

The [Downtown Tualatin Identity Study](#), produced by Michele Reeves of Civilis Consultants, includes a series of *identity actions* “meant to spark discussion and provide a framework for the visioning work in Phase 2 of downtown revitalization planning” (page 38). We will begin evaluating these recommendations, summarized below at the CAC meeting on February 4, 2026.

Notes from Quin:

- For easy reference, recommendations are listed in the same order as they appear in full report. Each summary entry includes applicable page number(s) and the original recommendation titles.
 - In three instances, I split complex recommendations into two separate recommendations to make them easier to evaluate. See [1.4 and 1.5](#), [1.7 and 1.8](#), and [1.9 and 1.10](#).
 - I omitted four entries from the original report, three for redundancy and one that was too broad to evaluate. Each omission is noted where it would have appeared in this summary.
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Form

Recommendation 1.1 – Pursue adaptive reuse projects.

Reference page 39, adaptive reuse.

This recommendation is not site specific. Adaptive reuse is the conversion of an existing building from one function to another – for example, turning a garage into a restaurant – and is often contrasted with a tear-down and build-new approach. The recommendation is to pursue adaptive reuse of existing small buildings, as opportunities arise, to make them more active and engaging at or near the sidewalk.

Recommendation 1.2 – Pursue site intensification projects.

Reference pages 39-40, site intensification.

This recommendation is not site specific. The most common form of site intensification is the replacement of parking lots with new buildings. Site intensification is recommended as a strategy to incrementally add density because it leaves existing buildings/businesses untouched, allowing owners to retain cash flow while developing additional real estate next door. This could be pursued either directly by the City, through development on underutilized public land, or through regulatory changes and incentive programs that promote private site intensification.

Recommendation 1.3 – Pursue a focal point project on the corner of Tualatin-Sherwood Road and Boones Ferry Road.

Reference page 40, focal point project.

The empty lot at the corner of Tualatin-Sherwood Road and Boones Ferry Road is identified as an optimal location for a taller building than might be allowed on the rest of the Commons. Having something tall and dense at the intersection of two busy roads could provide a visual anchor for downtown.

Recommendation 1.4 – Pursue double-sided border density on the west edge of the WES line.

Reference page 41, double-sided border density

A common hallmark of downtown streets are buildings on both sides that create a sort of frame for the street and sidewalk. This recommendation is to pursue new structures on the ODOT-owned portion of the Floor & Décor parking lot, directly abutting the WES line, which would add double-sided border density to approximately two blocks of Boones Ferry Road. Row houses are a possible use identified in the report.

Recommendation 1.5 – Pursue double-sided border density on the north edge of Boones Ferry Road, abutting the Riverfront Park.

Reference page 41, double-sided border density

Same theory as above, different location. Civilis recommends adding structures along Boones Ferry Road, at its intersection with Martinazzi Ave. This 100% corner would serve as a visual cue to drivers that they are entering downtown. The land is City-owned, and new buildings would likely have a civic/park-related function.

Recommendation 1.6 – Assuming the first floor of a new building is elevated to address the floodplain, develop design standards requiring sidewalk-level activation.

Reference pages 42-43, floodplain.

This recommendation is not site specific. New downtown buildings will likely need to have an elevated first floor. Functionally, this recommendation involves adopting design standards to ensure new buildings include elements that engage the sidewalk. Civilis provides a handful of examples, including building straight up to the sidewalk, using large roll up doors and/or large storefront windows, mimicking old industrial buildings that are recessed from the sidewalk with large dock-style balcony areas, and creating multi-tenanted galleria-style spaces with a shared entrance.

The Lake

Recommendation 1.7 – Add eco park features to the Lake at the Commons.

Reference page 43, eco park / flood mitigation.

Adding floating gardens to portions of the lake is recommended to address the ‘artificial’ and ‘uncomfortable’ feeling reported by survey respondents. Depending on how it is constructed, this strategy may have the added benefit of improving water quality.

Recommendation 1.8 – Convert the Lake at the Commons into a natural water feature.

Reference page 43, eco park / flood mitigation.

While the Lake at the Commons is man-made, this recommendation raises the possibility that it could be developed as a stormwater management asset, with variable water levels and native plantings. The feasibility/impact of such a conversion has not been assessed but, for the sake of evaluating this recommendation, assume it *would* positively contribute to the stormwater management system.

Recommendation 1.9 – Construct a pedestrian bridge over the Lake at the Commons.

Reference pages 44-45, bridges.

Improving pedestrian movement across the lake (east-west) is the focus of this recommendation. In discussion, CAC members suggested developing a unique design for a pedestrian bridge, so it adds to the character of downtown and doubles as a community symbol. Members also raised the possibility of accommodating the pumpkin regatta with tall arches or removeable bridge segments. Seneca and Nyberg streets are the most likely locations for a pedestrian bridge. (43-44)

Recommendation 1.10 – Reduce the Lake at the Commons to a water feature.

Reference page 45, water feature.

This recommendation is to reduce the footprint of the lake while adding a grand fountain or water. The virtues of this proposal include introducing the sound and visual of water and reclaiming some of the lake’s footprint for other purposes.

Circulation

Omission. ‘Lake’ and ‘Parking’ recommendations excluded due to redundancy. *Reference page 44.*

Recommendation 1.11 – Connect the Tualatin River Greenway Trail through downtown.

Reference page 44, greenway connection.

The Tualatin River Greenway Trail extends from Tigard High School to the far eastern edge of Tualatin, with a missing quarter-mile segment between Nyberg Rivers and Community Park. Civilis recommends bringing the trail across Martinazzi and *into downtown* before crossing Boones Ferry Road. This connection strategy would double as a link between the new Riverfront Park and downtown, creating all sorts of opportunities for cross-pollination between user groups.

Recommendation 1.12 – Add north-south streets on the east side of the lake.

Reference page 44, eastside lack of n/s streets.

The Civilis report notes how a series of interconnected parking lots on the east side of the lake creates circulation confusion, which could be alleviated with north-south streets. Neither precise street location nor implementation timeline are specified.

Parking

Recommendation 1.13 – Use distinctive signage and sculptures to make parking easy to find.

Reference pages 45-46, current parking.

Creating a visually coherent series of parking indicators, combining signs and permanent public art, would enable drivers to find parking intuitively. These elements, backstopped by a comprehensive text/map wayfinding system, are recommended to improve the navigability of downtown.

Recommendation 1.14 – Use sidewalk paint to improve wayfinding from the parking lot to the lake.

Reference pages 45-46, current parking.

Survey respondents reported feeling disoriented upon reaching the lake. Using sidewalk paint to connect the lake to specific parking areas, while including sidewalk games along the way, is a specific wayfinding strategy recommended by Civilis.

Recommendation 1.15 – Centralize parking management to become a park once district.

Reference pages 46-47, becoming a park once district.

In service of creating a walkable shopping district, Civilis recommends using data to inform parking management decisions. The first step identified in the report is to maintain an inventory of public/private parking capacity, differentiating between on-street parking, lot parking, and garage parking.

Activity

Recommendation 1.16 – Establish a downtown association.

Reference page 47, downtown association.

Civilis outlines several potential applications for a downtown association, including coordinating between business owners, property owners, and the City, supporting property owners with tenancing, and promoting downtown through marketing and events. A downtown association could be structured as a branch of the Chamber of Commerce.

Omission. ‘Commercial Model’ is less a project recommendation and more a discussion of two different urban design philosophies. I recommend revisiting this item when beginning the urban design process, with guidance from our Planning Division and consultant team. *Reference page 47.*

Recommendation 1.17 – Create a festival street.

Reference page 48, shared use public event space.

Festival streets are designed to be periodically closed to traffic. They provide a venue for large-scale community events while limiting inactive hardscape during regular use. Civilis specifically identifies the western segment of Nyberg St, from the splash pad to Boones Ferry Road, as a viable location for a festival street.

Recommendation 1.18 – Create a food cart pod.

Reference page 49, food cart pod.

Community members have consistently identified a food cart pod as one of their top priorities for downtown. Civilis highlighted the white parking lot as a natural location for food carts, along the pedestrian walkway stemming off Boones Ferry Road.

Recommendation 1.19 – Design spaces and activities to appeal to all ages.

Reference page 49, all ages friendly.

Civilis recommends designing elements for specific age groups while ensuring universal accessibility. Examples of elements with targeted appeal include the splash pad for children, hangout spots for teens, and interactive art/furniture for adults. Creating a baseline of accessibility – through readable wayfinding text, even walking surfaces, and good lighting – are suggested methods to ensure everyone can come together.

Omission. ‘Adaptive Reuse’ recommendation excluded due to redundancy. *Reference page 50.*

Recommendation 1.20 – Showcase existing uses with “improve what you have” programs.

Reference pages 50-52, showcase what is already active.

Three examples Civilis provides of “improve what you have programs” are a window improvement program, paint improvement program, and exterior seating program. These are generally administered as small dollar matching grants, using TIF dollars to support tenant improvements.

Recommendation 1.21 – Install temporary retail incubators.

Reference page 53, temporary retail space.

Temporary retail spaces are recommended to help activate underutilized space in areas with high foot traffic. They could be City-owned and use a “percentage rent lease” model to support emerging retail businesses. Civilis sees this as a potential tool to conceptually link Riverfront Park to the lake.

Housing

Recommendation 1.22 – Pilot a Swiss style cooperative housing model.

Reference page 53, Swiss style cooperatives.

Partnering with a non-profit housing developer to create Swiss style cooperative housing is recommended as an innovative way to balance ownership and affordability. In this model, residents purchase a share of the building when they move in, which gives them a vote on all matters of building governance. They pay relatively low rent, and their building shares are purchased back at the original price when they move out.

Recommendation 1.23 – Pursue single stair housing development.

Reference pages 53-54, single stair.

Single stair housing allows for apartments to be built above retail space with less of a ground floor footprint and more rentable space. This model has only been recently allowed in Oregon and the City's role in advancing this priority would likely be limited to a code update and possibly providing incentives.