



Tualatin Town Center
Workshop
June 1, 2009



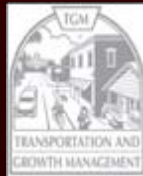
TGM Outreach
Crandall Arambula PC

The image features a background of vibrant purple flowers. Overlaid on this background is the title 'Tualatin Town Center Workshop' in yellow text, followed by the date 'June 1, 2009' in white. Below the text is a square logo for 'TRANSPORTATION AND GROWTH MANAGEMENT' (TGM) which includes a stylized illustration of a town. At the bottom, the text 'TGM Outreach' and 'Crandall Arambula PC' is displayed in white.

Transportation & Growth Management Program (TGM)

TGM is a **partnership** between **ODOT** and the **Oregon Dept. of Land Conservation & Development**.

TGM supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go



Project Goals

Present concepts related to:

- Successful Town Centers
- Reducing Vehicle Miles Traveled
- Design and Land Use Concepts appropriate for the Tualatin town center
- Enhancing pedestrian-bicycle connections between the town center and neighborhoods
- Connecting the WES Station with TOD Development in the town center

Agenda

Presentation

- Potential Concepts

Workshop

- Discussion
- Fill Out Response Sheets

Outreach Schedule

- | | April | May | June |
|--|-------|---|---|
| 1 Site Visit <ol style="list-style-type: none"> 1) Visit Tualatin & Interviews 2) Assemble/Review Background Information 3) Prepare Workshop Presentation | |  | |
| 2 Conduct Public Workshop <ol style="list-style-type: none"> 1) Present Background Information 2) Present Possibilities 3) Discuss Community Preferences 4) Collect Response Sheets | |  | |
| 3 Prepare Report <ol style="list-style-type: none"> 1) Summarize Workshop Responses 2) Identify Next Steps | | |  |

April May June

1st

1st

30th

Response Sheet

Tualatin Town Center
TGM Outreach Public Workshop
June 1, 2009

Town Center Improvement Options		Please Check Preference				
Do You Agree with the Following Recommendations?						
1. Center Street Concept	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Other
2. Retail 'Main Street' Concept	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Other
3. Town Center Plaza Concept	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Other
4. Protected Bicycle/Pedestrian Route Concept	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Other
5. Employment Location Concept	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Other
6. Housing Location Concept	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	Other
Comments						





Astoria, Oregon

- 1995 – Astoria Gateway District Plan
- 1999 – Downtown Safeway Redevelopment Plan
- 2000 – Clatsop College Downtown Campus Plan
- 2003 – Downtown Retail Revitalization Strategy
- 2007 – Port of Astoria Master Plan



Downtown and Riverfront Plan, Milwaukie, Oregon

2002 Professional Achievement in Planning Award, APA, Oregon Chapter
Adopted – 2000



Orenco Station TOD, Hillsboro, OR
2000 Community/Town Plan, Merit Award: Gold Nugget Awards
1999 Ahwanee Award
1998 Master Planned Community of the Year, National Association of Home Builders

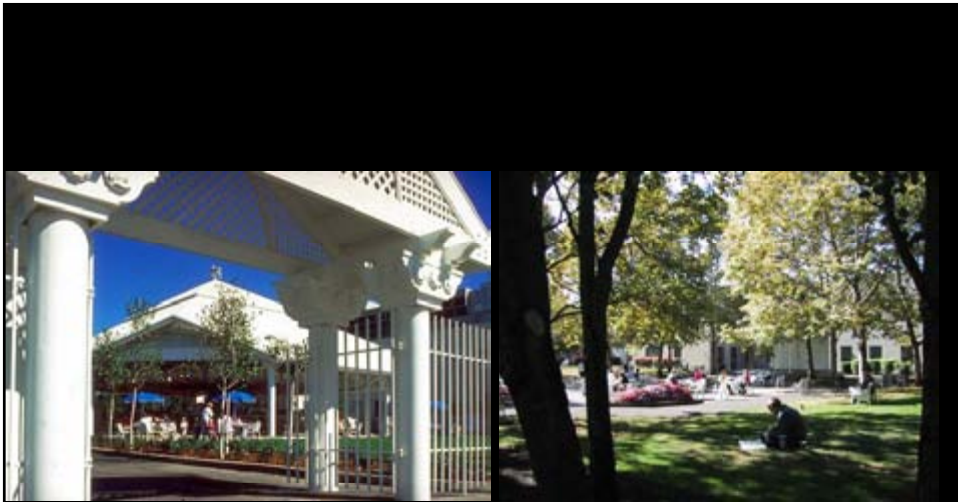


Downtown Revitalization Plan, Racine, Wisconsin
2001 National Honor Award for Regional & Urban Design: American Institute of Architects
2000 Special Achievement Award: International Downtown Association



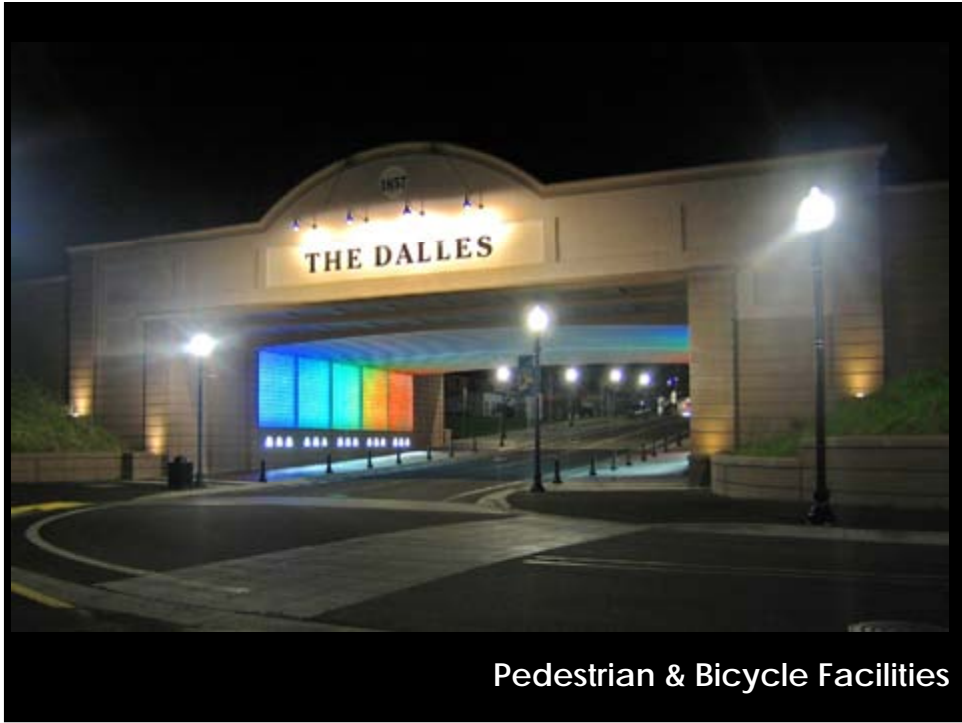


Downtown Civic Vision, Knoxville, TN



Public Open Space





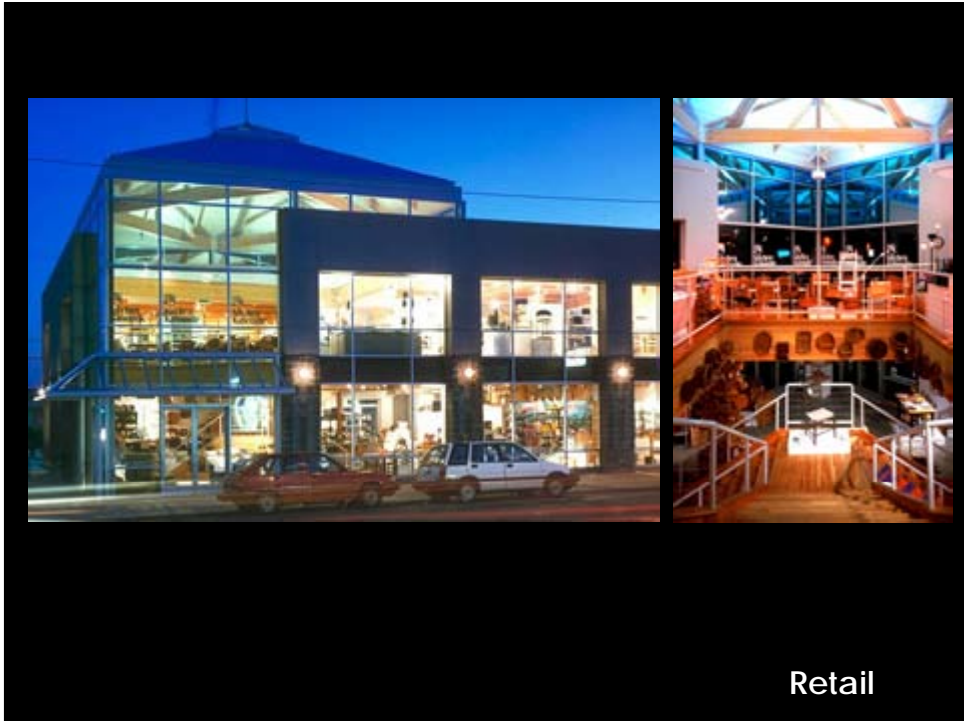
Pedestrian & Bicycle Facilities



Before

After

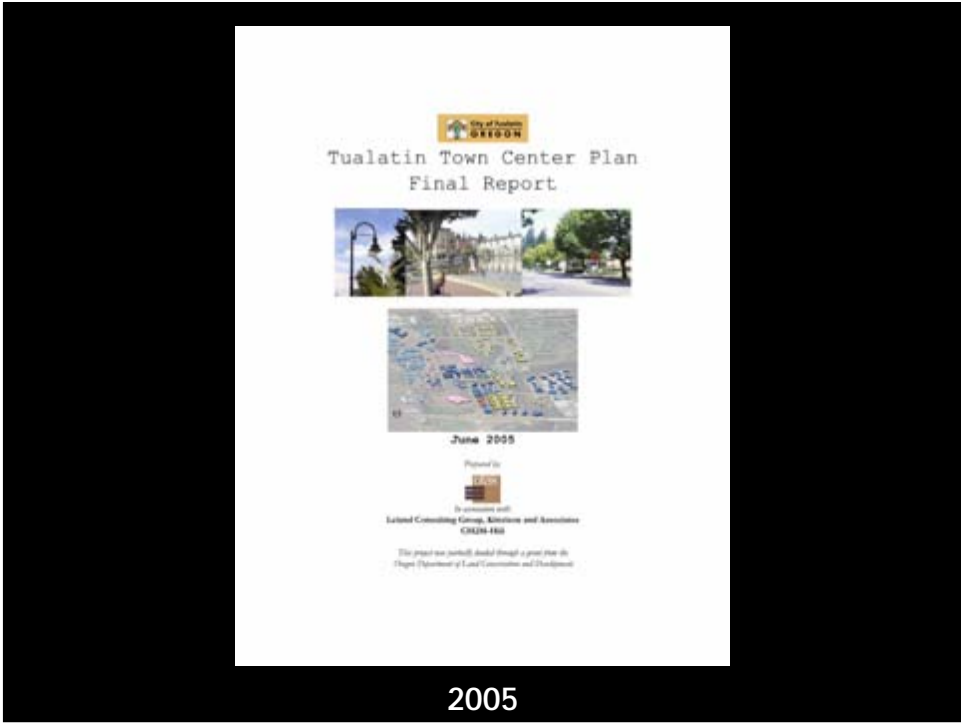
Pedestrian & Bicycle Facilities



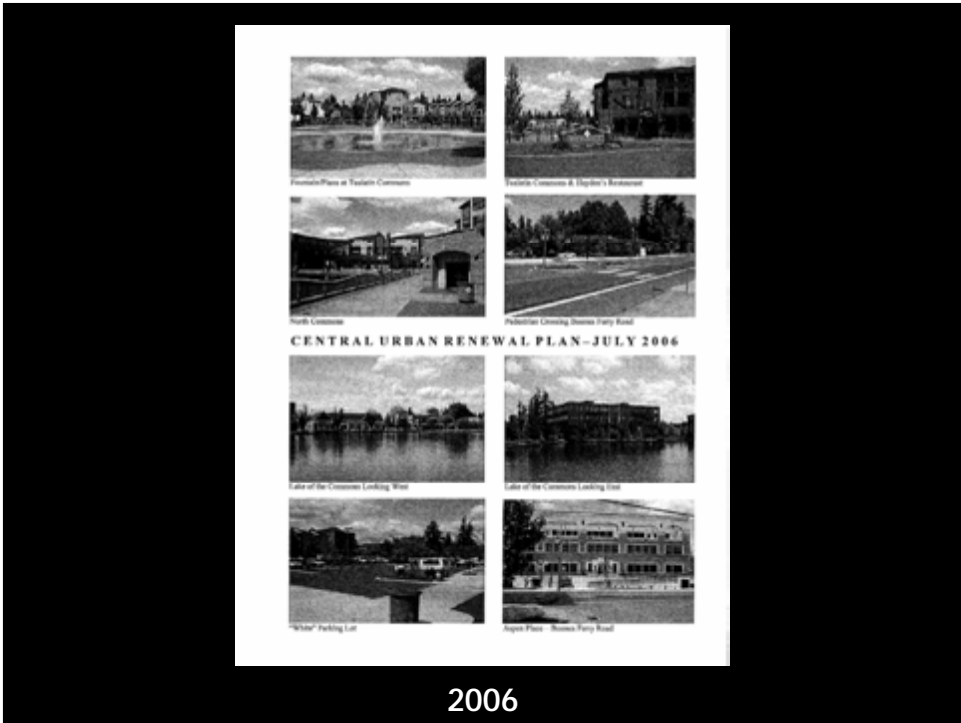


Background Information Reviewed

- Tualatin Transportation System Plan
- Tualatin Tomorrow Strategic Plan
- Central Urban Renewal Plan
- Tualatin Community Plan and Development Code
- City of Tualatin's Local Aspirations
- I-5 to 99W Connector Project Alternative 7
- Metro Growth Plan
- City of Tualatin Parks and Recreation Master Plan



2005



2006

 **City of Tualatin's Local Aspirations**
 Urban & Rural Reserves
 April 2009



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

HOW WE PLAN AND GROW

GROWTH, HOUSING AND TOWN CENTER

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

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

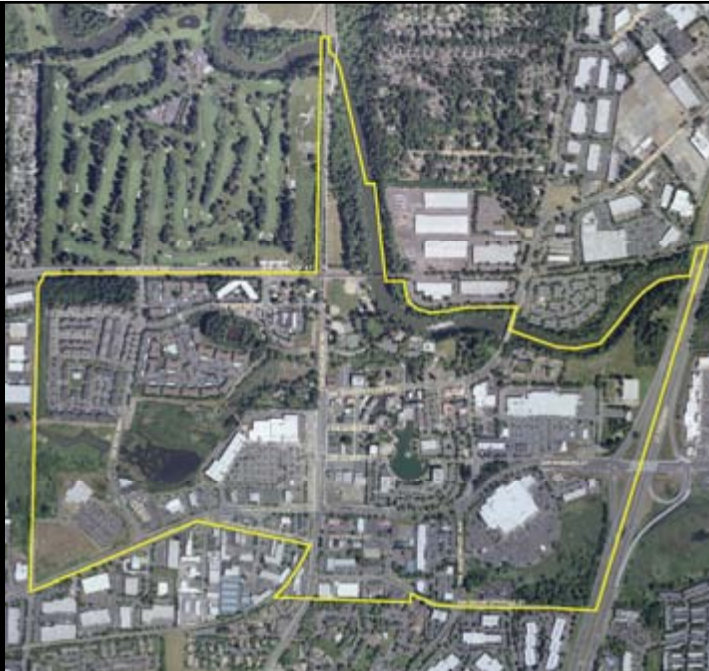
Tualatin has diversified its supply of housing, providing a range of housing choices and affordability to meet the needs of its changing population. Tualatin uses smart growth to best honor its history of forests while incorporating new mixed-use development, including high-density housing, a full complement of services, commercial and retail development, and amenities that accommodate pedestrians and bicycles as well as cars.

Good urban design is an important part of Tualatin, with flexible standards that promote an attractive, well-functioning community, including appropriate mixed-use development, smart, pedestrian-oriented neighborhood commercial centers, beautiful neo-townscapes, and community "gateway" entrances that strengthen local identity.

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

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

2009



Tualatin Town Center

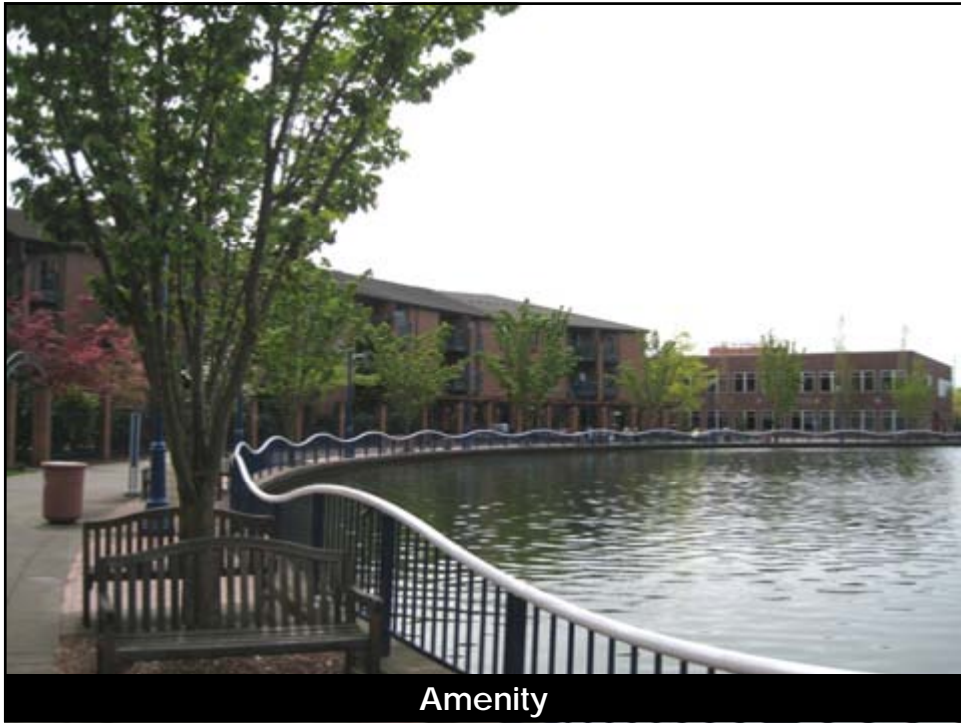




Library and City Hall



Opportunities



Amenity



Opportunities



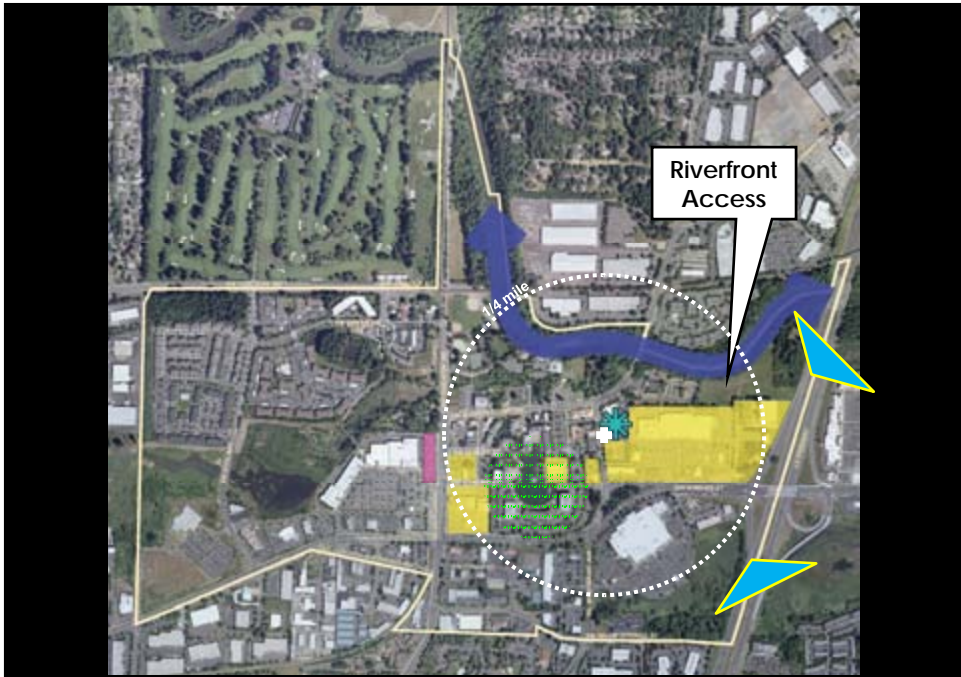
Vacant Parcels



Underutilized Parcels



Parking Lots and Driveways



Opportunities



Riverfront Access



Opportunities



WES Transit Station



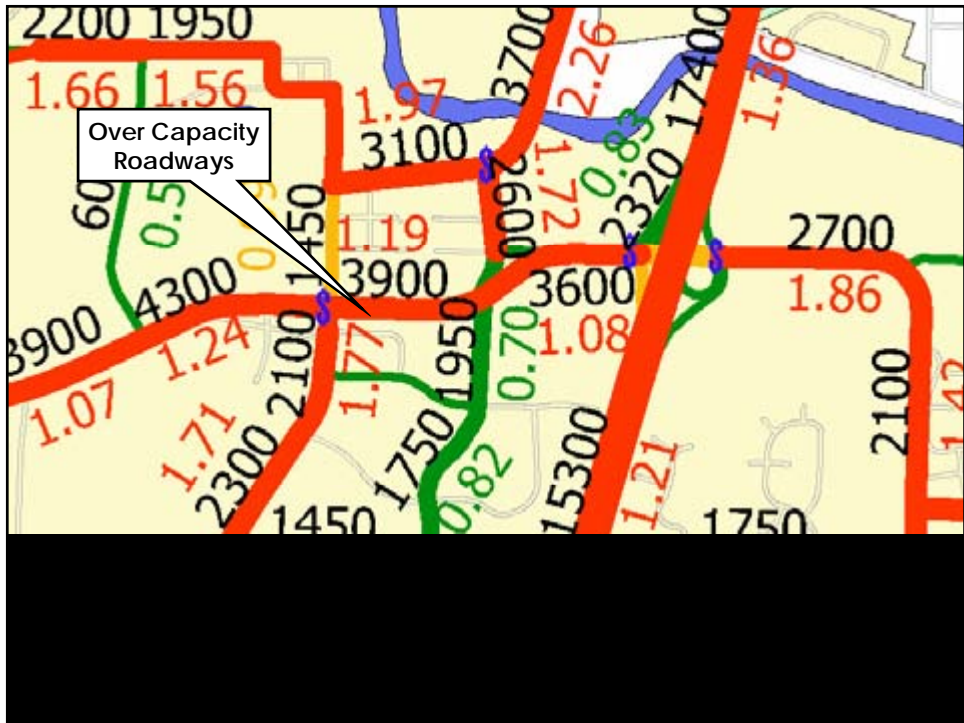
Opportunities



Opportunities



Constraints

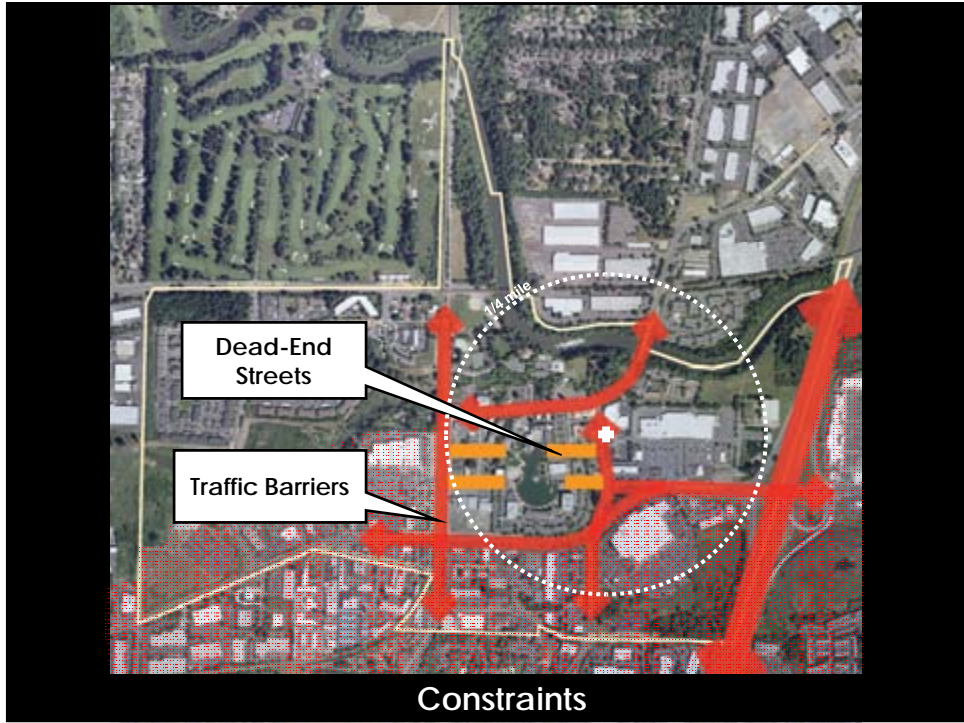




Tualatin Sherwood Road



Boones Ferry Road



Constraints



Dead-End Streets

Project Goals

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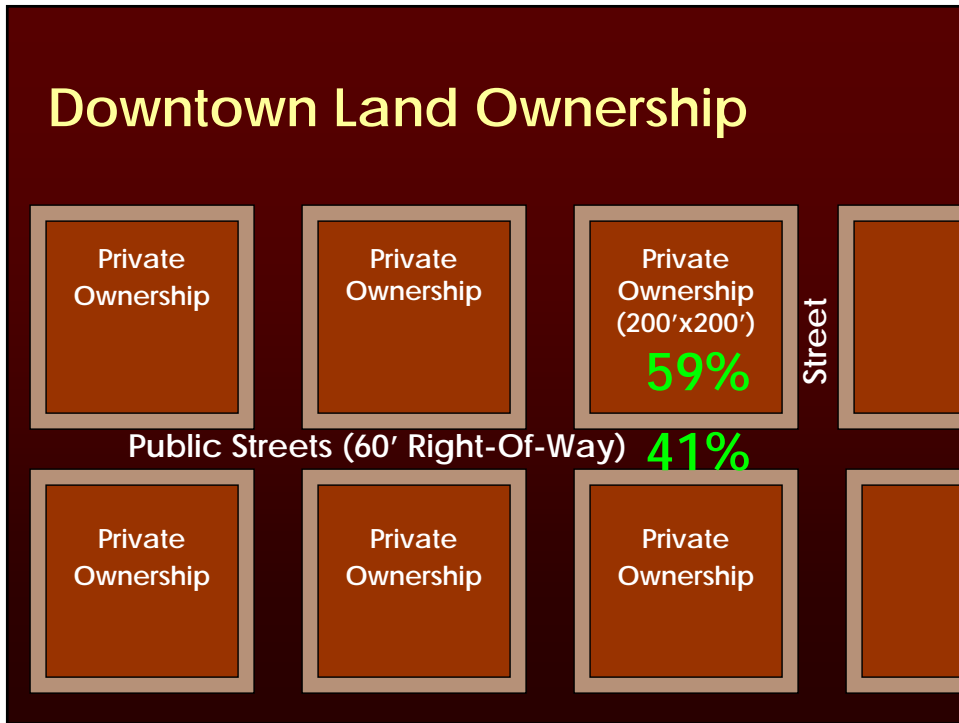
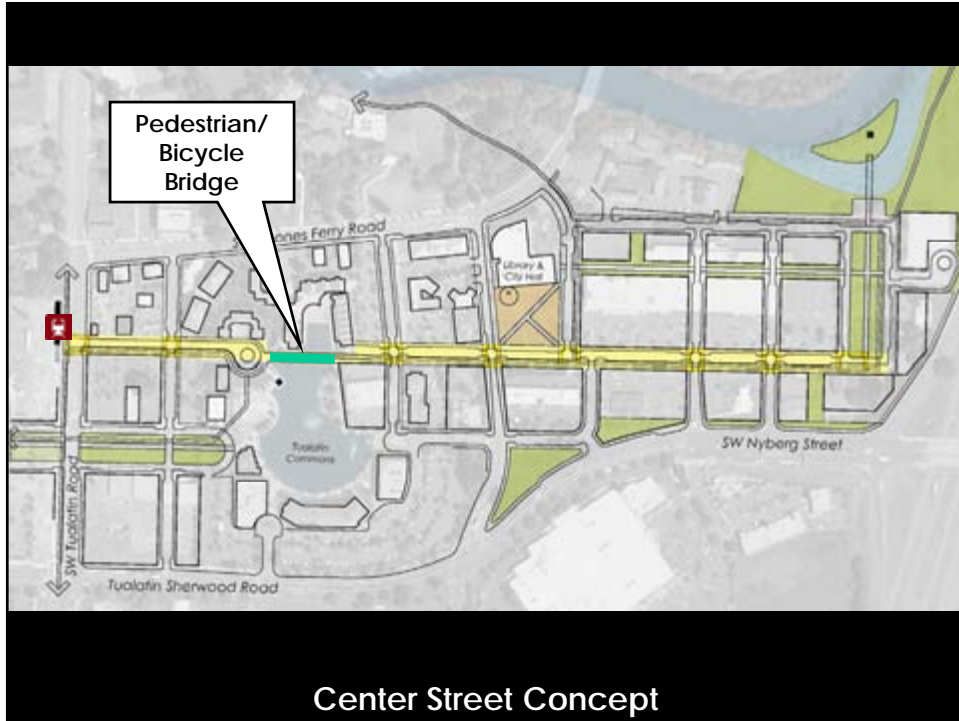




Tualatin Town Center



Center Street Concept



Great Streets = Great Downtowns



Bad Streets = Bad Downtowns

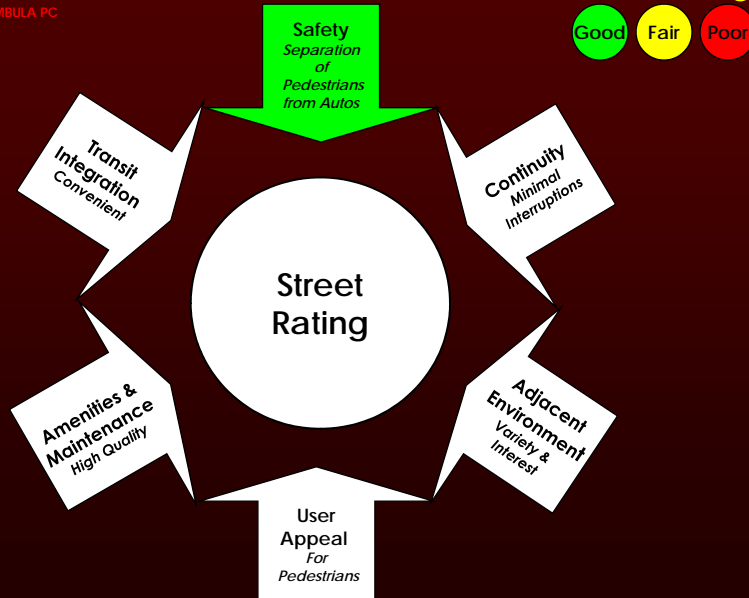


Great Streets

- Help Make Community
- Are Physically Comfortable & Safe
- Are Symbols of a Community and It's History
- Can Be Remembered
- Are Joyful and Utilitarian
- Have Magic

Great Streets – Pedestrian Friendly

CRANDALL ARAMBULA PC













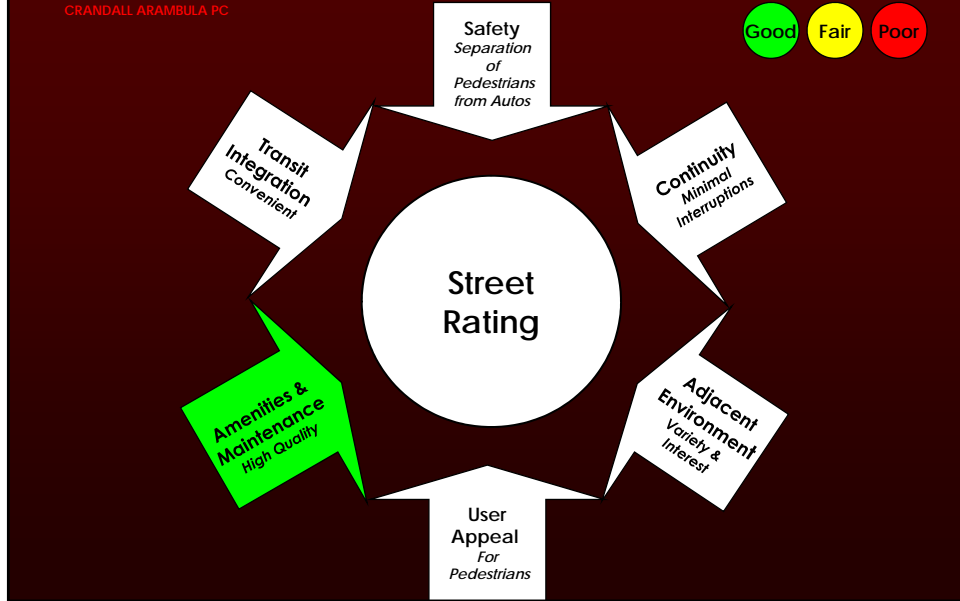






Great Streets – Pedestrian Friendly

CRANDALL ARAMBULA PC

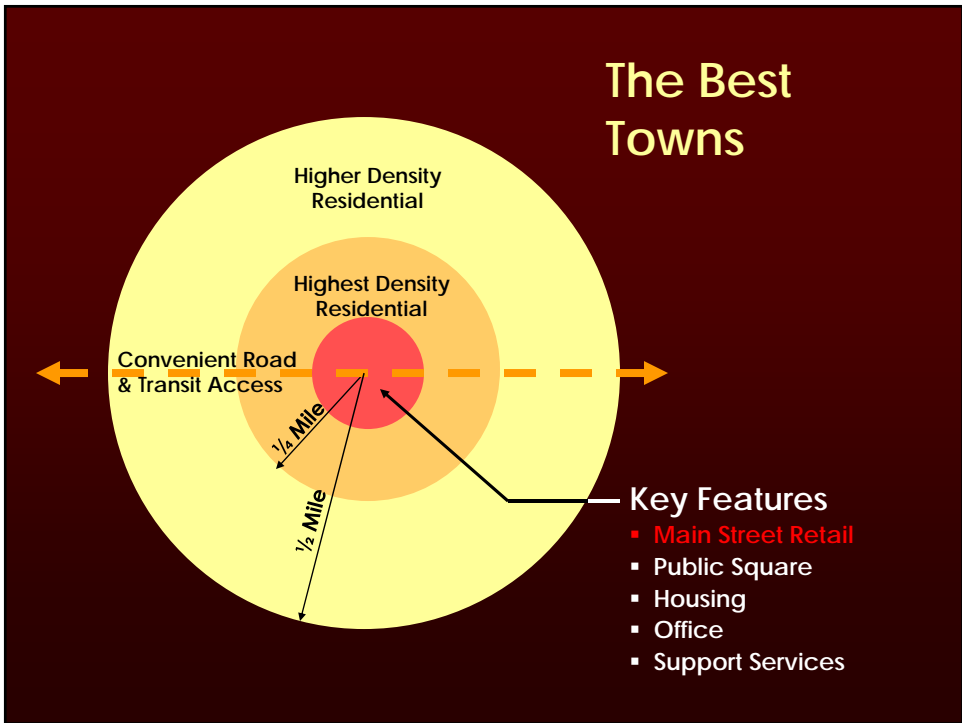




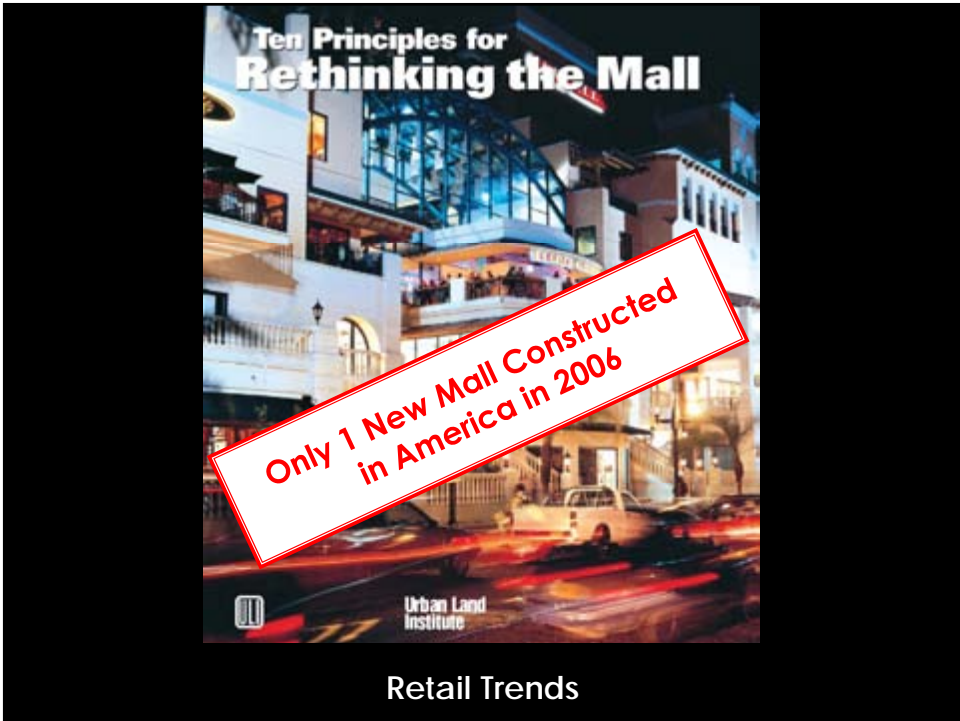
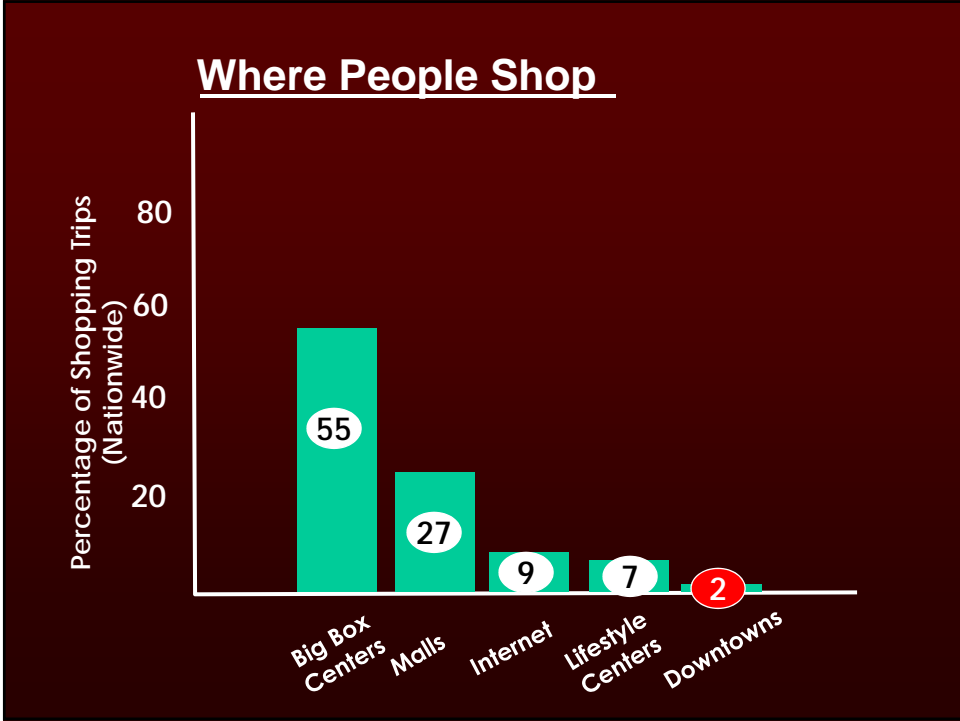
Restrooms – Convenient and Safe











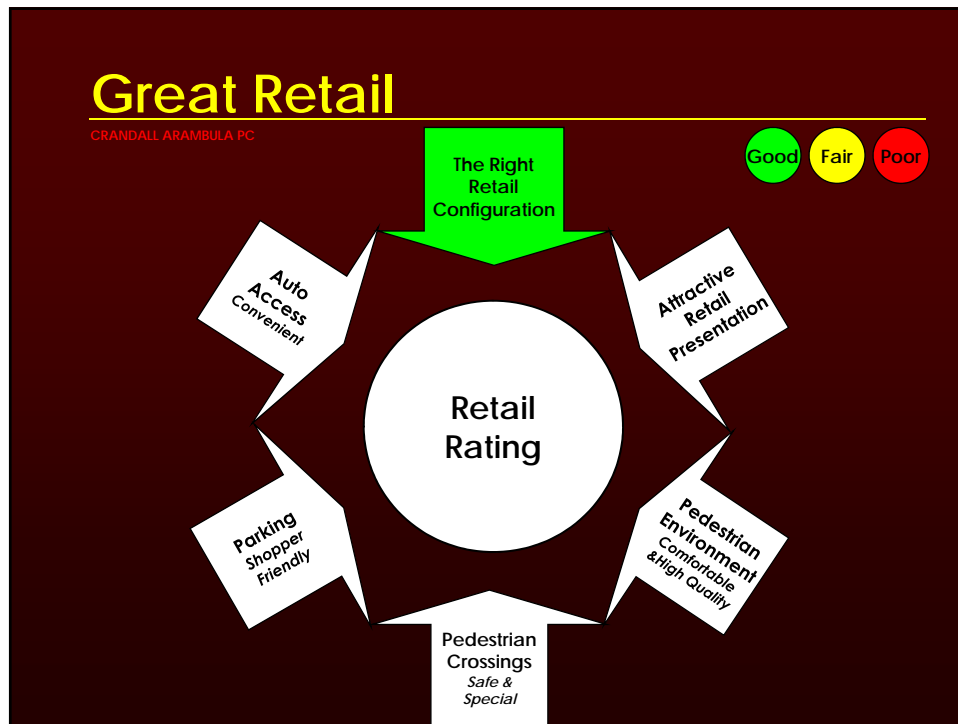
What People Want:

- Convenience
- Bargains
- A retail "experience"

Great Retail

CRANDALL ARAMBULA PC





Fundamental Retail Street Requirements

The Right Retail Configuration

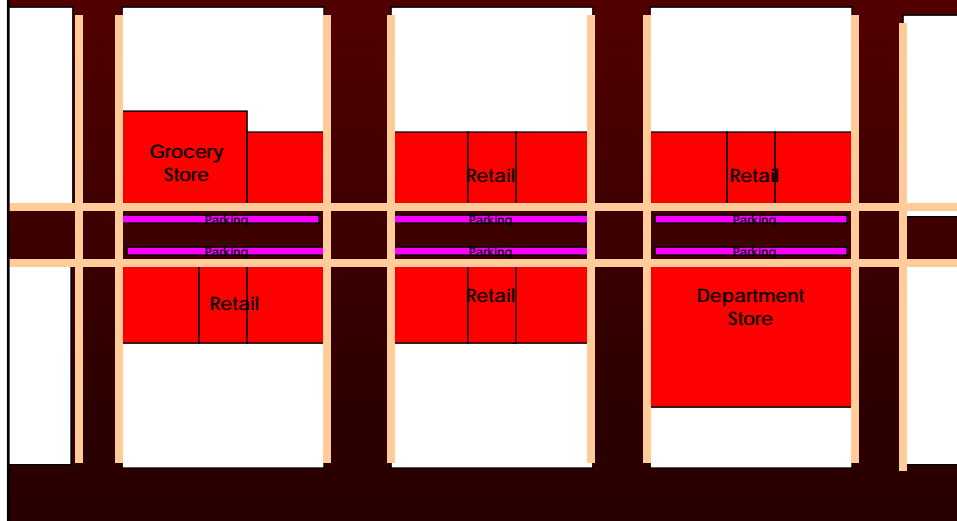
- 1) Ground floor retail on both sides of the street
- 2) Major retail development anchoring beginning and end of street
- 3) Street length approximately 1/4 mile – 5 minute walk
- 4) Critical Mass- Minimum of 150,000 square feet of contiguous retail uses

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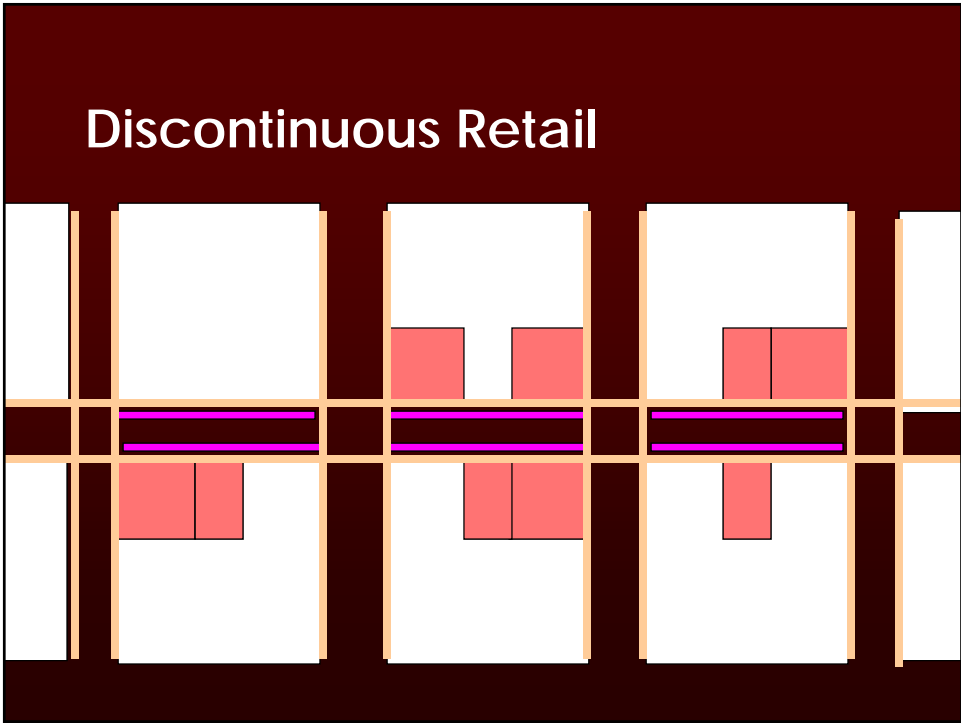
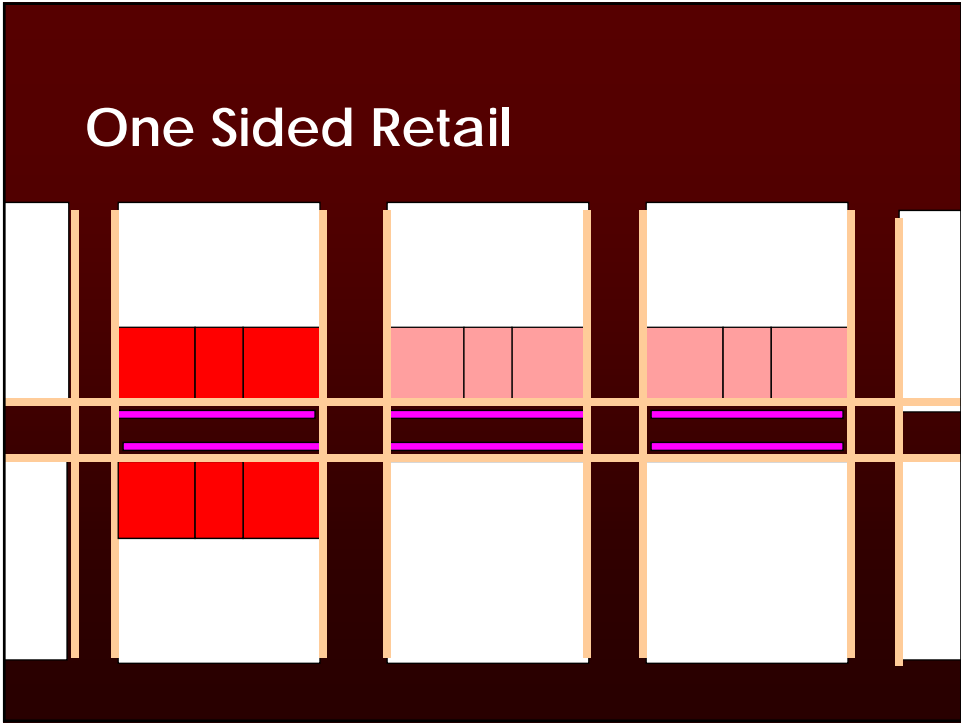
Traditional Retail Main Street





Hood River, Oregon



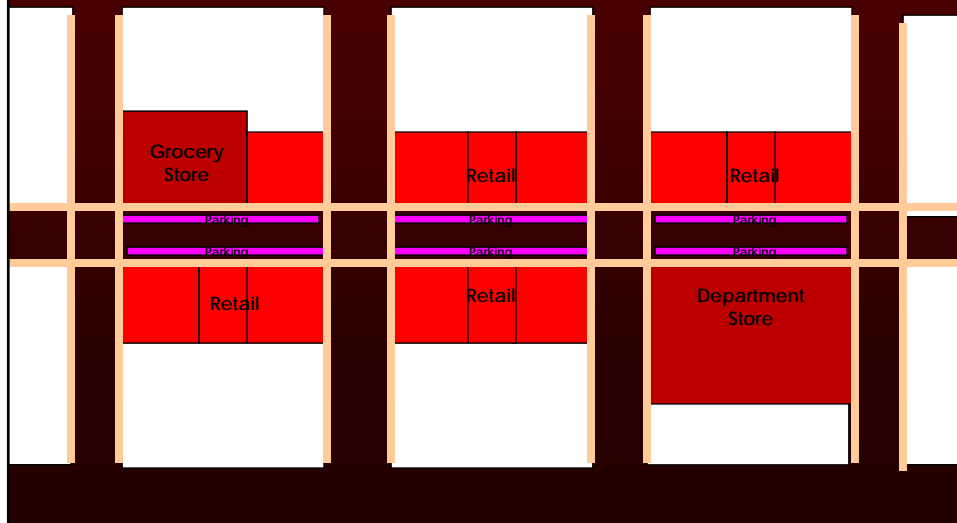


Fundamental Retail Street Requirements

The Right Retail Configuration

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- 3) Street length approximately 1/4 mile – 5 minute walk
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Traditional Retail Main Street





Full Service Grocery Stores



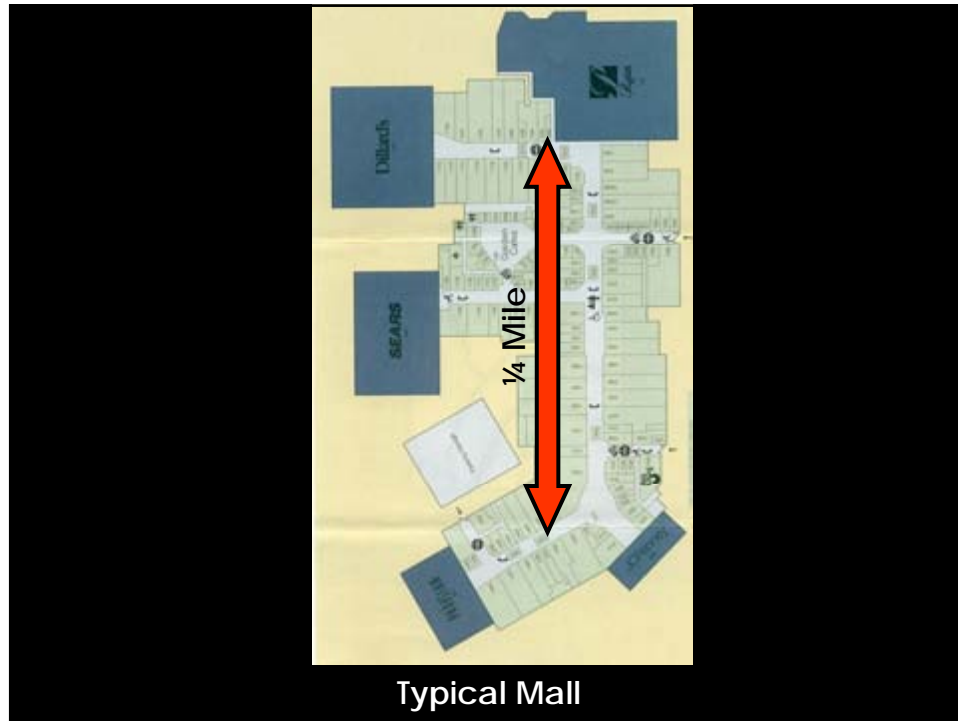
Retail Anchors



Fundamental Retail Street Requirements

The Right Retail Configuration

- 1) Ground floor retail on both sides of the street
- 2) Major retail development anchoring beginning and end of street
- 3) **Street length approximately 1/4 mile – 5 minute walk**
- 4) Critical Mass- Minimum of 150,000 square feet of contiguous retail uses



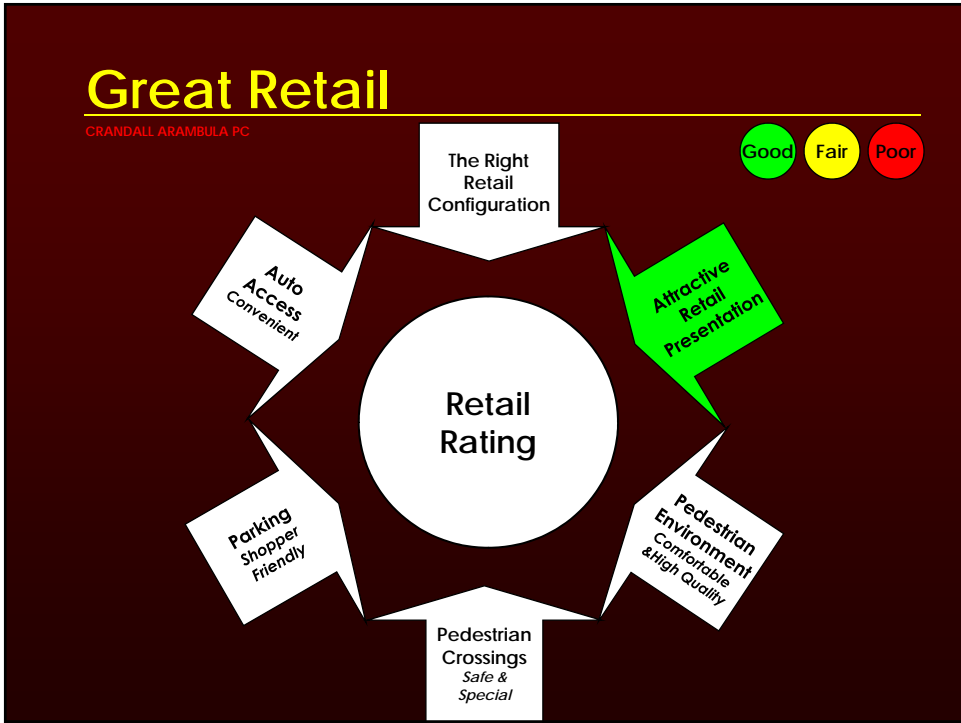
Fundamental Retail Street Requirements

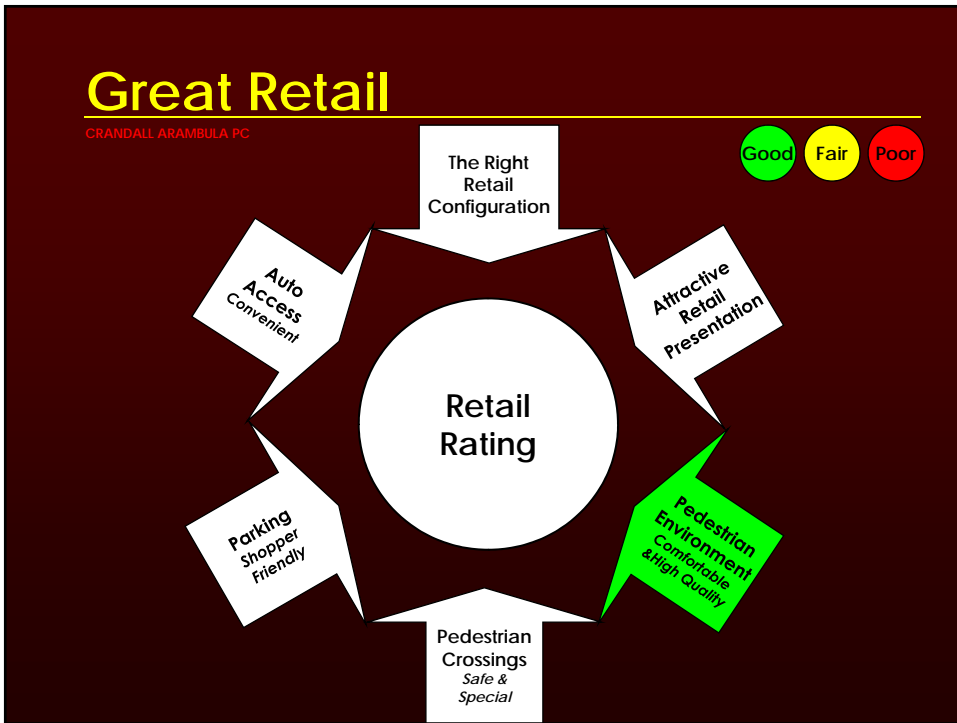
The Right Retail Configuration

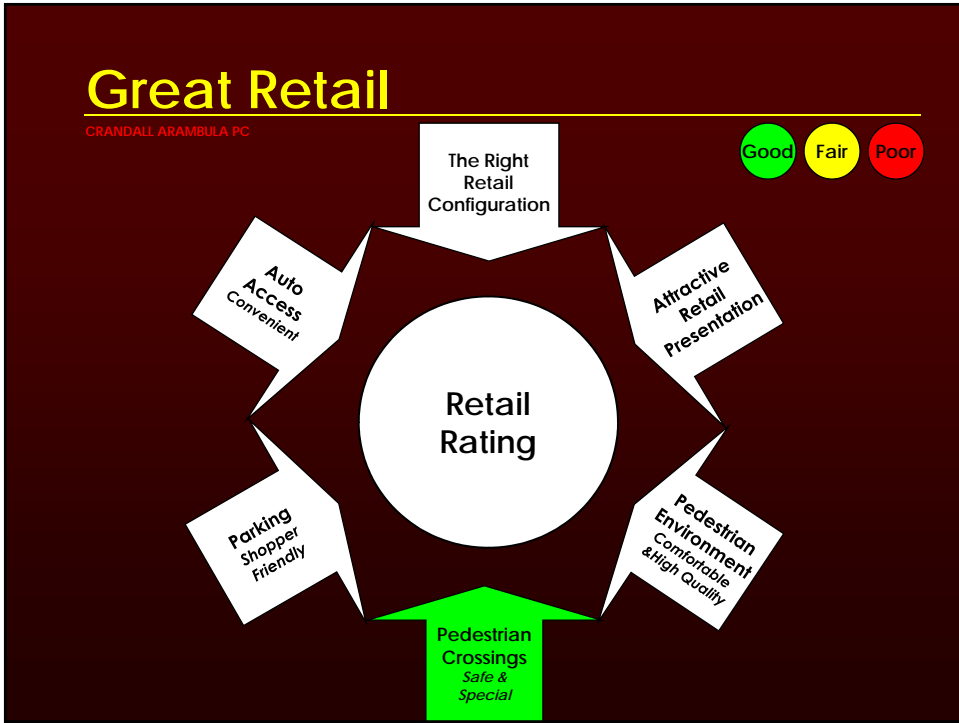
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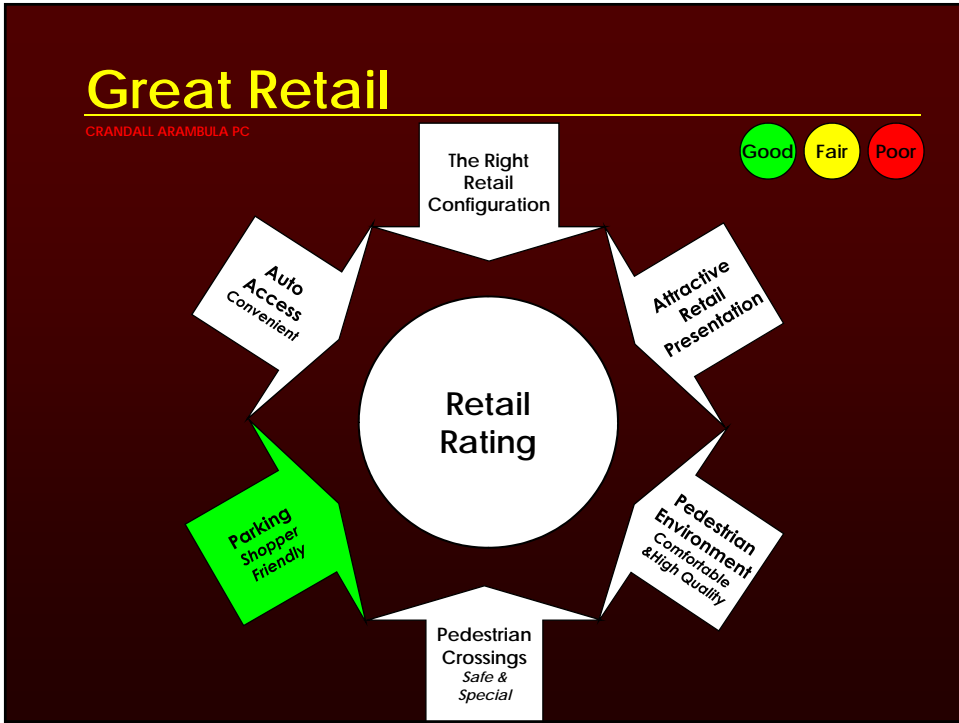


Retail Strategy, Racine, WI





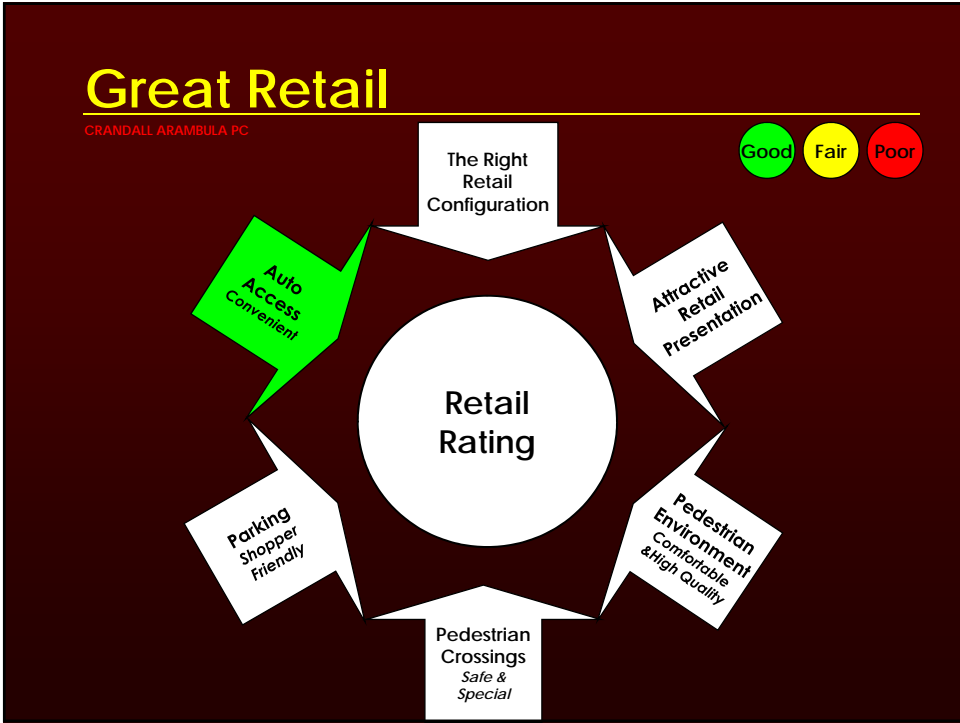






Fundamental Requirements
Downtown Parking

	Retail Proximity	Convenient Access	Work Proximity
1 Local Shopper	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 Visitor	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
3 Employment	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

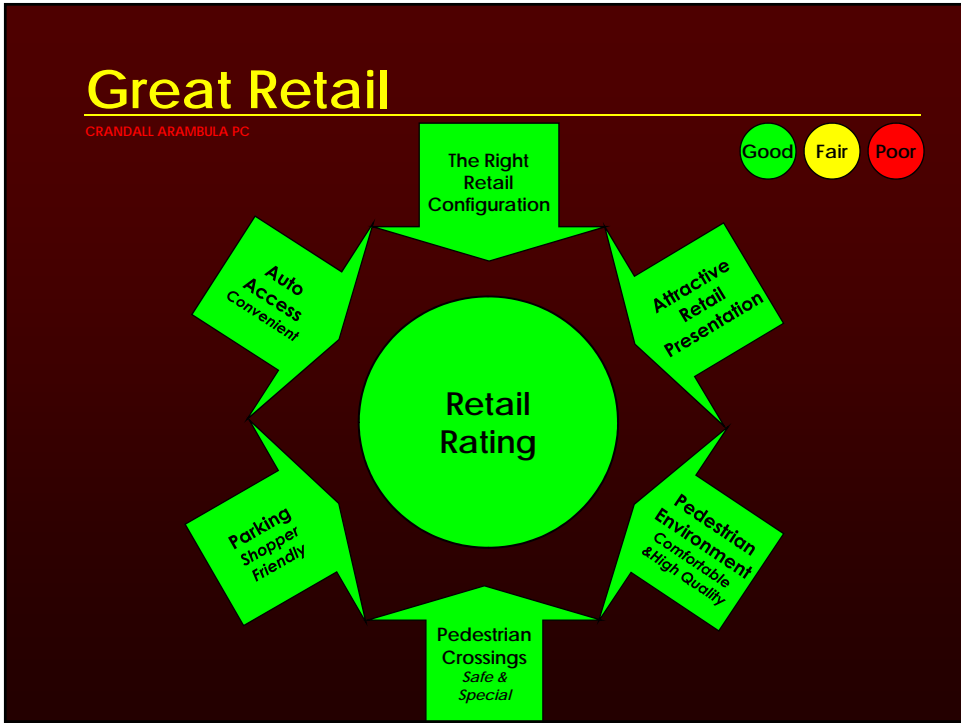


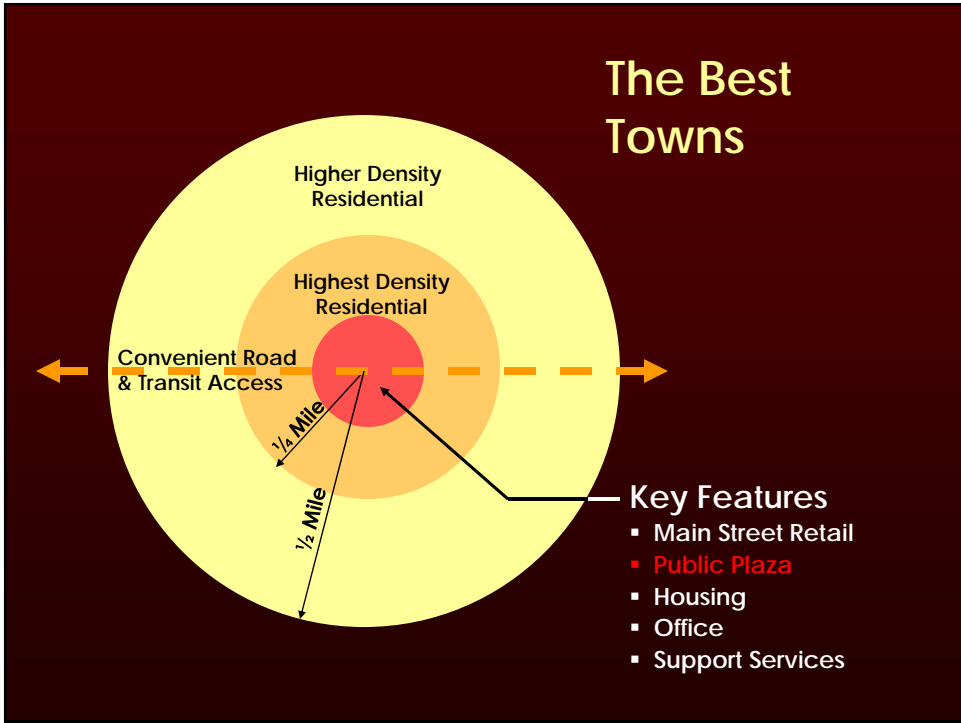


Pearl Street Mall, Boulder, CO



Pearl Street Mall, Boulder, CO







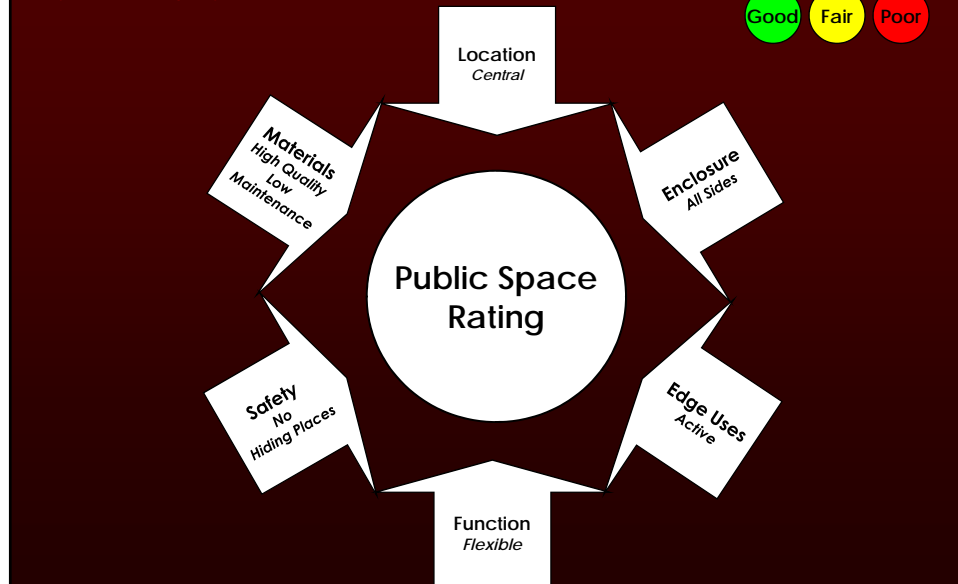
Retail Main Street Concept



Town Center Plaza Concept

Great Public Space

CRANDALL ARAMBULA PC



Fundamental Characteristics

Great Public Space

- In the center of the city
- At a crossroads (retail/pedestrian/auto/transit)
- Surrounded by buildings with active ground floor uses
- A place for:
 - All ages
 - All seasons
 - All hours of the day
- With large paved areas for holding public events
- Simple and elegant design

City Planning Ordinances of the Laws of the Indies

In 1573 Philip II of Spain issued a series of 148 ordinances regulating the planning and design of colonial cities in the Spanish Empire.

Open Space - Ordinance 112

The main plaza is to be the starting point for the town; if the town is situated on the seacoast it should be placed at the landing place of the port, **but inland it should be at the center of the town.** The plaza should be square or rectangular, in which case it should have at least one and a half its width for length inasmuch as this shape is best for fiestas in which horses are used and for any other fiestas that should be held.





San Cristobal de las Casas Street Grid -1520



Oaxaca Public Square



Fundamental Characteristics

Plaza

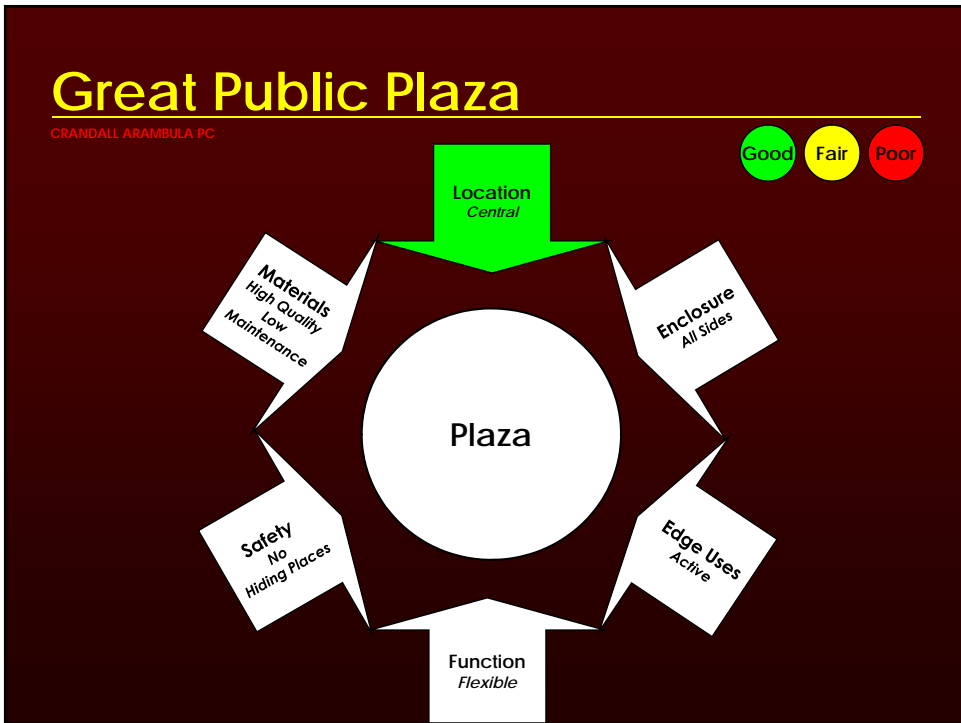
- 1) In the center of the city
- 2) At a crossroads
(retail/pedestrian/auto/transit)
- 3) Surrounded by buildings with active ground floor uses
- 4) A place for:
 - All ages
 - All seasons
 - All hours of the day
 - Civic events
- 5) Dominant material:
 - Paved ground surface

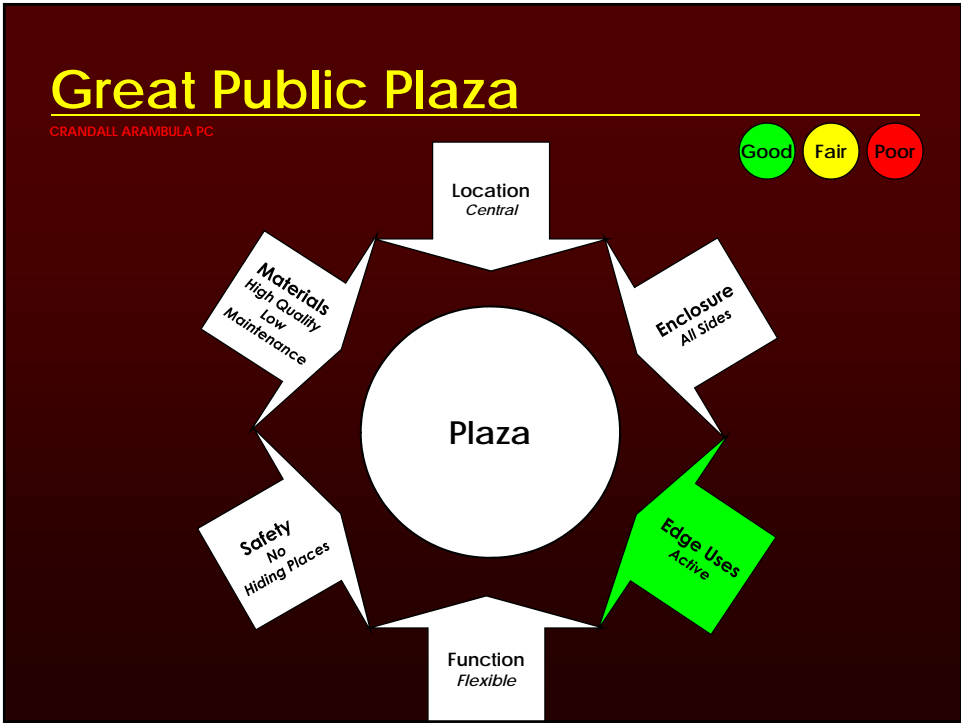
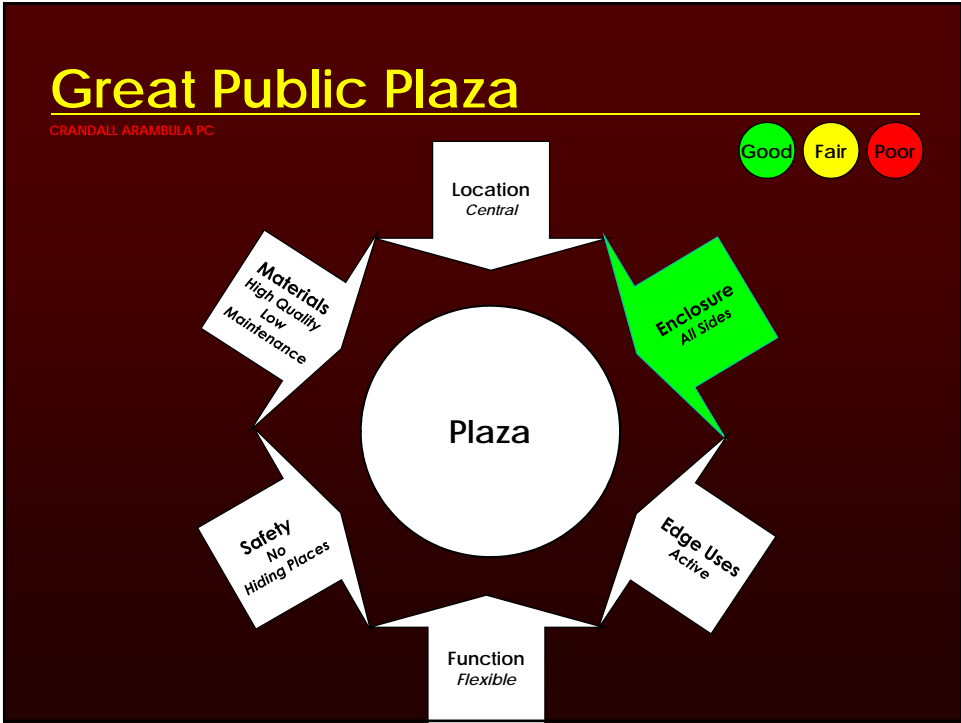
Parks

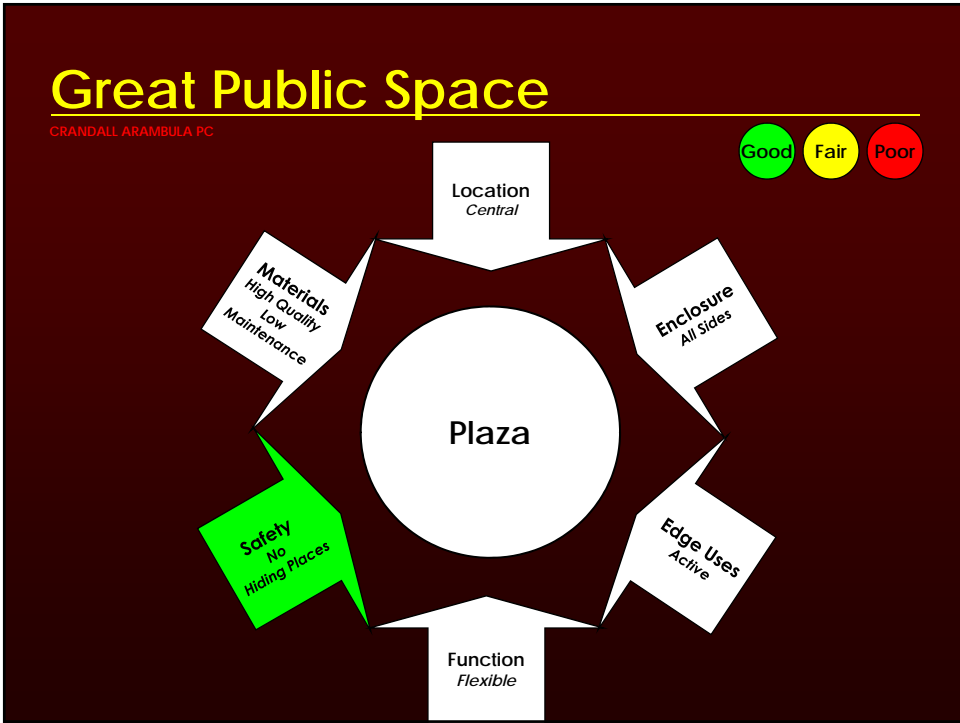
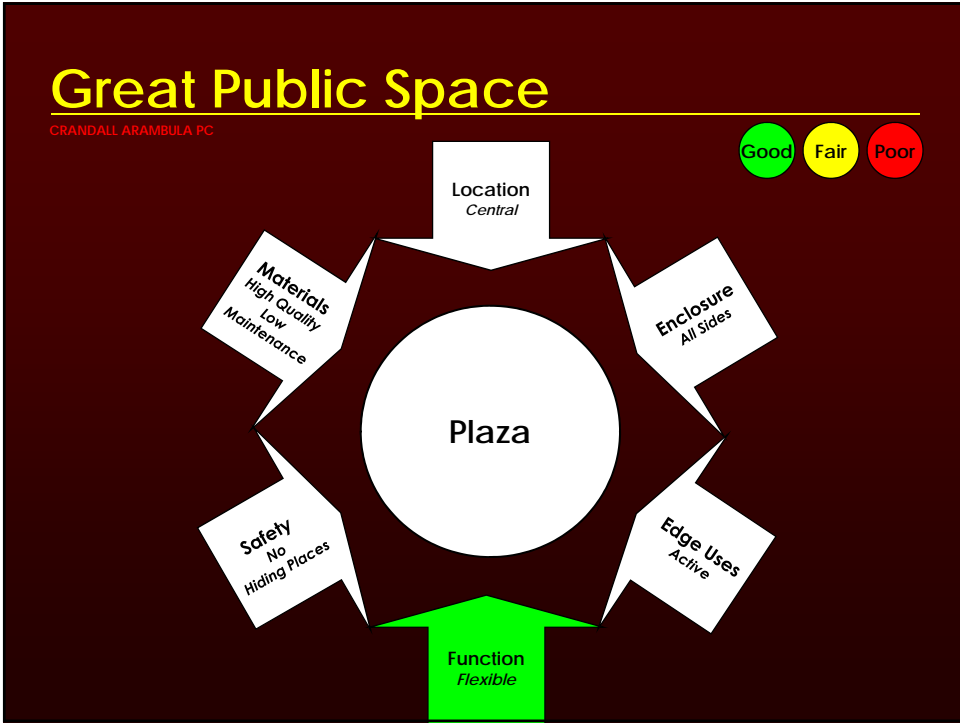
- 1) Adjacent to the city center
- 2) A place for:
 - All ages
 - Recreation
 - Quiet contemplation
- 3) Dominant materials:
 - Grass
 - Trees

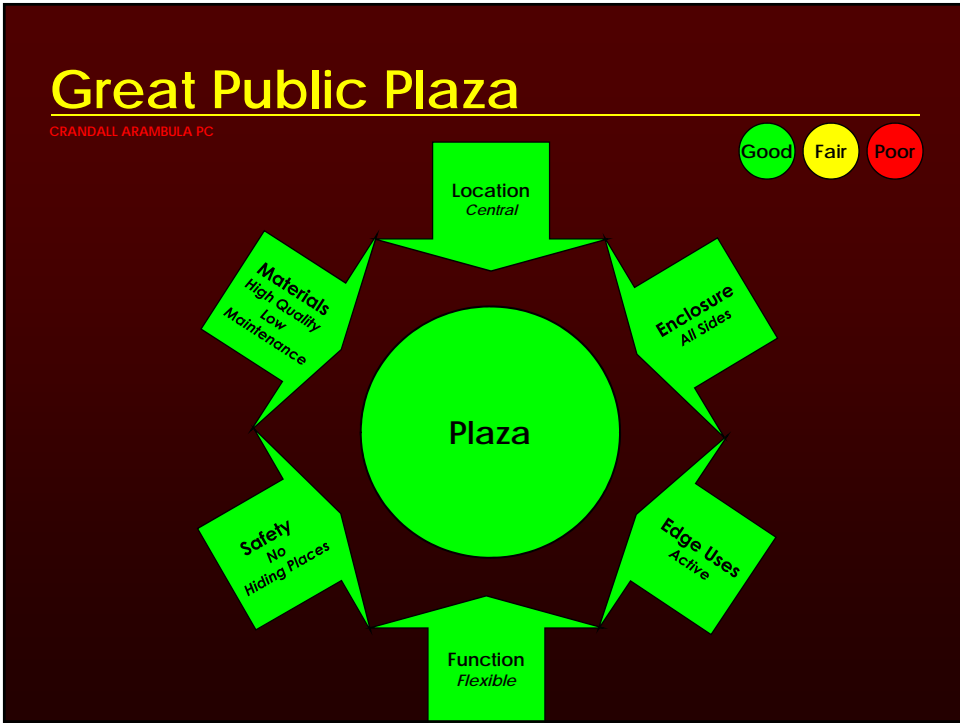
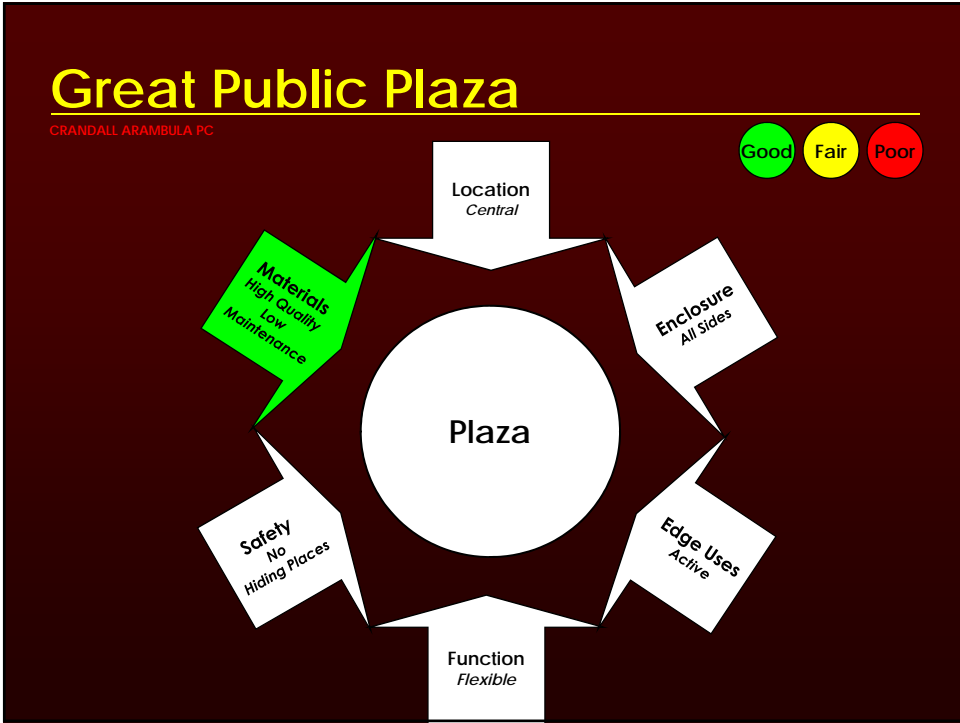


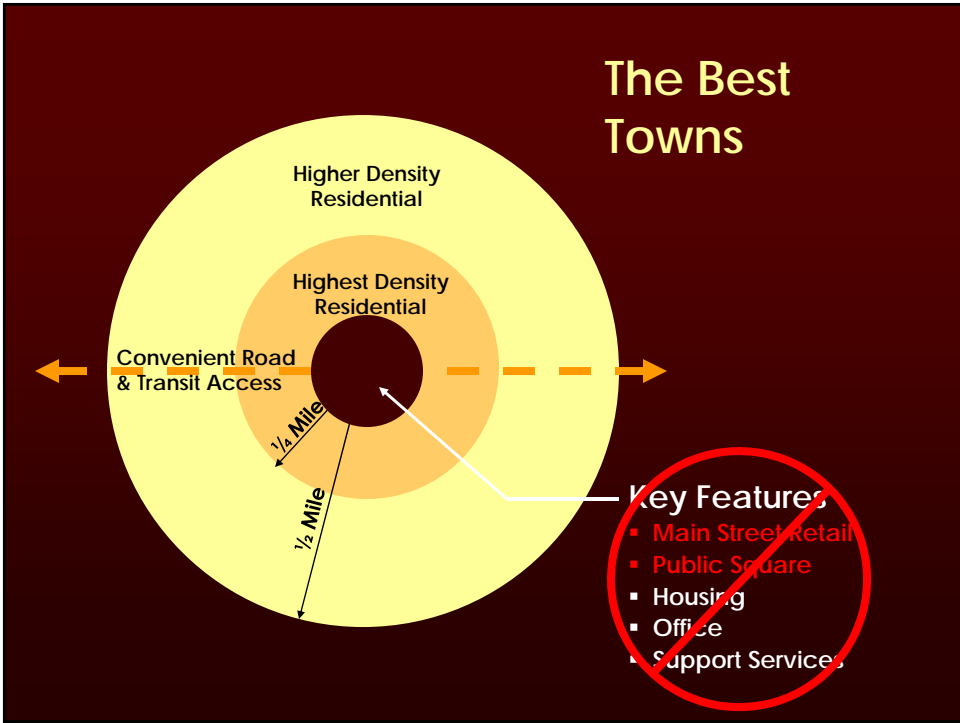
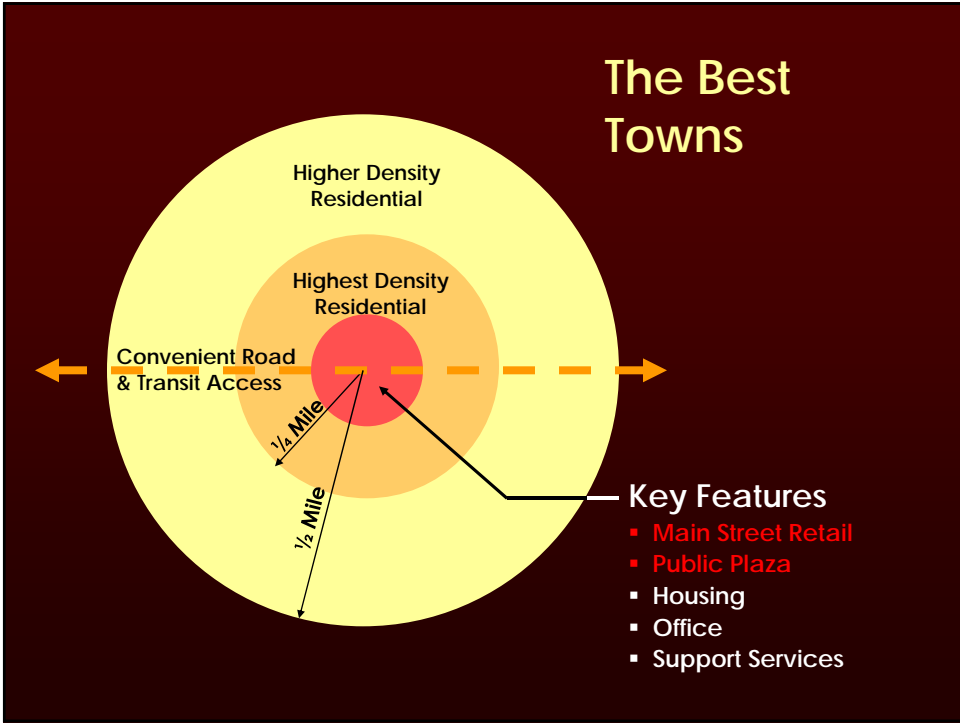
Park

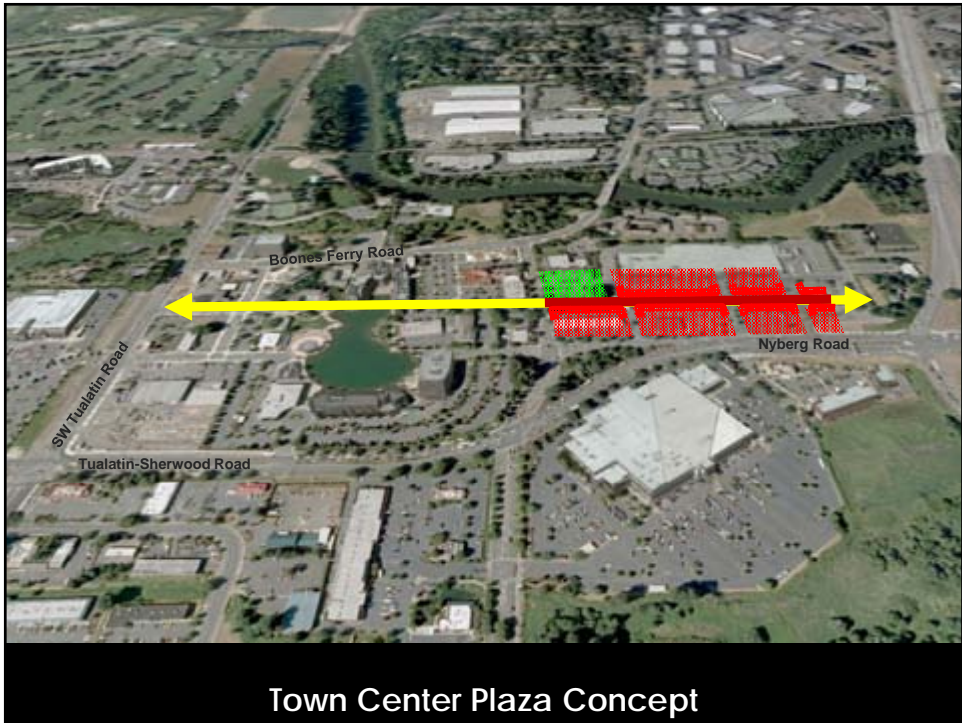


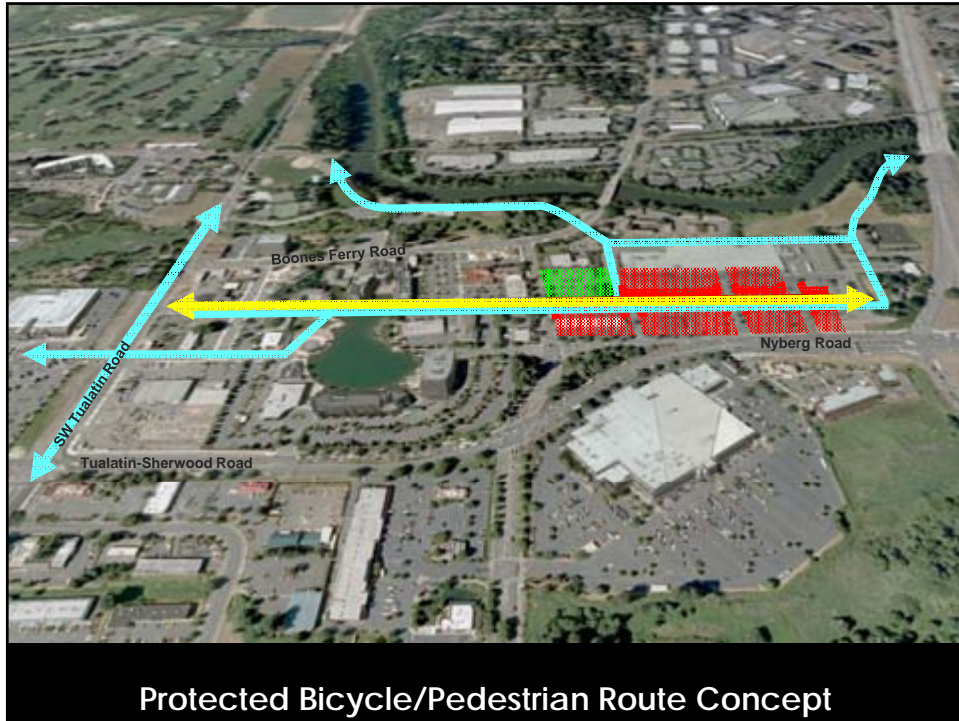












Critical National Issues

- Environmental
 - Global warming
- Economic
 - Energy shortages
 - Rising energy costs
- Health

Pivotal Moment

Critical National Issues

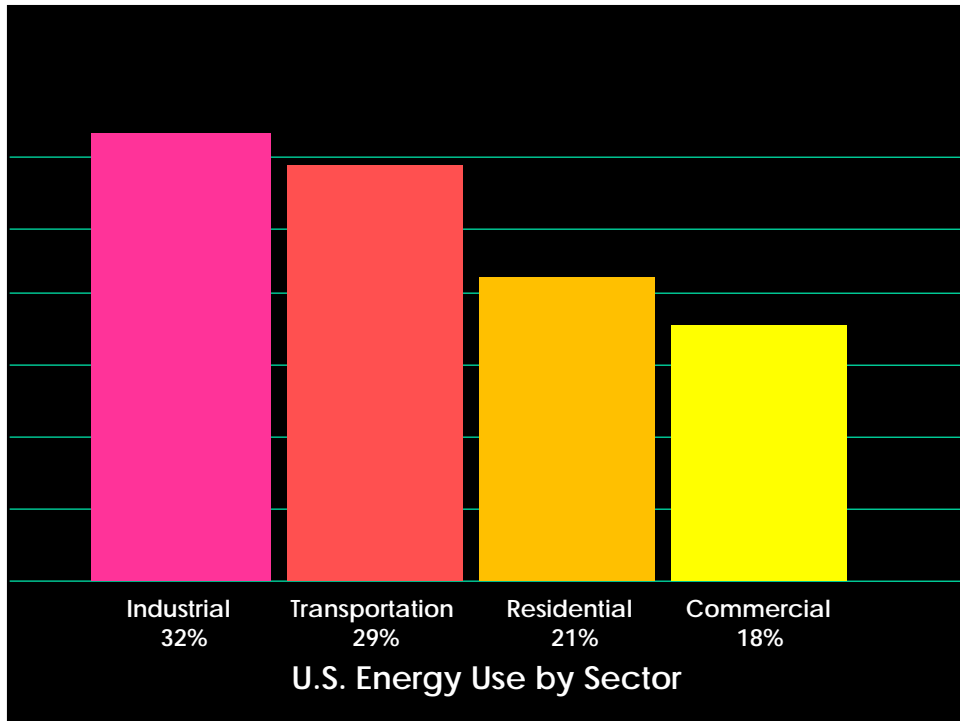
Environmental

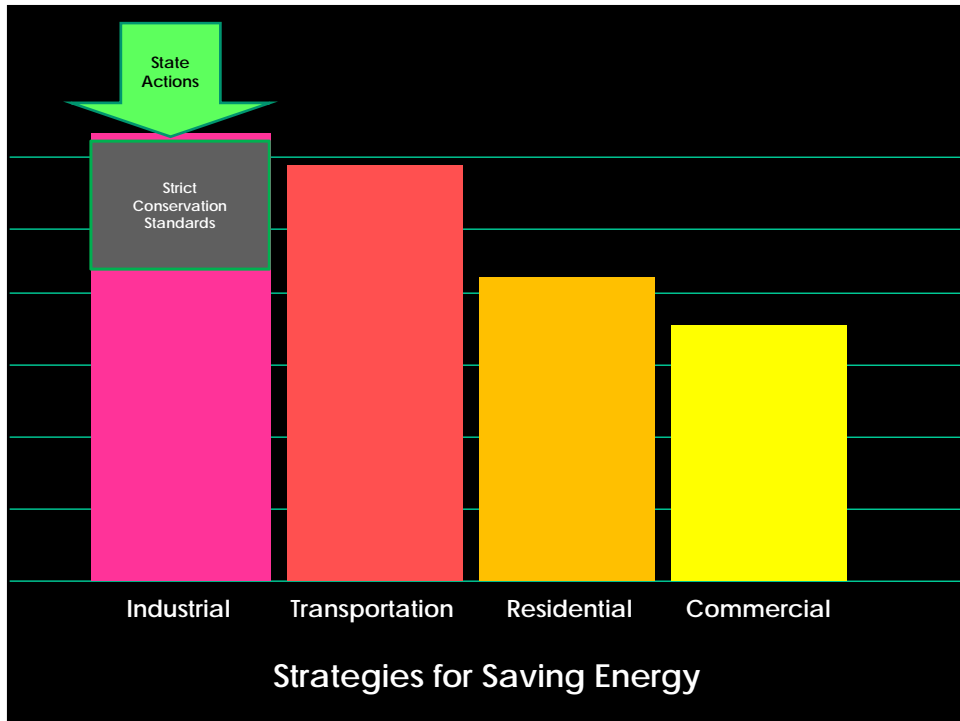
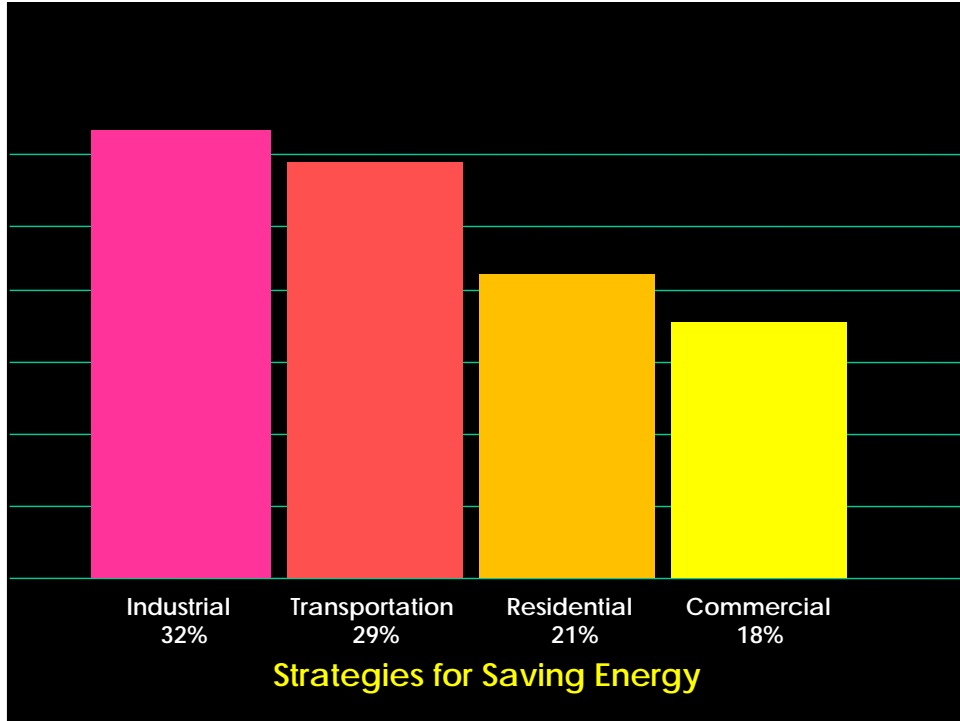
- Global warming

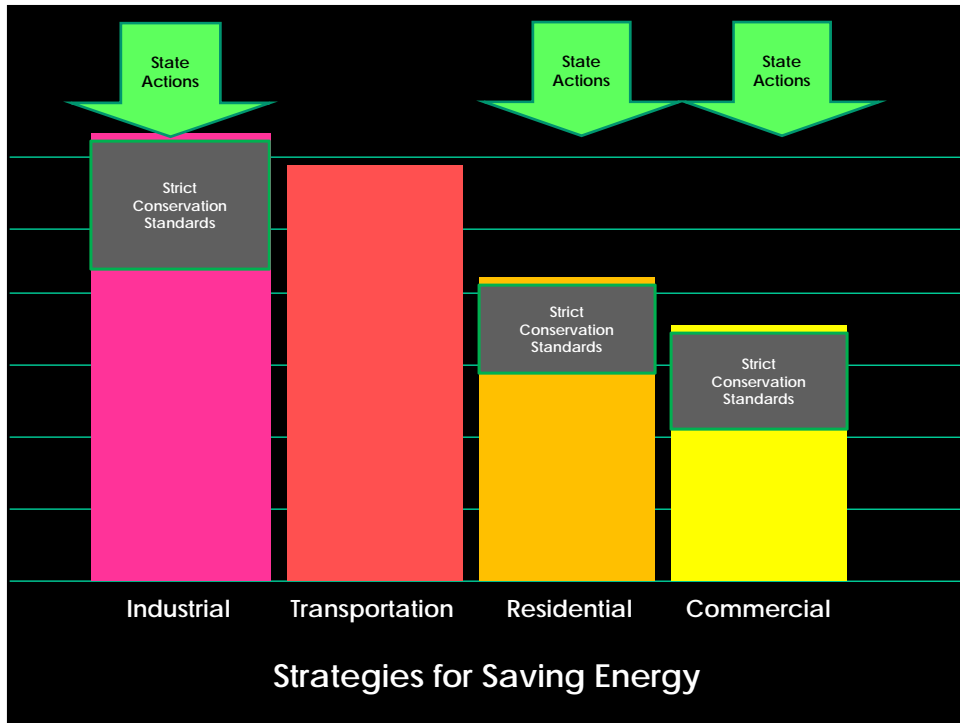
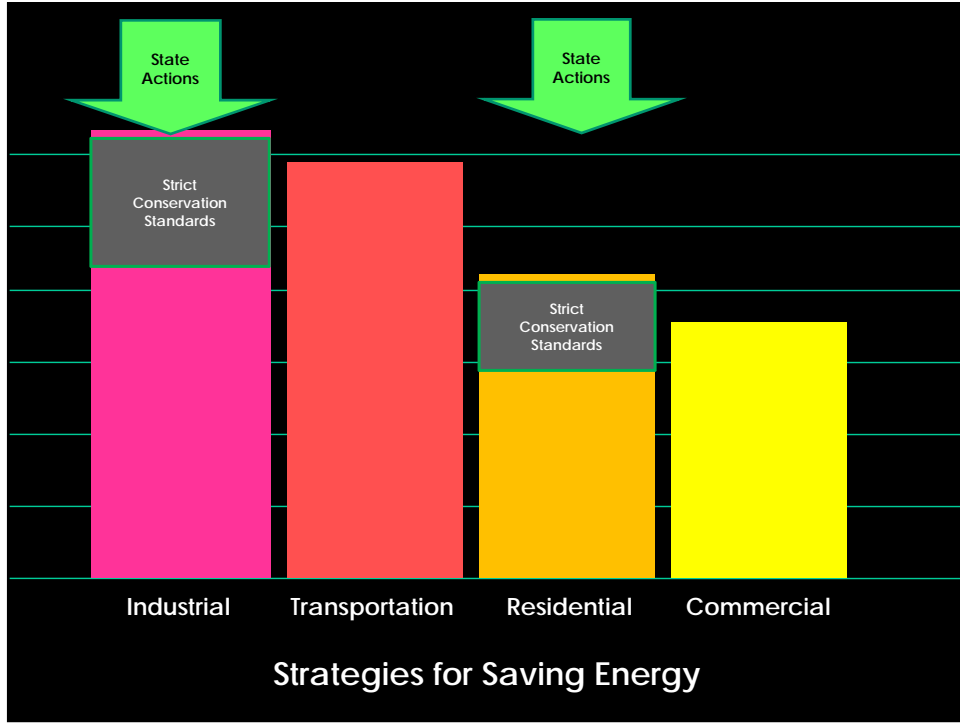
Economic

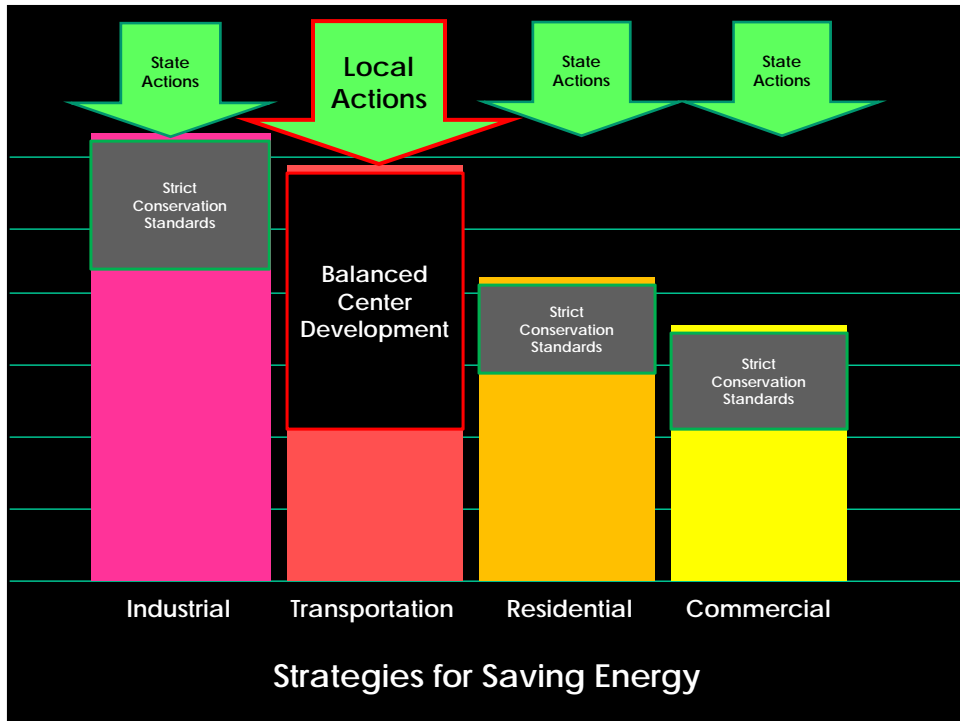
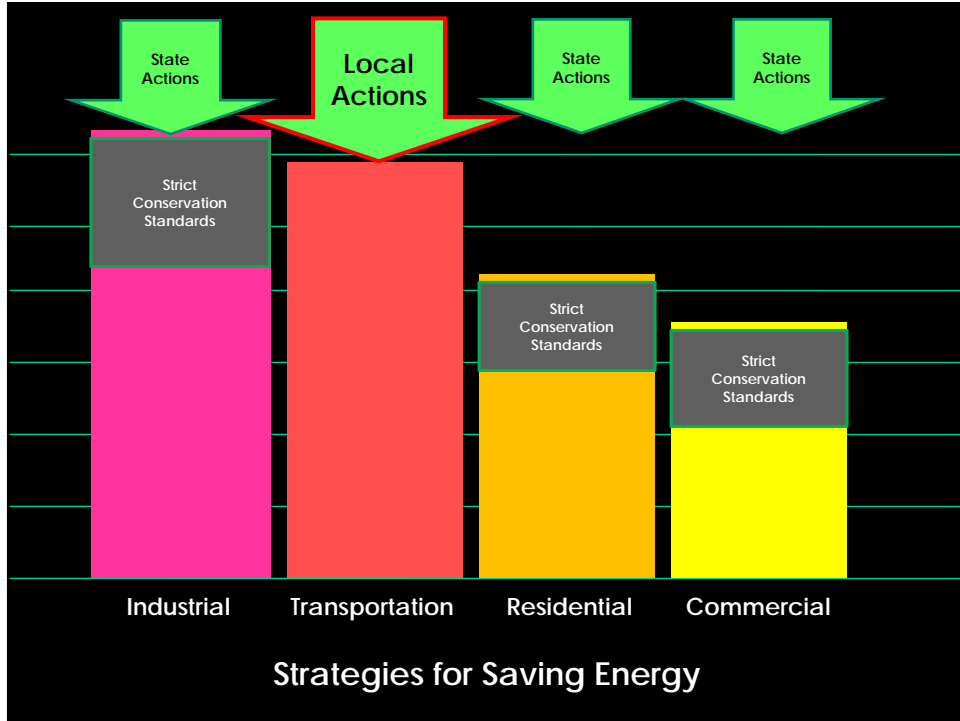
- Energy shortage
- Rising energy costs

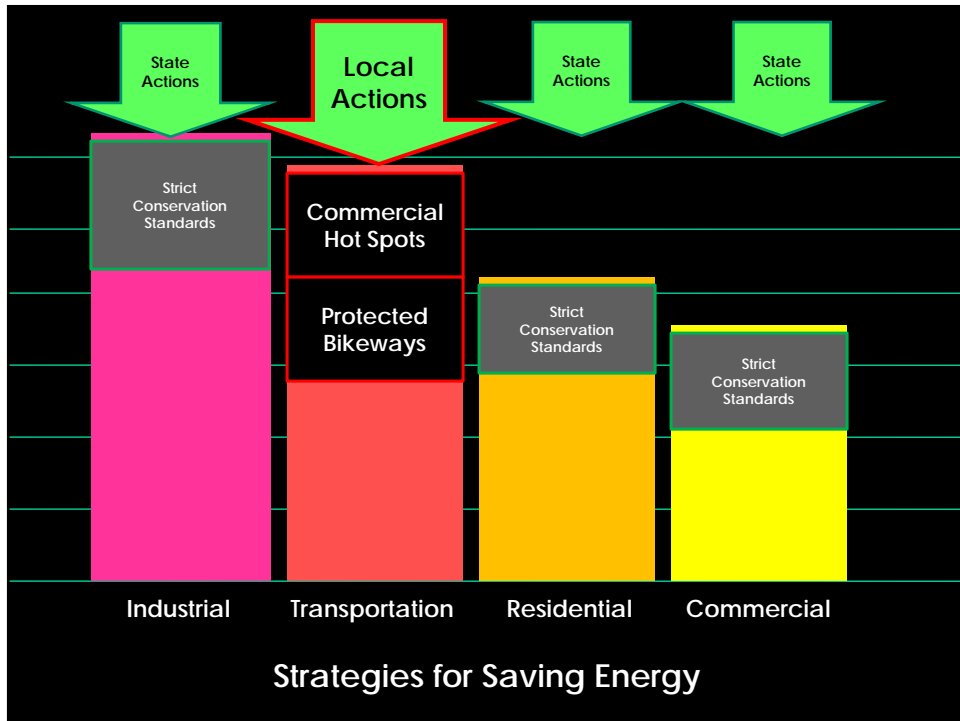
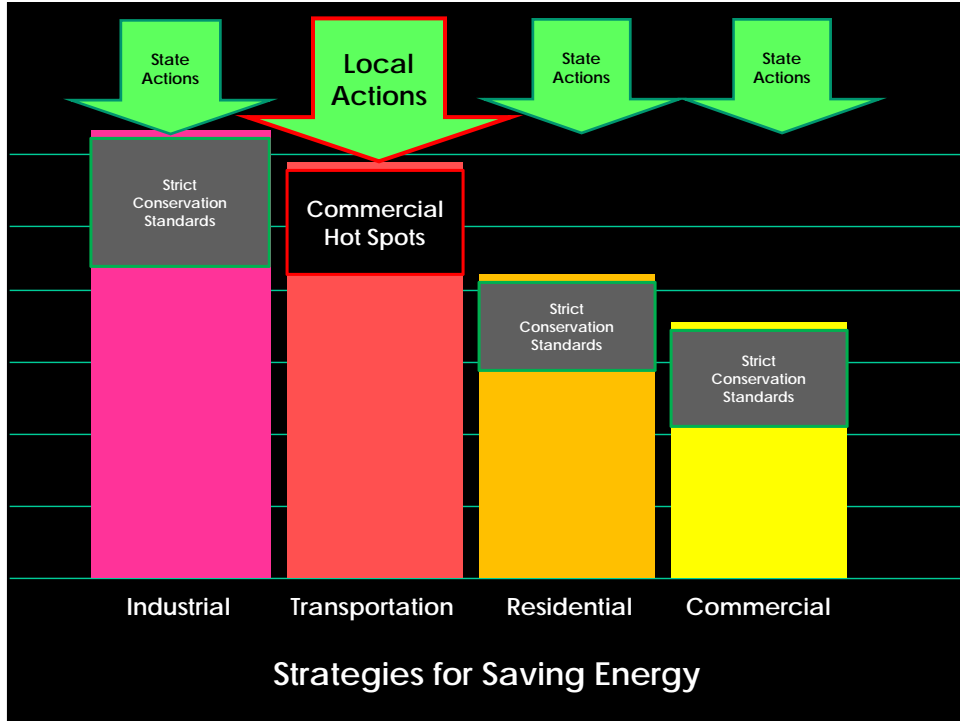
Health

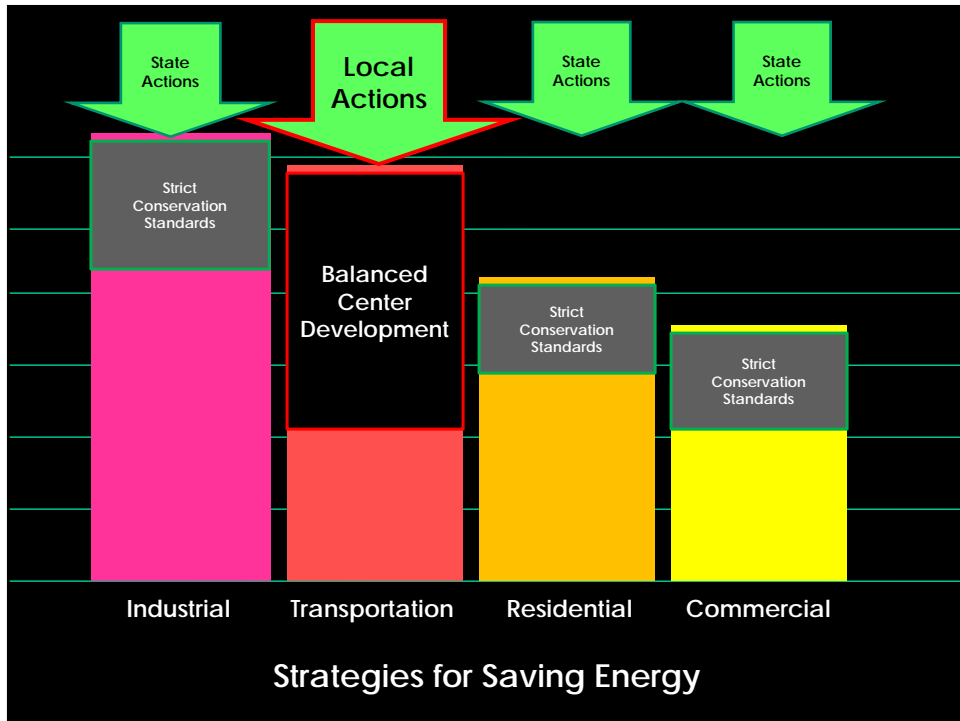
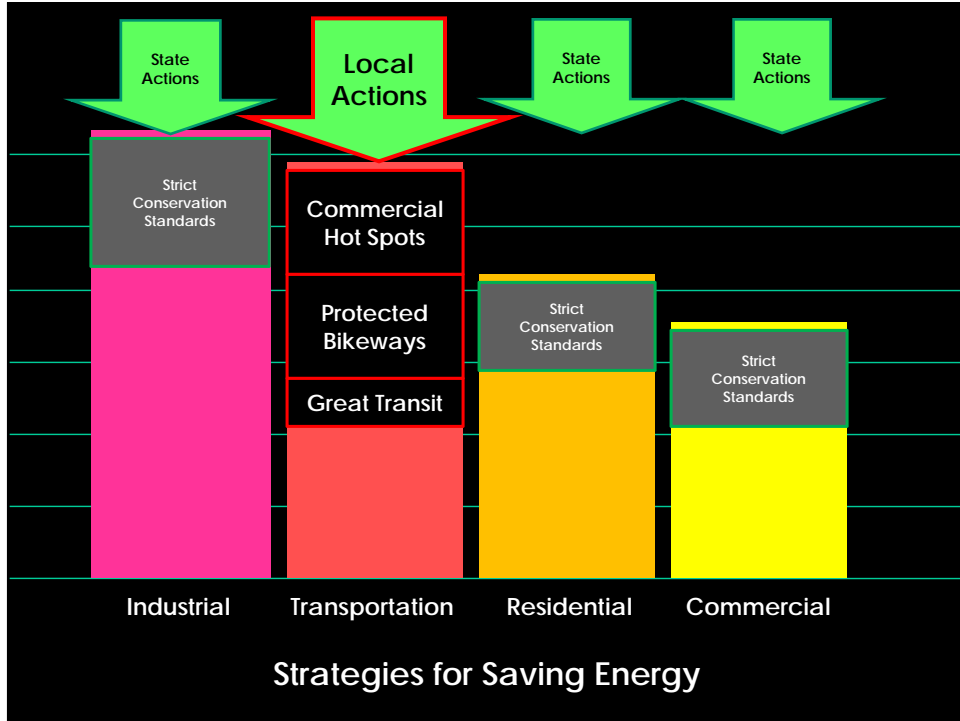


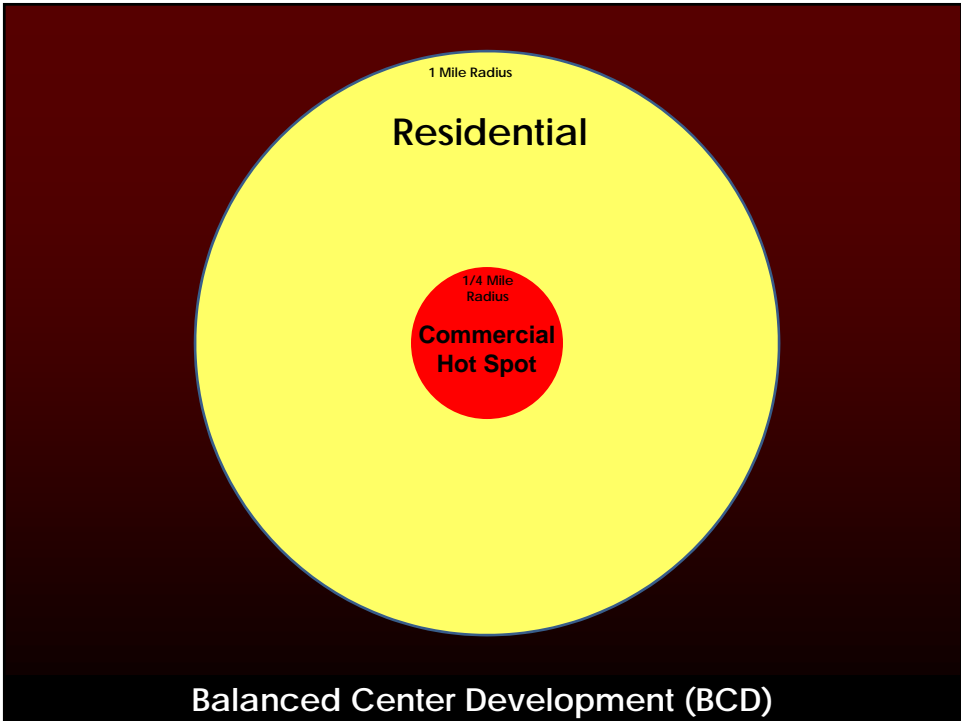
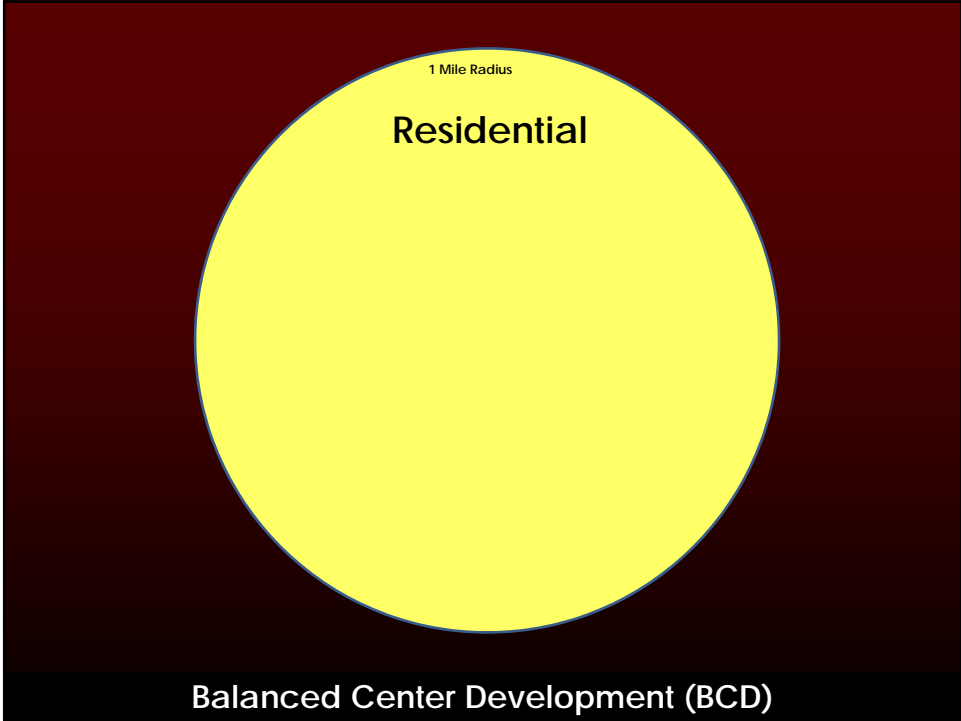








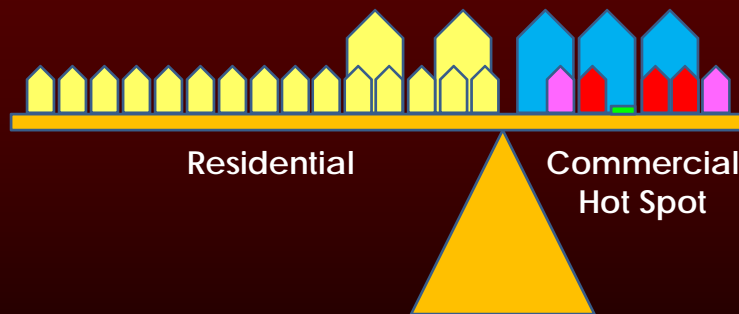




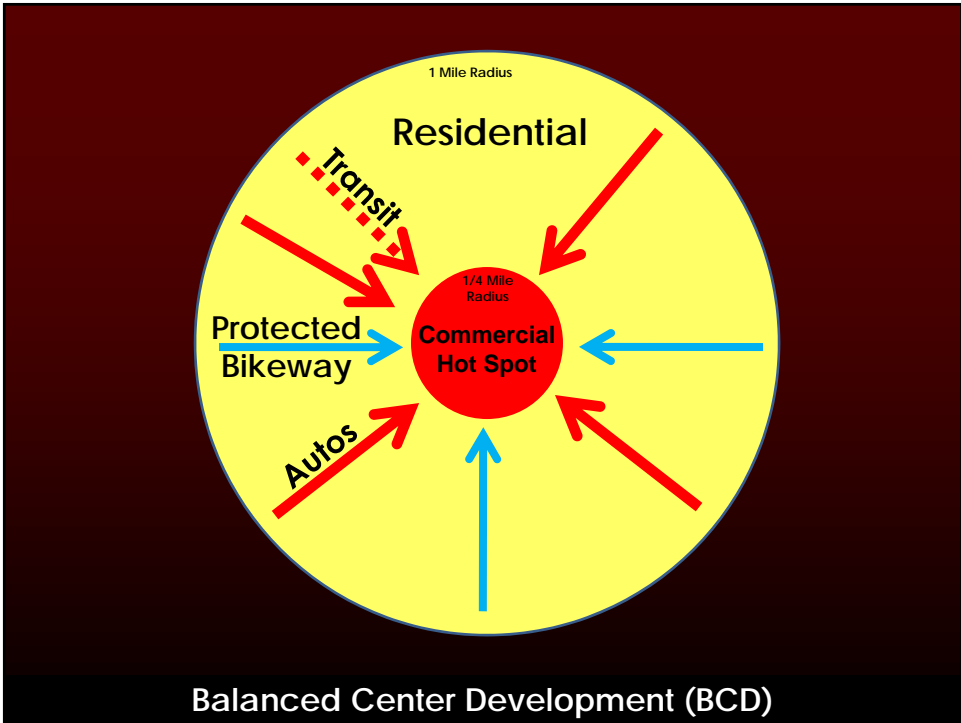
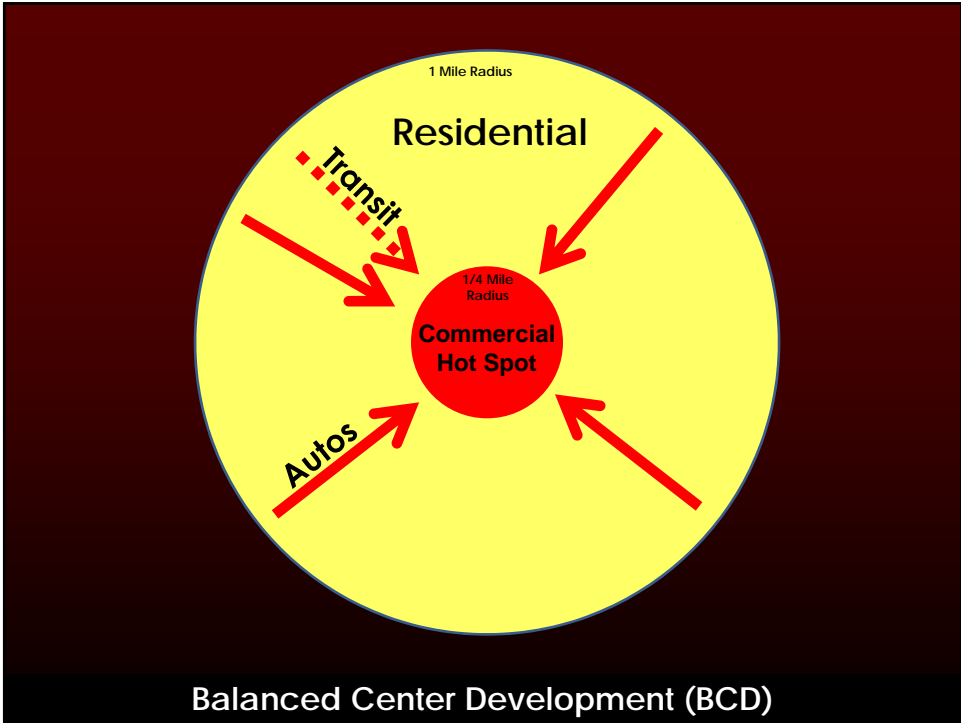
Commercial Hot Spot

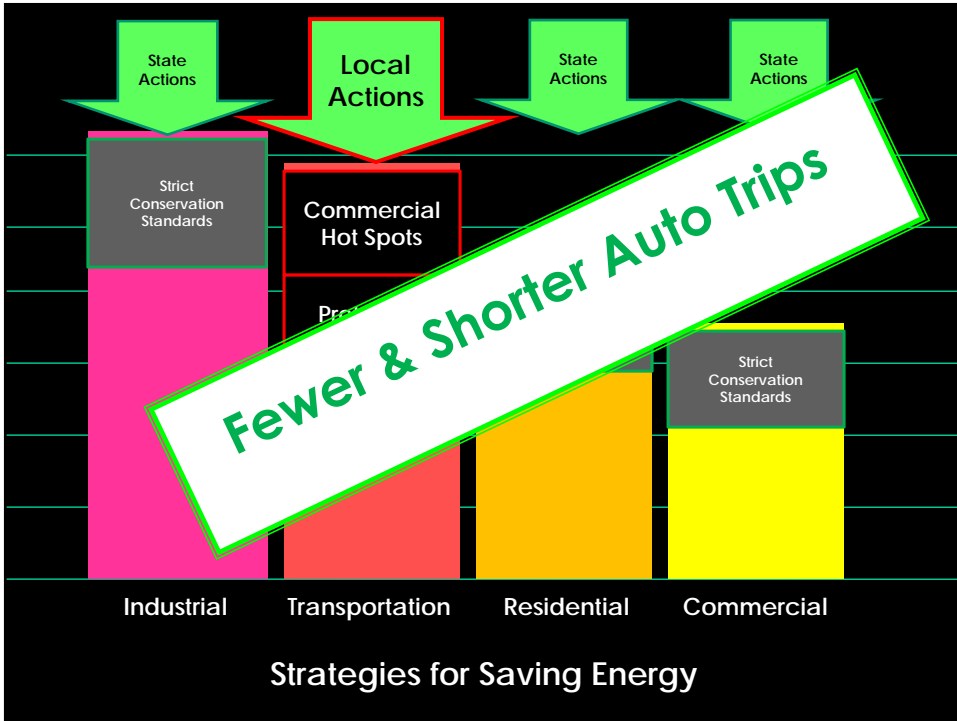
- Jobs
 - Shopping
 - Business/government
 - Medical/dental
 - Social/recreation
 - Cultural
 - School/church
 - Open space
- } Public Square

Balanced Center Development (BCD)



Balanced Center Development (BCD)

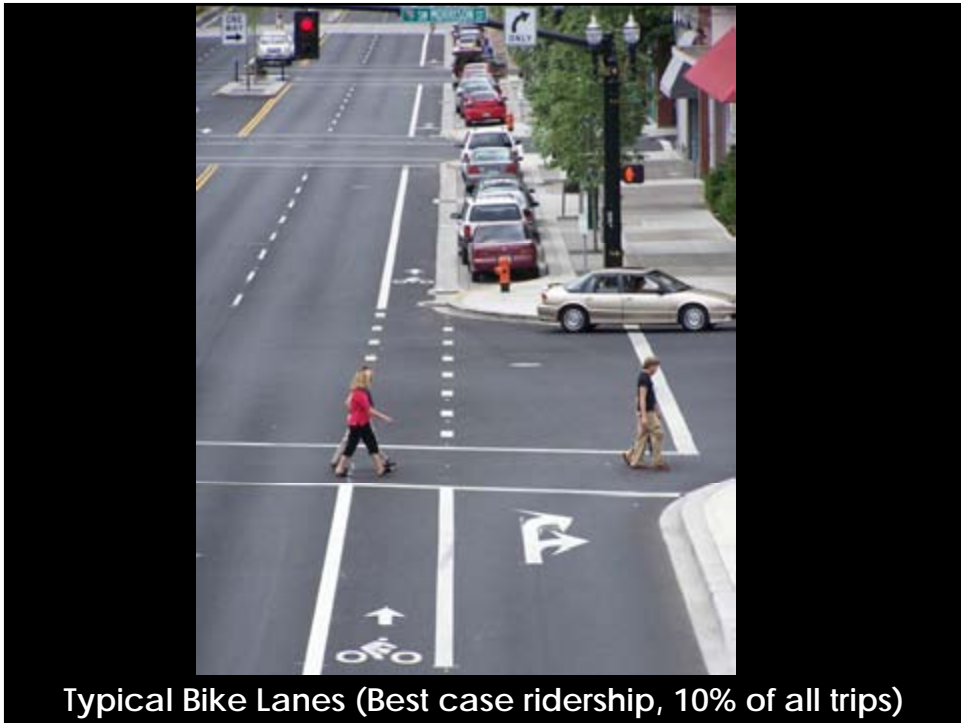


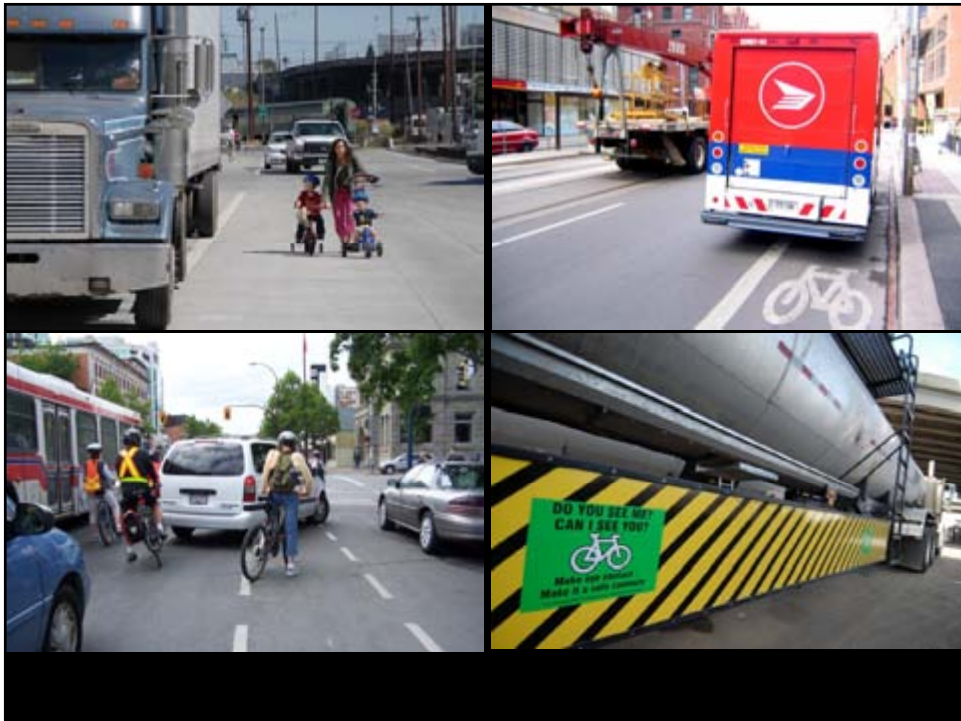




Bicycle Use Comparison

		Daily Trips		
		Bike	Walk	Transit/ Auto
United States	(Typical)	1%	3%	96%







10% Solution
Safety Concerns Limit Bike Ridership

Bicycle Use Comparison

		Daily Trips		
		Bike	Walk	Transit/ Auto
United States	(Typical)	1%	3%	96%
Netherlands				
▪ Utrecht	(288,000)	31%	23%	46%
▪ Wageningen	(33,000)	41%	18%	41%



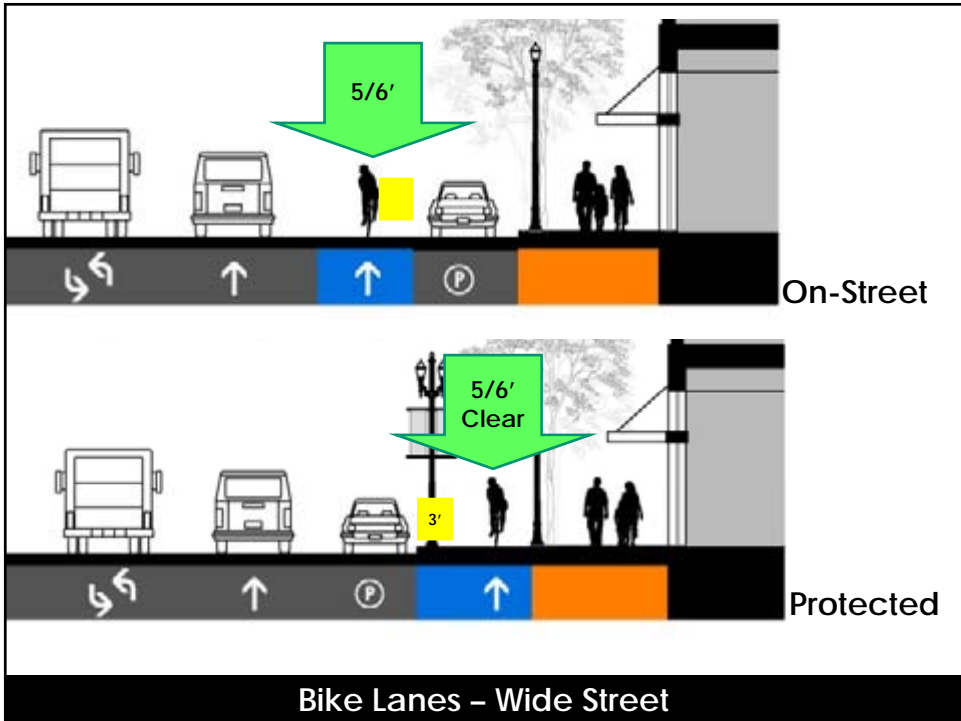
Not Strong & Fearless Cyclists



10%

30% +

Ridership Potential







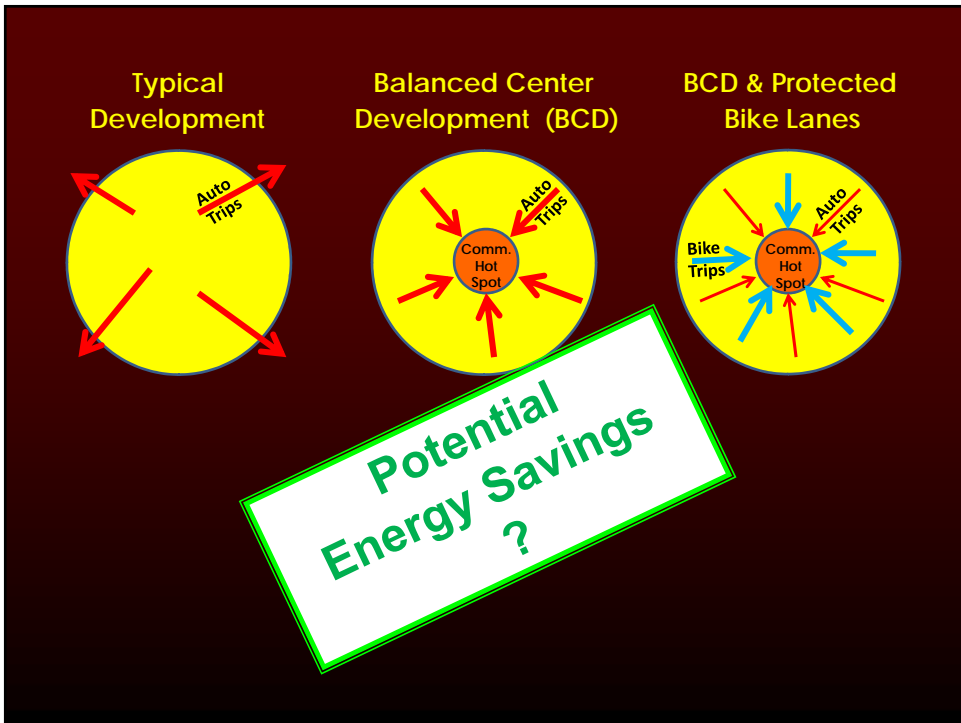


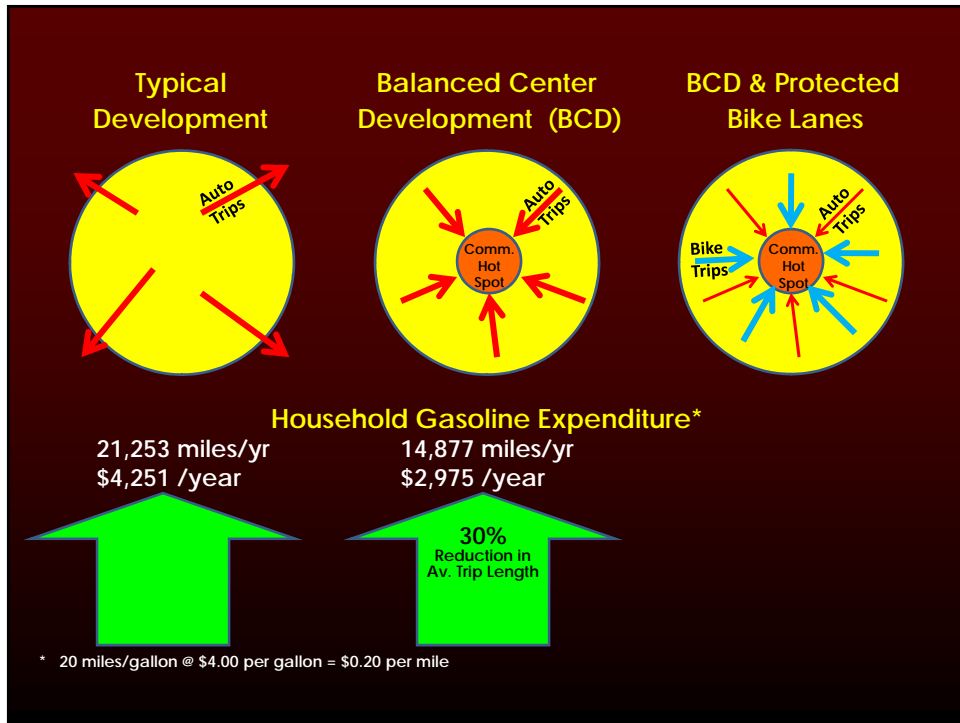
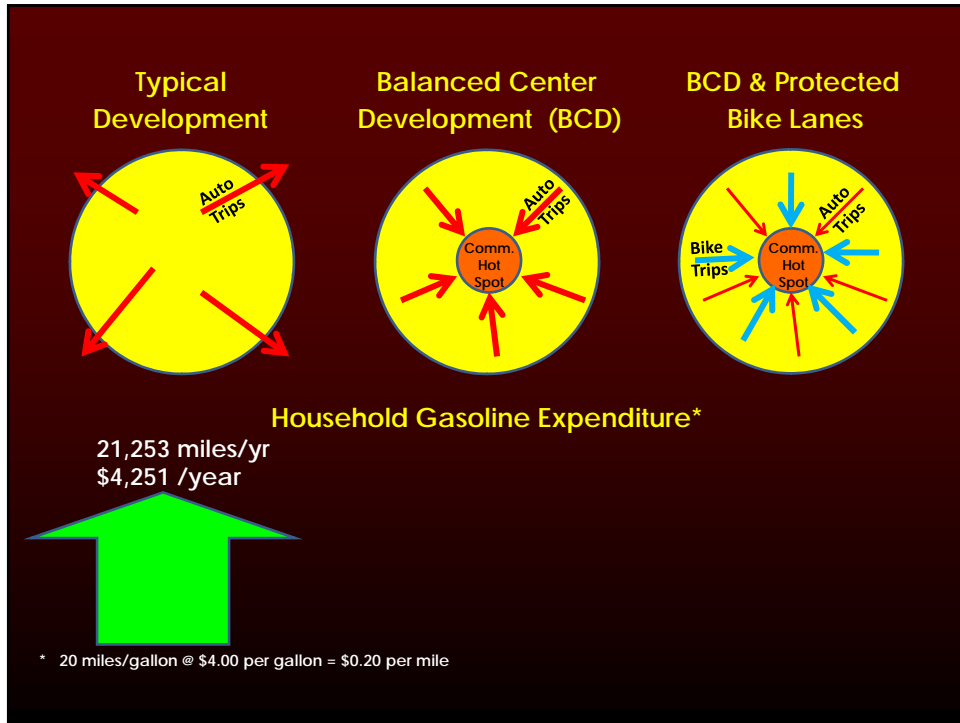


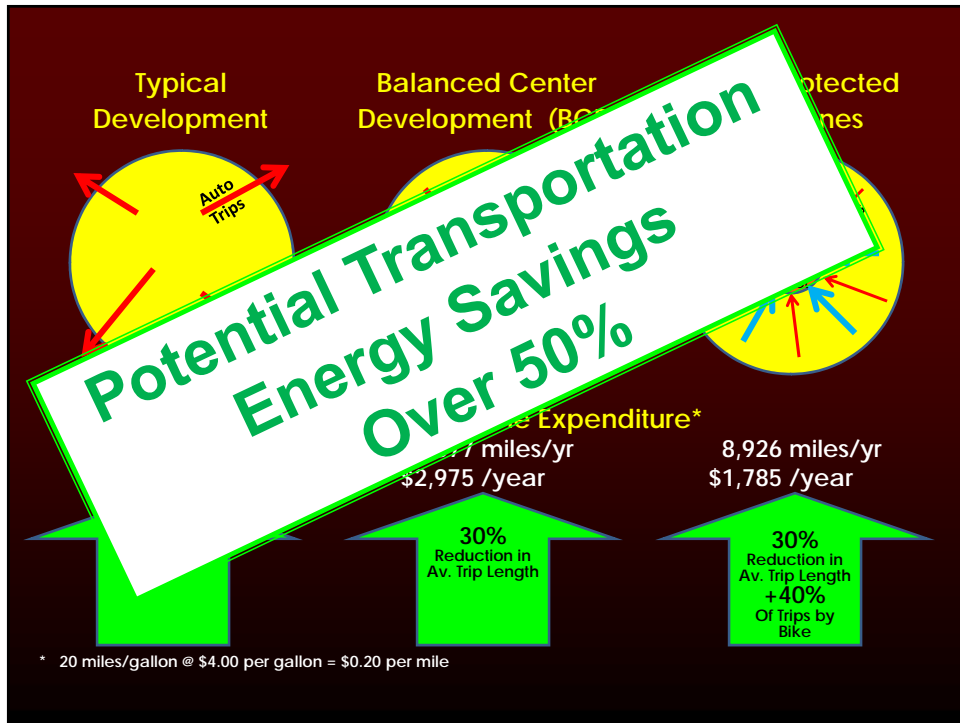
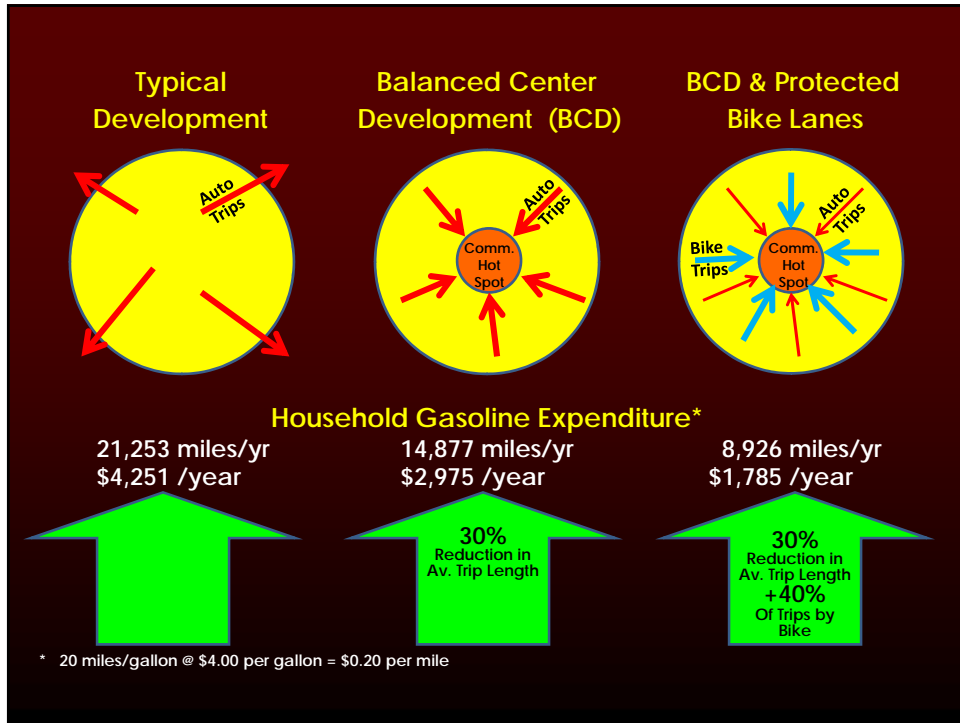


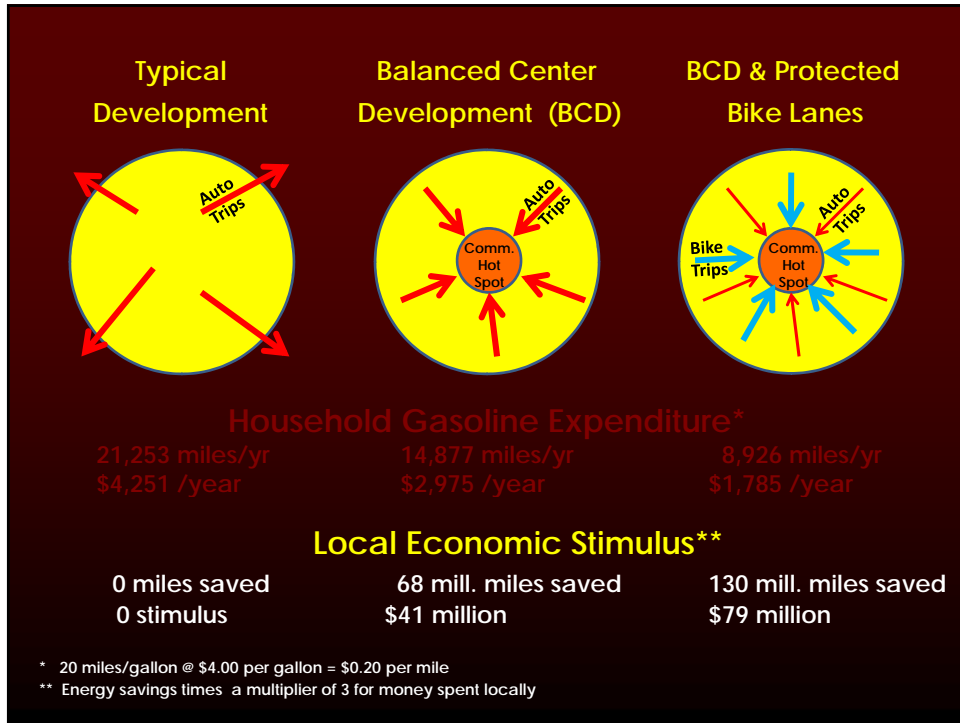












Potential Annual Economic Stimulus*

	Population	Annual Stimulus
Portland	545,140	\$1,560 million
Salem	142,940	409 million
Lake Oswego	37,000	106 million
Pendleton	17,500	50 million

* \$79 million for every 27,600 population

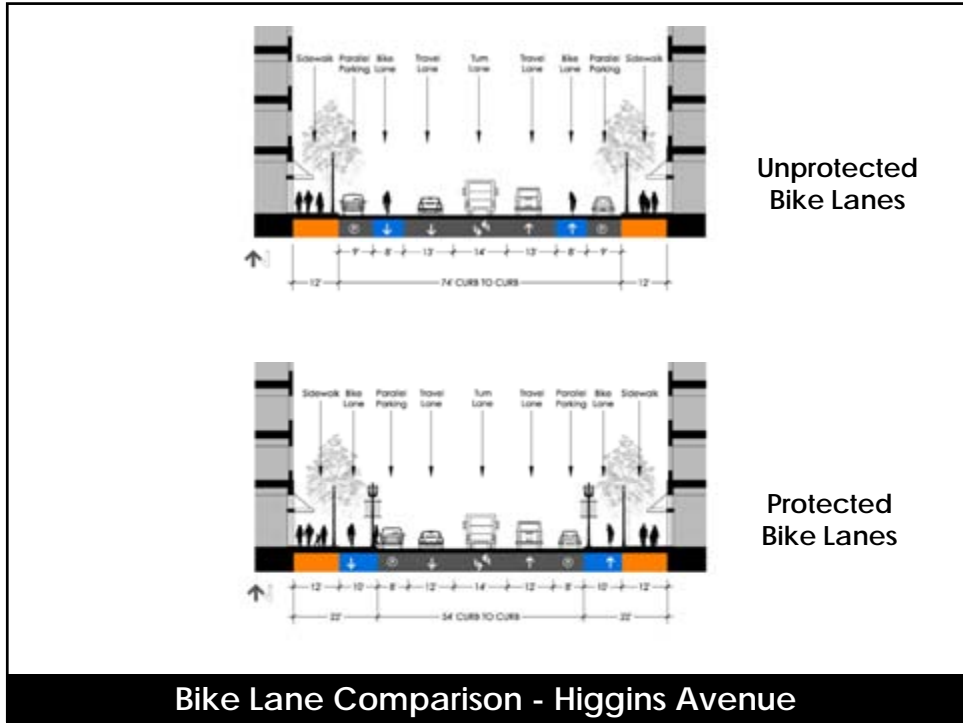
CRANDALL ARAMBULA PC
www.ca-city.com

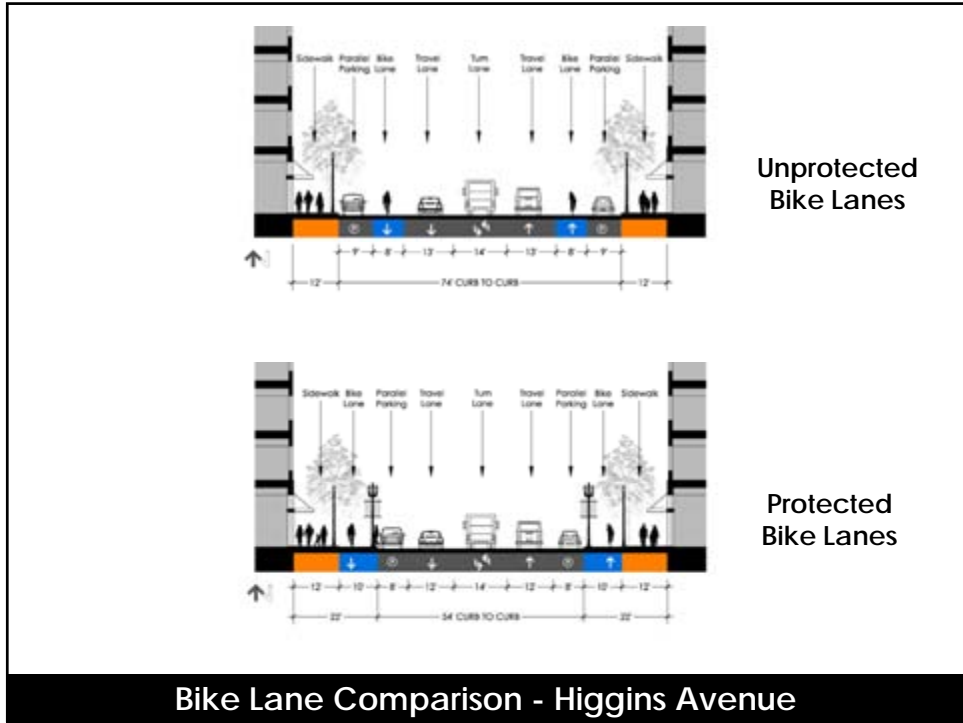


Missoula BCD & Protected Bike Lanes



Protected Bike Lanes – Higgins Avenue







Fundamental Requirements

Office/Employment

- Medium to large parcels
- Good front door address
- Easy auto ingress and egress
- Adequate parking
- Adjacent to other offices
- High visibility
- Adjacent to pleasant surroundings

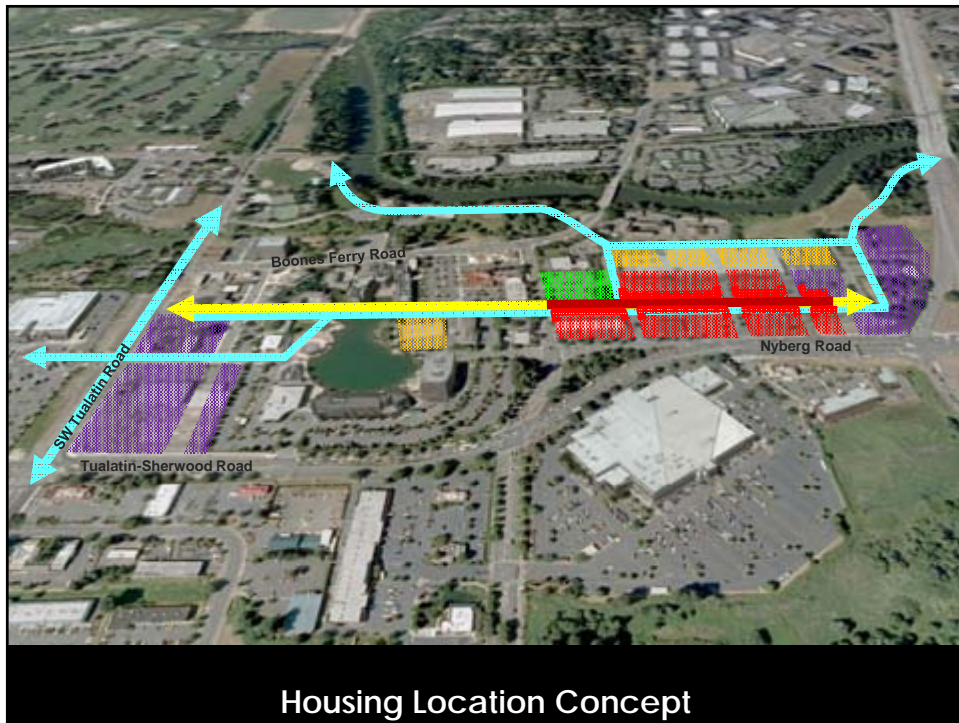








Employment Location Concept



Housing Location Concept

Fundamental Characteristics

"Market Rate" High Density Housing

- In a "prestige" location
- Adjacent to other "Market Rate" Housing
- Adjacent to amenities (open space, shops, restaurants, entertainment and cultural)
- A safe environment
- Buffered from traffic noise
- On a pedestrian friendly street

Fundamental Requirements

Senior Friendly Housing

- Housing near essential services (groceries, pharmacies, and public transportation)
- Housing near public amenities (parks, community centers, etc.)
- Housing choices (apartments and condominiums-market rate and affordable)
- Potential for retirement communities (independent living, assisted living, adult care)
- ADA accessible streets and public spaces

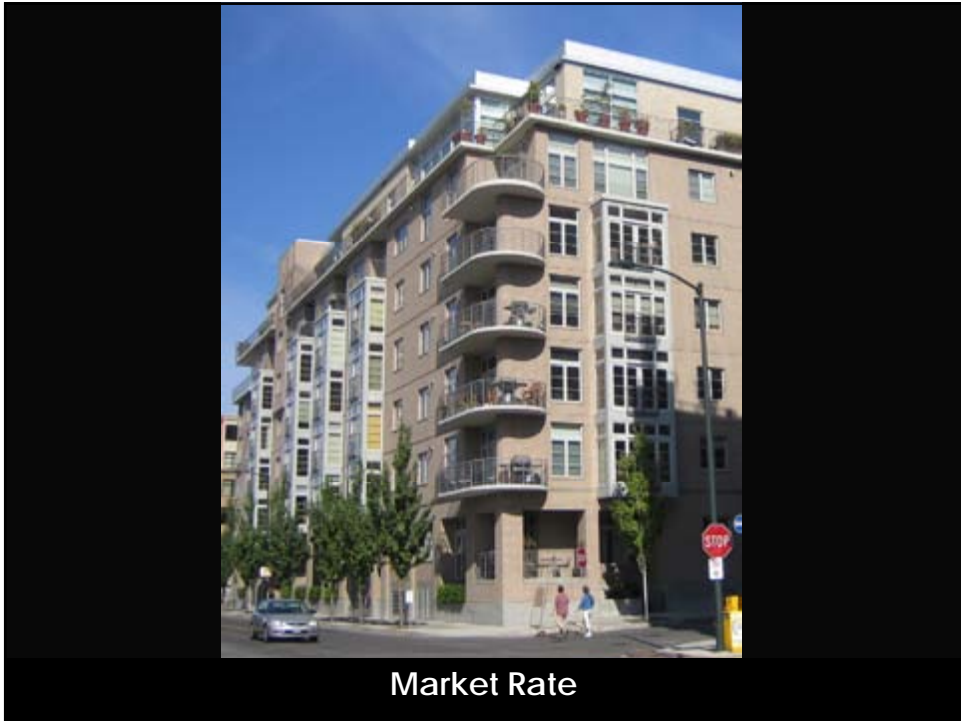
Fundamental Characteristics

Multi-Family Housing

- Near parks and schools
- Close to a grocery store and other services
- On a pedestrian friendly street
- A safe environment
- Buffered from traffic noise
- Easy access to transit







Market Rate



Market Rate





Parks (Active)



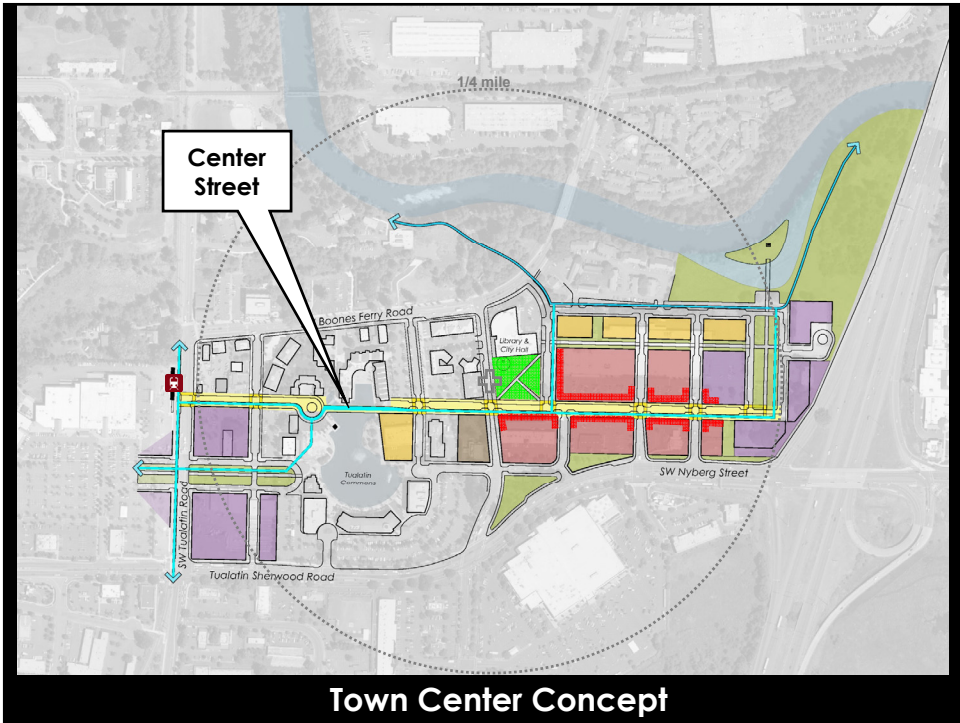
Parks (Passive)

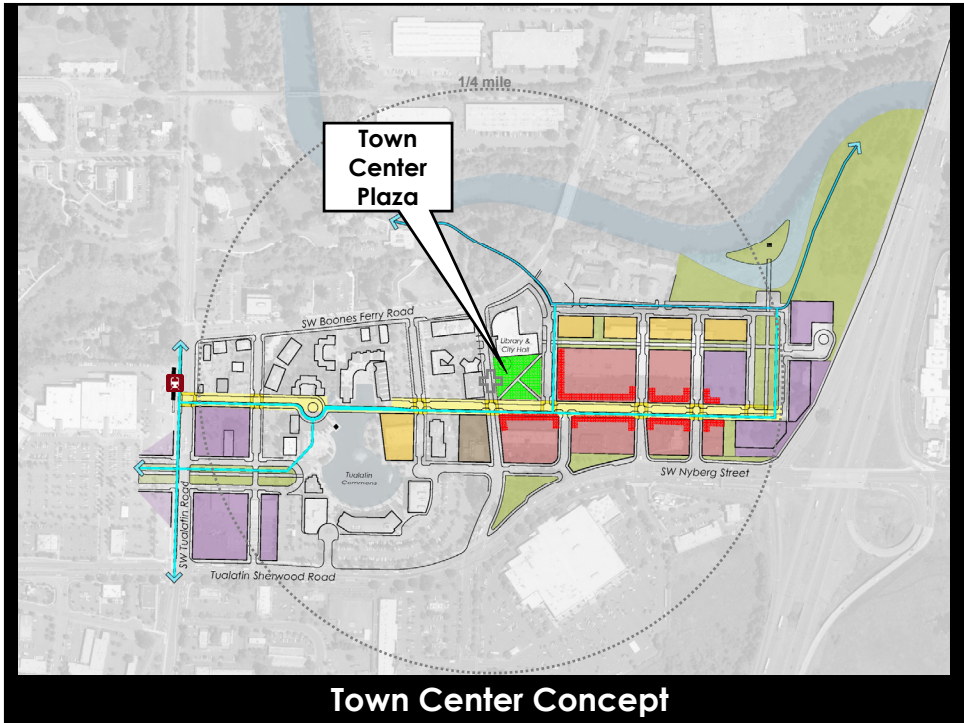
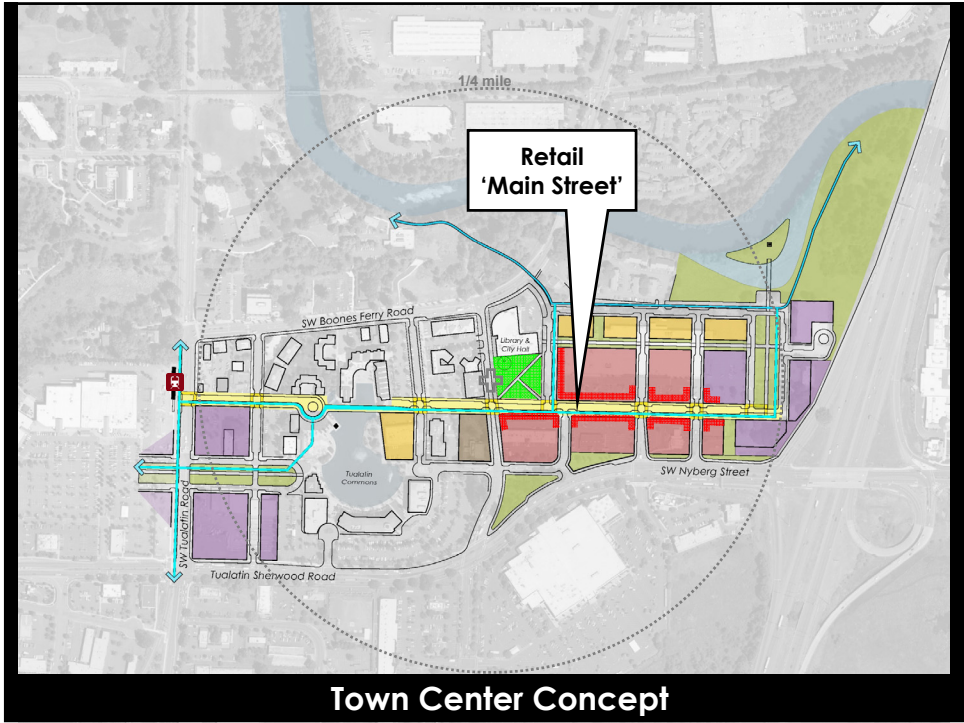


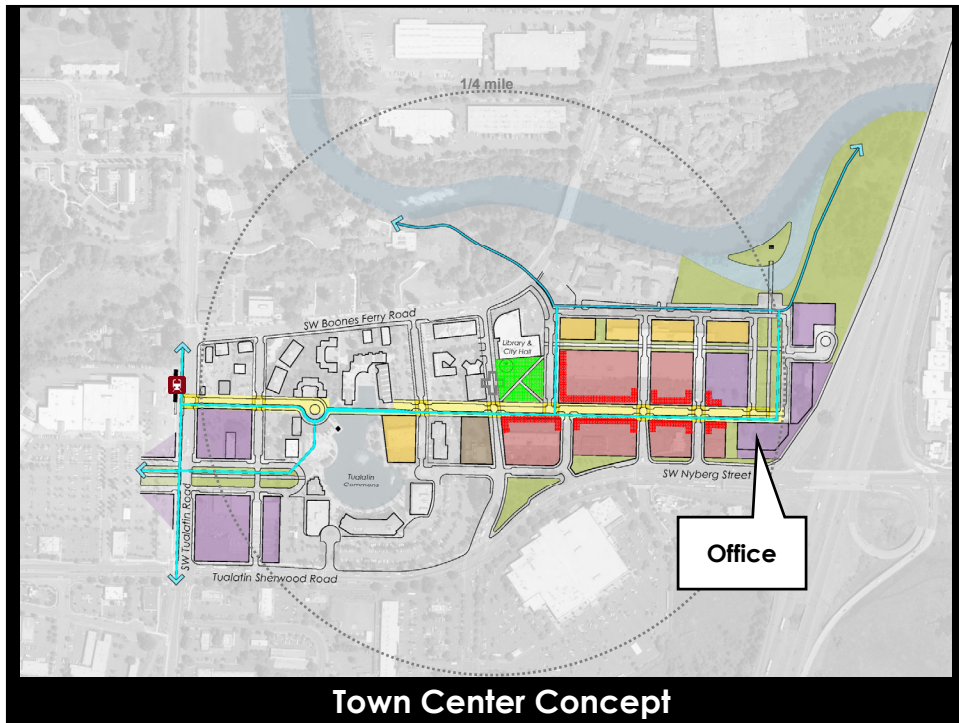
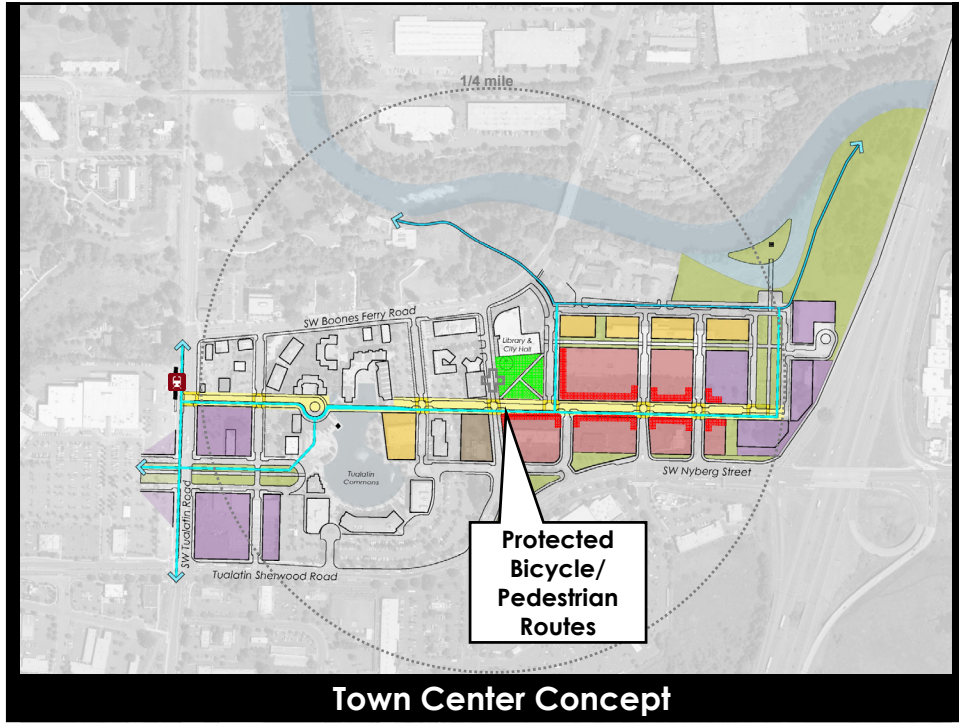
Pedestrian/Bicycle Connections

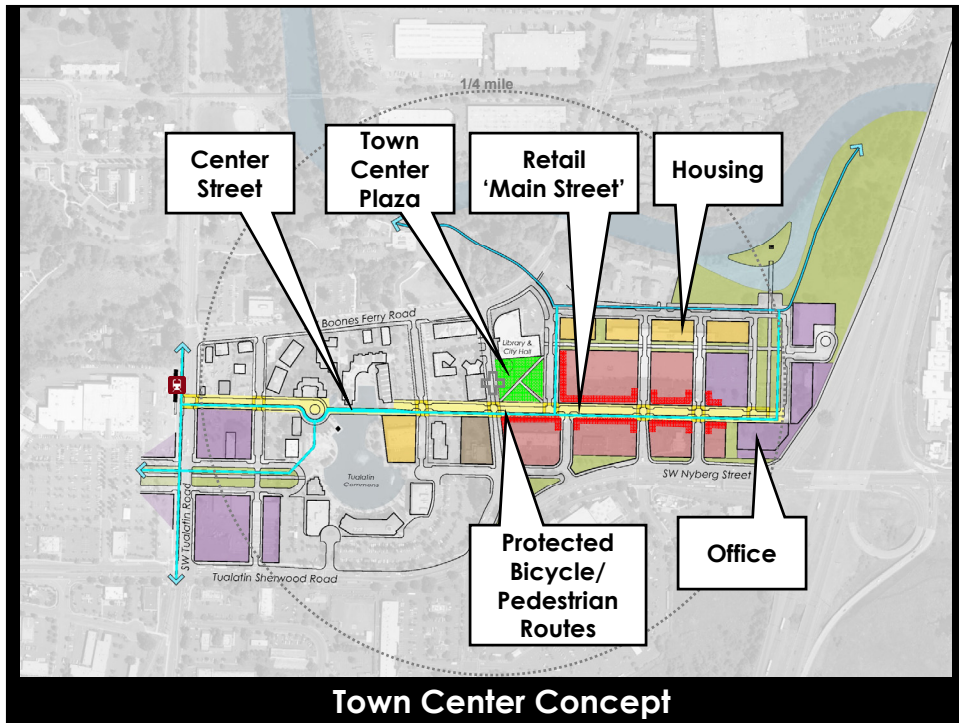
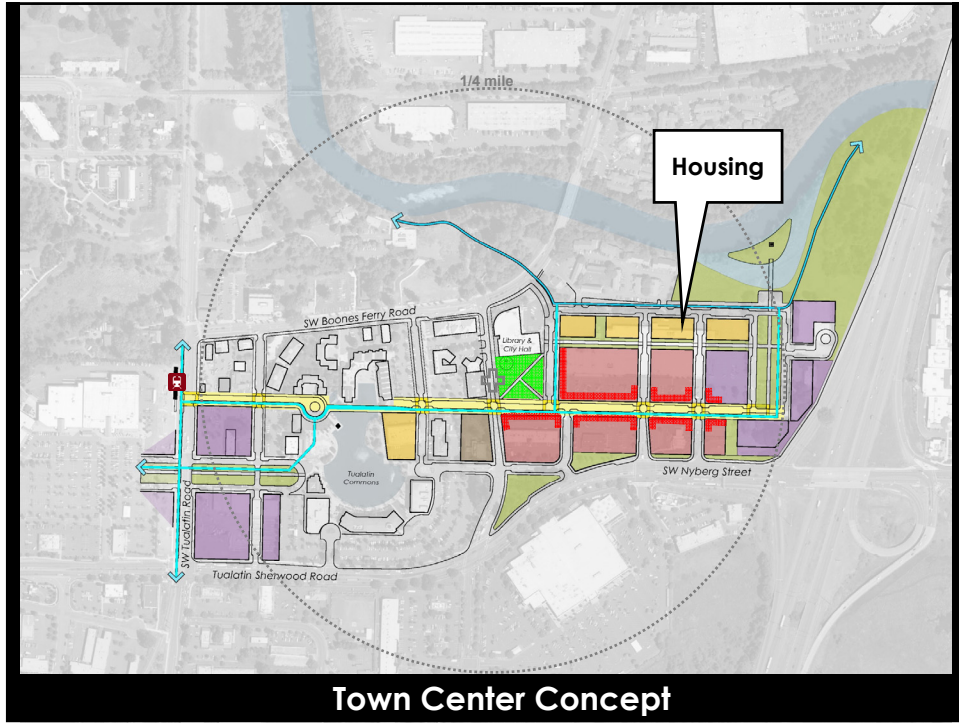


Child Friendly









Response Sheet

Tualatin Town Center
TGM Outreach Public Workshop
June 1, 2009

Town Center Improvement Options Please Check Preference

Do You Agree with the Following Recommendations?

1. Center Street Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other
2. Retail 'Main Street' Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other
3. Town Center Plaza Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other
4. Protected Bicycle/Pedestrian Route Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other
5. Employment Location Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other
6. Housing Location Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other

Comments

Response Sheet

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6. Housing Location Concept	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Other

Comments

Your Thoughts?

Agenda

Presentation

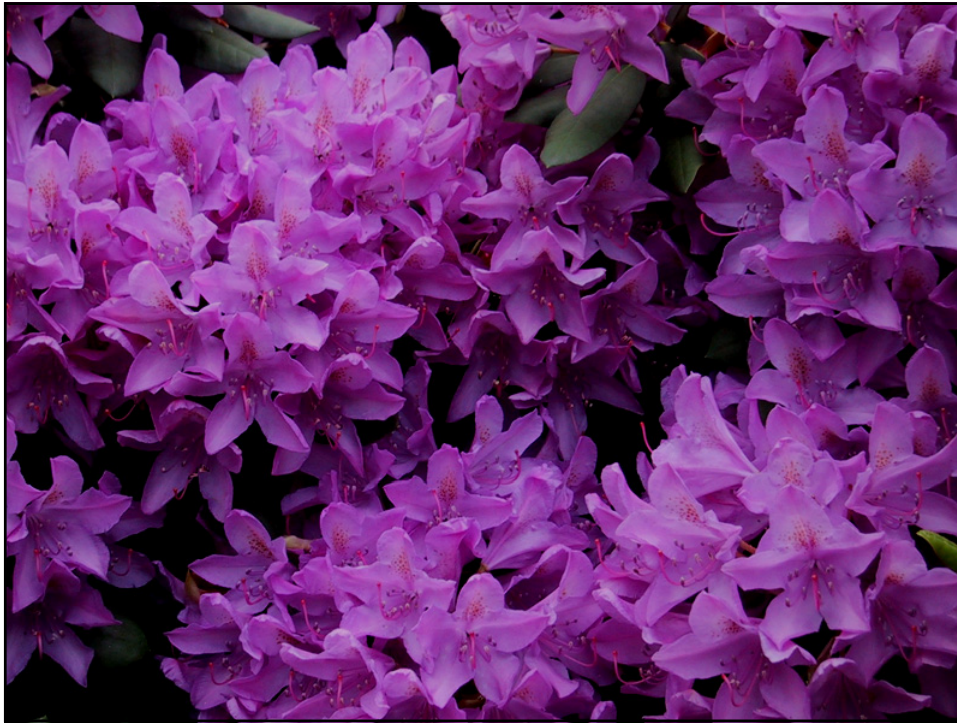
- Potential Concepts

Workshop

- Discussion
- Fill Out Response Sheets

Outreach Schedule

- | | April | May | June |
|--|-------|-----|------|
| 1 Site Visit <ol style="list-style-type: none"> 1) Visit Tualatin & Interviews 2) Assemble/Review Background Information 3) Prepare Workshop Presentation | | | |
| 2 Conduct Public Workshop <ol style="list-style-type: none"> 1) Present Background Information 2) Present Possibilities 3) Discuss Community Preferences 4) Collect Response Sheets | | | |
| 3 Prepare Report <ol style="list-style-type: none"> 1) Summarize Workshop Responses 2) Identify Next Steps | | | |



Response Sheet

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Comments

