

#	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 CCO 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 tenancing, 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>