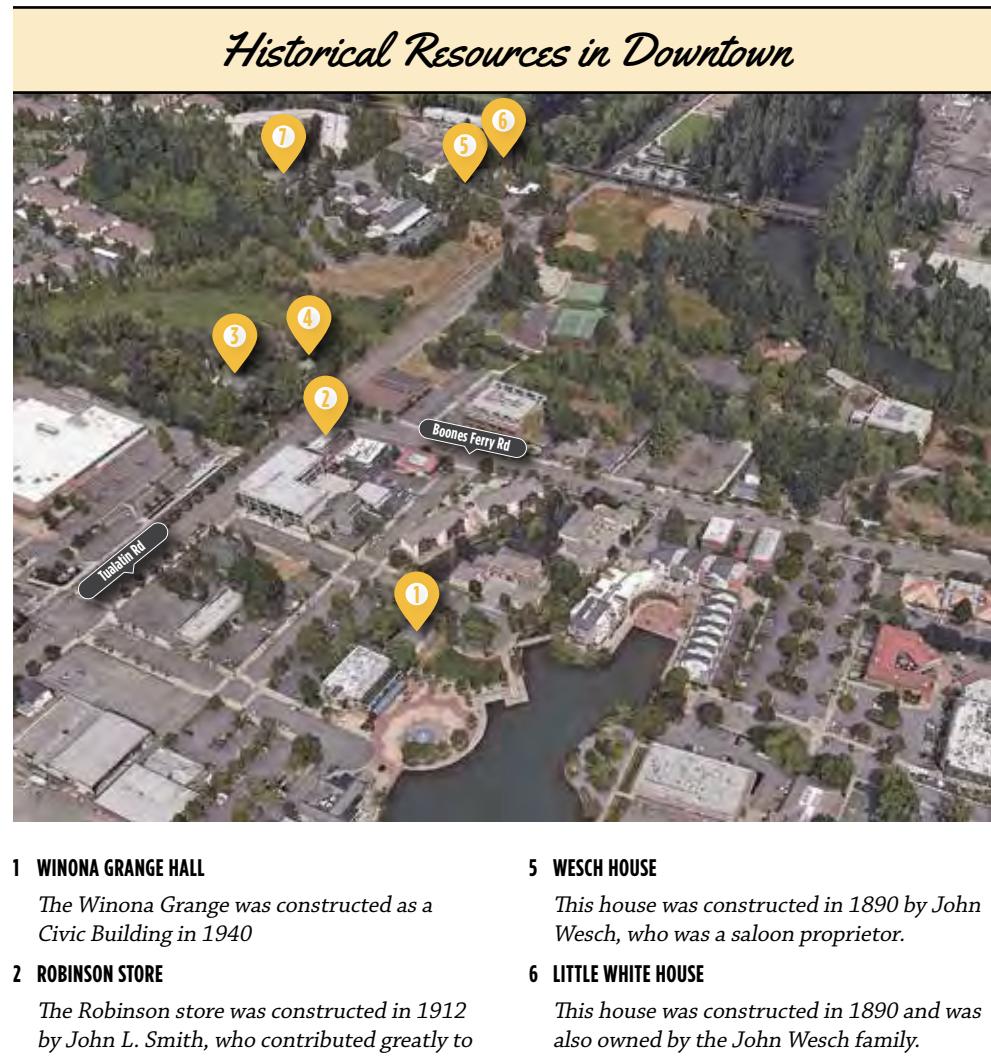
POLICY 5.2.4 Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.



6 HISTORIC PRESERVATION

Purpose

The purpose of this chapter is to guide the conservation of historic resources in the City of Tualatin. The City's Historic Resource Technical Study and Inventory (1993) provides the basis for identifying historic and cultural resources within the City of Tualatin.



CREDIT: Al Stewart Photography

Goals & Policies

GOAL 6.1 PRESERVATION.

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

POLICY 6.1.1 Strengthen the economy of the City by encouraging property owners to preserve historic resources for tourists, visitors and residents.

POLICY 6.1.2 Identify and preserve diverse architectural styles reflecting periods of the City's historical and architectural development, encourage complementary design and construction for alterations affecting historic resources and encourage relocation of historic resources over demolition.

POLICY 6.1.3 Identify and resolve conflicts between the preservation of historic resources and alternative land uses.

POLICY 6.1.4¹ Integrate the management of historic resources into public and private land management and development processes.

POLICY 6.1.5 Upon annexation, potential historic resources located outside of the City, but within the City's planning area shall proceed through the significance review, conflicting use and economic, social, environmental and energy analysis.

POLICY 6.1.6 Identify and list additional properties to the current list of protected historic resources. Review the impacts on landmarks when public improvement projects are proposed.

POLICY 6.1.7 Retain landmarks on parcels which cannot be partitioned or subdivided by preserving and not demolishing or relocating them. Retain landmarks located on parcels which can be partitioned or subdivided by property owners and developers integrating the resource into proposed lot configurations and development proposals.

POLICY 6.1.8 Encourage adaptive use. Allow conflicting uses where necessary to encourage preservation and maintenance of historic resources. Favor relocation over demolition.

GOAL 6.2 EDUCATION

Foster community and neighborhood pride and sense of identity based on recognition and use of historic resources.

POLICY 6.2.1 Encourage public awareness, understanding and appreciation of the City's history and culture. Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of Tualatin.



TUALATIN METHODIST CHURCH



ROBINSON STORE

¹ Renumbered from original ordinance per authority in TMC 1-1-030.



7 PARKS, OPEN SPACE & ENVIRONMENT

Purpose

The purpose of this chapter is to guide the conservation of natural resources and open space areas, as well as the development of recreational areas and trails.

The Parks and Recreation Master Plan is adopted by reference as a supporting technical document to the Tualatin Community Plan. The Parks and Recreation Master Plan contains detailed analysis, discussions, and recommendations on community parks, neighborhood parks, greenways, bicycle and pedestrian routes, and recreation programs. The Tualatin Development Code references figures and maps within the Master Plan.

Parks & Recreation Master Plan Goals

GOAL 1: Expand accessible and inclusive parks and facilities to support community interests and recreation needs.

GOAL 2: Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.

GOAL 3: Conserve and restore natural areas to support wildlife, promote ecological functions, and connect residents to nature and the outdoors.

GOAL 4: Activate parks and facilities through vibrant programs, events, and recreational opportunities for people of different ages, abilities, cultures, and interests.

GOAL 5: Support the arts through programs, parks, and public spaces that reflect Tualatin's identity, heritage, history, and expressive character.

GOAL 6: Promote Tualatin's unique identity, economic vitality, tourism through parks, natural resources, historic preservation, events, programs, and placemaking.

GOAL 7: Manage, administer, and maintain quality parks, facilities, and programs through outstanding customer service, stewardship, and sustainable practices.



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

Goals & Policies

GOAL 7.1

Identify and protect significant natural resources that promote a healthy environment and natural landscape that improves livability, and to provide recreational and educational opportunities.

POLICY 7.1.1 Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.

GOAL 7.2

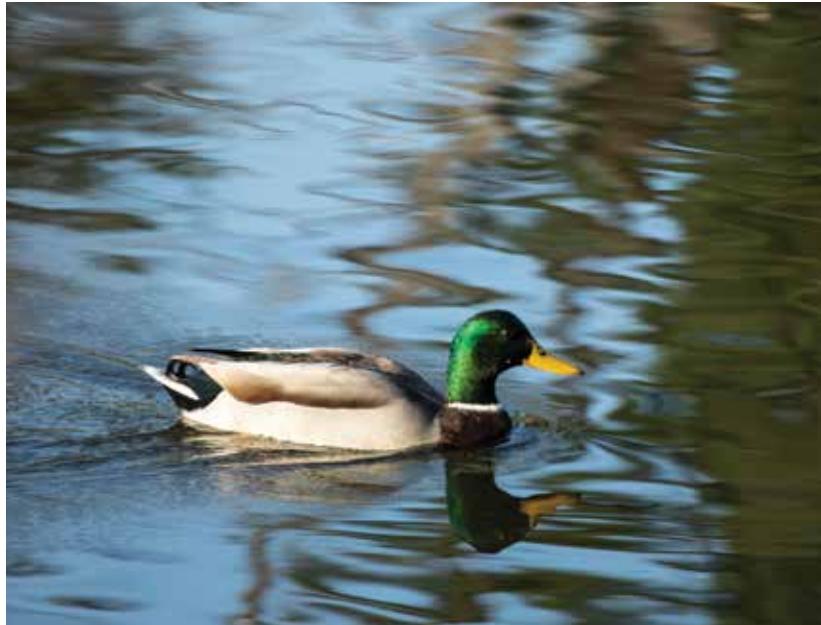
Balance natural resource protection with growth and development needs.

POLICY 7.2.1 Provide incentives and alternative development standards, such as, reduced minimum lot sizes and building setbacks for property owners to preserve the natural resource while accommodating growth and development.

POLICY 7.2.2 Allow public facilities such as sewer, stormwater, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

POLICY 7.2.3 Except in Wetland Natural Areas, allow public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses.

POLICY 7.2.4 Except in Wetland Natural Areas, allow the replacement of existing structures with structures in the same location that do not disturb additional riparian surface.





8 TRANSPORTATION

Purpose

This chapter reflects the City's current Transportation System Plan as it applies to development activities and city actions. The Transportation System Plan guides transportation planning, policy, and investment for Tualatin.

Background

The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals. The Transportation System Plan is adopted as a technical background document to the Comprehensive Plan as described in Part II.

Goals & Objectives

GOAL 8.1 ACCESS AND MOBILITY.

Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access for all users.

Objectives:

- Improve travel time reliability/provide travel information for all modes including freight and transit.
- Provide efficient and quick travel between points A and B.
- Provide connectivity within the City between popular destinations and residential areas.
- Accommodate future traffic, bicycle, pedestrian, and transit demand.
- Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and pedestrians.
- Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.
- Increase access to key destinations for all modes.

GOAL 8.2 SAFETY.

Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.

Objectives:

- Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.
- Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.
- Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.
- Provide a secure transportation system for all modes.

Goals & Objectives

GOAL 8.3 VIBRANT COMMUNITY.

Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.

Objectives:

- Produce a plan that respects and preserves neighborhood values and identity.
- Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.
- Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.
- Support a livable community with family-friendly neighborhoods.
- Maintain a small-town feel.

GOAL 8.4 EQUITY.

Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:

- Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.
- Consider access to transit for all users.

GOAL 8.5 ECONOMY.

Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:

- Support a vibrant city center and community, accessible to all modes of transportation.
- Support employment centers by providing transportation options to major employers.
- Increase access to employment and commercial centers on foot, bike, or transit.
- Consider positive and negative effects of alternatives on adjacent residential and business areas.
- Accommodate freight movement.
- Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

GOAL 8.6 HEALTH/ENVIRONMENT.

Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:

- Provide active transportation options to area schools to reduce childhood obesity.
- Promote active transportation modes to support a healthy public and children of all ages.
- Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.
- Consider air quality effects of potential transportation solutions. Protect park land and create an environmentally sustainable community.
- Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

Goals & Objectives

GOAL 8.7 ABILITY TO BE IMPLEMENTED.

Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:

- Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.
- Evaluate potential options for consistency with existing community, regional, and state goals and policies.
- Strive for broad community and political support.
- Optimize benefits over the life cycle of the potential option.
- Consider transportation options that make the best use of the existing network.
- Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

POLICY AREA 8.8 FUNCTIONAL CLASSIFICATION POLICIES.

Functional classification policies support the City's transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

POLICY 8.8.1 Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.

POLICY 8.8.2 Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.

POLICY AREA 8.9 ROADWAY POLICIES.

The following establish the City's policies on roadways.

POLICY 8.9.1 Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.

POLICY 8.9.2 Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.

POLICY 8.9.3 Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.

POLICY AREA 8.10 ACCESS MANAGEMENT POLICIES.

The following establish the City's policies on access management.

POLICY 8.10.1 No new driveways or streets on arterial roadways within the City, except where noted in the TDC, usually when no alternative access is available.

POLICY 8.10.2 Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.

POLICY 8.10.3 Adhere to intersection spacing.

POLICY 8.10.4 Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.

POLICY 8.10.5 Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.

POLICY 8.10.6 No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.

POLICY 8.10.7 On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

Policy Areas

POLICY AREA 8.11 TRANSIT POLICIES.

The following establish the City's policies on public transit:

POLICY 8.11.1 Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.

POLICY 8.11.2 Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.

POLICY 8.11.3 Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.

POLICY 8.11.4 Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.

POLICY 8.11.5 Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.

POLICY 8.11.6 Develop and improve pedestrian and bicycle connections and access to transit stops.

POLICY 8.11.7 Encourage higher-density development near high-capacity transit service.

POLICY 8.11.8 Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.

In addition to the transit policies included here, Bicycle and Pedestrian Policies, Policy 8.12.7 and Policy 8.12.8, are applicable to transit.

POLICY AREA 8.12 BICYCLE AND PEDESTRIAN POLICIES.

The following establish the City's policies on bicycle and pedestrian facilities:

POLICY 8.12.1 Support Safe Routes to Schools (SRTS) for all Tualatin schools.

POLICY 8.12.2 Work with partner agencies to support and build trails.

POLICY 8.12.3 Allow wider sidewalks downtown for strolling and outdoor cafes.

POLICY 8.12.4 Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).

POLICY 8.12.5 Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.

POLICY 8.12.6 Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.

POLICY 8.12.7 Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.

POLICY 8.12.8 Ensure that there are bicycle and pedestrian facilities at transit stations.

POLICY 8.12.9 Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.

POLICY 8.12.10 Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

Policy Areas

POLICY AREA 8.13 FREIGHT RAIL POLICIES.

The following establish the City's policies on freight rail:

POLICY 8.13.1 Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods.

POLICY 8.13.2 Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.

POLICY 8.13.3 Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines.

Passenger Rail Policies. The City of Tualatin's policies on public transit are described in Policy Area 8.11, as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8.

Water, Pipeline & Air Plan

This section includes the Water, Pipeline, and Air Plans.

- *Water Plan.* *The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.*
- *Pipeline Plan.* *A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.*
- *Air Plan.* *There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.*

Policy Areas

POLICY AREA 8.14 TRANSPORTATION DEMAND MANAGEMENT POLICIES.

The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 8 -1:

POLICY 8.14.1 Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.

POLICY 8.14.2 Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs.

POLICY 8.14.3 Explore the use of new TDM strategies to realize more efficient use of the City's transportation system.

POLICY 8.14.4 Support Washington County's regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips.

POLICY 8.14.5 Promote the use and expansion of the Tualatin Shuttle program.

TRANSPORTATION SYSTEM MANAGEMENT.

Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

IMPLEMENTATION.

The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

Table 8-1: Metro Modal Targets

Source: Metro's 2035 RTP

2040 REGIONAL DESIGNATION	NON-DRIVE-ALONE MODAL TARGET
• Regional Centers	45-55%
• Town Centers	
• Main Streets	
• Station Communities	
• Corridors	
• Passenger Intermodal Facilities	
• Industrial Areas	40-45%
• Freight Intermodal Facilities	
• Employment Areas	
• Inner Neighborhoods	
• Outer Neighborhoods	



9 PUBLIC FACILITIES & SERVICES

Purpose

The purpose of this chapter is to facilitate the development of citywide public facilities in relationship to other development needs. This chapter includes water, sanitary sewer, and stormwater infrastructure goals and policies.

Water Service

The Water Master Plan (2023) is adopted as a background document to the Comprehensive Plan as seen in Part II.

The proposed water supply and distribution system is designed to accommodate the maximum demand that the system is expected to experience. The maximum demand is composed of consumer flows and fire flows. The March 2023 Water Master Plan projected a “build out population” of 33,469 residents by 2070; this includes infill residential growth, as well as growth in the Basalt Creek and SW Industrial planning areas. The 2023 Master Plan’s projected average day water demand at buildout is 5.65 million gallons per day, and the projected maximum day water demand at buildout is 10.83 million gallons per day.

The Master Plan also includes a Water Supply Strategy which explored the various regional water sources and recommended Tualatin continue to purchase water from the City of Portland. That strategy, found as Appendix B to the Master Plan, helped guide the decision to negotiate a 30 year contract to continue purchasing water from Portland.

Fire protection for the City’s service area is provided by Tualatin Valley Fire & Rescue (TVF&R). General TVFR fire flow guidelines are described in the Fire Code Applications Guide consistent with the most recent edition of the Oregon Fire Code (OFC). Fire flow requirements by land use type based on these guidelines are summarized in Table 4-2 in the Water Master Plan and reflect a balance between providing fire suppression flows from the water system and requiring onsite fire suppression (per the OFC) to reduce the demand on the water system.

Goals & Policies

GOAL 9.1 WATER QUALITY.

Provide safe, high-quality water to all customers.

POLICY 9.1.1 REGULATORY STANDARDS. Ensure that water provided to Tualatin customers meets or exceeds all federal and state water quality regulatory standards.

GOAL 9.2 WATER SUPPLY.

Provide a reliable and economical supply of water to meet current and future needs.

POLICY 9.2.1 COORDINATION. Coordinate the provision of water with local and regional water agencies and stakeholders.

POLICY 9.2.2 SUPPLY DEVELOPMENT AND DIVERSIFICATION. Plan for the development of additional water sources to meet projected water demand and diversify the portfolio of water sources that provide water to the City of Tualatin.

Goals & Policies

POLICY 9.2.3 CAPITAL IMPROVEMENT PROJECTS. Support capital improvement projects that enhance Tualatin's ability to deliver an adequate supply of water to current and future customers.

POLICY 9.2.4 WATER SYSTEM DEVELOPMENT. Require developers to aid in improving the water system by constructing facilities to serve new development, by extending lines to adjacent properties, as well as by paying SDCs to help buy into the existing water system they are connecting to.

POLICY 9.2.5 RELIABILITY. Water lines should be looped whenever possible to prevent dead-ends and to increase reliability in the system.

POLICY 9.2.6 STORAGE AND OPERATIONAL FACILITIES. Provide sufficient opportunity for water storage and operational facilities to ensure supply reliability and serve emergency needs.

POLICY 9.2.7 SYSTEM BOUNDARIES. Prohibit the extension of City water services outside the City's municipal boundaries, unless the water service is provided to an area inside an adjacent city.

GOAL 9.3 RESILIENCY.

Provide a resilient water system to reduce risk posed by natural disaster events.

POLICY 9.3.1 HAZARD MITIGATION. Upgrade existing infrastructure to reduce risk posed by seismic events, climate change, and other hazards.

POLICY 9.3.2 AGING INFRASTRUCTURE. Plan for the replacement or rehabilitation of existing infrastructure that is near the end of its useful life.

PROPOSED IMPROVEMENTS.

The water distribution and storage system with existing and proposed waterlines and reservoirs is illustrated in Map 9-1. The proposed short-term, medium-term and long-term capital improvements for the system recommended in the March 2023 Water Master Plan are in Master Plan Table 8-3 and shown mapped on Figure 8-1 of the Master Plan.



Sanitary Sewer Service

The Sewer Master Plan (2019) is adopted as a background document to the Comprehensive Plan as seen in Part II.

The design of the sewage collection system was established in 1979 and 1983 when the initial system was planned and updated. Since 1983 the planned system has, essentially, been constructed. The 2019 Sewer Master Plan updates the 2002 Sewer Master Plan for the City of Tualatin. This includes updating the 2012 hydraulic model prepared by CWS, reviewing and updating land use assumptions to match City planning projections, updating existing and future system hydraulic capacity deficiencies, developing a concept plan for service to two expansion areas, and reviewing initial project concepts with the updated hydraulic model to develop an improvement list for future land scenarios. Modeling was conducted for current conditions (2017) and planning years 2025, 2035, and buildout.

Projects and cost estimates, including engineering and administration, for the major improvements in Tualatin's sewage collection system are contained in the Sewer Master Plan. No attempt has been made to adjust prices to a future date. The cost figures include only City costs, not Clean Water Services.

Goals & Policies

GOAL 9.2

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

POLICY 9.2.1 Provide a City sanitary sewer system in cooperation with Clean Water Services (CWS). The City is responsible for the collection system's smaller lines and the 65th Avenue pump station and CWS is responsible for the larger lines, pump stations and treatment facilities.

POLICY 9.2.2 Work with CWS to ensure the provisions of the intergovernmental agreement between the City and CWS are implemented.

POLICY 9.2.3 Prohibit the extension of sewer service to areas outside the City limits, unless it is provided to an area inside the city limits of an adjacent city.

POLICY 9.2.4 Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties.

POLICY 9.2.5 Improve the existing sewer system to provide adequate service during peak demand periods.

POLICY 9.2.6 Improve the existing sewer system to control and eliminate sanitary sewer overflows such as basement flooding to the extent possible.

POLICY 9.2.7 Review and update the "Tualatin Sewer Master Plan" on a regular basis in coordination with CWS.

POLICY 9.2.8 Perform a cost of service rate study and study funding methods to ensure sufficient City funds exist to construct planned improvements.

POLICY 9.2.9 Work with CWS to update CWS's and the City's plans and regulations once new sanitary sewer overflow (SSO) and capacity, management, operation and maintenance (CMOM) regulations are published in the Federal Register.

Stormwater Management

The Stormwater Master Plan (2019) is adopted as a background document to the Comprehensive Plan as seen in Part II. Capital projects and related information is contained in the Stormwater Master Plan. The Plan supports regulatory directives under Clean Water Services (CWS).

Goals & Policies

GOAL 9.3

Provide a plan for routing surface drainage through the City, utilizing the natural drainages where possible. Update the plan as needed with drainage studies of problem areas and to respond to changes in the drainage pattern caused by urban development.

POLICY 9.3.1 Coordinate the City's Stormwater Management regulations with the City's Floodplain District, Wetland Protection District and Natural Resource Protection Overlay District regulations, and with the plans of Clean Water Services and other regional, state, and federal agencies to achieve consistency among the plans.

POLICY 9.3.2 Protect areas of the city with observed and/or reported in-stream erosion and hydromodification risk by requiring development to implement controls related to flow control.

POLICY 9.3.3 Increase water quality treatment throughout the City by expanding treatment area coverage through water quality retrofits and enhancing the level of treatment provided. Continue working with state and regional agencies on surface water management and water quality.

POLICY 9.3.4 Identify and solve existing problems in the drainage system and plan for construction of drainage system improvements that support future development.

POLICY 9.3.5 Provide standards for surface water management and water quality by which development will be reviewed and approved. Review and update the standards as needed.

POLICY 9.3.6 Clearly indicate responsibilities for maintaining stormwater management and water quality facilities.

POLICY 9.3.7 Enforce drainage and stormwater management standards.

POLICY 9.3.8 Route stormwater runoff from the upper Hedges Creek Subbasin through the Wetland Protected Area marsh which as a wetland provides important drainage, stormwater management and water quality benefits.

POLICY 9.3.9 Protect the Wetland Protected Area marsh and its important drainage, stormwater management and water quality functions in the Hedges Creek Subbasin.

POLICY 9.3.10 Require new development to provide onsite pollution reduction facilities when necessary to treat stormwater runoff prior to entering Hedges Creek and protect the marsh from urban stormwater pollutants.

POLICY 9.3.11 To reduce sedimentation and erosive stormwater flow volumes, require onsite stormwater detention facilities for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area marsh.

POLICY 9.3.12 Consider opportunities to construct regional pollution reduction facilities to treat stormwater runoff prior to entering Hedges Creek and protect the marsh from urban stormwater pollutants.

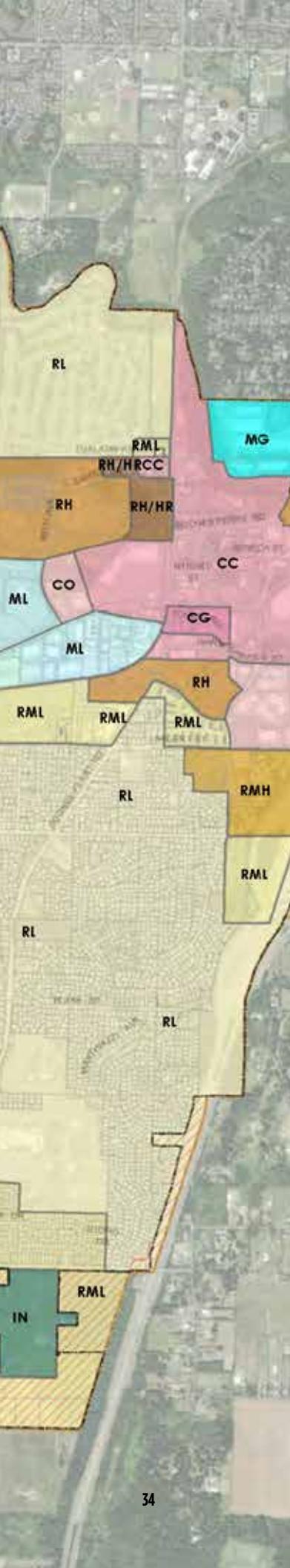
POLICY 9.3.13 Implement beaver management techniques to selectively encourage/discourage beaver activity based on the characteristics of the stormwater drainage systems, topography, and vegetation.

POLICY 9.3.14 Coordinate with CWS to implement public education programs and water quality and management activity monitoring.

POLICY 9.3.15 Comply with Metro's Urban Growth Management Functional Plan, Title 3.

POLICY 9.3.16 Develop and support a program for continual public water quality facility maintenance, including both routine maintenance and larger system restoration and redesign as needed.

POLICY 9.3.17 Validate and construct water quality retrofits, prioritizing project opportunities based on annual inspection efforts.



10 LAND USE DESIGNATIONS & ZONING

Purpose

The purpose of this chapter is to define a distinct range of land use designations that directly correspond with zones applied to lands within the City of Tualatin and its Urban Planning Area. This chapter explains the intention and distinguishing characteristics of each land use designation.

Plan Map Background

This Plan section includes the Plan Map, (Map 10-1) classification of planning district boundaries, and brief descriptions of the land uses in each Plan area. The Map is based on an analysis of data contained in the background analyses and technical memoranda, Comprehensive Plan goals and policies, and the Statewide Planning Goals of the Land Conservation and Development Commission.

PLANNING DISTRICT BOUNDARIES.

The boundaries between planning districts, as portrayed on the Plan Map, are intended to follow property lines (or extensions thereof), roadways, or natural features such as creeks. Where such definition was not possible, the Map is drawn to scale and district boundaries can be determined by using this scale. It should be noted that property lines shown on the Plan Map were derived from County Assessor's Maps and are therefore relatively accurate. Consequently, the planning districts shown on the Plan shall be considered zoning districts, as normally termed. This eliminates the need for two sets of maps and simplifies the understanding of what land uses may be allowed on an individual property.

TUALATIN DESIGN TYPE BOUNDARIES.

Map 10-4, Tualatin Design Type Boundaries reflects the general location of the Design Types in the Urban Growth Management Functional Plan (UGMFP) (Metro Code, Chapter 3.07). The UGMFP, Title 1, says, "For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map." Map 10-4 shows the location of the applicable Design Types consistent with the general locations shown on the 2040 Growth Concept Map. The boundaries are intended to follow the Planning District Boundaries, property lines, rights-of-way centerlines and water features.

Rural Reserves and Green Corridors. The City recognizes that green corridors, as described in the 2040 Growth Concept, are critical to interurban connectivity. If the City, at some future date, annexes an area that includes a green corridor, it will be the City's policy to do the following:

- Allow access, in a controlled manner, to the green corridor to maintain the function, capacity and level of service of the transportation facility and to enhance safety and minimize development pressures on rural reserve areas; and
- Provide appropriate vegetative screening and buffering of adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.

Planning District Objectives

This section describes the purpose of each planning district.

RESIDENTIAL PLANNING DISTRICTS:

Low Density Residential Planning District (RL)

The purpose of the Low Density Residential (RL) district is to provide low density residential areas in the City that include dwellings on individual lots, as well as other land uses and development types compatible with a low density residential environment.



Medium-Low Density Residential Planning District (RML)

This district supports household living uses with a variety of housing types at moderately low densities. This district is primarily oriented toward middle housing types including attached dwellings, multi-family development, and manufactured dwelling parks.



Medium-High Density Residential Planning District (RMH)

This district supports a variety of housing types at moderate densities. This district is primarily oriented toward multi-family development and attached homes.



High-Density Residential Planning District (RH)

This district supports a variety of housing types at moderately high densities. This district is primarily oriented toward multi-family development and attached homes.



High-Density Residential/High-Rise Planning District (RH-HR)

This district supports a wide range of housing types at the greatest density of household living in areas with the greatest access to amenities.



LAND USE DESIGNATIONS & ZONING

COMMERCIAL PLANNING DISTRICTS:

Office Commercial Planning District (CO)

To provide areas suitable for professional office uses adjacent to or across from residential areas. Restaurants may be allowed by conditional use permit when designed as an integral part of a major office complex. It is the intent of this district to provide for office development ranging in size from small buildings with one or two tenants to large complexes housing business headquarters offices. In the design of development in this district, care shall be taken to preserve significant natural resources and to provide extensive perimeter landscaping, especially adjacent to residential areas and streets.



Recreational Commercial Planning District (CR)

To recognize the unique and valuable physical, scenic, cultural, and historic character of the Roamer's Rest area located between the Tualatin River and Pacific Highway (99W) north of the highway's intersection with Tualatin Road. It is intended to preserve that area by allowing and encouraging commercial and related uses that are oriented to the traveler on the highway or that are oriented toward and relate well with the river.



Central Commercial Planning District (CC)

To provide areas for a full range of retail, professional and service uses of the kinds usually found in downtown areas patronized by pedestrians. Civic, social and cultural functions that serve the general community are also appropriate. The Central Commercial Planning District is almost entirely within the downtown portion of the urban renewal area. The Urban Renewal Plan contains extensive development policies and design standards that apply to this district. These policies and standards are intended to help create a village atmosphere in the downtown area. Multiple-family housing is appropriate in certain areas of this district, as specified in the Urban Renewal Plan.



General Commercial Planning District (CG)

To provide areas suitable for a full range of commercial uses, including those uses that are inappropriate for neighborhood, office or central commercial areas. This district is particularly suitable for automobile/service-oriented businesses, excluding automobile, truck and machinery sales and rental, located along the freeway and major arterials. Because of their location, these uses are highly visible to large numbers of passing motorists. Commercial development along the freeway provides perhaps the only lasting impression of Tualatin for many travelers. Therefore, careful attention shall be given to site and structure design for development in this district, including signs, choice of materials, and landscaping, particularly in and around parking areas.



COMMERCIAL PLANNING DISTRICTS CONTINUED:**Mixed-Use Commercial Planning District (MUC)**

To provide areas suitable for a mix of office, retail commercial, and high-density housing. Development standards in this district shall encourage a range of complementary and integrated uses oriented toward pedestrian activity.

**Medical Center Planning District (MC)**

To provide areas for major medical centers providing medical facilities and health care services for the residents of Tualatin and the surrounding area, and to provide limited supporting retail and service uses for the convenience of patients, patient visitors and staff. The Medical Center District shall be no less than 25 acres and front on an arterial as designated in the City's Transportation System Plan.



THERE ARE NO BUILT EXAMPLES FOR THE FOLLOWING DISTRICTS:**Neighborhood Commercial Planning District (CN)**

To provide locations for commercial uses within close proximity to residential areas. It is to provide for opportunities to serve the needs of residents for convenience shopping and services. Such uses will be limited to professional offices, services, and retail trade that are oriented to the day-to-day commercial needs of the residential neighborhood. Neighborhood commercial uses are intended to be pedestrian oriented and should serve to reduce automobile trips and energy consumption. The purpose is also to assure that such development is of a scale and design so that it is compatible with the residential environment and is an enhancement to neighborhood areas. It is not the purpose of this district to create large scale commercial facilities that will compete with similar uses, such as large grocery or department stores, located in the downtown area.

Mid Rise/Commercial Office Planning District (CO/MR)

To provide areas suitable for professional Class A Mid Rise offices. The CO/MR District shall be applied to appropriate lands west of Interstate 5 and south of the Tualatin River. Since the potential application of this district extends over most of the City's incorporated area, considerations such as proximity to established residential districts and preservation of significant views and visual corridors shall be encouraged.

LAND USE DESIGNATIONS & ZONING

MANUFACTURING PLANNING DISTRICTS:

Manufacturing Park Planning District (MP)

The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses shall not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an esthetically attractive working environment with park or campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity.

It also is to protect existing and future sites for such uses by maintaining large lot configurations and limiting uses to those that are of a nature to not conflict with other industrial uses or surrounding residential areas.

It also is intended to provide for a limited amount of commercial uses designed for the employees of the primary uses and to provide for a limited amount of retail selling of products manufactured, assembled, packaged or wholesaled on the site subject to area limitations.



Light Manufacturing Planning District (ML)

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. Also suitable, with appropriate restrictions, are the retail sale of products not allowed for sale in General Commercial areas, subject to applicable zoning overlay standards. . Also suitable are accessory commercial uses subject to area limitations for the sale of products manufactured, assembled, packaged or wholesaled on the site.

The purpose of this district is to provide sites for manufacturing uses that are more compatible with adjacent commercial and residential uses and would serve to buffer heavy manufacturing uses. The purpose is also to allow the retail sale of products manufactured, assembled, packaged or wholesaled on the site subject to area limitations. Certain heavier manufacturing uses may be allowed as conditional uses.



MANUFACTURING DISTRICTS CONTINUED:**General Manufacturing Planning District (MG)**

Suitable for light manufacturing uses and also for a wide range of heavier manufacturing and processing activities. Such areas could be expected to be more unsightly and to have more adverse environmental effects. Rail access and screened open storage would be allowed in this area, conforming to defined architectural, landscape and environmental design standards. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site subject to area limitations.

The heaviest manufacturing uses that are environmentally adverse or pose a hazard to life and safety will not be allowed.

**THERE ARE NO BUILT EXAMPLES FOR THE FOLLOWING DISTRICT:****Manufacturing Business Park Planning District (MBP)**

The purpose of the MBP Planning District is to provide an environment for industrial development consistent with the Southwest Tualatin Concept Plan (accepted by the City in October 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary expansion decisions of 2002 and 2004.

The MBP Planning District will be a mix of light industrial and high-tech uses in a corporate campus setting, consistent with MBP Planning District development standards. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users.

The district is intended to provide for an esthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

Basalt Creek Employment District (BCE)

The purpose of this district is to implement the goals of the Basalt Creek Concept Plan, to provide an environment conducive to the development and protection of employment uses that contribute to the local economy and support nearby residential uses. Such permitted uses must not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property to protect public health, safety and general welfare. The emphasis of the zone is on providing a variety of manufacturing, office, and incubator space for established and emerging businesses, typically in a flex-space development pattern. Commercial uses are allowed but limited in intensity to maintain adequate employment development opportunities.

OTHER PLANNING DISTRICTS:

Institutional Planning District (IN)

The purpose of this district is to provide an environment exclusively for, and conducive to, the development and operation of religious institutions, schools, public parks, and related uses, in a manner that is harmonious with adjacent and nearby residential, commercial, or manufacturing planning districts and uses.

The district is intended to accommodate large-scale campus-style developments, owned and operated by governmental or nonprofit entities, consisting of multiple structures or facilities, which may serve multiple purposes and provide multiple services to the community.

Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner that is consistent with the intent of the planning district, and that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses.

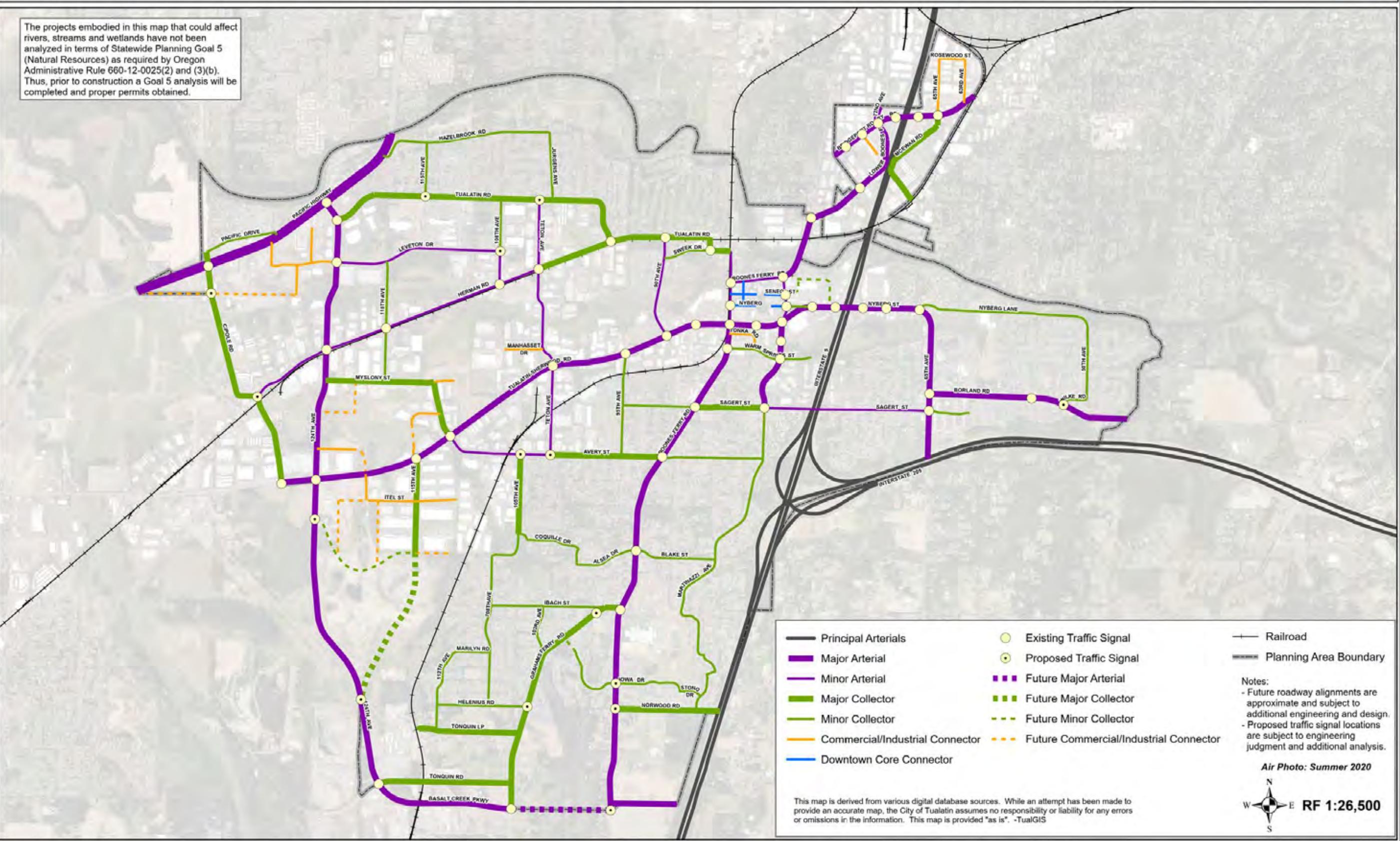
The district may be applied to land that is able to accommodate large-scale campus-style development and operation of religious institutions, schools, public parks, and related uses, as follows:

- Contiguous land one and one-half acre in size or greater;
- Access to a collector or arterial street;
- Adequate public facilities are available to the property.



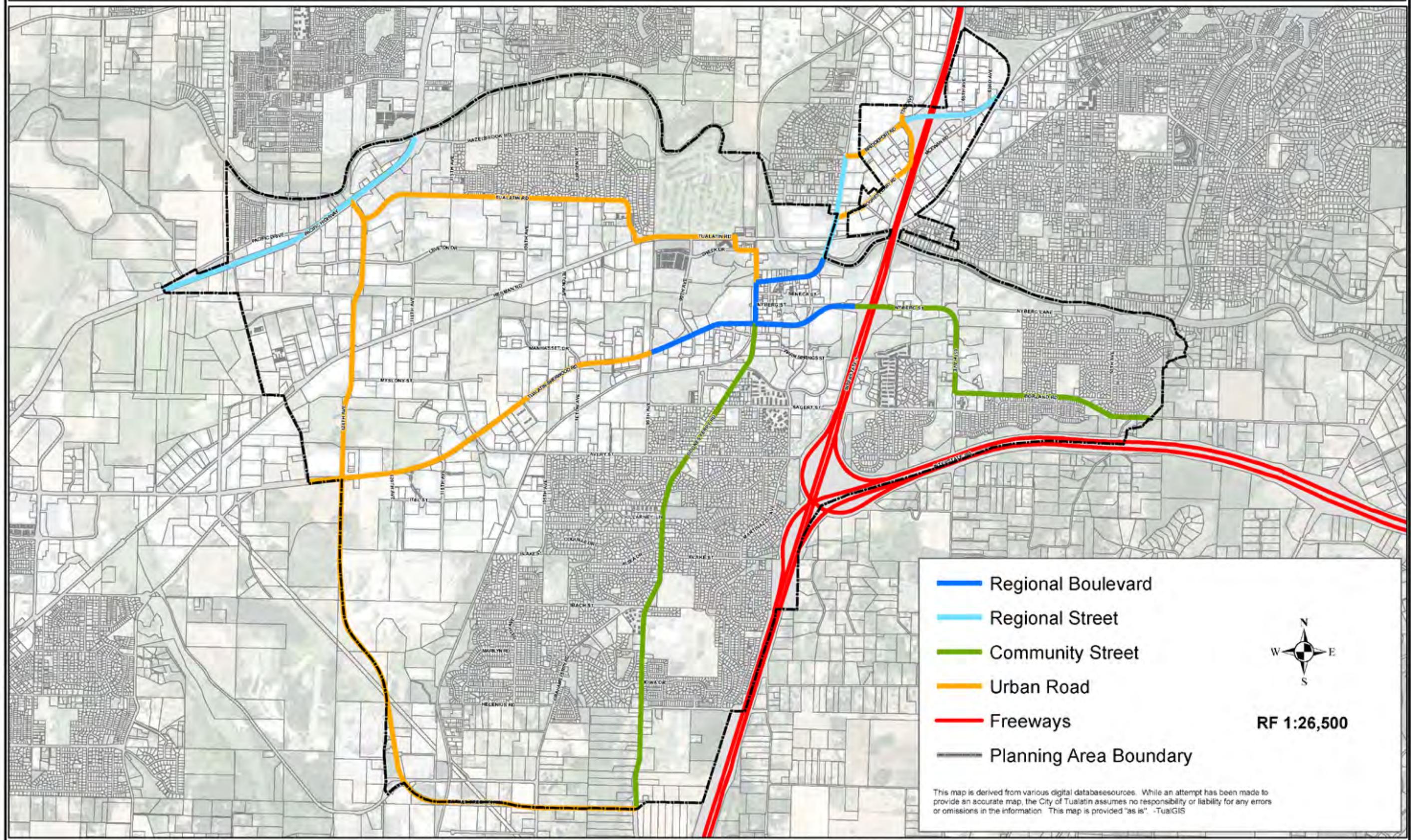
MAPS

Map 8-1: Functional Classification and Traffic Signal Plan



Map 8-2: Metro Regional Street Design System

TUALGIS 



Map 8-3: Local Street Plan

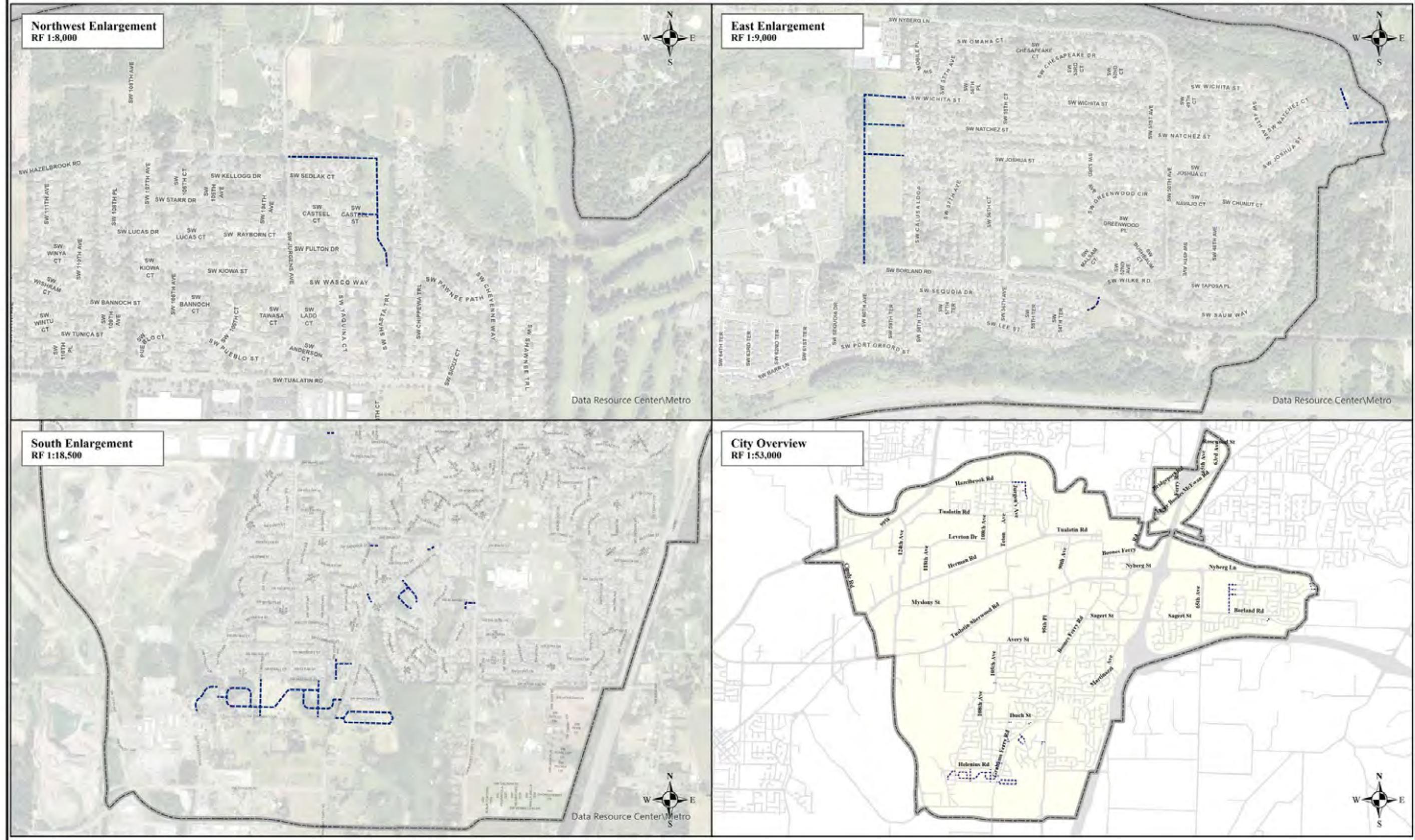
----- Local Street Connection
——— Planning Area Boundary

Air Photo: Summer 2022

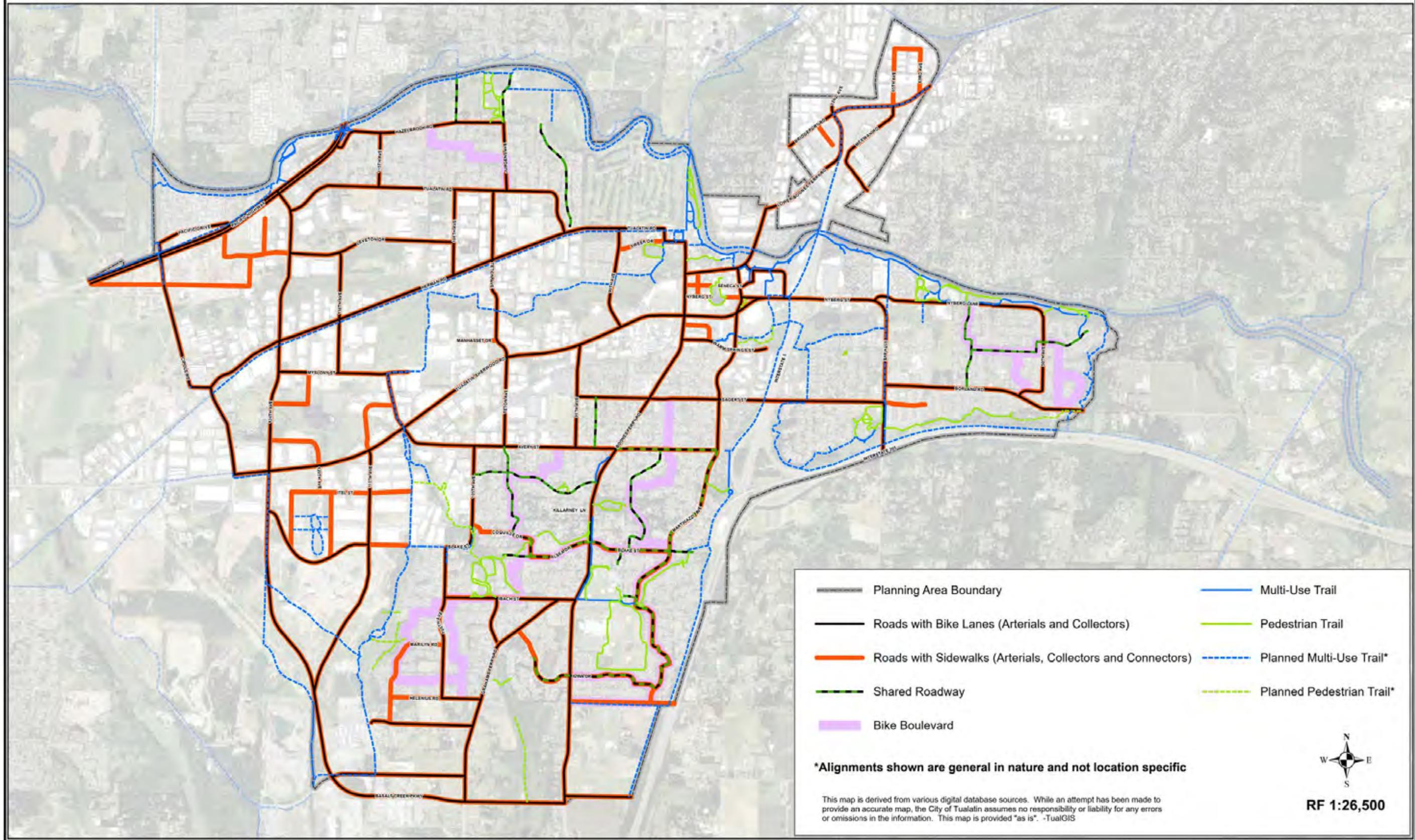
Note:
Future roadway alignments are approximate and subject to additional engineering and design.

This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". - TualatinGIS

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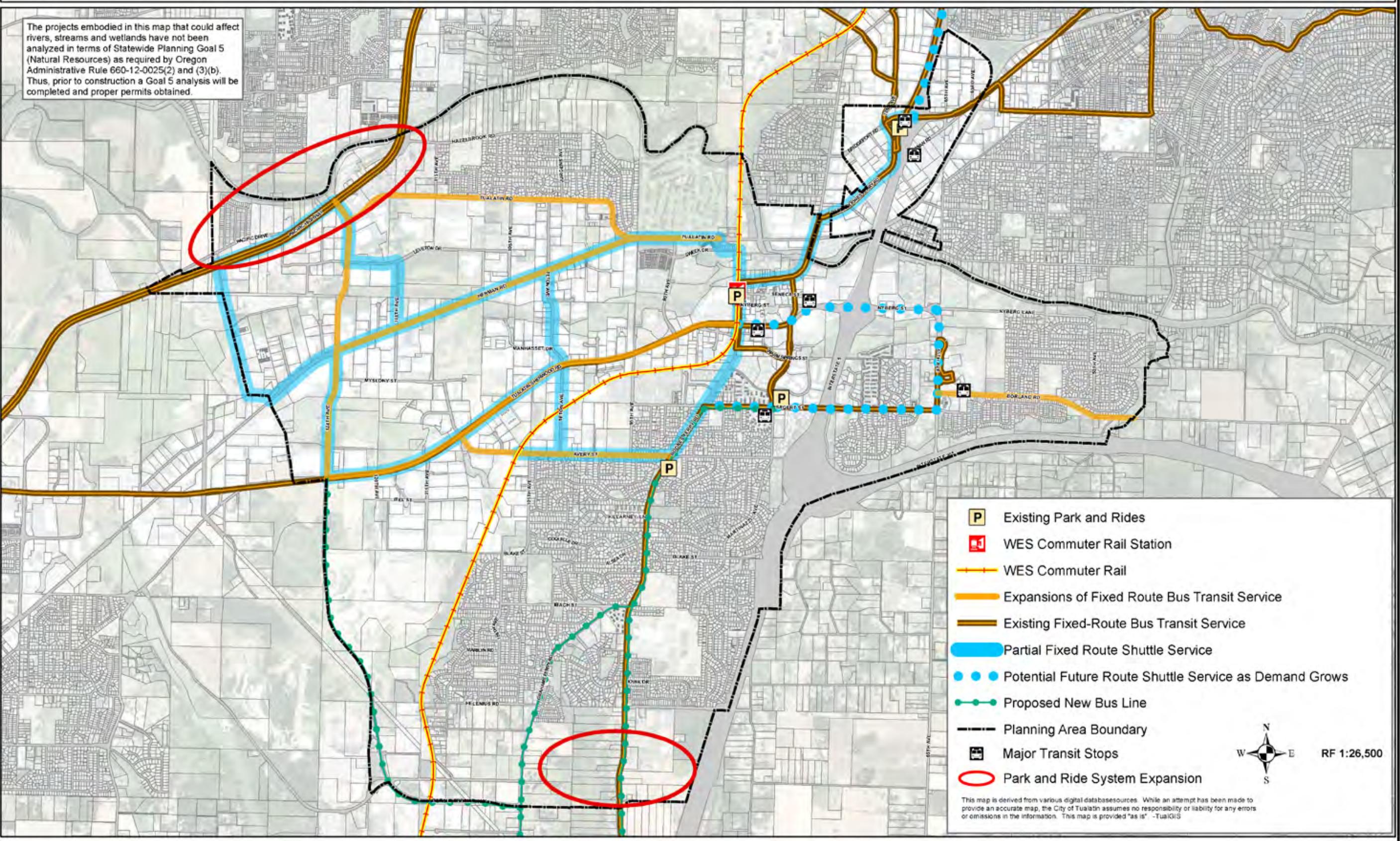


Map 8-4: Bicycle and Pedestrian Plan



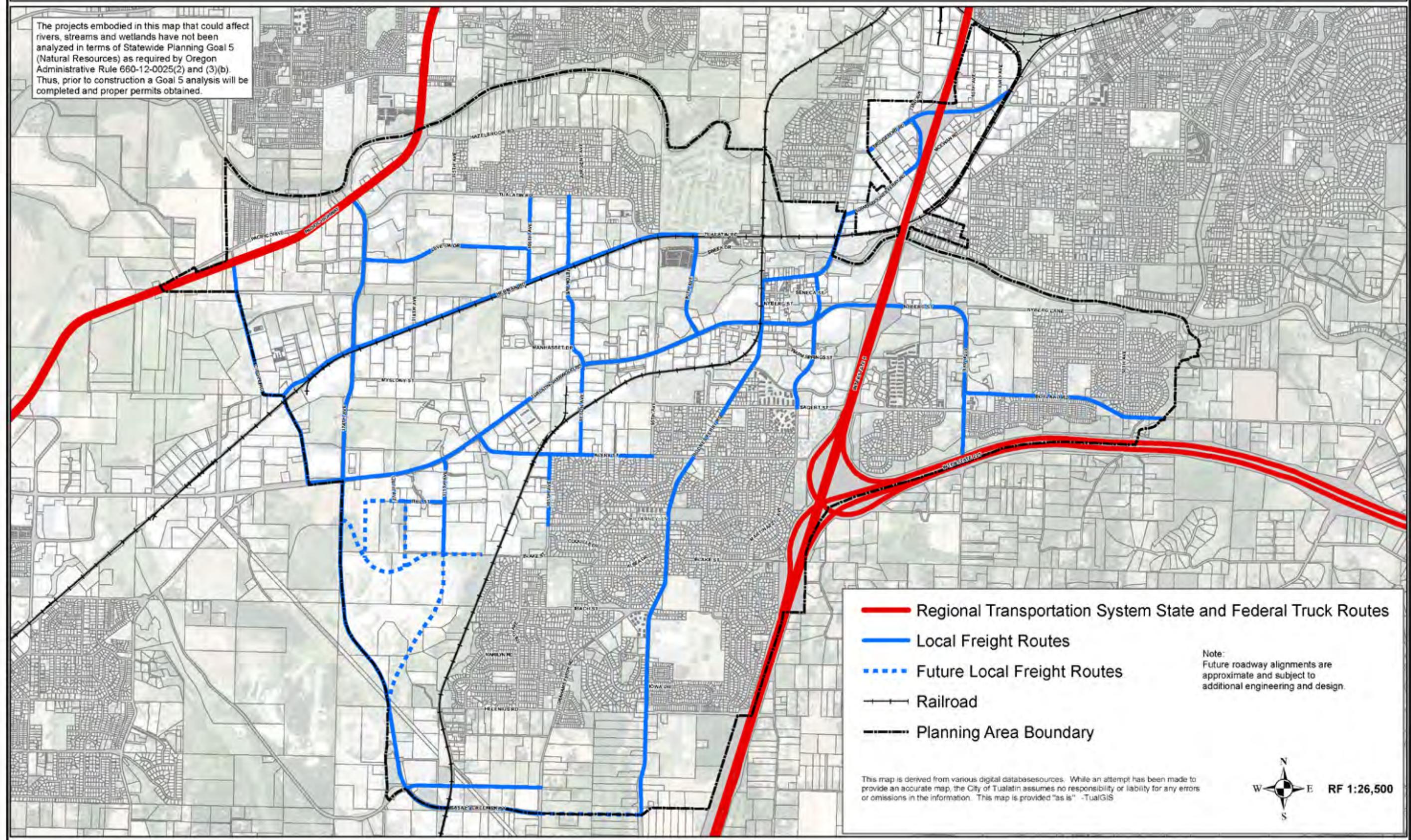
Map 8-5: Tualatin Transit Plan

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Map 8-6: Freight Routes

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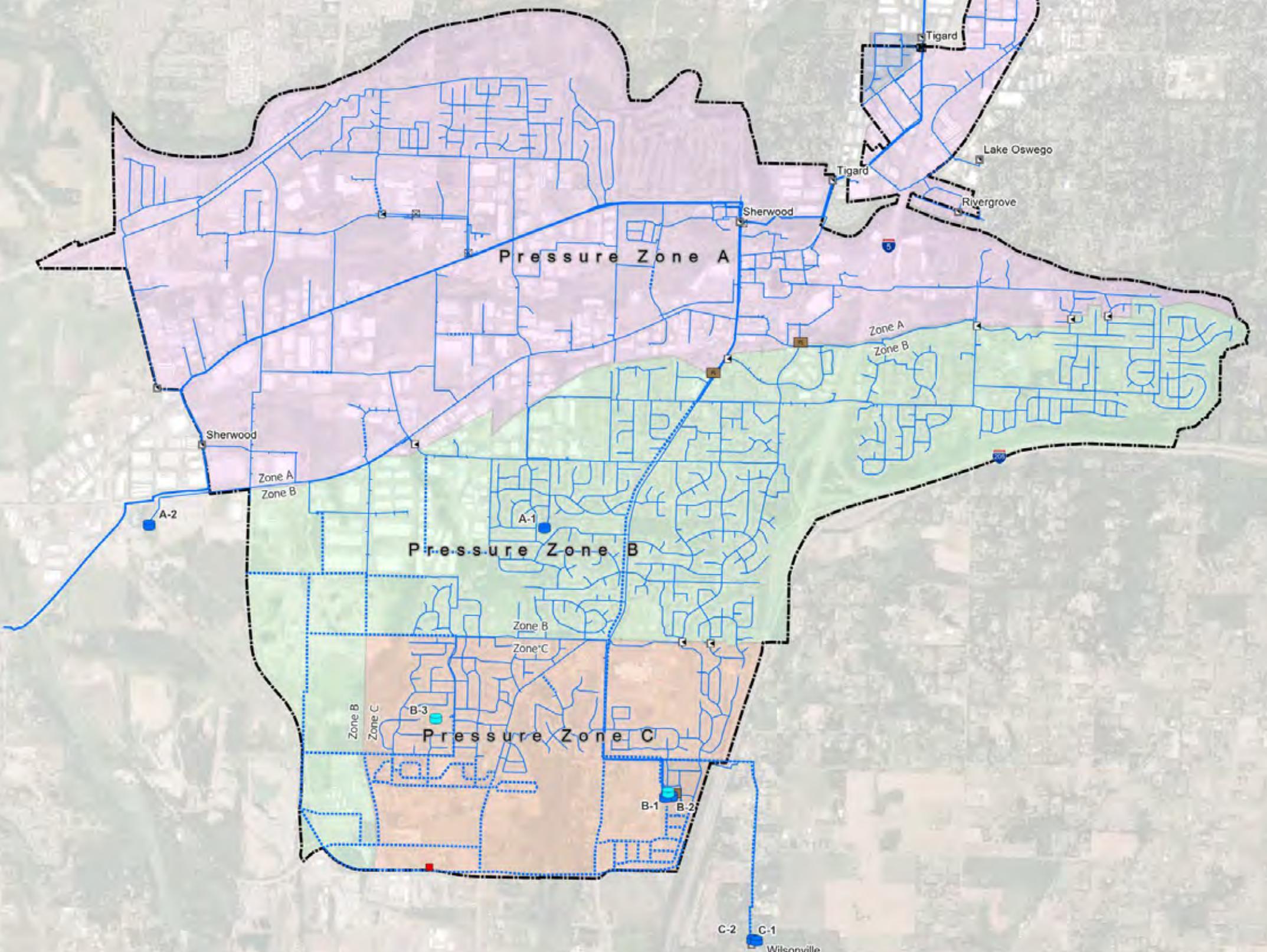


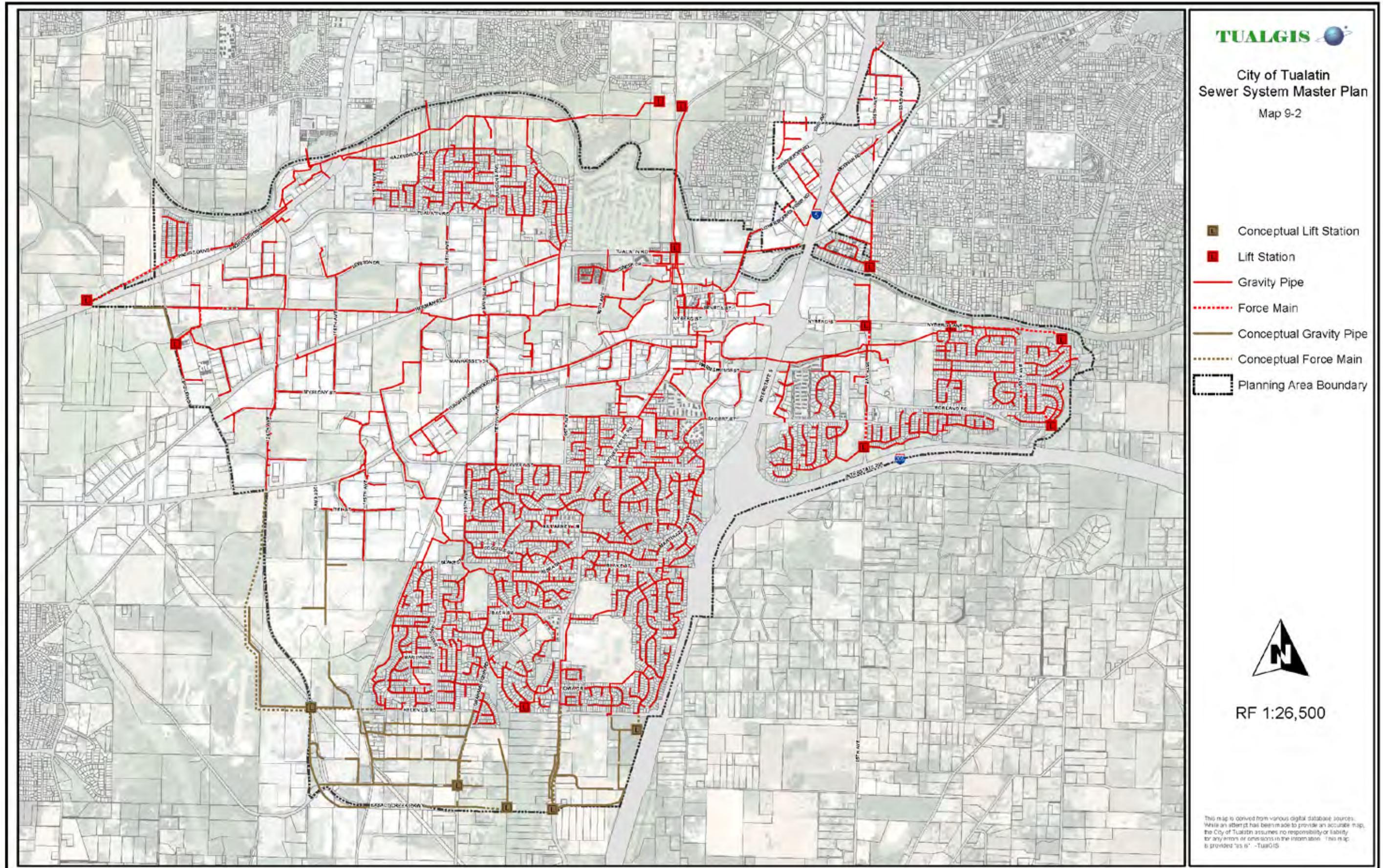
- Pump Stations
- Pressure Reducing-Sustaining Valve
- ▢ Pressure Reducing Valve
- Future Pressure Reducing Valve
- ▢ Water System Interties
- Existing Reservoirs
- Future Reservoirs
- Transmission Lines
- Distribution System
- Future System Improvements
- A-Level
- B-Level
- C-Level
- Bridgeport



RF 1:26,500

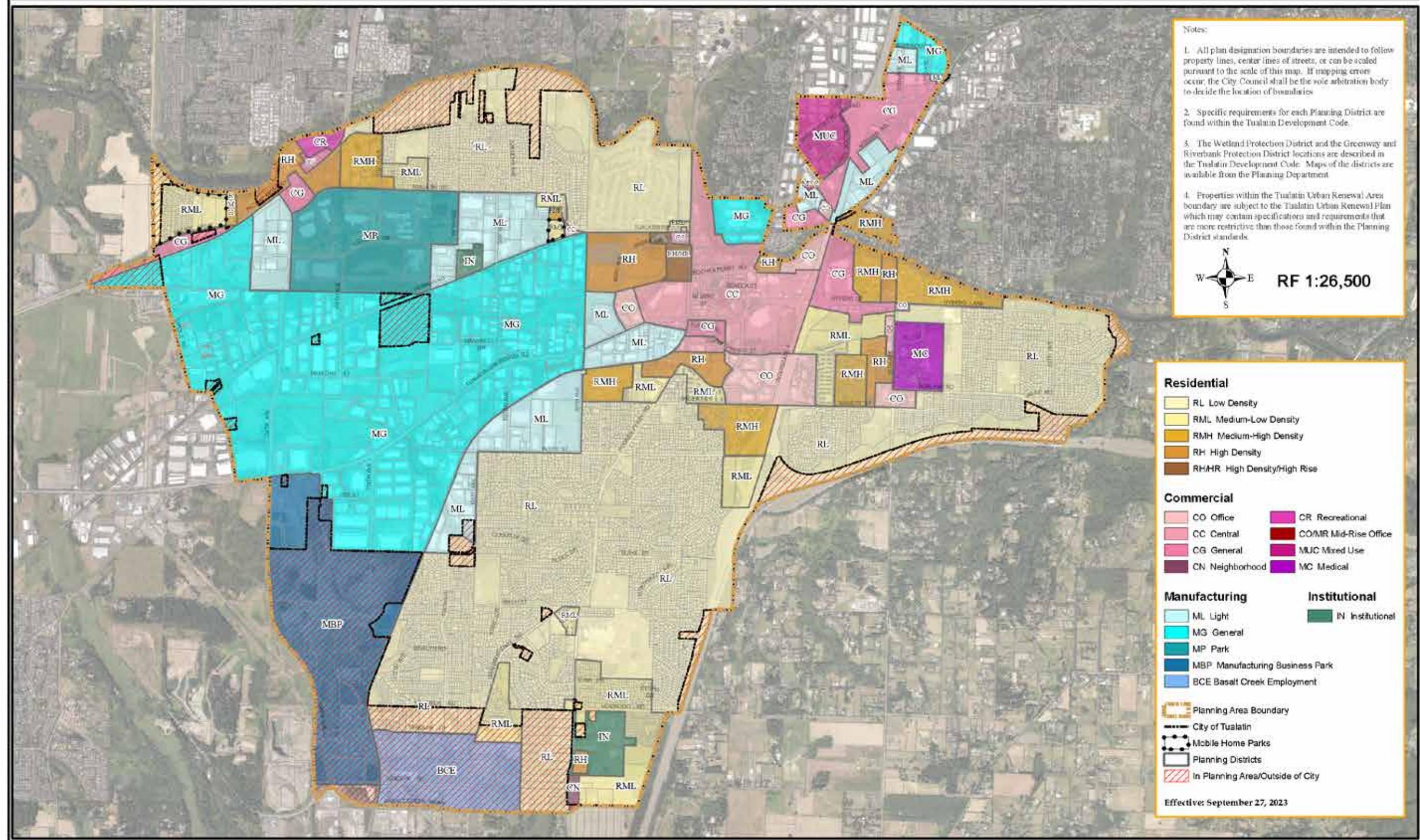
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS



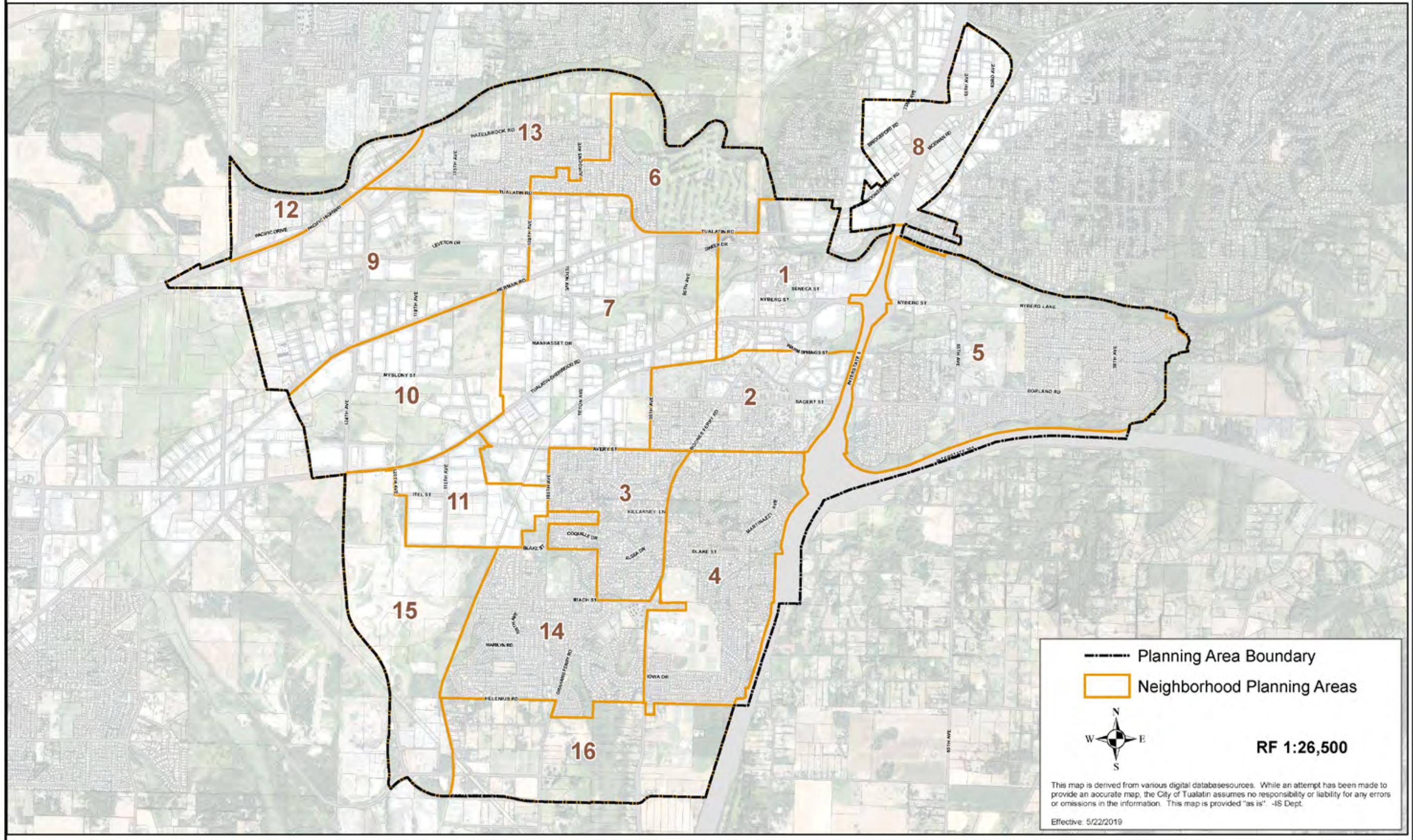


Map 10-1 Comprehensive Plan Map

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Map 10-2: Neighborhood Planning Areas

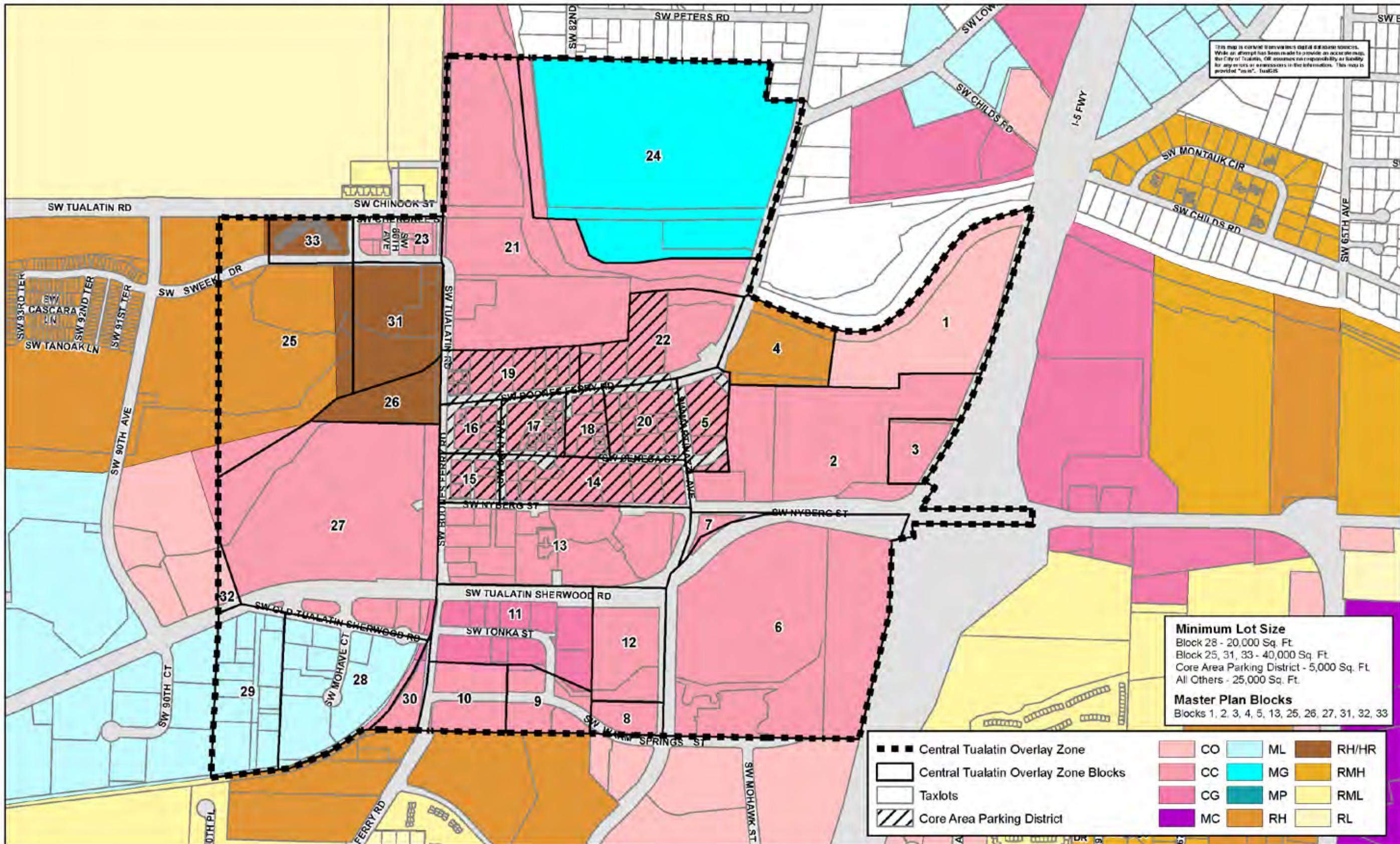


Map 10-3: Central Tualatin Overlay Zone

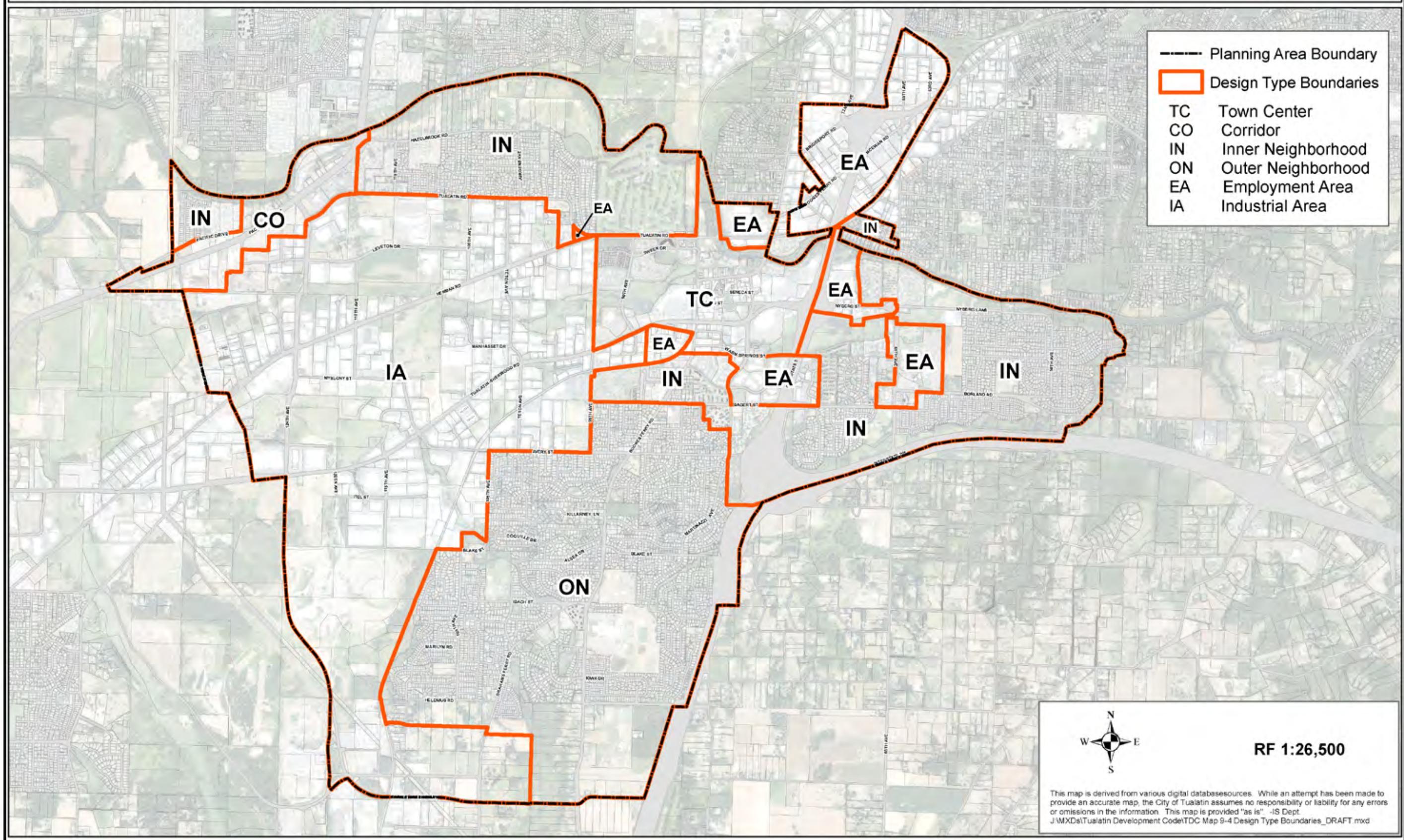
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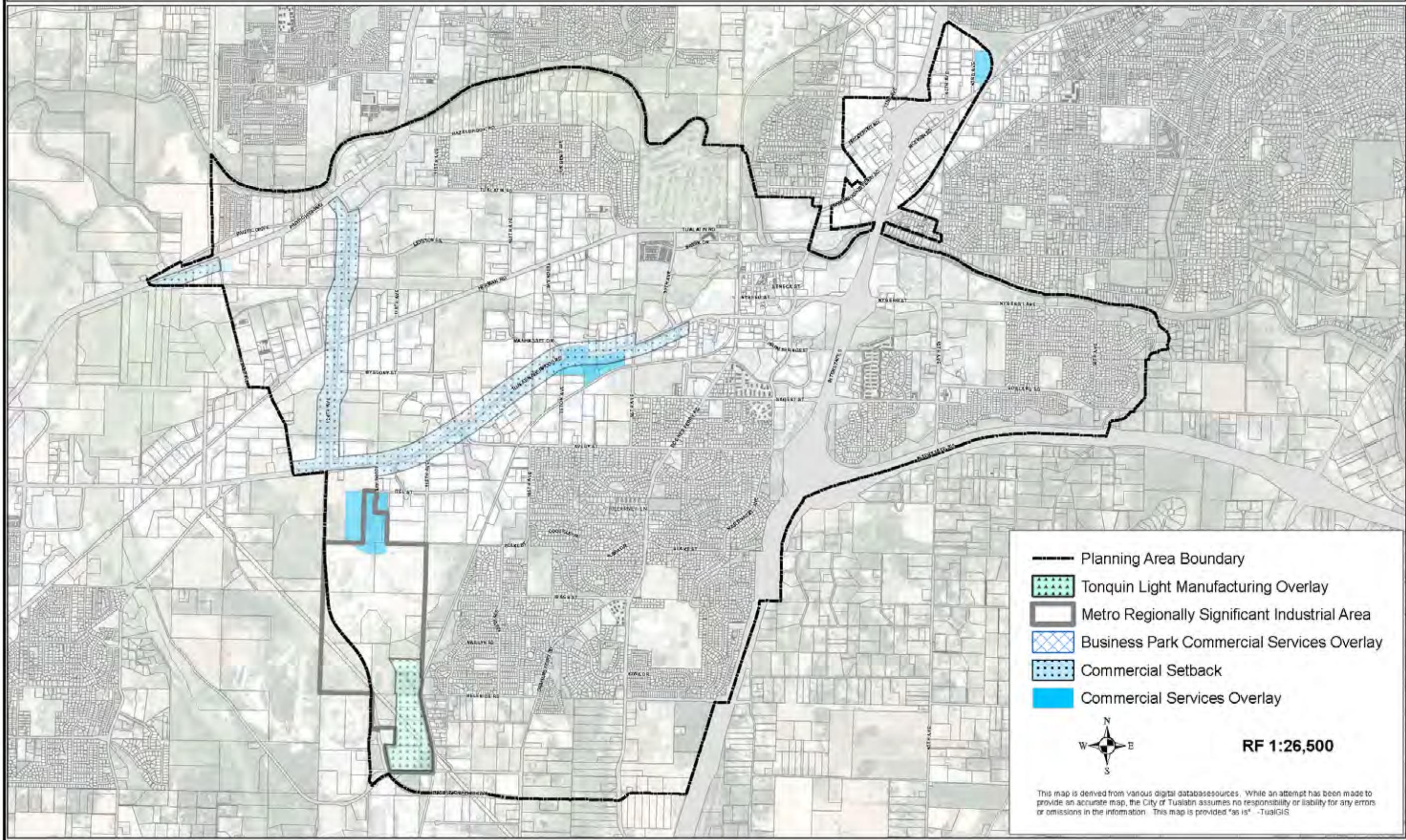
TUALGIS



Map 10-4: Design Type Boundaries



Map 10-5: Commercial Setback & Commercial Services Overlay



Map 10-6: Conditional Use for Agricultural Animals

