





# COMPREHENSIVE PLAN 2040



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

## Location

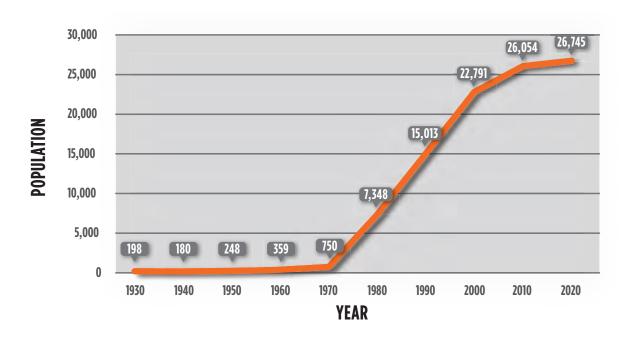
Tualatin is a southern suburb of Portland, Oregon located along Interstate-5 between Interstate-205, Highway 99W, and Highway 217. The Westside Express Service (WES) commuter rail provides Tualatin residents and visitors access to the greater Portland Metropolitan region. Collectively, these major transportation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



# Population \_

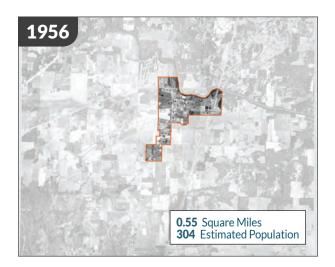
Prior to major growth the 1970's, Tualatin remained home to less than a thousand people. At the 1980 Census, shortly after the Tualatin

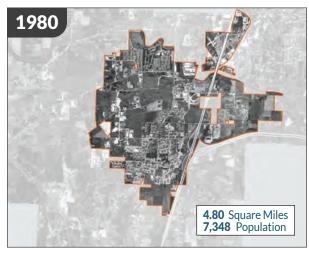
Comprehensive Plan was written, the population was 7,348 residents. The 2019 PSU Population Research Center certified population estimate is 27,135 residents, representing nearly a four-fold increase in population over those four decades. Growth has slowed after the year 2000 as compared to the city's 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.

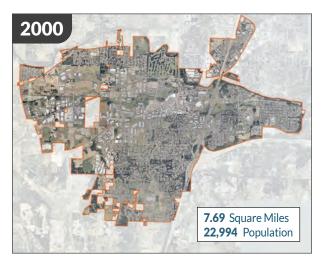


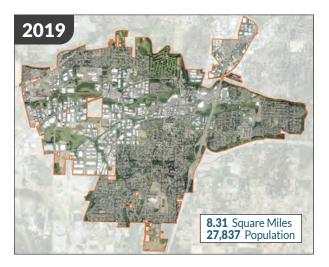
# Growth

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.

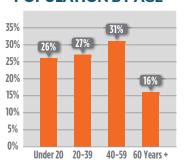


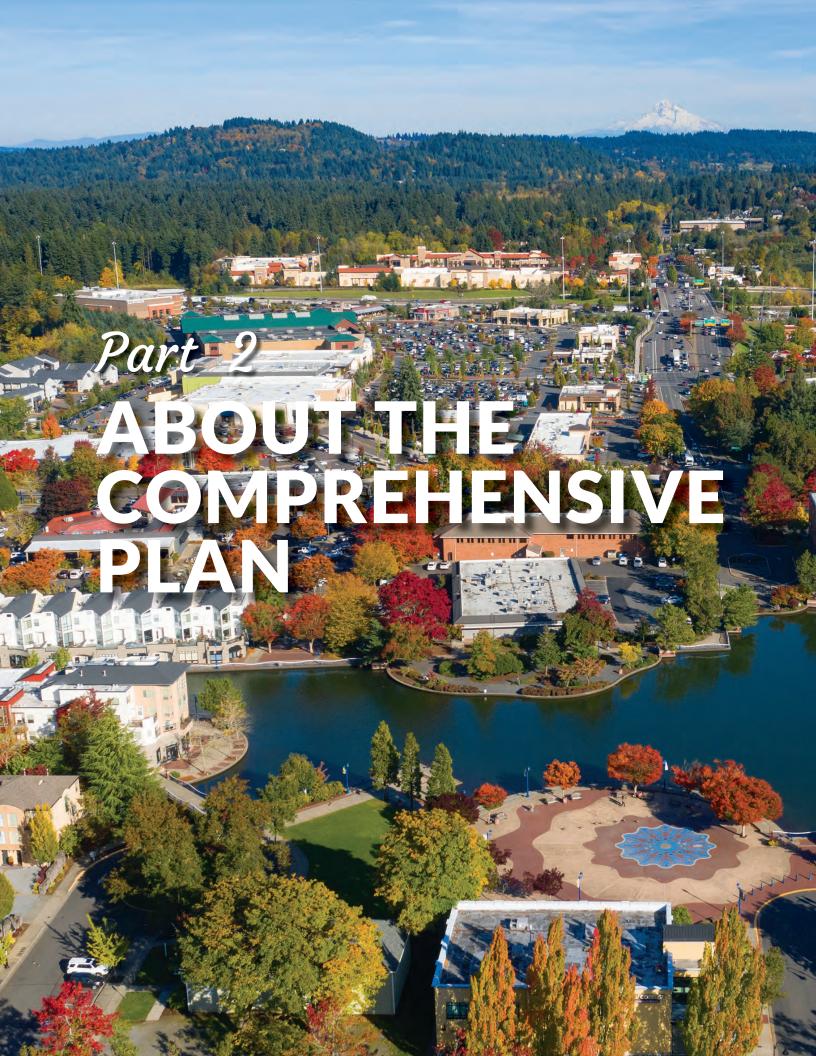
# 16%

## NON-WHITE POPULATION



## **POPULATION BY AGE**

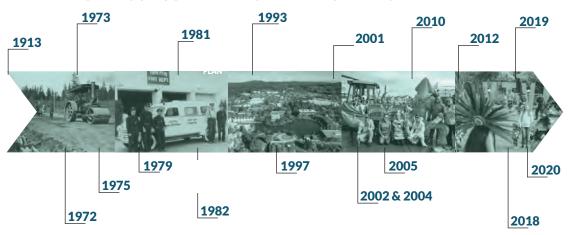




# INTRODUCTION

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.

<u>Acre</u>. 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.

<u>Annexation</u>. The formal act of adding land to the corporate limits of a City.

<u>Buildable Lands</u>. 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.

<u>City</u>. The City of Tualatin, Oregon; a municipal corporation.

<u>Conditional Use</u>. 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.

<u>Design Standards</u>. 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.

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

<u>Multi-Mode Transportation</u>. 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.

<u>Official Map</u>. 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.

<u>Peak Hour</u>. A specific period of time at which traffic counts are highest.

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

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

<u>Transportation Mode</u>. 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.

<u>Unincorporated Land</u>. Land not within the corporate or city limits of a city.

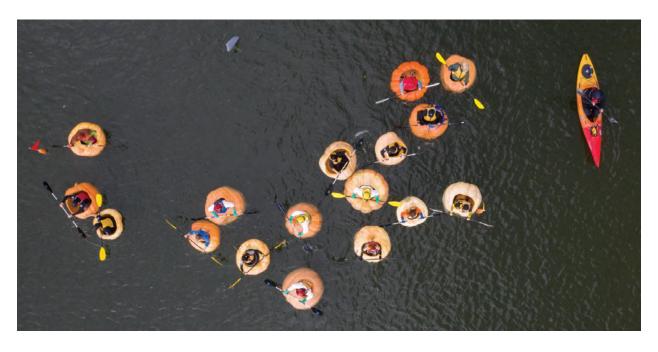
<u>Urban Growth Boundary</u>. An adopted line at or outside the current City limits defining an area that would accommodate future City growth.

<u>Urban Growth Management Agreement (UGMA)</u>. 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.

<u>Urban Planning Area Agreement (UPAA)</u>. 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			
Transportation System Plan (TSP)	August 11, 2025	1451-25	
Stormwater Master Plan	August 12, 2024	1489-24	
Economic Opportunities Analysis	August 28, 2023	1480-23	
Water Master Plan	July 10, 2023	1476-23	
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	
Natural Resource Inventory & Local Wetlands Inventory	July 14, 1997	979-97	
Historic Resource Technical Study & Inventory	May 24, 1993	894-93	
AREA-SPECIFIC CONCEPT PLANS			
Basalt Creek Parks & Recreation Plan	August 12, 2024	1490-24	
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	





# 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 nonconforming 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.

# 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.

# **GOAL 3.2 HOUSING FOR ALL.**

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

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

# Strategic Actions

- Identify policies to support development of housing affordable to households earning less than 60% of the median family income in Washington County as identified in the most recent American Community Survey.
- Develop policies to prevent and address homelessness.
- Develop policies to prevent or mitigate residential displacement resulting from redevelopment and increases in housing costs in Tualatin.
- Evaluate partnerships with organizations to establish a land bank or land trust.
- Evaluate system development charge financing opportunities.

# GOAL 3.3 AFFORDABLE HOUSING.

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

# Strategic Actions

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

## Goals & Policies

## GOAL 3.4 REDEVELOPMENT.

Encourage timely strategic planning and redevelopment in Tualatin to create new mixeduse 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.

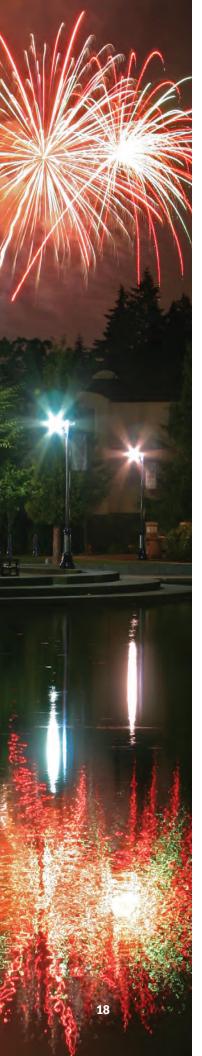
Coordination will be made with local, state, and regional governments, districts, and stakeholders on residential growth.

# 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.

## **ECONOMY, COMMERCIAL & INDUSTRIAL DEVELOPMENT**

# 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.

## **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.

# 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.

**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.

#### POLICY 5.1.1 GOVERNMENT SERVICES.

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

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

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

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

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

## **POLICY 5.1.6 WIRELESS FACILITIES.**

Allow the siting of wireless communication facilities consistent with federal and state law, while encouraging design measures

to mitigate visual impacts of facilities and encourage safety and sound construction. Encourage siting strategies that reduce redundant facilities.

POLICY 5.1.7 INTERGOVERNMENTAL COOPERATION. Cooperate with local school districts to plan adequate facilities. Actively involve school districts where school capacity or regulations applicable to school facilities may be considered. Cooperate with regional, state, and federal agencies in planning for medical facilities, solid waste.

## **GOAL 5.2**

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

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

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

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

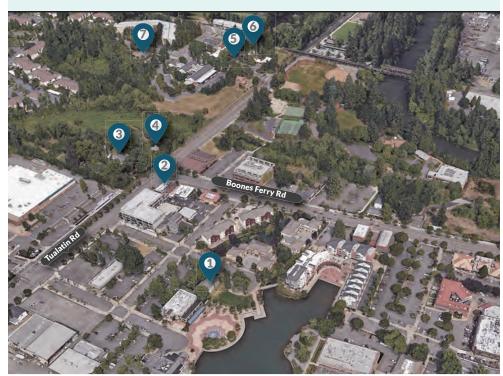
**POLICY 5.2.4** Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.

# 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.

# Historical Resources in Downtown



## 1 WINONA GRANGE HALL

The Winona Grange was constructed as a Civic Building in 1940

## **2 ROBINSON STORE**

The Robinson store was constructed in 1912 by John L. Smith, who contributed greatly to the development of Tualatin.

## 3 SWEEK HOUSE

The Sweek house was constructed in 1858. John Sweek was responsible for platting the first town of Tualatin in 1888.

#### 4 SMITH/BOONE HOUSE

This home was constructed in 1895 by John L. Smith for his sister and her husband, who was a descendant ozf Daniel Boone.

## 5 WESCH HOUSE

This house was constructed in 1890 by John Wesch, who was a saloon proprietor.

## 6 LITTLE WHITE HOUSE

This house was constructed in 1890 and was also owned by the John Wesch family.

#### 7 TUALATIN METHODIST CHURCH

The church was constructed in 1926 on land donated by the John L. Smith family. It is now home to the Tualatin Heritage Center.



## 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 6.1.4**¹ Integrate the management of historic resources into public and private land management and development processes.

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

**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.





# **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.

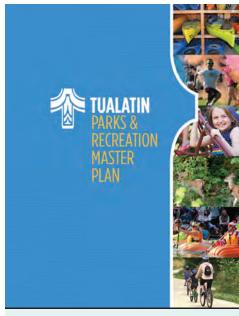
**GOAL 3:** Conserve and restore natural areas to support wildlife, promote ecological functions, and connect residents to nature and the outdoors.

**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, stormwater 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 2045 Transportation System Plan (TSP) as it applies to development activities and City actions. The Transportation System Plan serves as the principal document for staff, decision makers, and the public to identify the function, performance standards, and location of future transportation facilities, as well as direct resources to fund transportation projects that support anticipated development within Tualatin.

# Background

The goals and policies contained in Tualatin's Transportation System Plan were developed to guide the long-range planning, development, and management of the City's transportation system. Oregon law requires that the TSP be built around the City's current Comprehensive Plan, ensuring that it can support the expected growth in population and employment. This TSP was developed in alignment with Oregon Revised Statute (ORS) 197.712 and guided by the Transportation Planning Rule (TPR) OAR 660-012-000, a rule set by the Department of Land Conservation and Development (DLCD).

The TPR emphasizes the importance of considering all modes of transportation, not just cars. It requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. Additionally, the TPR requires cities to update land use and subdivision rules to protect transportation facilities and make sure there are safe, convenient connections between homes, businesses, and workplaces.

Finally, the plan mandates close coordination with county, regional, and state transportation plans, making sure that Tualatin's future transportation system integrates smoothly with the broader network. Coordination with the City's regional partners is particularly important to the successful implementation of these policies. This approach ensures that the City is prepared to grow in a way that's thoughtful, sustainable, and connected. The Transportation System Plan is adopted as a technical background document to the Comprehensive Plan as described in Part 2.

# Goals & Objectives \_\_\_\_\_

# GOAL 1. ADVANCE OUR LAND USE VISION.

Create a transportation system for all users that enhances Tualatin's growing economy and future land use vision.

**POLICY 1.1.** Proactively manage a balanced transportation network that is comprised of different roadway functional classes to provide mobility and accessibility for all roadway users.

**POLICY 1.2.** Develop street standards that create safe and reliable multimodal streets. Use AASHTO and MUTCD standards and NACTO guidelines as primary guidance and integrate current best practices from other agencies as appropriate.

**POLICY 1.3.** Design major transportation corridors, arterial routes, highway access, trails, and adjacent land uses in ways that support desired economic development activities and facilitate the efficient movement of people, goods, and services.



# Goals & Objectives

**POLICY 1.4.** Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.

**POLICY 1.5.** Require new development to provide safe access for all modes to and from a publicly dedicated street.

**POLICY 1.6.** Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

**POLICY 1.7.** Develop strategies for access management to enhance safety and mobility.

**POLICY 1.8.** Develop connectivity standards that improve access to destinations, by limiting block lengths, unconnected streets, cul-de-sacs, and other non-through connections.

**POLICY 1.9.** Work cooperatively with railroads operating in Tualatin in facilitating and preserving safe rail freight service to existing and future businesses while mitigating noise impacts on adjacent neighbors.

**POLICY 1.10.** Advocate for regional investments that support managed growth in Tualatin.

## **GOAL 2. PROVIDE A HIGH QUALITY OF LIFE.**

Safely and efficiently move people and goods to provide a high quality of life for people who live, work, learn, and play in Tualatin.

**POLICY 2.1.** Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.

**POLICY 2.2.** Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.

**POLICY 2.3.** Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.

**POLICY 2.4.** Identify bicycle and pedestrian routes to schools, parks, public facilities, and commercial areas; and require appropriate facilities such as sidewalks, trails, and on-street bicycle lanes.

**POLICY 2.5.** Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.

**POLICY 2.6.** Develop guidance and encouragement for community use of the right-of-way, including parklets, "streateries", open streets events, and public art.

**POLICY 2.7.** Encourage a resilient transportation network that supports emergency response and disaster recovery.

**POLICY 2.8.** Coordinate with agency partners — including Metro, TriMet, ODOT, Washington and Clackamas County, as well as neighboring cities — to develop safe, reliable, and connected transportation projects which benefit the City of Tualatin and the region as a whole. Alternative routes should be considered to separate local traffic from regional throughways.

# GOAL 3. EXPAND OPPORTUNITIES FOR SAFE MULTI-MODAL TRANSPORTATION.

Expand travel options of users of all ages, abilities, and backgrounds by improving options for walking, rolling, cycling, and accessing transit.

**POLICY 3.1.** Develop and facilitate the construction of a citywide low-stress bicycle and micro-mobility network that prioritizes safety and comfort for people of all ages and abilities. This network should target a density of low-stress facilities at least every half-mile in residential and commercial areas.

**POLICY 3.2.** Support "last mile" trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.

**POLICY 3.3.** Require development adjacent to transit routes to provide direct pedestrian accessibility.

# Goals & Objectives

**POLICY 3.4.** Prioritize and facilitate the construction of sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. This should include identifying first/last mile barriers to major transit stops.

**POLICY 3.5.** Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on street characteristics and crossing design.

**POLICY 3.6.** Support TriMet, Ride Connection, and other transit providers in enhancing transit services and amenities, especially along major street corridors and to/ from low-income communities or communities of color.

**POLICY 3.7.** Continue to work with TriMet, ODOT and other regional partners to support existing and planned future commuter rail, high capacity, and other transit service to, from, through and within Tualatin and seek opportunities for increased service frequency and passenger convenience.

# GOAL 4. ADVANCE CLIMATE AND HEALTH GOALS.

Reduce greenhouse gas emmissions from the transportation system and support the City's climate and health goals.

**POLICY 4.1.** Support and facilitate emerging technologies to reduce climate impacts from transportation, such as traffic signal optimization, micromobility, mobility as a service, and vehicle electrification.

**POLICY 4.2.** Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system.

**POLICY 4.3.** Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel along with safe and efficient vehicle travel.

**POLICY 4.4.** Facilitate policies that support the Climate Action Plan goal of net-zero carbon emissions by 2050.

**POLICY 4.5.** Strive to address transportation-related impacts and reverse historical inequity on low-income communities and communities of color in the design, location, and funding of transportation improvements.

**POLICY 4.6.** Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (such as transit, micro-transit, bike share, and car share) – including placemaking, wayfinding, and information.

**POLICY 4.7.** Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, encourage walking, rolling, biking, carpooling, and transit trips, and educate people about the benefits of multimodal transportation.

## **GOAL 5. INVEST WISELY.**

Maximize transportation funding by effectively maintaining the transportation assets we have, finding creative maintenance solutions that can help improve the transportation system, and leveraging outside funding opportunities.

**POLICY 5.1.** Prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, efficiency and accessibility, as well as considering the associated costs and impacts.

**POLICY 5.2.** Consider equity when making transportation investments, emphasizing projects and programs that serve environmental justice communities and connect underserved areas.

**POLICY 5.3.** Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.



# 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.



## **PUBLIC FACILITIES & SERVICES**

# 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.

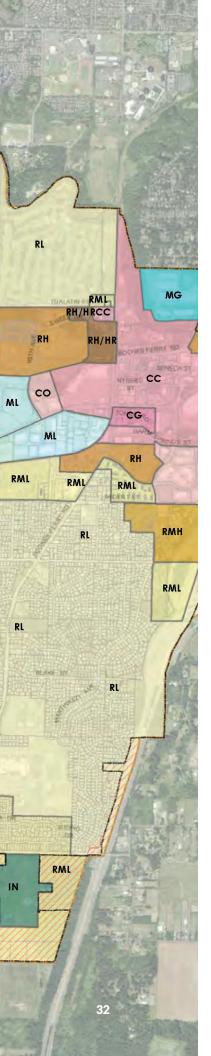
**POLICY 9.3.13** Implement beaver management techniques to selectively encourage/discourage beaver activity based on the characteristics of the stormwater drainage systems, topography, and vegetation.

**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.



# 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, multifamily development, and manufactured dwelling parks.



<u>Medium-High Density Residential Planning District</u> (<u>RMH</u>) 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.



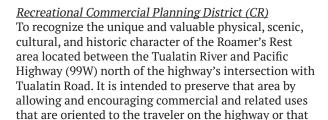
<u>High-Density Residential/High-Rise Planning District (RH-HR)</u> This district supports a wide range of housing types at the greatest density of household living in areas with the greatest access to amenities.



## **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.





are oriented toward and relate well with the river.

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.

## 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, 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.





## LAND USE DESIGNATIONS & ZONING

## 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, 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.

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## **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.

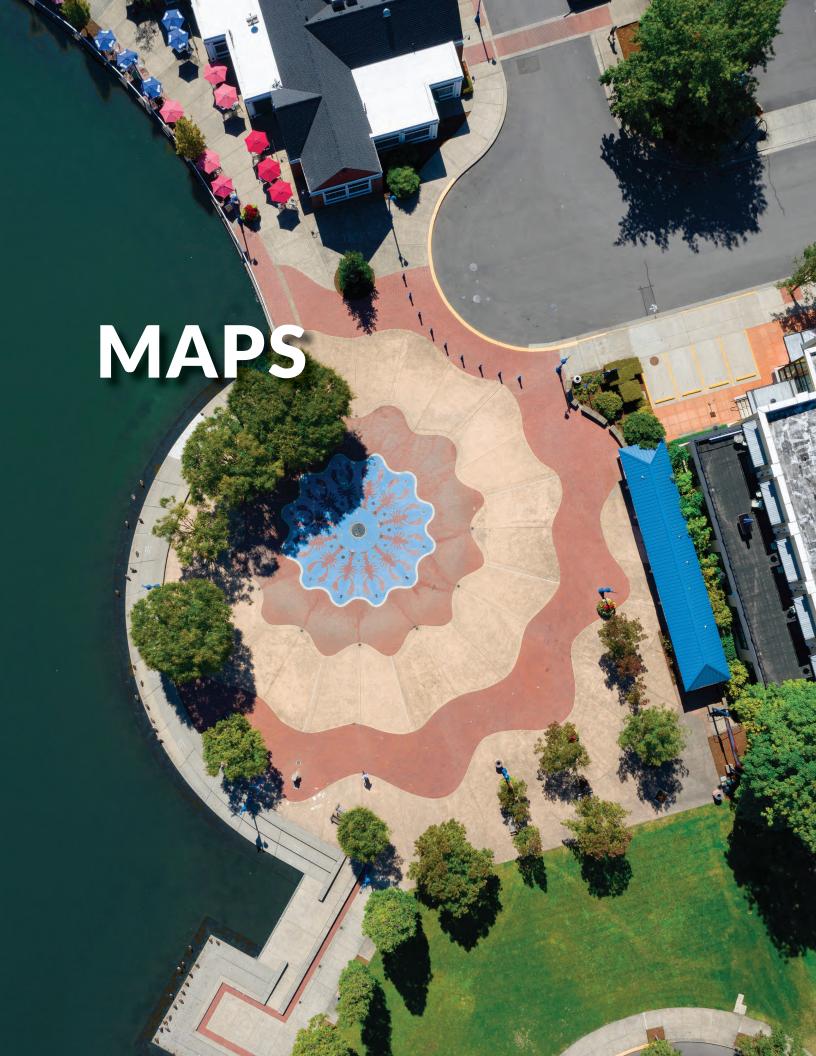
Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner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

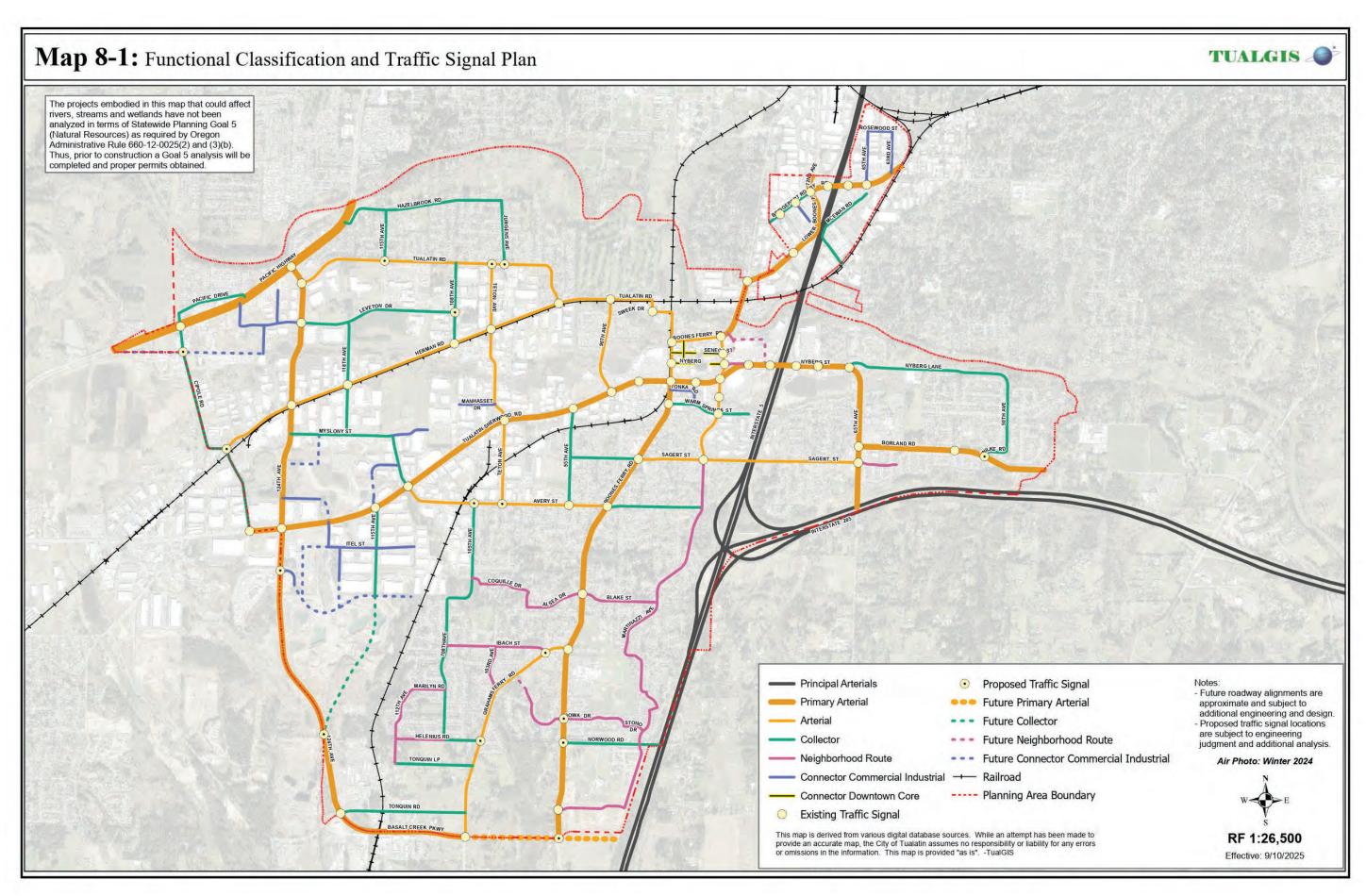
The district may be applied to land that is able to accommodate large-scale campus-style development and operation of religious institutions, schools, public parks, and related uses, as follows:

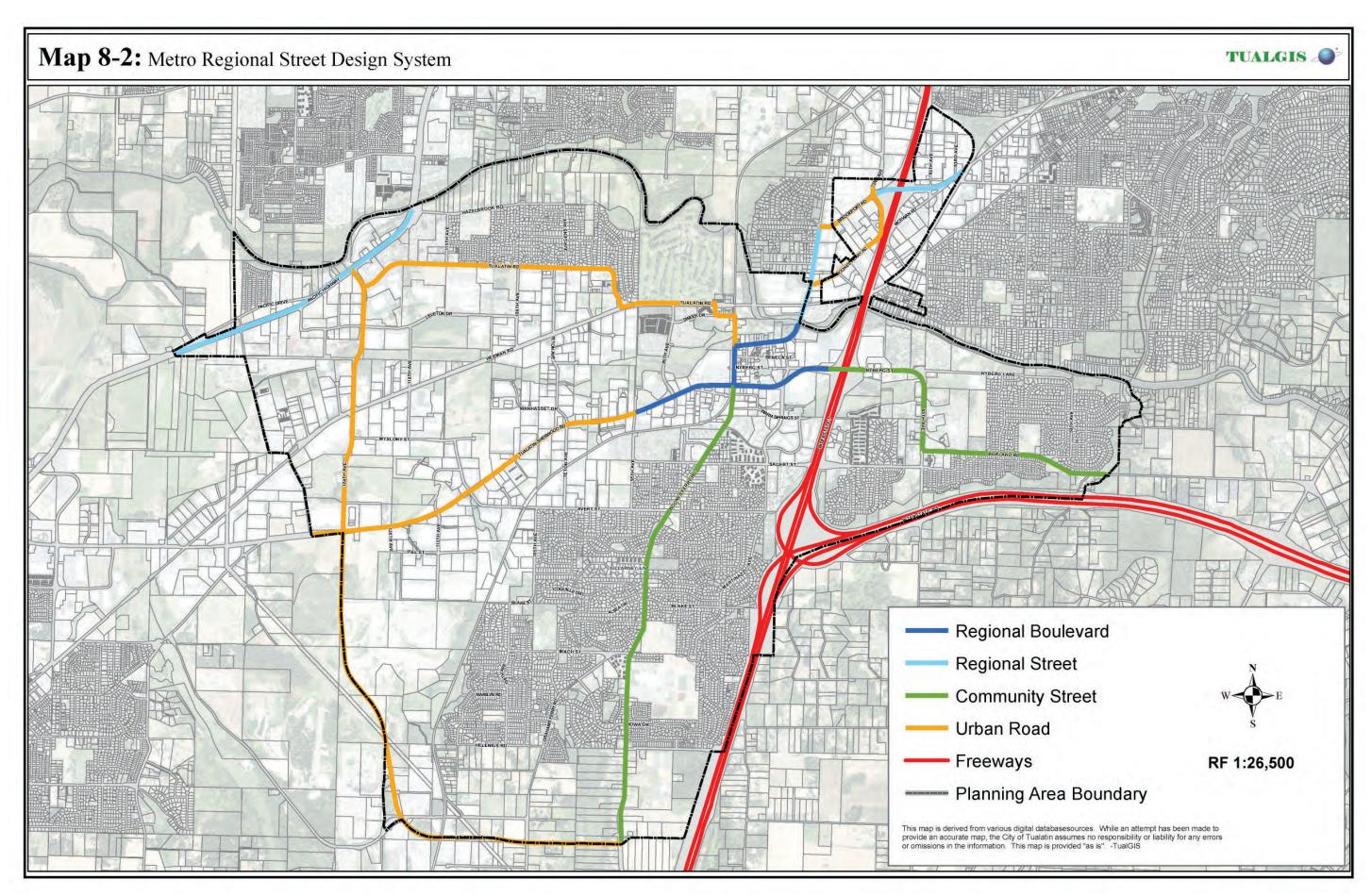
- Contiguous land one and one-half acre in size or greater;
- Access to a collector or arterial street;
- Adequate public facilities are available to the property.

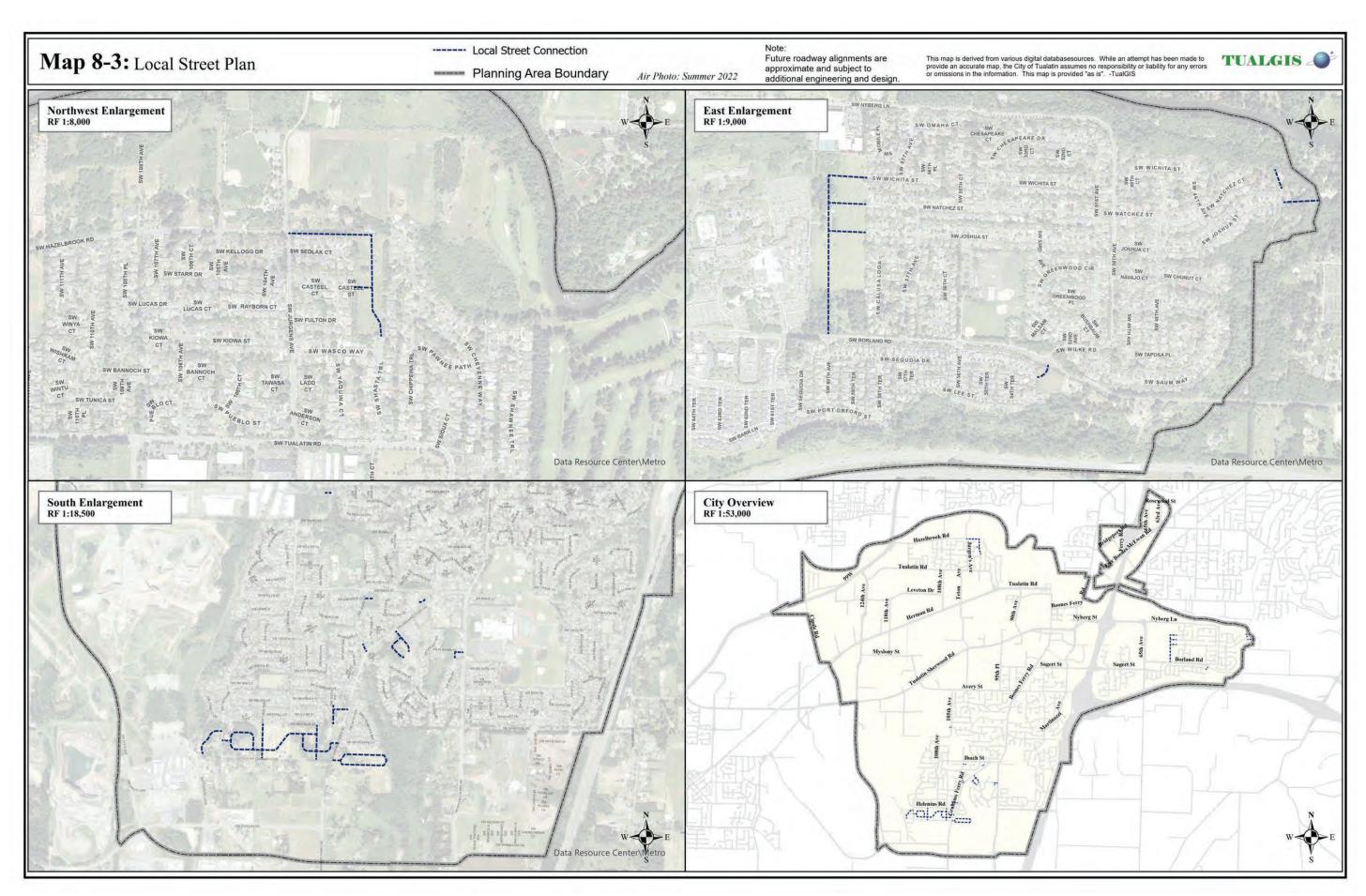


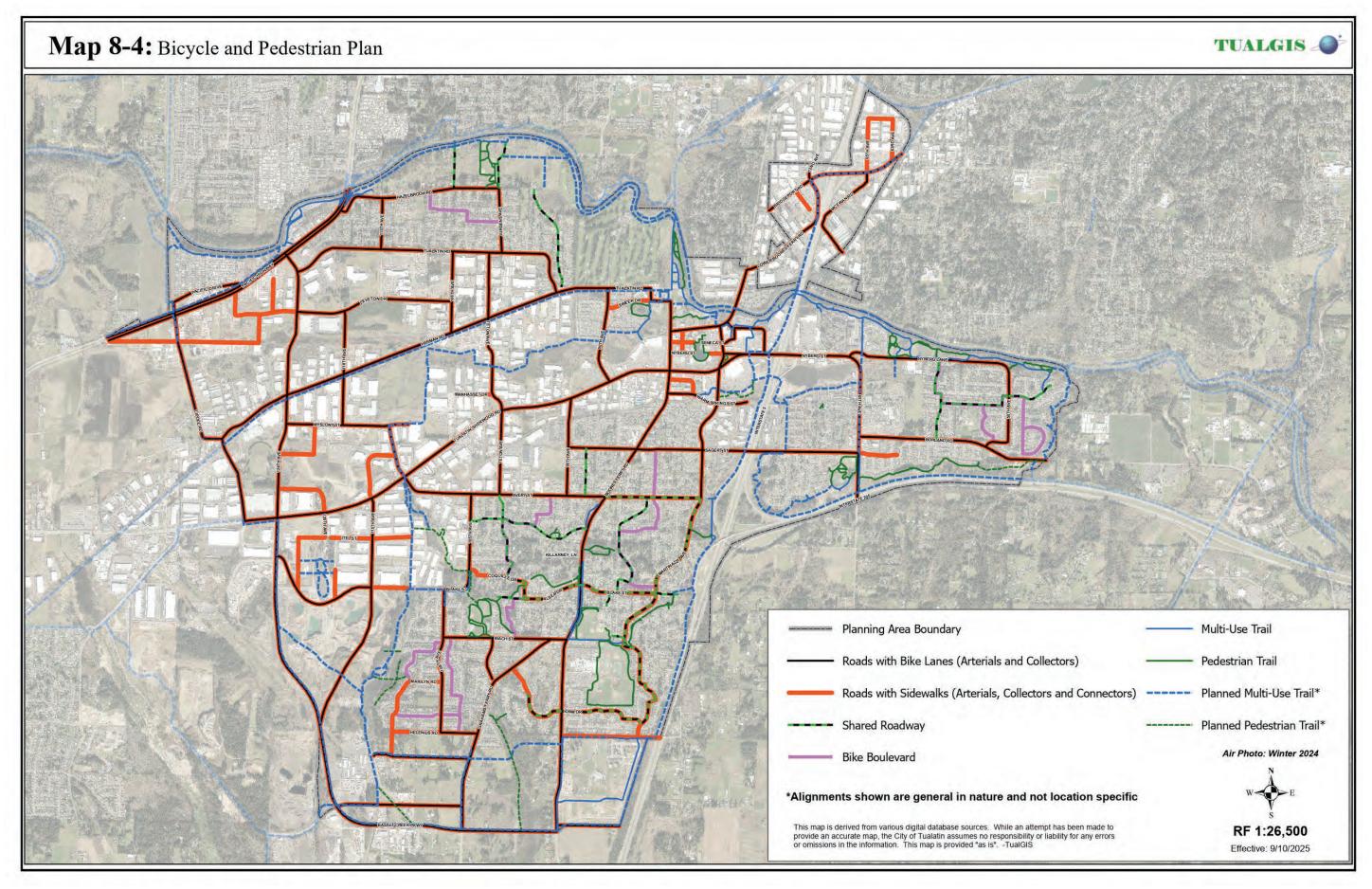
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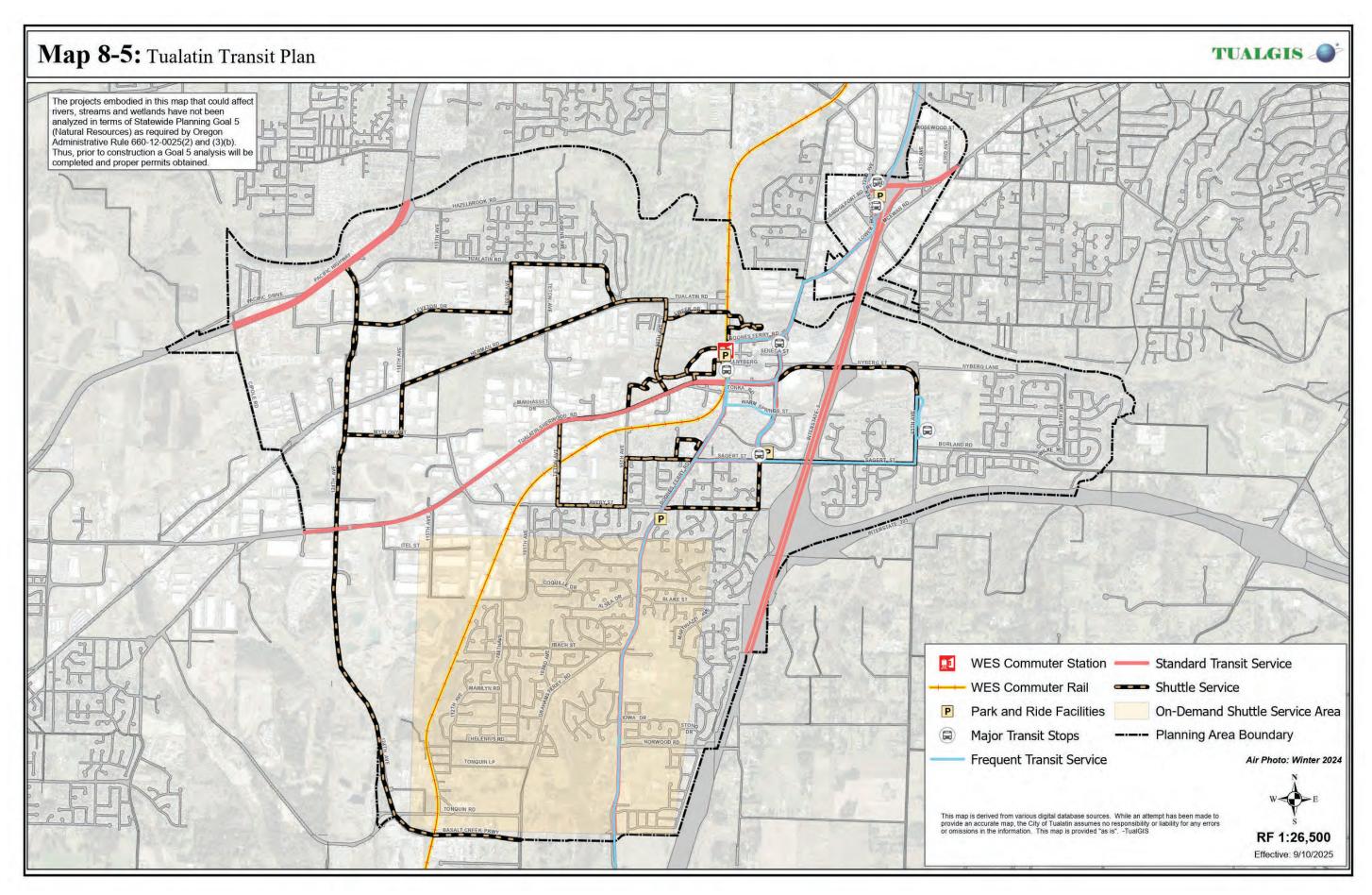


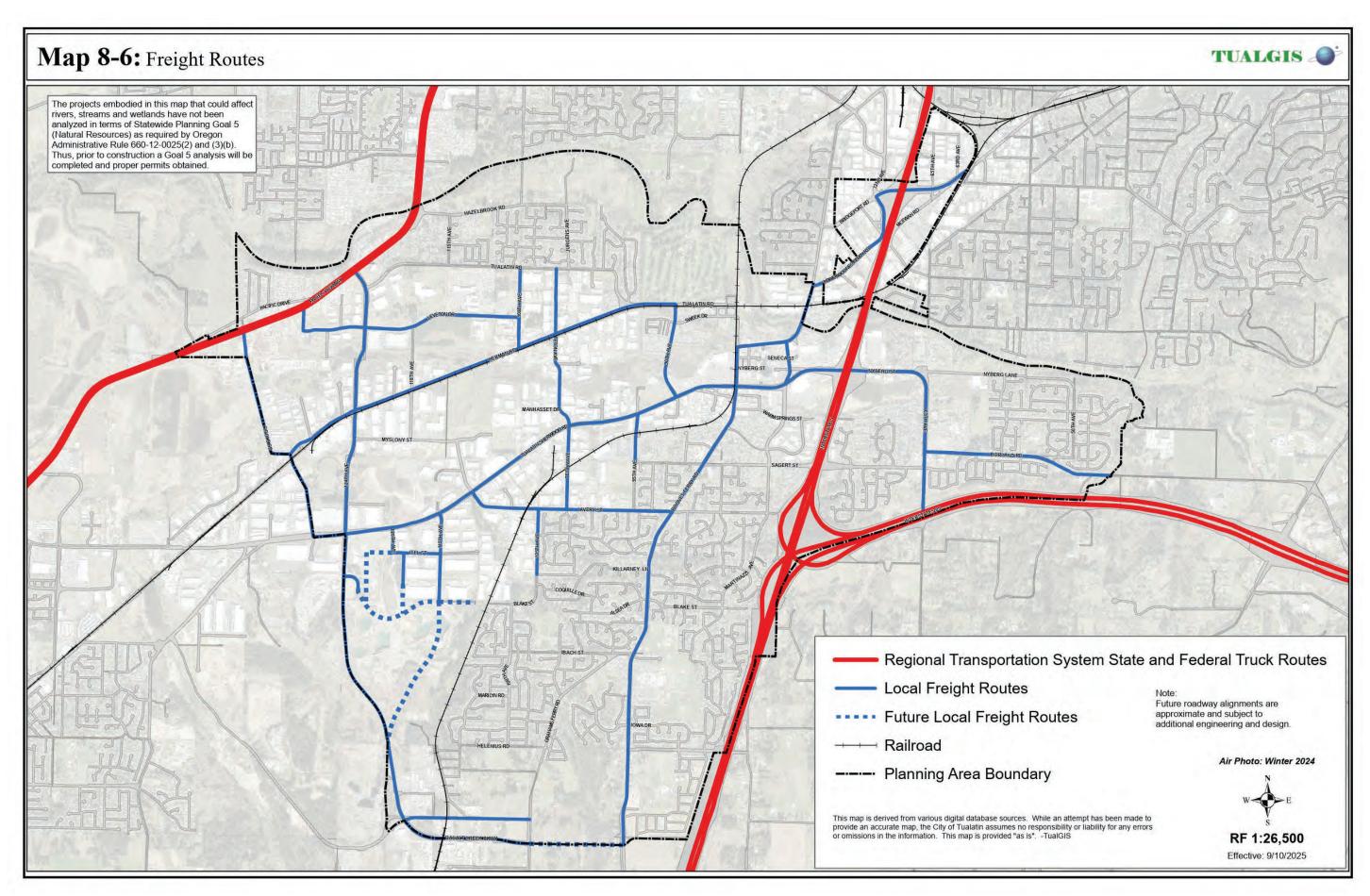


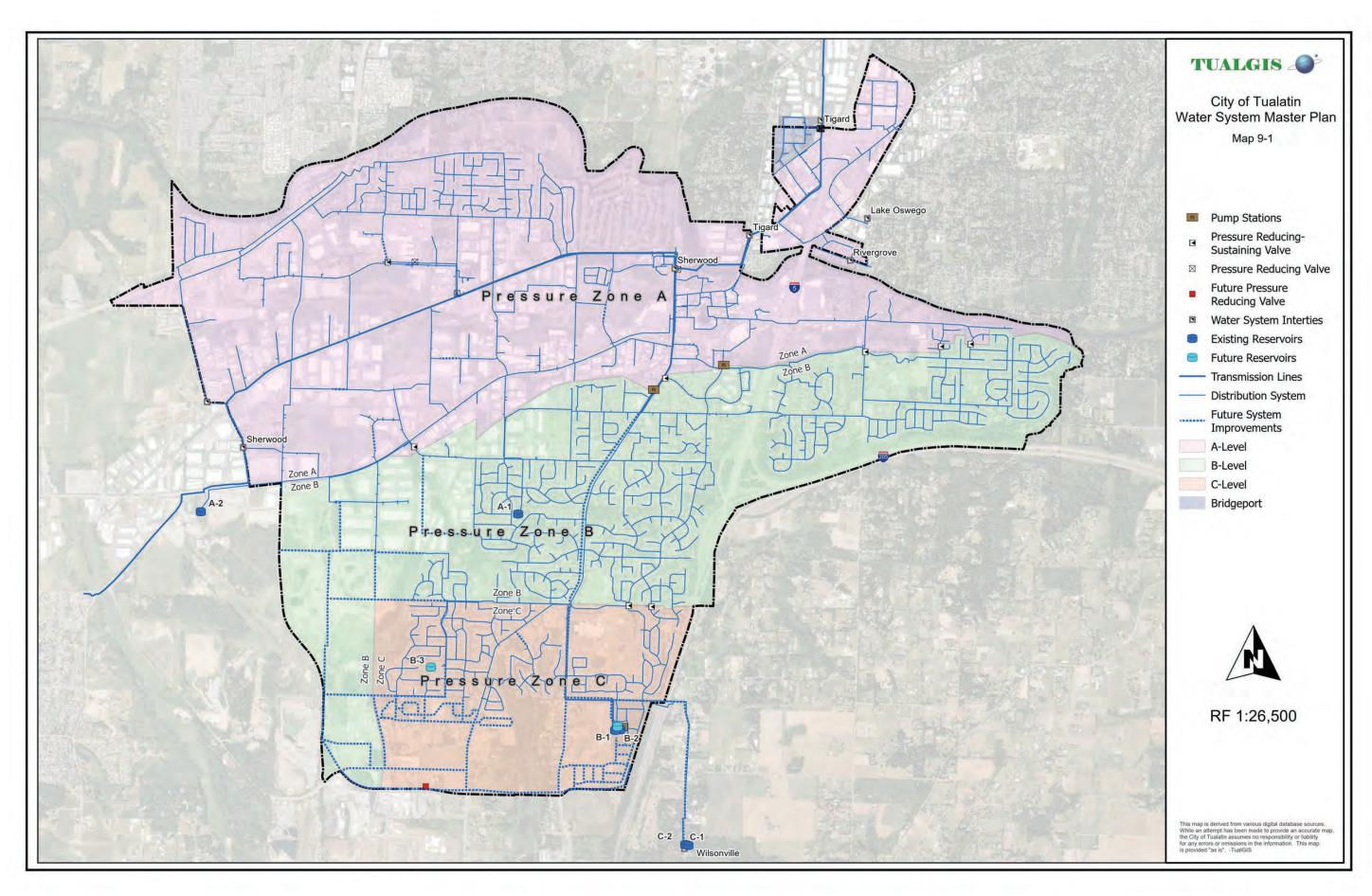


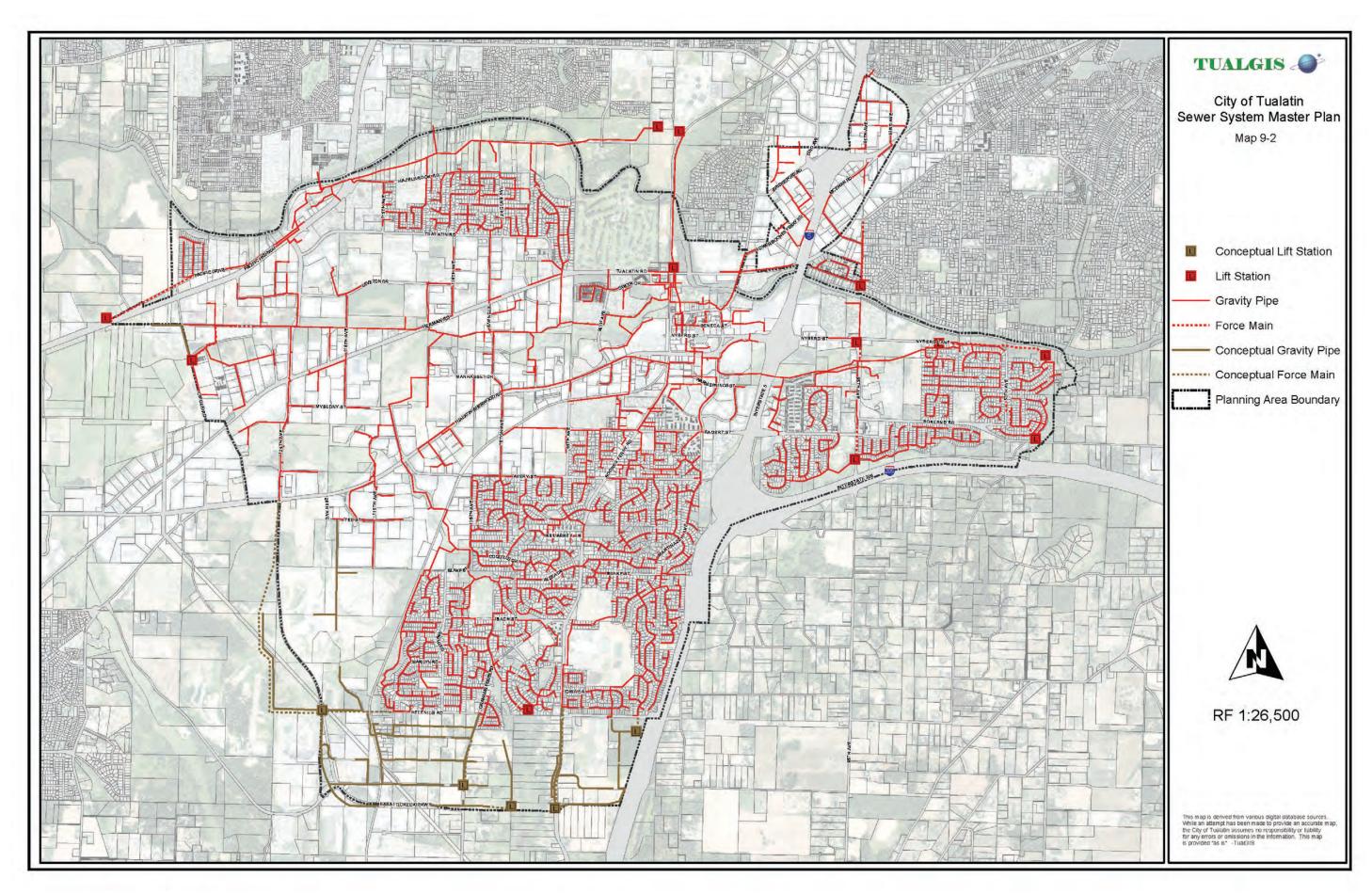


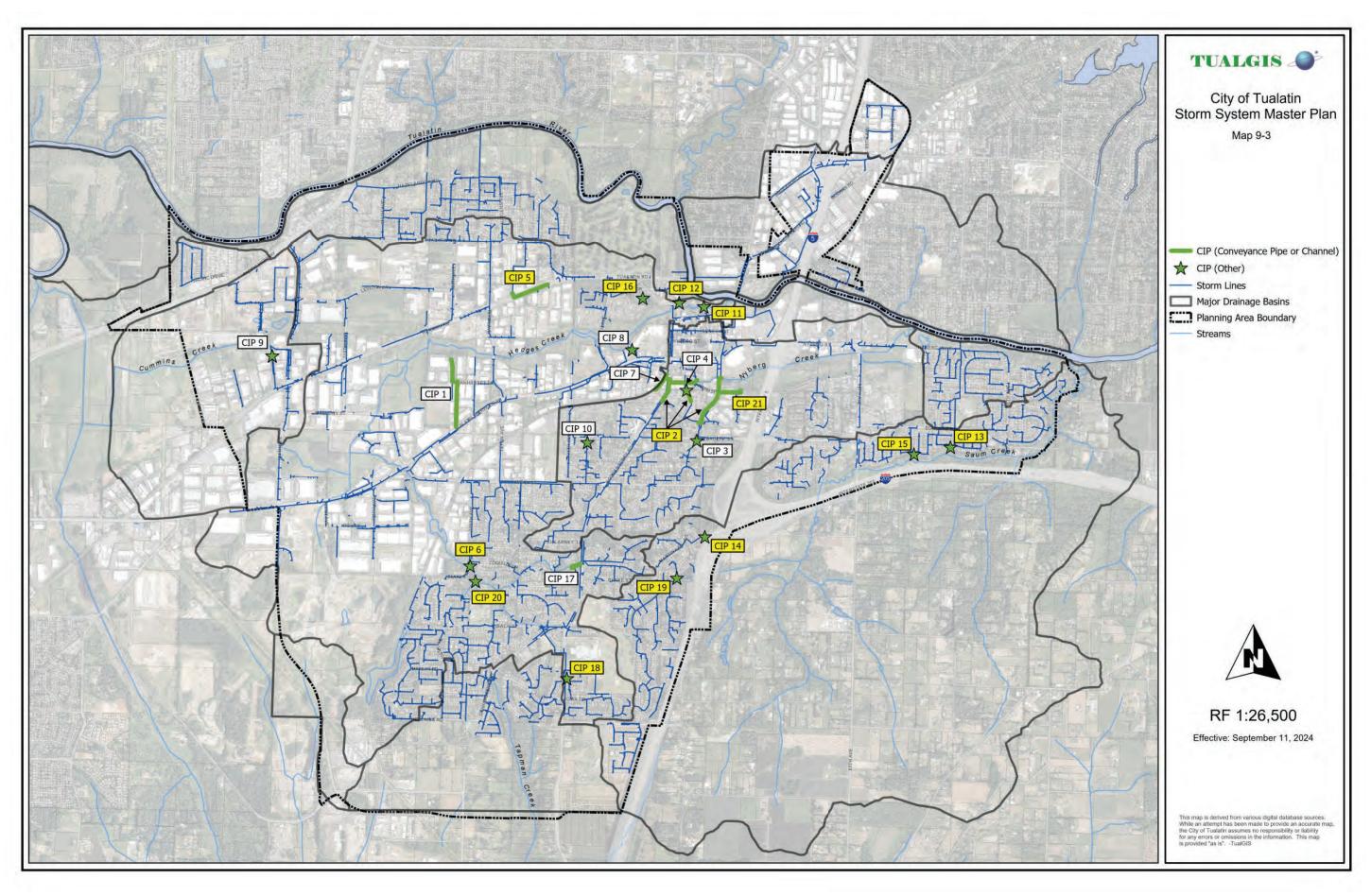












# **Map 10-1 Comprehensive Plan Map** TUALGIS 4 1. All plan designation boundaries are intended to follow property lines, center lines of streets, or can be scaled pursuant to the scale of this map. If mapping errors occur, the City Council shall be the sole arbitration body to decide the location of boundaries. 2. Specific requirements for each Planning District are found within the Tualatin Development Code. 3. The Wetland Protection District and the Greenway and Riverbank Protection District locations are described in the Tualatin Development Code. Maps of the districts are available from the Planning Department. 4. Properties within the Tualatin Urban Renewal Area boundary are subject to the Tualatin Urban Renewal Plan which may contain specifications and requirements that are more restrictive than those found within the Planning MP RF 1:26,500 ML RMH Residential RML RML RL Low Density RML Medium-Low Density RMH Medium-High Density RH High Density RH/HR High Density/High Rise Commercial CO Office CR Recreational CC Central CO/MR Mid-Rise Office CG General MUC Mixed Use CN Neighborhood MC Medical Manufacturing Institutional ML Light IN Institutional MG General MBP Manufacturing Business Park BCE Basalt Creek Employment Planning Area Boundary ---- City of Tualatin Mobile Home Parks Planning Districts In Planning Area/Outside of City Effective: September 27, 2023

