

#	Recommendation	Summary	Reference	CAC Review Date(s)	A Vibrant Mixed-Use Area	Distinct & Magnetic	Env. Sustainable	Navigable & Safe	Supportive of Business	Notes
1.1	Pursue adaptive reuse projects.	This recommendation is not site specific. Adaptive reuse is the conversion of an existing building from one function to another – for example, turning a garage into a restaurant – and is often contrasted with a tear-down and build-new approach. The recommendation is to pursue adaptive reuse of existing small buildings, as opportunities arise, to make them more active and engaging at or near the sidewalk.	Civilis; page 39, adaptive reuse	2/4/2026	4.31	3.60	4.12	3.53	4.24	<ul style="list-style-type: none"> <li>The effectiveness of this strategy is largely execution-based. For this to contribute to downtown revitalization, it needs to be done at a high level and at the right sites.</li> <li>This recommendation would be more complete if it included “when appropriate to enhance or achieve other goals.” Adaptive reuse may be the right strategy in some instances, but that will only be clear in the context of a full district plan. Ensure adaptive reuse is the most effective strategy in each instance.</li> <li>The City is unlikely to be the owner of these projects. To facilitate adaptive reuse, the City may need to update the code to make the process easier/more affordable.</li> <li>Creating specific programs for small businesses, both education and incentives, may help facilitate private realization of adaptive reuse opportunities.</li> <li>Consider new zoning allowance to expand beyond Core Business Area to all commercial areas and to include SW Warm Springs and old Precision Counters site.</li> </ul>
1.2	Pursue site intensification projects.	This recommendation is not site specific. The most common form of site intensification is the replacement of parking lots with new buildings. Site intensification is recommended as a strategy to incrementally add density because it leaves existing buildings/businesses untouched, allowing owners to retain cash flow while developing additional real estate next door. This could be pursued either directly by the City, through development on underutilized public land, or through regulatory changes and incentive programs that promote private site intensification.	Civilis; pages 39-40, site intensification	2/4/2026	4.12	3.36	3.65	3.94	4.06	<ul style="list-style-type: none"> <li>Adding density downtown is critical and site intensification is one of the best strategies for accomplishing this.</li> <li>Multiple members shared that they support this strategy, so long as we leave enough parking.</li> <li>Finding a better example diagram may help to better illustrate this strategy.</li> <li>Consultant's parking lot availability analysis combined blighted, unused property with established parking lots. Any future conversion requires an accurate analysis of parking lot highest uses, average use, special event use, and needs of existing businesses. ADA needs and "aging in place" goals must be considered. Better use of resources is to developed blighted areas.</li> </ul>
1.3	Pursue a focal point project on the corner of Tualatin-Sherwood Road and Boones Ferry Road.	The empty lot at the corner of Tualatin-Sherwood Road and Boones Ferry Road is identified as an optimal location for a taller building than might be allowed on the rest of the Commons. Having something tall and dense at the intersection of two busy roads could provide a visual anchor for downtown.	Civilis; page 40, focal point project	2/4/2026	3.81	4.31	3.86	3.59	3.83	<ul style="list-style-type: none"> <li>Perhaps just as important as what we build is what goes into it. Multiple members stressed that it would be damaging to create a building with vacant retail space.</li> <li>A focal point project is a good idea, but it is premature to set a location. It will be easier to consider the location question in relation to other elements, in the context of a district design plan.</li> <li>We have to use caution when deliberating about projects on private property. We have limited influence over what gets done on this particular site.</li> <li>While supportive of adding height for a focal point project, tall buildings on every parcel could obstruct the sun at the lake.</li> <li>Density and height are important for enabling multi-family housing developments to pencil. Vertical housing tax credits are a proven model.</li> <li>Prioritizing housing density in downtown, before other projects, would feed commercial development as new residents patronize businesses in the district.</li> <li>A focal point project established an identity/symbol for downtown.</li> <li>Do not ignore the potential uses on the rooftops of tall buildings. Particularly with the views of Hood over the lake to the east.</li> </ul>
1.4	Pursue double-sided border density on the west edge of the WES line.	A common hallmark of downtown streets are buildings on both sides that create a sort of frame for the street and sidewalk. This recommendation is to pursue new structures on the ODOT-owned portion of the Floor & Décor parking lot, directly abutting the WES line, which would add double-sided border density to approximately two blocks of Boones Ferry Road. Row houses are a possible use identified in the report.	Civilis; page 41, double-sided border density	2/4/2026	3.75	3.21	3.44	3.21	3.32	<ul style="list-style-type: none"> <li>Double-sided border density is important throughout downtown. There also need for areas for interaction/gathering mingled throughout.</li> <li>This specific site is not optimal. The railroad tracks prevent whatever is built on the other side from intuitively linking with downtown, without other intervention.</li> <li>Recommending housing next to railroad tracks makes little sense. The entire shopping center should be considered for redevelopment with housing mixed with retail with a view to the wetlands. Additional infill should also be considered in the large parking lot since the center no longer has a major grocery store as a tenant.</li> </ul>
1.5	Pursue double-sided border density on the north edge of Boones Ferry Road, abutting the Riverfront Park.	Same theory as above, different location. Civilis recommends adding structures along Boones Ferry Road, at its intersection with Martinazzi Ave. This 100% corner would serve as a visual cue to drivers that they are entering downtown. The land is City-owned, and new buildings would likely have a civic/park-related function.	Civilis; page 41, double-sided border density	2/4/2026	3.75	3.75	3.38	3.54	4.00	<ul style="list-style-type: none"> <li>This site is the opportunity to create something distinct, a gateway to Tualatin.</li> <li>There were some serious questions about buildability on this site.</li> <li>Congestion on Boones Ferry Road is already bad. This may impact access to structures on this site. We should also avoid contributing to congestion without improving traffic flow.</li> <li>There was a mention of needing better pedestrian connections at this corner.</li> <li>There could be an activity or attraction at this corner.</li> <li>Recommendation overlooks the current traffic levels on SW Boones Ferry heading east or west. Pedestrian crossing is already a challenges. While it helps create a visual "main street", could it be impractical since the northside will be parkland with the intention of opening up a view of the river. A building would close off the view.</li> </ul>
1.6	Assuming the first floor of a new building is elevated to address the floodplain, develop design standards requiring sidewalk-level activation.	This recommendation is not site specific. New downtown buildings will likely need to have an elevated first floor. Functionally, this recommendation involves adopting design standards to ensure new buildings include elements that engage the sidewalk. Civilis provides a handful of examples, including building straight up to the sidewalk, using large roll up doors and/or large storefront windows, mimicking old industrial buildings that are recessed from the sidewalk with large dock-style balcony areas, and creating multi-tenanted galleria-style spaces with a shared entrance.	Civilis; pages 42-43, floodplain	2/4/2026	4.30	4.24	4.00	3.88	4.12	<ul style="list-style-type: none"> <li>There are lots of creative ways to address the floodplain without building on stilts. The public library, for example, was designed to be sealed in the event of a high-water event.</li> <li>Active ground floor uses with tuck-under parking are a well-established model. With these, it is important to make garage entrances look nice.</li> <li>Why wouldn't we assume the first level will be parking or a temporary use space such as a temporary market or farmers market?</li> </ul>

1.7	Add eco park features to the Lake at the Commons.	Adding floating gardens to portions of the lake is recommended to address the 'artificial' and 'uncomfortable' feeling reported by survey respondents. Depending on how it is constructed, this strategy may have the added benefit of improving water quality.	Civilis; page 43, eco park / flood mitigation							SKIPPED 2/4/2026
1.8	Convert the Lake at the Commons into a natural water feature.	While the Lake at the Commons is man-made, this recommendation raises the possibility that it could be developed as a stormwater management asset, with variable water levels and native plantings. The feasibility/impact of such a conversion has not been assessed but, for the sake of evaluating this recommendation, assume it would positively contribute to the stormwater management system.	Civilis; page 43, eco park / flood mitigation							SKIPPED 2/4/2026
1.9	Construct a pedestrian bridge over the Lake at the Commons.	Improving pedestrian movement across the lake (east-west) is the focus of this recommendation. In discussion, CAC members suggested developing a unique design for a pedestrian bridge, so it adds to the character of downtown and doubles as a community symbol. Members also raised the possibility of accommodating the pumpkin regatta with tall arches or removeable bridge segments. Seneca and Nyberg streets are the most likely locations for a pedestrian bridge.	Civilis; pages 44-45, bridges							SKIPPED 2/4/2026
1.10	Reduce the Lake at the Commons to a water feature.	This recommendation is to reduce the footprint of the lake while adding a grand fountain or water feature. The virtues of this proposal include introducing the sound and visual of water and reclaiming some of the lake's footprint for other purposes.	Civilis; page 45, water feature							SKIPPED 2/4/2026
1.11	Connect the Tualatin River Greenway Trail through downtown.	The Tualatin River Greenway Trail extends from Tigard High School to the far eastern edge of Tualatin, with a missing quarter-mile segment between Nyberg Rivers and Community Park. Civilis recommends bringing the trail across Martinazzi and into downtown before crossing Boones Ferry Road. This connection strategy would double as a link between the new Riverfront Park and downtown, creating all sorts of opportunities for cross-pollination between user groups.	Civilis; page 44, greenway connection	2/4/2026	4.42	4.36	4.00	4.42	4.50	<ul style="list-style-type: none"> <li>•This is an incredible and high impact concept.</li> <li>•One member shared that it reminded them of the beltline in Atlanta.</li> <li>•Safety crossing Boones Ferry Road will be make-or-break for this concept.</li> <li>•Events like a fun run could help to activate the newly completed trail.</li> </ul>
1.12	Add north-south streets on the east side of the lake.	The Civilis report notes how a series of interconnected parking lots on the east side of the lake creates circulation confusion, which could be alleviated with north-south streets. Neither precise street location nor implementation timeline are specified.	Civilis; page 44, eastside lack of n/s streets	2/4/2026	3.69	3.00	3.18	3.56	3.81	<ul style="list-style-type: none"> <li>•It is not currently intuitive to move around downtown. A gridded system helps circulation and offers a sense of scale for pedestrians.</li> <li>•Adding north-south streets would not fix peak hour congestion</li> <li>•This system is too specific; we should be considering traffic/pedestrian movement throughout the district in aggregate.</li> <li>•Creating clear pedestrian corridors, potentially in lieu of streets, was raised as a possible alternative.</li> <li>•It is important to consider a sense of scale when thinking about connectivity and that smaller blocks are more comfortable for pedestrian activity.</li> <li>•This proposal would destroy the current lake atmosphere and be harmful to existing businesses built around the lake. It would benefit property owners on the west side. Since the city is a major property owner on the west side, it is very likely this would be challenged since any conversion of parkland to roadways requires an affirmative vote of Tualatin citizens.</li> </ul>
1.13	Use distinctive signage and sculptures to make parking easy to find.	Creating a visually coherent series of parking indicators, combining signs and permanent public art, would enable drivers to find parking intuitively. These elements, backstopped by a comprehensive text/map wayfinding system, are recommended to improve the navigability of downtown.	Civilis; pages 45-46, current parking	2/4/2026	4.42	4.53	3.75	4.53	4.35	<ul style="list-style-type: none"> <li>•This is consistent with one of the CClO recommendations from the October 29, 2025 CAC meeting.</li> <li>•There is an opportunity to showcase Tualatin's diversity through these art pieces, specifically to honor native art and artists. In contrast to the City's white-made, native-inspired logo, this process should involve seeking out and employing native artists.</li> <li>•Signage also should include wayfinding for businesses and City features such as the lake, the splash pad, and any new features.</li> </ul>
1.14	Use sidewalk paint to improve wayfinding from parking lots to the lake.	Survey respondents reported feeling disoriented upon reaching the lake. Using sidewalk paint to connect the lake to specific parking areas, while including sidewalk games along the way, is a specific wayfinding strategy recommended by Civilis.	Civilis; pages 45-46, current parking	2/4/2026	4.67	4.43	4.23	4.75	4.60	<ul style="list-style-type: none"> <li>•This recommendation could be expanded to include painted trails and wayfinding, for things beyond parking and the lake.</li> <li>•The process of coming together to create these, community paint days, can be exceptionally fun.</li> <li>•Unclear on how this would work.</li> </ul>
1.15	Centralize parking management to become a park once district.	In service of creating a walkable shopping district, Civilis recommends using data to inform parking management decisions. The first step identified in the report is to maintain an inventory of public/private parking capacity, differentiating between on-street parking, lot parking, and garage parking.	Civilis; pages 46-47, becoming a park once district	2/4/2026	4.14	3.70	4.07	4.07	4.14	<ul style="list-style-type: none"> <li>•Downtown feels very spread out and there is not a unified walking network. For downtown to be a park once district, pedestrian movement throughout the district needs improvement.</li> <li>•Making walking in downtown more enjoyable/interesting would also significantly contribute to this goal.</li> <li>•Foot traffic is important to small businesses.</li> <li>•We should strive to find a balance between too much parking and parking for businesses.</li> <li>•Some concern was raised about big events like the Pumpkin Regatta and where attendees will park.</li> <li>•If this means only one parking lot for the entire core area, this proposal ignores the limits of aging users to walk long distances. It also ignores the reality of how little alternative transportation exists.</li> </ul>

1.16	Establish a downtown association.	Civilis outlines several potential applications for a downtown association, including coordinating between business owners, property owners, and the City, supporting property owners with tenanting, and promoting downtown through marketing and events. A downtown association could be structured as a branch of the Chamber of Commerce.	Civilis; page 47, downtown association	2/4/2026	4.27	3.66	3.07	2.91	4.80	<ul style="list-style-type: none"> <li>This type of work would fit naturally under the Chamber umbrella.</li> <li>Downtown activation will be unsuccessful if solely championed by the City. This type of organization could be exceptionally helpful in organizing/empowering downtown business owners.</li> <li>Adding an extra entity to help manage and program downtown feels somewhat unachievable, given that existing business owners are already doing the work of their business and don't necessarily have the capacity or skill to participate in a downtown association.</li> </ul>
1.17	Create a festival street.	Festival streets are designed to be periodically closed to traffic. They provide a venue for large-scale community events while limiting inactive hardscape during regular use. Civilis specifically identifies the western segment of Nyberg St, from the splash pad to Boones Ferry Road, as a viable location for a festival street.	Civilis; page 48, shared use public event space	3/4/2026	4.46	4.00	4.00	4.40	4.46	<ul style="list-style-type: none"> <li>A festival street should extend to the Commons. If at this location, the splash pad would be a logical anchor.</li> <li>Festival streets serve as pedestrian connectors; this site may be a bit constrained.</li> <li>Regardless of location, it will be important to ensure businesses along the festival street are not negatively impacted by road closures for events.</li> <li>Activities held along a festival street, like a farmers' market, are terrific strategies to get people involved who do not have a storefront. A wine festival and a festival of lights were raised as specific programming ideas.</li> <li>Shortly after the Commons was built, a farmers' market was held on this section of Nyberg Street. It worked well and the adjacent parking areas made it accessible.</li> </ul>
1.18	Create a food cart pod.	Community members have consistently identified a food cart pod as one of their top priorities for downtown. Civilis highlighted the white parking lot as a natural location for food carts, along the pedestrian walkway stemming off Boones Ferry Road.	Civilis; page 49, food cart pod	3/4/2026	3.92	4.00	3.20	4.00	4.14	<ul style="list-style-type: none"> <li>A food cart pod would be a compelling draw for high school students. They have short lunch breaks and often get lunch as a group. Having a variety of options concentrated in one location would be ideal.</li> <li>Pickleballers are another user group likely to patronize food carts. They are hungry after playing but do not want to go to a sit-down restaurant.</li> <li>Food carts are reliably attractive to people from outside the area, and we have identified bringing people to downtown as a priority.</li> <li>Care should be taken to ensure a food cart pod is done right. They should be clean and visually consistent with the rest of downtown. Execution is critical.</li> <li>The Canby and Oregon City pods were raised as positive examples. They both have a central bar, are clean and well-organized. West Linn and Hillsboro were also referenced positively.</li> <li>Parking is important to people investing in food carts. Customers need to be able to park on site or to make a very short walk. The Beaverton pods were referenced as an example with high demand but inadequate public parking.</li> <li>Food carts are great for start-up businesses. How do we provide additional support to entrepreneurs to increase their chances of success?</li> <li>It will be important not to oversaturate the market, we do not want to put pressure on brick-and-mortar dining establishments.</li> <li>What is the goal of having a food cart pod instead of something else? Is it in preference to a larger park, a building, to parking? As a developer, every 'yes' is a 'no', we should be able to articulate why we would choose food cart pods over something else.</li> <li>Investors should pick the location, not the City.</li> <li>If we allow a food cart pod downtown, we should allow something similar in the industrial area.</li> </ul>
1.19	Design spaces and activities to appeal to all ages.	Civilis recommends designing elements for specific age groups while ensuring universal accessibility. Examples of elements with targeted appeal include the splash pad for children, hangout spots for teens, and interactive art/furniture for adults. Creating a baseline of accessibility – through readable wayfinding text, even walking surfaces, and good lighting – are suggested methods to ensure everyone can come together.	Civilis; page 49, all ages friendly	3/4/2026	4.42	4.00	3.59	4.34	3.94	<ul style="list-style-type: none"> <li>Existing spaces designed for people of all ages have received positive feedback.</li> <li>Some suggested elements include playground equipment by the splash pad, exercise equipment along the trails, and benches throughout.</li> <li>Artwork throughout the Commons, especially around seating areas, would serve to advance this goal. Specifically suggested were murals that change color in the rain, tactile art, and descriptive signs that link to an online passport.</li> <li>Making the Commons an attractive area where people come to hang out is key. The social aspect will make the Commons a desirable place to be.</li> </ul>
1.20	Showcase existing uses with "improve what you have" programs.	Three examples Civilis provides of "improve what you have programs" are a window improvement program, paint improvement program, and exterior seating program. These are generally administered as small dollar matching grants, using TIF dollars to support tenant improvements.	Civilis; pages 50-52, showcase what is already active	3/4/2026	4.50	4.00	3.93	3.86	4.65	<ul style="list-style-type: none"> <li>This strategy is a great way to mitigate displacement of existing businesses.</li> <li>It helps tie the whole downtown together, promoting a unified look-and-feel.</li> <li>This program should be open to building owners, in addition to business owners, to encourage redevelopment of multi-tenant properties.</li> <li>This tool is one of the best available to give back to the community, facilitate change, and to build relationships between the City and existing business/property owners.</li> <li>Beaverton has successfully deployed this strategy recently.</li> <li>It would be great if this program also funded improved signage.</li> </ul>
1.21	Install temporary retail incubators.	Temporary retail spaces are recommended to help activate underutilized space in areas with high foot traffic. They could be City-owned and use a "percentage rent lease" model to support emerging retail businesses. Civilis sees this as a potential tool to conceptually link Riverfront Park to the lake.	Civilis; page 53, temporary retail space	3/4/2026	4.16	4.00	3.80	3.60	4.26	<ul style="list-style-type: none"> <li>Having different businesses rotate through would be a draw, encouraging shoppers to return and see what has changed.</li> <li>In northwest Portland they do pop-up booths around the holidays, which are very popular. In DC, every transit stop is surrounded by booths like this. Hosting season-specific markets in fixed booths is another model that has been effective elsewhere.</li> <li>Reserving some booth space for high schoolers or other young entrepreneurs would be a terrific way to support emerging businesses.</li> </ul>

1.22	Pilot a Swiss style cooperative housing model.	Partnering with a non-profit housing developer to create Swiss style cooperative housing is recommended as an innovative way to balance ownership and affordability. In this model, residents purchase a share of the building when they move in, which gives them a vote on all matters of building governance. They pay relatively low rent, and their building shares are purchased back at the original price when they move out.	Civilis; page 53, Swiss style cooperatives	3/4/2026	3.17	4.00	2.92	3.06	3.05	<ul style="list-style-type: none"> <li>•There are two models: <ul style="list-style-type: none"> <li>oLand trusts. Each unit is located inside a land trust operated by a nonprofit, which restricts the sale value in the future. The owner can make a limited amount of equity per year but they own the condo.</li> <li>oBuilding corporations. Similar to the New York co-op model, a resident would buy shares of a corporation, which gives them the right to live in a particular condo. The corporation is responsible for building upkeep. Income restrictions on the next person you sell your shares to make this an affordable housing model.</li> </ul> </li> <li>•These models are not time-limited, people can live in a unit as long as they want. There may be some natural turnover as familiar grow, but how do we ensure there is a reliable supply of affordable housing well into the future?</li> <li>•In downtown, the City could look to facilitate a project like this on the catalyst site.</li> <li>•Are there developers that will build this? In Oregon, most of this style of ownership is in townhomes. High-rise condos are not being built right now. In our region, Proud Ground manages hundreds of units in a land trust.</li> </ul>
1.23	Pursue single stair housing development.	Single stair housing allows for apartments to be built above retail space with less of a ground floor footprint and more rentable space. This model has only been recently allowed in Oregon and the City's role in advancing this priority would likely be limited to a code update and possibly providing incentives.	Civilis; pages 53-54, single stair	3/4/2026	3.23	4.00	3.43	3.28	3.29	<ul style="list-style-type: none"> <li>•In removing the need for double-loaded corridors, single stair developments allow for more cost-effective development and added density.</li> <li>•Ensuring code allows for this option invites additional creativity in project designs.</li> </ul>
2.1	Create and distribute a Tualatin one-pager.	Telling the story of Tualatin through a visually appealing and widely circulated flyer helps to cultivate a shared identity among existing community members, and attract prospective residents, business owners, and entrepreneurs. OCG prepared an example (Appendix A, pp48). The City already maintains a City Profile, which serves a similar purpose but is not widely distributed.	OCG; pages 18-19, 48	3/4/2026	3.25	4.00	3.32	3.28	4.28	<ul style="list-style-type: none"> <li>•This material will be useful if it answers the question "what is Tualatin famous for?" or "why would someone come to Tualatin?" It will be necessary to use some discipline to define the elements that make us distinctive. It could be valuable to coin a tag, like "gateway to wine country," that succinctly answers this question.</li> <li>•There is value in having shared language, a disciplined "why," but there is also value in leaving room for the messaging to be tailored seasonally, or to different audiences.</li> <li>•The opening of the Riverfront Park water access will bring in lots of external visitors, offering an opportunity to promote other downtown amenities. A pamphlet could be helpful in this context.</li> <li>•There may be limited value in a leaflet but a digital profile or tourism landing page could be more impactful. Adding QR codes to one-pagers could provide a gateway to a digital profile.</li> <li>•I think the suggestion to create something on paper is not current with how people receive information</li> </ul>
2.2	Create a digital roadmap highlighting Tualatin's key attractions.	Premade itineraries make it easy for prospective visitors to plan a trip to Tualatin. By highlighting nature-related attractions, community areas, and shopping destinations these materials could prompt regional visitors to turn an errand run into a day trip. They could also be distributed beyond the metro to get people thinking about Tualatin as a destination. OCG prepared an example roadmap (Appendix A, pp49).	OCG; pages 18-19, 49	3/4/2026	4.00	4.00	4.00	4.26	4.40	<ul style="list-style-type: none"> <li>•Any way we can market the city is a good idea.</li> <li>•The choose-your-own adventure format is appealing and could be enhanced by a live calendar that builds unique community events into itineraries.</li> <li>•Promoting local businesses and public amenities together makes the draw increasingly compelling.</li> <li>•Tailoring itineraries to how someone is moving – walking, biking, paddling – would be a unique way to market to visitors that emphasizes Tualatin's unique assets.</li> </ul>
2.3	Revamp the City's website.	Providing an easy-to-navigate hub for community information is foundational. The City has nearly completed its website revamp and will be launching a new design in the coming months. This will elevate the new brand, offer a modern and intuitive layout, and provide an opportunity to ensure all information is up-to-date and reliably maintained.	OCG; page 30	3/4/2026	4.08	4.00	3.71	4.14	4.43	<ul style="list-style-type: none"> <li>•This is already happening.</li> <li>•The Arts Committee is excited about the new website. They are preparing to develop content about the City's art installations, laying the foundation for launching an arts passport program.</li> <li>•Our messaging about Tualatin should emphasize that this is a great place to own and have a business.</li> <li>•A unified event calendar, including those organized by community partners, would be an asset for both residents and visitors.</li> </ul>
2.4	Conduct targeted marketing campaigns, aimed at attracting visitors.	Targeted marketing involves identifying a specific audience and producing tailored messaging with them in mind. OCG prepared an example persona, the Smith family, which they invoked throughout the report to show how specific actions would appeal to their imagined audience. This is something we could do by reliably producing content showcasing Tualatin's attractions, particularly local businesses, and partnering with larger, interest-based accounts to share it more widely. @tualatinvalley does this well.	OCG; pages 30-31	3/4/2026	4.41	4.00	3.71	4.14	4.35	<ul style="list-style-type: none"> <li>•No comments.</li> </ul>
2.5	Host an annual Winter Fest.	To get people downtown in the dark months, OCG imagines an annual event on the Commons in December. This could include a tree lighting, raffle, food trucks, cocoa/cider tent, and live music performances. This would be a natural tie-in with the light parade.	OCG; pages 20-22	3/4/2026	4.33	4.00	3.94	4.20	4.60	<ul style="list-style-type: none"> <li>•Any event like this is a no-brainer. It gets people to start seeing the Commons as a downtown.</li> <li>•For high school students, it would be great to have an event that breaks up routine and brings people together in the winter.</li> </ul>
2.6	Host biweekly Movie Nights at the Commons.	Regular summer movie nights provide a predictable and low-cost opportunity to gather. OCG identifies theme-nights as a strategy to attract different audiences, partnerships with local businesses to encourage patronage, and the addition of food carts / vendors to enhance the experience.	OCG; pages 23-25	3/4/2026	4.59	4.00	4.14	4.34	4.47	<ul style="list-style-type: none"> <li>•The City used to host movie nights and they were exceptionally popular.</li> <li>•Not sure this was a fully fledged idea given that we already do movies and/or concerts in the park</li> <li>•Movie nights used to be held near the Grange. Now, it may make more sense to hold them near Veteran's Plaza. Movie nights also do not have to all be in one place. We could use the event to introduce people to different spaces and businesses downtown.</li> <li>•It will be important to be super clean with these events, and to ensure they are accommodating of those living downtown (not too noisy or too late).</li> <li>•Events like this come with work. If movie nights are restarted, the City needs to be prepared to support them with staff time.</li> </ul>

2.7 Organize monthly Lake Nights throughout the summer.	A monthly festival aimed at bringing residents and visitors together on the Commons. Programming proposed by OCG includes concerts, pop-up food carts, a maker village, and a 'water glow parade' which encourages attendees to float lanterns and paper art on the Lake.	OCG; pages 32-35 3/4/2026	4.46	4.00	3.86	4.14	4.46	<ul style="list-style-type: none"> <li>•Great idea, we used to do this. Staff capacity will be necessary to sustain.</li> <li>•Add local theater and comedy to the programming slate.</li> <li>•Existing entertainment organizers may be able to help identify local talent to spotlight.</li> </ul>
2.8 Establish a weekly Farmers' Market.	Increasing the frequency of Tualatin's farmers' market is essential to generating a regular user base. OCG proposes some potential locations, best practices, and startup strategies to support the creation of a weekly farmers' market.	OCG; pages 36-39 3/4/2026	4.51	4.00	4.20	3.94	4.20	<ul style="list-style-type: none"> <li>•We should avoid reinventing the wheel. Consult with the organizers of successful farmers' markets in the region and follow a proven model.</li> <li>•When held previously, the farmers' market was run by volunteers. Volunteers get burnt out when not supported by staff. Volunteer coordination for Viva Tualatin was raised as a positive example.</li> <li>•Members have attended markets that remain very active between Thanksgiving and Christmas.</li> </ul>
2.9 Establish a downtown business association.	A familiar recommendation, OCG outlines potential functions of a downtown business association. These could include improving business to city communication (voicing concerns, communicating events), promoting downtown as a business/tourist destination (running cohesive ads), improving access to grants for businesses (promoting opportunities, hosting workshops, and providing application assistance), and improving business retention (through a professional/peer support system).	OCG; page 26 3/4/2026	4.08	4.00	3.56	3.86	4.57	<ul style="list-style-type: none"> <li>•If we want a downtown business association, it could be set up as a Chamber committee. This would be more efficient than having two organizations competing for membership.</li> <li>•Downtown business owners should have the ability to participate in a downtown business association without becoming members of the Chamber.</li> <li>•Same comments/concerns apply about capacity and how that will work with the Chamber.</li> </ul>