

#	Recommendation	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.	Civilis; page 39, adaptive reuse	2/4/2026	4.33	3.57	4.06	3.5	4.25	<ul style="list-style-type: none"> 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. 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. 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. Creating specific programs for small businesses, both education and incentives, may help facilitate private realization of adaptive reuse opportunities.
1.2	Pursue site intensification projects.	Civilis; pages 39-40, site intensification	2/4/2026	4.19	3.38	3.69	4	4.25	<ul style="list-style-type: none"> Adding density downtown is critical and site intensification is one of the best strategies for accomplishing this. Multiple members shared that they support this strategy, so long as we leave enough parking. Finding a better example diagram may help to better illustrate this strategy.
1.3	Pursue a focal point project on the corner of Tualatin-Sherwood Road and Boones Ferry Road.	Civilis; page 40, focal point project	2/4/2026	3.8	4.27	3.85	3.56	3.88	<ul style="list-style-type: none"> 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. 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. We have to use caution when deliberating about projects on private property. We have limited influence over what gets done on this particular site. While supportive of adding height for a focal point project, tall buildings on every parcel could obstruct the sun at the lake. Density and height are important for enabling multi-family housing developments to pencil. Vertical housing tax credits are a proven model. Prioritizing housing density in downtown, before other projects, would feed commercial development as new residents patronize businesses in the district. A focal point project established an identity/symbol for downtown. Do not ignore the potential uses on the rooftops of tall buildings. Particularly with the views of Hood over the lake to the east.
1.4	Pursue double-sided border density on the west edge of the WES line.	Civilis; page 41, double-sided border density	2/4/2026	3.93	3.36	3.6	3.36	3.47	<ul style="list-style-type: none"> Double-sided border density is important throughout downtown. There also need for areas for interaction/gathering mingled throughout. 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.
1.5	Pursue double-sided border density on the north edge of Boones Ferry Road, abutting the Riverfront Park.	Civilis; page 41, double-sided border density	2/4/2026	3.87	3.87	3.47	3.64	4.07	<ul style="list-style-type: none"> This site is the opportunity to create something distinct, a gateway to Tualatin. There were some serious questions about buildability on this site. 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. There was a mention of needing better pedestrian connections at this corner. There could be an activity or attraction at this corner.
1.6	Assuming the first floor of a new building is elevated to address the floodplain, develop design standards requiring sidewalk-level activation.	Civilis; pages 42-43, floodplain	2/4/2026	4.38	4.25	4	3.94	4.19	<ul style="list-style-type: none"> 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. Active ground floor uses with tuck-under parking are a well-established model. With these, it is important to make garage entrances look nice.
1.7	Add eco park features to the Lake at the Commons.	Civilis; page 43, eco park / flood mitigation							SKIPPED 2/4/2026
1.8	Convert the Lake at the Commons into a natural water feature.	Civilis; page 43, eco park / flood mitigation							SKIPPED 2/4/2026
1.9	Construct a pedestrian bridge over the Lake at the Commons.	Civilis; pages 44-45, bridges							SKIPPED 2/4/2026
1.10	Reduce the Lake at the Commons to a water feature.	Civilis; page 45, water feature							SKIPPED 2/4/2026
1.11	Connect the Tualatin River Greenway Trail through downtown.	Civilis; page 44, greenway connection	2/4/2026	4.38	4.31	3.92	4.38	4.46	<ul style="list-style-type: none"> This is an incredible and high impact concept. One member shared that it reminded them of the beltline in Atlanta. Safety crossing Boones Ferry Road will be make-or-break for this concept. Events like a fun run could help to activate the newly completed trail.

1.12	Add north-south streets on the east side of the lake.	Civilis; page 44, eastside lack of n/s streets	2/4/2026	3.87	3.13	3.33	3.73	4	<ul style="list-style-type: none"> •It is not currently intuitive to move around downtown. A gridded system helps circulation and offers a sense of scale for pedestrians. •Adding north-south streets would not fix peak hour congestion •This system is too specific; we should be considering traffic/pedestrian movement throughout the district in aggregate. •Creating clear pedestrian corridors, potentially in lieu of streets, was raised as a possible alternative. •It is important to consider a sense of scale when thinking about connectivity and that smaller blocks are more comfortable for pedestrian activity.
1.13	Use distinctive signage and sculptures to make parking easy to find.	Civilis; pages 45-46, current parking	2/4/2026	4.38	4.5	3.67	4.5	4.31	<ul style="list-style-type: none"> •This is consistent with one of the CCIO recommendations from the October 29, 2025 CAC meeting. •There is an opportunity to showcase Tualatin's diversity through these art pieces.
1.14	Use sidewalk paint to improve wayfinding from parking lots to the lake.	Civilis; pages 45-46, current parking	2/4/2026	4.71	4.53	4.31	4.8	4.64	<ul style="list-style-type: none"> •This recommendation could be expanded to include painted trails and wayfinding, for things beyond parking and the lake. •The process of coming together to create these, community paint days, can be exceptionally fun.
1.15	Centralize parking management to become a park once district.	Civilis; pages 46-47, becoming a park once district	2/4/2026	4.23	3.75	4.23	4.23	4.38	<ul style="list-style-type: none"> •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. •Making walking in downtown more enjoyable/interesting would also significantly contribute to this goal. •Foot traffic is important to small businesses. •We should strive to find a balance between too much parking and parking for businesses. •Some concern was raised about big events like the Pumpkin Regatta and where attendees will park.
1.16	Establish a downtown association.	Civilis; page 47, downtown association	2/4/2026	4.29	3.64	3	2.83	4.86	<ul style="list-style-type: none"> •This type of work would fit naturally under the Chamber umbrella. •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.