



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2524

Phone: (503) 373-0050

First Floor/Costal Fax: (503) 378-6033

Second Floor/Director's Office: (503) 378-5518

Web Address: <http://www.oregon.gov/LCD>

NOTICE OF ADOPTED AMENDMENT

July 19, 2006

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Tualatin Plan Amendment
DLCD File Number 005-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 3, 2006

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Stacy Hopkins, DLCD Regional Representative
Matthew Crall, DLCD Transportation Planner
Steven Santos, DLCD Economic Development Planning Specialist
Doug Rux, City of Tualatin

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FORM 2

DEPT OF

JUL 14 2006

DLCD NOTICE OF ADOPTION LAND CONSERVATION AND DEVELOPMENT

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 - Division 18

Jurisdiction: City of Tualatin

Local File Number: PTA 06-06

Date of Adoption: July 10, 2006

Date Mailed: July 13, 2006

Date the Notice of Proposed Amendment was mailed to DLCD? May 24, 2006

- Comprehensive Plan Text Amendment
- Land Use Regulation Amendment
- New Land Use Regulation
- Comprehensive Plan Map Amendment
- Zoning Map Amendment
- Other: Modifies the Central Urban Renewal Plan incorporated by reference into the Tualatin Development Code.

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Chapter 30 Tualatin Urban Renewal Plan, Section 30.010 is proposed to be amended to identify expansion of the Tualatin Public Library as a project to be partially funded by tax increment revenue collected in the Tualatin Central Urban Renewal District. The specific sections of the Tualatin Urban Renewal Plan to be amended are A. Introduction, 2. History of Adoption and Amendment; B. Goals and Objectives, 1. Goals and Objectives of the Urban Renewal Plan, Land Use, Goal 4 and Objectives a and f; B. Goals and Objectives, 2. Relationship to Local Objectives, d. Recreational and Community facilities; C Description of Project. In addition the supporting report to the Plan is proposed to be updated in Section D. Relationship Between Projects and Conditions in the Urban Renewal Area; Section E. Estimated Project Costs and Revenue Sources Table 12; Section F. Anticipated Project Start and Completion Dates Table 12 and Section G. Estimated Tax Increment Revenue Requirements and anticipated Year of Debt Retirement Table 13. The proposal essentially lists the need for and partial funding for expansion of the Tualatin Public Library. The proposal additionally significantly reduces funding for a portion of the Boones Ferry Road improvements, Loop Road, Commons Landmark and Green Lot Expansion projects in the Central Urban Renewal District, relying on other funding sources to make up the majority of the project costs. Future funding for the Facade Improvement Program and Sculpture Garden improvements are deleted. Tualatin Development Code (TDC) 11.730 (Transportation) is also amended modifying the Boones Ferry Road project to the Unfunded or Requiring New Funding Sources category. The Loop Road project is also moved to the Unfunded or Requiring New Funding Sources category in Chapter 11.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

Minor language adjustments, essentially the same as originally proposed.

Plan Map changed from: NA to _____

Zone Map changed from: NA to _____

Location: NA Acres Involved: NA

Specific Density: Previous: NA New: _____

Applicable Statewide Planning Goals: 1, 9 and 12

Was an Exception Adopted? Yes: No:

DLCD No: 005-06 (15261)

Did the Department of Land Conservation and Development **receive** a Notice of Proposed Amendment **FORTY-FIVE (45) days prior to the first evidentiary hearing?** Yes: No:

If no, do the Statewide Planning Goals apply? Yes: No:

If no, did Emergency Circumstances require immediate adoption? Yes: No:

Affected State or Federal Agencies, Local Governments or Special Districts: Washington County, ODOT, City of Durham

Local Contact: Doug Rux Area Code + Phone Number: (503) 691-3018

Address: 18880 SW Martinazzi Avenue City: Tualatin

Zip Code+4: 97062-7092 Email: drux@ci.tualatin.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed to DLCD within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18

1. Send this form and TWO (2) Copies of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL ST NE, STE 150
SALEM, OR 97301-2540**

2. Submit **TWO (2) copies** of the adopted material, if copies are bounded, please submit **TWO (2) complete copies of documents and maps.**
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will be extended if you do not submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending the "Notice of Adoption" to DLCD, you must notify the persons who participated in the local hearing and requested notice of the final decision.
7. **Need more copies?** You may copy this form on to 8½ x 11" green paper only; or call the DLCD office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to Mara.Ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

City of Tualatin, Oregon
COUNCIL AGENDA STATEMENT

Meeting Date July 10, 2006

Agenda Item No. _____

Item Title

AN ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC 11.730 AND TDC 30.010 (PTA-06-06)

Prepared by Doug Rux  **Department** Community Development

Explanation

This is a legislative amendment process. This Plan Text Amendment proposes to amend the Central Urban Renewal Plan (CURP) by adding a library expansion project to the Goals, Objectives and List of Projects in the Plan section of the CURP and to list the library expansion in various sections of the CURP Report. Additionally the proposal modifies the funding status for transportation projects in Chapter 11 of the Tualatin Development Code identified to utilize CURP tax increment financing.

The listing of a library expansion project in the CURP is the outcome of the Facility Visioning program that culminated in a Facility Visioning Strategic Plan. To that end the Council placed on the November 2, 2004 ballot Library & Parks Measures 34-92 expand the library. The Measure passed. On February 27, 2006 the Commission adopted Resolution No. 508-06 indicating its intent to utilize \$4.77 million of urban renewal funding for the library expansion if operating funds were approved. On May 16, 2006 Measure 34-117 was placed on the ballot for operating funds for the library expansion and passed by a 82% margin.

In order to list the library project in the CURP, existing CURP projects were evaluated for scope modification or deletion to remain under the maximum indebtedness cap of \$27,705,384. Chapter 11, Transportation is proposed to be modified to address proposed and un-funded projects based on the CURP amendment. CURP projects proposed to be deleted or listed as un-funded (nominal funding) include: Boones Ferry Road – Martinazzi to Lower Boones Ferry Road; Loop Road/Eastside Downtown; Commons Landmark; Green Lot Expansion, Façade Program; and Sculpture Garden.

Applicant Community Development Department, Economic Development Division

Special Issues

The 120-day rule does not apply to legislative applications. A Notice of Hearing for the July 10 public hearing on PTA-06-06 was posted in two public places and advertised in the Tualatin Times as required by TDC 1.031. The hearing notice for the June 26, 2006 Tualatin Development Commission (Commission) hearing was provided to each property owner in the Central Urban Renewal District.

Financial

The proposed amendment to the CURP adds a \$4.77 million library expansion project.

Account No. 041

Recommendation

Staff recommends Council adopt the staff report and pass the attached ordinance.

mck

Board/Commission Recommendation

URAC met on June 15, 2006 and recommended (5-0) the Commission adopt a resolution recommending the City Council grant PTA-06-06. The TPAC met on June 13, 2006 and recommended (3-0) Council adopt PTA-06-06. The Commission adopted Resolution No. 526-06 (6-1, Truax opposed) on June 26, 2006 recommending Council grant PTA-06-06.

Attachments (Listed Below)

1. Ordinance; 2. CURP Plan Amendments; 3. Central Urban Renewal Report Amendments; 4. Project Cost Comparison Table; 5. Resolution No.526-06

Approved By Tualatin City Council

Date 7-10-06
[Signature]

PTA-06-06 COUNCIL STAFF REPORT EXECUTIVE SUMMARY

BACKGROUND

This Plan Text Amendment (PTA) is an application by the City of Tualatin Community Development Department, Economic Development Division. This PTA application is a request by the Community Development Department, Economic Development Division to amend Section 11.730 and Section 30.010 of the Tualatin Development Code (TDC) updating the transportation chapter and Central Urban Renewal Plan to list a library expansion project. The Central Urban Renewal Plan (CURP) was adopted as part of the Tualatin Community Plan and is incorporated by reference.

The City of Tualatin placed on the November 2, 2004 ballot a measure to expand the public library (Library & Park Measures 34-92). The ballot measure was the outcome of the Facility Visioning program that culminated in preparation of a Facility Visioning Strategic Plan. This process was led by the Ad Hoc Committee on Facility Visioning. One of the elements identified from this effort was the expansion the Tualatin Public Library. The City of Tualatin is proposing to expand the current library from approximately 8,500 square feet to 21,200 square feet. The expansion would be to the north of the existing library. In addition, approximately 15 new parking spaces would be constructed east of the Council Building.

As part of the financing package for the library expansion the Urban Renewal Advisory Committee (URAC) was briefed on January 15, April 15, and July 15, 2004. The Tualatin Development Commission (Commission) was briefed on January 26, 2004 about urban renewal funding participation for this potential project. Partial funding was identified to come from tax increment revenues from the Central Urban Renewal District (CURD) to fund approximately one-half of the library expansion. The estimated urban renewal contribution would be approximately \$4.77 million dollars. On February 27, 2006 the Commission adopted a resolution (Resolution No. 508-06) expressing its intent to allocate approximately \$4.77 million towards the library expansion project should an affirmative decision be reached to go forward with the expansion project and operating funds. The Commission also directed staff to prepare an amendment to the Central Urban Renewal Plan listing the library expansion as a capital project at the appropriate time during the overall library expansion schedule being prepared by the City. On May 16, 2006, voters in Tualatin passed Measure 34-117 for operating funds for a library expansion with 82% in favor.

In order to list the library project, existing CURP projects were evaluated for scope modification or deletion to remain under the maximum indebtedness cap of \$27,705,384. Chapter 11, Transportation is proposed to be modified to address proposed and un-funded projects based on the CURP amendment.

Central Urban Renewal District projects proposed to be deleted or listed as un-funded (nominal funding) include: Boones Ferry Road – Martinazzi to Lower Boones Ferry Road; Loop Road/Eastside Downtown; Commons Landmark; Green Lot Expansion, Façade Program; and Sculpture Garden.

**PTA-06-06 COUNCIL STAFF REPORT
EXECUTIVE SUMMARY (cont'd)**

DECISION TO BE MADE

This is a legislative amendment. The Council must decide to recommend approval, approval with modifications, or recommend denial of the request for the Plan Text Amendment.

OPTIONS

The options for the Council are:

- Recommend approval of the amendments as proposed and recommended by staff, Urban Renewal Advisory Committee, Tualatin Planning Advisory Committee and Tualatin Development Commission.
- Recommend Approval of the amendments with alterations.
- Recommend denial for request for the proposed amendment.
- Continue the public hearing and return to the matter at a later date.

PROS

The pros to recommending approval of the proposed amendment are:

- Adds the library expansion to the Goals, Objectives and List of Projects in the CURP. Additionally it adds the library expansion to the CURP Report allowing tax increment funds of \$4.77 million to be used on a library expansion.
- Furthers the Facility Visioning Strategic Plan accepted by the City Council.
- Furthers the removal of blight conditions in the Central Urban Renewal District.
- Retains the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road and Loop Road projects listed in TDC Chapter 11, Transportation, but in the un-funded project category.

CONS

The cons to recommending adoption of the proposed amendment are:

- Lists projects to occur only if funding is available for the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road; Loop Road/Eastside Downtown; Commons Landmark and Green Lot Expansion. Deletes funding for the Façade Improvement Program and Sculpture Garden projects from the CURP project list.

RECOMMENDATION

Staff recommends Council adopt the staff report and pass the attached ordinance.

Approved By Tualatin City Council

Date 7-10-04

Recording Secretary M. Smith



City of Tualatin

18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
Main 503.692.2000
TDD 503.692.0574

July 10, 2006

City Council
City of Tualatin

Members of the Council:

AN ORDINANCE RELATING TO MODIFICATIONS OF THE TUALATIN CENTRAL URBAN RENEWAL PLAN; AMENDING TDC 11.730 AND TDC 30.010 (PTA-06-06)

PROPOSAL

This Plan Text Amendment application is a request by the Community Development Department, Economic Development Division to amend Section 11.730 and Section 30.010 of the Tualatin Development Code (TDC) updating the transportation chapter and Central Urban Renewal Plan as they relate to expansion of the Tualatin Public Library. The Central Urban Renewal Plan was adopted as part of the Tualatin Community Plan and is incorporated by reference.

BACKGROUND

The Central Urban Renewal Plan ("Plan") was adopted on January 27, 1975 and has been amended 21 times to reflect changed conditions. The Plan established an Urban Renewal Plan Area, which the City Council found to be blighted and deteriorated because of the following conditions:

- Deleterious land uses;
- The lack of flood protection;
- The lack of adequate drainage facilities and public rights-of-way;
- Traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom; and
- The inaccessibility and inadequacy of public facilities and service.

This Plan Text Amendment serves as the Council Approved Amendment process as outlined in Section I of the Central Urban Renewal Plan.

The City of Tualatin placed on the November 2, 2004 ballot a measure to expand and operate the public library (Library & Park Measures 34-92 & 34-93). The ballot measure was the outcome of the Facility Visioning program that culminated

in preparation of a Facility Visioning Strategic Plan. This process was led by the Ad Hoc Committee on Facility Visioning. One of the elements identified from this effort was the expansion the Tualatin Public Library. The City of Tualatin is proposing to expand the current library from approximately 8,500 square feet to 21,200 square feet. The expansion would be primarily to the north of the existing library with a small expansion south of the current main building entrance. In addition, approximately 15 new parking spaces would be constructed east of the Council Building to assist in meeting the needs for parking with the expanded library. The voters passed Library & Park Measure 34-92, but the companion 34-93 was not approved. 34-93 was the operating measure associated with the library.

As part of the financing package for the library expansion the Urban Renewal Advisory Committee (URAC) was briefed on January 15, April 15, and July 15, 2004. The Tualatin Development Commission (Commission) was briefed on January 26, 2004 about urban renewal funding participation for this potential project. Partial funding was identified to come from tax increment revenues from the Central Urban Renewal District (CURD) to fund approximately 44% of the library expansion. The estimated urban renewal contribution was to have been approximately \$2.77 million dollars. On August 23, 2004 the Commission adopted a resolution (Resolution No. 463-04) expressing its intent to allocate approximately \$2.77 million towards the library expansion project should an affirmative decision be reached to go forward with the expansion project and operating funds. The Commission also directed staff to prepare an amendment to the Central Urban Renewal Plan listing the library expansion as a capital project at the appropriate time during the overall library expansion schedule being prepared by the City.

With failure of Measure 34-93 the City Council placed the original amendment proposal, PTA-04-05, on hold continuing a noticed public hearing on PTA-04-05 to November 2006 until a resolution could be reached on operating funding for the library expansion. The Council ultimately determined to request voter approval to use existing General Fund revenues to operate a library expansion rather than a Local Option Levy or waiting until November 2006 for a Washington County Cooperative Library measure.

During the discussion period between November 2004 and May 2006 the cost of the library expansion increased due to construction material costs. During the Council discussions additional funding above the original \$2.77 million from urban renewal was identified because of the overall project cost increases. The Tualatin Development Commission responded to this additional funding need by adopting Resolution No. 508-06 expressing its intent to allocate \$4.77 million (approximately 54% of the library expansion project) towards the library expansion should an affirmative decision be reached on operating funds. The Council subsequently placed a measure, Measure 34-117, on the May 16, 2006

ballot addressing operating funding, which the voters approved by an 82% margin.

Due to the former PTA-04-05 being continued to November 2006 and modifications in the project listings in the Central Urban Renewal Plan and transportation projects in TDC 11.730, as they relate to expansion of the library from the original proposal, PTA-04-05 was withdrawn and a new PTA (PTA-06-06) was proposed. Previously TPAC voted 4-2 (Olsen/Theissen opposed) to approve PTA-04-05 on June 9, 2005 and URAC voted 4-0 to approve PTA-04-05 on October 21, 2004. The Tualatin Development Commission and City Council did not reach the point of voting on PTA-04-05.

Maximum Indebtedness

The Central Urban Renewal Plan (CURP), updated April 22, 2002, lists capital projects to be conducted within the District. The listed projects are subject to a cap known as the maximum indebtedness amount. Simply stated, this is the maximum amount of tax dollars the agency can collect to spend on listed capital projects in the CURP. The identified maximum indebtedness amount is \$27,705,384. Only projects listed in the CURP are eligible for CURP expenditures.

CURP Amendment Process

Presently, the Central Urban Renewal Plan does not list funding for a library expansion as a project. In order to make this project eligible for urban renewal funding, an amendment would have to be made to the Plan. This amendment is known as a Council Approved Amendment, requiring a recommendation from the Tualatin Planning Advisory Committee (TPAC) and a public hearing and ordinance adoption by the City Council. This process also requires a recommendation from URAC and the Tualatin Development Commission. The reasons a Council Approved Amendment is required are:

- A library expansion is a new project that serves or performs a substantially different function from any project, activity or program specified in the Plan and is estimated to cost more than \$500,000.
- It may require changes in the Plan, which alters the major assumptions, purposes, and objectives underlying the Plan.

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

Projects

Pages 15-24 of the Plan section of the CURP list the projects anticipated to be constructed under the maximum indebtedness authority of the District. The two primary categories of improvements are for the Tualatin Commons Redevelopment Project and the Central Design District Enhancement Project. There are specific subset projects under these two major categories as well as individually listed projects that do not fall under these two major topic areas.

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

Staff conducted an analysis of possible projects that could be deleted or modified and substituted with a library expansion project of \$4.77 million based on the existing Table 12 (dated 2002). These include:

- Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road (\$3,800,000)
- Loop Road/Eastside Downtown (\$5,775,050)
- Tualatin Commons East (\$2,200,000)
- Tualatin Commons West (\$2,090,000). *This project is currently under construction and 95% complete.*
- Boones Ferry Road – Tualatin-Sherwood to Tualatin Road (\$1,400,000). *This project is currently under construction and 50% complete.*
- Tualatin-Sherwood Road Enhancements (\$550,000)
- Commuter Rail (\$617,000). *This project has completed conceptual design for station "Betterments" and construction drawings are being prepared.*
- Commons Landmark (\$500,000). *This project has been designed.*
- Green Lot expansion (\$245,000). *This project has been designed.*
- Façade Improvement Program (\$100,000) (\$52,094.88 expended to date).
- Public Art - Sculpture Garden (\$2,300)
- Modifying the scope of various projects to reduce dollar amounts or entirely delete the projects to cover the library expansion project.

Examples could include: Tualatin Sherwood Road Enhancements, Green Lot Expansion, Commons Landmark, Loop Road/Eastside Downtown and Boones Ferry Road from Martinazzi Avenue to Lower Boones Ferry Road.

Staff has also updated various project costs based on scope of work modifications reviewed and discussed by URAC and the Commission since April 2002. These are included in Attachment 4. The column to pay attention to is FY 05/06 URAC/Comm Adjustments. Initial analysis of possible projects that could be deleted or modified and substituted with a library expansion include these revised estimated project values:

- Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road (\$50,000). *This project is proposed to be retained in the plan but listed as unfunded.*
- Loop Road/Eastside Downtown (\$50,000). *This project is proposed to be retained in the plan but listed as unfunded.*
- Tualatin Commons East (\$2,500,000)
- Tualatin Commons West (\$1,759,926). *This project is currently under construction and 95% complete.*
- Boones Ferry Road – Tualatin-Sherwood to Tualatin Road (\$6,906,868). *This project is currently under construction and 50% complete. The value stated is a gross value before adjustments for property land sales associated with the project.*
- Tualatin-Sherwood Road Enhancements (\$1,200,000)
- Commuter Rail (\$552,698). *This project has completed conceptual design for station "Betterments" and construction drawings are being prepared.*
- Landmark (\$137,766). *This project is proposed to be retained in the plan but listed as unfunded. This project has been designed.*
- Green Lot expansion (\$69,602). *This project is proposed to be retained in the plan but listed as unfunded. This project has been designed.*
- Façade Improvement Program (\$0) (\$52,094.88 expended to date).
- Public Art - Sculpture Garden (\$0)

Extension of Plan

In addition to deleting projects or changing their scope, there is another option to delete a project and, prior to expiration of the Plan, to extend the life of the Plan by increasing the maximum indebtedness amount and add the project or projects back into the Plan. Currently, the Plan is anticipated to expire or terminate in FY 10/11. This process would require a Substantial Amendment to the Plan. The Tualatin Development Commission on February 27, 2006 indicated their desire to increase the

maximum indebtedness amount when timing is appropriate in approximately 2009/2010.

REQUEST

The proposed amendments to TDC 11.730 and 30.010 are shown in Attachments 1, 2 and 3. Attachment 1 is the Ordinance.

The proposed amendment follows the requirement that Council Approved Amendments to the Central Urban Renewal Plan be reviewed and approved by the City Council as identified in Section I of the Central Urban Renewal Plan.

Attachment 4 is a summary of CURD Projects. Attachment 5 is Resolution No. 526-06 adopted by the Commission.

POLICY CONSIDERATIONS

The policy issues to be considered when reviewing this proposed plan amendment are:

1. Is modifying the scope or deleting the Green Lot Expansion, Public Art, Façade Improvement Program, Commons Landmark, Loop Road/Eastside Downtown and Boones Ferry Road from Martinazzi Avenue to Lower Boones Ferry Road projects the appropriate projects to replace with a library expansion project?
2. Will a library expansion project further the purpose of removing blight in the CURD?
3. Does modifying the scope, listing a project as possible if funding is available or deleting the Loop Road/Eastside Downtown and Boones Ferry Road from Martinazzi Avenue to Lower Boones Ferry Road projects and adding the library expansion project address Tualatin's number one concern on traffic congestion?

SUMMARY OF CURP SECTIONS TO BE MODIFIED

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

Plan

- History of Adoption and Amendment
- Land Use, Objective, Goal 4: Civic Development
- Relationship to local Objectives, d. Recreational and Community Facilities
- Description of Project
- Outline of Project Activities, f. Civic Facilities

Report

- Update of existing conditions (social conditions)
- Estimated Project Costs and Revenues including Table 12
- Estimated Tax Increment Revenue Requirements and Anticipated Year of Debt Retirement including Table 13

The proposed amendment to the Plan has one primary component, Council Approved Amendment, with a recommendation from the Commission as identified in Section I of the Plan. This includes addition of the library expansion project, deletion or modification of selected current capital projects, listing projects as possible if funding is available, reallocation of funds equal to the cost of the library expansion project, and altering major assumptions, purposes and objectives underlying the Plan to support the library expansion project.

Plan Section

A. History of Adoption and Amendment

Updating this section to add the proposed amendment (PTA-06-06) as Amendment 22.

B. Identification of Funding Participation for a Library Expansion Project

The amendment establishes the required goals and objectives to support expansion of the public library.

B. Description of Project

Adding a new bullet point to expand the public library and use of urban renewal funds in the design and/or construction for the expansion.

C. Outline of Project

Listing as possible projects, unfunded (nominal funding) are Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road, Commons Landmark, Green Lot Expansion and Loop Road/Eastside Downtown projects as a Central Urban Renewal District funded projects. Adding the expansion of the Tualatin Library as a civic facilities project.

Deleting further funding for the Façade Improvement Program and Sculpture Garden.

Report

This section updates the Report (Attachment 3) portion of the Plan. Modifications have been made to the following sections to reflect the addition of the library expansion as a capital project and listing as unfunded (nominal funding) if funding is available Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road, Loop Road/Eastside Downtown, Commons Landmark and Green Lot expansion as a capital projects. It additionally deletes the Façade Improvement Program and Sculpture Garden for further funding.

- A. Relationship Between Projects and Conditions in the Urban Renewal Area: Text has been added relating to expansion of the public library. Increases in employment, housing, population and library patronage have occurred in the Central District increasing demand for civic facilities.
- B. Estimated Project Costs and Revenues: This section was updated for all financial information concerning implementation of the Plan. Projections indicate the District can finance the projects identified with an estimated date of closing the District in Fiscal Year 10/11.
- C. Anticipated Project Start and Completion Dates: This section was updated for all the projects anticipated start and completion dates. Projections indicate the District can complete all projects in Fiscal Year 10/11.
- D. Estimated Tax Revenue Requirements and Anticipated Year of Debt Retirement: Text changes have occurred identifying the estimated year of debt retirement.

All updates to the Report bring the Report up to date with current conditions in the District based on adding the public library expansion project and making adjustments in the project scopes or deleting specific projects.

PLAN AMENDMENT ANALYSIS AND FINDINGS

- 1. This is a legislative amendment process. The approval criteria of the Tualatin Development Code, Section 1.032, must be met if the proposed change is to be granted. Before granting the proposed amendments, the City Council must find the following:
 - 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 of the Tualatin Community Plan.
- D. The factors listed in Section 1.032(4) were consciously considered.

The four criteria are discussed and findings are presented for each criterion.

2. Criterion A: Granting the amendment is in the public interest.

The public interest is to promote viable civic facilities within the Central Urban Renewal District to remove blight and respond to changing circumstances within the District. As noted in the April 2002 Report, the number of multi-family dwelling units increased by 371 units (1975 – 80; 2000 – 451) and single family units decreased by 17 (1975 – 52; 2000 – 35) for an overall dwelling unit increase of 354. A total of 486 dwelling units existed in the CURD in 2000. This was 5% of the dwelling units in the City.

The population in the CURD increased by 938 from 1975 to 2000. Current estimates (2005) are that there are 1,000 households in the Town Center with a population of approximately 2,600. Currently the CURD and Town Center contain approximately 10% of the overall 2005 City population of 25,464.

Employment growth has also been significant over the 25-year period of the CURD with an estimated 80% of the current employment opportunities occurring from new retail and office development since 1975. According to the Town Center Plan developed in 2005 there are approximately 5,000 employees, which includes all of the CURD. This is approximately 25% of the 20,068 total employees in Tualatin.

The second public interest is to implement the intent expressed by the Commission in Resolution No. 508-06 to utilize tax increment revenues to pay for a portion of the library expansion. The Commission has expressed its intent that expansion of the public library is a benefit to the Central Urban Renewal District to further the removal of blight conditions. The blight conditions include inadequate or improper facilities including a growing or lack of proper utilization of areas resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare. The amount identified in the resolution is approximately \$4.77 million dollars.

The third public interest is increasing usage of the library. In Fiscal Year (FY) 2000/2001 foot traffic at the library was 273,000. By 2004/2005 foot traffic had increased to 277,100, a 1.5% increase. In FY 04/05 the library had 16,553 registered patrons. Presently (2005/2006) there are 18,753 registered patrons. 14,824 of these patrons have a zip code of 97062 (as registered with Washington County libraries). The Community Services Department projects that with expansion of the library circulation will increase by a minimum of 18% over 2004/2005 circulation numbers. With increased housing and employment

documented in the CURD and increasing foot traffic to the library, the library is a significant draw in the CURD. This draw brings people into the CURD to shop, frequent restaurants, get daily services such as dry cleaning and professional services, adding to the economic vibrancy of the downtown area justifying expenditure of tax increment funds for expansion of the library.

The fourth public interest is to continue to remove the blight conditions originally identified in the CURP in 1975, as adopted by the Tualatin City Council.

Granting the amendment is in the public interest. Criterion "A" is met.

3. Criterion B: The public interest is best protected by granting the amendment at this time.

The public interest is protected by the proposed amendment by ensuring the financial information in the CURP Report ensures that funds are estimated to be available to implement the CURP over the life of the Plan with the substitution of the library expansion project. Though the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road, Loop Road/Eastside Downtown, Commons Landmark and Green Lot expansion projects are proposed to be listed as possible projects if funding is available or other funding participation opportunities could exist for these projects in the future. These include:

1. Modifying the scope and funding amounts prior to Plan expiration and increasing the maximum indebtedness amount.
2. Coordinating with ODOT, City of Durham and Tualatin to utilize Transportation Impact Fees (TIF) and State funds to construct the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road project.
3. Working to obtain funding through the Major Streets Transportation Improvement Program (MSTIP) for the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road and Loop Road/Eastside Downtown projects.
4. Working to obtain funding through the Metropolitan Transportation Improvement Program (MTIP) for the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road and Loop Road/Eastside Downtown projects.
5. Combination of the four alternatives above.
6. Increasing the Core Area Parking District Impact Fee to assist in covering a larger portion or entirety of the Green Lot Expansion.
7. Funding raising, grants, or other sources for the Commons Landmark.

This amendment does not remove the need for the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road or Loop Road/Eastside Downtown projects from the Transportation System Plan or Chapter 11

Transportation from the TDC. It only modifies the potential funding sources for these future transportation capital improvement projects.

Addition of the library expansion project in the CURP does acknowledge a higher priority need for the City as expressed by the City Council from placing Measures on the November 2004 and May 2006 election ballots and the voters of Tualatin based on election results from Measures 34-92 and 34-117 respectively.

The public interest is best protected by granting the amendment at this time. Criterion 2 is met.

4. Criterion C: The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

4.050(1) Provide a plan that will accommodate a population range of 22,000 to 29,000.

The proposed amendment will not impair the ability to accommodate the projected population range. No housing will be deleted by the proposal to add the library funding project and deleting the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road, Loop Road/Eastside Downtown, Green Lot Expansion and Commons Landmark projects.

6.030(1) Encourage commercial development.

Proposed amendments to the CURP are primarily infrastructure projects to assist in removing blight. Removal of blight enhances the opportunities for commercial development within the commercial designated areas of the Plan. Additionally, projects in the Plan assist in reducing costs to developers for off-site improvements that allow for higher-quality designed commercial developments which increase or maintain property values. The proposed amendment meets the objective.

6.030(2) Provide increased employment opportunities

Substitution of the library expansion project and listing if funding is available the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry, Loop Road/Eastside Downtown, Green Lot Expansion and Commons Landmark projects will provide for increased employment opportunities in both the near and long-term. Employment can occur in the design and construction of the library expansion and could lead to increased long-term employment to operate the library. Furthermore, expansion of the library can attract other commercial development due to the stature of the civic facility located near the center of the downtown area. Libraries are seen as an amenity for commercial operations and their employees. The objective is met.

11.610(2)(a) Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms of transportation, which will link the community; minimize travel distances and vehicle miles traveled; and safely, efficiently and economically move motor vehicles, pedestrians, bicyclists, transit vehicles, trucks, and trains to and through the area when fully urbanized.

The proposed amendment does not preclude the ability to implement the transportation system. The TSP remains in place; only the potential funding mechanism is modified by relocation of the Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry and Loop Road/Eastside Downtown projects from funded projects to projects in the un-funded category. There remains an integrated plan for interconnected streets, pedestrian and bicycle facilities in the CURD, as noted in Chapter 11 of the TDC and in the CURP. This objective is met.

11.160(3)(a) Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.

The TSP identifies the necessary transportation system for the next 20 years. Potential funding sources for the projects are listed along with un-funded projects. Within the Town Center where the Central Urban Renewal District is located, traffic congestion is well documented. One of the projects listed to address congestion is the Boones Ferry Road – Martinazzi to Lower Boones Ferry Road and Loop Road/Eastside Downtown improvements. It is proposed that these projects be listed as possible projects if funding is available in the CURP and placed on the un-funded list in the TDC until such time as full funding can be identified. Overall the TSP will continue to identify the need for the Boones Ferry Road – Martinazzi to Lower Boones Ferry Road and Loop Road/Eastside Downtown improvements, but identified full project funding will not be listed. This objective is met.

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

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

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

The CURP functions, in part, as a capital improvement program to remove blight in the Plan area. Projects and funds have been identified in the Plan and Report to address transportation needs in the CURP area. Modification of the project scope for Boones Ferry Road – Martinazzi Avenue to Lower Boones Ferry Road and Loop Road/Eastside Downtown projects moves these projects to an unfunded status in the TDC. Additional funding sources will need to be identified in the future to construct these projects. The objective is met.

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

5. Criterion D: The factors listed in Section 1.032(4) were consciously considered.

a. The various characteristics of areas in the City of Tualatin:

The area for purposes of this amendment is the Central Urban Renewal Plan area. The proposed amendment will enhance the area through the identified capital improvement project (library expansion) to assist in removing blight conditions that exist within the Plan area.

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

Civic improvements are an identified component of the Central Urban Renewal Plan. The Central Commercial Planning District allows government structures, including a library, as a permitted use (TDC 50.020(2)). Existing City owned land is available to expand the library.

c. Trends in land improvement and development:

Development within the CURP area is projected to continue over the next 4+ years. The proposed amendment will assist in this development by providing needed civic improvements to accommodate and assist the future commercial and residential development. The amendment anticipates additional development downtown at increased densities above what exists today based on vacant parcels and redevelopment potential of older developments.

d. Property values:

The proposed amendment will enhance property values in the CURP area, providing civic improvements that will increase property values and promote new investment in commercial, residential, and industrial development within the Plan area.

- e. The needs of economic enterprises and the future development of the area:

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

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

Not applicable.

- g. Natural resources of the City and the protection and conservation of said resources:

Not applicable.

- h. Prospective requirements for the development and natural resources in the City:

Not applicable.

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

The City Council identified the CURP area as having blighted conditions in 1975 and adopted the Plan to address removal of the blight. The proposed amendment to the Plan continues that effort to remove blight and to react to changed circumstances with the Plan area. Overall, the amendment will continue to protect the public health, safety and welfare by authorizing projects that will enhance the quality of the Plan area.

- j. Proof of change in a neighborhood or area:

There have been changes in the area with increased residential and commercial development, which has led to increased population and employment in the CURD. Allowing tax increment participation in the library expansion project addresses the growing need for adequate civic facilities to the residents and businesses in the CURD.

- k. A mistake in the plan map or text:

There is no mistake in the Plan Map. The text amendment is to implement changed conditions to continue to remove blight conditions within the Plan area.

Criterion "D" is met.

6. The criteria in the Tigard-Tualatin School District Facility Plan for school facility capacity have been considered.

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

7. Granting the amendment is consistent with applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules.

The Central Urban Renewal Plan functions, in part, as a capital improvement plan within a defined geographic area. The Plan is part of the Community Plan and is adopted by reference. The proposed amendment to the Plan is consistent with the proposed amendments to the Community Plan, which, in turn, is consistent with the State of Oregon Planning Goals and Administrative Rules. Additionally, the proposed amendment meets the requirement of ORS 457 concerning urban renewal plan consistency with the local community plan.

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

ORS 457 requires that an urban renewal plan be consistent with the local Community Plan. The Community Plan (Tualatin Development Code) was amended previously to be consistent with the Urban Growth Management Functional Plan by the City. The proposed amendment to the CURP is consistent with the proposed amendments to the Community Plan, thus is consistent with the Urban Growth Management Functional Plan. It can also be noted the proposed amendment will further the development of the Town Center in which the CURP is located, enhancing the Town Center area as a mixed-use development area.

9. Tualatin Planning Advisory Committee Meeting (TPAC)

TPAC met on June 8, 2006 with only three members present. Though a quorum was not present the members developed a recommendation to recommend approval of PTA-06-06.

10. Urban renewal Advisory Committee (URAC)

URAC met on June 15, 2006 reviewing PTA-06-06. URAC made only a minor revision to language in the Plan section of the CURP clarifying the summary language for Amendment 22.

11. Tualatin Development Commission (Commission)

The Commission met on June 26, 2006 and reviewed PTA-06-06. The Commission requested that the Boones Ferry Road – Martinazzi Avenue to Lower Boones ferry Road project be listed as an unfunded project rather than identified as deleted. Staff has made a series of modification to the Central Urban Renewal Plan and Report to address this modification. In summary this includes modifying language in the Plan under section D. OUTLINE OF PROJECT ACTIVITIES, Road Improvements; and the Report under E. ESTIMATED PROJECT COST AND REVENUE SOURCES, Table 12 and G. ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT, Table 13. In Table 12 estimated funding for Boones Ferry Road – Martinazzi to Lower Boones Ferry was raised from \$0 to \$50,000, Commons Landmark was modified from \$0 upward to \$50,000, Loop Road/Eastside Downtown was modified from \$0 upward to \$50,000; Green Lot Expansion was modified from \$0 upward to \$50,000; Tualatin Commons East funding was adjusted downward \$100,000; Contingency and Reserves adjusted to a lower level between FY 06/07 and 10/11. These modifications allow the projects to continue to be listed as CURP projects, but largely unfunded unless alternative or matching dollars can be obtained to reach full funding. Table 13 was modified to reflect the changes in Table 12 from the funding redistribution. The Commission resolution is included as Attachment 5.

URBAN RENEWAL ADVISORY COMMITTEE (URAC) RECOMMENDATION

The Urban Renewal Advisory Committee (URAC) met on June 15, 2006 and recommended 5 -0 the Tualatin Development Commission adopt a resolution recommending the City Council grant PTA-06-06.

TUALATIN PLANNING ADVISORY COMMITTEE (TPAC) RECOMMENDATION

The Tualatin Planning Advisory Committee met on June 13, 2006 Council and recommended (3-0) Council adopt PTA-06-06.

TUALATIN DEVELOPMENT COMMISSION RECOMMENDATION


The Commission adopted Resolution No. 526-06 (6-1, Truax opposed) on June 26, 2006 recommending Council grant PTA-06-06.

PTA-06-06 Central Urban Renewal Plan - Library
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RECOMMENDATION

Staff recommends Council adopt the staff report and pass the attached ordinance.

Respectfully submitted,



Douglas R. Rux, AICP
Community Development Director

Approved By Tualatin City Council

Date 7-10-06

Recording Secretary W. Smith

- Attachments:
1. Ordinance
 2. Central Urban Renewal Plan Amendments
 3. Central Urban Renewal Report Amendments
 4. Project Cost Comparison Table
 5. Resolution No. 526-06

ORDINANCE NUMBER 1213-06

AN ORDINANCE RELATING TO THE TUALATIN URBAN
RENEWAL PLAN; AND AMENDING TDC CHAPTERS 11
AND 30 (PTA 06-06)

WHEREAS upon the application of the City of Tualatin Community Development Department, a public hearing was held before the City Council of the City of Tualatin on July 10, 2006, relating to the Tualatin Urban Renewal Plan and amending TDC Chapters 11 and 30 (PTA 06-06); and

WHEREAS notice of public hearing was given as required under the Tualatin Community Plan by publication on June 22, 2006, in The Times, a newspaper of general circulation within the City which is evidenced by the Affidavit of Publication marked "Exhibit A," attached and incorporated by this reference; by posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Posting, marked "Exhibit B," attached and incorporated by this reference; and

WHEREAS a notice of public hearing was given as required by mailing to affected property owners which is evidenced by the Affidavit of Mailing, marked "Exhibit C" attached and incorporated by this reference; and

WHEREAS the Council conducted a public hearing on July 10, 2006, and heard and considered the testimony and evidence presented by the City staff and those appearing at the public hearing; and

WHEREAS after the conclusion of the public hearing the Council vote resulted in approval of the application by a vote of 3-1 [yes: Councilors Boryska, Harris and Bergstrom; no: Council President Truax], and with Mayor Ogden and Councilors Gillespie and Barhyte absent; and

WHEREAS based upon the evidence and testimony heard and considered by the Council and especially the City staff report, the Council makes and adopts as its Findings of Fact the findings and analysis in the staff report dated July 10, 2006, which are incorporated by this reference, and;

WHEREAS based upon the foregoing Findings of Fact, the City Council finds that it is in the best interest of the residents and inhabitants of the City and the public; the public interest will be served by adopting the amendment at this time; and the amendment conforms with the Tualatin Community Plan; and therefore, the Tualatin Development Code should be amended.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. TDC 11.730 is amended to read as follows:

(1) TSP Implementation Steps

This chapter outlines specific transportation system improvement policies and recommendations that are required to address the City of Tualatin's long-term transportation needs and to comply with applicable state and regional plans, laws, and rules. This section lists the specific projects that form the TSP's financially constrained capital project plan, and also lists un-funded projects that are required to fully address all of the transportation needs identified through the TSP planning process. New sources of funding, and/or increasing the revenue available from existing funding sources, will be required to meet all of the City's transportation needs.

This TSP will be implemented in two ways. First, the policies set forth in this document will be developed into code language that will be adopted into Tualatin's Community Development Code, and the TSP itself will be adopted as the transportation element of the City's comprehensive plan. Second, the projects contained in the TSP's list will be used to guide the City's annual capital improvement planning efforts.

The sequencing plan presented in the TSP is not detailed to the point of a schedule identifying specific years when infrastructure should be constructed, but rather ranks projects to be developed within near-term (0-5 years) and longer-term (6-10 and 11-20 years) horizon periods and by dollar value. In this manner, the implementation of identified system improvements has been staged to spread investment in the City's transportation infrastructure over the 20-year life of the plan. The City will need to periodically update its TSP, and will review the need and timing for longer-term improvements at those times. Prioritizing specific near-term projects will occur annually when the City updates its five-year financial plan and prepares its capital improvement plan for the following year. Future road improvements or related transportation projects listed or not listed in this chapter are not required to be reviewed and approved through a land use process.

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 should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

(2) Financially Constrained Capital Project Summary

The projects listed in Table 11-3 reflect the trade-offs made by the City between addressing transportation needs identified through the TSP process and the financial constraints faced by the City. These projects do not address all of the City's needs, but represent the most important projects that the City can reasonably expect to fund over the next 20 years, under the assumption of no new transportation revenue during that time.

The table is organized into four groups: short-term (0-5 years), mid-term (6-10 years), and long-term (11-20 years) projects, with an additional group of projects that will likely be funded when development occurs that triggers the need for that project. Each project is listed with a location, a short project description, the transportation modes served by the project, the project purpose, the project's estimated cost, and the anticipated funding source. Cost estimates reflect 2001 dollars, are unadjusted for inflation, and

generally were developed by the RTP or City staff through prior transportation planning efforts.

Figure 11-8 illustrates the project locations. Each project is described briefly afterwards. The projects 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.

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TABLE 11-3
TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY

Figure 11-8 id #	Project Description	Modes Served	Purpose	Cost	Funding Source(s)
0-5 Years					
1	Wilsonville-Beaverton Commuter Rail capital costs to start up service	Transit	mode choice, connectivity	\$75,000,000*	MSTIP, STIP
2	124th Avenue new street, Leveton to Myslony, signal at Herman	auto, ped, bike, rail	connectivity, safety	\$6,500,000*	LTIP
3	Lower Boones Ferry Road center turn lane, bike lanes, sidewalks, Bridgeport to Boones Ferry	auto, ped, bike, transit	safety, connectivity, capacity	\$5,800,000*	MSTIP
4	Boones Ferry Road center turn lane, bike lanes, sidewalk, Lower Boones Martinazzi to Tualatin-Sherwood	auto, ped, bike, transit	safety, connectivity, capacity	\$7,000,000 \$3,500,000*	CURP
5	Nyberg/I-5 interchange (#289) southbound turn lanes, widen bridge	auto, ped, bike	capacity	\$4,000,000*	CURP, STIP, SDC
6	Martinazzi Avenue new southbound lane, Warm Springs to Sagert	auto, ped, transit	capacity, safety	\$300,000*	SDC
7	Grahams Ferry Road/Tbach Street realign, signalize intersection	auto, ped, bike	safety, capacity	\$700,000*	SDC
8	Herman Road/Teton Avenue signalize intersection, railroad interconnect	auto, ped, bike, rail	capacity, safety	\$425,000*	SDC
9	Sagert Street/Martinazzi Avenue signalize intersection	auto, ped, transit	capacity	\$600,000*	SDC
10	124th Avenue additional travel lane at Highway 99W	auto, transit	capacity	\$270,000*	LTIP
11	Tualatin-Sherwood Road/Boones Ferry Road second westbound left-turn lane	auto, transit	capacity	\$700,000*	SDC
12	Boones Ferry Road interconnect signals south of Tualatin-Sherwood	auto, transit	progress through traffic	\$50,000*	SDC (needs to be added)
13	Tualatin-Sherwood Road interconnect signals west of Boones Ferry	auto, transit	progress through traffic	\$50,000*	SDC (needs to be added)
14	Sagert Street construct sidewalks on I-5 overpass	ped	Pedestrian safety, connectivity	\$13,500*	SDC (needs to be added)
Figure 11-8 id #	Project Description	Modes Served	Purpose	Cost	Funding Source(s)
15	Boones Ferry Road, Martinazzi Avenue driveway restrictions	auto, transit	safety, capacity	\$7,500*	SDC
16	Tualatin Town Center Refinement Plan to address RTP Area of Special Concern	Auto, transit, ped, bike	planning	\$20,000*	City
24	Sagert Street	auto, ped, bike	connectivity	\$75,000*	SDC

Figure 11-8 id #	Project Description	Modes Served	Purpose	Cost	Funding Source(s)
	connect to 95th Place				
25	95th Place connect to Avery Street	auto, ped, bike	connectivity	\$250,000*	SDC
29	Nyberg Street/65th Avenue/Nyberg Lane signalize intersection or construct roundabout, sidewalks on Nyberg	auto, ped, bike	capacity, safety	\$650,000*	SDC
30a	Boones Ferry Road complete sidewalks, T-S Road to Avery Street	ped	safety, connectivity	\$250,000*	SDC (needs to be added)
6-10 Years					
17	124th Avenue new street, Myslony to T-S Road, signal at T-S Road	auto, ped, bike	connectivity	\$5,150,000*	LTIP
18	Herman Road reconstruct, 108th to 118th	auto, ped, bike, freight movement	modernization	\$2,720,290*	LTIP
35	Herman Road/108th Avenue signalize, railroad interconnect	auto, ped, bike, rail	capacity, safety	\$200,000*	LTIP
36	Herman Road/118th Avenue signalize, railroad interconnect	auto, ped, bike, rail	capacity, safety	\$200,000*	LTIP
19	Herman Road reconstruct, Teton to 108th	auto, ped, bike, freight movement	modernization	\$920,000*	SDC
20	Leveton Drive, 130th Avenue new streets	auto, ped, bike	connectivity, facilitate development	\$1,961,400*	LTIP & Development
21	SW 128th Avenue, Cummins Drive new streets	auto, ped, bike	connectivity, facilitate development	\$3,001,750*	LTIP & Development
22	105th Avenue-Blake Street-108th Avenue realign curves	auto, ped, bike	safety	\$860,000*	SDC
11-20 Years					
26	Tualatin-Sherwood Road widen to five lanes, Teton to Highway 99W	auto, transit	capacity, freight movement	\$25,000,000*	MSTIP
27	Hall Boulevard extend across Tualatin River	auto, ped, bike, transit	connectivity, recreation, capacity	\$25,000,000*	MSTIP, STIP, CURP, cities
Figure 11-8 id #	Project Description	Modes Served	Purpose	Cost	Funding Source(s)
28	Herman Road reconstruct, Tualatin Road to Teton	auto, ped, bike	modernization	\$1,700,000*	SDC
30b	Boones Ferry Road complete sidewalks, Avery St to Tualatin High School	ped	safety, connectivity	\$250,000*	SDC (needs to be added)
31	Sagert Street/65th Avenue turn lane, signalize, interconnect with Borland Road/SW 65th Avenue intersection	auto, ped, transit	capacity	\$400,000*	SDC

Figure 11-8 id #	Project Description	Modes Served	Purpose	Cost	Funding Source(s)
32	Tualatin-Sherwood Road bike lanes, 90th-Nyberg	bike	connectivity	\$330,000*	SDC (needs to be added)
33	Avery Street/Teton Avenue signalize intersection	auto, ped, bike	capacity	\$200,000*	SDC (needs to be added)
39	Loop Road	auto, ped, bike	connectivity	\$2,500,000*	CURP
Development-Related					
40	Bridgeport Road widen to 5+ lanes, west city limits to Lower Boones Ferry Road	auto, ped, bike	capacity, connectivity, safety, facilitate development	TBD	Development
23	SW 125th Place new street	auto, ped, bike	connectivity, facilitate development	\$360,000*	Development
34	East West Street in southwest residential Tualatin new street, 108 th to 112 th Avenues	auto, ped, bike	connectivity, facilitate development	\$1,100,000*	Development
37	Tualatin Road/108th Avenue signalize	auto, ped, bike, transit	capacity, safety	\$200,000*	Development
38	Cummins Drive/Cipole Road/unnamed street west of Cipole signalize	auto, ped, bike	capacity	\$200,000*	Development
41	Cipole Road widening from Highway 99W to Cummins Drive modified signal phasing at Highway 99W intersection	auto, ped, bike	capacity, facilitate development	\$1,195,000**	Development
42	SW Herman Road/SW Cipole Road realign, signalize intersection, railroad interconnect	auto, ped, bike	capacity, safety	\$1,800,000**	Development, LID
<p>*2001 dollars; costs are not adjusted for inflation ** 2005 dollars, costs are not adjusted for inflation. MSTIP: Washington County Major Streets Transportation Improvement Program, STIP: Oregon Statewide Transportation Improvement Program, CURP: Central Urban Renewal Plan, LTIP: Leveton Tax Increment Plan, TGM: Oregon Transportation Growth Management Program, SDC: Systems Development Charge, TBD: to be determined. The projects listed in each time period are for planning purposes only and may change by City Council direction to address development, funding opportunities, or community need.</p>					

(a) Wilsonville-Beaverton Commuter Rail (Table 11-3, No. 1)

Peak hour commuter rail service along the rail line between Wilsonville and Beaverton, connecting to light rail at the Beaverton Transit Center. A station and small (100-150 space) park-and-ride lot should be located in downtown Tualatin west of Boones Ferry Road, near Tualatin-Sherwood Road.

(b) SW 124th Avenue Extension – Northern Segment (Table 11-3, No. 2)

To accommodate development in the industrial sector of Tualatin and to de-emphasize Tualatin Road's role in serving trips to and from the industrial area, SW 124th Avenue should be extended as a three-lane roadway from Leveton Drive south to Myslony Street, with right-of-way reserved for five lanes. The project should include bike lanes, sidewalks, and a traffic signal at Herman Road.

(c) Lower Boones Ferry Road Improvements (Table 11-3, No. 3)

To improve access to and from adjacent land uses, and to provide better accommodations for bicycle and pedestrian travel, Lower Boones Ferry Road between Bridgeport Road and Upper Boones Ferry Road should be widened from its current two-lane cross-section to provide a center turn lane, bicycle lanes, and sidewalks.

(d) Boones Ferry Road Widening (Table 11-3, No. 4)

Boones Ferry Road should be widened to ~~four lanes with a turn lane or median of varying widths from Lower Boones Ferry Road to Martinazzi Avenue and then~~ three lanes **with turn lanes from Martinazzi Avenue** to Tualatin-Sherwood Road. Pedestrian facilities should be completed and bicycle lanes widened or constructed. Turn lanes at the Martinazzi Avenue intersection should be lengthened to provide more storage, and the Tualatin Road signal should be upgraded.

(e) Nyberg/I-5 Interchange (#289) Improvements (Table 11-3, No. 5)

As one of only two major access points from I-5 to Tualatin, the Nyberg Road/I-5 interchange is forced to accommodate the majority of traffic traveling in and out of Tualatin. Consequently, the interchange experiences periods of major congestion, both on the I-5 southbound off-ramp and the Nyberg Road approaches. This project increases the interchange's capacity by adding a second left-turn lane to the southbound off-ramp, and widens the overcrossing to accommodate an additional lane in each direction.

(f) Martinazzi Avenue Improvements (Table 11-3, No. 6)

To increase the capacity of Martinazzi Avenue, a new southbound lane should be constructed from Warm Springs Street to Sagert Street, and the median at Mohawk Drive should be closed and a pedestrian refuge provided in the median at the existing crosswalk locations.

(g) Grahams Ferry Road/Ibach Street Intersection Improvements (Table 11-3, No. 7)

Ibach Street should be realigned to intersect Grahams Ferry Road at a 90-degree angle, and the intersection should be signalized.

(h) Herman Road/Teton Avenue Intersection Signalization (Table 11-3, No. 8)

To address capacity and safety issues, the Herman Road/Teton Avenue intersection should be signalized and interconnected with the adjacent railroad grade crossing.

(i) Sagert Street/Martinazzi Avenue Intersection Signalization (Table 11-3, No. 9)

To address safety, existing capacity problems, and to facilitate pedestrian movement from residential areas south of Sagert Street to the Mohawk Park-and-Ride, the Sagert Street/Martinazzi Avenue intersection should be signalized.

(j) SW 124th Avenue Widening at Highway 99W (Table 11-3, No. 10)

An additional travel lane should be constructed on SW 124th Avenue between Tualatin Road and Highway 99W to provide additional capacity.

(k) Tualatin-Sherwood Road/Boones Ferry Road Intersection Improvement (Table 11-3, No. 11)

To improve intersection operations, a second westbound left-turn lane should be constructed from Tualatin-Sherwood Road to Boones Ferry Road, and Boones Ferry Road should be widened for a short distance to accommodate the second lane.

(l) Boones Ferry Road Signal Interconnect (Table 11-3, No. 12)

The existing interconnected signal system on Boones Ferry Road should be extended from Tualatin-Sherwood Road to Avery Street. This project will help progress the peak direction flow of traffic throughout the day.

(m) Tualatin-Sherwood Road Signal Interconnect (Table 11-3, No. 13)

The existing interconnected signal system on Tualatin-Sherwood Road should be extended from Boones Ferry Road to Avery Street. This project will help progress the peak direction flow of traffic throughout the day.

(n) Sagert Street Pedestrian Improvement (Table 11-3, No. 14)

To improve pedestrian travel between the east and west sides of I-5, sidewalks should be constructed on the Sagert Street overpass.

(o) Boones Ferry Road, Martinazzi Avenue Access Management (Table 11-3, No. 15)

To reduce delay, and improve roadway capacity and safety, driveways along Boones Ferry Road and Martinazzi Avenue previously identified by the City Engineer should be restricted to right-in, right-out movements.

(p) Town Center Refinement Plan (Table 11-3, No. 16)

Addresses transportation system needs associated with development in the Town Center Design Type, or portions thereof.

(q) SW 124th Avenue Extension - Southern Segment (Table 11-3, No. 17)

SW 124th Avenue should be extended south from Myslony Street to Tualatin-Sherwood Road, providing an alternate truck route into the industrial area. Sidewalk, bike lanes, and a traffic signal at Tualatin-Sherwood Road should be included. SW 124th Avenue should be extended as a three-lane roadway with right-of-way reserved for five lanes.

(r) Herman Road Reconstruction – Teton Avenue to SW 118th Avenue (Table 11-3, No's. 18, 19, 35)

Future development in the industrial sector of Tualatin will require improvements to Herman Road. This two-lane sub-standard roadway should be reconstructed between Teton Avenue and SW 118th Avenue to provide standard-width travel lanes, a center turn lane, bicycle lanes, a landscape strip, and a sidewalk on the side opposite the railroad tracks.

(s) New Streets in the Industrial Sector (Table 11-3, No's. 20, 21, 23)

To help facilitate additional development in the industrial sector of Tualatin, several new streets should be constructed to the local commercial/industrial standard. These streets include an extension of Leveton Drive west of SW 124th Avenue, and construction of other connecting streets (SW 130th Avenue, SW 128th Avenue, SW 125th Place, and Cummins Drive).

(t) SW 105th Avenue/Blake Street/SW 108th Avenue Improvements (Table 11-3, No. 22)

Two sharp curves where SW 105th Avenue transitions into SW 108th Avenue create a potential safety concern, particularly as residential development continues in southwest Tualatin. The roadway should be reconstructed to increase the curve radii and to provide wider travel lanes, sidewalks, and bicycle facilities.

(u) Sagert Street Extension (Table 11-3, No. 24)

To promote east-west travel connectivity and improve emergency access, Sagert Street should be extended at its current cross-section west to connect to SW 95th Place.

(v) SW 95th Place Extension (Table 11-3, No. 25)

To promote north-south connectivity and improve emergency access, SW 95th Place, which currently ends in a cul-de-sac just north of Avery Street, should be extended at its current cross-section to connect the two streets.

(w) Tualatin-Sherwood Road Widening (Table 11-3, No. 26)

To improve capacity along this busy major arterial, Tualatin-Sherwood Road should be widened to five lanes between Teton Avenue and Highway 99W. This project should include bike lanes and sidewalks.

(x) Hall Boulevard Extension (Table 11-3, No. 27)

To provide an alternative north-south route across the Tualatin River, to relieve the high traffic demands on Upper Boones Ferry Road, to facilitate future transit service, and to provide pedestrian and bicycle access to Tigard's Cook Park and Durham's City Park, Hall Boulevard should be extended south from its present terminus north of the Tualatin River at SW Durham Road in Tigard to connect to Tualatin Road on the south side of the river. This extension should be constructed as a three-lane cross-section and provide bike lanes and sidewalks.

(y) Herman Road Reconstruction – Teton Avenue to Tualatin Road (Table 11-3, No. 28)

Future development in the industrial sector of Tualatin will require improvements to Herman Road. This two-lane sub-standard roadway should be reconstructed between Teton Avenue and Tualatin Road to provide two standard-width travel lanes, a center turn lane, bicycle lanes, a landscape strip, and a sidewalk on the side opposite the railroad tracks.

(z) Nyberg Street/SW 65th Avenue/Nyberg Lane Intersection Improvement (Table 11-3, No. 29)

To improve the safety and operations at this existing unsignalized intersection, either a traffic signal or roundabout should be installed. The project should also include completing the sidewalk system along Nyberg Street.

(aa) Boones Ferry Road Sidewalk Completion (Table 11-3, No. 30a, 30b)

Several gaps in the sidewalk network exist at key points along Boones Ferry Road, which passes by two schools and also has transit service. To ensure a well-connected sidewalk network, new sidewalks should be constructed to fill in these gaps from Tualatin-Sherwood Road to Tualatin High School.

(bb) Sagert Street/SW 65th Avenue Intersection Improvement (Table 11-3, No. 31)

To improve capacity, the Sagert Street/SW 65th Avenue intersection should be signalized, a new northbound left-turn lane should be constructed on SW 65th Avenue, and the signal should be interconnected with the Borland Road/SW 65th Avenue signal.

(cc) Tualatin-Sherwood Road Bike lanes (Table 11-3, No. 32)

To complete a system of east-west bike lanes between Sherwood and Tualatin, bike lanes should be constructed along Tualatin-Sherwood Road between SW 90th Avenue and Nyberg Street.

(dd) Avery Street/Teton Avenue Intersection Improvement (Table 11-3, No. 33)

To improve safety and intersection operations, a traffic signal would be installed at this intersection.

(ee) Herman Road/SW 118th Avenue Intersection (Table 11-3, No. 36)

To improve safety and intersection operations, a traffic signal would be installed at this intersection.

~~(ff) Loop Road (Table 11-3, No. 39)~~

~~To improve capacity, connectivity and circulation, extend Seneca Street east of Martinazzi Avenue then north between the City offices and the old Safeway, then east behind K-Mart and south on the east side of K-Mart. A connection to Boones Ferry Road may be appropriate on the north side of the City offices.~~

(gg-ff) Development Related Improvement Projects

In addition to the above list of improvement projects, additional transportation improvement projects have been identified that would most likely be constructed as a result of development related projects. Some of these projects include:

(i) Construct SW 125th Place.

(ii) A new east west street connecting SW 108th Avenue to SW 112th Avenue (Table 11-3, no. 34). This project provides connectivity within a future residential development.

(iii) Signalizing the Tualatin Road/SW 108th Avenue intersection (Table 11-3, No. 37). The signal would be warranted based on increasing traffic volumes and poor sight distance for northbound traffic.

(iv) Signalizing the SW Cummins Drive/SW Cipole Road intersection. (Table 11-3, No. 38)

(v) Improve SW 72nd Avenue as part of the Durham Quarry project.

(vi) SW Cipole Road widening (Table 11-3, No. 41). Widen to the Cb&t standard from Highway 99W to Cummins Drive, provide three northbound lanes & modified signal phasing at Highway 99W intersection.

(vii) SW Herman Road/SW Cipole Road Intersection (Table 11-3, No.42). Realign, signalize intersection, provide two inbound lanes on each approach, railroad interconnect.

(hh gg) For purposes of applying the Oregon Transportation Planning Rule's section 660-012-0060(4), future development related land use amendments may not rely on the existence of projects listed in subsection (gg ff). Projects in subsection (gg ff) are intended to be conditioned on developments contributing to the need for them.

(3) Priority Project Summary

Table 11-4 identifies additional projects required to fully address the City's long-term transportation needs, but for which no current funding sources have been identified. In some cases, potential alternative funding sources have been identified. Should future transportation funding increase above the levels assumed in this TSP, this list can be used as a starting point to prioritize additional projects. Some projects on this list may also be appropriate for development-based funding, depending on the relationship of the development's transportation impacts to the project. Figure 11-9 presents the Priority System TSP Projects. Table 11-4 does not specifically list a project for every segment of every street. It is the intent of this subsection and Table 11-4 to indicate that all segments of streets designated E, D, C and B-CI on Figure 11-1 are on a project for future

construction and are permitted outright in each Planning District. The projects 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.

(4) Traffic Signal Plan

Figure 11-10 shows Tualatin's proposed future traffic signals. This list represents those traffic signals that have been identified as part of the Tualatin TSP. Due to the potential for shifting or unanticipated development, other traffic signal locations may be added based on the findings from a detailed traffic operations and safety analysis.

TABLE 11-4
PROJECTS UNFUNDED OR REQUIRING NEW FUNDING SOURCES

Project Description	Modes Served	Purpose	Cost
Recreation SDC or Bond			
SW 108th Avenue ped/bike bridge	ped, bike	recreation, connectivity	\$450,000*
Tualatin River pathway	ped, bike	recreation	\$2,500,000*
SW 65th Avenue ped/bike bridge	ped, bike	recreation, connectivity	\$450,000*
Nyberg Creek pathway	ped, bike	recreation, connectivity	\$170,000*
Pedestrian trail system completion (6 projects)	Ped	recreation	\$625,000*
Unfunded Industrial Area Projects			
Myslony Street (112th Avenue) extend to Tualatin-Sherwood Road	auto, ped, bike	connectivity	\$1,880,000*
Cipole Road widen to three lanes, Cummins Drive to T-S	auto, ped, bike, freight movement	capacity, modernization	\$5,500,000*
Herman Road reconstruct, Cipole Road to SW 124th Avenue	auto, ped, bike, freight movement	modernization	\$920,000*
Herman Road reconstruct, 118th Avenue to SW 124th Avenue	auto, ped, bike, freight movement	modernization	\$1,250,000*
Leveton Drive widen to five lanes, SW 108th to SW 118 th	auto, ped, bike, freight movement	capacity	\$1,000,000*
SW 108th Avenue widen to five lanes, Leveton to Herman	auto, ped, bike, freight movement	capacity	\$500,000*
Herman Road widen to five lanes, SW 108th to Teton	auto, ped, bike, freight movement	capacity	\$900,000*
Unnamed roadway extending west of Cipole Road/Cummins Drive intersection	auto, ped, bike, freight	capacity	\$840,000**

Project Description	Modes Served	Purpose	Cost
	movement		
STIP/Federal Earmark			
I-5/Highway 99W Connector	auto, freight movement	capacity, reduce auto & truck delays	\$250,000,000 *
I-205 widen to six lanes, I-5 to Stafford Road	auto, freight movement	capacity, safety	\$6,100,000*
Lower Boones Ferry Road interchange (#290) reconstruct with loop ramps	auto, transit	capacity	TBD
LID			
SW 93rd Avenue Complete to City standards	auto, ped, bike	modernization	\$150,000*
Unfunded, Other Priority Projects			
Boones Ferry Road/Blake Street Construct turn lanes, signalize	auto, ped, bike	safety, capacity	\$1,200,000*
Teton Avenue bike lanes, Herman Road to T-S	Bike	connectivity, safety	\$750,000*
McEwan Road widen to three lanes, Lower Boones Ferry to city limits	auto, ped, bike	capacity, modernization	\$2,300,000*
Avery Street/SW 105th Avenue Signalize	auto	capacity	\$150,000*
Unfunded, Other Desirable Projects			
Lower Boones Ferry Road extend across Tualatin River	auto, ped, bike	capacity, connectivity	\$14,000,000* + right-of-way
Boones Ferry Road widen to five lanes, T-S to Ibach	auto, ped, bike, transit	capacity	\$3,000,000*
Nyberg Street bike lanes, T-S to SW 65th Avenue	bike	connectivity	\$850,000*
Borland Road bike lanes	bike	connectivity	\$1,500,000*
SW 65th Avenue*** extend across Tualatin River	auto, ped, bike	capacity, connectivity	\$10,000,000*
SW 65th Avenue bike lanes, Nyberg to Borland	bike	connectivity	\$700,000*
SW 95th Avenue extend to SW 90th Avenue	auto, ped, bike	connectivity	\$500,000*
Highway 99W sidewalks, north city limits to south city limits	ped	connectivity	\$1,100,000*
SW 105th Avenue sidewalks, west side	ped	connectivity	\$84,000*
Tualatin Road/Teton Avenue	auto	capacity	\$150,000*

Project Description	Modes Served	Purpose	Cost
Signalize			
Leveton Drive/SW 108th Avenue Signalize	auto	capacity	\$150,000*
Borland Road/Wilke Road Signalize	auto	capacity	\$150,000*
Grahams Ferry Road/Helenius Road Signalize	auto	capacity	\$150,000*
Highway 99W/SW 130th Avenue Signalize	Auto	capacity	\$150,000*
Central design district pedestrian street enhancements	pedestrian	safety	\$2,600,000*
Highway 99W widen to six lanes, Cipole Rd to the Tualatin River	auto	capacity	\$4,000,000*
Tualatin Road widen to five lanes, Herman to Boones Ferry	auto	capacity	\$2,500,000*
SW 65th Avenue widen to five lanes, Sagert to Nyberg	auto	capacity	\$2,300,000*
Borland Road widen to five lanes	auto	capacity	\$4,300,000*
Nyberg Road widen to seven lanes, Martinazzi to I-5	auto	capacity	\$700,000*
95th Avenue bike lanes, Avery to Tualatin-Sherwood Rd.	bike	connectivity	\$1,000,000*
Sagert Street widen to five lanes, Martinazzi to SW 65th	auto	capacity	\$2,300,000*+ bridge widening
SW 90th Avenue widen to five lanes, Tualatin to Tualatin- Sherwood	auto	capacity	\$1,200,000*
All segments of streets designated E, D, C and B-CI in Figure 11-1 that are not specifically listed above.	auto, ped, bike	capacity, safety, connectivity, modernization	TBD
Boones Ferry Road Widen to four lanes with turn lane or medians of varying widths from Lower Boones to Martinazzi	Auto, ped, bike, transit	Safety, connectivity, capacity	\$3,500,000*
Loop Road Extend Seneca Street east of Martinazzi then north between the City offices and the old Safeway, then east behind K- Mart and south on the east side of K-	Auto, ped, bike	Capacity, connectivity	\$2,500,000*

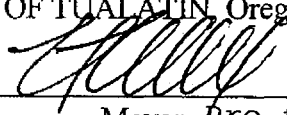
Project Description	Modes Served	Purpose	Cost
Mart. A connection to Boones Ferry Road may be appropriate on the north side of the City offices.			
<p>*2001 dollars; costs are not adjusted for inflation ** 2005 dollars, costs are not adjusted for inflation *** The project at 65th river crossing is designated as a study area. Alternate crossing locations will be considered as part of the design of this project. MSTIP: Washington County Major Streets Transportation Improvement Program, STIP: Oregon Statewide Transportation Improvement Program, CURP: Central Urban Renewal Plan, LTIP: Leveton Tax Increment Plan, TGM: Oregon Transportation Growth Management Program, SDC: Systems Development Charge, TBD: to be determined</p>			

Section 2. TDC 30.010 is amended to read as follows:


The Tualatin Urban Renewal Plan, 1975, as amended by the Tualatin Central Urban Renewal Plan, 1984, 1987, 1992, and 2002, **and 2006** and thereafter referred to as the "Tualatin Central Urban Renewal Plan," is hereby adopted as part of the Tualatin Community Plan and is incorporated by reference into the Tualatin Development Code.

INTRODUCED AND ADOPTED this 10 day of July, 2006.

CITY OF TUALATIN, Oregon

BY 
Mayor Pro tem

ATTEST:

BY 
Interim City Recorder

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SECTION I: URBAN RENEWAL PLAN

A. INTRODUCTION

This Urban Renewal Plan and Report governs the activities of the Tualatin Development Commission (the Urban Renewal Agency of the City of Tualatin) within Tualatin's Central Urban Renewal Area. The Plan and Report reflect amendments to the initial Urban Renewal Plan originally adopted on January 27, 1975.

The Plan (Section I):

- Describes the history of urban renewal activities in the Area;
- States the Commission's overall goals and objectives;
- Outlines the activities anticipated within the Area;
- Describes in detail the real property acquisition and disposition authorized within the Area, and states how the relocation of existing occupants is to be treated;
- Describes how land use is regulated within the Area; and
- States how changes to the Plan are to be accomplished.

The Report (Section II) provides background information on economic, social, and environmental conditions in the Urban Renewal Area and includes the financial plan for accomplishing the Plan's activities.

The Plan and Report together contain the information required by Oregon Revised Statutes (ORS) 457.085.

1. DEFINITIONS

The following definitions will govern this Plan unless the context otherwise requires:

"Blight" or "Blighted Areas" means conditions or areas as defined in ORS 457.010.

"Block 13 Redevelopment Project" means the parcels of the Tualatin Commons Redevelopment Project that were included as a part of the project by Amendment No. 9 to this plan. Amendment No. 14 combined this project and the Village Square Redevelopment Project and renamed them the "Tualatin Commons Redevelopment Project."

"Central Design District Enhancement Project" means the area within the Central Design District identified for public improvements such as, but not limited to, streetscape enhancements such as sidewalks, pedestrian lighting, street trees, pedestrian furniture, banner poles; roadway improvements; intersection improvements; sewer, water and

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storm drainage improvements; public art and landscape enhancements.

"City Hall" or "City Hall Facilities" means development activities related to the feasibility, siting, design, and construction of City of Tualatin government facilities, including, but not limited to, council chambers, staff offices, police offices, and on-site parking facilities.

"Commission" or "Tualatin Development Commission" means the City of Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin.

"Community Center" means development activities related to the feasibility, siting, design, and construction of facilities designed to support social aspects of residents and businesses of Tualatin.

"Development Code" means the City of Tualatin Development Code, containing the Tualatin Community Plan, the Central Urban Renewal Plan and Report, and Planning District Standards.

"ORS" means Oregon Revised Statutes.

"Plan" or "Urban Renewal Plan" means the Urban Renewal Plan for the Tualatin Central Urban Renewal Area as approved and modified by the Tualatin Development Commission and adopted by the Tualatin City Council pursuant to ORS 457.085 and 457.095.

"Public Facilities" means all on-site and off-site improvements and related accessories to be accepted for ownership, maintenance and operation by a public agency, including, but not limited to, sanitary sewers and pump stations, water lines including related reservoirs, pump stations, pressure reading stations and hydrants, storm drain systems, greenways, bike paths, and streets including alleys, street lights, street name signs, traffic control systems and devices.

"Project" or "Project Activity" means any work or undertaking carried out under ORS 457.170 in an Urban Renewal Area.

"Report" means the Urban Renewal Report accompanying the Plan pursuant to ORS 457.085.

"Retail Postal Facility" or "Postal Facility" means development to house a postal facility that is primarily designed to support the community's over-the-counter postal needs. This facility is not a major mail sorting/processing facility.

"Tualatin Commons Redevelopment Project" means all Project activities related to the project called for in Goal 1, Objective (a.) including land acquisition and disposition and development of public improvements.

"Tualatin Commons Redevelopment Project Area" means the area in which land will be acquired and disposed of for redevelopment and public improvements for the Tualatin Commons Redevelopment Project.

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"Transportation System Plan" means the Transportation System Plan adopted by the City Council by Resolution No. 3878-01, July 9, 2001.

"Urban Renewal Area" or "Area" means the blighted area established as the Tualatin Central Urban Renewal Area.

"Village Square Redevelopment Project" means the part of the Tualatin Commons Redevelopment Project that was originally implemented by Amendment No. 5. The Tualatin Commons Redevelopment Project consists of the Block 13 and Village Square Redevelopment Projects.

"Village Square Redevelopment Project Area" means the area in which land was acquired for the Tualatin Commons Redevelopment Project before the Hervin Pet Food facility was acquired and included in the redevelopment project.

"Water Feature", "Major Water Feature" or "Lake" means a body of water, fountains and other water-related items to be planned, designed and constructed by the Tualatin Development Commission in conjunction with the Tualatin Commons Redevelopment Project.

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

2. HISTORY OF ADOPTION AND AMENDMENT

The Urban Renewal Plan (the "Plan") for the Tualatin Central Urban Renewal Project was adopted by the Tualatin City Council on January 27, 1975. The Plan established an Urban Renewal Area which the City Council found to be blighted and deteriorated because of conditions including:

- deleterious land uses,
- the lack of flood protection,
- the lack of adequate drainage facilities and public rights of way,
- the traffic congestion and railroad/motor vehicle conflicts and the public safety hazards resulting therefrom, and
- the inaccessibility and inadequacy of public facilities and services.

(A map and legal description of the 1975 Urban Renewal Area are included in Appendix A of the Report.)

With the adoption of the Plan, the Tualatin Development Commission (the "Commission") was established as the Urban Renewal Agency of the City. The Plan indicated that further revisions were anticipated.

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In January, 1976, the Plan was amended (Amendment No. 1) to designate a site for a "Civic Center" on the east side of Martinazzi Avenue (80th Avenue).

In July 1976, the Commission retained the consulting team of Broome, Oringdolph, O'Toole and Rudolph; CH2M Hill; Larry Smith and Company, LTD; and McArthur/Gardner Partnership to refine the January 1975 Plan. The Urban Renewal Advisory Committee (URAC) was established at this time to assist in the development of Plan revisions.

The work of the consultant team resulted in a proposed plan amendment which:

- (1) further documented several of the conditions which contributed to blight and deterioration within the Urban Renewal Area,
- (2) established additional objectives of the Plan,
- (3) outlined alternative actions to be taken in the areas of flood control and transportation, and
- (4) contained a list of anticipated projects.

The proposed Plan amendment also contained detailed land use recommendations and requirements for sub-areas of the Urban Renewal Area, designated as "blocks," and more general "design guidelines" to be applied by the City's Architectural Review Board in evaluating development proposals. A technical appendix included background analyses and minutes of Urban Renewal Advisory Committee meetings.

In October 1977, the Plan was amended (Amendment No. 2) to adopt and incorporate the amendments and technical appendix; the new Plan was titled "Urban Renewal Plan, dated October 10, 1977."

In February 1978, Amendment No. 3 added provisions which allowed limited land acquisition, relocation, land disposition and redevelopment. These provisions were added to allow implementation of parking and street improvement projects listed in the Plan's work program.

In April 1979, Amendment No. 4 was adopted which incorporated minor revisions to the Plan's parking and circulation plan. These called for acquisition of land for future parking lots north of SW Boones Ferry Road and for revision of the location of a lot north of SW Seneca Street.

In October 1979, the City Council adopted a significantly new Community Plan which, among other things, replaced the then-existing system of zoning with a system of "Planning Districts." This necessitated revision of the land use section of the Urban Renewal Plan (Amendment No. 5) to reflect the changes in designations. The changes were almost exclusively related to the names of the districts; actual land use policies were essentially the same.

In 1982, the Commission undertook an extensive review and update of the Plan. In July, the Commission retained Mitchell and Nelson Associates, Inc. to lead a consultant team

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to review the Plan. This consisted of re-evaluating the Plan's assumptions and conclusions regarding land use, urban design, parking, circulation, economics and market conditions. The consultant team included Associated Transportation Engineering and Planning (ATEP), Pacific Economica, Inc. and Mel Kroker Architects.

The review process was directed by URAC. Citizens were provided opportunities for involvement at over 20 URAC meetings and work sessions.

A final report entitled "Review and Update of the Urban Renewal Plan" was completed in March 1983. After further revisions and corrections, and a joint work session of URAC and the Commission, the report was adopted on September 12, 1983.

The report essentially confirmed the continued validity of the Plan's assumptions and conclusions but went on to recommend that the Commission play a more aggressive role in redevelopment of the central area. Recommended actions included acquisition of land for reconveyance to a private developer for development into retail uses, and development of a public square and pedestrian ways. This redevelopment project, titled the "Village Square," would include parking facilities.

In December 1983, the Plan was amended (Amendment No. 6) to reflect the major conclusions of the "Review and Update," primarily that the Commission should pursue the Village Square Redevelopment Project. The transportation and flood control sections were revised to reflect projects that were completed and to acknowledge that transportation improvements are governed by the transportation element of the Community Plan. The amendment, however, did not address the Village Square Project in sufficient detail to authorize the necessary actions.

In December 1984 the Plan was "substantially" amended (Amendment No. 7) in order to pursue implementation of the Village Square Redevelopment Project and to expand the Tualatin Central Urban Renewal Area Boundary.

In August 1986 the Plan was amended (Amendment No. 8) to pursue acquisition of Tax Lot 2S1 24BC 4800, owned by the Tualatin Rural Fire Protection District.

The Plan was amended in November 1986 (Amendment No. 9) to authorize intersection improvements on Martinazzi Avenue adjacent to the Fred Meyer Shopping Center and Martinazzi Square driveways.

In April 1987 the Plan was amended (Amendment No. 10) to establish design standards and guidelines for the Central Design District and establish master-planning requirements for development on Block 13.

Amendment No. 11 was initiated by the Commission in order to pursue implementation of the Block 13 Redevelopment Project. This project enabled the Commission to purchase the then-closed Herwin pet food manufacturing facility and develop it in a manner consistent with the Village Square Redevelopment Project.

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The plan was amended in January 1988 (Amendment No. 12) to prohibit take-out restaurants in Blocks 28 and 29.

It was again amended in August 1988 by Amendment No. 13 to amend the planned location of a part of the Loop Road Project.

Amendment No. 14 was initiated in May 1990 after the Tualatin Valley Fire and Rescue Station moved. The amendment reauthorized the Agency to acquire Tax Lot 2S1 24BC 04800, as the date of the original agreement expired.

Amendment 15 was a minor amendment dated September 9, 1991 to conform with new statutory language and add an estimated final date for sale of bonds.

Amendment No. 16 was initiated on November 9, 1992 to change land uses within the Tualatin Commons Redevelopment Project (formerly referred to as the Village Square and Block 13 Redevelopment Projects). To reduce confusion, the amendment also combined the two project names into one name - the Tualatin Commons Redevelopment Project that reflected the name selected by the Commission in February 1990. The change in land uses includes objectives to plan and develop a major water feature and to locate a City Hall facility and community center within the Tualatin Commons Project Area. It also includes an objective to work with the U. S. Postal Service to locate a retail postal facility in the Tualatin Commons Project Area. Because significant land use changes were proposed, this amendment was considered "substantial," as per ORS 457.220.

Amendment No. 17, a minor amendment, was adopted on June 23, 1993 by the Tualatin Development Commission. The amendment would have reduced the minimum lot size on Block 13 of the urban renewal area from 25,000 square feet to 10,000 square feet. Although this minor amendment was approved by the Tualatin Development Commission and is part of this Urban Renewal Plan, the corresponding action by the Tualatin City Council to change the Tualatin Development Code was never made.

Amendment No. 18, a substantial amendment, was adopted on March 23, 1998 to establish a maximum level of indebtedness under the Plan, consistent with ORS 457.190.

Amendment No. 19, a minor amendment, was adopted on October 26, 1998 by the Tualatin Development Commission. The amendment authorized the acquisition of Tax Map 2S1 23D, Tax Lot 500 for a Police Facility, as defined under "City Hall" or "City Hall Facilities" in this Plan. Excess land will either be developed or disposed of in accordance with the Plan.

Amendment No. 20, a minor amendment, was adopted on December 10, 2001 by the Tualatin Development Commission modifying the Future Amendment Process.

Amendment No. 21, a minor amendment, was adopted on March 11, 2002 by the Tualatin Development Commission to establish the Central Design District Enhancement Project, bring the Plan into compliance with elements of the Community Plan, update the

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Plan based on the Transportation System Plan of 2001 and expand the Urban Renewal Area boundary less than 1 percent. The Council adopted, through the Council Approval Process on April 22, 2002, adding Central Design District Enhancement Projects to the Plan.

Amendment 22, a Council Approved Amendment, was adopted July 10, 2006 by the City Council incorporating library expansion as a project, deleting or listing as projects if funding is available for Boones Ferry Road – Martinazzi to Lower Boones Ferry Road, Loop Road/Eastside Downtown, Commons Landmark, Green Lot Expansion, Façade Improvement Program and Sculpture Garden.

[Section A-2 amended by Resolution No. 74-83 adopted December 12, 1983; Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; and TDC Resolution 398-02, adopted March 11, 2002; and Ordinance _____ passed July 10, 2006]

3. CITIZEN INVOLVEMENT PROCESS

Beginning with the first significant revision of the Plan in July 1976, revisions of plan policies, activities and projects have been developed under the advisement of the Urban Renewal Advisory Committee. This citizen's committee meets quarterly or on a monthly basis, as needed, to discuss and make recommendations to the Tualatin Development Commission regarding urban renewal issues. These meetings are open to the public and are advertised in the local media.

Plan amendments are approved by the Commission and adopted by the City Council at public meetings which are noticed in conformance with state law.

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

B. GOALS AND OBJECTIVES

1. GOALS AND OBJECTIVES OF THE URBAN RENEWAL PLAN

THE OVERALL GOAL OF THE PLAN IS:

To strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses.

LAND USE

Objective: Implement the Tualatin Commons Redevelopment Project and Central Design District Enhancement Project to provide an appropriate environment which encourages private development

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within the Project area' and surrounding properties that support the overall goal. A major water feature may be included in the Tualatin Commons Redevelopment Project. Both projects will be oriented to pedestrians with connections to the Tualatin Community Park and to other public and private developments in the town center area.

The projects will be implemented as a series of public/private partnerships. The role of the Commission includes acquiring and packaging development sites; conveying, by sale or lease, portions of the sites to private developers; and contributing towards construction of public facilities and improvements. These public facilities may include but are not limited to a water feature, community facilities, pedestrian facilities, streetscape enhancements, art and parking facilities. Development of all commercial and residential space will be a private sector responsibility.

Goal 1: Commercial Development

To encourage and facilitate commercial development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district that encourages community and business activity on weekdays, evenings and weekends.

- Objectives:
- a. Implement the "Tualatin Commons Redevelopment Project." The project is envisioned as a public and private mixed-use development that encourages activity during business hours, evenings, nights, and weekends; and indoor and outdoor uses. Commercial uses that are encouraged include restaurants, limited specialty retail, theaters, private athletic facilities, lodging, and offices.
 - b. Implement the "Central Design District Enhancement Project." The project is envisioned as a public improvement addressing transportation, pedestrian circulation, streetscape enhancements and art to further encourage activity during business hours, evenings, nights, and weekends; and indoor and outdoor uses within the central downtown area.
 - c. Encourage the development of existing Central Commercial designated land before re-designating other land within the Urban Renewal Area as Central Commercial.
 - d. Support Central Commercial designated land for development by assisting in the marketing and promotion of central Tualatin as a place to visit, shop, and conduct business.

Goal 2: Housing

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

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- Objective:
- a. Review and revise land use requirements and planning district designations, where necessary, to focus housing efforts on those areas most suitable.
 - b. Implement the "Tualatin Commons Redevelopment Project" and Central Design District Enhancement Project. Housing types allowed in the CC and RH planning districts, including common wall single family attached housing, are uses that support commercial and social objectives of increasing the evening, night, and weekend use in the Project Area's and increase the value of the land.

Goal 3: Industrial Development

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

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

Goal 4: Civic Development

To promote civic facilities, including community gathering spaces and other pedestrian amenities, a community center, **library expansion** and a City Hall in the ~~central sub-area~~ of the Urban Renewal Area, which is supportive of other civic and private uses in the area.

- Objectives:
- a. Implement the "Tualatin Commons Redevelopment Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to assist the City of Tualatin in the planning and design of public uses. Some of these uses may include City Hall, library expansion, community buildings, pedestrian-oriented facilities, major water facilities, landmark and parking facilities. This list is not all inclusive.
 - b. Work with the City of Tualatin to identify a site and facilitate development of City Hall facilities within the Tualatin Commons Redevelopment Project or other areas within the Urban Renewal District which provides central access to the entire City.
 - c. Plan, design and construct a water feature in the Tualatin Commons Redevelopment Project. The water feature is envisioned to serve as

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a focal point to encourage pedestrian-oriented, activity-oriented businesses and public uses in the Tualatin Commons Redevelopment Area. It will also add value to the overall development.

- d. Where appropriate, assist in planning and development of a retail postal facility within the Tualatin Commons Redevelopment Project.
- e. Implement the "Central Design District Enhancement Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to implement capital improvement projects and to assist the City of Tualatin in the planning and design of development which may include partnering on an interim community building.
- f. ***Assist the City financially in expanding the public library to promote private development opportunities.***

IMPROVED TRAFFIC AND TRANSPORTATION

Goal 5: Transportation

To provide transportation access and circulation which is supportive of central area development.

- Objectives:
- a. Assist in and encourage opportunities to share parking between compatible developments. Such opportunities may include providing public parking for shared use for public and private entities in the Tualatin Commons Redevelopment Project Area and Central Design District Enhancement Project Area.
 - b. Support the implementation of transportation improvements described in the Transportation Element of the Tualatin Community Plan and Transportation System Plan.
 - c. Work toward solutions to minimize railroad noise and traffic conflicts along SW Boones Ferry Road, including assistance in relocating the maintenance building to another location in Tualatin.

Goal 6: Pedestrian and Bikeways

To develop a pedestrian/bicycle system linking the Urban Renewal Area to residential areas, parks, natural areas, and to link the business district on the south side of SW Boones Ferry Road to the future business district on the north side of SW Boones Ferry Road.

- Objectives: a. Create pedestrian ways and bikeways to link the downtown area to

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the Community Park and to connect development on the north and south sides of SW Boones Ferry Road.

- b. Provide sidewalks and lighting in the Urban Renewal Area where appropriate to encourage and support pedestrian-oriented activities in the downtown area. Provide rain protection where feasible.
- c. Create attractive pedestrian streetscapes in the downtown area (central sub-area).

Goal 7: Transit

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

- Objectives:
- a. Assist Tri-Met in locating park-and-ride facilities in outlying areas in the community, and assist in locating other transit-related facilities in the Urban Renewal Area.
 - b. Encourage design of private and public developments which integrate transit provisions.
 - c. Assist in locating commuter rail transit near the downtown area.

PUBLIC UTILITIES

Goal 8: Utilities

To assist in providing public utilities in the Urban Renewal Area as needed to facilitate growth and aesthetic quality.

- Objectives:
- a. Assist in improving, developing and relocating water, sewer, storm drainage and road systems within the Urban Renewal Area.
 - b. Underground overhead electric, cable, and telephone lines in the downtown area and in all new development in the Urban Renewal Area. The Tualatin Commons Project Area and Central Design District Enhancement Project Area are the highest priority for undergrounding of utilities, to enhance the aesthetic value of the downtown.

RECREATIONAL AND COMMUNITY FACILITIES

Goal 9: Parks

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To provide a high-quality park and recreation system to offset the environmental effect of large areas of commercial and industrial development.

- Objectives:
- a. Create green and open spaces centered around the Tualatin River, Nyberg Creek, Hedges Creek, and significant stands of trees.
 - b. Preserve the Sweek marsh (Hedges Creek Wetlands) as designated in the Tualatin Development Code, Wetlands Protection District.
 - c. Link the downtown area to the Community Park with a system of pedestrian ways and bikeways.
 - d. Preserve the natural value of the Tualatin River as a scenic, recreational and open space asset. Seek limitation of river use in this area to non-motorized boats.

FLOOD CONTROL AND OTHER PUBLIC IMPROVEMENTS

Goal 10: Flood Protection

To promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions.

- Objectives:
- a. Provide flood protection for the Urban Renewal Area by participating in federal, state, and local flood control projects.
 - b. Provide for the sound use and development of special flood hazard areas by utilizing special construction standards in the floodplain within the Urban Renewal Area. The Tualatin Development Code establishes standards for floodplain construction whereby structures must either be elevated above the floodplain or be made flood-proof.
 - c. Provide for the use of fill within the Tualatin Commons Redevelopment Project to elevate structures above the floodplain.

Goal 11: Design Considerations

To create an atmosphere in the Urban Renewal Area which is aesthetically pleasing in order to promote the desirability of investment and occupancy in properties.

- Objectives:
- a. Utilize appropriate development review procedures to guide development in the Central Design District.
 - b. Create design guidelines for the Central Design District to facilitate design compatibility and to establish the uniqueness of the area.
 - c. Provide attractive and functional street and walkway lighting for public safety and convenience in the Urban Renewal Area.

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- d. Preserve designated historic structures or sites in the Urban Renewal Area through public purchase or encouragement of compatible reuse. Landmark structures shall be preserved as required in Chapter 68 of the Tualatin Development Code.

[Section B-1 amended by Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; TDC Resolution 398-02 adopted March 11, 2002; and by Ordinance 1108-02 passed April 22, 2002; and Ordinance _____ passed July 10, 2006]

2. RELATIONSHIP TO LOCAL OBJECTIVES

The Tualatin Central Urban Renewal Plan exists to implement local objectives for central Tualatin, as they are expressed in the Tualatin Community Plan. The Urban Renewal Plan is a part of the Community Plan. The Community Plan and Planning District Standards together comprise the Tualatin Development Code.

The goals and objectives of the Urban Renewal Plan are based upon those in the Community Plan, as they relate to the Urban Renewal Area. The Urban Renewal Plan serves to further define local objectives as follows:

a. Land Use

The Plan calls for the promotion and support of Commercial (Goal 1), Residential (Goal 2), Industrial (Goal 3), and Civic (Goal 4) Development within the Urban Renewal Area. In particular, the Tualatin Commons Redevelopment Project and Central Design District Enhancement Project serve to further the local objective of establishing a socially and economically viable center in the community.

b. Improved Traffic and Transportation

Goals 5 (Transportation), 6 (Pedestrian and Bikeways) and 7 (Transit) directly address objectives of the Transportation Element of the Community Plan and the Transportation System Plan. In particular, the plan calls for funding and construction of street improvements, pedestrian and bicycle facilities; for cooperation with Tri-Met in the placement of park-and-ride lots in outlying areas of the community, to encourage other facilities within the Urban Renewal Area; and to ensure adequate parking is provided within the redevelopment area.

c. Public Utilities

Goal 8 (Public Utilities) calls for Urban Renewal participation in design and construction of public utilities within the Urban Renewal Area. Such improvements are done in conformance with the Water and Sewer Service elements of the Community Plan and other applicable standards.

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d. Recreational and Community Facilities

Goal 4 (Civic Development) includes an objective to participate in developing a community center *and expansion of the public library*. Goal 4 also includes an objective to develop a water feature in the Tualatin Commons Redevelopment Project as a way to encourage community-related private and public uses within the area. Goal 9 (Parks) includes objectives regarding linking the central area to the Community Park and preserving the scenic value of the Tualatin River, Hedges Creek and Nyberg Creek.

e. Flood Control and Other Public Improvements

The Plan has as a major activity implementation of flood control projects (Goal 10). The Plan anticipates Urban Renewal participation in additional projects which will serve to supplement the city's regulatory efforts described in the Tualatin Development Code, Flood Plain District Standards.

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

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C. DESCRIPTION OF PROJECT

The Tualatin Central Urban Renewal Plan details activities (outlined in detail in Section D.) which focus on alleviating the causes of blight and deterioration in the Urban Renewal Area. At the time of its establishment, the Urban Renewal Area was characterized by severe underdevelopment. Obstacles to development included periodic flooding, traffic congestion, irregular platting and lack of public facilities and utilities. The Project's activities, therefore, include:

- Flood control, including participation with the Army Corps of Engineers in design and construction of flood control projects;
- Street, road and utility improvements, including participation in federally and state funded projects;
- Acquisition and packaging of development sites of a sufficient size to facilitate appropriate development of the downtown (the Tualatin Commons Redevelopment Project and Central Design District Enhancement Project);
- Design and construction of public facilities, some of which may include a water feature, pedestrian spaces and walkways, architectural focal points, art, streetscape enhancements and parking facilities. Inclusion on this list is not intended to mean the Commission will provide all of the mentioned facilities or similar public facilities.
- Working with the City of Tualatin on location, design, and construction of a community center or partnering with a property owner to utilize an existing building;
- Working with the City of Tualatin to establish a site for a City Hall facility. Urban Renewal funds will not be used to fund design and/or construction of a City Hall facility.
- Participation in the coordination and regulation of development within the Urban Renewal Area.
- ***Working with the City of Tualatin to expand the public library. Urban Renewal funds will be used to assist in funding design and/or construction of a library expansion.***

The December 1984 plan amendment incorporated specific information related to the Tualatin Commons Redevelopment Project, which will include several project activities. The Tualatin Commons Redevelopment Project consists of the acquisition of a development site in the Central Design District; demolition and relocation of existing buildings, businesses and residences; redevelopment of the site by means of disposition and development agreements with developers for private development; design and construction of a major water feature; coordination with the City of Tualatin for development of City Hall facilities; coordination with the City of Tualatin and participation in the location, design and construction of a community center, coordination with U. S. Postal Service on placement of a retail postal facility, design and construction of public facilities; and other activities necessary to facilitate the project. Such

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public facilities may include parking facilities, community gathering spaces, other pedestrian amenities, infrastructure improvements, and a major water feature.

The Central Design District Enhancement Project consists of construction of street improvements, streetscape enhancements, pedestrian lighting, pedestrian amenities, art and design and construction of public facilities. The project may also consist of the acquisition of a development sites in the Central Design District; demolition and relocation of existing buildings, businesses and residences and redevelopment of the sites by means of disposition and development agreements with developers for private development.

[Section C amended by Ordinance 730-87, passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; and Ordinance No. 1108-02 passed April 22, 2002 ; and Ordinance _____ passed July 10, 2006]

D. OUTLINE OF PROJECT ACTIVITIES

1. PUBLIC IMPROVEMENTS

a. Flood Control

Alternative methods of flood control have been examined in detail, including increasing channel capacity, erecting flood water barriers, constructing alternative flood water channels, and removing or modifying constrictions to the passage of flood waters (Appendix D). In 1976, the general alternative judged most feasible involved removal of rock reefs downstream in the Tualatin River, construction of a new dam near the Lake Oswego diversion dam, minor channel improvements in other locations, the building of low berms in parts of the Urban Renewal Area, and construction of flood gates and pump stations at the mouth of Nyberg Creek and Hedges Creek.

Prior to completion of any of these actions, the City of Tualatin began to participate in the United States Department of Housing and Urban Development (HUD) Flood Insurance Program. In return for federally subsidized flood insurance, the program requires the city to adopt regulations controlling development within the 100-year floodplain and floodway. The City's Flood Protection District contains these regulations.

In 1984, the Commission provided local share funds for an Army Corps of Engineers project which resulted in removal of the rock reefs downstream in the Tualatin River (see Map 2). This project in itself resulted in the removal of the floodway designation, and allows development to occur utilizing solid fill to the level of the 100-year flood. The area of the 100-year floodplain remains unchanged.

The Plan contemplates additional flood control actions, primarily in connection with replacing the Lake Oswego diversion dam, also known as the Oregon Iron and Steel Dam (see Map 2). A new dam would allow greater release of flood

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waters while retaining sufficient control of the level of water in the Lake Oswego.

Specific Project Activities, Flood Control: The Commission's involvement in flood control is proposed to be in the form of participating, along with other benefited communities, in the local share of a state and/or federally funded project. The Commission proposes to assume the role of initiating pre-planning activities and coordinating local government participation. In addition, fill will be utilized in the Tualatin Commons Redevelopment Project to minimize flood risk to the project.

b. Roads and Streets

The Transportation Study included in the 1977 plan amendments and the additional work included in the Review and Update of the Urban Renewal Plan and the City's Transportation System Plan 2001 have recommended revisions to the street and road system within the Urban Renewal Area. Transportation planning in Tualatin occurs within the context of the Transportation Element of the Community Plan. As a result of these studies, revisions were made to the Transportation Element.

The Transportation Element currently calls for the following improvements (displayed on Map 3, "Transportation") to be implemented within the Urban Renewal Area:

- SW Tualatin-Sherwood Road

This street is the main avenue for east/west traffic through the City and functions a major arterial and should be developed as a four-lane roadway with center left turn lane or medians. From SW Nyberg Street to SW 90th Avenue the roadway should be developed as a four-lane boulevard with left turn lane pockets and bike lanes with traffic signals at SW Tualatin-Sherwood Road/SW Martinazzi, SW Tualatin-Sherwood Road/Commons Access, SW Tualatin-Sherwood Road/SW Boones Ferry Road, SW Tualatin-Sherwood Road/SW 89th Avenue and pedestrian amenities. The section west of SW 89th Avenue to SW Teton Avenue was widened to four travel lanes in 1991, and the remainder of the road to Highway 99 should be improved to increase the efficiency of the roadway.

- SW Nyberg Street

This street will function as a major arterial between SW Tualatin-Sherwood Road on the west and SW 65th Avenue on the east. West of SW Tualatin-Sherwood Road bypass, SW Nyberg Street will function as a minor collector primarily as a main access point into the downtown area.

At the east end of the bridge, a loop ramp to accommodate the eastbound to northbound traffic was completed in the fall of 1991. This loop ramp was necessary because of the heavy left turn demand which required a double left turn lane. The existing bridge is not wide enough to accommodate two

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travel lanes in each direction and a double left turn lane, making the loop necessary. A free right turn onto westbound SW Nyberg Road from southbound I-5 is necessary to more effectively accommodate heavy travel movements to the employment centers.

Additional improvements are identified to the interchange due to significant congestion levels in the Urban Renewal Area. These include widening the southbound off ramp, widening the roadway from the K-Mart/Fred Meyer signal east which includes the over-crossing to accommodate two west bound lanes, west bound to south bound turn lane and four east bound lanes, turn lanes and pedestrian improvements.

Improvement of SW Nyberg Street from the K-Mart driveway to SW Martinazzi Avenue including road widening and pedestrian improvements may be necessary to serve the land use of the Tualatin Commons Redevelopment Area, Central Design District Project Area and other developments in the central and east sub-areas of the Urban Renewal area.

SW Nyberg Street, from SW Martinazzi to SW Boones Ferry Road will function as a local downtown street and should be developed with two travel lanes and on-street parking. Portions may be closed, realigned, or rebuilt depending on the location of the major water feature in the Tualatin Commons Redevelopment Project or the Central Design District Enhancement Project. Closure will require specific authorization from the City Council. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project.

- SW Boones Ferry Road

Between SW Lower Boones Ferry Road and SW Martinazzi Avenue, the roadway will function as a major arterial and be developed as a boulevard with a special four-lane section with a traffic signal at SW Martinazzi Avenue. A new street intersection as part of the Loop Road, with a possible traffic signal, may be constructed between the Tualatin River and SW Martinazzi Avenue.

Between SW Martinazzi Avenue and SW Tualatin-Sherwood Road, the roadway will function as a minor arterial (downtown) and be developed as a three-lane boulevard with wide pedestrian sidewalks, lighting and widened to accommodate left turn lane pockets and bike lanes with traffic signals at SW Tualatin Road, SW Nyberg Street and SW Tualatin-Sherwood Road. Driveway accesses are to be consolidated consistent with the City's access management policies and standards.

South of SW Tualatin-Sherwood Road to the edge of the Urban Renewal Area, the roadway will function as a major arterial (downtown) and will be developed as a four-lane boulevard with left turn lane pockets and bike

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lanes with a traffic signal at SW Warm Springs Street.

- **SW Martinazzi Avenue**

This roadway will function as a minor arterial from SW Tualatin-Sherwood Road to SW Nyberg and should be widened to accommodate two lanes of traffic, center left turn lanes, bike lanes and a signal at SW Seneca Street. From SW Nyberg Street to the southern edge of the District the roadway will function as a major arterial and should be widened to accommodate four lanes of traffic, a center turn lane or medians and pedestrian amenities.

- **SW Tualatin Road**

This road will function as a minor arterial from SW Boones Ferry Road to the east/west railroad crossing and should be developed with two travel lanes, continuous left turn lane, bike lanes and sidewalks. A traffic signal may be required at SW Tualatin Road and SW Sweek Drive. There is no plan to straighten the curves in the near future and through truck traffic is discouraged.

The section from the railroad tracks east to Lower Boones Ferry Road will function as a minor arterial.

- **SW Hall Boulevard**

This roadway is identified as a minor arterial and will extend north from SW Tualatin Road across the Tualatin River to Hall Boulevard in Tigard. The roadway is to be developed with two travel lanes, center left turn lane, bike lanes and sidewalks. There may be a traffic signal at the intersection with the Lower Boones Ferry Road extension.

- **SW Lower Boones Ferry Road Extension**

This roadway is identified as a minor arterial extending from the Lower Boones Ferry Road/Upper Boones Ferry Road intersection to Tualatin Road. The roadway is to be developed with two travel lanes, center left turn lane, bike lanes and sidewalks. There may be a traffic signal at the intersection with Hall Boulevard.

- **SW Tonka/Warm Springs**

SW Warm Springs is identified as a minor collector street. SW Tonka Street is identified as a local commercial industrial street. Both roadways begin at SW Boones Ferry Road, converge, with SW Warm Springs extending east and intersecting with SW Mohawk Street.

- **Loop Road**

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This street is identified as a minor collector and will have two travel lanes and a center left turn lane. The roadway alignment generally is from Nyberg Street in the private SW 72nd alignment. At the northern edge of the K-Mart property the street will turn west, moving generally along the north K-Mart property line until it reaches a point between Safeway and the City Office Building. At this point the road will turn south and generally run parallel to the City Center Building. At a point near perpendicular to SW Seneca Street, the street will then turn west until it intersects with SW Seneca Street and SW Martinazzi Avenue. A connection to SW Boones Ferry Road may be provided between the Tualatin River and SW Martinazzi Avenue. This entire street will be a special section, but will generally follow Street Section Cb and be modified as specific areas warrant.

- **SW Seneca Street**

SW Seneca Street, from SW Martinazzi to SW 84th Avenue will function as a local downtown street and should be developed with two travel lanes and on-street parking. Portions may be closed, realigned, or rebuilt depending on the location of the major water feature in the Tualatin Commons Redevelopment Project. Closure will require specific authorization from the City Council. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project.

SW Seneca Street from SW 84th Avenue to SW Boones Ferry Road should be developed to two travel lanes and on-street parking and may be rebuilt in conjunction with the Tualatin Commons Redevelopment Project or Central Design District Enhancement Project.

- **SW 84th Avenue**

SW 84th Avenue as a local downtown street and should be developed with two travel lanes and on-street parking.

- **SW Sweek Drive**

This roadway is identified as a residential collector. The roadway is to be developed with two travel lanes, on-street parking and sidewalks.

- **Other Local Streets**

SW 86th Avenue, SW Cherokee Street, SW Old Tualatin-Sherwood Road and SW Mohave Court are identified as local streets.

An interconnected signal system will be constructed, where feasible, throughout the Urban Renewal Area due to the close proximity of signals on SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Martinazzi Avenue, SW Seneca

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Street, and SW Nyberg Street.

Completed Project Activities: Projects completed are as follows:

Completed Road Improvements:

- Participation in the costs of design and construction of the Tualatin-Sherwood Road Bypass.
- Improvements of SW Tualatin-Sherwood Road Bypass from SW Boones Ferry Road to the City of Sherwood, a Washington County project.
- Full funding of the design and construction of the Warm Springs/Tonka Couplet.
- Completion of Nyberg Street/I-5 interchange improvements by the State of Oregon. Improvements included loop ramp to I-5 northbound and an added travel lane from I-205 northbound to I-5, including ramp improvements, and an added travel lane southbound on I-5 from Exit 290 to I-205.
- Partial improvements to SW Boones Ferry Road from SW Martinazzi Avenue to SW 84th Avenue.
- Improvements to SW Nyberg Street from SW Martinazzi Avenue to Lake of Commons and Lake of Commons to SW Boones Ferry Road.
- Partial improvements to SW Seneca Street from SW Martinazzi Avenue to Lake of Commons and Lake of Commons to SW Boones Ferry Road.
- Partial improvements to SW 84th Avenue from SW Boones Ferry Road to Nyberg Street.

Completed Intersection Improvements:

- Full funding of the design and construction of the SW Boones Ferry Road/Martinazzi Avenue traffic signal.
- Full funding of the design and construction of the SW Boones Ferry Road/Tualatin Road traffic signal.
- Participation in the design and construction of the traffic signal on SW Martinazzi Avenue with Fred Meyer and Martinazzi Square.

Specific Project Activities, Road and Street Improvements: The Plan proposes to participate in the following improvements to the road and street system within the Urban Renewal Area:

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Intersection Improvements:

- Access to Tualatin Commons Redevelopment Project from SW Tualatin-Sherwood Road. Actual placement and intersection requirements will be addressed during site planning efforts in conjunction with the Tualatin Commons Redevelopment Project.
- Other intersection improvements as found necessary.

Road Improvements:

- SW Boones Ferry Road between SW Lower Boones Ferry Road and **SW Martinazzi Avenue** ~~Tualatin-Sherwood Road~~. Improvements include reconstruction and widening of roadway, **turn lanes**, widening or **replacement** of bridge, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities **(if funding is available)**.
- **SW Boones Ferry Road between SW Martinazzi Avenue and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, turn lanes, intersection improvements, installation of landscape medians, sidewalks, street trees and other pedestrian amenities.**
- SW Martinazzi Avenue between SW Boones Ferry Road and SW Tualatin-Sherwood Road. Improvements include reconstruction and widening of roadway, intersection improvements, installation of landscape median, sidewalks, street trees and other pedestrian amenities.
- Loop Road/**Eastside Downtown** (north half); segments to be determined **(if funding is available)**.
- SW Nyberg Street west of K-Mart to SW Martinazzi Avenue. Improvements may be constructed in conjunction with the Tualatin Commons Redevelopment Project or Central Design District Enhancement Project, including rebuilding and widening of road and pedestrian improvements.
- SW Nyberg Street, between SW Martinazzi Avenue and SW Boones Ferry Road. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by SW Nyberg Street will be provided access through other routes. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project. Central Design District Enhancement Project improvements include reconstruction and widening of roadway, intersection improvements, bump-outs and pedestrian improvements.

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SW Nyberg Street from SW Tualatin-Sherwood Road east will be improved by the construction of additional travel lanes, on/off ramps, and pedestrian improvements.

- SW Seneca Street, between SW Martinazzi Avenue and SW 84th Avenue. After receiving specific authorization from the City Council, this section may be partially or wholly closed, demolished, and/or relocated depending on the design of the major water feature in the Tualatin Commons Redevelopment Project. Parcels that are accessed by Seneca will be provided access through other routes. The status of this segment will be addressed during site planning efforts related to the Tualatin Commons Redevelopment Project. Improvements include reconstruction and widening of roadway, intersection improvement, bump-outs and pedestrian improvements.
- SW Seneca Street, between SW 84th Avenue and SW Boones Ferry Road. Improvements include reconstruction of roadway, bump-outs and pedestrian improvements to standards to be determined.
- SW 84th Avenue, between SW Nyberg Street and SW Boones Ferry Road. Improvements include reconstruction of roadway, bump-outs and pedestrian improvements to standards to be determined.
- Other road and street improvements as found necessary.

c. Utilities

Improvements in sanitary sewer, storm sewer, water supply, and electricity systems have been Plan activities since the establishment of the Urban Renewal Area. The Report (Section B.1.) describes the original and current conditions of these systems. The Water Service and Sewer Service Elements of the Community Plan state the city's policies and procedures regarding system improvements. The improvements within the Urban Renewal Area are shown on Maps 13-18 of the Report.

Specific Project Activities, Utilities:

- Tualatin Commons Redevelopment Project: The Commission will participate in the funding of utility improvements necessitated by the Tualatin Commons Redevelopment Project and, where appropriate, will incorporate utility improvements within road, street or other public improvement projects funded by the Commission.
- Central Design District Enhancement Project: The Commission will participate in the funding of utility improvements necessitated by the Central Design District Enhancement Project and, where appropriate, will incorporate utility improvements within road, street or other public

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improvement projects funded by the Commission.

d. Parking Facilities

Historically, one result of the pattern of platting in the downtown core area has been the difficulty in providing on-site parking for commercial buildings. Until land was acquired for the then Village Square Redevelopment Project (1985-86), the majority of the lots in this area were too small to support commercial buildings with parking. The Plan amendment of 1977 discussed alternatives for providing sufficient parking. In 1979, one of these alternatives was implemented, with adoption of the Core Area Parking District (CAPD). Within the CAPD, until 1994 there were no requirements for on-site parking. Parking was provided in public lots, with spaces available for customers and employees. In 1994 the program was changed requiring private development to supply a portion of parking. The provisions are listed in the Tualatin Development Code.

The CAPD is supported by a tax on activities (primarily businesses) occurring within CAPD boundaries. Capital costs of parking facility construction have been funded in part by an "impact fee" on new construction in a parking space buy down program. The largest part of the costs of land acquisition and development of the CAPD lots has been borne by the Commission. Map 4, "Core Area Parking District," displays the public parking lots within the CAPD which have been, or may be, developed by the Commission.

Acquisition of the majority of small parcels in the District as well as the acquisition of the property on Block 13 for the Tualatin Commons Redevelopment Project provides more parking options to support redevelopment. It may be appropriate for the Commission to assist in providing public parking lots to some or all of the public and private developments in the Project Area, but it also may be appropriate for private and public uses to provide on-site parking.

Specific Project Activities, Parking Facilities:

- Tualatin Commons Redevelopment Project: Construction of new parking facilities may be part of the Tualatin Commons Redevelopment Project. The inclusion of public parking facilities, and their specific scale and location will be determined during the course of site planning and negotiations with developers.
- White Parking Lot: Expand parking lot on SW Boones Ferry Road located between Boones Ferry Road and Seneca Street.
- Yellow Parking Lot: Construct parking lot east of SW 84th Avenue, south of Seneca Street and north of Nyberg Street.
- Red Parking Lot: Construct parking lot at the southeast corner of SW Boones Ferry Road and SW Seneca Street.

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- Blue Parking Lot: Construct parking lot on SW Boones Ferry Road.
- Green Parking Lot: Expand parking lot on SW Boones Ferry Road (**if funding is available**).
- Public Parking Lots. Construct signage appropriate for identification of all public parking lots.

e. Pedestrian Facilities

Improving pedestrian circulation within the Urban Renewal Area has been a primary objective of the Plan. Plan activities in this regard have included construction of sidewalks, design of improvements to the triangular park site at the entrance to the city, and development of design guidelines for private pedestrian walkways and street furniture.

Specific Project Activities, Pedestrian Facilities:

- Tualatin Commons Redevelopment Project: Pedestrian spaces, including sidewalks, and outdoor pedestrian activity areas are planned to be a major component of the Tualatin Commons Redevelopment Project. The Tualatin Commons Project will include community gathering spaces, pedestrian walkways and connections, both within the development and as links to the Community Park, the City Library, and to other neighboring public and private properties. The design and location of pedestrian ways and spaces will be addressed during site planning of the project.
- Central Design District Enhancement Project: Pedestrian spaces, including sidewalks, street furniture, pedestrian lighting and way-finding system are planned to be a component of the Central Design District Enhancement Project. The Central Design District Enhancement Project will include pedestrian walkways, sidewalks and connections as links to the Community Park, the City Library, Tualatin Commons Redevelopment Project and to other neighboring public and private properties. The design and location of pedestrian facilities and way-finding system will be addressed during planning of the project.

f. Civic Facilities

Improving civic facilities has been a goal and objective the Plan. Plan activities in this regard have included pedestrian oriented facilities, major features of Tualatin Commons (water feature and landmark), site acquisition for police facility, **library expansion** and participating in design discussion for a community building.

Specific Project Activities, Civic Facilities:

- Community Building: Working with the City to develop a community building or identify an existing building in the central downtown area to

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upgrade as an interim community facility until a permanent building can be constructed by the City.

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

g. Transit Facilities

Improving transit facilities has been a goal and objective the Plan. Plan activities in this regard have included assisting Tri-Met in locating park-and-ride facilities and encouraging private development to integrate transit provisions.

Specific Project Activities, Transit Facilities:

- Commuter Rail Station: Working with the Washington County commuter rail project to upgrade the design of the Tualatin commuter rail station for design compatibility with downtown development.

[Section D-1 amended by Resolution 121-86 adopted November 24, 1986; Ordinance 730-87 passed September 14, 1987; Resolution 152-88, adopted August 8, 1988; Ordinance 881-92, passed November 9, 1992; TDC Resolution 398-02 adopted March 11, 2002; ; and Ordinance 1108-02, passed April 22, 2002; ; and Ordinance _____ passed July 10, 2006

2. LAND ACQUISITION AND CLEARANCE

Land acquisition, land clearance, and relocation of existing residences and businesses have been Plan activities since 1978. The Commission has acquired land for public parking lots, street improvements and utilities. Land was acquired for the Tualatin Commons Redevelopment Project in fiscal years 84/85, 85/86, 86/87, 87/88, and 89/90. A list of these properties is shown in Table 1.

- Tualatin Commons Redevelopment Project. The focus of Amendment No. 7 was to authorize acquisition of land for a development site for the Village Square Redevelopment Project. Land acquisition for this project was necessitated by the irregular and inefficient platting pattern in the downtown core, a pattern which hinders private redevelopment. The focus of Amendment No. 11 was to authorize the acquisition of land for a development site for the Block 13 Redevelopment Project. Land acquisition for this project ensures that the parcel is developed in a manner compatible with the City's redevelopment efforts. Obtaining ownership of the property was the most direct way to achieve redevelopment consistent with the objectives of the plan. Amendment 16 renames the Village Square and Block 13 Redevelopment projects as the Tualatin Commons Redevelopment Project,

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which was renamed by the Commission in January, 1990.

Specific Project Activities, Land Acquisition and Clearance:

- Tualatin Commons Property Acquisition

The Commission acquired properties indicated on Map 5 "Tualatin Commons Property Acquisition." The Commission will also acquire real property where it is determined that acquisition is necessary for the construction of the Tualatin Commons Redevelopment Project.

Where appropriate, the Plan contemplates acquisition of partial interests in real property in connection with the Tualatin Commons Redevelopment Project. Such interests may include leasehold interests and purchase or lease options.

- Tualatin Development Commission Property Acquisition

The Commission acquired properties indicated on Map 6. The properties are for public parking lots or future parking lots.

Where appropriate, the Plan contemplates acquisition of partial interests in real property. Such interests may include leasehold interests and purchase or lease options.

- Property Acquisition to Eliminate Blight or Construct Street or Other Public Infrastructure Improvements

The Commission will also acquire real property, or interests therein, where it is determined that acquisition is necessary to remove blighting influence, or for construction of street, sewer, water, storm drainage and pedestrian improvements.

- Property Acquisition for Police Facility

The Commission will acquire property identified as 2S1 23D, Tax Lot 500, consistent with Goal 4 of this Plan to promote civic facilities in the Central Urban Renewal Area. A portion of the site will be developed as a Police Facility and conveyed to the City of Tualatin. The remainder of the site will be used for purposes consistent with this Plan or disposed of in accordance with this Plan.

- Central Design District Enhancement Project Property Acquisition

The Commission will also acquire real property where it is determined that acquisition is necessary for the construction of the Central Design District Enhancement Project.

Where appropriate, the Plan contemplates acquisition of partial interests in real property in connection with the Central Design District Enhancement Project. Such interests may include leasehold interests and purchase or lease options.

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[Section D-2 amended by City Resolution 333-78 adopted February 27, 1978; Ordinance 651-84, passed December 10, 1984; Ordinance 730-87 passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98 adopted October 26, 1998; TDC Resolution 398-02 adopted March 11, 2002; and Ordinance 1108-02, passed April 22, 2002.]

3. LAND DISPOSITION, DEVELOPMENT AND REDEVELOPMENT

- Tualatin Commons Redevelopment Project. The primary intent of the December 1984 plan amendment was to facilitate the redevelopment of the Village Square Project Area (currently the Tualatin Commons Project Area as combined with the Block 13 Project Area). As is documented in the Report, Section B, this portion of the Urban Renewal Area was severely underdeveloped. Although the blighting influences of flooding and traffic congestion had been largely corrected, the impediments to development posed by the inefficient platting still remained. The acquisition and packaging of a project site of approximately six acres was seen to facilitate the development of a planned mixed-use development, with a pedestrian orientation and of a sufficient scale to provide a "central business district" environment.

The intent of Amendment No. 11 was to facilitate the redevelopment of Block 13. Prior to Amendment 11, as is documented in the Report, Section B, this portion of the Urban Renewal Area was occupied by a non-conforming land use (The Hervin Company pet food manufacturing facility).

In 1988, the pet food manufacturing plant became non-operational. This occurrence provided an opportunity to permanently eliminate the non-conforming use. The acquisition of a project site of approximately nine acres facilitated the development of a planned central commercial development, with a pedestrian-orientation that would enhance the "central business district" environment of the Central Design District.

The primary intent of Amendment No. 16 is to amend the land use of the Tualatin Commons Redevelopment Project to allow more civic uses (City Hall facilities, community gathering areas, and a community center), and thus to enhance the community activities in the Central Urban Renewal Area. This action was in response to community support for less intensive retail development and more uses that are active in the weekdays, evening, nights, and weekends. In addition, the Block 13 and Village Square Redevelopment Projects and project areas were combined and renamed "Tualatin Commons Redevelopment Project." The acquisition and packaging of a project site of approximately 20 acres will facilitate the development of a planned mixed-use development (office, restaurant, limited retail, residential, civic uses), with a pedestrian orientation of a sufficient scale to provide an active private and public environment.

Specific Project Activities, Land Disposition, Development, and Redevelopment:

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The Commission will dispose of property acquired within the Tualatin Commons Redevelopment Project Area and other property acquired by the Commission for redevelopment for uses permitted within the Central Commercial Planning District, and especially for those uses appropriate to an active leisure and pedestrian environment. Property shall be disposed of according to the terms of Disposition and Development Agreements. Such agreements will specify the respective obligations of the Commission and the redeveloper in regard to scale, uses, design, public facilities, approvals and permits, schedules of development and other issues related to the objectives of the Plan.

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

- Redevelopment by private redevelopers for the mix of uses found desirable and feasible, in accordance with a negotiated Disposition and Development Agreement.
- Redevelopment of certain parcels within the urban renewal area by the City of Tualatin for City Hall facilities.
- Redevelopment of certain parcels within the project area by the City of Tualatin and Tualatin Development Commission for a community center.
- Redevelopment by the U.S. Postal Service for a retail postal facilities within the project area.
- Construction of public facilities that may include water feature(s), pedestrian facilities, and parking facilities.
- Road, street and utility improvements.

[Section D-3 amended by City Resolution 333-78 adopted February 27, 1978; Ordinance 730-87 passed September 14, 1987; Ordinance 881-92, passed November 9, 1992; TDC Resolution 317-98, adopted October 26, 1998; and TDC Resolution 3098-02 adopted March 11, 2002.]

4. REHABILITATION AND CONSERVATION

The Plan encourages the rehabilitation and conservation of those existing buildings which have historic merit or buildings which can be economically rehabilitated. Although no specific programs for Urban Renewal participation in the costs of rehabilitation are contemplated, the Commission may appropriately assist in rehabilitation and conservation efforts.

Specific Project activities, Rehabilitation and Conservation:

- A matching grant façade improvement program for buildings within the Central Design District.

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- The Commission may appropriately assist in rehabilitation and conservation efforts outside of the Central Design District.

[Section D-4 amended by Ordinance 881-92 passed November 9, 1992 and by TDC Resolution 398-02 adopted March 11, 2002.]

E. REAL PROPERTY ACQUISITION, DISPOSITION: ESTIMATED SCHEDULE

1. REAL PROPERTY ACQUISITION

- Tualatin Commons Redevelopment Project: As discussed in Section D, "Outline of Project Activities", the plan proposes to acquire land within the Tualatin Commons Project Area and other property within the Urban Renewal Area, and to dispose of such land for private and public redevelopment and for development of public facilities.

Map 5, "Tualatin Commons Property Acquisition," displays land which has been acquired to build present parking lots within the Tualatin Commons Redevelopment Project by the Development Commission. The map also shows which properties were acquired for the Tualatin Commons Redevelopment Project. Table 1, "Properties Acquired", lists the parcels that were acquired and the square footage of each parcel.

Map 6, "Property Acquisition," displays land that has been acquired outside of the Tualatin Commons Redevelopment Project within the Urban Renewal Area to build parking lots and other public facilities by the Development Commission. Table 2, "Properties Acquired," lists the parcels that were acquired and the square footage of each parcel.

Real property acquisition was accomplished in accordance with all applicable State Statutes. (Relocation of existing residences, businesses, and other uses is discussed in Section G below.) Any further real property acquisition will be accomplished in accordance with all applicable State Statutes.

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

Table 1 Properties Acquired - Tualatin Commons

Tax Map Tax Map Square Feet

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2S1-24BC	1501	16,117
2S1-24BC	1600	4,792
2S1-24BC	1690	4,792
2S1-24BC	1700	4,792
2S1-24BC	1702*	15,246
2S1-24BC	1703*	15,246
2S1-24BC	1704	13,939
2S1-24BC	1800	11,710
2S1-24BC	1900	10,225
2S1-24BC	2000	5,400
2S1-24BC	2100	20,147
2S1-24BC	2200	10,377
2S1-24BC	2300	17,655
2S1-24BC	2400	14,827
2S1-24BC	2500	23,800
2S1-24BC	2501	5,950
2S1-24BC	2600	11,160
2S1-24BC	2601	6,960
2S1-24BC	2703*	26,572
2S1-24BC	4500*	20,704
2S1-24BC	4600*	23,750
2S1-24BC	4800	8,859
2S1-24BC	5100	11,875
2S1-24BC	5190	17,575
2S1-24BC	5202	16,328
2S1-24CB	100	12,632
2S1-24CB	200	271,379
2S1-24CB	300	111,514
TOTALS:	28	734,323

Source: Washington County Department of Assessment and Taxation, October 20, 1983.

Note: Parcels with an asterisk (*) were purchased prior to the Tualatin Commons Redevelopment Project for the Core Area Parking District. The identified parcels are included as a part of the Redevelopment Project.

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Table 2 Properties Acquired – Outside of Tualatin Commons

<u>Tax Map</u>	<u>Tax Map</u>	<u>Square Feet</u>
2S1-24BC	500	34,848
2S1-24BC	1000	8,276
2S1-24BC	1001	9,148
2S1-24BC	1100	15,682
2S1-24BC	1200	3,504
2S1-24BC	3800	10,890
2S1-24BC	4000	5,227
2S1-24BC	4900	8,859
2S1-24BC	5000	1,781
2S1-23A	1500	140,698
2S1-23A	1600	52,272
TOTALS:	11	291,185

Source: Washington County Department of Assessment and Taxation 2001.

Additional land may be acquired to remove blighting influences or, for road, pedestrian and street improvements.

Schedule

The Commission acquired interests in real property for the Tualatin Commons Redevelopment Project during Fiscal Years 1984/85, 1985/86, 1986/87, 1987/88, and 1989/90.

The Commission acquired interests in other real property for development during Fiscal Years 1982/83 through 98/99.

[Section E-1 amended by Resolution 333-78 adopted February 27, 1978, Resolution 117-86, adopted August 11, 1986; Ordinance 730-87, passed September 14, 1987; Resolution 174-90, adopted May 29, 1990; Ordinance 881-92, passed November 9, 1992; and TDC Resolution 398-02, adopted March 11, 2002.]

2. REAL PROPERTY DISPOSITION

Tualatin Commons Redevelopment Project: Land acquired for the Tualatin Commons Redevelopment Project will be subject to disposition as follows:

- *Retention for Development as Public Facilities:* Land will be retained by the Commission and developed as public facilities. Such facilities may include a water feature(s), pedestrian spaces and walkways, parking facilities, and open spaces.
- *Conveyance to the City of Tualatin by sale, lease or other manner for development of civic uses including a City Hall facility and community center.*

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- Conveyance to the U. S. Postal Service by sale, lease or other manner for development of retail postal center in the Tualatin Commons Redevelopment Area.
- Conveyance to Developers by sale, lease or other manner for development of commercial uses in accordance with the objectives of the Tualatin Commons Redevelopment Project: Such conveyances shall be governed by Disposition and Development Agreements. Land shall be conveyed at a value determined by the Commission to be its fair reuse value, which represents the value, whether expressed in terms of rental or capital price, at which time the Commission, in its discretion, determines such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in the Plan.

Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission. The specific disposition of each parcel will be determined during a process of site planning and negotiation with developers.

Additional land acquired may be subject to disposition for road and street improvements.

Schedule

The Commission intends to dispose of real property interests within the Tualatin Commons Redevelopment Project during the Fiscal Years 1992/93, 1993/94, 1994/95, 1995/96, 1996/97, 1997/98, 1998/99.

Other Commission Acquired Property: Land acquired for parking lots, civic facilities and other properties will be subject to disposition as follows:

- *Retention for Development as Public Facilities:* Land will be retained by the Commission and developed as public facilities. Such facilities may include pedestrian spaces and walkways, parking facilities, and open spaces.
- Conveyance to the City of Tualatin by sale, lease or other manner for development of civic uses including a City Hall facility and community center.
- Conveyance to developers by sale, lease or other manner for development of commercial uses in accordance with the objectives of the Central Urban Renewal Plan. Such conveyances shall be governed by Disposition and Development Agreements. Land shall be conveyed at a value determined by the Commission to be its fair reuse value which represents the value,

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whether expressed in terms of rental or capital price, at which the Commission in its discretion determines such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in the Plan.

- Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission. The specific disposition of each parcel will be determined during a process of site planning and negotiation with developers.

Additional land acquired may be subject to disposition for road, street and pedestrian improvements.

Schedule

The Commission intends to dispose of real property interests within the Central Design District Enhancement Project during Fiscal Years 2000/01 through 2009/10.

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

F. LAND USE

Land use within the Urban Renewal Area is governed by the Planning District Standards contained in the Tualatin Development Code. The Urban Renewal Area contains the following Planning District Designations:

- Central Commercial
- Office Commercial
- General Commercial
- General Manufacturing
- Light Manufacturing
- High Density Residential/High Rise
- High Density Residential

The regulations governing development within these districts are summarized in Table 2 and Map 7, "Planning Districts and Blocks," displays the Planning District designations within the Urban Renewal Area.

In some cases, the Plan calls for additional considerations to be applied to land uses within the Urban Renewal Area. These apply to specific "blocks" as shown on the Planning Districts Map (Map 7). These considerations pertain to permitted land uses, minimum lot sizes, and requirements for "Master Planning" of entire blocks or groups of blocks.

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

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

<u>Planning Districts</u>	<u>Permitted Uses</u>
Central Commercial (CC)	Retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. This district serves to implement the City's Central Urban Renewal Plan. The District provides areas suitable for civic, social and cultural functions serving the general community. Multi-family dwellings are also appropriate uses in certain blocks within the District.
Office Commercial (CO)	Office development ranging from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this district shall be sensitive to the preservation of significant natural resources and shall provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
General Commercial (CG)	A full range of commercial uses, including those uses that are inappropriate for neighborhood, office, or central commercial areas. This district is particularly suitable for businesses needing direct automobile access to the freeway and the arterial streets leading to the freeway.
Light Manufacturing (ML)	Industrial uses that are compatible with adjacent commercial and residential uses. The district serves to buffer heavy industrial uses from commercial and residential areas. The district is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration or smoke. The district is also suitable, with appropriate restrictions, for retail sale of the products not allowed for sale in the General Commercial Planning Districts.
General Manufacturing (MG)	Light industrial uses and a wide range of heavier manufacturing and processing activities. These uses are expected to be more unsightly and have more adverse environmental effects than the uses allowed in the Light Industrial Planning District.

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High Density Residential (RH)	High density garden apartment and condominiums development. Within the Central Urban Renewal Area uses permitted may be mixed with uses permitted in the Central Commercial Planning District.
High Density Residential/ High Rise (RH/HR)	High density apartments or condominium towers.

NOTE: Sections F- (1), (2), and (3) of the Plan and Map 6 contain block-specific Urban Renewal standards and minimum lot sizes. See also the Tualatin Development Code for further information.

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

Summary of Planning Districts Uses

1. PERMITTED USES

In addition to the uses normally permitted within the relevant Planning District, the Planning District Standards allow the following additional permitted and conditional uses in the areas listed:

Permitted uses:

- a. General Commercial uses, except for those permitted within the Central Commercial Planning District, are allowed on Blocks 28 and 29. Notwithstanding the preceding sentence, limited use of take-out restaurants smaller than 1,500 square feet and with a seating capacity of 50 or less, will be allowed on Blocks 28 and 29. No drive-up windows will be allowed. No portion of such restaurant shall be closer than 200 feet from any public street right-of-way, unless the right-of-way is separated from the restaurant by railroad right-of-way, in which case the restaurant shall be no closer to the public street right-of-way than 100 feet. The restaurant must be intended to serve primarily the employees and customers of uses in the immediate vicinity. Retail uses permitted in the General Commercial Planning District, excluding any use permitted in the Central Commercial Planning District, are permitted to be greater than 60,000 square feet of gross floor area in areas designated Employment Area or Industrial Area.
- b. General Commercial uses are allowed on Block 30.
- c. Uses permitted in the Residential High Density District on Block 1.
- d. Multi-family uses and single-family common-wall residential units are allowed on Blocks 2, 3, 15, 16, 17, 18, 19, 20, 22 and 23.
- e. Architectural Focal Element for Blocks 14, 17, 18 and 20.

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Conditional Uses:

- a. In the Central Design District bank drive-up uses and other drive-up uses, unless otherwise prohibited by provisions of the Tualatin Development Code.
- b. Uses permitted in the Central Commercial Planning District on Block 1.

[Section F-1 amended by TDC Resolution 145-88, adopted January 11, 1988; Ordinance 881-92, passed November 9, 1992; and TDC Resolution 398-02 adopted March 11, 2002.]

2. STRUCTURE HEIGHT

The following structure heights are permitted within the relevant Planning Districts and Blocks:

- a. Buildings constructed on Block 13 can be a maximum of 75 feet in height.
- b. Buildings constructed on Blocks 1, 2, 3, 5, 14, 15, 16, 17, 18, 19, and 22 can be a maximum of 60 feet in height.
- c. 35 feet between the Tualatin Commons central water feature and the primary pedestrian corridor, except for architectural focal elements.
- d. 75 feet for Architectural Focal Elements for Blocks 14, 17, 18 and 20.

[Section F-2 added by TDC Resolution 398-02 adopted March 11, 2002.]

3. MINIMUM LOT SIZES

Within the Urban Renewal Area, the Planning District Standards allow for minimum lot sizes that are generally in excess of the normal Planning District requirements. This is to allow for development which can incorporate a greater number of design features, e.g. landscaping, to achieve the design objectives of the Plan. The following minimum lot sizes shall apply to the creation of new lots by partition, subdivision or lot line adjustment in the Planning Districts and Blocks listed:

- a. Unless otherwise noted, minimum lot sizes within the Urban Renewal Area are 25,000 square feet.
- b. Minimum lot sizes within the Core Area Parking District are 5,000 square feet.
- c. Minimum lot sizes within Blocks 25, 31, and 33 are 40,000 square feet.

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- d. Minimum lot sizes within Block 28 are 20,000 square feet.
- e. When Residential High Density permitted uses are mixed with uses permitted in the Central Commercial District, the lot sizes for mixed uses are as determined through the Architectural Review process.

[Section F-3 (formerly F-2) amended by TDC Resolution 74-83 adopted December 12, 1983; Ordinance 881-92, passed November 9, 1992; TDC Resolution 206-93, adopted June 28, 1993; and TDC Resolution 398-02 adopted March 11, 2002.]

4. REQUIREMENTS FOR MASTER PLANNING

Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). Such master plan shall contain sufficient information, as determined by the City, to ensure that development meets the objectives of the Plan. Master plans may include, but are not limited to, treatment of such issues as access, transportation, sewer, water storm drainage, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities.

Master plans for Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, 33, as well as subsequent modifications to those plans, must be approved by the City Council at a public hearing. The public hearing shall be called and conducted in the manner provided for in Section 1.031 of the Tualatin Development Code. In approving a master plan, the City Council may attach conditions that it finds necessary to achieve the objectives of the Urban Renewal Plan.

For blocks within which land is under multiple ownerships, and where special conditions exist, the Commission may initiate master plans to govern development. Block 23, because of its unusual platting pattern and the difficulty of providing street access may require such master planning.

Plans developed by the Commission for those purposes will be referenced within the Development Code.

[Section F-4 (formerly F-3) amended by TDC Resolution 131-87, adopted April 27, 1987; Ordinance 881-92, passed November 9, 1992; and TDC Resolution 398-02 adopted March 11, 2002.]

5. CENTRAL DESIGN DISTRICT DESIGN GUIDELINES

The Central Design District is bounded by SW Martinazzi Avenue on the east, SW Tualatin-Sherwood Road on the south, SW Boones Ferry Road on the west and the Tualatin Community Park and Tualatin River on the north (Map 8). The area is designated in the Tualatin Community Plan as Central Commercial. The purpose of the Planning District is:

“To provide areas of the City that are suitable for a full range of retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians.

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The district also provides area suitable for civic, social and cultural functions serving the general community. The district serves to implement the City's Urban Renewal Plan and, consequently, multi-family dwellings are also an appropriate use in certain portions of the district, as specified by the Urban Renewal Plan."

Though the District does not include all the area designated as Central Commercial, the area outside the District has developed in an auto-oriented manner (K-Mart/Safeway, Fred Meyer, Martinazzi Square, Hedges Greene Retail Center). Within the District, however, the opportunity still exists to achieve pedestrian-oriented development.

The most direct means of achieving a true pedestrian orientation is by the use of design guidelines. Such guidelines are referred to in Chapter 73 of the Tualatin Development Code. The design guidelines contained in Appendix G are intended to assist in developing a pedestrian-oriented downtown with a mix of commercial and residential activities that are compatible with one another.

[Section F-5 added by TDC Resolution 398-02, adopted March 11, 2002.]

G. RELOCATION PLAN

The Plan anticipates the acquisition and redevelopment of property which may result in the displacement of residents and businesses. Prior to any displacement, the Commission will establish a Relocation Policy that will call for the Commission's assistance to those residents and businesses displaced. Such assistance may include providing information regarding suitable locations, payment of moving expenses, and other payments as deemed necessary.

All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060

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

H. METHODS OF FINANCING PROJECT ACTIVITIES

1. GENERAL DESCRIPTION OF FINANCING METHODS

The Tualatin Development Commission will consider all possible sources of funding in carrying out this Plan. The Commission may borrow and accept advances, loans, grants, and any other form of financial assistance from the federal government, state, city, county or other public body or from any other sources, public or private, including lease or sale of properties to developers for the purpose of undertaking and carrying out this Plan. In addition, the Tualatin Development Commission may obtain financing as authorized under ORS Chapter 457 or any applicable statutes.

Upon request of the Commission, the City Council of the City of Tualatin may as necessary to achieve plan objectives, seek general obligation or issue revenue bonds, certificates, notes, improvement warrants, or form local improvement or special

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assessment districts to assist in financing the Plan.

The funds obtained by the Commission shall be used to pay or repay any cost, expense, advances, or any other indebtedness incurred in planning or undertaking the Plan or in otherwise exercising any of the powers granted by ORS 457.

2. SELF-LIQUIDATION OF COST OF PROJECTS

The Commission proposes to finance the Plan, and the projects undertaken with respect to the Plan, through tax increment financing as authorized by Article IX, Section 1c of the Oregon Constitution and ORS 457.420 through 457.460. This Plan authorizes the division of ad valorem taxes pursuant to ORS 457.420 through 457.460. Such financing is authorized by the statute when the plan contains the following provisions: the ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided by rates as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440.

The maximum indebtedness pursuant to ORS 457.190 which may be incurred under this Plan is \$27,705,384. Nothing in this section is intended to inhibit the ability of the Commission to refinance or refund existing bonded indebtedness that may be issued under the Plan.

[Section H-2 amended by TDC Resolution 183-91, adopted September 9, 1991, and by Ordinance No. 996-98, passed March 23, 1998.]

3. COMPLETION OF PROJECTS

Upon completion of the projects identified in this Plan or subsequent amendments to this Plan, and the satisfaction of all outstanding indebtedness, the division of taxes under ORS 457.420 - 457.450 shall cease as provided by ORS 457.450.

I. FUTURE AMENDMENT PROCESS

This Plan may be reviewed and analyzed periodically and will continue to evolve during the course of the project implementation and ongoing planning. The Plan may be amended or changed as needed. All amendments or changes to the Plan will be made in writing and will be approved by the Commission, the Tualatin City Council, or both. The amendments or changes may be substantial amendments, Council approved amendments or minor amendments. Minor amendments to the Plan shall be approved by the Commission by resolution. Council approved amendments to the Plan shall be approved by the Tualatin City Council through a hearing process and adopted by ordinance. Substantial amendments to the Plan shall be approved by the Tualatin City Council by non-emergency ordinance pursuant to ORS 457.095 and 457.220 after public notice and hearing. Presentation of any amendment to the Commission or Council shall be accompanied by the recommendation of the Urban Renewal Advisory Committee.

Minor Amendments

Minor amendments include but are not limited to the following:

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1. Amending the Plan for consistency with the Tualatin Community Plan and Development Code.
2. Including design standards and guidelines to this Plan.
3. Revising the schedule of the Tualatin Commons Redevelopment Project.
4. Adding to the list of parcels to be acquired for the Tualatin Commons Redevelopment Project, which would not result in an increase of more than 15% of the land area of the existing parcels to be acquired.
5. Development Commission participation in the design and construction of a community center in conjunction with the Tualatin Commons Redevelopment project.

Council Approved Amendments

1. Addition of less than 1% land area to the urban renewal area as authorized by statute.
2. Extending the date after which no bonded indebtedness shall be issued with respect to the Plan or any project undertaken or to be undertaken under the Plan.
3. Adding a new project, activity or program which:
 - (a) Serves or performs a substantially different function from any project, activity or program specified in this Plan; and
 - (b) is estimated to cost (excluding administrative costs) in excess of \$500,000 adjusted annually from 1991 at a rate equal to inflation.
4. Making other changes in the Plan which alter the major assumptions, purposes and objectives underlying this plan.

Substantial Amendments

1. Adding land to the urban renewal area (except such minor additions of land as may be authorized by statute as not constituting a substantial amendment).
2. Increasing the maximum amount of bonded indebtedness excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness issued or to be issued under the Plan

From time to time during the implementation of this Plan, the Tualatin City Council may officially approve amendments or modifications to the City's Comprehensive Plan and implementing ordinances. Furthermore, the Tualatin City Council may from time to time amend or approve new codes, regulations or ordinances which affect the implementation of this Plan. When such amendments, modifications or approvals which affect the provisions of this Plan shall be deemed minor amendments to the Plan and shall, by reference, become a part of this Plan.

[Section I amended by TDC Resolution 183-91, adopted September 9, 1991; Ordinance 881-92, passed November 9, 1992; and TDC Resolution 389-01, adopted December 10, 2001.]

J. MAP AND LEGAL DESCRIPTION

The Urban Renewal Area amendment includes land within the area described below and shown on Map 1, "Tualatin Central Urban Renewal Boundary." The Urban Renewal Area contains

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327.48 acres.

LEGAL DESCRIPTION

TUALATIN CENTRAL URBAN RENEWAL PROJECT AREA

A portion of Sections 23 and 24 of Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the Northwest section corner of Section 24; thence easterly along the North line of Section 24 to a point located South 89°32' West 200 feet from the centerline of SW Upper Boones Ferry Road (State Highway No. 141); thence South 07°28' West 225 feet; thence North 89°32' East 200 feet to the centerline of said Upper Boones Ferry Road; thence South 07°28' West 131.1 feet along said centerline; thence South 15°11' West along the centerline of Boones Ferry Road (also State Highway No. 141) to the centerline of the Southern Pacific Railroad; thence continuing South 15°11' West 540 feet, more or less, to the centerline of the Tualatin River; thence southeasterly and northeasterly along the centerline of said river to the westerly right of way line of the R.H. Baldock Freeway (Interstate 5); thence southerly along the westerly right of way line of said freeway to a point that is North 296.58 feet, and West 2406.18 feet from the quarter corner on the East line of Section 24; thence perpendicular to said right of way line, South 57°23'09" East 120.0 feet; thence parallel with said right of way line, South 32°36'51" West 152.94 feet; thence parallel with and 60.0 feet North of the North line of the South half of Section 24, South 88°57'59" East 663.23 feet; thence South 1°02'01" West 120.0 feet; thence parallel with and 60.0 feet South of the North line of the South half of Section 24, North 88°57'59" West 740.22 feet; thence parallel with said right of way line, South 3°53'44" East 142.51 feet; thence perpendicular to said right of way line, South 86°06'16" West 145.0 feet to a point that is South 167.54 feet and West 2601.64 feet from the quarter corner on the East line of Section 24 and on the westerly right of way line of the R.H. Baldock Freeway (Interstate 5); thence southerly along said westerly right of way line to a point on the North line of the South 1/2 of the South 1/2 of Section 24; thence westerly along said North line 2535 feet, more or less, to the Northwest corner of the Southwest 1/4 of said Section 24; thence South 89°32'30" West 420 feet, more or less, to the northerly right of way line of the Oregon Electric Railroad; thence southwesterly along said northerly railroad right of way line to a point located North 0°52' East 1051.8 feet and North 89°13' East 1466.92 feet from the quarter corner on the South line of Section 23; thence South 81°38' West 116.1 feet along said northerly railroad right of way line; thence North 1°01'30" East 913.3 feet to the southerly line of the Tualatin-Sherwood Road (County Road No. 492); thence continuing North 1°01'30" East 2360 feet, more or less, to the South right of way line of the Southern Pacific Railroad; thence easterly along said railroad right of way 1300 feet, more or less, to the West line of Section 24; thence northerly along said West line of Section 24 to the point of beginning.

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[Section J (formerly Section I) amended by Ordinance 730-87, passed September 14, 1987, and by Ordinance 1108-02, passed April 22, 2002]

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SECTION II: URBAN RENEWAL REPORT

A. INTRODUCTION

Oregon Revised Statute (ORS) 457.095-(3) requires that an Urban Renewal Plan be accompanied by a Report. This document shall constitute the required report for the Tualatin Central Urban Renewal Plan.

The purpose of the report is to describe existing conditions in the Urban Renewal Area at the time the plan was established (1975) and to provide updated information for future planning. The report also contains projected fiscal impacts, detailed project cost and completion estimates, and a financial feasibility analysis.

The report was first written in 1975. Major updates of the plan were completed in 1977 and 1984. The Report was revisited as a part of the 1992 plan amendment. As a part of the 1992 amendment, this report was updated to correspond to the changes in the plan. The effort exerted in the 1992 report was intense in areas that are pertinent to the changes noted in the Plan and less intensive in areas that are not affected by the 1992 changes in the Plan.

The 2002 update corresponds to changes in the Plan. The report has intensive updates where necessary and less intensive updates to areas not affected by the 2002 Plan update.

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

B. EXISTING CONDITIONS

The original Tualatin Central Urban Renewal Plan was adopted by the Tualatin City Council (Resolution No. 30-75) on January 27, 1975 (Appendix A). Existing conditions were found by this resolution to constitute blight as defined by ORS Chapter 457. Original conditions are reviewed herein to comply with ORS 457 as amended. Conditions as of 1992 are described in this Report as well as conditions as of 2002 as part of the updating process. 1984 and 1992 conditions remain as a part of the report to show the changes that have occurred over the years.

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

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area as blighted and adopt the Urban Renewal Plan. Projects described in Section D. (1) of the Plan are designed to correct the conditions described in the above listed resolutions. Adverse conditions which remain may be described generally as follows:

- The central business district is underdeveloped and contains blighted areas.
- 58% of the Renewal Area lies in the floodplain.
- Transportation access, circulation, and parking problems hinder the full development of the Urban Renewal Area.

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

Expansion of the Tualatin public library has been identified as essential to establishing a viable central business district. As outlined in the Physical Conditions and Social Conditions of this report, increased employment, housing and population have occurred within the Plan Area increasing the demand for civic facilities. Expansion of the library is necessary to meet the growing demands as additional development occurs (Goals and Objectives of the Urban Renewal Area, Goal 4).

Specific transportation improvement projects are scheduled yearly by the Tualatin Development Commission. Major improvement projects planned are the construction of street improvements as part of the Tualatin Commons Project, Central Design District Enhancement Project (streetscape enhancements, SW Boones Ferry Road and SW Martinazzi Avenue widening, street intersection improvements), pedestrian facilities, widening of the I-5/Nyberg Street interchange and construction of the north half of the Loop Road. Other planned improvements are documented in the Transportation Element of the Tualatin Development Code.

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

E. ESTIMATED PROJECT COST AND REVENUE SOURCES

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

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source of revenues from FY 2001/2002 through FY ~~2009/2010~~ **2010/2011**, when projects are anticipated to be complete.

The costs of the projects called for in the Plan include materials and services and capital outlays. A reimbursement to the Administration Fund covers the administrative costs of the Plan.

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

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

F. ANTICIPATED PROJECT START AND COMPLETION DATES

Table 12 also shows the years in which the projects are started and completed. All projects are anticipated to be completed by the end of FY ~~2009/2010~~ **2010/2011**.

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

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TABLE 12 PROJECT REVENUE, COSTS and SCHEDULE

Insert Table

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TABLE 12: ESTIMATED PROJECT COST, REVENUE SOURCES, PROJECT START AND COMPLETION DATES							
REVENUES	Budgeted 05/06	Estimated 05/06	Projected 06/07	Projected 07/08	Projected 08/09	Projected 09/10	Projected 10/11
Beginning Balance	6,718,916	8,103,077	5,138,554	4,391,964	966,934	742,795	56,363
Reimb From Admin Fund							
Comm Incent Fund Grant	0	0	0	0	0	0	0
Interest Income	194,553	200,000	102,771	87,839	19,339	14,856	1,127
Land Sale Financing	0	0	0	0	0	0	0
Grants/Donations - Art	0	0	0	0	0	0	0
Miscellaneous Income	0	57,773	0	0	0	0	0
Transfer from Road SDC Fund	0	130,000	0	0	0	0	0
Transfer from Core Area	59,500	0	0	0	0	0	0
Sale of Land	0	317,405	0	0	0	0	0
Bond Proceeds	1,821,000	1,821,000	1,793,021	1,947,000	2,203,703	579,000	0
Other Spec Intern. Fin	0	0	0	0	0	0	0
TOTAL REVENUES	8,793,969	10,629,255	7,034,346	6,426,803	3,189,976	1,336,651	57,490
COSTS	Budgeted 05/06	Estimated 05/06	Projected 06/07	Projected 07/08	Projected 08/09	Projected 09/10	Projected 10/11
MATERIALS & SERVICES							
Materials & Supplies	20,690	20,690	10,000	10,000	30,000	10,000	0
Consultant Services	20,300	20,300	20,760	21,175	21,599	21,923	0
Property Management Costs	1,000	0	0	0	0	0	0
Bond Issuance Costs	0	0	0	0	0	0	0
Bond Registration & Expense	0	0	0	0	0	0	0
Grounds & Landscaping	551	551	562	573	582	591	0
Commons Utilities	0	0	0	0	0	0	0
Subtotal	42,541	41,541	31,322	31,748	52,181	32,514	0
CAPITAL OUTLAYS							
Land Acquisition	0	0	0	0	0	0	0
TC: Site Improvements	25,000	25,000	0	0	0	0	0
Facade Loan Program	10,000	5,000	5,000	0	0	0	0
Public Art Program	0	0	0	0	0	0	0
Boones Ferry Rd Ped. Improvement	0	0	0	0	0	0	0
Community Sign	0	0	0	0	0	0	0
Parking Lot A Construction	0	0	0	0	0	0	0
Loop Road/Eastside Downtown	0	0	0	0	0	0	0
Boones Ferry Rd. Utility Underground	85,805	50,000	0	0	0	0	0
Parking Lot C	0	0	0	0	0	0	0
Clock/Bell Tower	8,000	8,000	0	0	0	30,000	0
Green Parking Lot Expansion	285,110	3,000	0	0	0	50,000	0
Boones Ferry Rd. Mart./LBFR	0	0	0	0	0	50,000	0
Boones Ferry Rd. Tual.-Tual/Sher	3,500,000	3,500,000	1,800,000	50,000	50,000	0	0
Tualatin Commons East	0	0	0	400,000	2,000,000	0	0
Tualatin Commons West	1,195,000	1,456,543	100,000	0	0	0	0
Tualatin-Sherwood Road Landscaping	30,000	0	0	0	0	0	0
Sculpture Garden	0	0	0	0	0	0	0
The Walk	0	0	0	0	0	0	0
Tualatin-Sherwood Road	84,476	0	0	0	100,000	800,000	0
Commuter Rail	530,000	30,000	500,000	0	0	0	0
Subtotal	5,753,391	5,077,543	2,405,000	450,000	2,150,000	930,000	0
Transfer General Fund	0	0	0	0	0	0	0
Transfer Road/SDC Fund	0	0	0	0	0	0	0
Transfer Library Const. Fund	0	0	0	4,770,000	0	0	0
Transfer Park Development Fund	100,000	167,597					
Reimburse Admin Fund	204,020	204,020	206,060	208,121	245,000	267,775	0
Project Reserve	500,000	562,403	300,000	200,000	400,000	50,000	0
General Account Reserve	229,717	1,803,851	391,964	766,934	342,795	6,363	47,490
Reserves Fute ProjectsGeneral Account I	1,964,300	2,772,300	3,700,000	0	0	0	0
Subtotal	2,998,037	5,510,171	4,598,024	5,945,055	987,795	324,138	47,490
TOTAL COSTS	8,793,969	10,629,255	7,034,346	6,426,803	3,189,976	1,286,652	47,490

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

Table 13 shows the estimated annual tax increment revenues and the use of those revenues for payment of debt service on existing long-term and future short-term bonds. A total of \$20,866,425 **\$9,747,577 (estimated)** in tax increment revenues are projected to be collected, with \$1,632,312 **\$414,192 (estimated)** to be refunded to taxing districts at the close of FY 2010/2011–**2010/2011**, at which time all debt is estimated to be retired.

[Section G amended by Ordinance 881-92, passed November 9, 1992 and by TDC Resolution 398-02, adopted March 11, 2002, and Ordinance No. ___ passed November ___ 2004.]

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TABLE 13
TAX INCREMENT REVENUES

Insert Table

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TABLE 13: ESTIMATED TAX INCREMENT REVENUE REQUIREMENTS AND ANTICIPATED YEAR OF DEBT RETIREMENT							
REVENUES	Budgeted 05/06	Estimated 05/06	Projected 06/07	Projected 07/08	Projected 08/09	Projected 09/10	Projected 10/11
Working Capital Carryover	510,785	659,425	602,894	567,824	638,934	527,185	366,702
Current Year Property Taxes	2,266,000	2,139,600	2,203,788	2,269,902	2,337,999	689,000	0
Prior Year Property Taxes	20,000	33,288	22,000	23,000	24,000	5,000	0
Interest on Investments	15,324	77,369	18,087	17,034	19,167	15,816	0
Miscellaneous	550	2,216	550	550	550	0	0
TOTAL REVENUES	2,812,659	2,911,898	2,847,319	2,878,310	3,020,650	1,237,001	366,702
COSTS	Budgeted 05/06	Estimated 05/06	Projected 06/07	Projected 07/08	Projected 08/09	Projected 09/10	Projected 10/11
Bond Reg & Related Expense	10,509	10,509	10,719	10,933	11,097	11,264	0
Debt Service	2,298,495	2,298,495	2,268,776	2,228,443	2,482,368	859,035	0
General Account Reserve	503,655	602,894	567,824	638,934	527,185	366,702	366,702
Bond Reserve Series 87 & 88	0	0	0	0	0	0	0
Bond Rebate Account	0	0	0	0	0	0	0
TOTAL COSTS	2,812,659	2,911,898	2,847,319	2,878,310	3,020,650	1,237,001	366,702

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CURD PROJECTS

Maximum Indebtedness = \$27,705,384

Maximum Indebtedness projects are from FY 96/97 (December 1996)

Italics = Projects completed

Normal = Project or expense on-going

Bold = Projects to be constructed

PROJECT	April 2002	FY 03/04 URAC/Comm. Adjustments	FY 05/06 URAC/Comm. Proposed
Existing Debt Service	\$0	\$0	\$0
<i>Police Land Acquisition</i>	\$845,215	\$845,215	\$845,215
<i>Fountain upgrades, sewer line, Nyberg</i>	\$499,260 net	\$499,260 net	\$499,260
<i>Pedestrian Crossing BF Rd</i>	\$100,103 net	\$100,103 net	\$100,103
<i>I-5/Nyberg Interchange*</i>	\$682,789	\$425,000	\$425,000
<i>Misc. Projects</i>	\$57,843	\$57,843	\$57,843
<i>Community Sign</i>	\$ 176,316	\$ 176,316	\$ 176,316
<i>Parking Lot A (Red)</i>	\$ 212,920	\$ 212,920	\$ 212,920
<i>Parking Lot C</i>	\$470,714	\$470,714	\$470,714
<i>Nyberg Street</i>	\$ 235,601	\$ 235,601	\$ 235,601
<i>Seneca/Martinazzi</i>	\$ 125,840	\$ 125,840	\$ 125,840
<i>T-S Rd Landscaping</i>	\$ 26,925	\$ 26,925	\$ 26,925
<i>Loop Road</i>	\$ 23,484	\$ 23,484	\$ 23,484
Facade Improvement (\$52,094.88 expended or committed to date)	\$100,000	\$100,000	\$52,095
Public Art (Fountains, Pet Sculpture, The Walk, Sculpture Garden. Balance of \$2,300 to spend)	\$48,871	\$48,871	\$33,786
Trans to Admin	\$2,800,000	\$2,800,000	\$2,702,976
Material & Services	\$840,000	\$840,000	\$840,000
Bell Tower (Landmark)	\$500,000	\$872,766	\$137,766
Green Parking Lot (G)	\$245,000	\$240,000	\$69,602
Boones Fy - Tual to Tual/Sher	\$1,400,000	\$3,517,324	\$ 6,906,868
Boones Fy - Mart. to Tual Rd	\$2,170,000	\$2,887,443	\$ 2,862,493
Boones Fy Mart. to LBFRD	\$3,800,000	\$3,926,324	\$ 67,324.00
West Commons	\$2,090,000	\$1,532,092	\$ 1,759,926
East Commons	\$2,200,000	\$2,218,827	\$ 2,500,000
Tual/Sher Enhancement	\$550,000	\$807,486	\$ 1,200,000
Commuter Rail	\$617,640	\$617,640	\$ 552,698
Eastside Downtown *	\$5,775,050	\$4,000,000	\$ 49,000.00
Library Expansion Alt. Project			\$ 4,770,000
Total	\$26,593,571	\$27,607,994	\$27,703,755

* Possible project alternatives from
Loop Road Analysis report

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RESOLUTION NO. 526-06

RESOLUTION SUPPORTING AN ORDINANCE RELATING TO
MODIFICATIONS OF THE TUALATIN CENTRAL URBAN
RENEWAL PLAN; AMENDING TDC 11.730 and TDC 30.010 (PTA-
06-06)

WHEREAS upon the application by the Tualatin Community Development Department, Economic Development Division, a public hearing was held before the Tualatin Development Commission, the Urban Renewal Agency of the City of Tualatin, on June 26, 2006 relating to amending the Central Urban Renewal Plan ("Plan") to identify expansion of the Tualatin Public Library as a project within the Plan; and

WHEREAS notice of a public hearing was given as required by mailing notice to property owners within the Central Urban Renewal District and posting a copy of the notice in two public and conspicuous places within the City, which is evidenced by the Affidavit of Mailing and Affidavit of Posting, marked "Exhibits A and B," attached and incorporated by this reference; and

WHEREAS an amendment to the Central Urban Renewal Plan to add a library expansion project must be reviewed through the Council Approved Amendment process per Section I of the Central Urban Renewal Plan; and

WHEREAS the Urban Renewal Advisory Committee (URAC) was briefed on January 15, April 15, and July 15, 2004 concerning possible funding participation in expansion of the Tualatin Public Library; and

WHEREAS the Tualatin Development Commission (Commission) was briefed on January 26, 2004 about urban renewal funding participation for the library expansion project with partial funding identified to come from tax increment revenues from the Central Urban Renewal District (CURD) to fund approximately one-half of the library expansion. The estimated urban renewal contribution would be approximately \$4.77 million dollars; and

WHEREAS on February 27, 2006 the Commission adopted Resolution No. 508-06 expressing its intent to allocate \$4.77 million towards the library expansion project should an affirmative decision be reached to go forward with the expansion project and operating funds; and

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

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WHEREAS URAC met on June 15, 2006 recommending (5-0) that the Commission forward a recommendation to the City Council to adopt PTA-06-06.

WHEREAS the voters of Tualatin passed Measure 34-92 on November 2, 2004 for capital funding for a library expansion; and

WHEREAS the voters of Tualatin passed Measure 34-117 on operating funding for a library expansion on May 16, 2006.

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

Section 1. Tualatin Development Commission recommends the City Council prepare an ordinance granting PTA-06-06.

INTRODUCED AND ADOPTED THIS 26th day of June 2006.

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

BY _____
Chairman

ATTEST:

BY Michael A. McKillip
Acting Administrator