

CITY OF TUALATIN
ORDINANCE NO. 1471-22

CONSIDERATION OF ORDINANCE 1471-22 OF THE TUALATIN CITY
COUNCIL MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING
TO, AND APPROVING, THE CORE OPPORTUNITY AND REINVESTMENT
AREA PLAN AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED

WHEREAS, the Tualatin Development Commission (“TDC”), as the duly authorized and acting urban renewal agency of the City of Tualatin, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, the TDC, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Core Opportunity and Reinvestment Area Plan dated November 28, 2022, and attached hereto as Exhibit A (the “Plan”) and incorporated herein by reference, and the Plan authorizes certain urban renewal activities within the Core Opportunity and Reinvestment Area (the “Area”); and

WHEREAS, the TDC has caused the preparation of a certain Report Accompanying the Core Opportunity and Reinvestment Area Plan dated November 28, 2022, and attached hereto as Exhibit B (the “Report”) to accompany the Plan as required under ORS 457.087); and

WHEREAS, the Plan and the Report were forwarded on September 29, 2022 to the governing body of each taxing district affected by the Plan, and the TDC has thereafter consulted and conferred with each taxing district; and

WHEREAS, the TDC forwarded the Plan and Report to the Tualatin Planning Commission (the “Commission”) for review and recommendation, and the Commission considered the Plan and Report on October 20, 2022 and adopted a finding that the Plan conformed with the Tualatin Comprehensive Plan; a memorandum from the Planning Director regarding this action is attached hereto as Exhibit C; and

WHEREAS, on October 19, 2022 the City met with the Board of Clackamas County to review the Plan, including the proposed maximum indebtedness for the Plan; and

WHEREAS, on October 25, 2022 the City met with the Board of Washington County to review the Plan, including the proposed maximum indebtedness for the Plan; and

WHEREAS, in November 2022, the City caused notice of a hearing to be held before City Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to utility customers within City’s incorporated limits; and

WHEREAS, on November 14, 2022, the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Tualatin Planning Commission, and the public testimony received on or before that date and to receive additional public testimony; and

WHEREAS, the City Council has determined that the Plan conforms with all applicable legal requirements; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan.

NOW THEREFORE, THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. The Council adopts the Core Opportunity and Reinvestment Area Plan in Exhibit A, adopts the Report in Exhibit B, and adopts the Planning Commission Recommendation in Exhibit C. The Core Opportunity and Reinvestment Area Plans approved and adopted based upon review and consideration by the City Council, the Tualatin Planning Commission Recommendations, taxing district recommendations in Exhibit D each of which is hereby accepted, as well as the public testimony in the record.

Section 2. The Plan complies with all applicable requirements of ORS Chapter 457 and the specific criteria of ORS 457.095, in that, based on the information provided in the Report, the Tualatin Planning Commission Recommendation, and the public testimony before the City Council:

1. The process for the adoption of the Plan has been conducted in accordance with the applicable provisions of Chapter 457 of the Oregon Revised Statutes and all other applicable legal requirements; and
2. The area designated in the Plan as the Core Opportunity and Reinvestment Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in Section XI of the Report, including the existence of inadequate streets and other rights of way, open spaces, and utilities, and underdevelopment of property within the Area (ORS 457.010(1)(e) and (h)); and
3. The rehabilitation and redevelopment described in the Plan to be undertaken by the TDC is necessary to protect the public health, safety or welfare of the City because, absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the City's Comprehensive Plan; and
4. The Plan conforms to the Tualatin Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in Section XIII of the Plan and in the Tualatin Planning Commission Recommendation attached hereto as Exhibit C; and

5. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan and therefore the Plan does not include provisions to house displaced persons; and
6. Adoption of and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to Article IX, section 1c, of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in Sections IV and V of the Report; and
7. The City shall assume and complete any activities prescribed it by the Plan; and
8. The TDC consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council; and

Section 3. The City Manager shall forward forthwith to the TDC a copy of this Ordinance.

Section 4. The TDC shall thereafter cause a copy of the Plan to be recorded in the Records of Washington County, Oregon and Clackamas County, Oregon.

Section 5. The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of this Ordinance approving the Plan, including the provisions of ORS 457.135, in the Tigard-Tualatin Times no later than four days following adoption of this Ordinance.

Section 6. The City Manager is delegated the authority to conduct any and all actions necessary to carry out the intent of this Ordinance and ensure compliance with law.

ADOPTED by the City Council this 28th day of November, 2022.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

EXHIBIT A



THE CORE **OPPORTUNITY** REINVESTMENT AREA PLAN



Core Opportunity Reinvestment Area Plan

Approved by the City of Tualatin

November 28, 2022

Ordinance No. 1471-22

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

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LIST OF PARTICIPANTS

Mayor

Frank Bubenik

Steve Koper, Assistant Community Development
Director/Planning Manager

City Council

Nancy Grimes, Council President

Jonathan Taylor, Economic Development
Manager

Maria Reyes

Work Group

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Frank Bubenik, Mayor

Bridget Brooks

Denise Cline, Tualatin Parks Advisory Committee

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Planning Commission

Bill Beers, Chair

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I. DEFINITIONS

“Agency” means the Tualatin Development Commission (TDC). The TDC is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Core Opportunity Reinvestment Area Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the City of Tualatin, Oregon.

“City Council” or “Council” means the Tualatin City Council.

“Comprehensive Plan” means the City of Tualatin comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon or Clackamas County, Oregon. When used, it will not specifically which county.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Tualatin Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

“Tax increment financing (TIF)” is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment finance revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area (URA)” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

II. INTRODUCTION

Plan background

Since 2018, the City of Tualatin has worked on several long-range projects to securely position our community for long-term economic prosperity beginning with the Tualatin | 2040 project. That project detailed the constraints with the lack of land supply for residential and employment land development. To address these constraints, Council expressed interest in learning about urban renewal. Four education series were held and as a result Council directed staff to conduct two feasibility studies in the areas of the Southwest Industrial/Basalt Creek and the Town Core Areas.

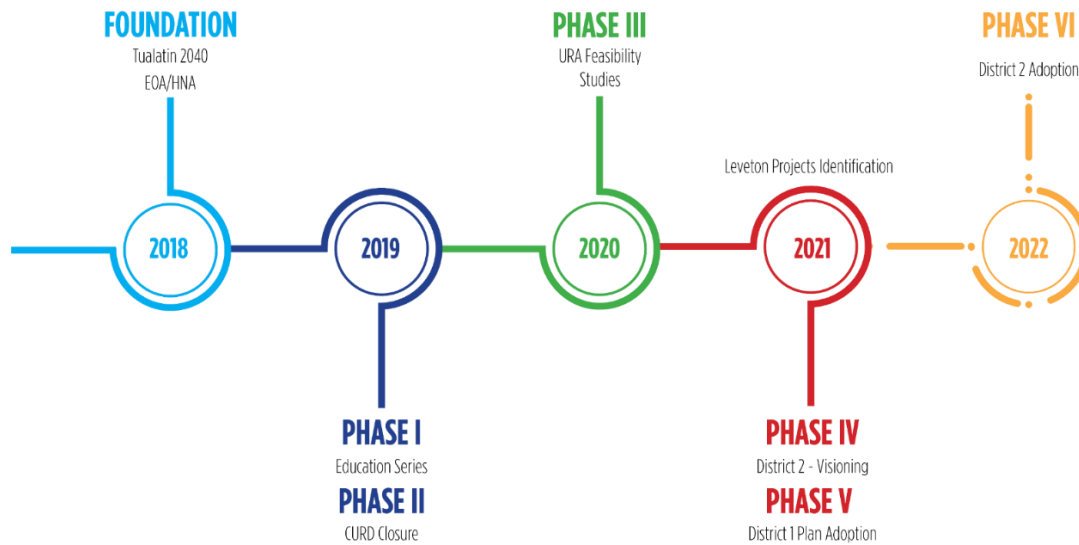


Figure 1. Timeline

On September 28, 2020, the Tualatin City Council was presented the Proposed Study Area 2 Feasibility Study. The study indicated the total potential tax increment finance (TIF) revenue over a 30- year period is estimated to be between \$248.2 million and 362.7 million, depending on the future growth in assessed value in the area. Three growth scenarios were analyzed as described later in this report. This would support a total maximum indebtedness (i.e., the total principal amount of projects to be funded) between \$210.0 million and \$308.3 million. When accounting for inflation and adjusting the maximum indebtedness to be reported in constant 2020 dollars, we forecast the true financial capacity of the URA to be between \$118.1 million and \$171.4 million.¹

¹ Impact options presented reflected 2023 dollars.

Beginning on March 29, 2021, staff held three preliminary sessions with Council to discuss the proposed study area's boundaries, existing conditions/challenges, and confirm priorities and goals previously identified in past phases to prepare for the April 26 workshop.

Identified Priorities/Goals:

- Establish or create a common identity
- Enhance connectivity
- Ensure a collaborative approach
- Protect and promote the natural environment
- Foster mixed-use development
- Expand housing options

Working Group Recap

On March 28, 2022 City Council passed Resolution 56087-22 establishing a ten member working group to: *provide feedback on existing conditions of the area, proposed vision, and objectives; provide feedback on the proposed boundary, area projects, and project direction; and identity and recommend any additional projects for the proposed area.* Working Group members were: Chief Cassandra Ulven (Tualatin Valley Fire and Rescue), Susan Noack (Tualatin Chamber of Commerce), Cathy Holland (Commercial CIO), Councilor Christen Sacco, Mayor Frank Bubenik, Dr. Aaron Welk, Doug Ulmer, Beth Sethi, Jamison Shields, Denise Cline (TPark).

The Work Group met on April 21, 2022 (Session 1), May 18, 2022 (Session 2), June 16, 2022 (Session 3), August 9, 2022 (Session 4). Session 1 provided an introduction of the Working Group Members, staff and consultant; the purpose and task of the Working Group, Plan vision discussion, and Plan Priorities and Values. Session 2 focused on urban renewal basics and a strengths, weaknesses, opportunities, and threats exercise for the proposed boundary. Session 3 continued the SWOT exercise from Session 3 and the Working Group discussed Plan Area proposed projects. Session 4 presented the final vision, altered boundary based on prior discussions, and recommended goals, strategies and projects.

The Working Group made the following specific suggestions:

- Rework the Vision Statement. "Make it more concise and direct."
- Focus on the key area of the Town Commons.
- Eliminate current development projects.
- Eliminate Quadrant 2 (Upper Industrial Area) due to lack of project capacity.
- Add in projects that promote, address, and fund projects for community identity.

Additional public outreach meetings included:

- February 9, 2022 – Tualatin Chamber of Commerce
- March 12, 2022 – Tualatin Parks Advisory Committee Presentation
- May 19, 2022 – Planning Commission Work Session
- May 2, 2022 – Portland General Electric Meeting

- June 21, 2022 – Commercial Citizen Involvement Organization Meeting
- July 20, 2022 – Level Development (Private Developer Meeting)
- July 21, 2022 – Macadam Forbes (Private Developer Meeting)

Additional opportunity for public input was provided at the Tualatin Development Commission (TDC) meeting on September 12, 2022, an online open house through the month of September and October 2022, the Tualatin Planning Commission meeting on September 22, 2022 and the Tualatin City Council public hearing on November 12, 2022 and vote on November 28, 2022. The City Council public hearing was noticed to utility customers of the City of Tualatin.

The Core Opportunity Reinvestment Area Plan Area (Area), shown in Figure 1, consists of approximately 457.62 total acres: 357.02 acres of land in tax lots and 100.6 acres of public rights-of-way. It is anticipated that the Core Opportunity Reinvestment Area Plan (Plan) will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$140,000,000 (One Hundred Forty Million dollars). Detailed financial analysis is in the Report Accompanying the Tualatin Urban Renewal Plan (Report).

Detailed goals and objectives developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Tualatin Development Commission (TDC). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(1)	I, XIII
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

Vision

The vision takes existing work from prior strategic planning efforts and consolidates them into one purpose. This vision will direct potential funding and policy priorities for future efforts in the proposed area.

The Core Opportunity and Reinvestment Area Plan is a guiding document in our community’s sustainable effort to strengthen the social, cultural, environmental, and economic vitality of central Tualatin by funding projects that improve property values, eliminate existing and future blight, and create an active civic core.

Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a funding source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in Oregon Revised Statutes (ORS) 457.010. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or

redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$140,000,000 (One Hundred Forty Million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. The method of establishing the maximum indebtedness is shown in the Report Accompanying the Plan.

IV. PLAN GOALS

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the TDC intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the TDC. The goals and objectives are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

GOAL 1: BLIGHT REMEDIATION

Encourage and facilitate the redevelopment of historically underutilized and vacant parcels and buildings through direct or public-private partnerships.

Implementation Summary: Incentivize public and private development that reduces the acreage of historically underutilized and vacant parcels and buildings.

Strategy 1: Encourage redevelopment of dilapidated parcels within Plan Area.

Action 1.1: Evaluate opportunities to increase development of commercial and residential mixed-use development.

Action 1.2: Provide or fund additional infrastructure needed for increased commercial and residential development.

Action 1.3: Acquire property to ensure overall community and economic development needs are met and maintained.

Strategy 2: Ensure development of vacant parcels within Plan Area flood plain.

Action 2.1: Evaluate opportunities to increase opportunities for development.

Action 2.2: Allocate funding for infrastructure development for site development.

Action 2.3: Complete necessary site preparation and mitigation measures need for site development.

Strategy 3: Reduce vacant commercial and industrial buildings in Plan Area.

Action 3.1: Conduct market analysis and downtown planning for recruitment and development opportunities.

Action 3.2: Prioritize projects that maximize area prosperity and development that reduces existing vacancy rates.

Action 3.3: Ensure city owned parcels meet highest and best-use for Plan goals.

Strategy 4: Leverage tax increment financing with additional funding tools to support economic development.

Action 4.1: Evaluate opportunities to maximize total project funding with local, regional, state and federal partners.

Action 4.2: Provide incentives, rebates, and assistance where gap funding exists for private and public-private development projects.

Strategy 5: Encourage employment growth and density development in existing areas.

Action 5.1: Support redevelopment of underutilized commercial and industrial areas.

GOAL 2: ENHANCED CONNECTIVITY

Provide residents and workers access to a connected and efficient multi-modal system within, and to/from Plan Area.

Implementation Summary: Construct or upgrade systems that promote efficient and effective transportation within and to the Plan Area.

Strategy 1: Development of main street corridors within Plan area.

Action 1.1: Completion of Area Transportation Plan.

Action 1.2: Develop a main street corridor within the Town Commons for enhanced access to existing businesses.

Strategy 2: Increase major arterial capacity within Plan Area

Action 2.1: Widen existing major arterial roads as identified in the Tualatin Transportation System Plan.

Action 2.2: Provide or fund additional infrastructure needed for increased commercial, industrial, and residential development.

Strategy 3: Improve existing intersections

Action 3.1: Ensure existing intersections along Tualatin-Sherwood Road promote safe pedestrian usage and ease of traffic flow to mitigate congestion growth.

Action 3.2: Develop and implement additional access points to zoned light industrial areas along Tualatin Sherwood Road.

Strategy 4: Expand area trail systems

Action 4.1: Connect existing trails for a complete recreational and multimodal system

Action 4.2: Complete unfinished trails

Strategy 5: Regional Coordination

Action 5.1: Coordinate with Washington County's Land-Use and Transportation Department to leverage URA resources and enhance efficiency with connectivity projects

Strategy 6: Plan for regional transportation projects inside and outside plan area

Action 6.1: Determine if expanding the Core Opportunity and Reinvestment Area boundary, or the creation of a new urban renewal district, is the best option for major regional transportation projects.

GOAL 3: MIXED-USE DEVELOPMENT

Encourage and facilitate attainable multi-family housing that's complementary to commercial development with expanded employment opportunities and life-style amenities.

Implementation Summary: Incentivize public and private development that creates an area where individuals live, work, shop, and play near major transportation infrastructure and quality-of-life amenities.

Strategy 1: Ensure an adequate supply of land is available and developable.

Action 1.1: Evaluate opportunities to increase development within Plan Area.

Action 1.2: Acquire land to ensure availability for future development.

Action 1.3: Fund infrastructure to support higher density commercial, industrial and residential development.

Action 1.4: Review and revise land use requirements and planning district designations, where necessary, to focus housing efforts on areas most suitable.

Strategy 2: Support development and preservation of housing.

Action 2.1: Support development of housing affordable to people who have incomes between 30-120% of median family income in Washington County.

Action 2.2: Develop and implement additional access points to zoned light industrial areas along Tualatin Sherwood Road.

Strategy 3: Adjust planning efforts based on economic and market landscapes.

Action 3.1: Fund planning efforts regarding zoning and development.

GOAL 4: ECONOMIC DEVELOPMENT

Cultivate opportunities for entrepreneurial growth within Plan Area.

Description: Provide small businesses with dedicated financing.

Strategy 1: Develop assistance opportunities to businesses in Plan Area.

Action 1.1: Provide capital improvement grants to businesses within Plan Area.

GOAL 5: COMMUNITY IDENTITY

Cultivate a shared community identity that represents the area's long standing culture and traditions while fostering community connections and healthy relationship with the environment and each other.

Strategy 1: Establish more recreational opportunities to the natural environment.

Action 1.1: Funding planning and construction efforts for recreational access to the Tualatin River.

Strategy 2: Develop a community identity.

Action 2.1: Fund efforts to establish community design standards for all development projects.

GOAL 6: INDUSTRIAL DEVELOPMENT

Promote dense industrial development in the southwestern area of the Urban Renewal Area.

Implementation Summary: Incentivize development that promotes denser employment opportunities while ensuring community identity and community health is maintained and enhanced.

GOAL 7: PUBLIC UTILITIES

To provide public utilities in the Plan Area as needed to facilitate growth and aesthetic quality.

Implementation Summary: Provide a fully funded utility infrastructure system that assist with eliminating existing blight and encourages future growth.

GOAL 8: FLOOD MITIGATION

Promote the public health, safety and general welfare while minimizing existing and future impact to public and private development due to flood conditions.

Implementation Summary: Provide resources to reduce flood condition impacts.

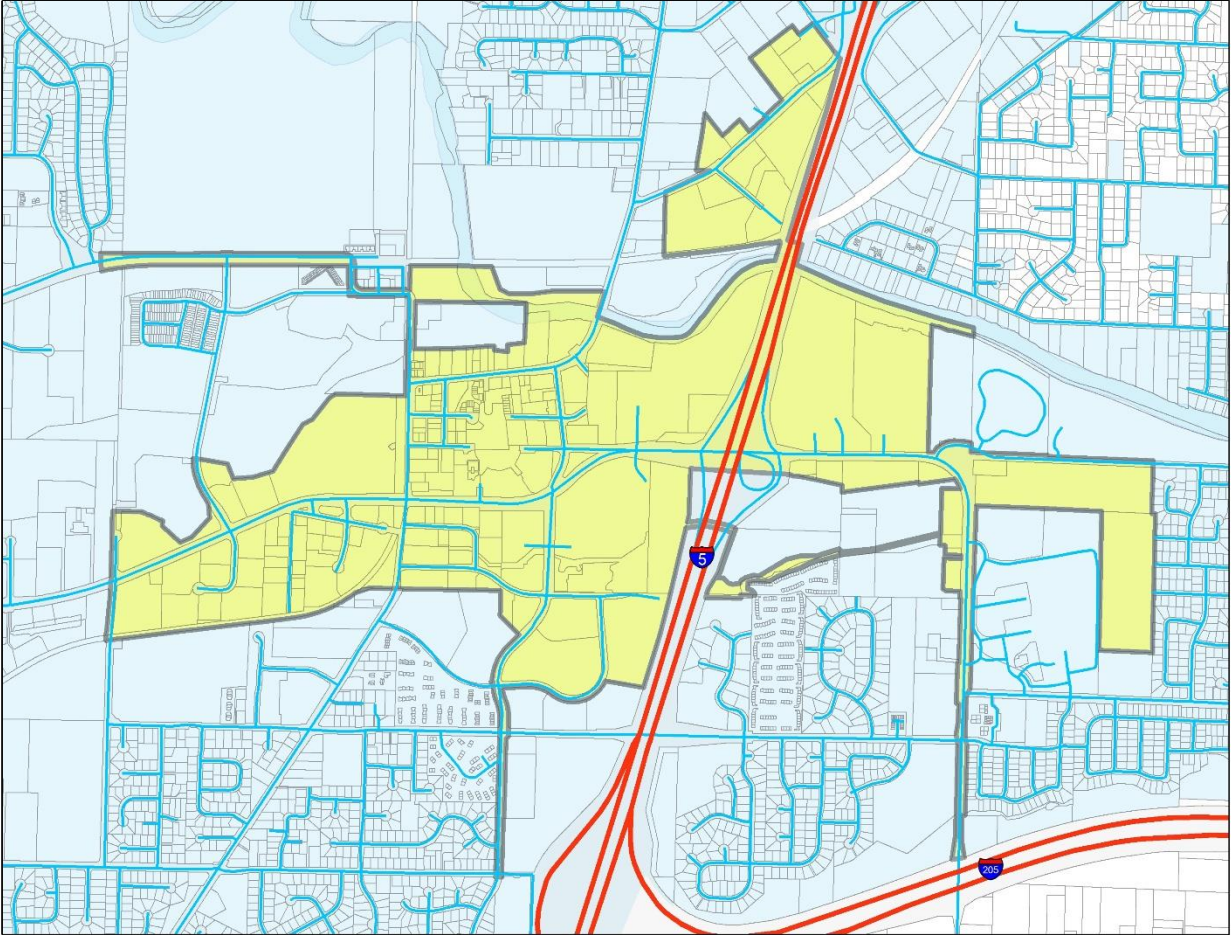
GOAL 9: ENVIRONMENTAL STEWARDSHIP

To protect Tualatin’s original asset, its natural environment, the Commission will work to minimize future impacts to adjacent land where future projects may occur.

Table 2 – Relationship of Projects to Core Opportunity Reinvestment Area Plan Goals

Project Category	Goals
Mixed Use Development	1,2,4
Transportation	1,3,5,6
Community Identity	1,2,4,5,6,9
Economic Development	1,4
Developer Assistance and Incentives	1,3,4
Utilities	7
Natural Resource Protection	9
Flood Mitigation	8,9
Acquisition and Disposition	1
Administration	1,2,3,4,5,6,7,8,9

Figure 1 – Core Reinvestment Opportunity Area Boundary



V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the Area fall into the following categories:

- A. Blight Remediation
- B. Transportation
- C. Land Acquisition/Disposition
- D. Community Identity
- E. Developer Incentives and Rebates
- F. Economic Development
- G. Administration

VI. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. They are not listed in any priority order. The TDC will determine the order of the projects and may add projects in the future through the amendment process defined in Section VII of this Plan. Much of the project descriptions come from the following documents:

A. Blight Remediation

1. 18970 Catalyst Project

In efforts to meet highest and best use for existing parcels, this catalyst project will seek to fund and implement the design and construction of a mixed-use development with attainable housing and commercial retail at 18970 SW Lower Boones Ferry Road through a public-private partnership. This is city-owned land.

2. SW Nyberg and Nyberg Woods

Improve the existing intersection to allow traffic flow from the southern commercial area onto Nyberg Street in a safer, quicker manner.

3. Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)

As found necessary within the Area, construction or improvements relating to intersections, including, without limitation, the construction, installation or upgrade of traffic control devices, turn lanes, appurtenances and/or realignments.

B. Transportation

1. Area Transportation System Plan

Fund efforts to establish long-range vision for identification of projects, programs, and policies that will achieve the Plan Area's transportation goals and needs.

2. North to South Center Road Development and Tualatin Sherwood Road Realignment

Fund project planning, design considerations and construction of a main street corridor utilizing existing municipal streets to connect Lower Boones Ferry and Tualatin-Sherwood Roads.

3. Nyberg Creek Greenway

Connect existing Nyberg Creek Trail to the Tualatin River Greenway with the construction of a trail along the Nyberg Creek Wetlands. Connection of these two existing trails will improve access to recreation opportunities, provide safe modes of transportation off of major arterial roads from adjacent residential areas to the Town Core.

4. Tualatin River Greenway Trail

Fully complete the Tualatin River Greenway adjacent to the Town Commons.

5. Flood Mitigation and Grading

The Commission's involvement is proposed to be in the form of participating in the local share of any project funded at the local, regional, state, and/or federally funded efforts. The Commission will assume the public-sector leadership role in the redevelopment of historical vacant parcels with the flood plain.

C. Land Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Based on sales comparable of notable vacant land, these will be used in accordance with land acquisition to assist with targeted development based on submitted request for proposals.

D. Community Identity

1. Tualatin River Plaza and Access and Habitat Restoration Project

To design and construction a public gathering space and access point along the Tualatin River. In addition, work with regional partners (like Clean Water Services) to mitigate impacts while enhance environmental habitats near project area.

2. Community Design Master Plan

Fund efforts to establish community design standards for all new development projects, or redevelopment efforts that increase valuation by more than 20%. These standards will allow Tualatin to develop and cultivate a shared identity and design within Plan Area.

E. Developer Incentives and Rebates

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. An example of a type of assistance is to reduce or eliminate development impacts on adjacent properties.

F. Economic Development

1. Capital Improvement Grants

Provide financial and regulatory resources to small industrial and commercial property owners to update, modernize existing facilities through capital improvements.

2. Market Feasibility Study

Conduct a market feasibility in the Town Common's area for added retail and restaurant opportunities to assist with vacant property development.

G. Administration

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

1. Zone Code Change Plan

Authorizes expenditures to analyze and recommend zone code changes in the Area.

2. Payroll, Legal, Recordings

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the TDC, the Planning Commission, the County, and adoption by the City Council by non-emergency ordinance after a hearing. If there are unincorporated parcels within the Area at the time a Substantial Amendment is considered, it must also be approved by Washington County through adoption of a resolution by the Board of County Commissioners.

Notice of such hearing shall be provided to individuals or households within the City of Tualatin, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:²

1. Add land to the urban renewal area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred

under the Plan.

3. Increase in duration or the time to retire Plan debt unless the increase is necessary to avoid a default on previously-issued indebtedness.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the TDC by resolution. Minor amendments include approving a reduction of the maximum indebtedness of the Plan.

C. Amendments to the Tualatin Comprehensive Plan and/or Tualatin Municipal Code.

Amendments to the Tualatin Comprehensive Plan and/or Tualatin Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the TDC or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

A. Property acquisition for public improvements

The TDC may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means.

B. Property acquisition from willing sellers

The Plan authorizes TDC acquisition of any interest in property within the Area that the TDC finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the TDC. The Plan does not authorize the TDC to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The TDC will dispose of property acquired for a public improvement project by conveyance to the appropriate public TDC responsible for the construction and/or maintenance of the public improvement. The TDC may retain such property during the construction of the public improvement.

The TDC may dispose of property acquired under Subsection B of this Section VII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban

renewal TDC, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the TDC determines is reasonable.

D. Properties to be acquired

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may be added at a date when the property is identified and may be added through a Minor Amendment.

IX. RELOCATION METHODS

When the TDC acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the TDC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The TDC will comply with all applicable state law in providing these potential benefits.

There are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area. All acquisitions will be reviewed for potential of relocation benefits.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the debt are used to finance the urban renewal projects authorized in the Plan. Debt may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in assessed value within an urban renewal area over the frozen base value (i.e., total assessed value at the time an urban renewal plan is adopted). The property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the TDC will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan, including costs associated with the preparation of the Plan.

B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the TDC, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the TDC based upon the distribution schedule established under ORS 311.390.

C. Duration

The Agency intends not to collect tax increment revenues for the Area after thirty years of tax increment collections is first received. The Agency shall not initiate any Projects in the Area unless the Agency reasonably projects it will be able to pay for those Projects from the proceeds of indebtedness issued on or before FYE 2053, and from other funds available to the Agency. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2053, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably projects it will receive on or before FYE 2053. The Agency may issue refunding indebtedness that matures after FYE 2053, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

D. Duration Extension

In year 20 and 25 of the Plan the Agency shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2053.

The Agency shall consult and confer with affected taxing districts regarding the results of this financial and project update. The Agency may consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

The Agency will also consider lengthening the duration of the Plan if the revenues are beneath those projected to reach the maximum indebtedness in a thirty year time frame. Any duration extension will not be considered until after 20 years after the effective date of the Plan and will only be considered if the original maximum indebtedness is not projected to be reached within the thirty year time frame.

XI. VALIDITY

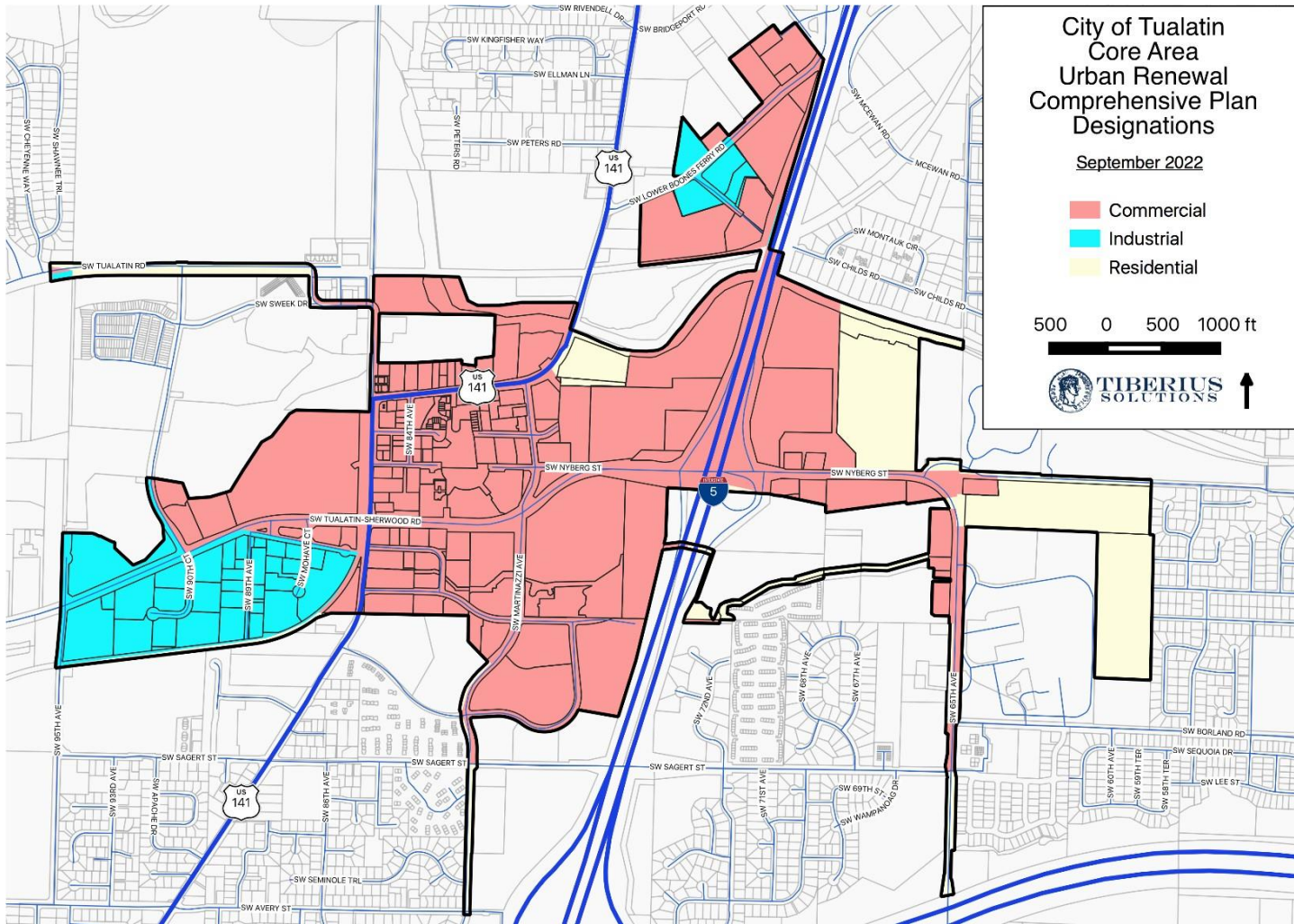
Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such

findings and shall remain in full force and effect for the duration of this Plan.

XII. ANNUAL REPORT

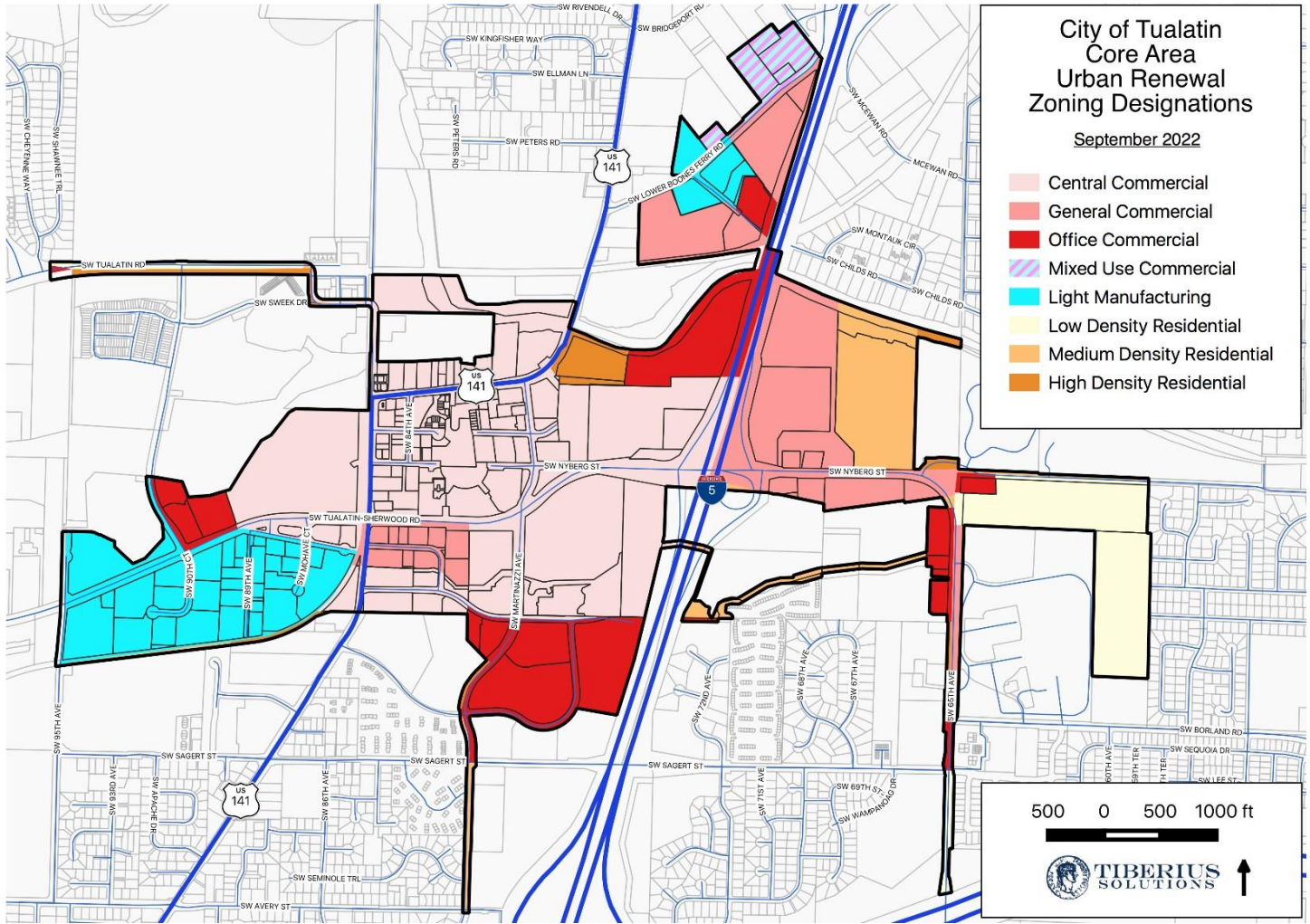
The TDC shall file an Annual Report in compliance with ORS 457.460.

Figure 2 – Comprehensive Plan Designations



Source: Tiberius Solutions

Figure 3 – Zoning Designations



Source: Tiberius Solution

XIII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the *Tualatin Comprehensive Plan 2040* (Comprehensive Plan), *Tualatin Transportation System Plan*, *Tualatin Development Strategy Memorandum*, *ECONorthwest December 4, 2019*, *City of Tualatin Economic Strategic Plan 2014 Update and Tualatin Municipal Code* (Municipal Code).

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed. Some verbiage may say “complies with”, which, in this document is synonymous with “conforms to” as stated in ORS 457.095.

Comprehensive Plan designations for all land in the Area are shown in Figure 2 All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Tualatin Municipal Code.

A. Tualatin Comprehensive Plan

1. COMMUNITY INVOLVEMENT

Purpose

The purpose of this chapter is to provide a framework for community input into the land use planning process and to meet Oregon Statewide Planning Goal 1 (Citizen Involvement). In Tualatin, Goal 1 is met by the Tualatin Planning Commission, an advisory body to the Tualatin City Council.

GOAL 1.1

Implement community involvement practices in line with Statewide Planning Goal 1.

POLICY 1.1.1 Support community advisory committees to provide recommendations on planning matters.

POLICY 1.1.2 Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvement.

POLICY 1.1.3 Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

Finding: The Plan complies with Comprehensive Plan Goal. 1. The first goal of the Plan itself is to implement community involvement practices, including to convene an urban renewal Work Group and inviting public comment at all TDC meetings. The Plan’s goal and the City’s Comprehensive Plan Goal 1 are consistent. In considering the Plan, the City/Tualatin Development Commission also encouraged citizen participation through multiple levels of outreach and opportunities for citizen involvement. The

City/Tualatin Development Commission created a Work Group to consider and review the Plan. The Work Group conducted four public meetings in compliance with Oregon Public Meetings laws. The public was allowed to both attend the meetings and provide comment at each of the four meetings. In addition, the City/Tualatin Development Commission provided an online Open House throughout September 2022. The City/Tualatin Development Commission submitted the Plan to the Tualatin Planning Commission for its review and recommendation. The public had an opportunity to provide comments regarding the Plan at the Tualatin Planning Commission meeting. The public was also provided an opportunity to comment on the Plan before both the Tualatin Development Commission and the Tualatin City Council.

2. COMMUNITY DESIGN

Purpose

The purpose of this chapter is to express elements of community design that guide functional and aesthetic development standards including those regarding site development, trees in the context of urban design, and sign regulation.

GOAL 2.1

Promote the City's natural beauty, and achieve pleasant environments for living and working that sustain the comfort, health, tranquility, and contentment of people who live, work, and enjoy time in Tualatin.

POLICY 2.1.1 Encourage structures be planned in ways that relate to the site and surrounding context.

POLICY 2.1.2 Encourage meaningful public engagement with community design projects.

POLICY 2.1.3 Promote design that fosters a sense of place and community identity through the Central Design District.

GOAL 2.2

Promote the preservation and establishment of trees throughout the city, in order to protect and enhance the aesthetic character of Tualatin, protect and improve air and water quality, provide noise and visual screening, and protect habitat for wildlife.

POLICY 2.2.1 Require the establishment and protection of street trees.

POLICY 2.2.2 Promote the protection and establishment of trees during the development process.

GOAL 2.3

Balance the right of free speech, business needs, public way-finding, safety for all modes, and diverse aesthetic interests, through a functional sign regulation program.

POLICY 2.3.1 Protect public health and safety by limiting distracting signs, ensuring that signs do not interfere with multi-modal transportation safety, and ensuring safe construction and installation of signs.

POLICY 2.3.2 Align the range of allowed sign types with the urban design context, such as additional small signs in pedestrian-oriented development areas.

POLICY 2.3.3 Encourage attractive, creative, and unique sign types through the City's review program. Encourage the improvement and maintenance of non-conforming signs.

Finding: The Plan is consistent with Comprehensive Plan Goal 2. The Plan will foster redevelopment consistent with City's code and objectives and allow the City's Community Design goals to be realized for the Plan Area. One of the projects in the Plan is to establish community design standards for all new development projects, or redevelopment efforts that increase valuation by more than 20%. These standards will allow Tualatin to develop and cultivate a shared identity and design within Plan Area.

3. HOUSING AND RESIDENTIAL GROWTH

Purpose

The purpose of this chapter is to provide the community's goals and policies for housing and future residential growth in Tualatin, which are generally implemented by more specific provisions in the Tualatin Development Code. These goals and policies are based on Tualatin's most recent Housing Needs Analysis (Appendix A) and Housing Strategies (Appendix B), which are incorporated by reference into the Comprehensive Plan. Strategic actions are also included that reflect policies identified in the Housing Needs Analysis and Housing Strategies that are not implemented by Tualatin Development Code or may require further evaluation.

GOAL 3.1 HOUSING SUPPLY.

Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the

Housing Needs Analysis.

POLICY 3.1.1 DENSITY. Maintain a citywide residential density of at least eight (8) dwelling units per net acre.

POLICY 3.1.2 ZONING FOR MULTIFAMILY. Provide zoning for multifamily development, which may be located in areas adjacent to transit.

POLICY 3.1.3 COMMERCIAL ACTIVITY. Allow homebased businesses and occupations in all residential zones, subject to regulations to minimize impact to housing supply and uses in commercial and industrial zones. Provide for compatible agricultural uses in areas where significant development barriers are present, or where compatible with permitted residential uses.

POLICY 3.1.4 CLEAR AND OBJECTIVE REVIEW. Provide for clear and objective review standards for all residential development and redevelopment.

POLICY 3.1.5 FUNCTIONAL PLANNING. Consider the development-ready residential land supply as part of ongoing functional planning efforts to provide necessary urban services in support of residential development.

POLICY 3.1.6 INFRASTRUCTURE PLANNING. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.

GOAL 3.2 HOUSING FOR ALL. Encourage development and preservation of housing that is affordable for all households in Tualatin.

POLICY 3.2.1 HOUSING TYPE DIVERSITY. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.

GOAL 3.3 ADDITIONAL HOUSING OPTIONS

Encourage the establishment of funding sources to support development of additional housing options and related public infrastructure.

Finding: The Plan is consistent with Comprehensive Plan Goal 3. The Plan facilitates infrastructure projects that will support the development of parcels in the Plan Area. The Plan outlines multiple transportation projects including trail projects that will be built to facilitate development, including residential and affordable housing. The Plan also anticipated directly working to facilitate housing development within the Area.

4. ECONOMY, COMMERCIAL, & INDUSTRIAL DEVELOPMENT

GOAL 4.1

Encourage commercial development that provides employment opportunities, as well as access to goods and services for residents, employees, and the general community.

POLICY 4.1.2 CRITICAL SERVICES. Provide for the continued development of major medical services and other critical infrastructure within the City of Tualatin.

POLICY 4.1.4 MIXED USE. Encourage mixed use commercial and residential development.

GOAL 4.2

Encourage new industrial development in ways that strengthen the local tax base and support Tualatin's industrial lands as a major local and regional employment center.

POLICY 4.2.1 Preserve and protect, with limited exceptions, the City's existing industrial land.

POLICY 4.2.2 Fully develop planned industrial areas, providing full transportation, sewer, and water services prior to or as development occurs.

GOAL 4.3

Manage industrial impacts to the environment and other uses

POLICY 4.3.2 Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.

POLICY 4.3.4 Reasonably protect environmentally sensitive areas from adverse impacts of adjacent development.

POLICY 4.3.6 Protect wooded and other natural areas by requiring their preservation in a natural state or by integrating the major trees into the design of the parking lots, buildings, or more formal landscaping areas of an industrial development. If it is necessary to remove a portion or all of the trees, require mitigation.

Finding: The Plan is consistent with Comprehensive Plan Goal 4. The overall impact of the Plan is to encourage development of the Area. The transportation projects in the Plan are intended to directly support the creation of new economic activity in the Area. These projects are necessary to provide the services to allow for the undeveloped parcels to develop in the future. The City will reasonably protect environmentally sensitive areas from adverse impacts of adjacent development.

5. OTHER LAND USES

Guide the development of uses other than residential, industrial, commercial, open space, and mixed-use development, such as utilities and institutional uses.

5.1 Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.

POLICY 5.1.1 GOVERNMENT SERVICES. Locate government offices in a central location that serves the public, except operations functions, which may be appropriately located in the industrial districts.

POLICY 5.1.2 PUBLIC SAFETY. Locate facilities such as utilities and other critical infrastructure to minimize the risk of hazards the facility may pose to surrounding uses, or risks that natural or other hazards may pose to the facility and surrounding uses alike.

POLICY 5.1.3 COMPATIBILITY. Encourage attractive design, screening, and use of landscaping to moderate visual impacts of utilities and public facilities with their urban design context.

POLICY 5.1.4 SCHOOL SITING. Locate schools to complement neighborhood park facilities and integrate the location of schools with surrounding residential neighborhoods. Locate schools to support multi-modal access and to avoid impacts from industrial or other uses that could be harmful to student health.

POLICY 5.1.5 CHILD CARE SITING. Allow the location of child care facilities within commercial, residential, and light industrial areas consistent with state law.

POLICY 5.1.6 WIRELESS FACILITIES. Allow the siting of wireless communication facilities consistent with federal and state law, while encouraging design measures to mitigate visual impacts of facilities and encourage safety and sound construction. Encourage siting strategies that reduce redundant facilities.

POLICY 5.1.7 INTERGOVERNMENTAL COOPERATION. Cooperate with local school districts to plan adequate facilities. Actively involve school districts where school capacity or regulations applicable to school facilities may be considered. Cooperate with regional, state, and federal agencies in planning for medical facilities, solid waste.

GOAL 5.2 Allow flexibility to allow residential facilities, medical facilities, and religious institutions in residential, commercial, and mixed use areas while managing impacts between uses.

POLICY 5.2.1 Allow the location of religious institutions as retirement homes and hospitals in commercial and residential planning districts, subject to conditional use approval, and allow congregate care facilities, assisted living facilities and residential care facilities and hospitals as permitted uses in the Medical Center District.

POLICY 5.2.2 Allow residential facilities and residential homes as permitted uses in all residential planning districts.

POLICY 5.2.3 Limit the siting of residential facilities, retirement homes, and medical services in industrial areas.

POLICY 5.2.4 Ensure that service uses with the potential for increased traffic impacts are appropriately served by surrounding transportation infrastructure.

FINDING: The Plan is consistent with Comprehensive Plan Goal 5. The Plan guides utility uses consistent with the City’s development code and Master Plan Documents. The transportation projects in the Plan are intended to directly support the creation of new economic activity in the Area. The Plan does not fund any public buildings and does not limit or impact any uses contemplated in the zoning code or Comprehensive Plan.

6. HISTORIC PRESERVATION

Purpose

The purpose of this chapter is to guide the conservation of historic resources in the City of Tualatin. The City’s Historic Resource Technical Study and Inventory (1993) provides the basis for identifying historic and cultural resources within the City of Tualatin.

GOAL 6.1 PRESERVATION. Promote the historic, educational, architectural, cultural, economic, and general welfare of the public through the identification, preservation, restoration, rehabilitation, protection and use of those buildings, structures, sites and objects of historic interest within the City.

POLICY 6.1.1 Strengthen the economy of the City by encouraging property owners to preserve historic resources for tourists, visitors and residents.

POLICY 6.1.2 Identify and preserve diverse architectural styles reflecting periods of the City’s historical and architectural development, encourage complementary design and construction for alterations affecting historic resources and encourage relocation of historic resources over demolition.

POLICY 6.1.3 Identify and resolve conflicts between the preservation of historic resources and alternative land uses.

POLICY 6.1.41 Integrate the management of historic resources into public and private land management and development processes.

POLICY 6.1.5 Upon annexation, potential historic resources located outside of the City, but within the City's planning area shall proceed through the significance review, conflicting use and economic, social, environmental and energy analysis.

POLICY 6.1.6 Identify and list additional properties to the current list of protected historic resources. Review the impacts on landmarks when public improvement projects are proposed.

POLICY 6.1.7 Retain landmarks on parcels which cannot be partitioned or subdivided by preserving and not demolishing or relocating them. Retain landmarks located on parcels which can be partitioned or subdivided by property owners and developers integrating the resource into proposed lot configurations and development proposals.

POLICY 6.1.8 Encourage adaptive use. Allow conflicting uses where necessary to encourage preservation and maintenance of historic resources. Favor relocation over demolition.

GOAL 6.2 EDUCATION Foster community and neighborhood pride and sense of identity based on recognition and use of historic resources.

POLICY 6.2.1 Encourage public awareness, understanding and appreciation of the City's history and culture. Promote the enjoyment and use of historic resources appropriate for the education and recreation of the people of Tualatin.

FINDING: The Plan is consistent with Comprehensive Plan Goal 6. Three properties identified in the City's Comprehensive Plan or Development Code as historic structures are located in the Plan Area (Nyberg House, Winona Grange, Robinson Store). The Plan does not change the requirements of the Tualatin Development Code or protections for historic preservation. TDC 68 (Historic Preservation) remains applicable for historic structures within the City and historic structures within the Plan Area are eligible for historic preservation under federal, state, and City laws.

7. PARKS, OPEN SPACE, ENVIRONMENT

Purpose

The purpose of this chapter is to guide the conservation of natural resources and open space areas, as well as the development of recreational areas and trails. The Parks and Recreation Master Plan is adopted by reference as a supporting technical document to the Tualatin Community Plan. The Parks and Recreation Master Plan contains detailed analysis, discussions, and recommendations on community parks, neighborhood parks, greenways, bicycle and pedestrian routes, and recreation programs. The Tualatin Development Code references figures and maps within the Master Plan.

GOAL 1: Expand accessible and inclusive parks and facilities to support community interests and recreation needs.

GOAL 2: Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.

GOAL 3: Conserve and restore natural areas to support wildlife, promote ecological functions, and connect residents to nature and the outdoors.

GOAL 7.1

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

GOAL 7.2

Balance natural resource protection with growth and development needs.

POLICY 7.2.2 Allow public facilities such as sewer, storm water, water and public streets and passive recreation facilities to be located in significant natural resource areas provided they are constructed to minimize impacts and with appropriate restoration and mitigation of the resource.

Finding: The Plan is consistent with Comprehensive Plan Goal 7. The funding for the Tualatin River Greenway Trail, Nyberg Greenway Trail and the Tualatin River Plaza and Access and Habitat Restoration project align with the Parks, Open Space and Environment chapter of the Comprehensive Plan. The construction of public facilities will conform the standards established in the Comprehensive Plan and Tualatin Development Code. Redevelopment under the Plan will be required to comply with floodplain regulations and TDC Chapter 70 (Floodplain District). All development will be required to comply with all City environmental laws and development standards for greenways and natural areas, including TDC Chapter 72 (Natural Resources Protection Overlay District).

8. TRANSPORTATION

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

GOAL 8.1 ACCESS AND MOBILITY.

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

GOAL 8.2 SAFETY.

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

GOAL 8.5 ECONOMY.

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

POLICY AREA 8.9 ROADWAY POLICIES.

The following establish the City's policies on roadways.

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

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

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

Finding: The Plan conforms with the Transportation Chapter of the Comprehensive Plan as the projects will provide improvements to the transportation network in the Area. The network will serve both motorized traffic and will also include funding for the Tualatin River Greenway trail and the Tualatin River Greenway trail. These improvements will not only improve access but will catalyze development of sites in the Area providing increased tax base and employment opportunities. The projects in the Plan include: Area Transportation System, Main Street Corridor Project (Modification of SW 84th and Nyberg Street, Intersection Improvements, Road Improvements, Nyberg Creek Greenway and the Tualatin River Greenway Trail,

9. PUBLIC FACILITIES & SERVICES

Purpose

The purpose of this chapter is to facilitate the development of citywide public facilities in relationship to other development needs. This chapter includes water, sanitary sewer, and storm water infrastructure goals and policies.

GOAL 9.1

Water Plan, construct, and maintain a City water system that protects the public health, provides cost-effective water service, meets the demands of users, addresses regulatory requirements and supports all land uses.

POLICY 9.1.1 Require developers to aid in improving the water system by constructing facilities to serve new development and extend lines to adjacent properties.

Policy 9.1.2 Water lines should be looped whenever possible to prevent dead-ends, to maintain high water quality and to increase reliability in the system.

POLICY 9.1.21 Improve the water system to provide adequate service during peak demand periods and to provide adequate fire flows during all demand periods.

GOAL 9.2

Plan, construct, and maintain a City sewer system that protects the public health, protects the water quality of creeks, ponds, wetlands and the Tualatin River, provides cost-effective sewer service, meets the demands of users, addresses regulatory requirements and supports all land uses.

POLICY 9.2.4 Require developers to aid in improving the sewer system by constructing facilities to serve new development as well as adjacent properties

POLICY 9.2.5 Improve the existing sewer system to provide adequate service during peak demand periods.

GOAL 9.3

Provide a plan for routing surface runoff through the City, utilizing the natural drainage way where possible.

Policy 9.3.1 The City of Tualatin will provide an addendum to the City of Tualatin’s Storm Water Master Plan to address identified needs for the Basalt Creek Area.

Finding: The Plan is consistent with Goal 9 of the Comprehensive Plan. The Plan projects are in conformance with this Public Facilities and Services chapter of the Comprehensive Plan and City Master Plans. Projects in the Plan will provide critical infrastructure improvements to facilitate future development in the Area and specific projects include transportation and trail projects.

10. LAND USE DESIGNATIONS AND ZONING.

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

FINDING: The Plan is consistent with Goal 10 of the Comprehensive Plan. The City has already zoned the area within the Plan. Nothing in the Plan proposes to rezone any areas within the Plan. The transportation and other projects within the Plan will allow the City to accomplish its zoning goals for the Plan Area.

- B. Tualatin Economic Development Strategy Memorandum, ECONorthwest, December 4, 2019

Strategy 1: Ensure an Adequate Supply of Land that is Available and Serviceable

Goal

Ensure that sufficient land is designated so that the supply is adequate for commercial and industrial development. Maintain an adequate short-term supply of suitable, shovel-ready commercial and industrial land to respond to economic development opportunities as they arise.

Action 1.2: Identify opportunities to make more efficient use of industrial land.

Action 1.4. Plan for infrastructure development to support commercial and industrial development.

Action 1.6. Plan for long-term development in Tualatin through 2040 and beyond.

Strategy 2: Identify Redevelopment Opportunities

This strategy focuses on actions that are intended to identify redevelopment opportunities in areas where employment growth would be appropriate.

Goal

Redevelop selected areas of Tualatin to create vibrant mixed-use districts that include new employment and housing opportunities.

Action 2.3: Identify opportunities to redevelop and intensify uses in industrial areas.

Strategy 3: Support Business Retention, Growth, and Attraction

Goal

Support business growth in Tualatin to diversify and expand commercial and industrial development in order to provide employment opportunities with levels of pay that allows workers to live in Tualatin, as well as supporting the City's tax base.

Action 3.2: Support growth of existing businesses in Tualatin.

Action 3.3: Support growth of and retain entrepreneurial businesses in Tualatin.

Action 3.4: Identify opportunities to attract or grow businesses with pay at or above Tualatin's average wage.

Action 3.5: Evaluate use of incentives to retain, grow, and attract businesses.

Strategy 4: Ensure there are Connections between Planning for Economic Development and Other Community Planning

Goal

Ensure that Tualatin develops as a walkable and complete community with a range of amenities that are easily accessible to people who live in Tualatin.

Action 4.2. Coordinate planning for economic development planning with housing planning.

Action 4.4. Identify opportunities to support workforce development.

Finding: The Plan conforms with the *Tualatin Economic Opportunities Analysis* as it provides a transportation network to undeveloped properties within the Area, providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network. The Plan provides resources to provide developer incentives to facilitate development in the Area.

C. City of Tualatin Economic Strategic Plan 2014 Update

Overall Goal

Continue a leadership role as one of the premier economic activity centers in the greater Portland metropolitan region. Focus on growing family wage jobs in targeted business clusters while encouraging high standards and excellence in urban design.

Strategy 1: BUSINESS RETENTION, EXPANSION & RECRUITMENT

Retaining and cultivating the growth of existing businesses, as well as attracting new employers, is central to the health of Tualatin. These strategies are designed to strategically focus the City's efforts and resources.

Strategy 2: BUSINESS CLIMATE/ COMPETITIVE POSITIONING

Creating and maintaining a positive climate for business is an effort which takes continual attention. These strategies are designed to ensure the City is actively refining its procedures and codes to encourage business development and job creation.

Finding: The Plan conforms with the *Tualatin Economic Strategic Plan* as it provides a transportation network to undeveloped industrial properties within the Area providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network for existing businesses. The Plan provides resources to provide developer incentives to facilitate development in the Area.

D. Tualatin Municipal Code: Development Code

The land uses in the Area will conform to the zoning designations in the Tualatin Development Code, including the maximum densities and building requirements, and are incorporated by reference herein. The existing zoning is shown in Figure 3.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories at the time of the Core Opportunity Reinvestment Area Plan preparation follow. They are in the order that they occur in the Development Code.

Existing Zoning Categories

Low Density Residential (RL)

The purpose of the Low Density Residential (RL) zone is to provide low density residential areas in the City that are appropriate for dwellings on individual lots, as well as other miscellaneous land uses compatible with a low density residential environment.

Medium Low Density Residential (RML)

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

Medium High Density Residential (RMH)

The purpose of this zone is to provide areas of the City suitable for townhouses, garden apartments and condominiums.

High Density Residential (RH)

The purpose of this zone is to provide areas of the City suitable for townhouses, high density garden apartment and condominium developments.

Office Commercial (CO)

The purpose of this zone is to provide areas for professional offices in locations adjacent to or across the street from residential areas. The zone is intended to provide for office development ranging in size from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this zone is intended to be sensitive to the preservation of significant natural resources and to provide extensive perimeter landscaping, especially adjacent to residential areas and streets.

Central Commercial (CC)

The purpose of this 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. The district also provides areas suitable for civic, social and cultural functions serving the general community

General Commercial (CG)

The purpose of this district is to provide areas in the City that are suitable for the widest range of commercial uses and retail businesses. This district is particularly suitable for automobile-related businesses and businesses needing direct freeway access.

Mixed Use Commercial (MUC)

The purpose of this district is to provide areas of the City that are suitable for a mix of office, retail commercial, and high-density housing. Retail uses should be located on the ground floor to encourage an interesting and active streetscape. Buildings should be oriented toward the street with clearly marked entrances. The use of alternative modes of transportation such as transit, pedestrian, and bicycle activity are to be promoted within the district.

Light Manufacturing (ML)

The purpose of this zone is to provide areas of the City that are suitable for industrial uses and compatible with adjacent commercial and residential uses. The zone serves to buffer heavy manufacturing uses from commercial and residential areas. Industrial uses that are environmentally adverse or pose a hazard to life and safety are prohibited. The zone is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and do not create undue amounts of noise, dust, odor, vibration, or smoke. The purpose is also to allow a limited amount of commercial uses and services and other support uses, including office uses in limited locations in close proximity to the Commercial Office (CO) district. Commercial uses are not permitted in the Limited Commercial Setback.

Central Tualatin Overlay Zone

The overall goal of the Central Tualatin Overlay Zone is to strengthen the social and economic development of central Tualatin; encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses. The overlay zone regulations are intended to ensure development contributes towards these goals.

XIV. LEGAL DESCRIPTION

Next Page, Exhibit A.

EXHIBIT A

City of Tualatin Urban Renewal Area Description

A tract of land and road rights-of-way, located in the Southeast One-Quarter of Section 13, and Northeast, Northwest, Southwest, Southeast One-Quarters of Section 23, the Northeast, Northwest, Southwest, Southeast One-Quarters of Section 24, the Northeast and Northwest One-Quarters of Section 25, Township 2 South, Range 1 West, Willamette Meridian, City of Tualatin, Washington County, Oregon, and in the Northwest and Southwest One-Quarters of Section 19, the Northwest One-Quarter of Section 30, Township 2 South, Range 1 East, Willamette Meridian, City of Tualatin, Clackamas County, Oregon, and being more particularly described as follows:

Beginning at the northeast corner of Lot 2 of the plat "Boones Ferry Plaza", recorded as Book 41, Page 48, Washington County Records (Assessor's Map 2S.1.24CC);

1. Thence along the northerly line of said plat and the westerly extension thereof, Westerly 1,189 feet, more or less, to the southeasterly line of Document Number 2016-043138, Washington County Records (Assessor's Map 2S.1.23DD);
2. Thence along said southeasterly line, Westerly 177 feet, more or less, to the southerly right-of-way line of SP&S Burlington Northern Railroad (Assessor's Map 2S.1.23DD);
3. Thence along said southerly right-of-way line, Westerly 2,379 feet, more or less, to the westerly right-of-way line of SW 95th Avenue (Assessor's Map 2S.1.23DC);
4. Thence along said westerly right-of-way line and the westerly right-of-way line of SW 95th Place, Northerly 1,209 feet, more or less, to the westerly extension of the northerly line of Parcel 2 of Partition Plat No. 2003-022, recorded as Document Number 2003-044811, Washington County Records (Assessor's Map 2S.1.23CA);
5. Thence along said westerly extension and the northerly line of said Parcel 2, Easterly 1,249 feet, more or less, to the westerly right-of-way line of SW 90th Avenue (Assessor's Map 2S.1.23D);
6. Thence along said westerly right-of-way line, Northerly 456 feet, more or less, to the northerly line of Tract H of the plat "Emery Zidell Commons", recorded as Document Number 96-043813, Washington County Records (Assessor's Map 2S.1.23D);
7. Thence leaving said westerly right-of-way line, Easterly 72 feet, more or less, to the intersection of the easterly right-of-way line of SW 90th Avenue and the southerly line of Tract B of said plat (Assessor's Map 2S.1.23D);
8. Thence along said southerly line, Northeasterly 1,723 feet, more or less, to the southerly line of Document Number 2010-062056, Washington County Records (Assessor's Map 2S.1.23D);
9. Thence along said southerly line and the easterly extension thereof, Easterly 653 feet, more or less, to the westerly right-of-way line of SW Boones Ferry Road (Assessor's Map 2S.1.24BC);

10. Thence along said westerly right-of-way line and the westerly right-of-way of SW Tualatin Road, Northerly 897 feet, more or less, to the southerly right-of-way line of SW Tualatin Road (Assessor's Map 2S.1.24B);
11. Thence along said southerly right-of-way line, Westerly 586 feet, more or less, to the westerly line of Parcel 1 of Partition Plat No. 2000-016, recorded as Document Number 2000-016985, Washington County Records (Assessor's Map 2S.1.23AA);
12. Thence leaving said southerly right-of-way line, Northerly 80 feet, more or less, to the westerly right-of-way line of SW Tualatin Road (Assessor's Map 2S.1.23AA);
13. Thence along said westerly right-of-way line, Northerly 201 feet, more or less, to the southerly right-of-way line of Southern Pacific Railroad (Assessor's Map 2S.1.23AA);
14. Thence along said southerly right-of-way line, Westerly 2,276 feet, more or less, to a line that is perpendicular to said southerly right-of-way line from the southwest corner of Lot 191 of the plat "Apache Bluff No. 12", recorded as Book 31, Page 36, Washington County Records (Assessor's Map 2S.1.23BA);
15. Thence along said perpendicular line, Northerly 165 feet, more or less, to the southwest corner of said Lot 191, also being on the northerly right-of-way line of SW Tualatin Road (Assessor's Map 2S.1.23BA);
16. Thence along said northerly right-of-way line, Easterly 2,427 feet, more or less, to the easterly right-of-way line of SW Tualatin Road (Assessor's Map 2S.1.23AA);
17. Thence along said easterly right-of-way line, Southerly 284 feet, more or less, to the northerly right-of-way line of SW Tualatin Road (Assessor's Map 2S.1.23AA);
18. Thence along said northerly right-of-way line, Easterly 437 feet, more or less, to the westerly right-of-way line of SP&S Burlington Northern Railroad (Assessor's Map 2S.1.24B);
19. Thence along said westerly right-of-way line, Northerly 232 feet, more or less, to the southerly right-of-way line of Southern Pacific Railroad (Assessor's Map 2S.1.24B);
20. Thence along said southerly right-of-way line, Easterly 760 feet, more or less, to the westerly line of Document Number 85039674, Washington County Records (Assessor's Map 2S.1.24B);
21. Thence along said westerly line and the southerly line of said Deed, Easterly 1,181 feet, more or less, to the westerly right-of-way line of SW Boones Ferry Road (Assessor's Map 2S.1.24AB);
22. Thence along a line perpendicular to the centerline of said SW Boones Ferry Road, Easterly 49 feet, more or less, to the centerline of said SW Boones Ferry Road (Assessor's Map 2S.1.24AB);
23. Thence along said centerline, Southerly 216 feet, more or less, to the centerline of Tualatin River (Assessor's Map 2S.1.24AB);
24. Thence along said centerline, Easterly 2,197 feet, more or less, to the westerly right-of-way line of Interstate No. 5 (R.H. Baldock Highway) (Assessor's Map 2S.1.24AB);
25. Thence along said westerly right-of-way line, Northerly 235 feet, more or less, to the centerline of Southerly Pacific Railroad (Assessor's Map 2S.1.24AB);
26. Thence along said centerline, Westerly 1,095 feet, more or less, to the southerly extension of the westerly line of Document Number 2019-000322, Washington County Records (Assessor's Map 2S.1.24AB);

27. Thence along said southerly extension and the westerly line of said Deed and the northerly extension thereof, Northerly 599 feet, more or less, to the centerline of SW Lower Boones Ferry Road (Assessor's Map 2S.1.24AB)
28. Thence along said centerline, Northeasterly 483 feet, more or less, to the easterly extension of the southerly line of Document Number 2018-014977, Washington County Records (Assessor's Map 2S.1.13DC);
29. Thence along said easterly extension and the southerly line of said Deed, Westerly 148 feet, more or less, to the westerly line of said Deed (Assessor's Map 2S.1.13DC);
30. Thence along said westerly line, Northerly 526 feet, more or less, to the northeasterly line of said Deed (Assessor's Map 2S.1.13DC);
31. Thence along said northeasterly line, Southeasterly 264 feet, more or less, to the northwesterly line of Document Number 2016-095645, Washington County Records (Assessor's Map 2S.1.13DC);
32. Thence along said northwesterly line, Northeasterly 221 feet, more or less, to the northeasterly line of said Deed (Assessor's Map 2S.1.13DC);
33. Thence along said northeasterly line, Southeasterly 145 feet, more or less, to the northwesterly right-of-way line of SW Lower Boones Ferry Road (Assessor's Map 2S.1.13DC);
34. Thence along said northwesterly right-of-way line, Northeasterly 437 feet, more or less, to the southwesterly line of Lot 61 of the plat "Tualatin Valley Homes", recorded as Book 8, Page 3, Washington County Records (Assessor's Map 2S.1.13DC);
35. Thence along said southwesterly line, Northwesterly 492 feet, more or less, to the northwesterly line of said Lot 61 (Assessor's Map 2S.1.13DC);
36. Thence along said northwesterly line and the northeasterly extension thereof, Northeasterly 498 feet, more or less, to the southerly southwesterly line of Document Number 2017-002203, Washington County Records (Assessor's Map 2S.1.13DB);
37. Thence along said southerly southwesterly line, Southeasterly 101 feet, more or less, to the southeasterly line of said Deed (Assessor's Map 2S.1.13DB);
38. Thence along said southeasterly line, Northeasterly 165 feet, more or less, to the southwesterly right-of-way line of SW Hazel Fern Road (Assessor's Map 2S.1.13DC);
39. Thence along said southwesterly right-of-way and the southeasterly extension thereof, Southeasterly 379 feet, more or less, to the centerline of SW 72nd Avenue (Assessor's Map 2S.1.13DC);
40. Thence leaving said centerline, Easterly 11 feet, more or less, to the easterly corner of Lot 59 of said plat (Assessor's Map 2S.1.13DC);
41. Thence leaving said easterly corner, Southerly 567 feet, more or less, to the intersection of the southeasterly extension of the southwesterly line of Document Number 2005-053759, Washington County Records, and the 1935 right-of-way line as shown in Survey Number 16,120, Washington County Survey Records, being a 75 foot, more or less, offset of the centerline of Interstate No. 5 (R.H. Baldock Highway) (Assessor's Map 2S.1.13DC);
42. Thence along said 1935 right-of-way line, Southerly 1,370 feet, more or less, to the northerly line of a Permanent Easement for Bridge Construction, Maintenance, and Replacement per Document Number 89-60708, Washington County Records (Assessor's Map 2S.1.24AB);

43. Thence along said northerly easement line, Easterly 201 feet, more or less, to the easterly line of said easement (Assessor's Map 2S.1.24AB);
44. Thence along said easterly easement line, Southerly 66 feet, more or less, to the centerline of Tualatin River (Assessor's Map 2S.1.24A);
45. Thence along said centerline, Easterly 1,705 feet, more or less, to the Washington County and Clackamas County boundary line, also being the east line of said Section 24 (Assessor's Map 2S.1.24A);
46. Thence along said east line, Southerly 95 feet, more or less, to the mean highwater line of Tualatin River (Assessor's Map 2S.1.24A);
47. Thence along said mean highwater line, Westerly 404 feet, more or less, to the westerly line of Document Number 2012-05419, Washington County Records (Assessor's Map 2S.1.24A);
48. Thence along said westerly line, Southerly 1,176 feet, more or less, to the northerly right-of-way line of SW Nyberg Street (Assessor's Map 2S.1.24A);
49. Thence along said northerly right-of-way line, Easterly 52 feet, more or less, to the northerly line of an 11.5 foot wide, more or less, right-of-way dedication per Document Number 2021-101500, Washington County Records (Assessor's Map 2S.1.24A);
50. Thence along said northerly right-of-way dedication line, Easterly 387 feet, more or less, to the east line of said Section 24 (Assessor's Map 2.1E.19C);
51. Thence along said east line, Southerly 102 feet, more or less, to the northerly right-of-way line of SW Nyberg Road (Assessor's Map 2.1E.19C);
52. Thence along said northerly right-of-way line, Easterly 1,710 feet, more or less, to the northerly extension of the westerly line of the plat "Fox Hill No. III", Plat No. 2887, Clackamas County Plat Records (Assessor's Map 2.1E.19C);
53. Thence along said northerly extension and the westerly line of said plat and the westerly line of the plat "Fox Hill No. 2", Plat No. 2705, Clackamas County Plat Records, and the westerly line of "Fox Hill No. 1", Plat No. 2657, Clackamas County Plat Records, Southerly 1,818 feet, more or less, to the southerly line of Document Number 2006-003005, Clackamas County Deed Records (Assessor's Map 2.1E.19C);
54. Thence along said southerly line, Westerly 500 feet, more or less, to the westerly line of said Deed (Assessor's Map 2.1E.19C);
55. Thence along said westerly line, Northerly 1,294 feet, more or less, to the southerly line of Document Number 2010-072065, Clackamas County Deed Records (Assessor's Map 2.1E.19C);
56. Thence along said southerly line, Westerly 1,168 feet, more or less, to the easterly right-of way line of SW 65th Avenue (Assessor's Map 2.1E.19C);
57. Thence along said easterly right-of-way line, Southerly 3,315 feet, more or less, to the northerly right-of-way line of Interstate No. 205 (Assessor's Map 2.1E.30BB);
58. Thence along said northerly right-of-way line, Westerly 116 feet, more or less, to the westerly right-of-way line of SW 65th Avenue (Assessor's Map 2S.1.25AA);
59. Thence along said westerly right-of-way line, Northerly 2,552 feet, more or less, to the southerly line of Parcel I of Document Number 2000052082, Washington County Records (Assessor's Map 2S.1.24DA);
60. Thence along said southerly line, Westerly 164 feet, more or less, to the westerly line of said Parcel I (Assessor's Map 2S.1.24DA);

61. Thence along said westerly line, Northerly 287 feet, more or less, to the northerly line of said Parcel I (Assessor's Map 2S.1.24DA);
62. Thence along said northerly line, Easterly 159 feet, more or less, to the westerly right-of-way line of SW 65th Avenue (Assessor's Map 2S.1.24DA);
63. Thence along said westerly right-of-way line, Northerly 30 feet, more or less, to the southerly line of Parcel II of said Deed (Assessor's Map 2S.1.24DA);
64. Thence along said southerly line, Westerly 150 feet, more or less, to the westerly line of said Parcel II (Assessor's Map 2S.1.24DA);
65. Thence along said westerly line and the westerly line of Parcel III of said Deed, Northerly 234 feet, more or less, to the southerly line of a 20 foot wide, more or less, Public Pedestrian and Bicycle Path per Exhibit B of Document Number 86036639, Washington County Records (Assessor's Map 2S.1.24DA);
66. Thence along said southerly easement line, Westerly 620 feet, more or less, to the southerly line of a 20 foot wide, more or less, Vehicular and Pedestrian Easement per Document Number 81022420, Washington County Records (Assessor's Map 2S.1.24DA);
67. Thence along said southerly easement line, Westerly 333 feet, more or less, to the easterly line of the plat "Orchard Hill Condominium Stage 2", recorded as Document Number 99049888, Washington County Records (Assessor's Map 2S.1.24DB);
68. Thence along said easterly line, Southerly 7 feet, more or less, to the southerly line of a Buffer Zone and Bike Easement per Document Number 94090332, Washington County Records (Assessor's Map 2S.1.24DB);
69. Thence along said southerly easement line, Southwesterly 1,065 feet, more or less, to the easterly extension of the northerly line of Book 332, Page 586, Washington County Records (Assessor's Map 2S.1.24DB);
70. Thence along said easterly extension and the northerly line of said Deed, Westerly 129 feet, more or less, to the westerly line of the plat "Orchard Hill Condominium", recorded as Document Number 99016492, Washington County Records (Assessor's Map 2S.1.24DB);
71. Thence leaving said northerly line along a perpendicular line, Southerly 33 feet, more or less, to the southerly line of said Book 332, Page 586 (Assessor's Map 2S.1.24DB);
72. Thence along said southerly line, Westerly 328 feet, more or less, to the easterly right-of-way line of Interstate No. 5 (R.H. Baldock Highway) (Assessor's Map 2S.1.24DB);
73. Thence along said easterly right-of-way line, Northerly 656 feet, more or less, to the southerly line of Nyberg Creek (Assessor's Map 2S.1.24DB);
74. Thence along said southerly line, Westerly 438 feet, more or less, to the westerly right-of-way line of Interstate No. 5 (R.H. Baldock Highway) (Assessor's Map 2S.1.24CA);
75. Thence along said westerly right-of-way line, Southerly 1,536 feet, more or less, to the southerly line of Document Number 2016-027815, Washington County Records (Assessor's Map 2S.1.24CD);
76. Thence along said southerly line, Westerly 360 feet, more or less, to the southerly right-of-way line of SW Mohawk Street (Assessor's Map 2S.1.24CD);
77. Thence along said southerly right-of-way line, Westerly 1,076 feet, more or less, to the easterly right-of-way line of SW Martinazzi Avenue (Assessor's Map 2S.1.24CD);
78. Thence along said easterly right-of-way line, Southerly 1,769 feet, more or less, to the southerly right-of-way line of SW Avery Street (Assessor's Map 2S.1.25BC);

79. Thence along said southerly right-of-way line, Westerly 60 feet, more or less, to the westerly right-of-way line of SW Martinazzi Avenue (Assessor's Map 2S.1.25BC);
80. Thence along said westerly right-of-way line, Northerly 2,341 feet, more or less, to the easterly line of Lot 2 of said plat "Boones Ferry Plaza" (Assessor's Map 2S.1.24CC);
81. Thence along said easterly line, Northwesterly 484 feet, more or less, to the Point of Beginning (Assessor's Map 2S.1.24CC).

Excepting therefrom;

Excepting Parcel 1;

Beginning at the northeast corner of Deed of Dedication per Document Number 84035757, Washington County Records, which bears Northerly 116 feet, more or less, from the northwest corner of the plat "Tualatin Park Plaza Condominium", recorded as Book 7, Page 25, Washington County Records, also being on the easterly right-of-way line of SW Tualatin Road (Assessor's Map 2S.1.24BC);

100. Thence along said easterly right-of-way line, Westerly 4 feet, more or less, to the northwest corner of said Deed (Assessor's Map 2S.1.24BC);
101. Thence continuing along said easterly right-of-way line, Northerly 435 feet, more or less, to the northerly line of Book 877, Page 798, Washington County Records (Assessor's Map 2S.1.24BC);
102. Thence along said northerly line and the easterly extension thereof, Easterly 1,026 feet, more or less, to the northerly extension of the westerly line of Parcel II of Document Number 2022-013858, Washington County Records (Assessor's Map 2S.1.24BC);
103. Thence along said northerly extension and the westerly line of said Deed, Southerly 368 feet, more or less, to the northerly line of Parcel I of said Deed (Assessor's Map 2S.1.24BC);
104. Thence along said northerly line, Westerly 156 feet, more or less, to the westerly line of said Parcel I (Assessor's Map 2S.1.24BC);
105. Thence along said westerly line, Southerly 65 feet, more or less, to the northerly line of Document Number 2021-033701, Washington County Records (Assessor's Map 2S.1.24BC);
106. Thence along said northerly line, Westerly 126 feet, more or less, to the easterly line of Document Number 2020-101961, Washington County Records (Assessor's Map 2S.1.24BC);
107. Thence along said easterly line, Northerly 37 feet, more or less, to the southerly line of said Book 877, Page 798 (Assessor's Map 2S.1.24BC);
108. Thence along said southerly line, Westerly 504 feet, more or less, to the easterly extension of the northerly line of Document Number 2019-083207, Washington County Records (Assessor's Map 2S.1.24BC);
109. Thence along said easterly extension and the northerly line of said Deed, Westerly 237 feet, more or less, to the Point of Beginning (Assessor's Map 2S.1.24BC).

Excepting Parcel 2;

Beginning at the northwest corner of Partition Plat No. 1998-135, Washington County Records, also being on the easterly right-of-way line of Interstate No. 5 (R.H. Baldock Highway) (Assessor's Map 2S124DB);

200. Thence along the northerly line of said plat, Easterly 504 feet, more or less, to the easterly line of said plat (Assessor's Map 2S124DB);
201. Thence along said easterly line, Southerly 68 feet, more or less, to the northerly line of Document Number 81022421, Washington County Records (Assessor's Map 2S124DA);
202. Thence along said northerly line, Easterly 1,080 feet, more or less, to the westerly right-of-way line of SW 65th Avenue (Assessor's Map 2S124DA);
203. Thence along said westerly right-of-way line, Southeasterly 104 feet, more or less, to the northerly line of Document Number 2014-039296, Washington County Records (Assessor's Map 2S124DA);
204. Thence along said northerly line, Westerly 170 feet, more or less, to the westerly line of said Deed (Assessor's Map 2S124DA);
205. Thence along said westerly line, Southerly 413 feet, more or less, to the northerly line of a 20 foot wide, more or less, Public Pedestrian and Bicycle Path per Exhibit B of Document Number 86036639, Washington County Records (Assessor's Map 2S124DA);
206. Thence along said northerly easement line, Westerly 621 feet, more or less, to the northerly line of a 20 foot wide, more or less, Vehicular and Pedestrian Easement per Document Number 81022420, Washington County Records (Assessor's Map 2S124DA);
207. Thence along said northerly easement line, Westerly 333 feet, more or less, to the easterly line of the plat "Orchard Hill Condominium Stage 2", recorded as Document Number 99049888, Washington County Records (Assessor's Map 2S124DB);
208. Thence along said easterly line and the northerly extension thereof, Northerly 25 feet, more or less, to the northerly line of a 50 foot wide, more or less, Greenway Easement per Document Number 94090336, Washington County Records (Assessor's Map 2S124DB);
209. Thence along said northerly easement line, Southwesterly 1,012 feet, more or less, to the northerly line of a Buffer Zone and Bike Easement per Document Number 94090332, Washington County Records (Assessor's Map 2S124DB);
210. Thence along said northerly easement line, Westerly 230 feet, more or less, to the easterly line of an 18 foot wide, more or less, Bike Easement per Document Number 94090333, Washington County Records (Assessor's Map 2S124DB);
211. Thence along said easterly easement line, Northerly 485 feet, more or less, to an angle point (Assessor's Map 2S124DB);
212. Thence leaving said easterly easement line, Northwesterly 19 feet, more or less, to an angle point on the easterly right-of-way line of Interstate No. 5 (R.H. Baldock Highway), also being on the northerly line of Nyberg Creek (Assessor's Map 2S124DB);
213. Thence along said northerly line, Westerly 444 feet, more or less, to the westerly right-of-way line of Interstate No. 5 (R.H. Baldock Highway) (Assessor's Map 2S124CA);

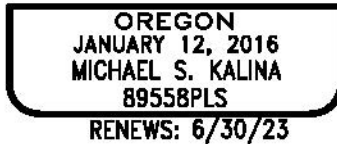
214. Thence along said westerly right-of-way line, Northerly 503 feet, more or less, to the intersection of said westerly right-of-way line and the southerly right-of-way line of SW Nyberg Street (Assessor's Map 2S124CA);
215. Thence leaving said intersection, Easterly 916 feet, more or less, to the Point of Beginning (Assessor's Map 2S124DB).

The above described tracts of land contain 476 acres, more or less.

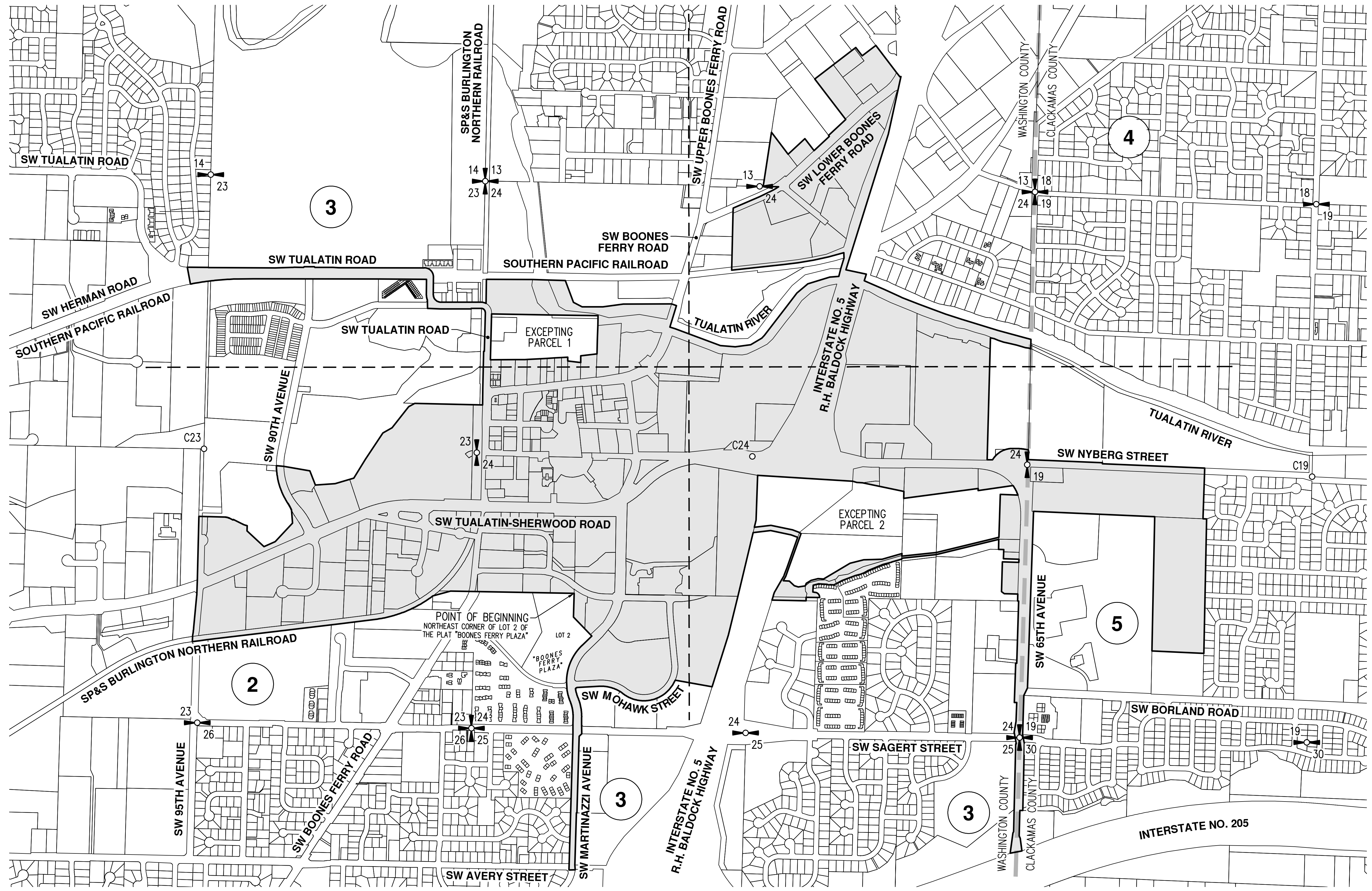
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M. Kalina

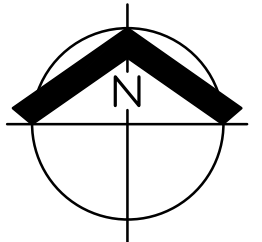


AKS DRAWING FILE: 5511-12 JURIA MAP.DWG LAYOUT: 1



LEGEND

X - SEE SHEET X



SCALE: 1" = 500 FEET

TOTAL AREA = 476 ACRES±

AKS
 AKS ENGINEERING & FORESTRY, LLC
 12065 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151
 WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

CITY OF TUALATIN
URBAN RENEWAL AREA
TUALATIN
WASHINGTON & CLACKAMAS COUNTY
OREGON

MAP OF URBAN
RENEWAL AREA
COVER SHEET

DESIGNED BY:
 DRAWN BY: WCB
 MANAGED BY: MSK
 CHECKED BY: MSK
 DATE: 11/16/2022

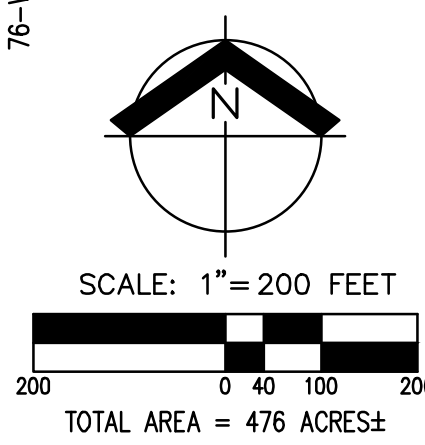
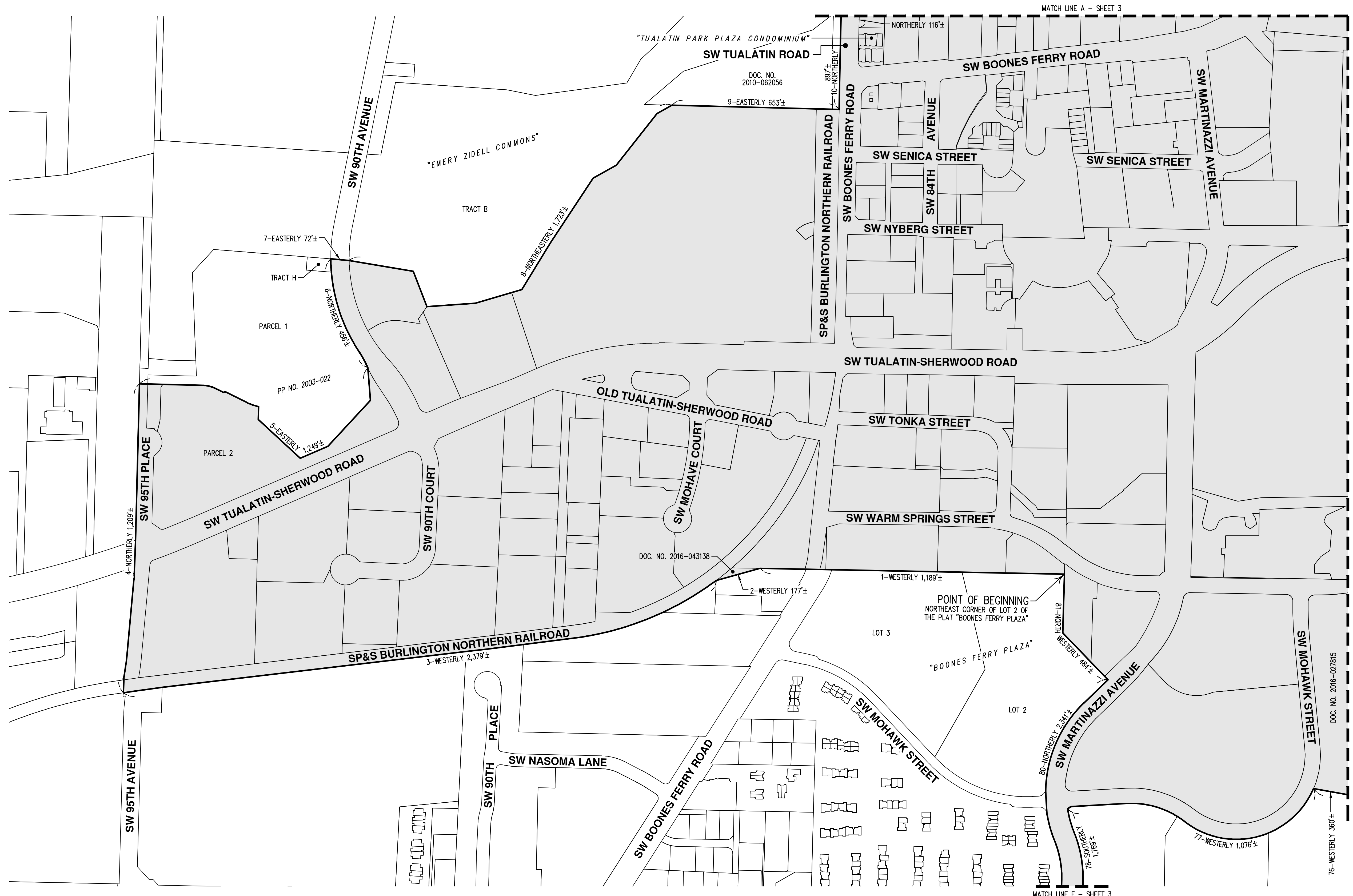
REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Michael S. Kalina
 OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/23

REVISIONS

JOB NUMBER
5511-12

SHEET
1



DOC. NO. 2016-027815

DOC. NO. 2010-062056

DOC. NO. 2016-043138

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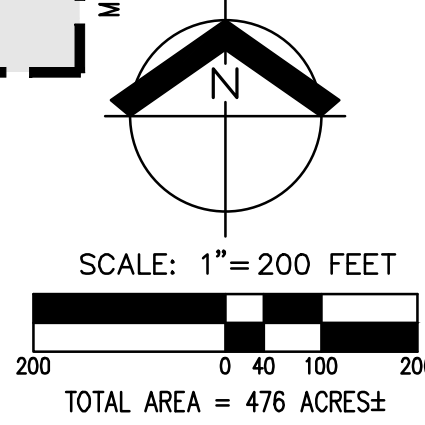
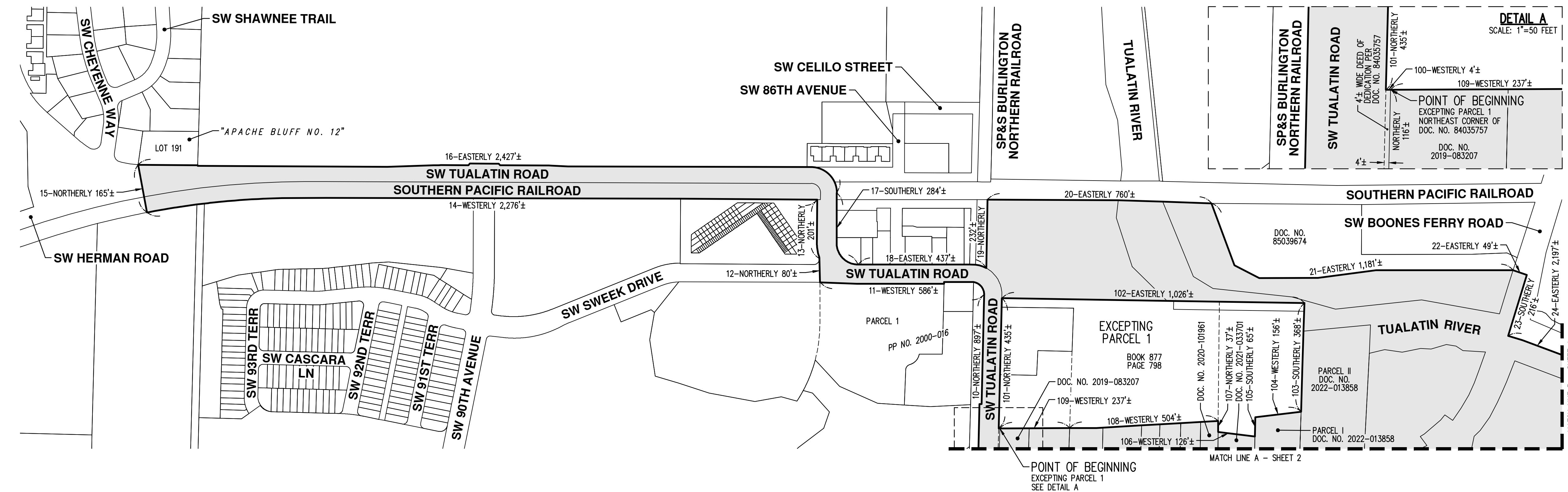
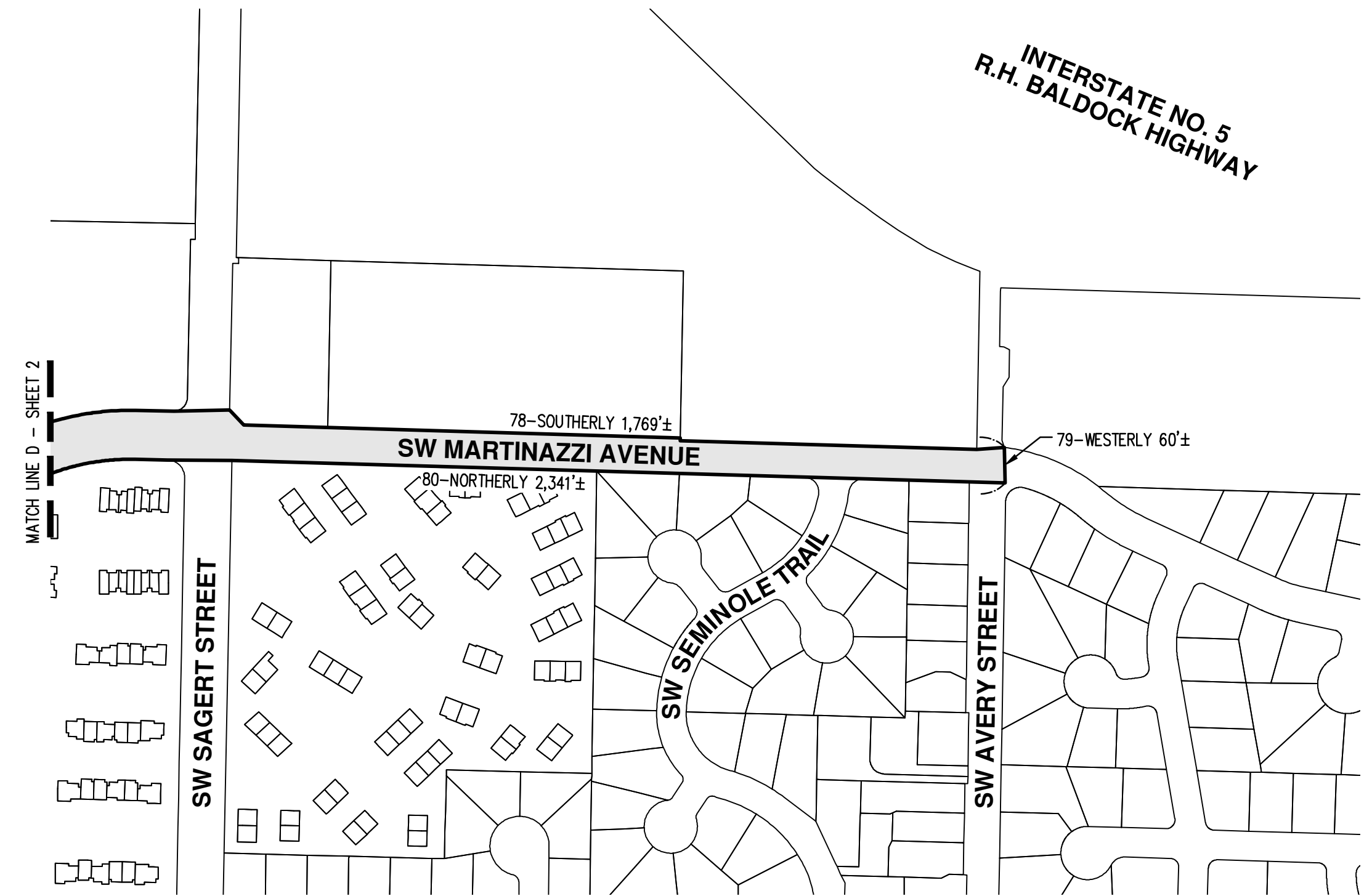
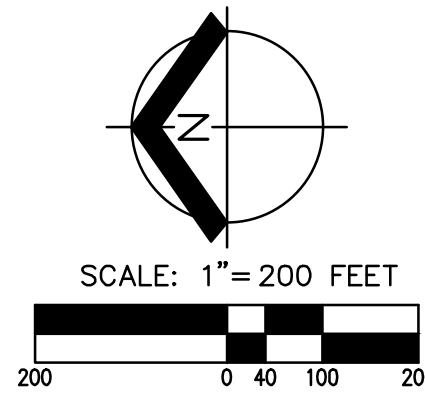
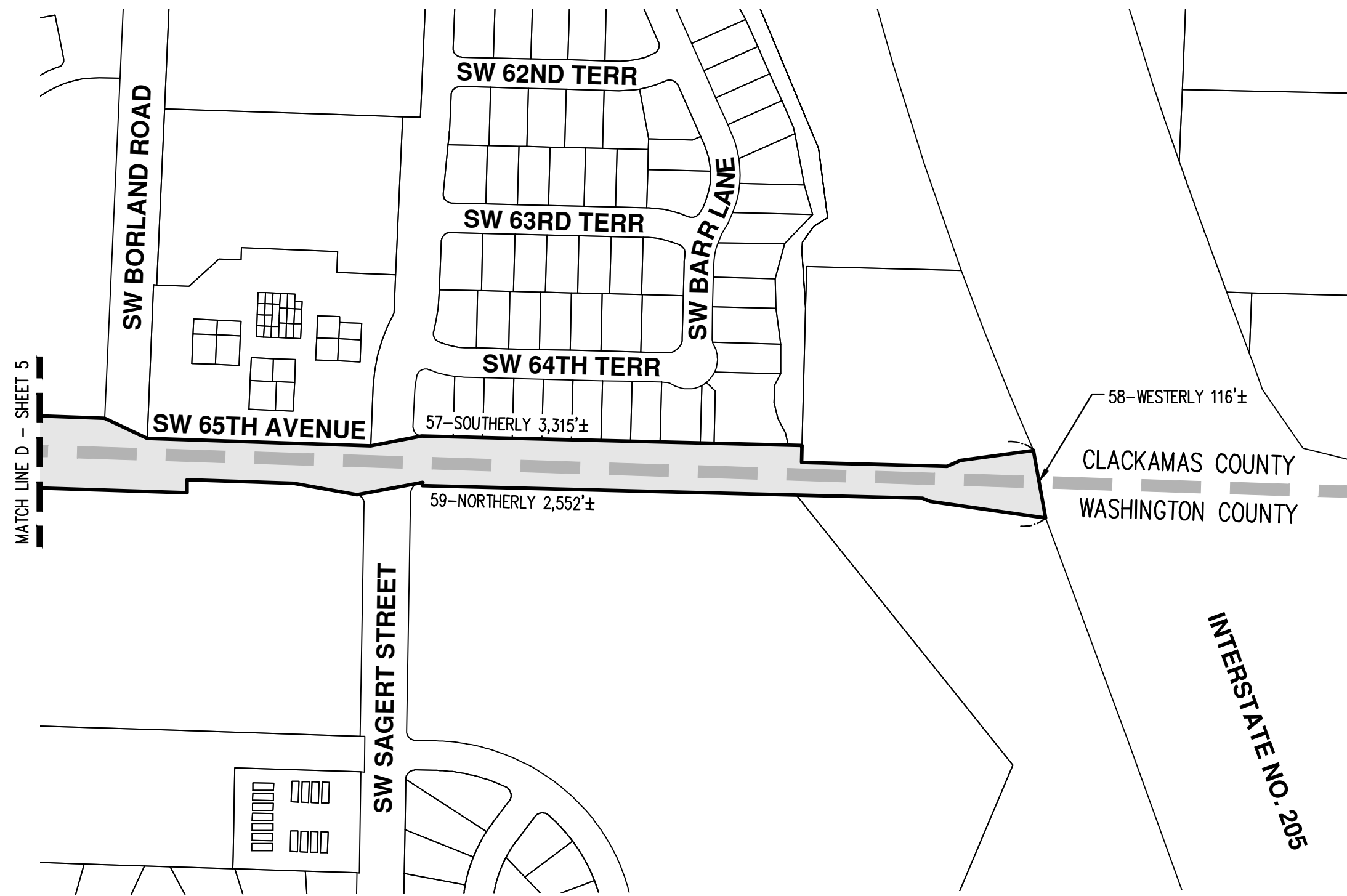
MATCH LINE F - SHEET 3

**CITY OF TUALATIN
 URBAN RENEWAL AREA
 TUALATIN OREGON**

**MAP OF URBAN
 RENEWAL AREA**

DESIGNED BY:
 DRAWN BY: WCB
 MANAGED BY: MSK
 CHECKED BY: MSK
 DATE: 11/16/2022
 REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
Michael S. Kalina
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 89558PLS
 RENEWS: 6/30/23

REVISIONS
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3



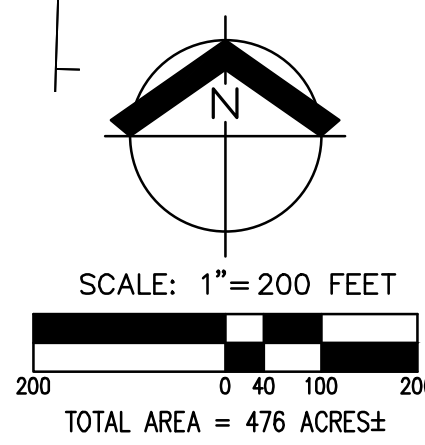
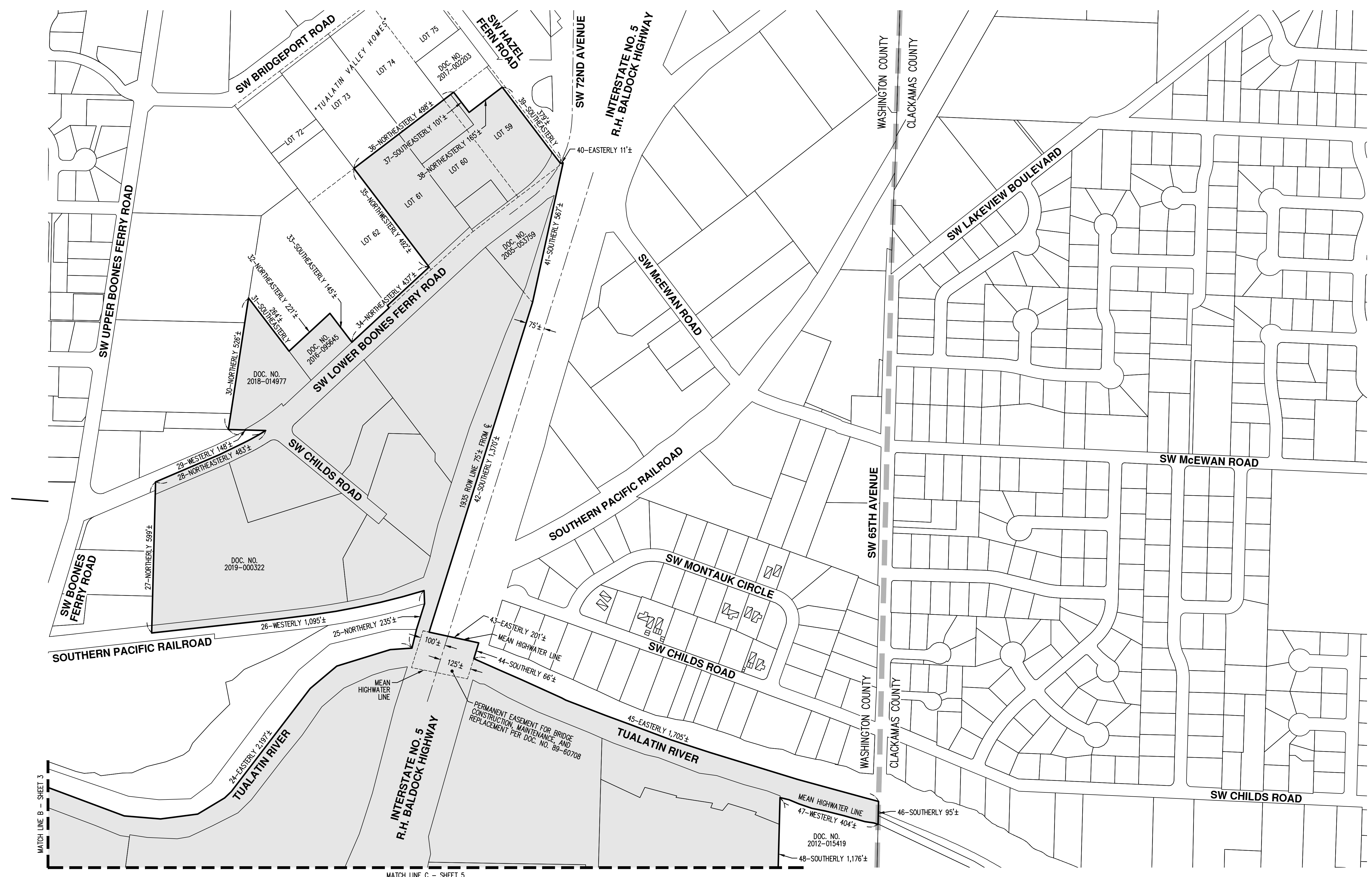
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DRAWN BY: WCB
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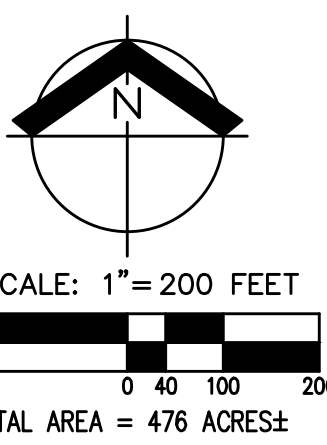
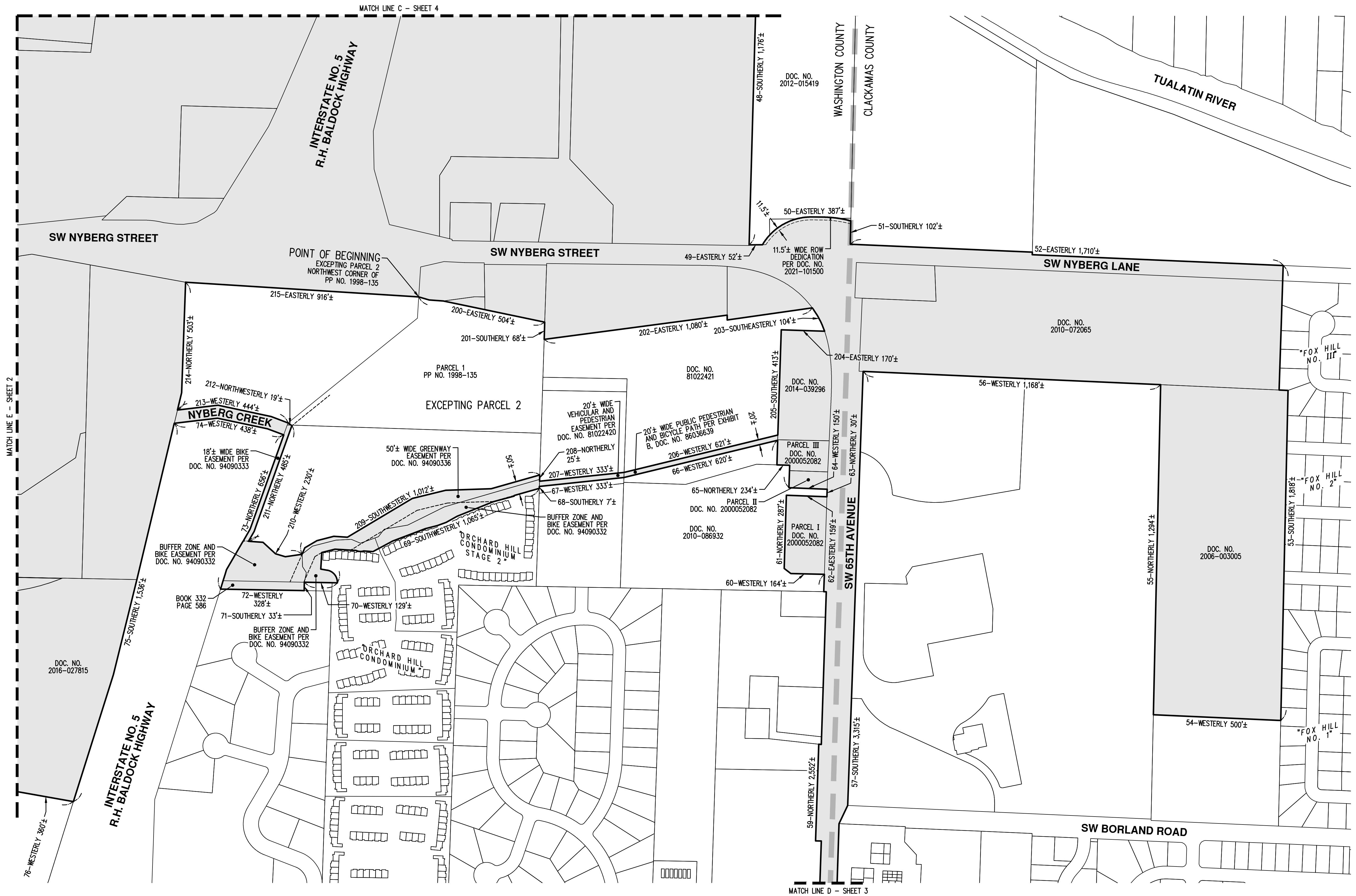
REVISIONS

JOB NUMBER
5511-12

SHEET
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TOTAL AREA = 476 ACRES±



DESIGNED BY:	
DRAWN BY:	WCB
MANAGED BY:	MSK
CHECKED BY:	MSK
DATE:	11/16/2022
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS	
RENEWS: 6/30/23	

JOB NUMBER	5511-12
SHEET	5

EXHIBIT B

Report Accompanying the
Core Opportunity and Reinvestment Area Plan



City of Tualatin

Core Opportunity Reinvestment Area Plan

Approved by the City of Tualatin

November 28, 2022

Ordinance No. 1471-22

LIST OF PARTICIPANTS

Mayor

Frank Bubenik

City Council

Nancy Grimes, Council President

Maria Reyes

Christen Sacco

Bridget Brooks

Cyndy Hillier

Valerie Pratt

Planning Commission

Bill Beers, Chair

Brittany Valli

Janelle Thompson

Daniel Bachhuber

Ursula Kuhn

Rndall Hledik

Zach Wimer

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Finance Director

Kim McMillan, Community Development
Director

Steve Koper, Assistant Community Development
Director/Planning Manager

Jonathan Taylor, Economic Development
Manager

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Denise Cline Tualatin Parks Commission

Cathy Holland, Commercial CIO

Susan Noack, Chamber of Commerce

Stu Peterson, Macadam Forbes

Christen Sacco, City of Tualatin City Council

Beth Sethi, Resident

Jamison Shields, Martinazzi Woods CIO

Doug Ulmer, East Tualatin CIO

Cassandra Ulven, Public Affairs Chief, Tualatin
Valley Fire and Rescue (TVF&R)

Aaron Welk, Business Owner, CAPB

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Elaine Howard, Scott Vanden Bos

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Nick Popenuk, Ali Danko, Rob Wyman

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I. DEFINITIONS

“Agency” means the Tualatin Development Commission (TDC). The TDC is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Core Opportunity Reinvestment Area Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the City of Tualatin, Oregon.

“City Council” or “Council” means the Tualatin City Council.

“Comprehensive Plan” means the City of Tualatin comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon or Clackamas County, Oregon. When used, it will not specifically which county.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Tualatin Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

“Tax increment financing (TIF)” is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment finance revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area (URA)” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

II. INTRODUCTION

The Report Accompanying the Core Opportunity Reinvestment Area Plan (Report) contains background information and project details that pertain to the Core Opportunity Reinvestment Area Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Tualatin City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8))
- A relocation report. (ORS 457.087(9))

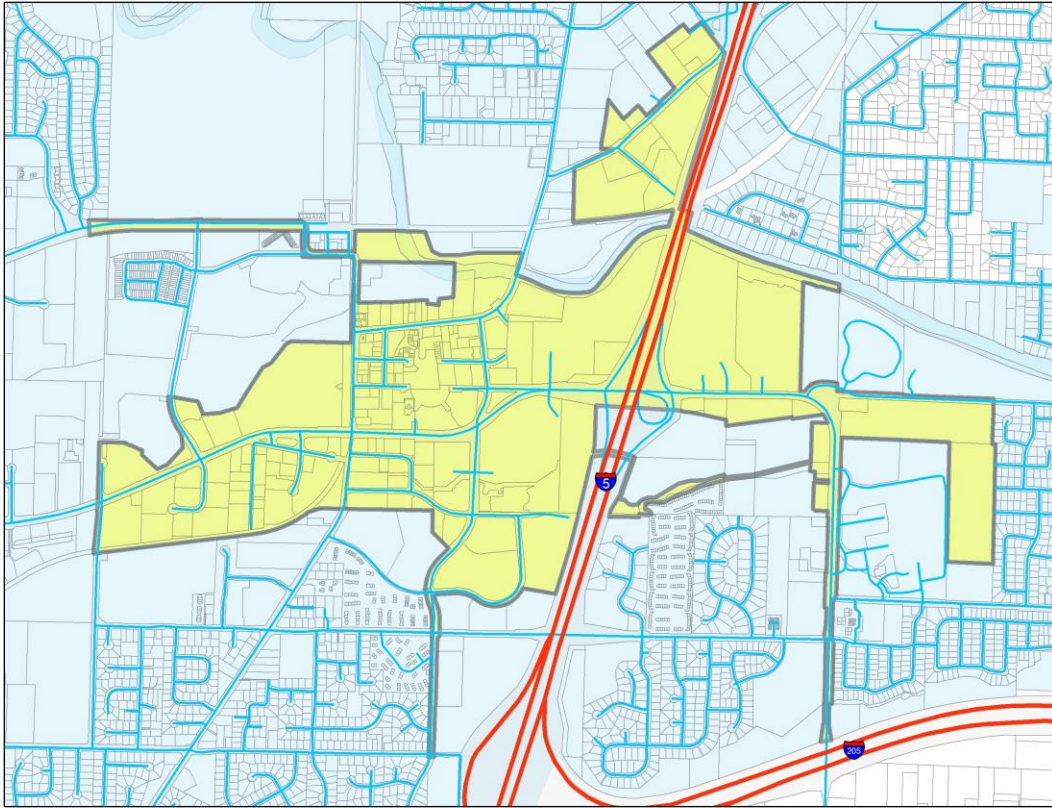
The relationship between the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1. Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VII
ORS 457.087 (6)	V,VI
ORS 457.087 (7)	V,VI
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

The Report provides guidance on how the Plan might be implemented. As the Tualatin Development Commission (TDC) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The TDC may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the TDC. The TDC may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1. Tualatin CORE Area Boundary



III. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Blight Remediation

1. 18970 Catalyst Project

In efforts to meet highest and best use for existing parcels, this catalyst project will seek to fund and implement the design and construction of a mixed-use development with attainable housing and commercial retail at 18970 SW Lower Boones Ferry Road through a public-private partnership. This is city-owned land.

Existing conditions: This parcel is owned by the City and is underdeveloped.

2. SW Nyberg and Nyberg Woods

Improve the existing intersection to allow traffic flow from the southern commercial area onto Nyberg Street in a safer, quicker manner.

Existing conditions:

The traffic flow from the southern commercial area onto Nyberg Street is inefficient and needs to be improved so traffic moves more quickly and safely.

3. Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road) As found necessary within the Area, construction or improvements relating to intersections, including, without limitation, the construction, installation or upgrade of traffic control devices, turn lanes, appurtenances and/or realignments.

Existing conditions:

The transportation system in the Area has many deficiencies which hamper traffic flow and pedestrian and bicycle traffic.

B. Transportation

1. Area Transportation System Plan

Fund efforts to establish long-range vision for identification of projects, programs, and policies that will achieve the Plan Area’s transportation goals and needs.

Existing conditions:

The planning for the transportation system needs to be completed before projects are fully identified. This project will help identify the deficiencies and the solutions.

2. North to South Center Road Development and Tualatin Sherwood Road Realignment

Fund project planning, design considerations and construction of a main street corridor utilizing existing municipal streets to connect Lower Boones Ferry and Tualatin-Sherwood Roads.

Existing conditions:

Creating a “community identity and gathering space” in Tualatin has been a desired goal of the residents and City Council. The SW 84th and Nyberg Street intersection and streets can be modified to create that Main Street atmosphere.

3. Nyberg Creek Greenway

Connect existing Nyberg Creek Trail to the Tualatin River Greenway with the construction of a trail along the Nyberg Creek Wetlands. Connection of these two existing trails will improve access to recreation opportunities, provide safe modes of transportation off of major arterial roads from adjacent residential areas to the Town Core.

Existing conditions:

There is an existing Nyberg Creek Trail and an existing Tualatin River Greenway. There is presently no trail system along the Nyberg Creek Wetlands.

4. Tualatin River Greenway Trail

Fully complete the Tualatin River Greenway adjacent to the Town Commons.

Existing conditions:

“The Tualatin River Trail is an accessible 12 foot wide multi use pedestrian and bike path meandering through trees, alongside the river, and past wetlands. It connects people with nature while enabling easy exercise, recreation, and wildlife viewing.

The trail is 4.6 miles along the Tualatin River from Brown's Ferry Park to Tualatin Community Park. In Tualatin Community Park it crosses the pedestrian and bike bridge into Durham Park and Cook Park in Tigard.”¹

Portions of this trail adjacent to the Town Commons are incomplete.

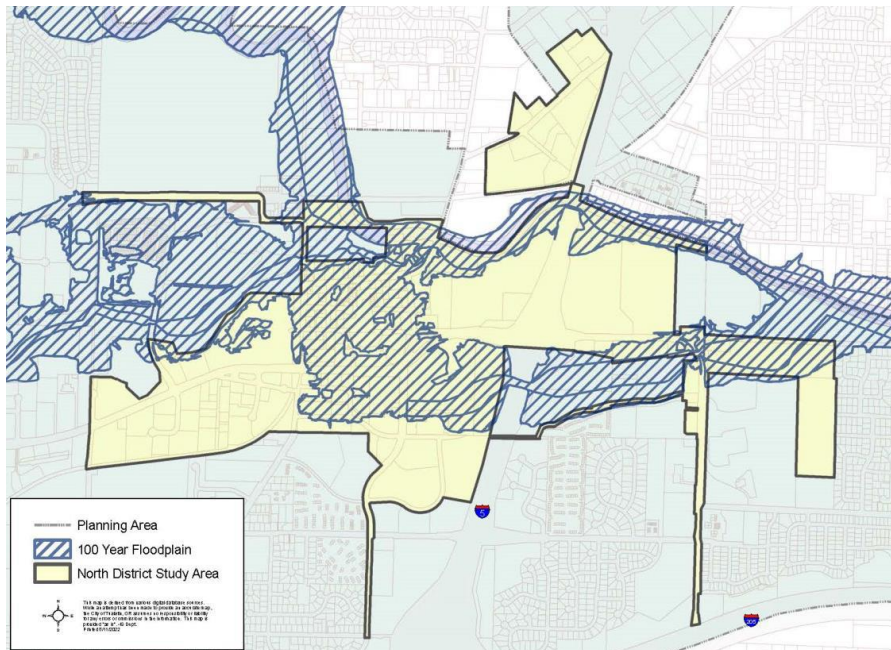
5. Flood Mitigation and Grading

The Commission’s involvement is proposed to be in the form of participating in the local share of any project funded at the local, regional, state, and/or federally funded efforts. The Commission will assume the public-sector leadership role in the redevelopment of historical vacant parcels with the flood plain.

Existing conditions:

The Area contains parcels that are subject to flooding. “The Tualatin River reaches flood stage at 118 feet. More often, localized flooding is caused by small urban streams surging and plugged catch basins associated with heavy rains. One of the lowest lying areas in Tualatin and the first hit when localized flooding occurs is Nyberg Lane at Browns Ferry Park (112 feet) which uses the NGVD1929 Datum.”²

Figure 2. Floodplain in Area



Source: City of Tualatin

¹ City of Tualatin website <https://www.tualatinoregon.gov/recreation/tualatin-river-greenway-trail>

² City of Tualatin website <https://www.tualatinoregon.gov/publicworks/flooding-our-area>

C. Land Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Based on sales comparables of notable vacant land, these will be used in accordance with land acquisition to assist with targeted development based on submitted request for proposals.

Existing conditions:

There is presently no funding for an acquisition program for the Area.

D. Community Identity

1. Tualatin River Plaza and Access and Habitat Restoration Project

To design and construction a public gathering space and access point along the Tualatin River. In addition, mitigate impacts while enhancing environmental habitats near project area.

Existing conditions:

There is a desire for a public gathering spot on the Tualatin River near the downtown core. Part of the intent of this project is to help create the “Main Street” feel and community identify for Tualatin while mitigating any impacts and enhancing the environmental habitat.

2. Community Design Master Plan

Fund efforts to establish community design standards for all new development projects, or redevelopment efforts that increase valuation by more than 20%. These standards will allow Tualatin to develop and cultivate a shared identity and design within Plan Area.

Existing conditions:

There are presently no design standards for the Area. Establishing these will further the goal for creating a community identity.

E. Developer Incentives and Rebates

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. An example of a type of assistance is to reduce or eliminate development impacts on adjacent properties.

Existing conditions:

This Area has many properties that could be developed in the future. There is presently not a funding source in the City to provide development assistance to property owners/developers. This tool will help facilitate development of the Area and will provide additional sources of funds to assist with property mitigation.

F. Economic Development

1. Capital Improvement Grants

Provide financial and regulatory resources to small industrial and commercial property owners to update, modernize existing facilities through capital improvements.

Existing conditions:

There are existing small industrial and commercial properties within the Area that could use assistance for upgrading their facades and modernizing their existing facilities. Many of the businesses occupy several buildings built in 1970s, several which need drastic updates.

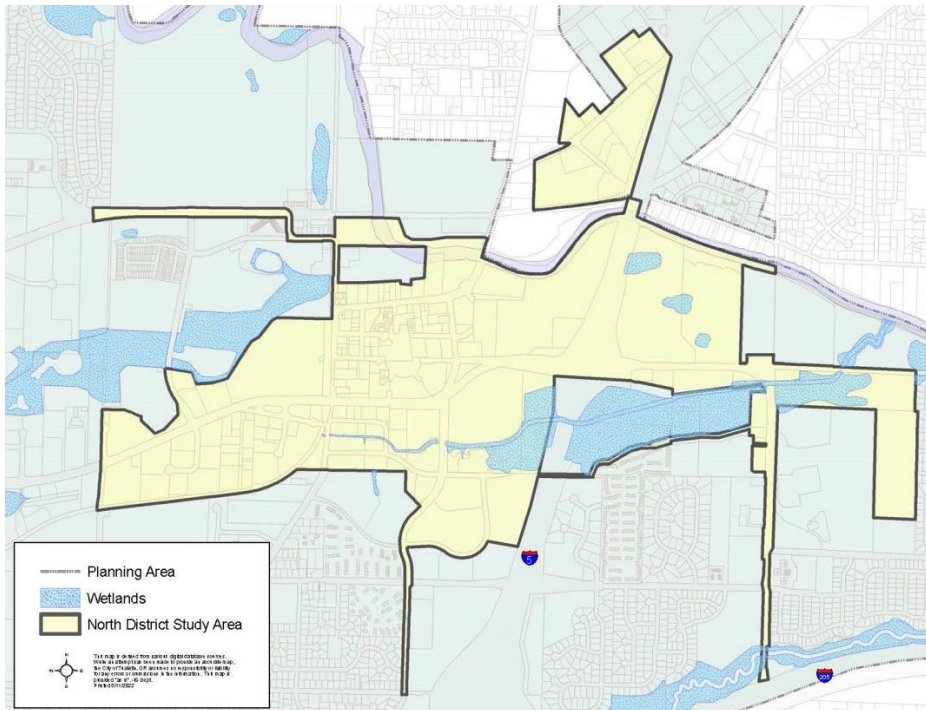
2. Market Feasibility Study

Conduct a market feasibility in the Town Common’s area for added retail and restaurant opportunities to assist with vacant property development.

Existing conditions:

No market study has been conducted by the City of Tualatin since the Commons Redevelopment Project.

Figure 3. Wetlands in Area



Source: City of Tualatin

G. Administration

1. Zone Code Change Plan

Authorizes expenditures to analyze and recommend zone code changes in the Area.

Existing conditions:

The Tualatin Development Code in its current form consists of policies and procedures adopted in 1979. The development requirements based on today’s needs and economic issues require an update.

2. Payroll, Legal, Recordings

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

Existing conditions:

This Area does not presently exist. Once formed, the TDC needs to allocate sufficient resources to the administration of the Area to allow for implementation of the projects and administration of the Area.

IV.THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total cost estimates for projects are shown in Table 2 below. Table 2 presents the estimated costs of the projects today (FYE 2023 constant dollars) and the estimated cost of those projects in the future (year of expenditure dollars). The year of expenditure dollars assumes annual 3% inflation rates. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, the timing on projects can be moved up.

The Plan assumes that the TDC/City will use other funds to assist in the completion of the projects within the Area. The TDC/City may pursue regional, county, state, and federal funding, private developer contributions, and any other sources of funding that may assist in the implementation of the projects or programs.

The TDC will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared. For more detail, see additional narrative explanation on page 25 of this Report.

Table 2. Estimated Cost of Each Project

Project Title	Constant FYE 2023	Year of Expenditure Project Cost
Blight Remediation - 18970 Catalyst Project'	(\$12,435,000)	(\$14,848,634)
Blight Remediation - SW Nyberg and Nyberg Woods	(\$2,865,000)	(\$3,965,733)
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)	(\$2,865,000)	(\$3,965,733)
Transportation - Area Transportation Plan	(\$100,000)	(\$103,000)
Transportation - North to South Center Road Development and TS Road Realignment	(\$11,000,000)	(\$21,077,100)
Transportation - Tualatin River Greenway	(\$908,344)	(\$2,017,705)
Transportation - Nyberg Green Way	(\$2,091,656)	(\$4,746,095)
Transportation - Flood Mitigation and Grading	(\$3,850,000)	(\$6,384,515)
Land Acquisition - Land	(\$12,000,000)	(\$22,974,400)
Community Identity - Tualatin River Plaza Project	(\$5,000,000)	(\$8,023,500)
Community Identity - Community Design Master Plan	(\$150,000)	(\$201,585)
Developer Incentives - Incentives and Rebate	(\$16,445,890)	(\$31,152,813)

Economic Development - Grants	(\$3,575,000)	(\$6,399,157)
Administration - Payroll, Legal, Recordings	(\$7,500,000)	(\$12,868,260)
Administration - Market Feasibility Study	(\$100,000)	(\$106,090)
Administration - Zone Code Change Plan	(\$100,000)	(\$106,090)
Financing Fees	(\$704,683)	(\$1,051,000)
Total Expenditures	(\$81,690,573)	(\$139,991,410)

Source: City of Tualatin and Tiberius Solutions

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2053 are calculated based on projections of growth in assessed value due to new development and appreciation within the Area and the consolidated tax rate that will apply in the Area.

The long-term projections for FYE 2024 and beyond assume an annual growth rate of 4.0% for real, personal and utility assessed value in the Area (equal to 3% maximum annual appreciation for existing property plus 1% exception value from new development). These projections of growth are the basis for the projections in the Area.

These projections of growth were informed by conversations with City staff and City Council, based on the amount of development potential within the Area. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the URA to fund projects listed in the Plan.

Table 3 and Figure 4 show the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, and delinquencies.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2024. Gross tax increment financing (TIF)³ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 4 shows expected TIF revenues over time and the projected tax revenues after termination of the Area. Definitions for Table 4 are shown below:

- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes only permanent tax rates. General obligation bonds and local option levies are excluded, and will not be impacted by this Plan. Total AV is the projected total assessed value.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment used is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing districts according to their permanent rate due to revenue sharing.
- Tax rate is the total permanent rate levy for the Area.

³ TIF is also used to signify tax increment revenues

- Gross tax increment financing revenue (TIF)⁴ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.”
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation.
- TIF Current Year reflects subtracting the 5% adjustment factor from Gross TIF.
- TIF Prior Years is the tax increment revenue that was delinquent the prior year and is paid by the assessor’s office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Net TIF is the amount of tax increment revenues estimated to be received by the Agency.

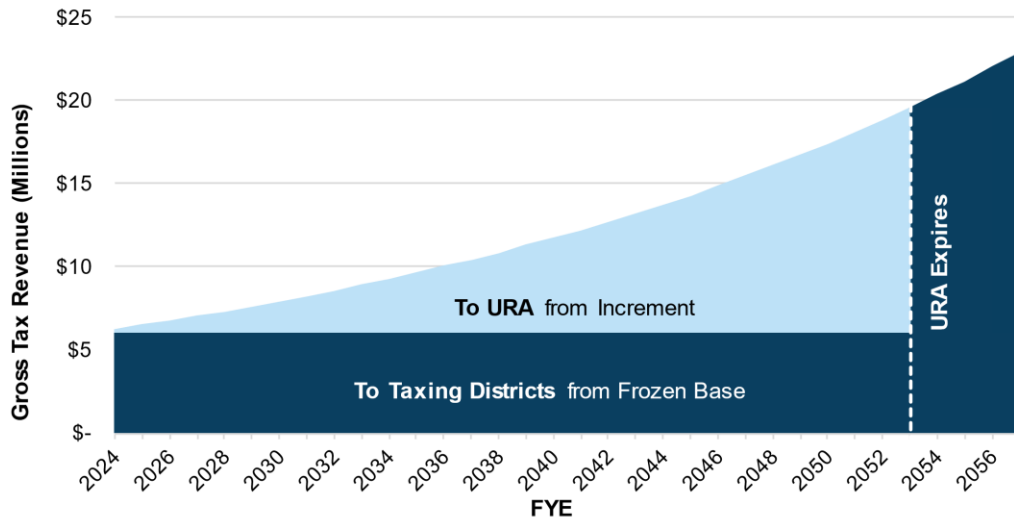
⁴ TIF is also used to signify tax increment revenues

Table 3. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 1

FYE	Total AV	Frozen Base AV	Increment Applied	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2024	529,979,978	509,596,132	20,383,846	11.8383	241,311	(12,066)	229,245	-	229,245
2025	551,179,178	509,596,132	41,583,046	11.8383	492,274	(24,614)	467,660	3,439	471,099
2026	573,226,345	509,596,132	63,630,213	11.8383	753,276	(37,664)	715,612	7,015	722,627
2027	596,155,398	509,596,132	86,559,266	11.8383	1,024,718	(51,236)	973,482	10,734	984,216
2028	620,001,613	509,596,132	110,405,481	11.8383	1,307,017	(65,351)	1,241,666	14,602	1,256,269
2029	644,801,677	509,596,132	135,205,545	11.8383	1,600,609	(80,030)	1,520,578	18,625	1,539,203
2030	670,593,744	509,596,132	160,997,612	11.8383	1,905,944	(95,297)	1,810,647	22,809	1,833,455
2031	697,417,494	509,596,132	187,821,362	11.8383	2,223,492	(111,175)	2,112,318	27,160	2,139,477
2032	725,314,193	509,596,132	215,718,061	11.8383	2,553,743	(127,687)	2,426,056	31,685	2,457,741
2033	754,326,762	509,596,132	244,730,630	11.8383	2,897,203	(144,860)	2,752,343	36,391	2,788,734
2034	784,499,832	509,596,132	274,903,700	11.8383	3,254,402	(162,720)	3,091,682	41,285	3,132,967
2035	815,879,825	509,596,132	306,283,693	11.8383	3,625,889	(181,294)	3,444,595	46,375	3,490,970
2036	848,515,018	509,596,132	338,918,886	11.8383	4,012,236	(200,612)	3,811,624	51,669	3,863,293
2037	882,455,620	509,596,132	372,859,488	11.8383	4,414,036	(220,702)	4,193,334	57,174	4,250,508
2038	917,753,845	509,596,132	408,157,713	11.8383	4,831,908	(241,595)	4,590,313	62,900	4,653,213
2039	954,463,999	509,596,132	444,867,867	11.8383	5,266,495	(263,325)	5,003,171	68,855	5,072,025
2040	992,642,559	509,596,132	483,046,427	11.8383	5,718,466	(285,923)	5,432,543	75,048	5,507,590
2041	1,032,348,261	509,596,132	522,752,129	11.8383	6,188,515	(309,426)	5,879,090	81,488	5,960,578
2042	1,073,642,191	509,596,132	564,046,059	11.8383	6,677,367	(333,868)	6,343,498	88,186	6,431,685
2043	1,116,587,879	509,596,132	606,991,747	11.8383	7,185,772	(359,289)	6,826,484	95,152	6,921,636
2044	1,161,251,393	509,596,132	651,655,261	11.8383	7,714,514	(385,726)	7,328,788	102,397	7,431,186
2045	1,207,701,448	509,596,132	698,105,316	11.8383	8,264,405	(413,220)	7,851,185	109,932	7,961,117
2046	1,256,009,507	509,596,132	746,413,375	11.8383	8,836,292	(441,815)	8,394,478	117,768	8,512,246
2047	1,306,249,887	509,596,132	796,653,755	11.8383	9,431,055	(471,553)	8,959,502	125,917	9,085,419
2048	1,358,499,883	509,596,132	848,903,751	11.8383	10,049,608	(502,480)	9,547,128	134,393	9,681,520
2049	1,412,839,878	509,596,132	903,243,746	11.8383	10,692,903	(534,645)	10,158,258	143,207	10,301,465
2050	1,469,353,473	509,596,132	959,757,341	11.8383	11,361,930	(568,097)	10,793,833	152,374	10,946,207
2051	1,528,127,611	509,596,132	1,018,531,479	11.8383	12,057,718	(602,886)	11,454,832	161,908	11,616,740
2052	1,589,252,716	509,596,132	1,079,656,584	11.8383	12,781,337	(639,067)	12,142,271	171,822	12,314,093
2053	1,652,822,825	509,596,132	1,143,226,693	11.8383	13,533,902	(676,695)	12,857,207	182,134	13,039,341
TOTAL:					170,898,337	(8,544,918)	162,353,423	2,242,444	164,595,865

Source: Tiberius Solution

Figure 4. TIF Projections



Source: Tiberius Solutions

VI. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 4 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant FYE 2023 dollars in five-year increments. Table 7, Table 8, Table 9, and Table 10 show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the URA in FYE 2053, a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If growth in assessed value is slower than projected, the Agency may take division of taxes for a longer time period. If growth in assessed value is more robust than the projections, the Agency may take division of taxes for a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$140,000,000 (One Hundred Forty Million Million dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$140,000,000 is \$164,595,865 and is from permanent rate levies. The increase over the maximum indebtedness is due to the projected cost of the interest on borrowings.

Table 4. TIF Capacity of the Area in FYE 2023 Constant Rounded Numbers

Total Net TIF	\$164,600,000
Maximum Indebtedness	\$140,000,000
Capacity (2021\$)	\$81,700,000
Years 1-5	\$800,000
Years 6-10	\$17,200,000
Years 11-15	\$14,600,000
Years 16-20	\$13,900,000
Years 21-25	\$17,900,000
Years 26-30	\$17,200,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 6. This is only one scenario for how the TDC may decide to implement this Plan, and this scenario is financially feasible. The TDC may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the Area in FYE 2053. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 7.

Table 5. Estimated Borrowings and Amounts

Loan	Loan A	Loan B	Loan C	Loan D
Principal Amount	\$12,750,000	\$11,300,000	\$15,000,000	\$13,500,000
Interest Rate	5.00%	5.00%	5.00%	5.00%
Loan Term	20	20	15	9
Loan Year	2029	2034	2039	2045
Interest Payment Start	2029	2034	2039	2045
Principal Payment Start	2029	2034	2039	2045
Annual Payment	(\$1,023,093)	(\$906,741)	(\$1,445,134)	(\$1,899,316)

Source: Tiberius Solutions

Table 6. Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030
Resources								
Beginning Balance		-	-	-	-	-	-	-
TIF: Current Year	162,353,422	229,245	467,660	715,612	973,482	1,241,666	1,520,578	1,810,647
TIF: Prior Years	2,242,443	-	3,439	7,015	10,734	14,602	18,625	22,809
Total Resources	164,595,865	229,245	471,099	722,627	984,216	1,256,269	1,539,203	1,833,455
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(20,461,860)	-	-	-	-	-	(1,023,093)	(1,023,093)
Loan B	(18,134,825)	-	-	-	-	-	-	-
Loan C	(21,677,015)	-	-	-	-	-	-	-
Loan D	(17,093,845)	-	-	-	-	-	-	-
Total Debt Service	(77,367,544)	-	-	-	-	-	(1,023,093)	(1,023,093)
Debt Service Coverage Ratio	-	-	-	-	-	-	1.50	1.79
Transfer to URA Projects Fund	(87,228,321)	(229,245)	(471,099)	(722,627)	(984,216)	(1,256,269)	(516,110)	(810,362)
Total Expenditures	(164,595,865)	(229,245)	(471,099)	(722,627)	(984,216)	(1,256,269)	(1,539,203)	(1,833,455)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 7. Tax Incremental Revenues and Allocations to Debt Service, page 2

	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	2,112,318	2,426,056	2,752,343	3,091,682	3,444,595	3,811,624	4,193,334	4,590,313
TIF: Prior Years	27,160	31,685	36,391	41,285	46,375	51,669	57,174	62,900
Total Resources	2,139,477	2,457,741	2,788,734	3,132,967	3,490,970	3,863,293	4,250,508	4,653,213
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)
Loan B	-	-	-	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)
Loan C	-	-	-	-	-	-	-	-
Loan D	-	-	-	-	-	-	-	-
Total Debt Service	(1,023,093)	(1,023,093)	(1,023,093)	(1,929,834)	(1,929,834)	(1,929,834)	(1,929,834)	(1,929,834)
Debt Service Coverage Ratio	2.09	2.40	2.73	1.62	1.81	2.00	2.20	2.41
Transfer to URA Projects Fund	(1,116,384)	(1,434,648)	(1,765,641)	(1,203,133)	(1,561,136)	(1,933,459)	(2,320,674)	(2,723,379)
Total Expenditures	(2,139,477)	(2,457,741)	(2,788,734)	(3,132,967)	(3,490,970)	(3,863,293)	(4,250,508)	(4,653,213)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 8. Tax Incremental Revenues and Allocations to Debt Service, page 3

	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	5,003,171	5,432,543	5,879,090	6,343,498	6,826,484	7,328,788	7,851,185	8,394,478
TIF: Prior Years	68,855	75,048	81,488	88,186	95,152	102,397	109,932	117,768
Total Resources	5,072,025	5,507,590	5,960,578	6,431,685	6,921,636	7,431,186	7,961,117	8,512,246
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)	(1,023,093)
Loan B	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)
Loan C	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)
Loan D	-	-	-	-	-	-	(1,899,316)	(1,899,316)
Total Debt Service	(3,374,969)	(3,374,969)	(3,374,969)	(3,374,969)	(3,374,969)	(3,374,969)	(5,274,285)	(5,274,285)
Debt Service Coverage Ratio	1.50	1.63	1.77	1.91	2.05	2.20	1.51	1.61
Transfer to URA Projects Fund	(1,697,057)	(2,132,622)	(2,585,609)	(3,056,716)	(3,546,668)	(4,056,217)	(2,686,832)	(3,237,961)
Total Expenditures	(5,072,025)	(5,507,590)	(5,960,578)	(6,431,685)	(6,921,636)	(7,431,186)	(7,961,117)	(8,512,246)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 9. Tax Incremental Revenues and Allocations, page 4

	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052	FYE 2053
Resources							
Beginning Balance	-	-	-	-	-	-	-
TIF: Current Year	8,959,502	9,547,128	10,158,258	10,793,833	11,454,832	12,142,271	12,857,207
TIF: Prior Years	125,917	134,393	143,207	152,374	161,908	171,822	182,134
Total Resources	9,085,419	9,681,520	10,301,465	10,946,207	11,616,740	12,314,093	13,039,341
Expenditures							
Debt Service							
Scheduled Payments							
Loan A	(1,023,093)	(1,023,093)	-	-	-	-	-
Loan B	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)	(906,741)
Loan C	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)	(1,445,134)
Loan D	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)	(1,899,316)
Total Debt Service	(5,274,285)	(5,274,285)	(4,251,192)	(4,251,192)	(4,251,192)	(4,251,192)	(4,251,191)
Debt Service Coverage Ratio	1.72	1.84	2.42	2.57	2.73	2.90	3.07
Transfer to URA Projects Fund	(3,811,135)	(4,407,235)	(6,050,273)	(6,695,016)	(7,365,548)	(8,062,901)	(8,788,149)
Total Expenditures	(9,085,419)	(9,681,520)	(10,301,465)	(10,946,207)	(11,616,740)	(12,314,093)	(13,039,341)
Ending Balance	-	-	-	-	-	-	-

Source: Tiberius Solutions

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the TDC. Annual expenditures for program administration are also shown, and are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the later years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2053, a 30-year program.

The amount of money available for projects in 2023 constant dollars for the Area is \$81,690,573. See Table 2 for the individual project analysis. This is calculated by reflecting the maximum indebtedness of \$140,000,000 in constant 2023 dollars. This is done as the TDC's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 30 years is important to help the TDC to make projections on the allocation of funds throughout the life of the Area.

Table 11, Table 12, Table 13, and Table 14 show the \$81,690,573 of 2022 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 11, Table 12, Table 13, and Table 14 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The year of expenditure total cost is \$139,991,410.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470. The TDC may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, or if other outside funding sources are secured, including but not limited to developer contributions, the timing on projects can be moved up.

Table 10. Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030
Resources								
Beginning Balance		-	23,245	176,190	790,428	1,666,046	2,814,715	871,855
Interest Earnings	213,089	-	116	881	3,952	8,330	14,074	4,359
Transfer from TIF Fund	87,228,321	229,245	471,099	722,627	984,216	1,256,269	516,110	810,362
Bond/Loan Proceeds	52,550,000	-	-	-	-	-	12,750,000	-
Other	-							
Total Resources	139,991,410	229,245	494,460	899,698	1,778,596	2,930,645	16,094,899	1,686,576
Expenditures (YOE \$)								
Blight Remediation - 18970 Catalyst Project'	(\$14,848,634)						(\$14,848,634)	
Blight Remediation - SW Nyberg and Nyberg Woods	(\$3,965,733)							
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)	(\$3,965,733)							
Transportation - Area Transportation Plan	(\$103,000)	(\$103,000)						
Transportation - North to South Center Road Development and TS Road Realignment	(\$21,077,100)							
Transportation - Tualatin River Greenway	(\$2,017,705)							
Transportation - Nyberg Green Way	(\$4,746,095)							
Transportation - Flood Mitigation and Grading	(\$6,384,515)							
Land Acquisition - Land	(\$22,974,400)							
Community Identity - Tualatin River Plaza Project	(\$8,023,500)							
Community Identity - Community Design Master Plan	(\$201,585)							
Developer Incentives - Incentives and Rebate	(\$31,152,813)							(\$614,950)
Economic Development - Grants	(\$6,399,157)							(\$153,738)
Administration - Payroll, Legal, Recordings	(\$12,868,260)	(\$103,000)	(\$106,090)	(\$109,270)	(\$112,550)	(\$115,930)	(\$119,410)	(\$307,475)
Administration - Market Feasibility Study	(\$106,090)		(\$106,090)					
Administration - Zone Code Change Plan	(\$106,090)		(\$106,090)					
Financing Fees	(\$1,051,000)						(\$255,000)	
Total Expenditures	(\$139,991,410)	(\$206,000)	(\$318,270)	(\$109,270)	(\$112,550)	(\$115,930)	(\$15,223,044)	(\$1,076,163)
Ending Balance		\$23,245	\$176,190	\$790,428	\$1,666,046	\$2,814,715	\$871,855	\$610,413

Source: Tiberius Solutions

Table 11. Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038
Resources								
Beginning Balance	610,413	621,400	917,454	167,870	430,986	639,862	1,181,444	2,071,055
Interest Earnings	3,052	3,107	4,587	839	2,155	3,199	5,907	10,355
Transfer from TIF Fund	1,116,384	1,434,648	1,765,641	1,203,133	1,561,136	1,933,459	2,320,674	2,723,379
Bond/Loan Proceeds	-	-	-	11,300,000	-	-	-	-
Other								
Total Resources	1,729,850	2,059,154	2,687,683	12,671,842	1,994,277	2,576,519	3,508,025	4,804,789
Expenditures (YOE \$)								
Blight Remediation - 18970 Catalyst Project'								
Blight Remediation - SW Nyberg and Nyberg Woods				(\$3,965,733)				
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)				(\$3,965,733)				
Transportation - Area Transportation Plan								
Transportation - North to South Center Road Development and TS Road Realignment								
Transportation - Tualatin River Greenway								
Transportation - Nyberg Green Way								
Transportation - Flood Mitigation and Grading			(\$1,142,315)					
Land Acquisition - Land				(\$2,768,400)				(\$3,116,000)
Community Identity - Tualatin River Plaza Project								
Community Identity - Community Design Master Plan			(\$201,585)					
Developer Incentives - Incentives and Rebate	(\$633,400)	(\$652,400)	(\$671,950)	(\$692,100)	(\$712,850)	(\$734,250)	(\$756,300)	(\$779,000)
Economic Development - Grants	(\$158,350)	(\$163,100)	(\$167,988)	(\$207,630)	(\$213,855)	(\$220,275)	(\$226,890)	(\$233,700)
Administration - Payroll, Legal, Recordings	(\$316,700)	(\$326,200)	(\$335,975)	(\$415,260)	(\$427,710)	(\$440,550)	(\$453,780)	(\$467,400)
Administration - Market Feasibility Study								
Administration - Zone Code Change Plan								
Financing Fees				(\$226,000)				
Total Expenditures	(\$1,108,450)	(\$1,141,700)	(\$2,519,813)	(\$12,240,856)	(\$1,354,415)	(\$1,395,075)	(\$1,436,970)	(\$4,596,100)
Ending Balance	\$621,400	\$917,454	\$167,870	\$430,986	\$639,862	\$1,181,444	\$2,071,055	\$208,689

Source: Tiberius Solutions

Table 12. Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046
Resources								
Beginning Balance	208,689	640,024	1,205,685	2,180,043	3,581,834	5,430,615	7,746,700	804,872
Interest Earnings	1,043	3,200	6,028	10,900	17,909	27,153	38,734	4,024
Transfer from TIF Fund	1,697,057	2,132,622	2,585,609	3,056,716	3,546,668	4,056,217	2,686,832	3,237,961
Bond/Loan Proceeds	15,000,000	-	-	-	-	-	13,500,000	-
Other								
Total Resources	16,906,789	2,775,845	3,797,323	5,247,659	7,146,410	9,513,985	23,972,267	4,046,857
Expenditures (YOE \$)								
Blight Remediation - 18970 Catalyst Project'								
Blight Remediation - SW Nyberg and Nyberg Woods								
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)								
Transportation - Area Transportation Plan								
Transportation - North to South Center Road Development and TS Road Realignment							(\$21,077,100)	
Transportation - Tualatin River Greenway								
Transportation - Nyberg Green Way								
Transportation - Flood Mitigation and Grading	(\$3,209,400)							
Land Acquisition - Land	(\$3,209,400)							
Community Identity - Tualatin River Plaza Project	(\$8,023,500)							
Community Identity - Community Design Master Plan								
Developer Incentives - Incentives and Rebate	(\$802,350)	(\$826,400)	(\$851,200)	(\$876,750)	(\$903,050)	(\$930,150)	(\$958,050)	(\$1,480,200)
Economic Development - Grants	(\$240,705)	(\$247,920)	(\$255,360)	(\$263,025)	(\$270,915)	(\$279,045)	(\$287,415)	(\$296,040)
Administration - Payroll, Legal, Recordings	(\$481,410)	(\$495,840)	(\$510,720)	(\$526,050)	(\$541,830)	(\$558,090)	(\$574,830)	(\$592,080)
Administration - Market Feasibility Study								
Administration - Zone Code Change Plan								
Financing Fees	(\$300,000)						(\$270,000)	
Total Expenditures	(\$16,266,765)	(\$1,570,160)	(\$1,617,280)	(\$1,665,825)	(\$1,715,795)	(\$1,767,285)	(\$23,167,395)	(\$2,368,320)
Ending Balance	\$640,024	\$1,205,685	\$2,180,043	\$3,581,834	\$5,430,615	\$7,746,700	\$804,872	\$1,678,537

Source: Tiberius Solutions

Table 13. Programs and Costs in Year of Expenditure Dollars, Page 4

	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052	FYE 2053
Resources							
Beginning Balance	1,678,537	1,025,904	2,402,260	1,024,274	616,251	606,401	483,497
Interest Earnings	8,393	5,130	12,011	5,121	3,081	3,032	2,417
Transfer from TIF Fund	3,811,135	4,407,235	6,050,273	6,695,016	7,365,548	8,062,901	8,788,149
Bond/Loan Proceeds	-	-					
Other							
Total Resources	5,498,064	5,438,270	8,464,544	7,724,411	7,984,880	8,672,335	9,274,063
Expenditures (YOE \$)							
Blight Remediation - 18970 Catalyst Project'							
Blight Remediation - SW Nyberg and Nyberg Woods							
Blight Remediation - Intersection Improvements (SW 89th Ave + SW Mohave CT and Tualatin Sherwood Road)							
Transportation - Area Transportation Plan							
Transportation - North to South Center Road Development and TS Road Realignment							
Transportation - Tualatin River Greenway				(\$2,017,705)			
Transportation - Nyberg Green Way				(\$1,314,245)	(\$3,431,850)		
Transportation - Flood Mitigation and Grading	(\$2,032,800)						
Land Acquisition - Land			(\$4,313,200)			(\$4,713,000)	(\$4,854,400)
Community Identity - Tualatin River Plaza Project							
Community Identity - Community Design Master Plan							
Developer Incentives - Incentives and Rebate	(\$1,524,600)	(\$2,093,800)	(\$2,156,600)	(\$2,776,625)	(\$2,859,875)	(\$2,356,500)	(\$3,509,463)
Economic Development - Grants	(\$304,920)	(\$314,070)	(\$323,490)	(\$333,195)	(\$400,383)	(\$412,388)	(\$424,760)
Administration - Payroll, Legal, Recordings	(\$609,840)	(\$628,140)	(\$646,980)	(\$666,390)	(\$686,370)	(\$706,950)	(\$485,440)
Administration - Market Feasibility Study							
Administration - Zone Code Change Plan							
Financing Fees							
Total Expenditures	(\$4,472,160)	(\$3,036,010)	(\$7,440,270)	(\$7,108,160)	(\$7,378,478)	(\$8,188,838)	(\$9,274,063)
Ending Balance	\$1,025,904	\$2,402,260	\$1,024,274	\$616,251	\$606,401	\$483,497	\$0

Source: Tiberius Solutions

VIII. REVENUE SHARING

Revenue sharing thresholds are expected to begin as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not expected to be met during the life of the Plan.

Revenue sharing means that at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$14,000,000). At the 10% threshold, the TDC will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$17,500,000). If this threshold is met, revenue for the area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing thresholds could be reached earlier. If assessed value grows more slowly, they could be reached later.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2053 and are shown in Table 15 and Table 16.

The Tigard/Tualatin School District and the Northwest Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 15 and Table 16 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 15 shows the general government levies, and Table 16 shows the education levies

Table 14. Projected Impact on Taxing District Permanent Rate Levies - General Government, page 1

FYE	Washington County	City of Tualatin	Metro	Port of Portland	Tualatin Soil & Water District	Tualatin Valley Fire & Rescue	Tigard/Tualatin Aquatic District	Clackamas County City	Clackamas County Extension & 4H	Clackamas County Library	Clackamas County Soil Conservation	Vector Control	Subtotal
2024	(41,842)	(43,890)	(1,871)	(1,357)	(1,535)	(29,535)	(1,743)	(1,815)	(38)	(300)	(38)	(5)	(123,969)
2025	(85,986)	(90,194)	(3,844)	(2,790)	(3,155)	(60,694)	(3,581)	(3,730)	(78)	(616)	(78)	(10)	(254,756)
2026	(131,895)	(138,350)	(5,897)	(4,279)	(4,840)	(93,100)	(5,494)	(5,721)	(119)	(946)	(119)	(15)	(390,774)
2027	(179,641)	(188,432)	(8,031)	(5,828)	(6,592)	(126,802)	(7,482)	(7,792)	(162)	(1,288)	(162)	(21)	(532,233)
2028	(229,296)	(240,518)	(10,251)	(7,439)	(8,414)	(161,852)	(9,551)	(9,946)	(207)	(1,644)	(207)	(27)	(679,351)
2029	(280,938)	(294,687)	(12,560)	(9,114)	(10,308)	(198,304)	(11,702)	(12,185)	(253)	(2,014)	(253)	(33)	(832,353)
2030	(334,645)	(351,023)	(14,961)	(10,857)	(12,279)	(236,214)	(13,939)	(14,515)	(302)	(2,399)	(302)	(39)	(991,475)
2031	(390,501)	(409,612)	(17,458)	(12,669)	(14,329)	(275,641)	(16,265)	(16,938)	(352)	(2,800)	(352)	(46)	(1,156,962)
2032	(448,591)	(470,545)	(20,055)	(14,553)	(16,460)	(316,645)	(18,685)	(19,457)	(405)	(3,216)	(405)	(53)	(1,329,069)
2033	(509,004)	(533,915)	(22,756)	(16,513)	(18,677)	(359,288)	(21,201)	(22,078)	(459)	(3,649)	(459)	(60)	(1,508,060)
2034	(571,834)	(599,820)	(25,565)	(18,552)	(20,982)	(403,638)	(23,818)	(24,803)	(516)	(4,100)	(516)	(67)	(1,694,210)
2035	(637,178)	(668,361)	(28,486)	(20,672)	(23,380)	(449,761)	(26,540)	(27,637)	(575)	(4,568)	(575)	(75)	(1,887,807)
2036	(705,135)	(739,644)	(31,524)	(22,876)	(25,873)	(497,730)	(29,370)	(30,585)	(636)	(5,055)	(636)	(83)	(2,089,147)
2037	(775,810)	(813,778)	(34,684)	(25,169)	(28,467)	(547,617)	(32,314)	(33,650)	(700)	(5,562)	(700)	(91)	(2,298,542)
2038	(849,312)	(890,877)	(37,970)	(27,554)	(31,164)	(599,500)	(35,376)	(36,838)	(766)	(6,089)	(766)	(100)	(2,516,311)
2039	(925,755)	(971,061)	(41,387)	(30,034)	(33,968)	(653,458)	(38,560)	(40,154)	(835)	(6,637)	(835)	(109)	(2,742,792)
2040	(1,005,255)	(1,054,452)	(44,942)	(32,613)	(36,886)	(709,574)	(41,871)	(43,602)	(907)	(7,207)	(907)	(118)	(2,978,332)
2041	(1,087,935)	(1,141,178)	(48,638)	(35,295)	(39,919)	(767,935)	(45,315)	(47,188)	(981)	(7,800)	(981)	(128)	(3,223,293)
2042	(1,173,922)	(1,231,374)	(52,482)	(38,085)	(43,074)	(828,630)	(48,896)	(50,918)	(1,059)	(8,416)	(1,059)	(138)	(3,478,053)
2043	(1,263,349)	(1,325,177)	(56,480)	(40,986)	(46,356)	(891,754)	(52,621)	(54,797)	(1,140)	(9,058)	(1,140)	(148)	(3,743,003)
2044	(1,356,352)	(1,422,732)	(60,638)	(44,003)	(49,768)	(957,402)	(56,495)	(58,830)	(1,223)	(9,724)	(1,223)	(159)	(4,018,552)
2045	(1,453,076)	(1,524,190)	(64,962)	(47,141)	(53,317)	(1,025,676)	(60,524)	(63,026)	(1,311)	(10,418)	(1,311)	(170)	(4,305,122)
2046	(1,553,669)	(1,629,706)	(69,459)	(50,405)	(57,008)	(1,096,681)	(64,714)	(67,389)	(1,401)	(11,139)	(1,401)	(182)	(4,603,155)
2047	(1,658,286)	(1,739,442)	(74,136)	(53,799)	(60,847)	(1,170,526)	(69,071)	(71,927)	(1,496)	(11,889)	(1,496)	(194)	(4,913,109)
2048	(1,767,087)	(1,853,568)	(79,001)	(57,329)	(64,839)	(1,247,325)	(73,603)	(76,646)	(1,594)	(12,669)	(1,594)	(207)	(5,235,462)
2049	(1,880,241)	(1,972,259)	(84,059)	(61,000)	(68,991)	(1,327,196)	(78,316)	(81,554)	(1,696)	(13,480)	(1,696)	(220)	(5,570,709)
2050	(1,997,920)	(2,095,698)	(89,320)	(64,817)	(73,309)	(1,410,262)	(83,218)	(86,658)	(1,802)	(14,324)	(1,802)	(234)	(5,919,365)
2051	(2,120,307)	(2,224,074)	(94,792)	(68,788)	(77,800)	(1,496,650)	(88,315)	(91,966)	(1,913)	(15,201)	(1,913)	(249)	(6,281,968)
2052	(2,247,589)	(2,357,586)	(100,482)	(72,917)	(82,470)	(1,586,494)	(93,617)	(97,487)	(2,027)	(16,114)	(2,027)	(264)	(6,659,075)
2053	(2,379,962)	(2,496,437)	(106,400)	(77,212)	(87,327)	(1,679,932)	(99,131)	(103,229)	(2,147)	(17,063)	(2,147)	(279)	(7,051,266)
TOTAL:	(30,042,313)	(31,512,580)	(1,343,091)	(974,646)	(1,102,334)	(21,205,816)	(1,251,328)	(1,303,061)	(27,096)	(215,385)	(27,100)	(3524)	(89,008,275)

Source: Tiberius Solutions

Table 15. Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Portland Community College	NW Regional ESD	Tigard/Tualatin School District	Clackamas Community College	Subtotal Education	TOTAL Education Gen. Gov't
2024	(5,263)	(2,978)	(96,614)	(421)	(105,277)	(229,245)
2025	(10,815)	(6,120)	(198,542)	(866)	(216,343)	(471,099)
2026	(16,590)	(9,388)	(304,547)	(1,328)	(331,853)	(722,627)
2027	(22,595)	(12,787)	(414,792)	(1,809)	(451,983)	(984,216)
2028	(28,841)	(16,321)	(529,447)	(2,309)	(576,918)	(1,256,269)
2029	(35,336)	(19,997)	(648,689)	(2,829)	(706,850)	(1,539,203)
2030	(42,091)	(23,820)	(772,699)	(3,370)	(841,980)	(1,833,455)
2031	(49,117)	(27,795)	(901,671)	(3,933)	(982,515)	(2,139,477)
2032	(56,423)	(31,930)	(1,035,801)	(4,518)	(1,128,672)	(2,457,741)
2033	(64,022)	(36,230)	(1,175,296)	(5,126)	(1,280,674)	(2,788,734)
2034	(71,924)	(40,703)	(1,320,371)	(5,759)	(1,438,757)	(3,132,967)
2035	(80,143)	(45,354)	(1,471,250)	(6,417)	(1,603,163)	(3,490,970)
2036	(88,691)	(50,191)	(1,628,163)	(7,101)	(1,774,145)	(3,863,293)
2037	(97,580)	(55,221)	(1,791,353)	(7,813)	(1,951,967)	(4,250,509)
2038	(106,825)	(60,453)	(1,961,070)	(8,553)	(2,136,901)	(4,653,213)
2039	(116,440)	(65,894)	(2,137,576)	(9,323)	(2,329,233)	(5,072,025)
2040	(126,439)	(71,553)	(2,321,143)	(10,123)	(2,529,258)	(5,507,590)
2041	(136,839)	(77,438)	(2,512,052)	(10,956)	(2,737,284)	(5,960,578)
2042	(147,654)	(83,558)	(2,710,597)	(11,822)	(2,953,632)	(6,431,685)
2043	(158,902)	(89,924)	(2,917,085)	(12,722)	(3,178,633)	(6,921,636)
2044	(170,600)	(96,544)	(3,131,831)	(13,659)	(3,412,634)	(7,431,186)
2045	(182,766)	(103,428)	(3,355,168)	(14,633)	(3,655,995)	(7,961,117)
2046	(195,418)	(110,588)	(3,587,438)	(15,646)	(3,909,090)	(8,512,246)
2047	(208,576)	(118,035)	(3,828,999)	(16,700)	(4,172,310)	(9,085,419)
2048	(222,261)	(125,779)	(4,080,222)	(17,795)	(4,446,058)	(9,681,520)
2049	(236,494)	(133,833)	(4,341,494)	(18,935)	(4,730,756)	(10,301,465)
2050	(251,295)	(142,210)	(4,613,217)	(20,120)	(5,026,842)	(10,946,207)
2051	(266,689)	(150,921)	(4,895,809)	(21,352)	(5,334,772)	(11,616,740)
2052	(282,698)	(159,981)	(5,189,705)	(22,634)	(5,655,018)	(12,314,093)
2053	(299,348)	(169,403)	(5,495,357)	(23,967)	(5,988,075)	(13,039,341)
TOTAL:	(3,778,675)	(2,138,377)	(69,367,998)	(302,539)	(75,587,588)	(164,595,865)

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section .

Table 16 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2054. The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 16. Additional Revenues Obtained after Termination of Tax Increment Financing – FYE 2054

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Washington County	2.2484	\$1,101,111	\$2,613,084	\$3,714,195
City of Tualatin	2.2665	\$1,154,999	\$2,740,968	\$3,895,967
Metro	0.0966	\$49,227	\$116,822	\$166,049
Port of Portland	0.0701	\$35,723	\$84,775	\$120,498
Tualatin Soil & Water District	0.0825	\$40,403	\$95,881	\$136,284
Tualatin Valley Fire & Rescue	1.5252	\$777,236	\$1,844,485	\$2,621,721
Tigard/Tualatin Aquatic District	0.0900	\$45,864	\$108,841	\$154,705
Clackamas County City	2.4042	\$47,760	\$113,340	\$161,100
Clackamas County Extension & 4H	0.0500	\$993	\$2,357	\$3,350
Clackamas County Library	0.3974	\$7,894	\$18,734	\$26,628
Clackamas County Soil Conservation	0.0500	\$993	\$2,357	\$3,350
Vector Control	0.0065	\$129	\$306	\$435
Subtotal Gen. Govt.	8.7835	\$3,252,323	\$7,718,196	\$10,970,519
Education				
Portland Community College	0.2828	\$138,496	\$328,669	\$467,165
NW Regional ESD	0.1538	\$78,376	\$185,997	\$264,373
Tigard/Tualatin School District	4.9892	\$2,542,477	\$6,033,637	\$8,576,114
Clackamas Community College	0.5582	\$11,089	\$26,315	\$37,404
Subtotal Education	*	\$2,770,438	\$6,574,618	\$9,345,056
TOTAL:		\$6,022,761	\$14,292,814	\$20,315,575

Source: Tiberius Solutions *(two community college districts)

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2020 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$509,596,132. The Washington County Assessor and the Clackamas County Assessors will certify the frozen base once the urban renewal plan is adopted.

The total assessed value of the City of Tualatin in FYE 2021 is \$5,178,221,723. The percentage of total City assessed value in the urban renewal area is 11.88%, below the 25% threshold.

The Area contains 475.69 acres, including public rights-of-way, and the City of Tualatin contains 5,362 acres. This puts 22.26 % of the City’s acreage in an urban renewal area, which is below the 25% threshold.

Table 17. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
Basalt Creek	718.41	\$105,799,955
Core Opportunity and Reinvestment Area	475.69	\$509,596,132
Total in Urban Renewal	1,194.10	\$615,396,087
City of Tualatin	5,362	\$5,178,221,723
% of City	22.26%	11.88%

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions LLC, City of Tualatin, Washington County Department of Assessment and Taxation (FYE 2022) and Clackamas County Department of Assessment and Taxation (FYE 2022)
 *Estimated value, exact value will be set by the Washington County Assessor upon adoption of the Plan.

XI. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Core Opportunity Reinvestment Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area IS 475.9 acres, which is composed of 231 individual parcels encompassing 356.16 acres, and an additional 119.74 acres in public rights-of-way. An analysis of FYE 2022 property classification data from the Washington County and Clackamas County Assessor’s Office were used to determine the land use designation of parcels in the Area. By acreage, Commercial accounts for the most prevalent land use within the area (77%) . This was followed by Exempt (10%). Detailed land use designations in the Area are shown in Table 18.

Table 18. Land Use in the Area

Land Use	Parcels	Acres	Percent of Acres
Commercial	142	274.08	76.95%
Exempt	46	35.54	9.98%
Multi-Family	8	26.11	7.33%
Tract	1	14.85	4.17%
Miscellaneous	8	4.64	1.30%
Residential	26	0.93	0.26%
TOTAL:	231	356.16	100.00%

Source: Compiled by Elaine Howard Consulting with data from the Washington County and Clackamas County Assessor’s Office (FYE 2022)

2. Comprehensive Plan Designations

The most prevalent comprehensive plan designation by acreage in the Area is Commercial (70%) followed by Residential (16%). Detailed comprehensive plan designations in the Area are shown in Table 19.

Table 19 Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	Tax Lots	Acres	Percent of Acres
Commercial	181	249.40	70.02%
Residential	11	58.47	16.42%
Industrial	39	48.30	13.56%
TOTAL:	231	356.16	100.00%

Source: Compiled by Elaine Howard Consulting with data from the Washington County and Clackamas County Assessor's Office (FYE 2022)

3. Zoning Designations

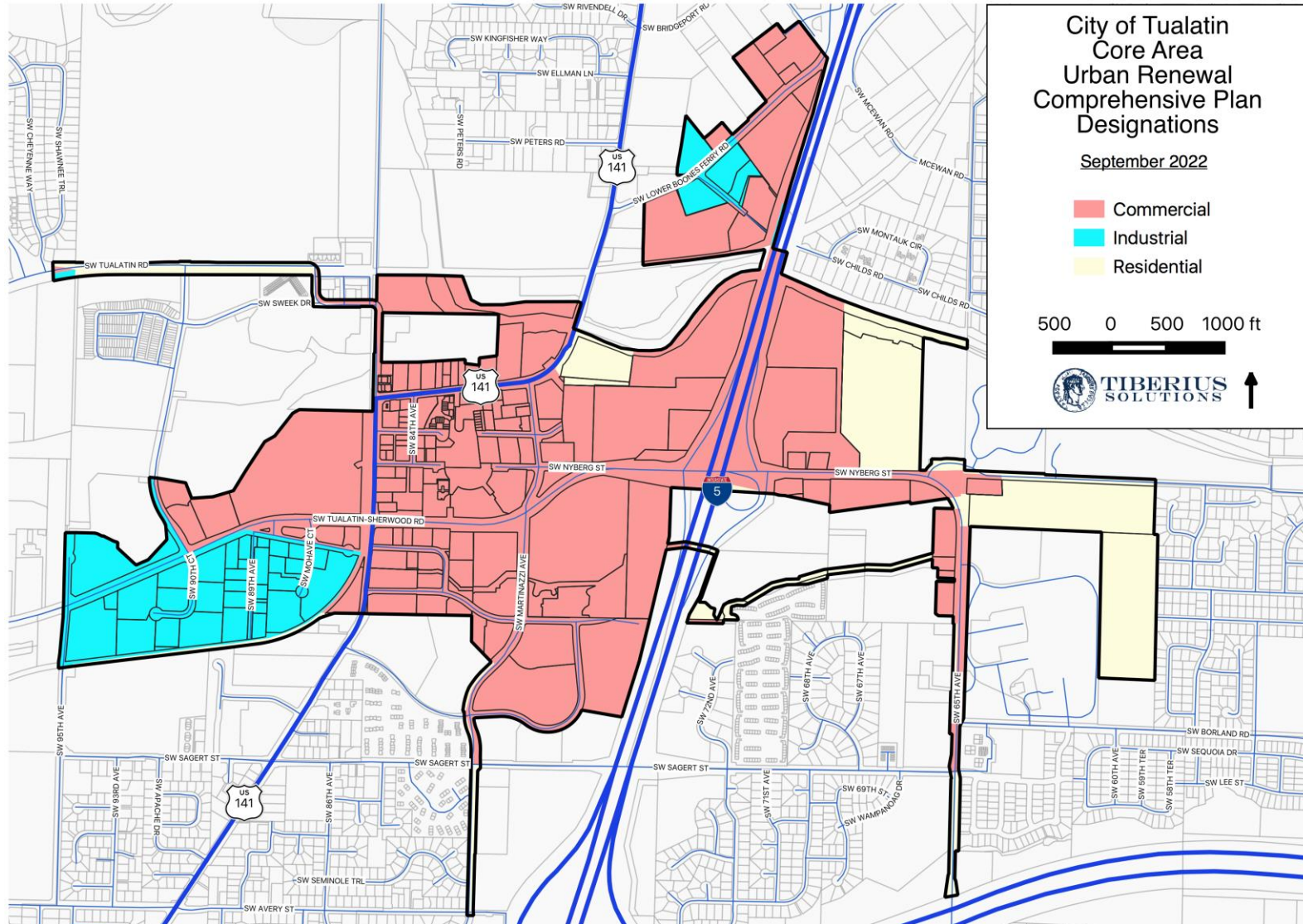
The most prevalent zoning designation by acreage in the Area is Central Commercial (42%) followed by General Commercial (16%). Detailed zoning designations in the Area are shown in Table 20.

Table 20. Zoning Designations in the Area

Zoning Designations	Tax Lots	Acres	Percent of Acres
Central Commercial	138	148.70	41.75%
General Commercial	25	56.13	15.76%
Light Manufacturing	39	48.30	13.56%
Office Commercial	13	37.07	10.41%
Low Density Residential	2	30.08	8.45%
Medium High Density Residential	2	20.12	5.65%
Mixed Use Commercial	5	7.50	2.11%
High Density Residential	3	4.69	1.32%
Medium Low Density Residential	4	3.57	1.00%
TOTAL:	231	356.16	100.00%

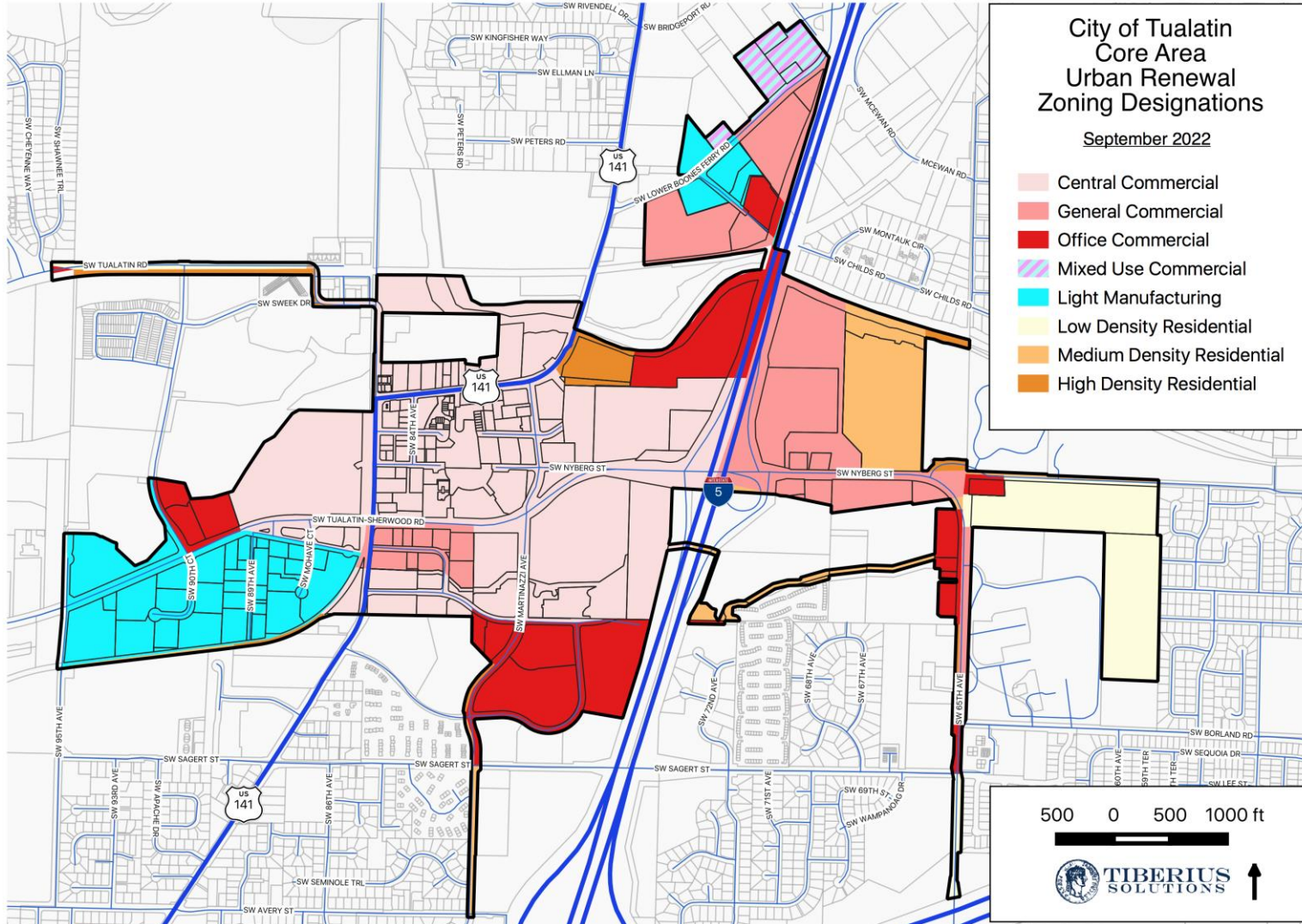
Source: Compiled by Elaine Howard Consulting with data from the Washington County and Clackamas County Assessor's Office (FYE 2022)

Figure 5. Tualatin Urban Renewal Area Comprehensive Plan Designations



Source: Tiberius Solutions

Figure 6. Tualatin Urban Renewal Area Zoning Designations



Source: Tiberius Solutions

B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan**. There are projects listed in several City of Tualatin’s infrastructure master plans that relate to these existing conditions. The projects below are a compilation by Tualatin staff of these projects. **This does not mean that all of these projects are included in the urban renewal plan**. The specific projects that are included in the Plan are listed in Sections II and III of this Report. Much of the language on existing conditions comes from the *Basalt Creek Concept Plan (BCCP)*, the *Southwest Tualatin Concept Plan (SWTCP)*, the *Capital Improvement Plan (CIP)* and the *Transportation Systems Plan (TSP)*.

1. Transportation

- SW Tualatin-Sherwood Road Lane Expansion. Add an east bound right turn-lane on SW Tualatin-Sherwood Road at SW Boones Ferry Road. TSP. 36
- Nyberg Street – Fred Meyer Intersection Improvements. Redesign SW Nyberg Street and Fred Meyer intersection to improve pedestrian crossing. TSP 36
- Local Grid Connectivity. Create a local street grid system with a connection to Seneca Street. TSP 39
- Congestion Relief. Replace existing landscape median with a new east bound lane on Tualatin-Sherwood Road to I-5. Tualatin Bond Fund Project.
- Martinazzi/Sagert St Improvements. New intersectional improvements installing traffic signal, pedestrian sidewalks and lane improvements. TSP/CIP
- Widen Boones Ferry to Five Lanes. Widen Boones Ferry Road north of Martinazzi. Currently underfunded.

2. Storm Water

- 89th Avenue Water Quality Retrofit. This project will provide a new stormwater quality treatment system at an existing outfall near the Hedges Creek Wetland for 28.9 acres of contributing drainage area to address water quality retrofit objectives referenced in Clean Water Services’ NPDES (stormwater) permit. This project is located north of the SW 89th Ave and SW Tualatin-Sherwood Rd intersection near the Hedges Green Retail Center
- 95th Avenue Water Quality Facility. Rehabilitate the existing public water quality facility located north of SW 95th Ave. This swale needs to be regraded and likely requires structural replacements. Rehabilitation work should include site survey, dredging or regrading of the bottom of the swale, potential replacement of existing infrastructure, and will require revegetating with natives to meet current CWS standards. The site does not adequately convey stormwater and has buried pipe structures.

3. Sanitary Sewer

- 65th Ave/Nyberg Trunk Repair. This is an 18 inch sanitary sewer trunk line that travels through the Nyberg Wetlands. This trunk line services the City from I-5 East. The recently developed Sagert Farms Subdivision and upcoming development on Nyberg Lane will also be serviced by this line. In 2011 the City experienced an SSO (sanitary sewer overflow) in the Nyberg wetlands due to the blockage of this 18 inch trunk line. Investigation revealed that a structural defect allowed a tree root to penetrate the line and collect FOG (fats-oil and

grease), resulting in the blockage. Since that time this line has been on a six-month Hot Spot Maintenance schedule.

4. Water

- Childs Road, Crossing I-5. This project will replace existing asbestos concrete (AC) distribution piping along Childs Road where it crosses Interstate 5.
- Lower Boones Ferry Road AC Replacement. This project will replace existing asbestos concrete (AC) distribution piping along Boones Ferry Rd where it crosses the railroad, turns east and follows along Lower Boones Ferry Rd.
- Nyberg Street AC Pipe Replacement. This project will replace existing asbestos concrete (AC) distribution piping east along Nyberg Rd from the Martinazzi Ave intersection.

5. Natural Resources

Table 6 Title 3 Wetlands by Category and Acres ” (BCCP p 43)

Category	Acres	Description
Open Water	49	Includes 50 ft. buffer
Streams	31	Includes 15 to 50 ft. buffers
Wetlands	69	Includes 25 to 50 ft. buffers

Metro Title 13: Nature in Neighborhoods

Title 13 requires local jurisdictions to protect and encourage restoration of a continuous ecologically viable streamside corridor system integrated with upland wildlife habitat and the urban landscape. Metro’s regional habitat inventory in 2001 identified the location and health of fish and wildlife habitat based on waterside, riparian and upland habitat criteria. These areas were named Habitat Conservation Areas.

Table 7 Title 13 HCA Categories with Acreage (BCCP p 43)

HCA Categories	Acres	Description
Riparian Wildlife Habitat Class I	130	Area supports 3 or more riparian functions
Riparian Wildlife Habitat Class II	31	Area supports 1 or 2 primary riparian functions
Riparian Wildlife Habitat Class III	7	Area supports only secondary riparian functions outside of wildlife areas
Upland Wildlife Habitat Class A	103	Areas with secondary riparian value that have high value for wildlife habitat
Upland Wildlife Habitat Class B	72	Area with secondary riparian value that have medium value for wildlife habitat

Upland Wildlife Habitat Class A	37	Areas with secondary riparian value that have low value for wildlife habitat
Designated Aquatic Impact	52	Area within 150 ft. of streams, river, lakes, or wetlands

C. Social Conditions

The following information in quotes is from the City of Tualatin Economic Opportunities Analysis prepared by ECONorthwest for the City of Tualatin in December 2019.

“Growth in manufacturing and healthcare / social assistance sectors. Employment in manufacturing and the healthcare / social assistance sectors accounted for about 37% of employment in Tualatin in 2017. In 2007, employment in these industries accounted for about 36% of employment in Tualatin, an increase of about 3,299 employees between 2007 and 2017. Employment in both of these sectors support above average wages.

In Washington County, employment in manufacturing and the healthcare / social assistance sectors accounted for 23% of employment in 2017, down from 24% in 2007. While the overall share of employment decreased, total employment increased by about 9,809 employees between 2007 and 2017.

Availability of trained and skilled labor. Availability of labor depends, in part, on population growth and in-migration. Tualatin’s population increased by 4,344 people between 2000 and the 2013–2017 period, at an average growth rate of 1.0%. In comparison, Oregon’s population also grew at an average rate of 1.0%, between 2000 and 2017, with 66% of population coming from in-migration.

The current labor force participation rate is another important consideration in the availability of labor. The labor force in any market consists of the adult population (16 and over) who are working or actively seeking work. The labor force includes both the employed and unemployed. Children, retirees, students, and people who are not actively seeking work are not considered part of the labor force. According to the 2013–2017 American Community Survey, Tualatin had about 15,643 people in its labor force and Washington County had over 310,400. The labor force participation rate in Tualatin (73%) was higher than Washington County (69%) and the Portland Region (68%) in the 2013–2017 period. A higher concentration of older residents in an area or a mismatch of the types of jobs available in an area and the types of skills of the labor force can contribute to low labor force participation rates.

Businesses in Tualatin draw employees from across Washington County as well as Multnomah and Clackamas Counties. Relative to Washington County and the Portland Region, Tualatin residents have a slightly higher level of educational attainment.

Aging of the population. Tualatin has a smaller percentage of residents 60 years and older relative to Washington County and the Portland Region. Tualatin’s median age, which was 31.9 in 2000, increased to 38.2 by the 2013–2017 period. In comparison, Washington County’s median age was 36.4 in the 2013–2017 period.

Washington County’s population is expected to continue to age, with people 60 years and older forecast to grow from 20% of the population in 2020 to 24% of the population in 2040, consistent with Statewide trends. Tualatin may continue to attract midlife and older workers over the planning period. People in this age group may provide sources of skilled labor, as people continue to work until later in life. These skilled workers may provide opportunities to support business growth in Tualatin.

Increases in racial and ethnic diversity. Overall, the nation and Oregon are becoming more racially and ethnically diverse. Between 2000 and 2013–2017, the Latino population in Oregon increased from 8% to 13%, and the Latino population in Tualatin increased from 12% to 16% in that same time.

Growth in the Latino community will continue to drive economic development in Oregon. The share of Oregon’s non-Caucasian population increased from 13% to 15% and stayed static in Tualatin at 13%. Tualatin is less racially diverse but more ethnically diverse than Oregon.”

The following social conditions were taken from the American Community Survey 2015-2019 Five Year Estimates. The most common age bracket in the Area is under 35-44 years at 19%.

Table 21. Age in the Area

Age	Number	Percent
Under 5 years	238	9.58%
5 to 9 years	218	8.77%
10 to 14 years	325	13.08%
15 to 17 years	88	3.54%
18 to 24 years	207	8.33%
25 to 34 years	449	18.07%
35 to 44 years	474	19.07%
45 to 54 years	255	10.26%
55 to 64 years	96	3.86%
65 to 74 years	73	2.94%
75 to 84 years	42	1.69%
85 years and over	20	0.80%
TOTAL:	2485	100%

Source: American Community Survey 2015-2019 Five Year Estimates

According to the US Census Bureau, American Community Survey 2016-2020 Five Year Estimates, the block groups have 2,485 residents, 73% of whom identify as White alone. The analysis of race and origin are shown in the table below.

Table 22. Hispanic or Latino Origin by Race in the Area

Race	Number	Percent
White alone	1,808	72.76%
Black or African American alone	233	9.38%
American Indian and Alaska Native alone	54	2.17%
Asian alone	60	2.41%
Native Hawaiian and Other Pacific Islander alone	18	0.72%
Some other race alone	77	3.10%
Two or more races	235	9.46%
TOTAL:	2,485	100%

Source: American Community Survey 2015-2019 Five Year Estimates

In the block groups, 34% of adult residents have earned a bachelor’s degree or higher. Another 31% have some college education without a degree, and another 19% have graduated from high school with no college experience.

Table 23. Education in the Area

Education	Number	Percent
Less than high school	107	7.59%
High school graduate (includes equivalency)	263	18.67%
Some college	438	31.09%
Associate's degree	122	8.66%
Bachelor's degree	367	26.05%
Master's degree	66	4.68%
Professional school degree	20	1.42%
Doctorate degree	26	1.85%
TOTAL:	1409	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 87%, drove alone with another 7.31% carpooling.

Table 24. Means of Transportation to Work in the Area

Means of Transportation	Number	Percent
Drove alone	1,011	87.01%
Carpooled	85	7.31%
Public transportation (includes taxicab)	20	1.72%
Motorcycle	0	0.00%
Bicycle	0	0.00%
Walked	24	2.07%
Other means	0	0.00%
Worked at home	22	1.89%
TOTAL:	1,162	100%

Source: American Community Survey 2016-2020 Five Year Estimates

The incomes in the Area are distributed fairly equally in the ten thousand dollars ranges between \$30,000 to \$99,999. Incomes in the Area are shown in Table 26.

Table 25. Income in the Area

Income Range	Number	Percentage
Less than \$10,000	78	8%
\$10,000 to \$19,999	36	4%
\$20,000 to \$29,999	73	8%
\$30,000 to \$39,999	112	12%
\$40,000 to \$49,999	115	12%
\$50,000 to \$59,999	139	15%
\$60,000 to \$74,999	104	11%
\$75,000 to \$99,999	167	18%
\$100,000 to \$124,999	58	6%
\$125,000 to \$149,999	28	3%
\$150,000 to \$199,999	32	3%
\$200,000 or more	1	0%
TOTAL:	943	100%

Source: American Community Survey 2015-2019 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Washington County and Clackamas County Departments of Assessment and Taxation for FYE 2022, including all real, personal, manufactured, and utility properties, is estimated to be \$509,596,132. The County Assessor will certify the frozen base if the ordinance for the approval of the Plan is adopted by the City Council.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 26 shows the improvement to land ratios (I:L) for properties within the Area. Ten percent of the tax lots are exempt, which means they do not pay taxes. These are typically government or non-profit owned properties. Eighty one tax lots representing 23.53% of the acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 74 of the 231 tax lots in the Area, totaling 45.46% of the acreage have I:L ratios of 2.0 or more in FYE 2022. In summary, the area is underdeveloped and not contributing significantly to the tax base in Tualatin.

Table 26. Improvement to Land Ratios in the Area

Improvement to Land Ratio	Parcels	Acres	Percent of Acres
Exempt	46	35.54	9.98%
No Improvement Value	32	35.87	10.07%
0.01-0.50	18	29.94	8.41%
0.51-1.00	31	18.00	5.05%
1.01-1.50	17	24.83	6.97%
1.51-2.00	13	50.08	14.06%
2.01-2.50	20	45.02	12.64%
2.51-3.00	13	13.15	3.69%
3.01-4.00	11	27.63	7.76%
> 4.00	30	76.11	21.37%
TOTAL:	231	356.16	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Washington County and Clackamas County Departments of Assessment and Taxation (FYE 2022)

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for blight remediation and include transportation improvements, facilitating development of properties including mixed use and housing development, recreational improvements, economic development assistance to local businesses and plan administration. The use of tax increment allows the City to add an additional funding source to the City of Tualatin general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs. The transportation projects will also assist in fire protection needs in the area.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

XII.REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. There are large parcels within the Area that are undeveloped or underdeveloped. There are also transportation deficiencies which impact the residents in Tualatin.

The outcome of implementing these projects is anticipated to be substantial increase to the economic growth in Tualatin by providing new mixed used development, additional recreational opportunities and providing tools inside the Area to assist with economic development.

XIII.RELOCATION REPORT

When the TDC acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the TDC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The TDC will comply with all applicable state law in providing these potential benefits.

EXHIBIT C



MEMORANDUM CITY OF TUALATIN

DATE: October 21, 2022
TO: Sherilyn Lombos, City Manager/TDC Administrator
FROM: Steve Koper, Assistant Community Development Director
SUBJECT: Tualatin Planning Commission UR Plan Recommendation

Mrs. Lombos,

On October 20, 2022, the Tualatin Planning Commission reviewed the Core Opportunity and Reinvestment Area Plan for conformance with the Tualatin Comprehensive Plan. The Commission found that based on the information provided in the staff report and the provided attachments that the district plan conforms to the Tualatin Comprehensive Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read 'SK', with a horizontal line extending to the right.

Steve Koper, Assistant Community Development Director



Nov. 8, 2022

Mayor Frank Bubenik
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Mayor Bubenik and members of Tualatin City Council,

Thank you for your presentation to our Washington County Board of Commissioners on the City of Tualatin's Urban Renewal Plan for the Core Opportunity and Reinvestment Area. It is exciting to hear about the transformative investments planned for downtown Tualatin and your flood mitigation initiative.

The goals in the Core Opportunity and Refinement Area plan align with many of our Board priorities and present an opportunity for increased collaboration, including:

- Transportation safety and mobility improvements
- Southwest Corridor light rail project support
- Affordable housing supply
- Environmental health

To further these goals, we respectfully request that the City include the following actions in the Urban Renewal Area (URA) implementation plan:

- Coordinate with the county's Land Use & Transportation department to leverage URA resources and enhance efficiency in the planning, design, and construction of your planned transportation improvement projects.
- Expand the plan area in the future to facilitate investments that improve the Southwest Corridor light rail station area and could potentially contribute to the local match for a federal grant for construction. These investments could include safety, transit and active transportation access as determined when the SW Corridor project moves forward again.
- Expand affordable housing project targets to include units serving those with less than the 60% - 120% of median family income proposed in your plan. Provision of housing for lower incomes would increase housing options for employees in Tualatin's service sector and other lower paid employees in the area.

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

- Coordinate with Clean Water Services in planning and implementation for your proposed habitat restoration projects to identify potential efficiencies and partnership opportunities.

On behalf of the Board, I want to express our appreciation for your commitment to improving your community and Washington County.

Sincerely,



Kathryn Harrington, Chair

On behalf of the Washington County Board of Commissioners

cc: Stephen Roberts, Director of Land Use & Transportation, Washington County
Komi Kalevor, Director of Housing Services and Executive Director, Housing Authority of Washington County
Joe Gall, Chief Utility Relations Officer, Clean Water Services

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072

phone: (503) 846-8681 • fax: (503) 846-4545



City of Tualatin

www.tualatinoregon.gov

November 9, 2022

Mayor Frank Bubenik
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Honorable Mayor and Tualatin City Council

In continued consultations with our working group and Council-delegated representatives, the following recommendation is requested for inclusion in the Core Opportunity and Reinvestment Area (CORA) Plan.

As the economic landscape continues to change, in particular inflationary pressures and interest rate increases, concerns have mounted over the ability for the CORA Plan to meet its potential thirty year maximum indebtedness. Failure to meet this due to the current proposed plan duration, may drastically limit the Tualatin Development Commission and the City of Tualatin to fully meet the CORA Plan objectives and ability to fund projects.

To alleviate this concern, we respectfully request the Tualatin City Council include the following provision in the CORA Plan document:

In year 20 and 25 of the Plan the Agency shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2053.

The Agency shall consult and confer with affected taxing districts regarding the results of this financial and project update. The Agency may consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

The Agency will also consider lengthening the duration of the Plan if the revenues are beneath those projected to reach the maximum indebtedness in a thirty year time frame. Any duration extension will not be considered until after 20 years after the effective date of the Plan and will only be considered if the original maximum indebtedness is not projected to be reached within the thirty year time frame.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Taylor", with a long horizontal line extending to the right.

Jonathan Taylor
Economic Development Manager