

ORDINANCE NO. 1450-20

AN ORDINANCE RELATING TO LAND USE; ESTABLISHING A SEPARATE COMPREHENSIVE PLAN DOCUMENT; DELETING TUALATIN DEVELOPMENT CODE CHAPTERS 1 THROUGH 16, 20, AND 30; AMENDING THE HOUSING ELEMENT OF THE COMPREHENSIVE PLAN; AND AMENDING TUALATIN DEVELOPMENT CODE CHAPTERS 33, 38, 39, 40, 41, 42, 43, 44, 50, 52, 54, 56, 58, 60, 61, 62, 63, 64, 73G, 74, APPENDIX A (MAPS), AND APPENDIX B (FIGURES) (PTA 20-0004).

WHEREAS, the City currently has a unified comprehensive plan and development code within the Tualatin Development Code;

WHEREAS, the City wishes to create a separate Comprehensive Plan document;

WHEREAS, the Council wishes to amend the Tualatin Comprehensive Plan and Tualatin Development Code to adopt the Housing Needs Analysis (2019) and establish new goals and policies related to housing reflecting the Tualatin 2040 project;

WHEREAS, upon the application of Community Development Department, a public hearing was held before the City Council of the City of Tualatin on December 14, 2020, to consider adopting the proposed amendments to the Tualatin Comprehensive Plan and Tualatin Development Code;

WHEREAS, the City provided notice of proposed amendments to the Oregon Department of Land Conservation and Development, as provided in ORS 197.610;

WHEREAS, the City provided notice of the public hearing, as required by TDC 32.250 and TDC 33.070;

WHEREAS, at the public hearing, the Council heard and considered the testimony and evidence presented by City staff, and those appearing at the public hearing, and approved the proposed amendments; and

WHEREAS, the Council finds the proposed amendments to be in the best interest of the residents and inhabitants of the City and the public, the public interest will be served by adopting the amendments at this time, and the amendments conform to the Tualatin Community Plan and Tualatin Development Code.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Development Code Chapters 1-16, 20, and 30 of the Tualatin Development Code are deleted in their entirety.

Section 2. A new Tualatin Comprehensive Plan is established as set forth in Exhibit 1, which is attached and incorporated by reference.

Section 3. The Tualatin Development Code is amended such that the term “Tualatin Community Plan” is deleted and replaced with the term “Tualatin Comprehensive Plan.”

Section 4. TDC 33.060(5)(a) (Reinstatement of Nonconforming Use or Development, Approval Criteria) is amended to read as follows:

(a) The nonconforming use or nonconforming development, if reinstated, will not be materially detrimental to the ~~objectives~~ objectives, goals and policies of the Tualatin ~~Community~~ Comprehensive Plan.

Section 5. TDC 33.070(5) (Plan Amendments, Approval Criteria) is amended to read as follows:

(5) *Approval Criteria.*

(a) Granting the amendment is in the public interest.

(b) The public interest is best protected by granting the amendment at this time.

(c) The proposed amendment is in conformity with the applicable ~~objectives~~ goals and policies of the Tualatin ~~Community~~ Comprehensive Plan.

(d) The following factors were consciously considered:

(i) The various characteristics of the areas in the City;

(ii) The suitability of the areas for particular land uses and improvements in the areas;

(iii) Trends in land improvement and development;

(iv) Property values;

(v) The needs of economic enterprises and the future development of the area; needed right-of-way and access for and to particular sites in the area;

(vi) Natural resources of the City and the protection and conservation of said resources;

(vii) Prospective requirements for the development of natural resources in the City;

(viii) The public need for healthful, safe, esthetic surroundings and conditions; and

(ix) Proof of change in a neighborhood or area, or a mistake in the Plan Text or Plan Map for the property under consideration are additional relevant factors to consider.

(e) If the amendment involves residential uses, then the appropriate school district or districts must be able to reasonably accommodate additional residential capacity by means determined by any affected school district.

(f) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).

(g) Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.

(h) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (Comprehensive Plan Map 10-4 TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

(i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to applicable

goals and policies in the Tualatin Comprehensive Plan TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.

(j) The applicant has entered into a development agreement. This criterion applies only to an amendment specific to property within the Urban Planning Area (UPA), also known as the Planning Area Boundary (PAB), as defined in both the Urban Growth Management Agreement (UGMA) with Clackamas County and the Urban Planning Area Agreement (UPAA) with Washington County. ~~Map 9-1 illustrates this area.~~

Section 6. TDC 33.080 (Signs – Permits, Design Review, and Variances) is amended to read as follows:

TDC 33.080. - Signs—Permits, Design Review, and Variances.

(1) Purpose. To implement the standards of TDC Chapter 38 ~~and the Sign Objectives in Chapter 20~~. Sign Variance review provides a public hearing process to review special situations that are not anticipated by the Sign Regulations in TDC Chapter 38, including TDC 38.100, 38.110, 38.120 and 38.140-38.240.

(2) Applicability. The requirements of this section apply to sign permits, sign design review and sign variances as required in accordance with TDC Chapter 38.

(3) Procedure Type. Sign permits, sign design review and variances are processed in accordance with the procedures in TDC Chapter 32 as follows:

(a) Sign Permits are subject to Type I review.

(b) Sign Design Reviews are subject to Type I review.

(c) Sign Variances are subject to Type III review.

(4) Specific Submittal Requirements. In addition to the general submittal requirements in TDC 32.140 (Application Submittal), the applicant must submit the information required by TDC 38.070 (Sign Permit Process).

(5) Approval Criteria.

(a) A Sign Permit may be granted if the City Manager finds that the proposed sign is in compliance with the regulations in TDC Chapter 38.

(b) Sign Design Review may be approved if the City Manager finds that the proposed sign is in compliance with the regulations in TDC Chapter 38 and the clear and objective standards in TDC 38.075.

(c) Sign Variances. All six of the following criteria must be met before a variance can be granted:

(i) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone, and such conditions are a result of lot size or shape or topography over which the applicant or owner has no control;

(ii) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances, or from the financial situation of the applicant or owner or the company, or from regional economic conditions;

(iii) The variance is the minimum remedy necessary to eliminate the hardship;

(iv) The variance is necessary for the preservation of a property right of the owner substantially the same as is possessed by owners of other property in the same zone however, nonconforming or illegal signs on the subject property or on nearby properties does not constitute justification to support a variance request;

(v) The variance must not be detrimental to the general public health, safety and welfare, and not be injurious to properties or improvements in the vicinity; and

(vi) The variance must not be detrimental to the any applicable Comprehensive Plan goals and polices. Sign Design Objectives, TDC 20.030.

Section 7. TDC 33.120(6)(d) (Variances and Minor Variances, Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility) is amended to read as follows:

(d) The variance must not be detrimental to the applicable ~~objectives~~ goals and policies of the Tualatin ~~Community~~ Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.

Section 8. TDC 38.030(1)(a) (Sign Regulations, Purpose and Intent) is amended to read as follows:

(a) implement applicable goals and policies of the Tualatin Comprehensive Plan;~~the Sign Objectives in TDC Chapter 20;~~

Section 9. TDC 38.075(1) (Purpose of Sign Design Review) is amended to read as follows:

(1) *Purpose of Sign Design Review.* The purpose of Sign Design Review is to implement the ~~purposes and objectives of TDC Chapter 20 Sign Design~~ applicable goals and policies of the Tualatin Comprehensive Plan; and promote freestanding signs in commercial areas that are attractive to the community, compatible with the design and architecture of the development and the community, and provide adequate business identification.

Section 10. TDC 38.140(2)(b)(vii) is amended to read as follows:

(vii) For churches the sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan TDC 11, Figure 11-1, and the readerboard portion is no more than 75 percent of the allowed sign face area.

Section 11. TDC 38.240(1)(a)(vii) is amended to read as follows:

(vii) For schools for kindergarten through 12 in a ML Planning District, one sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan TDC Chapter 11, Figure 11-1 and the readerboard portion is no more than 75 percent of the allowed sign face area.

Section 12. TDC 38.250(1)(a)(vii) is amended to read as follows:

(vii) Electronic Message or Mechanical Readerboard is permitted in place of or as part of a permitted monument sign on the frontage of an arterial or collector street designated in the City's Transportation System Plan and Map 8-1 of the Comprehensive Plan TDC 11, Figure 11-1, provided that the readerboard portion is no more than 75 percent of the allowed sign face area.

Section 13. TDC 39.600(2) (Greenways and Natural Areas, Examples of Uses) is amended to read as follows:

(2) *Examples of Uses.*

- Bicycle Path (as defined in TDC 31.060).
- Greenway (as defined in the Tualatin Comprehensive Plan TDC 1.020).
- Multi-Use Path (as defined in TDC 31.060).
- Outdoor Recreational Access Route (as defined in TDC 31.060).
- Pedestrian Paths (as defined in TDC 31.060).
- Associated facilities, including, but not limited to, trailhead amenities, parking areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas, and education facilities.

Section 14. TDC 40.210(1)(b) (Low Density Residential, Conditional Uses) is amended to read as follows:

(b) *Conditional Uses.* The following uses are conditional uses within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

- (i) *Conditional Use of Agricultural Animals.* Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property.

(ii) *Agricultural structures such as barns, stables, sheds, but excluding feed lots.*
 Feed lots are prohibited.

Section 15. TDC 40.300 Table 40-2 (Development Standards in the RL Zone) is amended to read as follows:

**Table 40-3
 Development Standards in the RL Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Single-Family Dwelling	<u>Maximum: 6.4 units per acre</u> <u>Minimum: 1 unit per acre</u>	
Retirement Housing or Congregate Care Facility	10 units per acre	
MINIMUM LOT SIZE		
Single-Family Dwelling	Average of 6,500 square feet	May be reduced for Small Lot Subdivisions, subject to TDC 36.410, or Greenway and Natural Area dedications, subject to TDC 36.420.
Conditional Uses	6,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM LOT WIDTH		
Single-Family Dwelling	50 feet	May be reduced to 30 feet if on a cul-de-sac. Average minimum lot width is 30 feet.
Conditional Uses	50 feet	May be reduced to 30 feet if on a cul-de-sac. Average minimum lot width is 30 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front	15 feet	May be reduced to 12 feet if to an unenclosed porch.
Secondary	10 feet	The secondary frontage is determined by the

Frontage on Corner Lot		orientation of the structure, based on the location of the front door.
Garage Door	20 feet	
Side	5 feet	
Rear	15 feet	
Conditional Uses	—	As determined through Architectural Review process. No minimum setback must be greater than 50 feet. Parking and vehicular circulation areas must be set back a minimum of ten feet from any public right-of-way or property line.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
MAXIMUM LOT COVERAGE		
Single Family Dwelling	45%	
Conditional Uses	40%	

Section 16. TDC 41.210(1) is amended to read as follows:

(1) *Agricultural Uses.* The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) Conditional Use of Agricultural Animals. Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) Agricultural structures such as barns, stables, sheds, but excluding feed lots. Feed lots are prohibited.

Section 17. TDC 41.300 Table 41-3 (Development Standards in the RML Zone) is amended to read as follows:

**Table 41-3
Development Standards in the RML Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Household Living Uses	<u>Maximum: 10 units per acre</u> <u>Minimum: 7 units per acre</u>	
Manufactured Dwelling Parks	12 units per acre	Limited to single-wide dwelling parks or any part of a single-wide dwelling park.
Retirement Housing Facility, or Congregate Care Facility	15 units per acre	
Nursing Facility	15 units per acre	
Group Living Uses	15 units per acre	
MINIMUM LOT SIZE		
Townhouse (or Rowhouse)	1,400 square feet	
Multi-Family Structure and Duplex		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 4,195 square feet for each unit exceeding two.
• Development on More than One Acre	4,356 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process
MINIMUM AVERAGE LOT WIDTH		
Townhouse(or Rowhouse)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure	100 feet	Limited to the primary condominium lot.

under Condominium Ownership		Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback		
• 1 story structure	20 feet	Minimum setback to a garage door must be 20 feet.
• 1.5 story structure	25 feet	
• 2 story structure	30 feet	
• 2.5 story structure	35 feet	
• Townhouse (or Rowhouse)	0-20 feet	As determined through Architectural Review process.
Side and Rear Setback		
• 1 story structure	5 feet	Where living spaces face a side yard, the minimum setback must be ten feet
• 1.5 story structure	7 feet	
• 2 story structure	10 feet	
• 2.5 story structure	12 feet	
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.
Minimum Distance Between Buildings within One Development	10 feet	For Townhouses, determined through the Architectural Review process
Parking and Vehicle Circulation Areas	10 feet	For Townhouses, determined through the Architectural Review process
Conditional Uses	—	As determined through Architectural Review process. No minimum setback must be greater than 50 feet
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM STRUCTURE HEIGHT		

All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
MAXIMUM LOT COVERAGE		
Townhouse (or Rowhouse)	90%	
All Other Permitted Uses	40%	
Conditional Uses	45%	

Section 18. TDC 42.210(1) is amended to read as follows:

(1) *Agricultural Uses.* The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: ~~Map 9-6~~:

(a) *Conditional Use of Agricultural Animals.* Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) *Agricultural structures such as barns, stables, sheds, but excluding feed lots.* Feed lots are prohibited.

Section 19. TDC 42.300 Table 42-3 (Development Standards in the RMH Zone) is amended to read as follows:

**Table 42-3
Development Standards in the RMH Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Household Living Uses	<u>Maximum: 15 units per acre</u> <u>Minimum: 11 units per acre</u>	
Retirement Housing Facility, Congregate Care Facility, or Nursing Facility	22.5 units per acre	
Group Living Uses	15 units per acre	Does not apply to Congregate Care Facility.

MINIMUM LOT SIZE		
Townhouse (or Rowhouse)	1,400 square feet	
Multi-Family Structure and Duplex		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 2,581 square feet for each unit exceeding two.
• Development on More than One Acre	2,904 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM AVERAGE LOT WIDTH		
Townhouse (or Rowhouse)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	75 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback		Minimum setback to a garage door must be 20 feet.
• 1 story structure	20 feet	
• 1.5 story structure	25 feet	

• 2 story structure	30 feet	
• 2.5 story structure	35 feet	
• Townhouse (or Rowhouse)	0-20 feet	As determined through Architectural Review process.
Side and Rear Setback		
• 1 story structure	5 feet	Where living spaces face a side yard, the minimum setback must be 20 feet
• 1.5 story structure	7 feet	
• 2 story structure	10 feet	
• 2.5 story structure	12 feet	
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.
Minimum Distance Between Buildings within One Development	10 feet	For Townhouses (or Rowhouse), determined through the Architectural Review process.
Parking and Vehicle Circulation Areas	10 feet	For Townhouses (or Rowhouse), determined through the Architectural Review process.
Conditional Uses	—	As determined through Architectural Review process. A minimum setback must not be greater than 50 feet.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
MAXIMUM LOT COVERAGE		
Townhouse (or Rowhouse)	90%	
All Other Permitted Uses	40%	
Conditional Uses	45%	

Section 20. TDC 43.210 is amended to read as follows:

(1) *Agricultural Uses*. The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) *Conditional Use of Agricultural Animals*. Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) *Agricultural structures such as barns, stables, sheds, but excluding feed lots*. Feed lots are prohibited.

Section 21. TDC 43.300 Table 43-3 (Development Standards in the RH Zone) is amended to read as follows:

**Table 43-3
Development Standards in the RH Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Household Living Uses	<u>Maximum: 25 units per acre</u> <u>Minimum: 16 units per acre</u>	
Retirement Housing or Congregate Care Facility	45 units per acre	
Nursing Facility	45 units per acre	
Group Living Uses	25 units per acre	Does not apply to Nursing Facility or Congregate Care Facility.
MINIMUM LOT SIZE		
Townhouse, or Rowhouse	1,400 square feet	
Multi-Family Structure		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 1,459 square feet for each unit exceeding two.
• Development on More than One Acre	1,742 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted	10,000 square feet	

Uses		
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM AVERAGE LOT WIDTH		
Townhouses (or Rowhouses)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	75 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback		
•1 story structure	20 feet	Minimum setback to a garage door must be 20 feet.
•1.5 story structure	25 feet	
•2 story structure	30 feet	
•2.5 story structure	35 feet	
•Townhouse (or Rowhouses)	0-20 feet	As determined through Architectural Review process.
Side and Rear Setback		
•1 story structure	5 feet	Where living spaces face a side yard, the minimum setback must be ten feet
•1.5 story structure	7 feet	
•2 story structure	10 feet	
•2.5 story structure	12 feet	
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.
Minimum Distance Between Buildings within One	10 feet	For Townhouses, determined through the Architectural Review process.

Development		
Parking and Vehicle Circulation Areas	10 feet	For Townhouses, determined through the Architectural Review process.
Conditional Uses	—	As determined through Architectural Review process. No minimum setback must be greater than 50 feet.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
MAXIMUM LOT COVERAGE		
Townhouse (or Rowhouse)	90%	
All Other Permitted Uses	45%	
Conditional Uses	45%	

Section 22. TDC 44.210(1) is amended to read as follows:

(1) *Agricultural Uses.* The following agricultural uses are allowed with a conditional use permit within areas designated on Comprehensive Plan Map 10-6: Map 9-6:

(a) *Conditional Use of Agricultural Animals.* Raising of agricultural animals, limited to cattle, horses and sheep. The City Council may limit the number of animals to be allowed on a specific parcel of property; and

(b) *Agricultural structures such as barns, stables, sheds, but excluding feed lots.* Feed lots are prohibited.

Section 23. TDC 44.300 Table 44-3 (Development Standards in the RH-HR Zone) is amended to read as follows:

**Table 44-3
Development Standards in the RH-HR Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Household Living	Maximum: 30	

Uses	units per acre <u>Minimum: 26 units per acre</u>	
Retirement Housing or Congregate Care Facility	45 units per acre	
Nursing Facility	45 units per acre	
Group Living Uses	30 units per acre	Does not apply to Nursing Facility or Congregate Care Facility.
MINIMUM LOT SIZE		
Multi-Family Structure		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 1,198 square feet for each unit exceeding two.
• Development on More than One Acre	1,452 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM AVERAGE LOT WIDTH		
Townhouses (Rowhouses)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	75 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.

Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback		Minimum setback to a garage door must be 20 feet.
• 1 story structure	20 feet	
• 1.5 story structure	25 feet	
• 2 story structure	30 feet	
• 2.5 story structure	35 feet	
• Over 2.5 story structure	—	As determined through Architectural Review process. No setback must be required which is greater than the height of the structure.
Side and Rear Setback		Where living spaces face a side yard, the minimum setback must be 10 feet.
• 1 story structure	5 feet	
• 1.5 story structure	7 feet	
• 2 story structure	10 feet	
• 2.5 story structure	12 feet	
• Over 2.5 story structure	—	As determined through Architectural Review process. No setback must be required which is greater than the height of the structure.
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.
Minimum Distance Between Buildings within One Development	10 feet	
Parking and Vehicle Circulation Areas	10 feet	
Conditional Uses	—	As determined through Architectural Review process. No minimum setback must be greater than 50 feet.
Any Yard Adjacent to a Wetland Protected Area	100 feet	As defined in TDC Chapter 71.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	

STRUCTURE HEIGHT		
Minimum Height, Multi-Family and Condominium Developments	4 stories	
Maximum Height	64 feet	If structure does not include underground parking, maximum height is 5 stories. If the first story includes underground parking, maximum height is 6 stories. Regardless of the number of stories, structure height must not exceed 64 feet.
MAXIMUM LOT COVERAGE		
All Uses	45%	

Section 24. TDC 50.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, the following uses must not be greater than 60,000 square feet of gross floor area per building or business:

- (a) Eating and Drinking Establishment; and
- (b) Retail Sales and Services.

Section 25. TDC 52.210(3) is amended to read as follows:

(3) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, uses in the following categories must not be greater than 60,000 square feet of gross floor area per building or business:

- (a) Retail Sales and Services; and
- (b) Durable Goods Sales.

Section 26. TDC 54.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, uses in the following categories must not be greater than 60,000 square feet of gross floor area per building or business:

- (a) Eating and Drinking Establishments;

(b) Retail Sales and Services; and

(c) Durable Goods Sales.

Section 27. TDC 55.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, uses in the following categories must not be greater than 60,000 square feet of gross floor area per building or business:

(a) Commercial Recreation;

(b) Eating and Drinking Establishments; or

(c) Retail Sales and Services.

Section 28. TDC 56.210(1) is amended to read as follows:

(1) *Size Limitation on Retail Uses.* If located on land designated Employment Area, Corridor or Industrial Area on Comprehensive Plan Map 10-4~~Map 9-4~~, Retail Sales and Service uses must not be greater than 60,000 square feet of gross floor area per building or business.

Section 29. TDC 58.100 is amended to read as follows:

TDC 58.100 - Purpose.

~~The purpose of this district is to implement the goals and objectives for Central Urban Renewal Plan. The overall goal of the Central Urban Renewal Plan Tualatin Overlay Zone is to strengthen the social and economic development of central Tualatin; by stabilizing and improving property values, eliminating existing blight, and preventing future blight, and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses. The overlay zone regulations are intended to ensure development contributes towards these goals. The Central Urban Renewal District is no longer an active Urban Renewal Area; however, the regulations of this chapter remain important to the future development of the Central Tualatin area.~~

Section 30. TDC 58.110 (Zone Boundaries) is amended to read as follows:

~~The boundaries of the Central Tualatin Overlay Zone are identical to the Central Urban Renewal Area. The zone boundaries and block numbers are depicted in Comprehensive Plan Map 10-3 ~~Map 9-3~~ and delineated in a legal description that is incorporated to this chapter as Exhibit 58-1.~~

Section 31. TDC 58.200(2) is amended to read as follows:

(2) *Sub-Districts.* Modifications to use regulations may vary by the sub-district within the overlay zone. There are three sub-districts within the CC zone in the Central Tualatin Overlay Zone. These sub-districts are defined by the block numbers listed below, except as otherwise noted. ~~Block numbers are shown on Map 9-3.~~

(a) *Residential Sub-District.* Blocks 2, 3, 15, 16, 17, 18, 19, 20, 22 and 23.

(b) *Commercial Sub-District.* Block 30.

(c) *Central Design District.* Central Design District shown on Figure 73-4 and Map 8 of the Central Urban Renewal Plan.

Section 32. TDC 58.300(2) is amended to read as follows:

(2) *Sub-Districts.* Block 11 is the only sub-district in the overlay zone. The modifications to use regulations in Table 58-3 apply exclusively to Block 11. ~~Block numbers are shown on Map 9-3.~~

Section 33. TDC 58.400(2) is amended to read as follows:

(2) *Sub-Districts.* Block 1 is the only sub-district in the overlay zone. The modifications to use regulations in Table 58-4 apply exclusively to Block 1. ~~Block numbers are shown on Map 9-3.~~

Section 34. TDC 58.500(2) is amended to read as follows:

(2) *Sub-Districts.* Blocks 28 and 29 are the only sub-districts in the overlay zone. The modifications to use regulations in Table 58-6 apply exclusively to Blocks 28 and 29. ~~Block numbers are shown on Map 9-3.~~

Section 35. TDC 58.600(2) is amended to read as follows:

(2) *Sub-Districts.* Blocks 25 and 4 are the only sub-districts in the overlay zone. ~~Block numbers are shown on Map 9-3.~~

Section 36. TDC 58.800 (Central Tualatin Overlay Development Standards) is amended to read as follows:

Development standards in the Central Tualatin Overlay zone are listed in Table 58-7 by zone and by block ~~(as shown on Map 9-3)~~. Where no standard is listed, the standards of the base zone apply.

Section 37. TDC 60.210(3) is amended to read as follows:

(3) *Size Limitation on Commercial Uses.* Commercial uses permitted outright or as a Conditional Use as the primary use of a site, as specified in Table 60-1, are subject to the following size limitations.

(a) *Employment Areas or Corridors.* Commercial uses on land designated as an Employment Area (EA) or Corridor (CO) Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 60,000 square feet of gross floor area per building or business.

(b) *Industrial Areas.* Commercial uses on land designated as an Industrial Area Design Type on Map 9-4 must not exceed 5,000 square feet for any individual use or a total of 20,000 square feet of all commercial uses on the site. Commercial uses permitted in the Limited Commercial Setback are exempt from this requirement.

Section 38. TDC 60.210(4) is amended to read as follows:

(4) *Limited Commercial Setback.* The purpose of the Limited Commercial Setback is to restrict commercial uses from locating within 300 feet from the centerline of SW Tualatin Sherwood Road and SW 124th Avenue and 350 feet from the centerline of SW Pacific Highway 99W west of Cipole Road, as depicted in Comprehensive Plan Map 10-5 ~~Map 9-5~~.

(a) *Restriction on Commercial Uses.* No commercial uses, including parking or outdoor storage and display areas, are permitted outright in the Limited Commercial Setback.

(b) *Conditional Uses.* Quick Vehicle Service uses and the sale and service of manufactured dwellings are permitted as Conditional Uses in the Limited Commercial Setback.

Section 39. TDC 61.210(3) is amended to read as follows:

(3) *Size Limitation for Commercial Uses.* Commercial uses permitted outright or as a conditional use, as specified in Table 61-1, are subject to the following size limitations:

(a) *Employment Areas or Corridors.* Commercial uses must not exceed 60,000 square feet of gross floor area per building or business on land designated Employment Area (EA) or Corridor (CO) Design Type on Map 9-4.

(b) *Industrial Areas.* Commercial uses on land designated Industrial Area Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 5,000 square feet for any individual use or a total of 20,000 square feet of all commercial uses on the site. Commercial uses permitted in the Limited Commercial Setback are exempt from this requirement.

Section 40. TDC 61.210(4) is amended to read as follows:

(4) *Limited Commercial Setback.* The purpose of the Limited Commercial Setback is to restrict commercial uses from locating within 300 feet from the centerline of SW Tualatin-Sherwood Road and SW 124th Avenue and 350 feet from the centerline of SW Pacific Highway (99W) west of Cipole Road, as depicted in Comprehensive Plan Map 10-5 Map 9-5.

(a) *Restriction on Commercial Uses.* No commercial uses, including parking or outdoor storage and display areas, are permitted outright in the Limited Commercial Setback.

(b) *Conditional Uses.* Automobile Service Stations uses and the sale and service of manufactured dwellings are permitted as Conditional Uses in the Limited Commercial Setback.

Section 41. TDC 61.210(5) is amended to read as follows:

(5) *Commercial Services Overlay.* The purpose of the Commercial Services Overlay is to provide for specific commercial services for area businesses and employees. The area of the overlay is depicted in Comprehensive Plan Map 10-5 Map 9-5. Permitted uses are specified in Table 61-1. If a property is within the Commercial Services Overlay and the Limited Commercial Setback, the regulations of the Commercial Services Overlay apply.

(a) *Permitted Uses.* The following additional uses are permitted in the Commercial Services Overlay on properties shown in the specific areas illustrated on Comprehensive Plan Map 10-5 Map 9-5 and only when conducted within an enclosed building:

(i) Vehicle Repair;

(ii) Retail Sales and Service are permitted uses limited to automobile accessory sales and auto parts retailing and wholesaling; tool and equipment rental; and

(iii) Durable Goods Sales are permitted uses are limited to truck-mounted camper sales with all sales and storage conducted entirely within an enclosed building and not to exceed 10,000 square feet of building floor area.

Section 42. TDC 62.210(3) is amended to read as follows:

(3) *Size Limitation on Commercial Uses.* Permitted or conditional commercial uses, as specified in Table 62-1, are subject to the following size limitations:

(a) *Employment Areas or Corridors.* Commercial uses on land designated Employment Area (EA) or Corridor (CO) Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 60,000 square feet of gross floor area per building or business.

(b) *Industrial Areas.* Commercial uses on land designated as an Industrial Area Design Type on Comprehensive Plan Map 10-4 ~~Map 9-4~~ must not exceed 5,000 square feet for any individual use or a total of 20,000 square feet of all commercial uses on the site. Commercial uses permitted in the Limited Commercial Setback are exempt from this requirement.

Section 43. TDC 64.210(2) is amended to read as follows:

(2) *Commercial Services Overlay.* The purpose of the Commercial Services Overlay is to provide for specific commercial services for area businesses and employees. The area of the overlay is depicted in Comprehensive Plan Map 10-5 ~~Map 9-5~~. Commercial uses and development standards are subject to this section.

(a) *Permitted Uses.* The following commercial uses are permitted in the Commercial services Overlay:

(i) *Retail Sales and Service.* Retail sales and service uses are limited to:

- (A) Branch banks and ATM banking kiosks;
- (B) Child day care centers;
- (C) Food stores;
- (D) Dry cleaners; and
- (E) Printing, copying and office services.

(ii) *Offices.* Office uses are limited to general offices or medical and healing arts offices.

(iii) *Eating and Drinking Establishments.* Eating and drinking establishments are limited to a restaurant without drive-up or drive through facilities.

(b) *Maximum Size.* The maximum building size for a permitted use is 3,000 square feet and the maximum building size for a building with multiple tenants is 20,000 square feet.

(c) *Enclosure Requirement.* All uses must be conducted within an enclosed building, except for outdoor play areas of child care centers.

Section 44. TDC 64.210(4) is amended to read as follows:

(4) *Tonquin Light Manufacturing Overlay.* Additional uses are permitted in the Tonquin Light Manufacturing Overlay, shown on ~~Comprehensive Plan Map 10-5~~ ~~Map 9-5~~. Uses within the overlay are subject to the standards of this section.

(a) *Additional Permitted Uses.* All permitted or conditional uses in the Light Manufacturing Zone are permitted under the same status in the MBP Zone, except that the following uses are permitted outright: contracting firms with on-site storage of equipment and materials; machine shop, including automotive and truck machine shop, of 7,500 square feet or larger; cold storage warehouse; motor freight facility, including office, repair, and maintenance, and transfer and storage for vehicles, equipment, and materials; and caretaker residence.

(b) *Additional Conditional Uses.* The following uses are permitted as conditional uses in the overlay:

(i) Restaurant, without drive-up or drive through facilities, with a maximum floor area of 3,000 square feet; and

(ii) Industrial card lock fueling facility with 3,000 feet separation from another facility.

(c) *Expanded or New Permitted Use.* Expanded or new permitted uses, including expanded or new outdoor storage, must be reviewed according to TDC Chapter 32 (Procedures) for the Architectural Review Application Review Process, and requires both Architectural Features and Public Facilities review consistent with TDC Chapters 73A through 73G, and 74.

(d) *Nonconforming Use.* All existing uses not listed as permitted uses in TDC 64.210(4)(a) are allowed as non-conforming uses. Expansion of these uses may occur only to the extent and as provided in TDC Chapter 35 (Nonconforming Situations).

(e) *Annexation Agreement.* An Annexation Agreement must be prepared when one or more property owners with the Tonquin Light Manufacturing Overlay submits a petition for annexation to the City.

Section 45. TDC 64.300 Table 64-2 is amended to read as follows:

**Table 64-2
Development Standards in the MBP Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
LOT SIZE		
Minimum Lot Size for	20,000 square	See Comprehensive Plan Map 10-5 Map 9-

Parcels not Identified in the RSIA	feet	5for RSIA boundaries.
Minimum Lot Size for Parcels Identified in the RSIA	—	See <u>Comprehensive Plan Map 10-5</u> Map 9-5 for RSIA boundaries. Minimum lot size subject to see TDC 64.310(3).
LOT DIMENSIONS		
Minimum Lot Width	100 feet	When lot has frontage on public street, minimum lot width at the street is 100 feet. When lot has frontage on cul-de-sac street, minimum lot width at the street is 50 feet.
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front	30-50 feet	
Side	0-100 feet	Determined through Architectural Review Process. No minimum setback if adjacent to railroad right-of-way or spur track. For a Corner Lot, the minimum setback must be 30-50 feet from a public street.
Rear	0-100 feet	Determined through Architectural Review Process. No minimum setback if adjacent to railroad right-of-way or spur track.
Rear Setback Adjacent to Residential or Manufacturing Park District	50 feet	
Parking and Circulation Areas Adjacent to Public Right-of-Way	20-25 feet	—
Parking and Circulation Areas	10 feet	

Adjacent to any Other Property Line		
Private Streets	5 feet	—
Fences	50 feet	From public right-of-way.
STRUCTURE HEIGHT		
Maximum Height	65 feet	May be increased to 85 feet if yards adjacent to structure are not less than a distance equal to one and one-half times the height of the structure. Flagpoles may extend to 100 feet.
Maximum Height Adjacent to Residential District	28 feet	Measured at the 50-foot setback line, includes flagpoles. The building height may extend above 28 feet on a plane beginning at the 50-foot setback line at a slope of 45 degrees extending away from the 50-foot setback line.

Section 46. TDC 64.310(3) is amended to read as follows:

(3) *Minimum Lot Size in RSIA.* In accordance with the Metro RSIA designation and Metro Ordinance No. 02-969B and No. 02-990A, the minimum lot area for one or more parcels in the RSIA identified on ~~Comprehensive Plan Map 10-5 Map 9-5~~ is 100 acres and 50 acres. When the minimum lot area of one or more Lots of Record in the RSIA is 100 acres, the minimum lot area for one or more lots may be reduced to 50 acres.

(a) When the minimum lot area requirements for RSIA designated properties in subsection (4) are met through a land platting process or established in an Industrial Master Plan process, the minimum lot size for remaining parcels located in the RSIA is 20,000 square feet.

(b) The minimum lot area of a property within the RSIA may be reduced to less than 100 acres or 50 acres pursuant to an approved Industrial Master Plan as provided in TDC 33.050.

(c) Lots or remnant areas created by the location of public streets may be less than 100 acres if necessary to create a logical, safe network of streets in the zone.

Section 47. TDC 73G.010 is amended to read as follows:

The purpose of masonry wall design standards is to implement the community design ~~goals and policies of the Comprehensive Plan objectives of TDC 10.020~~ to require a masonry wall in the RL and RML zones for access-restricted lot lines and property lines

abutting major collectors, minor collectors, major arterials, minor arterials, expressway right-of-way, and interstate highways.

Section 48. TDC 74.210(2) is amended to read as follows:

(2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G ~~of the Tualatin Community Plan~~ must be dedicated to the City for use by the public prior to issuance of any building permit for the proposed development. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.

Section 49. TDC 74.210(6) is amended to read as follows:

(6) When a proposed development is adjacent to or bisected by a street proposed in the Transportation System Plan ~~TDC Chapter 11, Transportation Plan (Figure 11-3)~~ and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be dedicated by the applicant. The dedication of right-of-way required in this subsection must be along the route of the road as determined by the City.

Section 50. TDC 74.410(2) is amended to read as follows:

(2) Proposed streets must comply with the general location, orientation and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1 ~~Figure 11-1~~), Local Streets Plan (Comprehensive Plan Map 8-3 ~~TDC 11.630 and Figure 11-3~~) and the Street Design Standards (Figures 74-2A through 74-2G).

(a) Streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

- (i) Full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers;
- (ii) Bicycle and pedestrian accessway easements where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers;
- (iii) Limiting culs-de-sac and other closed-end street systems to situations where barriers prevent full street extensions; and
- (iv) Allowing culs-de-sac and closed-end streets to be no longer than 200 feet or with more than 25 dwelling units, except for streets stubbed to future developable areas.

(b) Streets proposed as part of new industrial or commercial development must comply with Comprehensive Plan Map 8-1~~TDC 11.630, Figure 11-4~~, and Figures 74-2A through 74-2G.

Section 51. Maps 9-1 through 14-1 are deleted from the Tualatin Development Code and Appendix A (Maps) is amended to read as follows:

~~Map 9-1: Community Plan Map~~
~~Map 9-2: Neighborhood Planning Areas~~
~~Map 9-3: Central Urban Renewal Area~~
~~Map 9-4: Design Type Boundaries~~
~~Map 9-5: Commercial Setback & Commercial Services Overlay~~
~~Map 9-6: Agricultural Animals~~
~~Map 12-1: Water Plan~~
~~Map 13-1: Sewer Plan~~
~~Map 14-1: Recommended Capital Improvements Hedges Creek Subbasin~~
Maps 71-1 – 71-6: Wetlands
Map 72-1: NRPO and Greenways
Map 72-2: Greenway Development Plan
Map 72-3: Significant Natural Resources

Section 52. Figures 4-1 through 11-6 are deleted from the Tualatin Development Code and Appendix B (Figures) is amended to read as follows:

~~Figure 4-1: Comparison of Population and Housing Projects 1970 to 2000~~
~~Figure 11-1: Functional Classification and Traffic Signal Plan~~
~~Figure 11-2: Metro Regional Street Design System~~
~~Figure 11-3: Local Street Plan~~
~~Figure 11-4: Bicycle and Pedestrian System~~
~~Figure 11-5: Transit Plan~~
~~Figure 11-6: Freight Routes~~
Figure 34-1: New Fence
Figure 34-2: Masonry Fence Design Type
Figure 38-1: Freeway-Oriented Activity Areas
Figure 57-1: 100-Foot Maximum Structure Height
Figure 71-1: Development Setbacks
Figure 73-1: Parking Space Design Standards
Figure 73-2: Vision Clearance Area
Figure 73-3: Parking Maximum Map
Figure 73-4: Central Design District
Figures 74-2A-G: Street Design Standards

Section 53. Findings. The Council adopts the Findings as set forth in Exhibit 2, which are attached and incorporated by reference.

Section 54. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional, such decision does not affect the validity of the remaining portions of this ordinance.

Section 55. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this 14th day of December, 2020.

CITY OF TUALATIN, OREGON


BY Frank Bubenik
Mayor

APPROVED AS TO FORM

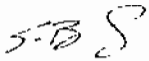
ATTEST:

BY Sean Brady
City Attorney

BY Sherilyn Lombos
City Recorder

Signature: 
Email: fbubenik@tualatin.gov

Signature: 
Sherilyn Lombos | Dec 16, 2020 11:17 PST |
Email: slombos@tualatin.gov

Signature: 
Email: sbrady@tualatin.gov












Ord 1450-20

Final Audit Report

2020-12-16

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PART I: ABOUT TUALATIN

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 and 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 industrial, residential, and commercial 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 Community 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.

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 Lantix 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.

PART II: ABOUT THE COMPREHENSIVE PLAN

A. INTRODUCTION

Purpose. The general purpose of this Comprehensive Plan is to guide the physical development of the City is an official land use guide for City development. 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:

- 1913: City incorporated
- 1972: City's first Comprehensive Plan
- 1975: City's first Urban Renewal Area plan
- 1973: Oregon establishes Land Conservation and Development Commission
- 1979: City adopts revised Comprehensive Plan
- 1981: DLCDC acknowledges Comprehensive Plan
- 1982: City annexation of western industrial lands
- 1993: Historic Resource Technical Study and Inventory
- 1995: Natural Resource Inventory and Local Wetlands Inventory
- 2001 Transportation System Plan (TSP)
- 2002 and 2004: Metro Urban Growth Boundary expansions
- 2012 Transportation System Plan Update
- 2010: Southwest Concept Plan
- 2015: Northwest Tualatin Concept Plan
- 2018: Tualatin Development Code Improvement Project
- 2019: Basalt Creek Concept Plan
- 2020: Update to Housing Element and policy-neutral update to remainder of Comprehensive Plans to highlight goals and policies.

Planning Area Description.

This planning effort studied an area that is described on the Plan Map in Chapter 9 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 UGB 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.

ADMINISTRATION PROVISIONS

Interpretation.

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

Definitions.

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

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

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

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

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

Conditional Use. A land use category in a Planning District for land uses that may have an adverse impact on other land uses within that district. These uses require special approval procedures and may have conditions attached to their approval so they can be made compatible with surrounding land uses. *Design Standards.* Specific defined criteria formulated to guide the preparation of plans for buildings, landscaping, parks, etc.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Urban Planning Area Agreement (UPAA). An agreement between the City and Washington County establishing a process for coordinating comprehensive planning

and development in a geographically defined area composed of both area within city limits and unincorporated properties.

B. PLAN IMPLEMENTATION**TECHNICAL MEMORANDA**

Background and Supporting Documents Adopted as part of the Comprehensive Plan		
Title	Year	Ordinance
Housing Needs Analysis	2019	1450-20
Parks and Recreation Master Plan	2019	1427-19
Sewer Master Plan	2019	1427-19
Water Master Plan	2013	1359-13
Transportation System Plan (TSP)	2012	1354-13
Natural Resource Inventory and Local Wetlands Inventory	1995	979-97
Historic Resource Technical Study and Inventory	1993	844-91; 894-93
Tualatin Drainage Plan	1979	491-79

Area-Specific Concept Plans		
Title	Year	Ordinance
Basalt Creek Concept Plan	2019	1418-19
Southwest Tualatin Concept Plan	2010	1321-11
Northwest Tualatin Concept Plan	2005	1191-05

PART III: GOALS AND POLICIES:

CHAPTER 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 and 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.

CHAPTER 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 and Policies.

- **Goal 2.1** Promote the City’s natural beauty, and achieve pleasant environments for living and working that sustain the comfort, health, tranquility, and contentment of people who live, work, and enjoy time in Tualatin.
 - **Policy 2.1.1:** Encourage structures be planned in ways that relate to the site and surrounding context.
 - **Policy 2.1.2:** Encourage meaningful public engagement with community design projects.
 - **Policy 2.1.3:** Promote design that fosters a sense of place and community identity through the Central Design District.
- **Goal 2.2** Promote the preservation and establishment of trees throughout the city, in order to protect and enhance the aesthetic character of Tualatin, protect and improve air and water quality, provide noise and visual screening, and protect habitat for wildlife.
 - **Policy 2.2.1:** Require the establishment and protection of street trees.
 - **Policy 2.2.2:** Promote the protection and establishment of trees during the development process.
- **Goal 2.3:** Balance the right of free speech, business needs, public wayfinding, safety for all modes, and diverse aesthetic interests, through a functional sign regulation program.
 - **Policy 2.3.1:** Protect public health and safety by limiting distracting signs, ensuring that signs do not interfere with multi-modal transportation safety, and ensuring safe construction and installation of signs.
 - **Policy 2.3.2:** Align the range of allowed sign types with the urban design context, such as additional small signs in pedestrian-oriented development areas.
 - **Policy 2.3.3:** Encourage attractive, creative, and unique sign types through the City’s review program. Encourage the improvement and maintenance of non-conforming signs.

CHAPTER 3- HOUSING AND 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 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 and 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.
- **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.
- **Goal 3.4: Redevelopment.** Encourage timely strategic planning and redevelopment in Tualatin to create new mixed-use residential and commercial planning districts.
 - **Policy 3.4.1 Coordination.** Coordinate economic development planning and housing planning.
 - **Policy 3.4.2 Mixed-use commercial.** Support the application of mixed-use commercial designations that 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).

CHAPTER 4 – ECONOMY, COMMERCIAL AND 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.

Goals and Policies.

- **Goal 4.1:** Encourage commercial development that provides employment opportunities, as well as access to goods and services for residents, employees, and the general community.
 - **Policy 4.1.1 Location.** 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 Critical services.** Provide for the continued development of major medical services and other critical infrastructure within the City of Tualatin.
 - **Policy 4.1.3 Design.** Encourage functional and attractive commercial development through standards for site design and landscaping.
 - **Policy 4.1.4 Mixed Use.** Encourage mixed use commercial and residential development.

- **Goal 4.2** Encourage new industrial development 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.

- **Goal 4.3** Manage industrial impacts to the environment and other uses

- **Policy 4.3.1** Cooperate with the Department of Environmental Quality and Metro to meet applicable air quality standards.
- **Policy 4.3.2** Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.
- **Policy 4.3.3** Protect adjacent land uses from noise and adverse environmental impacts by adopting industrial noise and environmental impact standards.
- **Policy 4.3.4** Protect environmentally sensitive areas, including the Hedges Creek Wetland and Tonquin Scablands from adverse impacts of adjacent development.
- **Policy 4.3.5** Encourage industrial firms to use co-generation as a means to utilize waste heat from industrial processes and consider solar access when designing industrial facilities.
- **Policy 4.3.6** Protect wooded and other natural areas by requiring their preservation in a natural state or by integrating the major trees into the design of the parking lots, buildings, or more formal landscaping areas of an industrial development. If it is necessary to remove a portion or all of the trees, require mitigation.
- **Policy 4.3.7** Administer specific and enforceable architectural and landscape design standards for industrial development.
- **Policy 4.3.8** Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

CHAPTER 5- OTHER LAND USE

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

- **Goal 5.1 Location of public services and utilities.** 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 Location of residential facilities, medical facilities, and religious institutions.** 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.

CHAPTER 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.

- **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 6.1.5** Integrate the management of historic resources into public and private land management and development processes.
 - **Policy 6.1.6** 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 6.1.7** 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 6.1.8** 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 6.1.9 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.

CHAPTER 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.

PARKS AND RECREATION

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 and Recreation Master Plan Goals.

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

- 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.

Parks, Open Space, Environment Goals and Policies

- **Goal 7.1** Identify and protect significant natural resources that promote a healthy environment and natural landscape that improves livability, and to provide recreational and educational opportunities.

- **Policy 7.1.1** Protect significant natural resources that provide fish and wildlife habitat, scenic values, water quality improvements, storm-water management benefits, and flood control.
- **Goal 7.2** Balance natural resource protection and 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.

CHAPTER 8 – TRANSPORTATION

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

Background.

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

Goals and Objectives.

Goal 8.1: Access and Mobility. Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access for all users.

Objectives:

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

Goal 8.2: Safety. Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.

Objectives:

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

Goal 8.3: Vibrant Community. Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.

Objectives:

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

Goal 8.4: Equity. Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:

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

Goal 8.5: Economy. Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:

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

Goal 8.6: Health/Environment. Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:

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

Goal 8.7: Ability to Be Implemented. Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:

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

Policy Area 8.8 *Functional Classification Policies.* Functional classification policies support the City's transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

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

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

Policy Area 8.9 *Roadway Policies.* The following establish the City's policies on roadways.

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

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

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

Policy Area 8.10 *Access Management Policies.* Access management policies are:

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

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

Policy 8.10.3 Adhere to intersection spacing .

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

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

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

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

Policy Area 8.11 Transit Policies. The City of Tualatin's policies on public transit are as follows:

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

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

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

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

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

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

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

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

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

Policy Area 8.12 Bicycle and Pedestrian Policies. The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

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

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

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

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

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

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

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

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

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

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

Policy Area 8.13 Freight Rail Policies. Following are policies for freight rail:

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

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

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

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

Water, Pipeline, and Air Plan.

This section includes the Water, Pipeline and Air Plans.

- (1) *Water Plan.* The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects

are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

- (2) *Pipeline Plan.* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.
- (3) *Air Plan.* There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

Policy Area 8.14 Transportation Demand Management Policies. The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:

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

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

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

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

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

Transportation System Management.

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

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

Implementation.

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

**Table 8-1
Metro Modal Targets**

2040 Regional Designation	Non-drive-alone Modal Target	2040 Regional Designation	Non-drive-alone Modal Target
Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%	Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%
Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	40—45%	Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	40—45%

Source: Metro's 2035 RTP

CHAPTER 9 - PUBLIC FACILITIES AND 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 Services

The Water Master Plan (2013) 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 July 2013 Water Master Plan projected a "build out population" of 29,396 residents; including estimates of 2,288 for redevelopment and infill and 1,048 for Town Center residential growth. The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for residential uses was 2.65 million gallons per day. The July 2013 Master Plan's projected average day demand at buildout beyond 2031 for commercial and industrial uses was 3.61 million gallons per day. The total system average day demand and maximum day demand were 6.47 and 14.24 million gallons per day, respectively.

Fire protection for the City's service area is provided by Tualatin Valley Fire & Rescue. The fire district has adopted fire flow requirements as defined in the 2010 State of Oregon Fire Code. A summary of fire flow recommendations based on the state fire code, fire flow criteria adopted by similar communities and fire flow guidelines as developed by the American Water Works Association is presented in Table 4-2 of the 2013 Master Plan.

Water Services Goals and Policies

- **Goal 9.1 Water** Plan, construct, and maintain a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports all land uses.
 - **Policy 9.1.1** Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties. **Policy 9.1.2** Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.
 - **Policy 9.1.3** Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.
 - **Policy 9.1.4** Review and update the water system capital improvement program and funding sources as needed or during periodic review.
 - **Policy 9.1.5** 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.

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 July 2013 Water Master Plan are in Master Plan Table 7-1 and shown mapped on Plate-1 in Appendix A of the Master Plan.

SANITARY SEWER SERVICE

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

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

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

Sanitary Sewer System Goals and 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.

DRAINAGE PLAN AND SURFACE WATER MANAGEMENT

The Tualatin Drainage Plan is the City's drainage plan. It was originally prepared by Robert A. Wright, Consulting Engineers in 1972 and adopted in 1975 (Ord. 280-75) and in 1979 as an element of the Tualatin Community Plan (Ord. 491-79). The Tualatin Drainage Plan is referenced in the Technical Memoranda. With the supporting technical material, the Tualatin Drainage Plan provides an overall view of the drainage system, its major problems and their solutions, and is the City's storm water and surface water drainage policy.

The Tualatin Drainage Plan was updated in the fall of 1995 by the Hedges Creek Subbasin Plan. The HCS Plan is outlined in Chapter 1 of the HCSS Report and implements the recommended drainage and storm water management activities and facilities. The HCS Plan relies on the technical data and analysis documented in the HCSS report. The HCSS Report and the HCS Plan identify the critical importance of the Hedges Creek Marsh to drainage, storm water management and water quality in the subbasin. The HCS Plan provides for drainage improvements, storm water detention requirements and a number of non-structural activities for better management of water quantity and water quality in the Hedges Creek Subbasin.

Map 14-1 is from Figure I-1 of the HCS Plan. It shows the drainage pattern revisions and drainage system improvements for the Hedges Creek Subbasin. The drainage pattern revisions and drainage system improvements shown in Map 14-1 are incorporated into the Tualatin Drainage Plan.

The HCSS Report is a comprehensive technical document that provides data and analysis of storm water drainage in the Hedges Creek Subbasin. From an analysis of several alternatives, the report recommended specific management activities and facilities to control water quantity and quality problems associated with urban storm water runoff in the Hedges Creek Subbasin. The HCS Plan incorporates the report's recommended activities and facilities.

The Northwest Tualatin Concept Plan 2005 identifies storm water drainage options for the area west of Cipole Road and south of Pacific Highway 99W.

The Southwest Tualatin Concept Plan 2010 identifies storm water drainage options for the area south of SW Tualatin-Sherwood Road and east of SW 124th Avenue. Goals and 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 Drainage Plan and Storm Water Management regulations with the City's Floodplain District, Wetland Protection District and Natural Resource Protection Overlay District regulations and with the plans of USA and other regional, state, and federal agencies to achieve consistency among the plans.
 - **Policy 9.3.2** Reduce sediment and other pollutants reaching the public storm and surface water system by implementing the Oregon Department of Environmental Quality (DEQ) and USA requirements for surface water management and water quality in the Tualatin River basin. Reduce soil erosion, manage surface water runoff and improve surface water quality.
 - **Policy 9.3.3** Identify and solve existing problems in the drainage system and plan for construction of drainage system improvements that support future development.
 - **Policy 9.3.4** 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 9.3.5** Clearly indicate responsibilities for maintaining storm water management and water quality facilities.
 - **Policy 9.3.6** Enforce drainage and storm water management standards.
 - **Policy 9.3.7** Route storm water runoff from the upper Hedges Creek Subbasin through the Wetland Protected Area marsh which as a wetland provides important drainage, storm water management and water quality benefits.
 - **Policy 9.3.8** Protect the Wetland Protected Area marsh and its important drainage, storm water management and water quality functions in the Hedges Creek Subbasin.
 - **Policy 9.3.9** Require new development to provide onsite pollution reduction facilities when necessary to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.
 - **Policy 9.3.10** To reduce sedimentation and erosive storm water flow volumes, require onsite storm water detention facilities for new development in the Hedges Creek Subbasin upstream from the Wetland Protected Area marsh.
 - **Policy 9.3.11** Consider opportunities to construct regional pollution reduction facilities to treat storm water runoff prior to entering Hedges Creek and protect the marsh from urban storm water pollutants.

- **Policy 9.3.12** Restrict beaver dam activity in the Wetland Protected Area marsh to retain the drainage flow through the marsh area and to reduce flooding between Teton Avenue and Tualatin Road.
- **Policy 9.3.13** As outlined in the HCS Plan, the City will assist CWS with non-structural activities including public education programs and water quality and management activity monitoring.
- **Policy 9.3.14** Comply with Metro's Urban Growth Management Functional Plan, Title 3.

CHAPTER 10 – LAND USE DESIGNATIONS AND ZONING

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

PLAN MAP

Background.

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

Planning District Boundaries.

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

Tualatin Design Type Boundaries.

- (1) 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.
- (2) 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:
 - (a) 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

- (b) 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 Descriptions.

This section describes the purpose of each planning district.

Residential Planning Districts:

Low Density Residential Planning District (RL).

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

Medium-Low Density Residential Planning District (RML).

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

Medium-High Density Residential Planning District (RMH).

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

High Density Residential Planning District (RH).

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

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

This district supports a wide range of housing types 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.

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.

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

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

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

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.

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.

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.

Manufacturing Planning Districts:

Manufacturing Park Planning District (MP).

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

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

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

Light Manufacturing Planning District (ML).

Suitable for warehousing, wholesaling and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration, or smoke. Also suitable, with appropriate restrictions, are the retail sale of products not allowed for sale in General Commercial areas, subject to applicable zoning overlay standards. . Also suitable are accessory commercial uses subject to area limitations for the sale of products manufactured, assembled, packaged or wholesaled on the site..

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

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.

Manufacturing Business Park Planning District (MBP).

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

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

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

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.

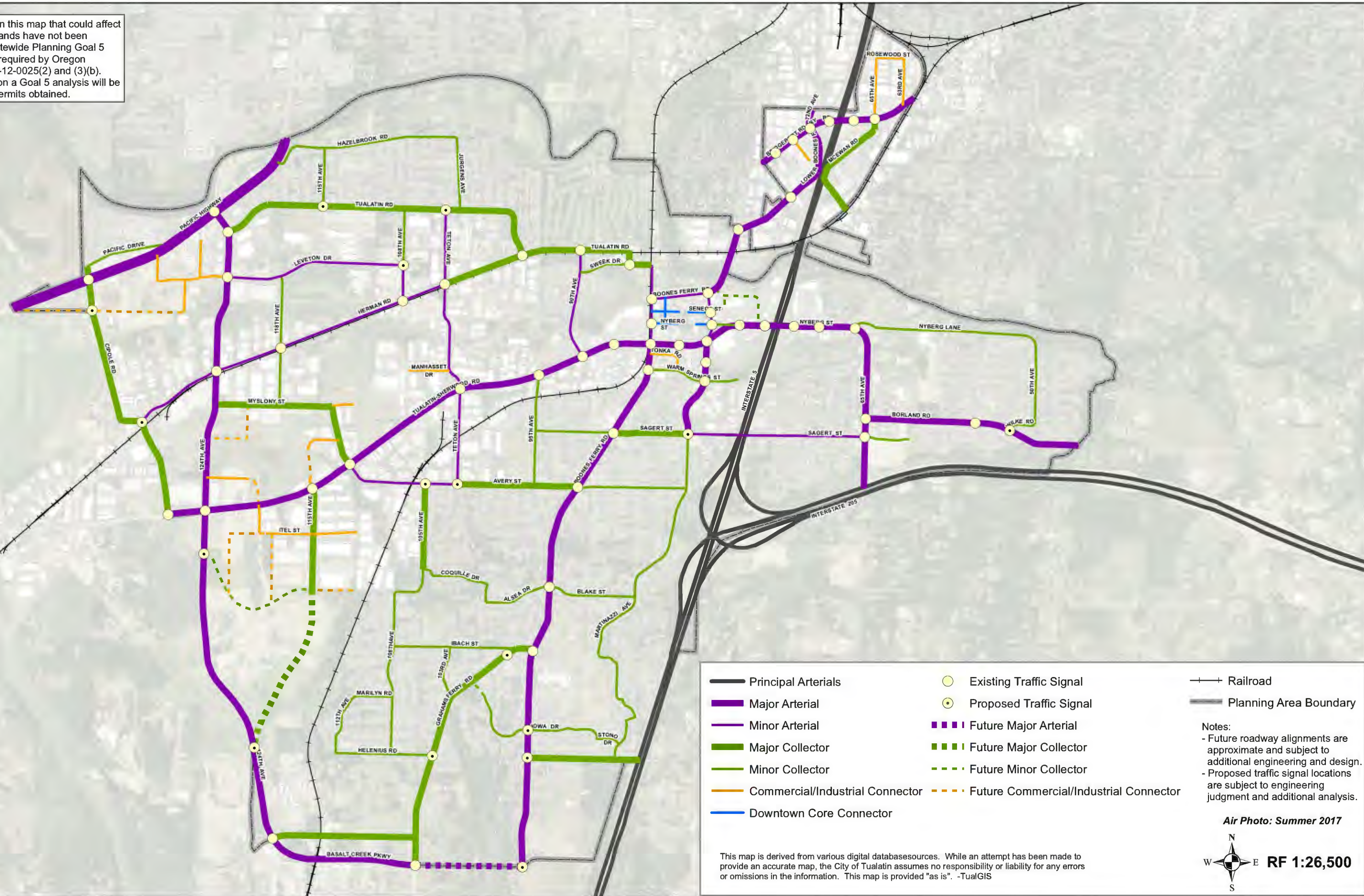
Permitted and conditional uses shall be developed and operated in a manner that promotes and protects the health, safety, and general welfare of all adjacent and nearby planning districts and uses. Additionally, conditional uses shall be allowed provided that the use is developed and operated in a manner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

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

Map 8-1: Functional Classification and Traffic Signal Plan

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



— Principal Arterials	● Existing Traffic Signal	—+— Railroad
— Major Arterial	● Proposed Traffic Signal	— Planning Area Boundary
— Minor Arterial	— Future Major Arterial	
— Major Collector	— Future Major Collector	
— Minor Collector	— Future Minor Collector	
— Commercial/Industrial Connector	— Future Commercial/Industrial Connector	
— Downtown Core Connector		

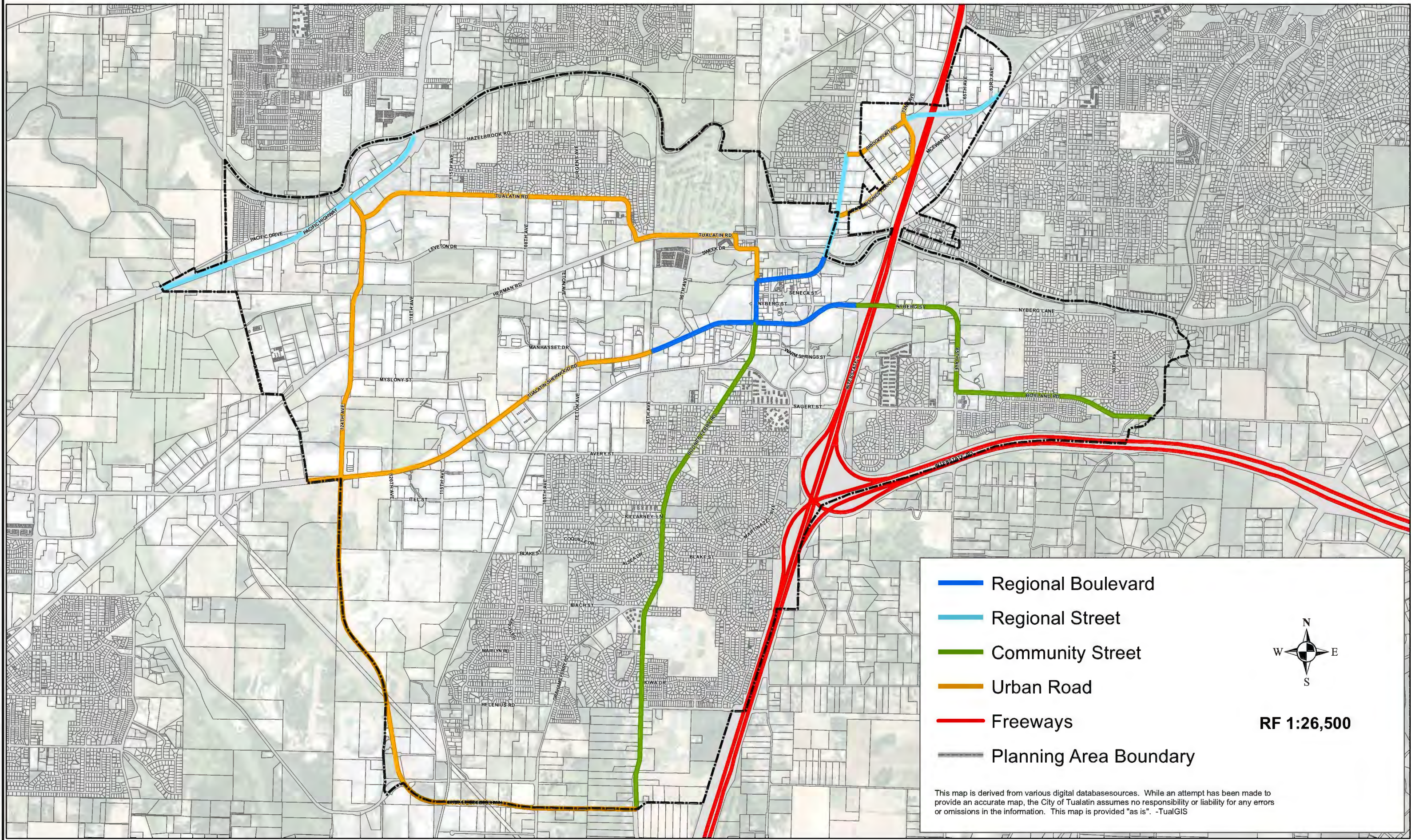
Notes:
 - Future roadway alignments are approximate and subject to additional engineering and design.
 - Proposed traffic signal locations are subject to engineering judgment and additional analysis.

Air Photo: Summer 2017

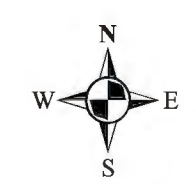
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This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as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

Map 8-2: Metro Regional Street Design System



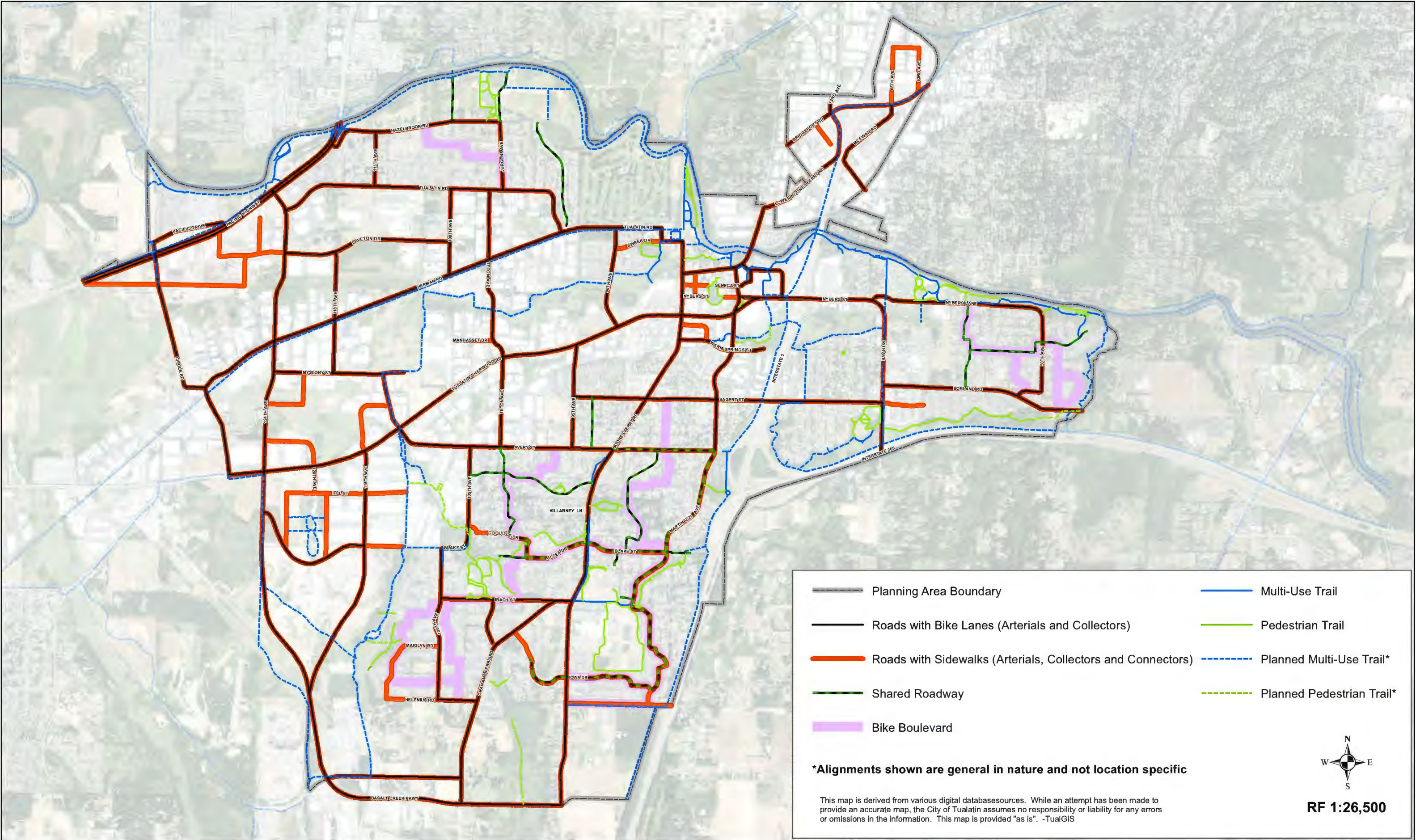
- Regional Boulevard
- Regional Street
- Community Street
- Urban Road
- Freeways
- Planning Area Boundary



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Map 8-4: Bicycle and Pedestrian Plan



- | | |
|---|---------------------------|
| Planning Area Boundary | Multi-Use Trail |
| Roads with Bike Lanes (Arterials and Collectors) | Pedestrian Trail |
| Roads with Sidewalks (Arterials, Collectors and Connectors) | Planned Multi-Use Trail* |
| Shared Roadway | Planned Pedestrian Trail* |
| Bike Boulevard | |

***Alignments shown are general in nature and not location specific**

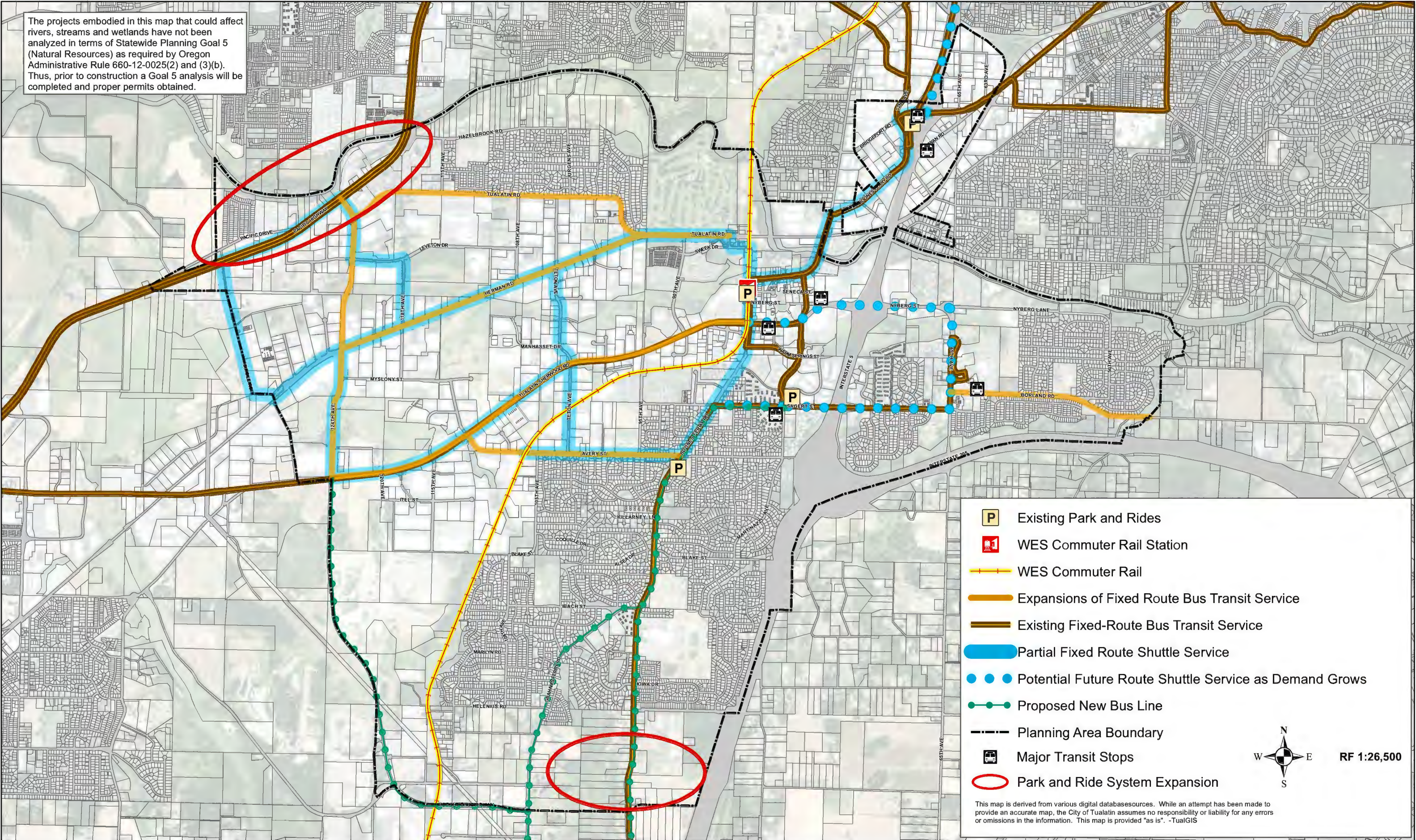
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Map 8-5: Tualatin Transit Plan

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



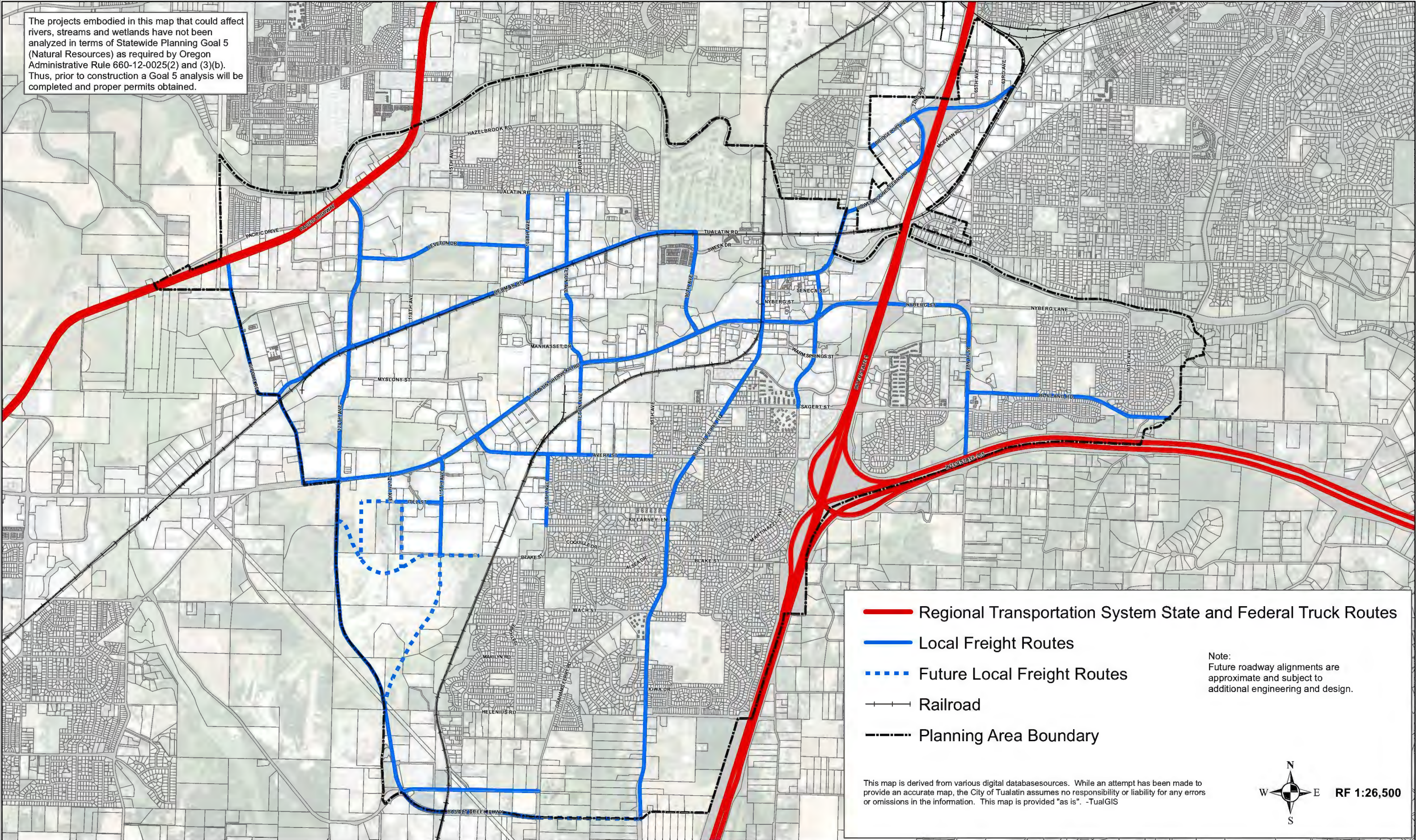
- Existing Park and Rides
- WES Commuter Rail Station
- WES Commuter Rail
- Expansions of Fixed Route Bus Transit Service
- Existing Fixed-Route Bus Transit Service
- Partial Fixed Route Shuttle Service
- Potential Future Route Shuttle Service as Demand Grows
- Proposed New Bus Line
- Planning Area Boundary
- Major Transit Stops
- Park and Ride System Expansion

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Map 8-6: Freight Routes

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.

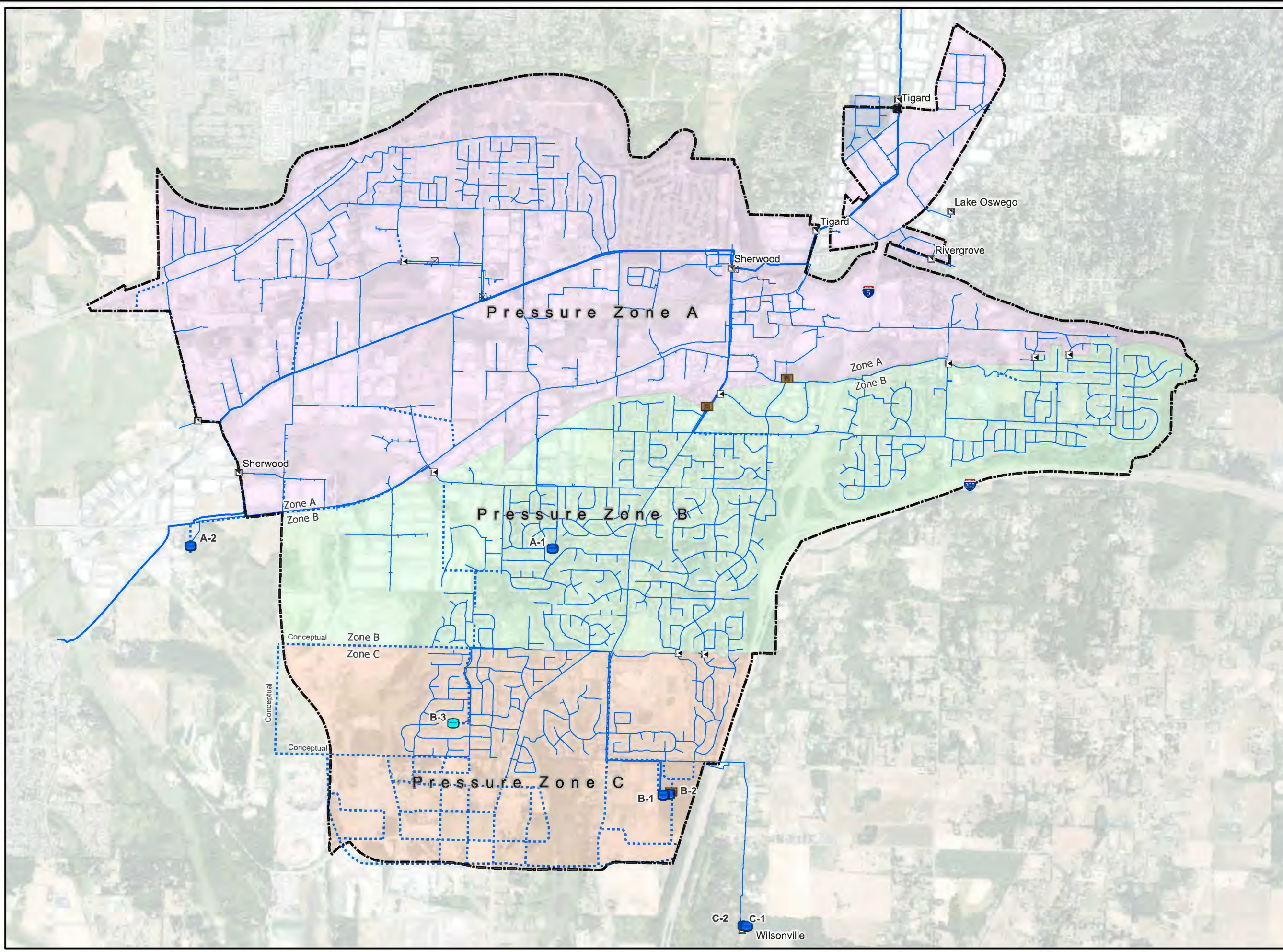
















- Regional Transportation System State and Federal Truck Routes
- Local Freight Routes
- - - Future Local Freight Routes
- +— Railroad
- - - - Planning Area Boundary

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

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












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



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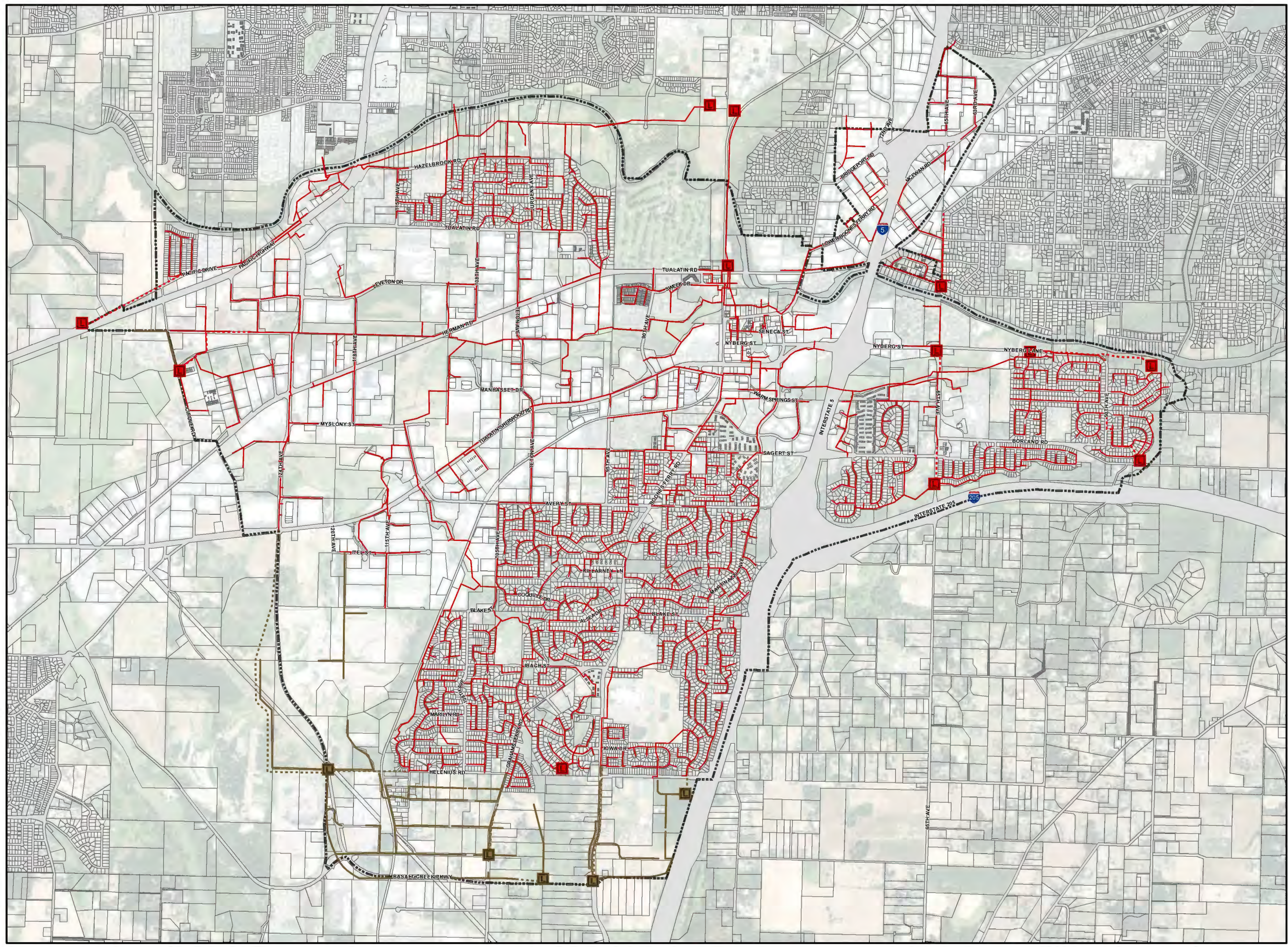
City of Tualatin
Sewer System Master Plan
Map 9-2

-  Conceptual Lift Station
-  Lift Station
-  Gravity Pipe
-  Force Main
-  Conceptual Gravity Pipe
-  Conceptual Force Main
-  Planning Area Boundary

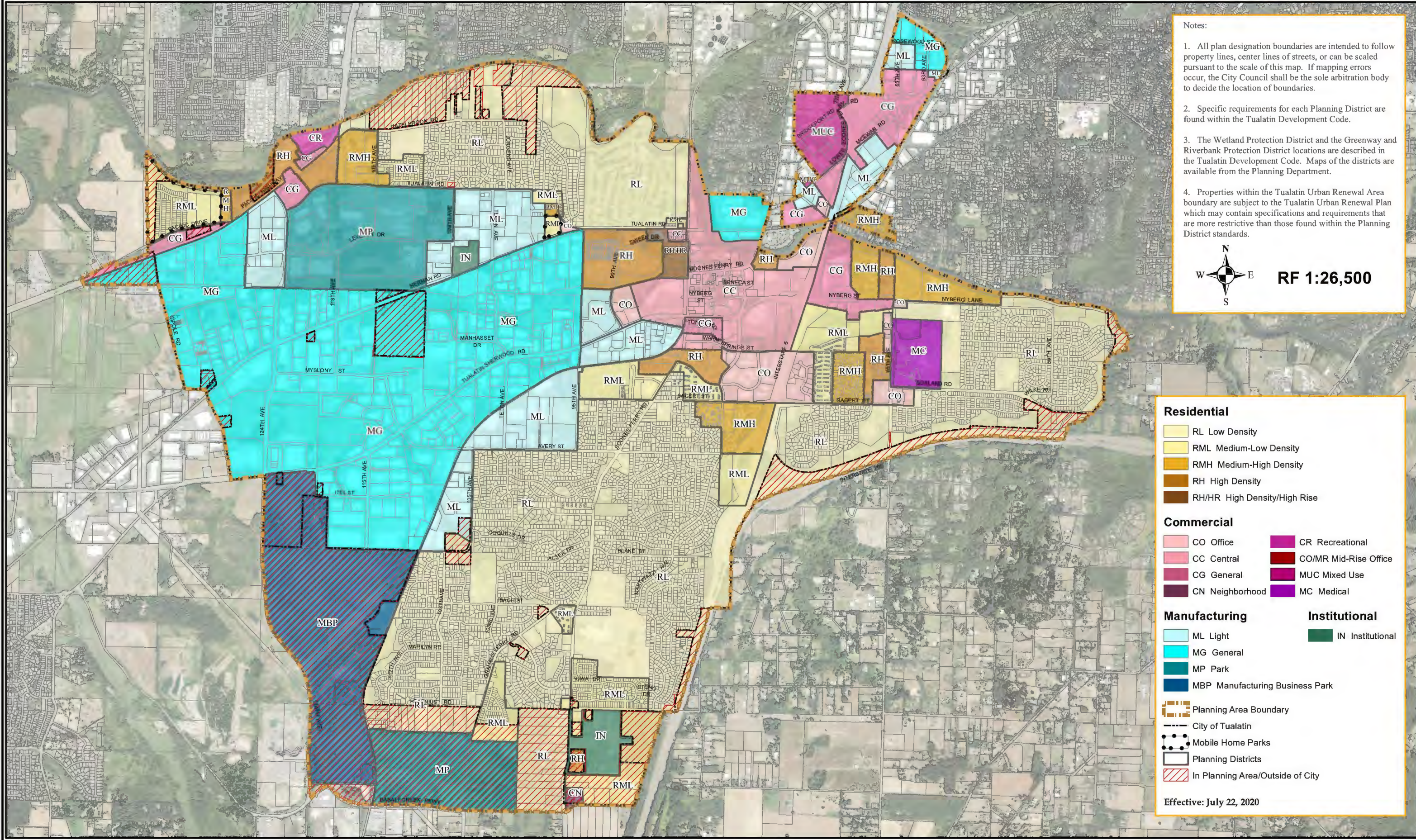


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Map 10-1 Comprehensive Plan Map



Notes:

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 District standards.


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Residential

- RL Low Density
- RML Medium-Low Density
- RMH Medium-High Density
- RH High Density
- RH/HR High Density/High Rise

Commercial





- CO Office
- CC Central
- CG General
- CN Neighborhood
- CR Recreational
- CO/MR Mid-Rise Office
- MUC Mixed Use
- MC Medical

Manufacturing

- ML Light
- MG General
- MP Park
- MBP Manufacturing Business Park

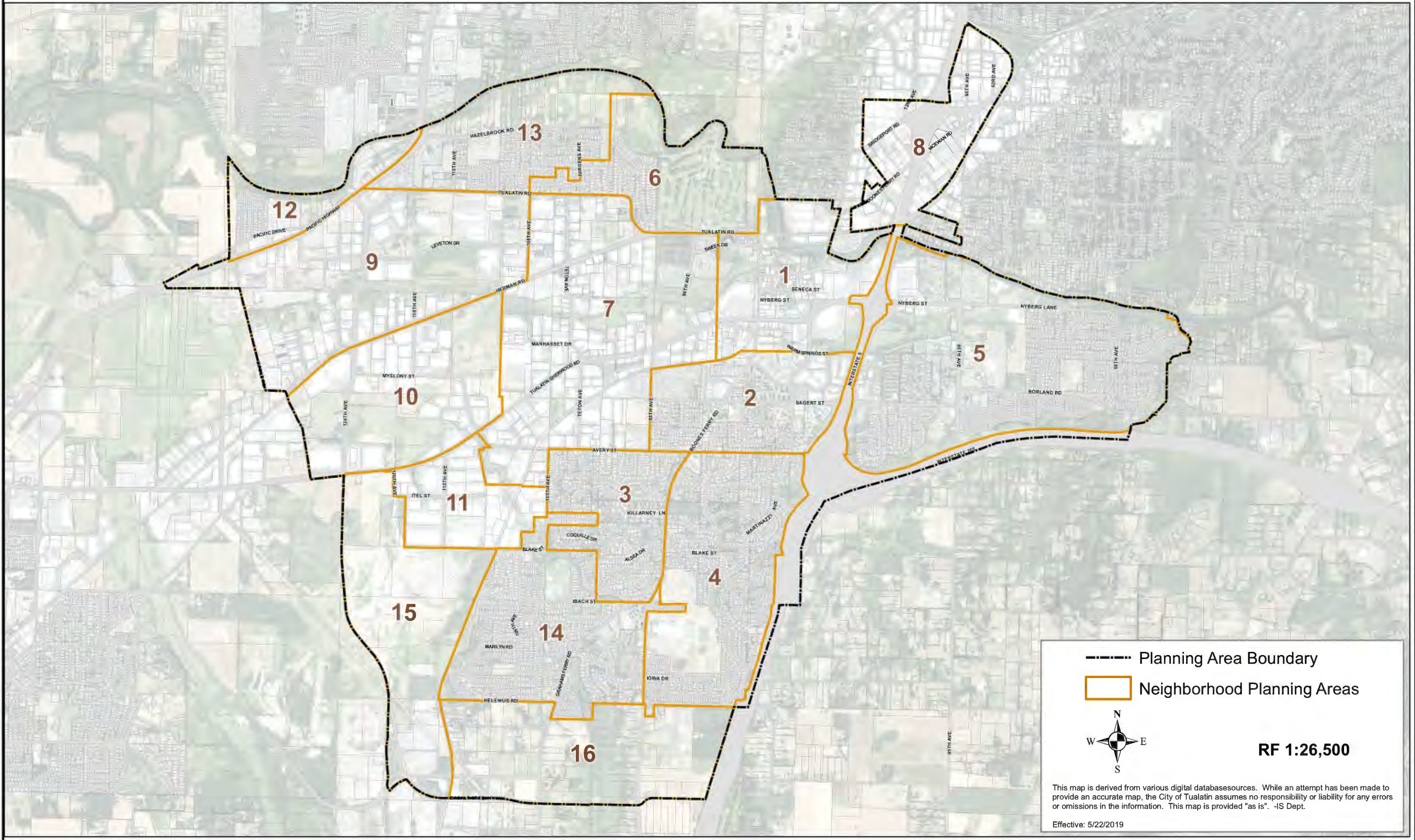
Institutional

- IN Institutional

 Planning Area Boundary
 City of Tualatin
 Mobile Home Parks
 Planning Districts
 In Planning Area/Outside of City

Effective: July 22, 2020

Map 10-2: Neighborhood Planning Areas

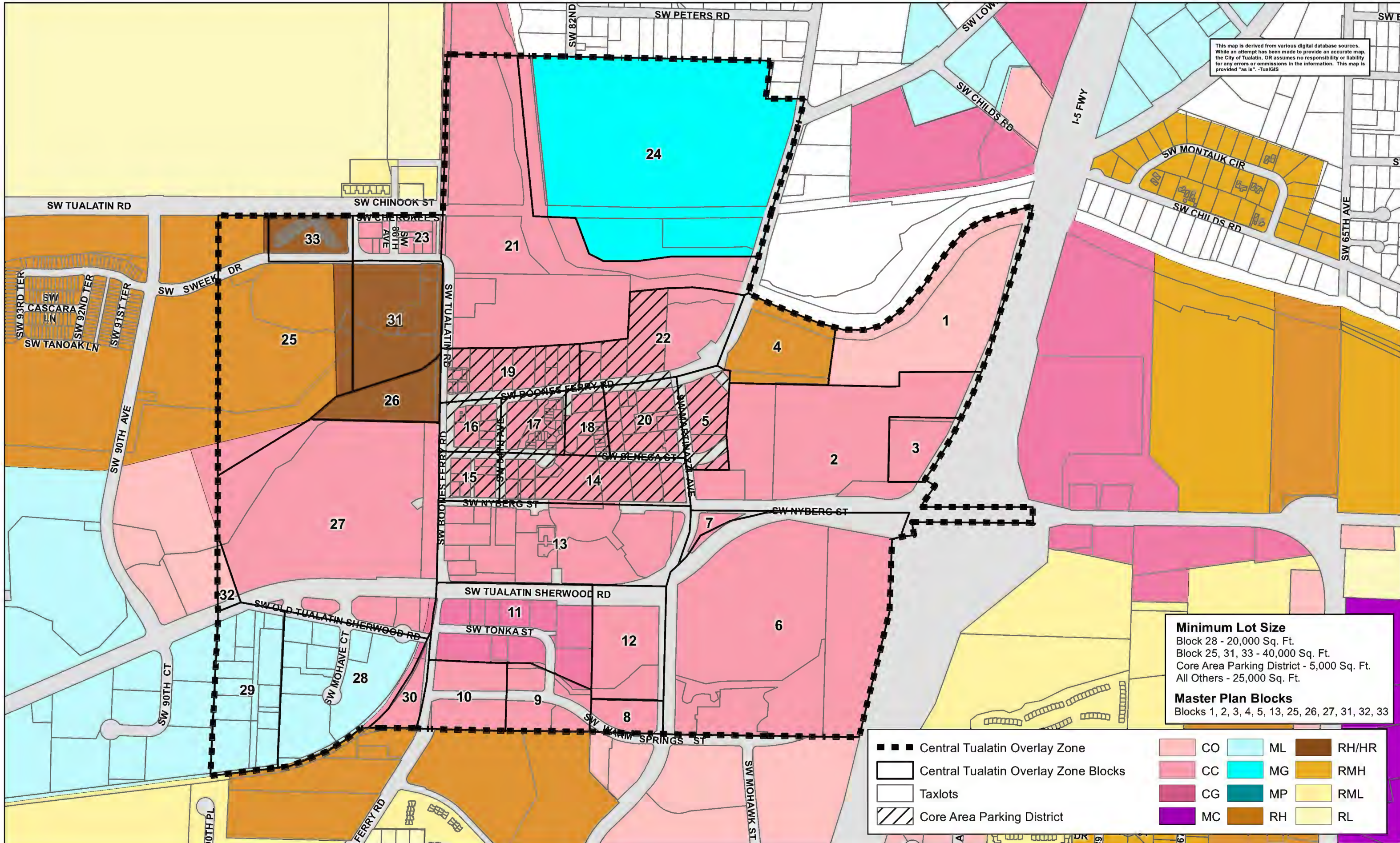


Map 10-3: Central Tualatin Overlay Zone

RF 1:6000



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

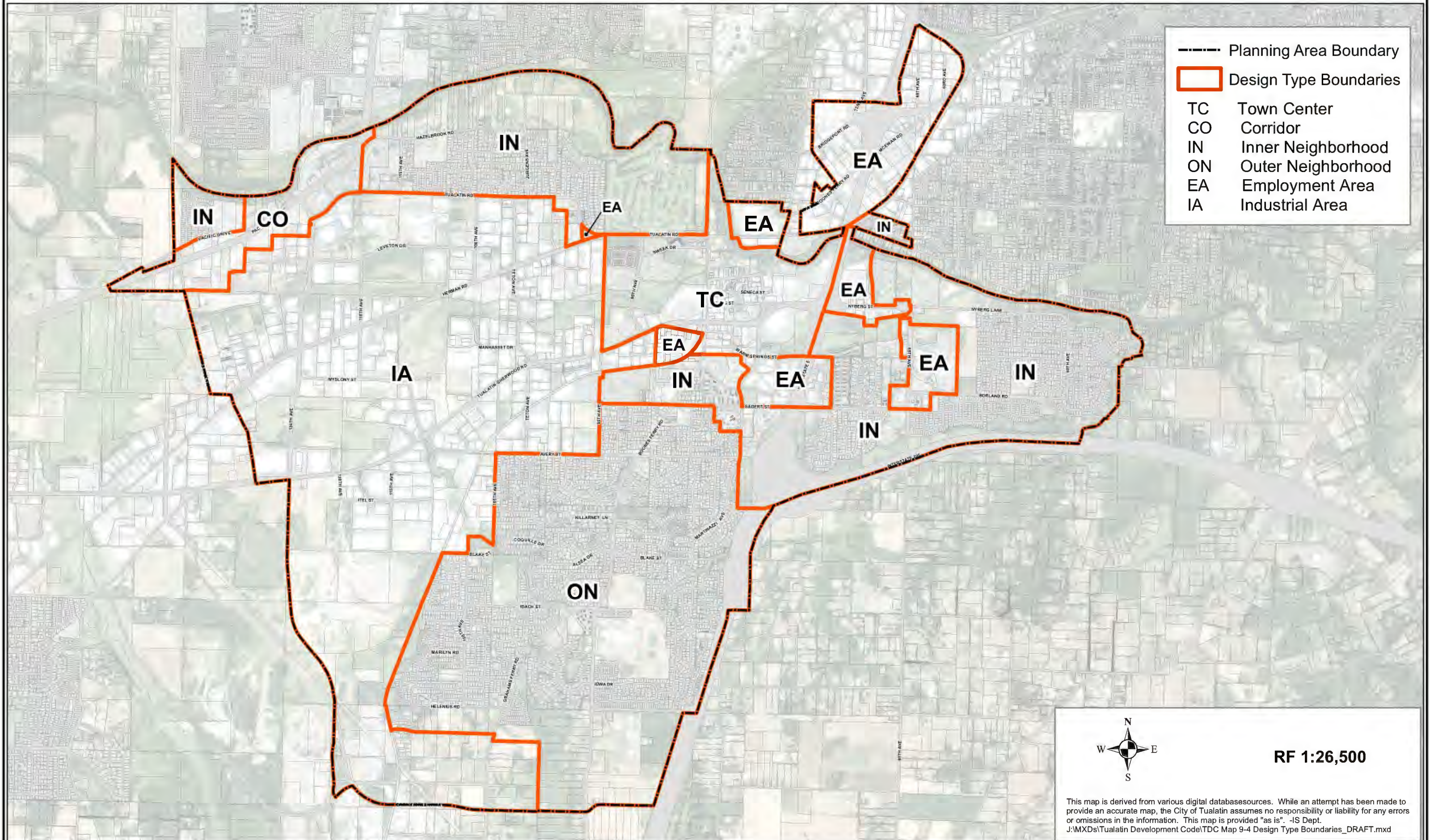


Minimum Lot Size
 Block 28 - 20,000 Sq. Ft.
 Block 25, 31, 33 - 40,000 Sq. Ft.
 Core Area Parking District - 5,000 Sq. Ft.
 All Others - 25,000 Sq. Ft.

Master Plan Blocks
 Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, 33

<ul style="list-style-type: none"> ■ Central Tualatin Overlay Zone □ Central Tualatin Overlay Zone Blocks □ Taxlots ▨ Core Area Parking District 	<ul style="list-style-type: none"> CO CC CG MC ML MG MP RH RMH RML RL RH/HR
--	---

Map 10-4: Design Type Boundaries



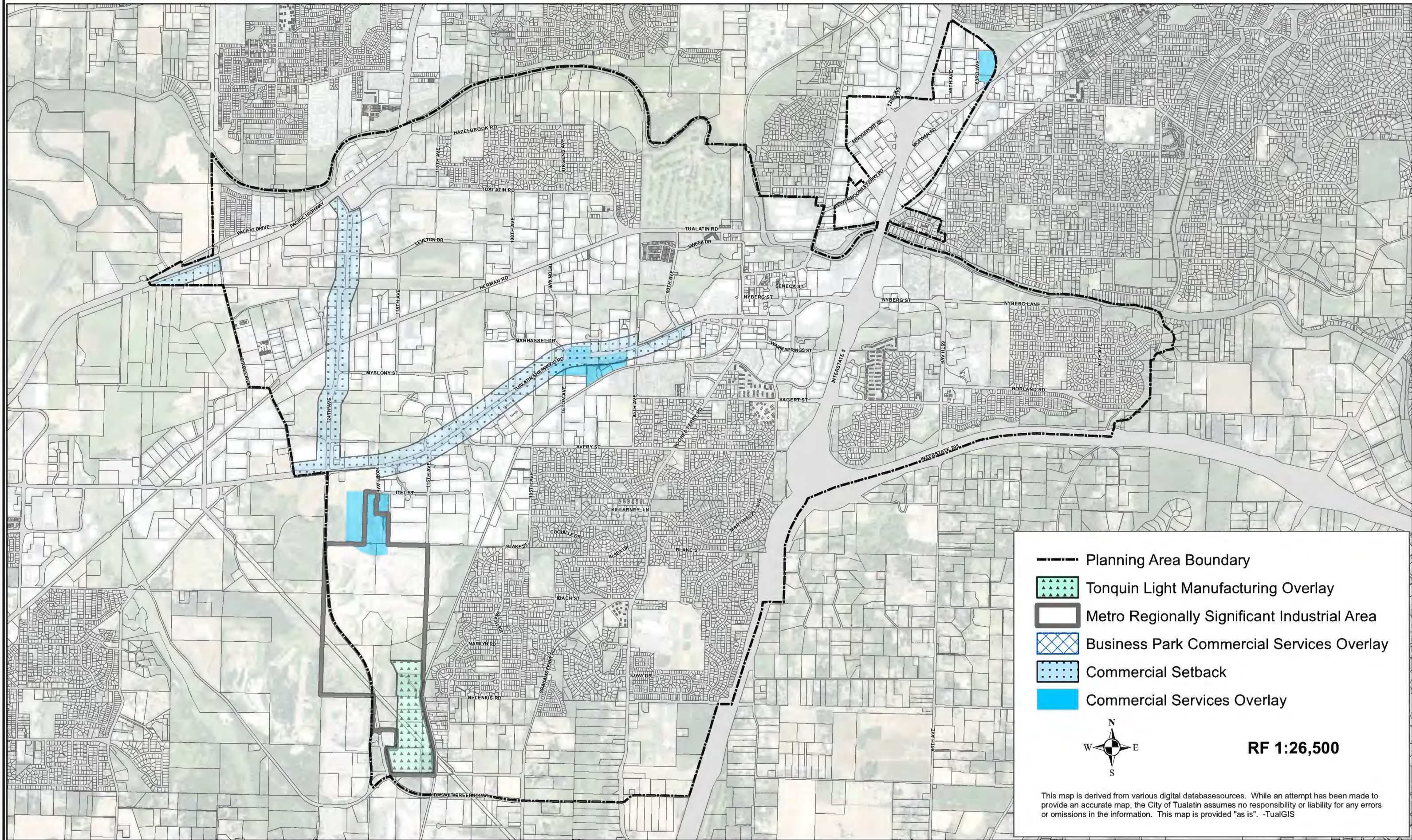
	Planning Area Boundary
	Design Type Boundaries
TC	Town Center
CO	Corridor
IN	Inner Neighborhood
ON	Outer Neighborhood
EA	Employment Area
IA	Industrial Area



RF 1:26,500

This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -IS Dept.
 J:\MXDs\Tualatin Development Code\TDC Map 9-4 Design Type Boundaries_DRAFT.mxd

Map 10-5: Commercial Setback & Commercial Services Overlay

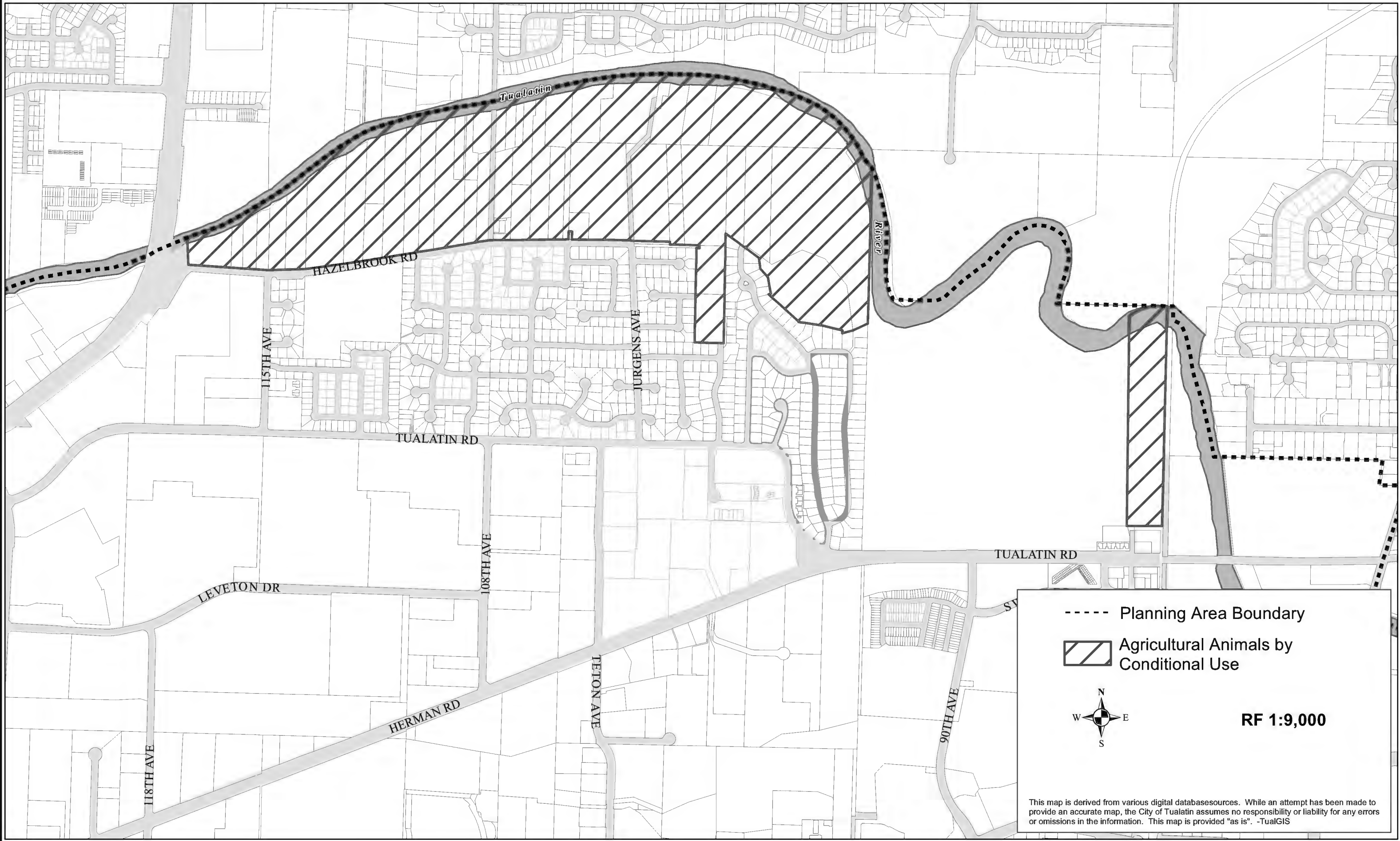


Planning Area Boundary
 Tonquin Light Manufacturing Overlay
 Metro Regionally Significant Industrial Area
 Business Park Commercial Services Overlay
 Commercial Setback
 Commercial Services Overlay

RF 1:26,500

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

Map 10-6: Conditional Use for Agricultural Animals





December 14, 2020

Analysis and Findings

Case #: PTA 20-0004
Project: Tualatin 2040 Comprehensive Plan Implementation and Reorganization

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I. INTRODUCTION

A. Applicable Criteria

Applicable Statewide Planning Goals; Divisions 7 and 18 of the Oregon Administrative Rules; applicable Sections of the City of Tualatin Development Code, including Section 33.070 (Plan Amendments).

B. Project Description

The scope of Plan Text Amendment PTA 20-0004 includes adoption of the Housing Needs Analysis and Housing Strategies document (2019) developed through the Tualatin 2040 effort focused on improving housing policy, as well as reorganization of Chapters 1 through 30 of the Tualatin Development Code (also known as the *Tualatin Community Plan*) into a stand-alone Comprehensive Plan document.

These changes include:

- A new Housing Element (Chapter 3) of the proposed updated Comprehensive Plan reflecting the 2019 Housing Needs Assessment and Housing Strategies through updated Goals and Policies.
- A policy-neutral reorganization to the remainder of the Comprehensive Plan. Goals and Policies are more centralized and easily identified than previous objectives.
- Policy-neutral updates to language and references, including broad deletion of outdated and extraneous data. The majority of the text was written in the late 70’s looking toward the year 2000, and references such as population projections to years past, the composition of decades-old advisory bodies, and similar details are no longer informative.
- Updates to the text of the Introduction of the Plan.
- Modern formatting with pictures and graphics.

Table 1—Overview of Proposed Comprehensive Plan Organization

Updated Comprehensive Plan	Tualatin Community Plan
Chapter 1—Community Involvement	TDC 2.050
Chapter 2—Community Design	TDC 10 Community Design TDC 20 Sign Design
Chapter 3—Housing	TDC 4 Community Growth TDC 5 Residential Growth
Chapter 4—Economy, Commercial and Industrial Development	TDC 3.070 Economics TDC 6 Commercial Planning Districts TDC 7 Manufacturing Planning Districts TDC 30 Tualatin Urban Renewal
Chapter 5—Other Land Use	TDC 3.060 Land Use TDC 8 Public, Semi-Public, and Miscellaneous Land Use
Chapter 6—Historic Preservation	TDC 3.050 TDC 16 Historic Preservation
Chapter 7—Parks, Open Space, Environment	TDC 3.030 Natural Resources TDC 3.040 Natural Hazards

	Chapter 15 Parks and Recreation (includes supporting information for natural resource areas and regulation)
Chapter 8—Transportation	3.080 Public Facilities TDC 11 Transportation
Chapter 9 – Public Facilities	3.080 Public Facilities Chapter 12 Water Services Chapter 13 Sewer Services Chapter 14 Drainage Plan
Chapter 10 Land Use Designations	TDC 5.040 Planning District Objectives (Residential) TDC 6.040 Commercial Planning District Objectives TDC 7.040 Manufacturing Planning District Objectives TDC 8.100 Institutional Planning District Objectives TDC 9 Plan Map

Additional updates to the Tualatin Development Code are also needed to accurately and consistently refer to the Comprehensive Plan, and to correct the placement of information that more appropriately is contained at the Development Code level.

C. Exhibit List

- A. Housing Needs Analysis (2019)
- B. Housing Strategy Analysis (2019)
- C. City of Tualatin 2040: Policy Priorities

II. FINDINGS

A. Oregon Statewide Planning Goals

Goal 1 – Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding:

The proposed amendments are an update to the Housing Element of the Tualatin Comprehensive Plan. The basis for this update was a Housing Needs Analysis, Housing Strategies, and Policy Prioritization. These documents were developed with the feedback and input from a Community Advisory Committee comprised of community members and representatives of the business community of Tualatin. The Community Advisory Committee meetings were open to the public, and extensive efforts were taken to publicize these meetings, and indeed, were attended by members of the public. Further, the aforementioned documents were reviewed by the Tualatin Planning Commission, which is the City's acknowledged Committee for Citizen Involvement (CCI), in compliance with Goal 1. Lastly, said documents were accepted by Resolution No. 5479-19 by the Tualatin City Council on December 9, 2019, based on a favorable recommendation from the Planning Commission. The remainder of the Comprehensive Plan will be recognized and reformatted in a policy-neutral manner. As described below, the public will have the opportunity to be involved in the proposed amendments.

Specific to the proposed amendments, The Tualatin Planning Commission will hold a public meeting on November 19, 2020 at which a recommendation to the City Council will be made. On December 14, 2020, the City Council will hold a hearing open to the public to consider the Planning Commission's recommendation, and make a decision on the proposed amendments. Further, the City has followed its acknowledged public notice procedures for legislative Comprehensive Plan Amendments, found in TDC 32.250, which include publishing notice of the City Council hearing in the Tualatin Times, notice of the hearing to the Department of Land Conservation and Development at least 35 days prior to the first hearing, notice to affected government entities, and publicly posting notice of the hearing. Further, the City Council meeting schedule is made available on the internet, and notice of both the Planning Commission meeting and City Council hearing were provided to interested parties.

The proposed amendments conform to Goal 1.

Goal 2 – Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

[...] Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. OAR 660-015-0000(2)

Finding:

The City of Tualatin's Comprehensive Plan and Development Code provide an acknowledged and established land use planning process and policy framework which service as the basis for all decisions and actions related to use of land, which include requirements to assure that an adequate factual base is provided for those decisions and actions. The proposed amendments, which would update the City's Housing Element, with its Housing Needs Analysis (2019) (Exhibit A) and Housing Strategies (2019) (Exhibit B) as a factual basis, consistent with Goal 10 and the OARs which implement that goal, are being reviewed through the City's acknowledged land use planning process. Other elements of the proposed amendments would not materially change the remainder of the Comprehensive Plan which was previously acknowledged to be compliant with applicable Goals, OARs and regional regulations, are nonetheless being reviewed through Tualatin's established planning process, and are based on direction from the Tualatin Planning Commission, the City's acknowledged CCI, provided at public meetings, thus establishing a factual basis.

The proposed amendments conform to Goal 2 and satisfy the applicable OAR.

Goal 5 – Open Spaces, Scenic and Historic Area, and Natural Resource

Goal 5 establishes a process for each resource to be inventoried and evaluated. OAR 660-015-0000(5) and OAR 660.023 (Procedures and Requirements for Complying with Goal 5)

Finding:

Applicability of Goal 5 to post-acknowledgment plan amendments is governed by OAR 660-023-0250.

Natural Resources

The proposed amendments do not modify the acknowledged Goal 5 resource list or the effective Tualatin Development Code. Proposed changes do not include any changes to permitted uses, and would therefore not allow uses that would conflict with a particular Goal 5 resource site on an acknowledged resource list. In 1994, The City prepared the Wetland and Natural Areas Plan as part of a Periodic Review effort toward Goal 5 compliance.

Drainage, storm water and surface water runoff in Tualatin are addressed in the Tualatin Drainage Plan, the Surface Water Management Ordinance (SWM Ordinance) (Ord. No. 846-91), the Northwest Tualatin Concept Plan 2005, the Southwest Tualatin Concept Plan 2010 and TDC Chapter 74, the objective of which includes compliance with Metro's Urban Growth Management Functional Plan (UGMFP) Title 3 and by extension, Goal 5. The surface water management policies and requirements in the SWM Ordinance were adopted by the City and other jurisdictions in the Tualatin River Basin to implement Clean Water Services requirements for control of sedimentation and water quality, which had been found by Metro to be consistent with Title 3, thus bringing Tualatin into conformance with Title 3 as well.

Compliance with Title 13 is satisfied by Tualatin's participation in the Tualatin Basin Plan. Previously adopted amendments to Tualatin Development Code (Chapter 72) remain unchanged but for document reference updates. Previously adopted amendments to Chapter 4 of the Tualatin Community Plan (Comprehensive Plan) are effectively preserved in the proposed text of Chapter 7, Parks, Open Space,

Environment. The impact of any specific proposed development would be reviewed by Clean Water Services for potential natural resource impacts as part of that future land use application.

Historic Resources

The proposed amendments likewise do not modify the Historic Resource Inventory or Designated Landmark List (Tualatin Development Code Chapter 68). Modifications to the Historic Resources chapter of the Comprehensive Plan do remove references specific to individual properties, leaving guidance on specific properties to be determined by the broader policies of the Comprehensive Plan in tandem with more specific information in the inventory and Tualatin Development Code.

The proposed amendments conform to Goal 5 and satisfy the applicable OAR.

Goal 6 – Air, Water and Land Resources Quality

This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution. OAR 660-015-0000(6)

Finding:

The Oregon Department of Environmental Quality (DEQ) regulates air, water and land with Clean Water Act (CWA) Section 401 Water Quality, Water Quality Certificate, State 303(d) listed waters, Hazardous Wastes, Clean Air Act (CAA), and Section 402 NPDES Construction and Stormwater Permits. The Oregon Department of State Lands and the U.S. Army Corps of Engineers regulate jurisdictional wetlands and CWA Section 404 water of the state and the country respectively. Clean Water Services (SWC) coordinates storm water management, water quality and stream enhancement projects throughout the city. Future development will still need to comply with these state, national and regional regulations and protections for air, water and land resources. The PTA does not include proposed changes to TDC Chapter 63 (Industrial Uses and Utilities and Manufacturing Zones - Environmental Regulations). The proposed amendments conform to Goal 6 and satisfy the applicable OAR.

Goal 7 – Areas Subject to Natural Disasters and Hazards

Goal 7 deals with development in places subject to natural hazards such as floods or landslides. OAR 660-015-0000(7).

Finding:

The proposed amendments do not affect policies associated with Goal 7 established by the Comprehensive Plan. Approval of the proposed amendments will not eliminate the requirement for future development to meet the requirements of the Chapters 70 and 72 of the Tualatin Development Code. The proposed amendments conform to Goal 7.

Goal 8 – Recreation Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding:

Tualatin's recreation needs, as well as those of the citizens of the state and visitors thereto, were most recently addressed by adoption of the 2019 Tualatin Parks and Recreation Master Plan into the Comprehensive Plan, also in 2019 (Ordinance 1427-19). The proposed amendments do not affect policies associated with recreational needs.

The proposed amendments conform to Goal 8.

Goal 9 – Economy of the State

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding:

The proposed amendments do not affect policies, lands, or opportunities associated with Goal 9 established by the Comprehensive Plan. Some existing policies are recognized into different chapters within the Comprehensive Plan - Chapter 6 (Commercial Planning Districts) and Chapter 7 (Manufacturing Planning Districts) into a single Comprehensive Plan chapter (Chapter 4: Economy, Commercial and Industrial Development) and breaking out descriptions of specific land use designations (which double as zones) in Chapter 10, Land Use Designation. Outdated references to a previously-eliminated Urban Renewal Area are removed.

The proposed amendments conform to Goal 9.

Goal 10 – Housing

To provide for the housing needs of citizens of the state.

Finding:

The proposed amendments are intended to update the Comprehensive Plan's existing housing goals and policies to better provide for the housing needs of Tualatin, its current and future community members as well as that of citizens and community members of the state. Compliance with Goal 10 for cities within the Portland Metropolitan Urban Growth Boundary, like Tualatin, is analyzed in greater detail through compliance with OAR Chapter 660 Division 7. Findings addressing this OAR are found below.

The proposed amendments conform to Goal 10.

Goal 11 – Public Facilities and Services

Finding:

The proposed amendments do not affect policies related to public facilities and services including water, sewer, and emergency services. TDC Chapters 8 (Public, Semi-Public and Misc. Land Uses), TDC Chapter 12 (Water Service), TDC Chapter 13 (Sewer Service), and TDC Chapter 14 (Drainage Plan and Surface Water Management) contain the existing objectives and policies related to the City's provision of public facilities and services. The proposed amendments reorganize these policies into a single chapter.

The proposed amendments conform to Goal 11.

Goal 12 – Transportation

Finding:

The proposed amendments do not involve any changes to the City's transportation system and are therefore consistent with the City's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 the Transportation Planning Rule (TPR), the findings for which are provided below. The proposed amendments are consistent with the acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12, the TPR, the Oregon Highway Plan (OHP) and the Regional Transportation Functional Plan (RTFP).

The proposed amendments conform to Goal 12.

B. Oregon Administrative Rules

OAR Chapter 660 Division 7 (Metropolitan Housing)

[...]

660-018-0020: Notice of a Proposed Change to a Comprehensive Plan or Land Use Regulation

(1) Before a local government adopts a change to an acknowledged comprehensive plan or a land use regulation, unless circumstances described in OAR 660-018-0022 (Exemptions to Notice Requirements Under OAR 660-018-0020) apply, the local government shall submit the proposed change to the department, including the information described in section (2) of this rule. The local government must submit the proposed change to the director at the department's Salem office at least 35 days before holding the first evidentiary hearing on adoption of the proposed change.

(2) The submittal must include applicable forms provided by the department, be in a format acceptable to the department, and include all of the following materials:

(a) The text of the proposed change to the comprehensive plan or land use regulation implementing the plan, as provided in section (3) of this rule;

(b) If a comprehensive plan map or zoning map is created or altered by the proposed change, a copy of the relevant portion of the map that is created or altered;

(c) A brief narrative summary of the proposed change and any supplemental information that the local government believes may be useful to inform the director and members of the public of the effect of the proposed change;

(d) The date set for the first evidentiary hearing;

(e) The notice or a draft of the notice required under ORS 197.763 (Conduct of local quasi-judicial land use hearings) regarding a quasi-judicial land use hearing, if applicable; and

(f) Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

(3) The proposed text submitted to comply with subsection (2)(a) of this rule must include all of the proposed wording to be added to or deleted from the acknowledged plan or land use regulations. A general description of the proposal or its purpose, by itself, is not sufficient. For map changes, the material submitted to comply with Subsection (2)(b) must include a graphic depiction of the change; a legal description, tax account number, address or similar general description, by itself, is not sufficient. If a goal exception is proposed, the submittal must include the proposed wording of the exception.

(4) If a local government proposes a change to an acknowledged comprehensive plan or a land use regulation solely for the purpose of conforming the plan and regulations to new requirements in a land use statute, statewide land use planning goal, or a rule implementing the statutes or goals, the local government may adopt such a change without holding a public hearing, notwithstanding contrary provisions of state and local law, provided:

(a) The local government provides notice to the department of the proposed change identifying it as a change described under this section, and includes the materials described in section (2) of this rule, 35 days before the proposed change is adopted by the local government, and

(b) The department confirms in writing prior to the adoption of the change that the only effect of the proposed change is to conform the comprehensive plan or the land use regulations to the new requirements.

(5) For purposes of computation of time for the 35-day notice under this rule and OAR 660-018-0035 (Department Participation)(1)(c), the proposed change is considered to have been “submitted” on the day that paper copies or an electronic file of the applicable notice forms and other documents required by section (2) this rule are received or, if mailed, on the date of mailing. The materials must be mailed to or received by the department at its Salem office.

Finding:

Notice of the proposed amendments to the Comprehensive Plan were submitted consistent with the above requirements. Specifically, notice was provided to the Department of Land Conservation and Development (DLCD) via the PAPA Online portal on November 6, 2020, 38 days before the scheduled hearing. The proposed amendments are consistent with these requirements.

660-007-0022

Restrictions on Housing Tenure

Any local government that restricts the construction of either rental or owner occupied housing on or after its first periodic review shall either justify such restriction by an analysis of housing need according to tenure or otherwise demonstrate that such restrictions comply with ORS 197.303(1)(a) and 197.307(3).

Finding:

The City of Tualatin has no restrictions on the construction of rental or owner occupied housing. Moreover, the proposed changes eliminate language that suggests bias with regard to housing tenure. The proposed amendments are consistent with these requirements.

660-007-0030: New Construction Mix

(1) Jurisdictions other than small developed cities must either designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing or justify an alternative percentage based on changing circumstances. Factors to be considered in justifying an alternate percentage shall include, but need not be limited to:

(a) Metro forecasts of dwelling units by type;

(b) Changes in household structure, size, or composition by age;

(c) Changes in economic factors impacting demand for single family versus multiple family units; and

(d) Changes in price ranges and rent levels relative to income levels.

(2) The considerations listed in section (1) of this rule refer to county-level data within the UGB and data on the specific jurisdiction.

[...]

660-007-0033

Consideration of Other Housing Types

Each local government shall consider the needs for manufactured housing and government assisted housing within the Portland Metropolitan UGB in arriving at an allocation of housing types.

660-007-0035: Minimum Residential Density Allocation for New Construction

The following standards shall apply to those jurisdictions which provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing:

[...]

(2) Clackamas and Washington Counties, and the cities of Forest Grove, Gladstone, Milwaukie, Oregon City, Troutdale, Tualatin, West Linn and Wilsonville must provide for an overall density of eight or more dwelling units per net buildable acre.

[...]

Finding:

The proposed amendments would not impact the new construction mix or minimum residential density allocation for new construction. Tualatin's Comprehensive Plan has previously been acknowledged as being in compliance with these sections. The proposed amendments are consistent with these requirements.

660-007-0045

Computation of Buildable Lands

(1) The local buildable lands inventory must document the amount of buildable land in each residential plan designation.

(2) The Buildable Land Inventory (BLI): The mix and density standards of OAR 660-007-0030, 660-007-0035 and 660-007-0037 apply to land in a buildable land inventory required by OAR 660-007-0010, as modified herein. Except as provided below, the buildable land inventory at each jurisdiction's choice

shall either be based on land in a residential plan/zone designation within the jurisdiction at the time of periodic review or based on the jurisdiction BLI at the time of acknowledgment as updated. Each jurisdiction must include in its computations all plan and/or zone changes involving residential land which that jurisdiction made since acknowledgment. A jurisdiction need not include plan and/or zone changes made by another jurisdiction before annexation to a city. The adjustment of the BLI at the time of acknowledgment shall:

(a) Include changes in zoning ordinances or zoning designations on residential planned land if allowed densities are changed;

(b) Include changes in planning or zoning designations either to or from residential use. A city shall include changes to annexed or incorporated land if the city changed type or density or the plan/zone designation after annexation or incorporation;

(c) The county and one or more cities affected by annexations or incorporations may consolidate buildable land inventories. A single calculation of mix and density may be prepared. Jurisdictions which consolidate their buildable lands inventories shall conduct their periodic review simultaneously;

(d) A new density standard shall be calculated when annexation, incorporation or consolidation results in mixing two or more density standards (OAR 660-007-0035). The calculation shall be made as follows:

(A)(i) $\text{BLI Acres} \times 6 \text{ Units/Acre} = \text{Num. of Units}$;

(ii) $\text{BLI Acres} \times 8 \text{ Units/Acre} = \text{Num. of Units}$;

(iii) $\text{BLI Acres} \times 10 \text{ Units/Acre} = \text{Num. of Units}$;

(iv) $\text{Total Acres (TA)} - \text{Total Units (TU)}$.

(B) $\text{Total units divided by Total Acres} = \text{New Density Standard}$;

(C) Example:

(i) Cities A and B have 100 acres and a 6-unit-per-acre standard: $(100 \times 6 = 600 \text{ units})$; City B has 300 acres and a 10-unit-per-acre standard: $(300 \times 10 = 3000 \text{ units})$; County has 200 acres and an 8-unit-per-acre standard: $(200 \times 08 = 1600 \text{ units})$; Total acres = 600 — Total Units = 5200.

(ii) $5200 \text{ units divided by } 600 \text{ acres} = 8.66 \text{ units per acre standard}$.

(3) Mix and Density Calculation: The housing units allowed by the plan/zone designations at periodic review, except as modified by section (2) of this rule, shall be used to calculate the mix and density. The number of units allowed by the plan/zone designations at the time of development shall be used for developed residential land.

Finding:

The proposed changes include adopted the Buildable Lands Inventory for the entire City. Buildable land has been identified consistent with the requirements of Metro Title 11. The proposed amendments are consistent with these requirements.

660-009-0020

Industrial and Other Employment Development Policies

(1) Comprehensive plans subject to this division must include policies stating the economic development objectives for the planning area. These policies must be based on the community

economic opportunities analysis prepared pursuant to OAR 660-009-0015 and must provide the following:

(a) Community Economic Development Objectives. The plan must state the overall objectives for economic development in the planning area and identify categories or particular types of industrial and other employment uses desired by the community. Policy objectives may identify the level of short-term supply of land the planning area needs. Cities and counties are strongly encouraged to select a competitive short-term supply of land as a policy objective.

(b) Commitment to Provide a Competitive Short-Term Supply. Cities and counties within a Metropolitan Planning Organization must adopt a policy stating that a competitive short-term supply of land as a community economic development objective for the industrial and other employment uses selected through the economic opportunities analysis pursuant to OAR 660-009-0015.

(c) Commitment to Provide Adequate Sites and Facilities. The plan must include policies committing the city or county to designate an adequate number of sites of suitable sizes, types and locations. The plan must also include policies, through public facilities planning and transportation system planning, to provide necessary public facilities and transportation facilities for the planning area.

(2) Plans for cities and counties within a Metropolitan Planning Organization or that adopt policies relating to the short-term supply of land, must include detailed strategies for preparing the total land supply for development and for replacing the short-term supply of land as it is developed. These policies must describe dates, events or both, that trigger local review of the short-term supply of land.

(3) Plans may include policies to maintain existing categories or levels of industrial and other employment uses including maintaining downtowns or central business districts.

(4) Plan policies may emphasize the expansion of and increased productivity from existing industries and firms as a means to facilitate local economic development.

(5) Cities and counties are strongly encouraged to adopt plan policies that include brownfield redevelopment strategies for retaining land in industrial use and for qualifying them as part of the local short-term supply of land.

(6) Cities and counties are strongly encouraged to adopt plan policies pertaining to prime industrial land pursuant to OAR 660-009-0025(8).

(7) Cities and counties are strongly encouraged to adopt plan policies that include additional approaches to implement this division including, but not limited to:

- (a) Tax incentives and disincentives;**
- (b) Land use controls and ordinances;**
- (c) Preferential tax assessments;**
- (d) Capital improvement programming;**
- (e) Property acquisition techniques;**
- (f) Public/private partnerships; and**
- (g) Intergovernmental agreements.**

Finding:

Proposed Chapter 4 of the Comprehensive Plan reflects the existing policies for industrial and commercial land contained within the Tualatin Community Plan Chapters 3, 6, and 7. No changes are proposed to the land use map. The proposed amendments are consistent with these requirements.

660-012-0015

Preparation and Coordination of Transportation System Plans

(1) ODOT shall prepare, adopt and amend a state TSP in accordance with ORS 184.618, its program for state agency coordination certified under ORS 197.180, and OAR 660-012-0030, 660-012-0035, 660-012-0050, 660-012-0065 and 660-012-0070. The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs:

(a) The state TSP shall include the state transportation policy plan, modal systems plans and transportation facility plans as set forth in OAR chapter 731, division 15;

(b) State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR chapter 731, division 15. Disagreements between ODOT and affected local governments shall be resolved in the manner established in that division.

(2) MPOs and counties shall prepare and amend regional TSPs in compliance with this division. MPOs shall prepare regional TSPs for facilities of regional significance within their jurisdiction. Counties shall prepare regional TSPs for all other areas and facilities:

(a) Regional TSPs shall establish a system of transportation facilities and services adequate to meet identified regional transportation needs and shall be consistent with adopted elements of the state TSP;

(b) Where elements of the state TSP have not been adopted, the MPO or county shall coordinate the preparation of the regional TSP with ODOT to assure that state transportation needs are accommodated;

(c) Regional TSPs prepared by MPOs other than metropolitan service districts shall be adopted by the counties and cities within the jurisdiction of the MPO. Metropolitan service districts shall adopt a regional TSP for areas within their jurisdiction;

(d) Regional TSPs prepared by counties shall be adopted by the county.

(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated.

(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.

(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.

(6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.

(7) Where conflicts are identified between proposed regional TSPs and acknowledged comprehensive plans, representatives of affected local governments shall meet to discuss means to resolve the conflicts. These may include:

(a) Changing the draft TSP to eliminate the conflicts; or

(b) Amending acknowledged comprehensive plan provision to eliminate the conflicts;

(c) For MPOs which are not metropolitan service districts, if conflicts persist between regional TSPs and acknowledged comprehensive plans after efforts to achieve compatibility, an affected local government may petition the Commission to resolve the dispute.

Finding:

The scope of proposed changes does not amend the Transportation System Plan (TSP) adopted for the City of Tualatin. Only the numbering as applied in the Comprehensive Plan format is altered. This and further requirements for TSP updates are not applicable.

C. Metro Chapter 3.07, Urban Growth Management Functional Plan

The following Chapters and Titles of Metro Code are applicable to the proposed amendments:

Chapter 3.07, Urban Growth Management Functional Plan

Title 1 – Requirements for Housing and Employment Accommodation

This section of the Functional Plan facilitates efficient use of land within the Urban Growth Boundary (UGB). Each city and county has determined its capacity for providing housing and employment which serves as their baseline and if a city or county chooses to reduce capacity in one location, it must transfer that capacity to another location. Cities and counties must report changes in capacity annually to Metro.

Finding:

The requirements of Title 1 pertain to reductions in residential or employment uses. The proposed amendments do not directly change the provision of land for housing and employment uses. The proposed amendments are consistent with Title 1.

Title 3 – Water Quality and Flood Management

This section of the Functional Plan acts to protect beneficial water uses and functions. Additionally, this section addresses mitigation of the impact of flooding of developed areas.

Finding:

The City of Tualatin's compliance with Title 3 is effectively administered by Clean Water Services. Future development in Tualatin will be comply with Clean Water Services' Design and Construction Standards. Sensitive areas such as vegetated corridors surrounding streams and wetland habitat are identified, protected and maintained by Clean Water Services. The City's floodplain management code in TDC Chapter 70 is also unchanged by the proposed amendments. The proposed amendments are consistent with Title 3.

Title 4 – Industrial and Other Employment Areas

Title 4 of the Metro Plan establishes a regional framework for economic organization. Key industrial areas are identified by Metro to capitalize on a more regional perspective. The Title calls for clustering of industrial areas.

Finding:

The proposed amendments do not directly make any changes to the provision of buildable industrial lands. The proposed amendments are consistent with Title 4.

Title 7 – Housing Choice

This voluntary section of the functional plan will ensure that all cities and counties in the region are providing opportunities for affordable housing for households of all income levels.

Finding:

Title 7 is generally applicable to a City government, calling for programs and incentives for housing choices. While the proposed amendments do not directly create incentives for affordable housing, they do set a more supportive policy framework for formal affordable housing, as well as more diverse attainable housing types. The proposed amendments are consistent with Title 7.

Title 8 – Compliance Procedures

Finding:

Title 8 sets forth Metro's procedures for determining compliance with the Urban Growth Management Functional Plan (UGMFP). Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans. Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan. Consistent with Title 8, staff sent a copy of the proposed amendments to Metro on November 9, 2020, 35 days prior to the first evidentiary hearing. The proposed amendments are consistent with Title 8.

Title 12 – Protection of Residential Neighborhoods

The purpose of this title is to protect the region's existing residential neighborhoods from air and water pollution, noise and crime, and to provide adequate levels of public services.

Finding:

The proposed amendments do not directly alter the City of Tualatin's regulations regard air and water pollution, noise and crime, or provision of public services. The proposed amendments are consistent with Title 12.

Title 13 – Nature in Neighborhoods

The purpose of this title is to conserve, protect and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape.

Finding:

Compliance with Title 13 is satisfied by Tualatin's participation in the Tualatin Basin Plan and previously adopted amendments to the Comprehensive Plan and Development Code. Future development in Tualatin must comply with Clean Water Services' Design and Construction Standards for impacts in sensitive areas such as vegetated corridors surrounding streams and wetland habitat. Tualatin's local natural resources regulations are moved from Tualatin Community Plan Chapters 3 Technical Memoranda, and Chapter 15 Parks and Recreation, to Tualatin Comprehensive Plan Chapter 7, Parks, Open Space, Environment. The proposed amendments are consistent with Title 13.

D. Tualatin Development Code Chapter 33.070 Plan Amendments

(5) Approval Criteria.

(a) Granting the amendment is in the public interest.

(b) The public interest is best protected by granting the amendment at this time.

Finding:

The proposed amendments are in the public interest and the public interest is best protected by granting the proposed amendments at this time. As discussed above, under Statewide Planning Goal 1, the proposed amendments and have undergone extensive public review and involvement. The proposed amendments have been crafted and reviewed by the Tualatin Planning Commission, the acknowledged CCI for Tualatin, who have provided a recommendation of approval of the proposed amendments, and an indication that they are in the public interest and that their adoption is timely. The Tualatin City Council, who serve as representatives of the public interest, has indicated that the proposed amendments are in the public interest. Further, by acceptance of Resolution No. 5479-19 by on December 9, 2019 and direction to proceed with the proposed amendments in a timely manner, approval of the proposed amendments at this time best serves and protects the public.

More specifically, Tualatin, like much of the Portland Metropolitan Region is and has been for several years, in the middle of a housing crisis with no sign of relief, making it harder for members of its own community to afford existing housing and harder yet for prospective members of the community to afford new housing here. The City Council, seeing this and recognizing that the trajectory of these trends were contrary to the public interest, directed staff to complete a Housing Needs Analysis. Completed in 2019, the Housing Needs Analysis quantified the extent of this crisis (the need and deficiency) and to begin to draft the goals and policies (solutions to the need and deficiency), which while apparent, had not previously been quantified. Adoption of the proposed amendments would in adopt the Housing Needs Analysis into the Comprehensive Plan, and make changes to the Housing Element – goals and policies based on the Housing Strategies that were created based on the need and deficiencies identified in the Housing Needs Analysis and thus in the public interest at this time.

Criteria (a) and (b) are met.

(c) The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

Finding:

The updates the Housing Element of the Tualatin Community Plan into a new Comprehensive Plan chapter are in conformity with the applicable objectives of the Plan, reflect the previously accepted Housing Needs Analysis and Housing Strategies, and have been reviewed against the applicable Oregon Statewide Planning Goals, Oregon Administrative Rules, and the Urban Growth Functional Plan. The proposed amendments overall were made based on input and feedback from the Tualatin Planning Commission and also are in conformity with the applicable objectives of the Plan.

This criterion is met.

(d) The following factors were consciously considered:

- (i) The various characteristics of the areas in the City;**
- (ii) The suitability of the areas for particular land uses and improvements in the areas;**

Finding:

The proposed amendments do not affect specific geographic areas of the City, and therefore do not impact nor are based on characteristics of areas of the city or suitability of the areas of the city for particular land uses and improvements.

These criteria are not applicable.

Finding:

- (iii) Trends in land improvement and development;**

Finding:

The proposed amendments consciously consider the trends in land improvement and development. The proposed amendments would adopt Tualatin's 2019 Housing Need Analysis, which is the most recent and applicable evaluation of trends in land improvement and development with regard to housing. Adopting this document enables the City of Tualatin to better incorporate these trends in further decision-making with regard to policy decisions, programmatic actions, and changes to the Tualatin Development Code.

This criterion is met.

- (iv) Property values;**

Finding:

The proposed amendments do not impact or change property values, including but not limited to: allowed uses, densities, and/or intensities of development, or the applicable development and design standards of the Development Code. This criterion is met.

(v) The needs of economic enterprises and the future development of the area; needed right-of-way and access for and to particular sites in the area;

Finding:

The proposed amendments do not change zoning designations, development standards, or roadway standards, and therefore do not impact the needs of economic enterprises and future development of a specific area, need right of way and access for and to a particular area.

This criterion is not applicable.

**(vi) Natural resources of the City and the protection and conservation of said resources;
(vii) Prospective requirements for the development of natural resources in the City;**

Finding:

The proposed amendments do not impact natural resource protection nor application of requirements to future development.

This criterion is not applicable.

(viii) The public need for healthful, safe, esthetic surroundings and conditions; and

[...]

Finding:

The proposed amendments do not impact regulations governing public need for healthful, safe, or aesthetic surroundings and conditions.

This criterion is not applicable.

(e) If the amendment involves residential uses, then the appropriate school district or districts must be able to reasonably accommodate additional residential capacity by means determined by any affected school district.

Finding:

The proposed amendments do not impact the location of existing residential uses nor densities.

This criterion is not applicable.

(f) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).

Finding:

Discussion of State of Oregon Planning Goals and applicable Oregon Administrative Rules is found in Sections A and B of these findings and find consistency. No map amendments or amendments to residential densities or housing types or to intensities of permitted non-residential uses are proposed; therefore, the amendments will have no impact on transportation facilities.

This criterion is met.

(g) Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.

Finding:

The proposed amendments will remain consistent with Titles 1-14 of the Metro Urban Growth Management Functional Plan as discussed in Section C of these findings.

This criterion is met.

(h) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

Finding:

The proposed changes do not impact level of service for transportation facilities.

This criterion is not applicable.

(i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.

[...]

Finding:

The proposed changes do not impact objectives and policies regarding the above referenced utilities.

This criterion is not applicable.