



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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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.

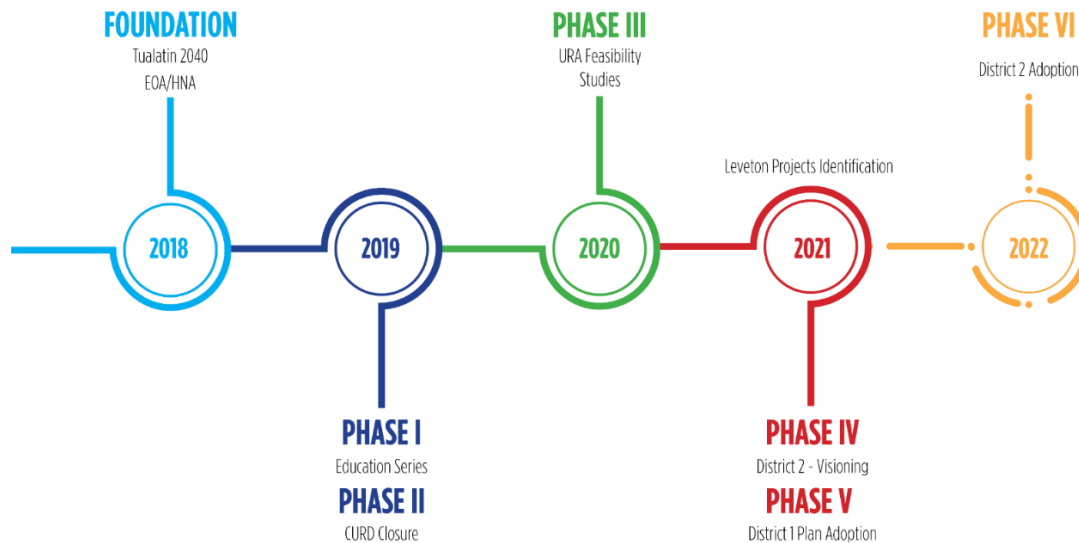


Figure 1. Timeline

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.

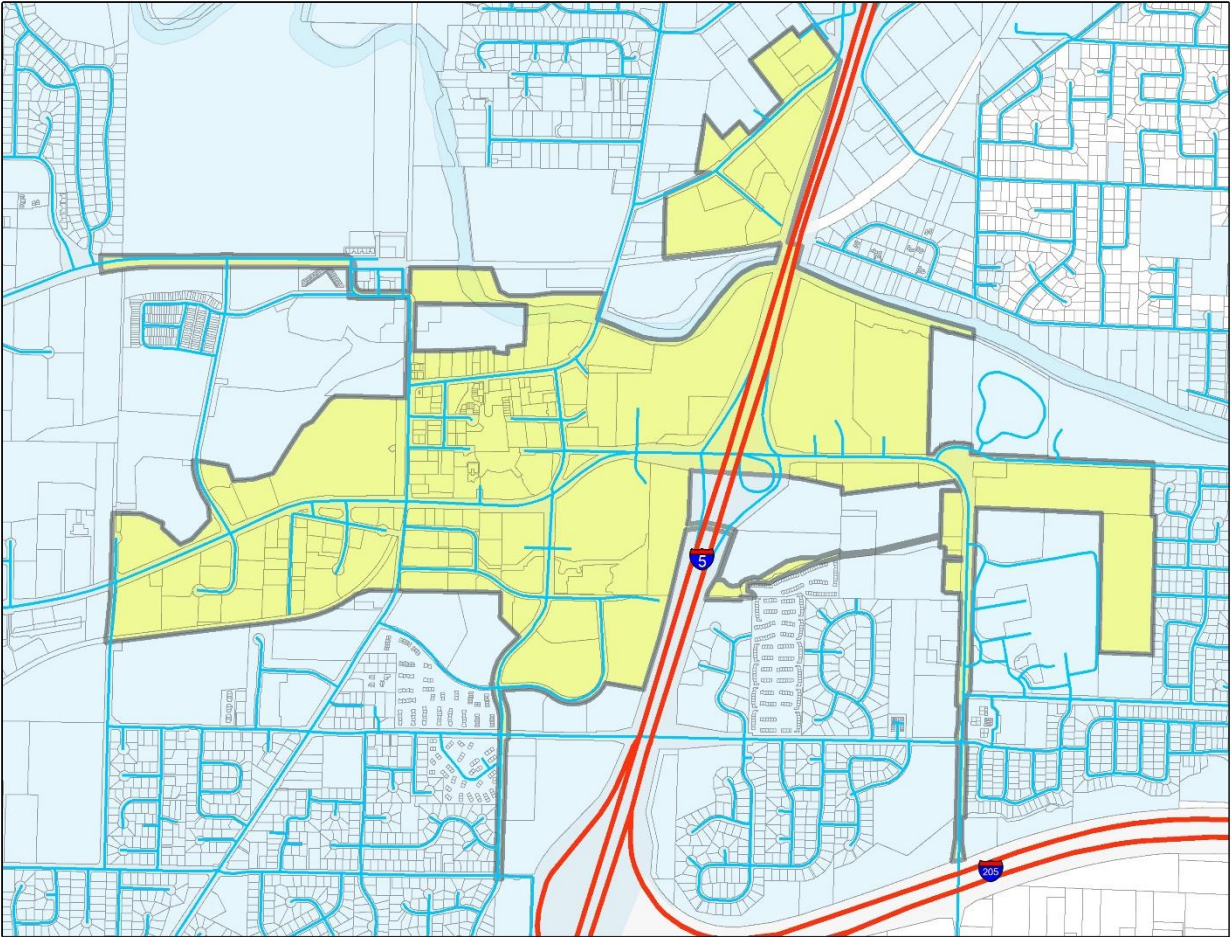
GOAL 9: ENVIRONMENTAL STEWARDSHIP

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

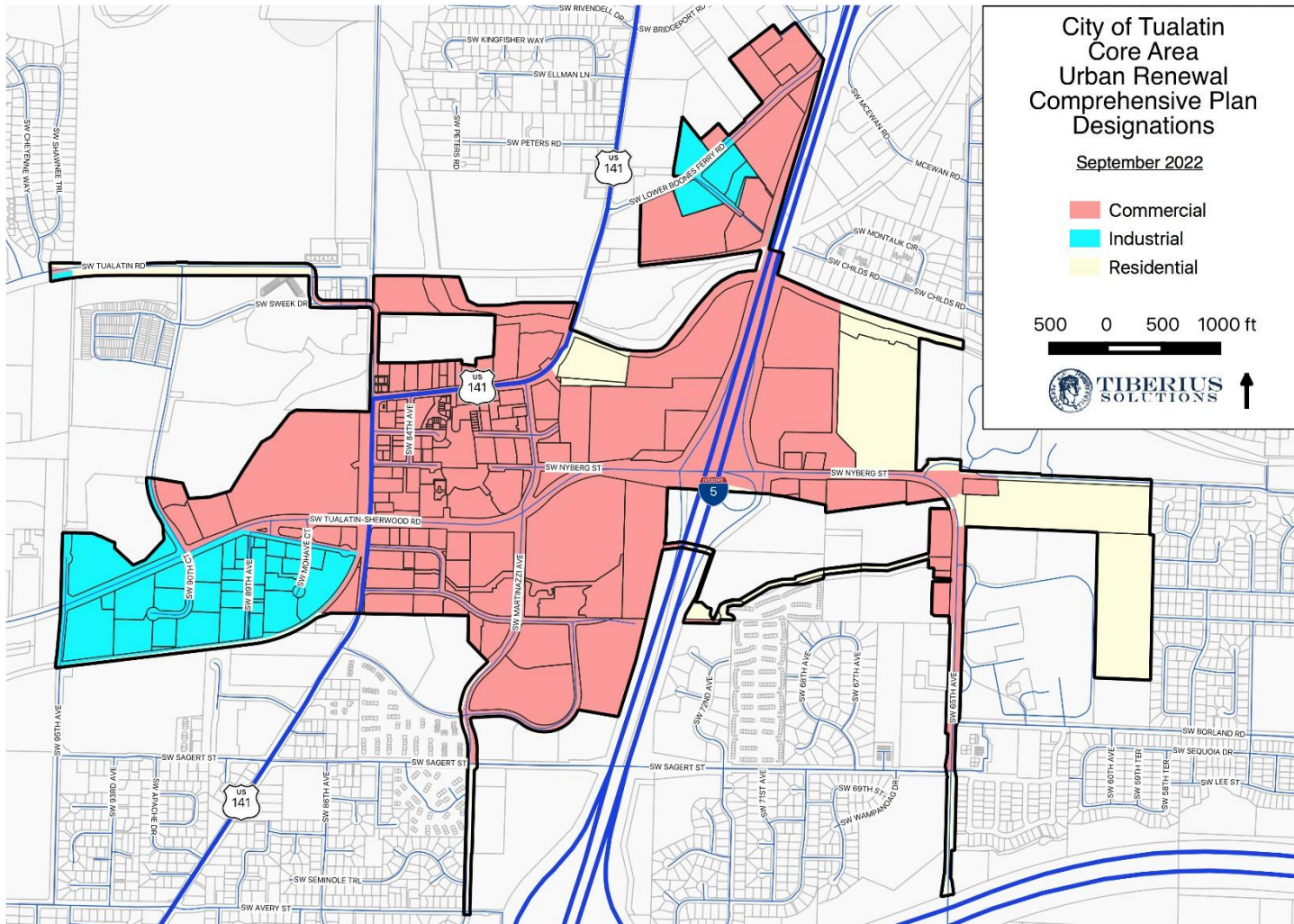
Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such

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

XII. ANNUAL REPORT

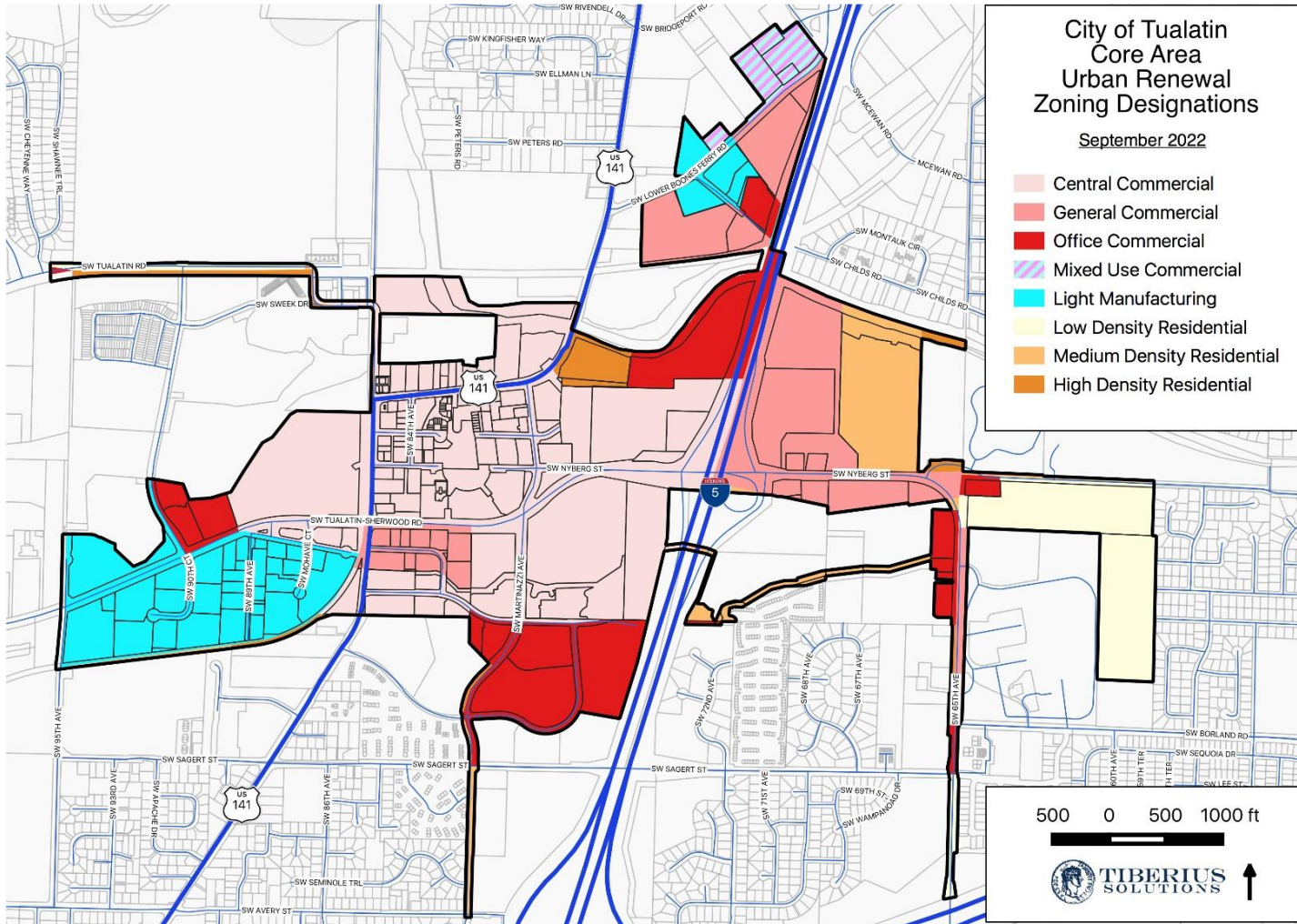
The TDC shall file an Annual Report in compliance with ORS 457.460.

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.

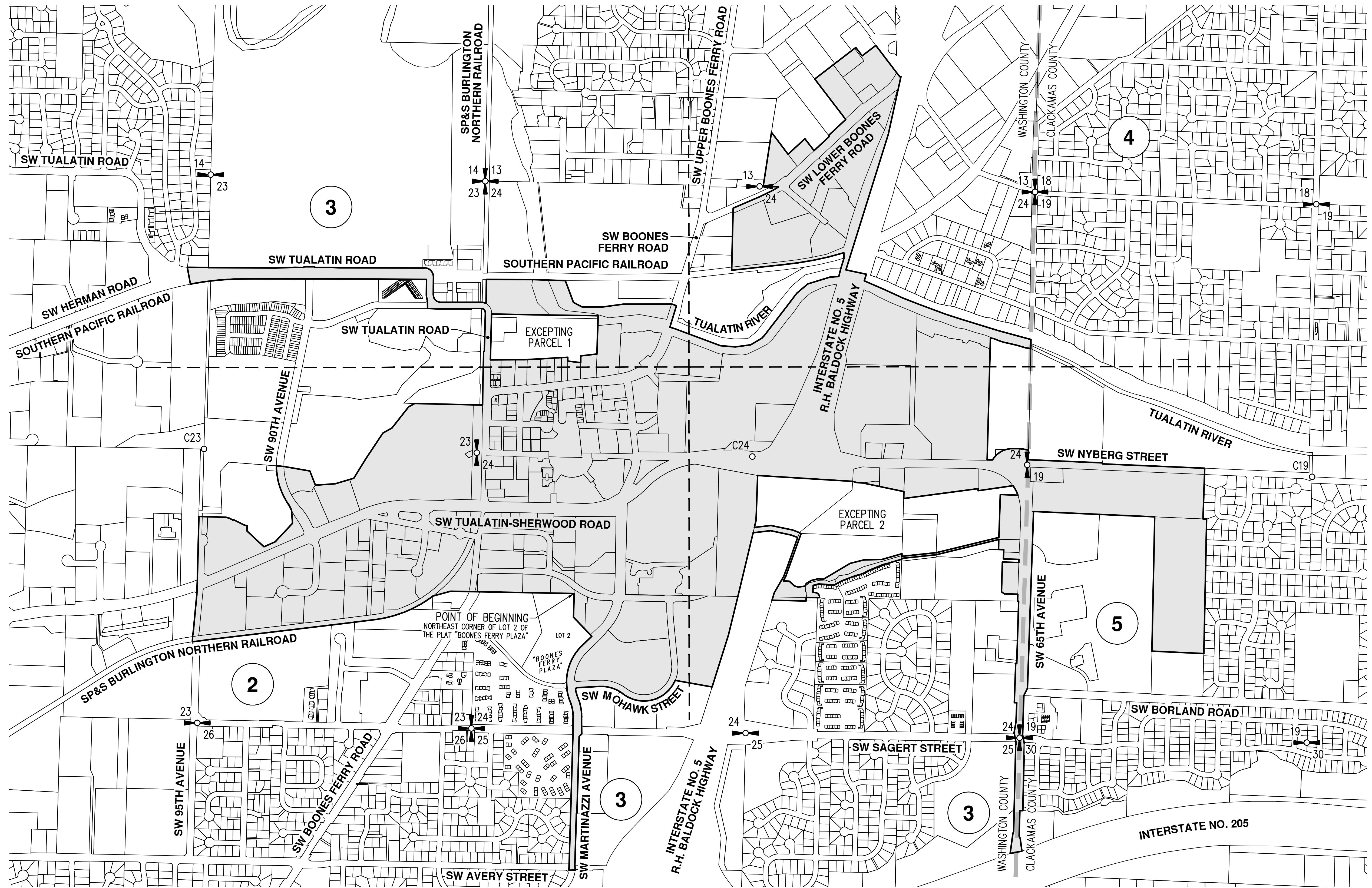
11/16/2022



Mik Kal

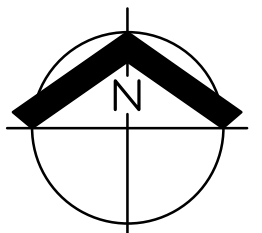
A handwritten signature in cursive script, appearing to read "Mik Kal".

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



LEGEND

X - SEE SHEET X



SCALE: 1" = 500 FEET
0 100 250 500
TOTAL AREA = 476 ACRES±

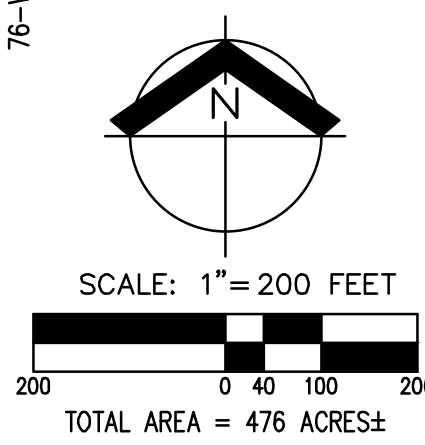
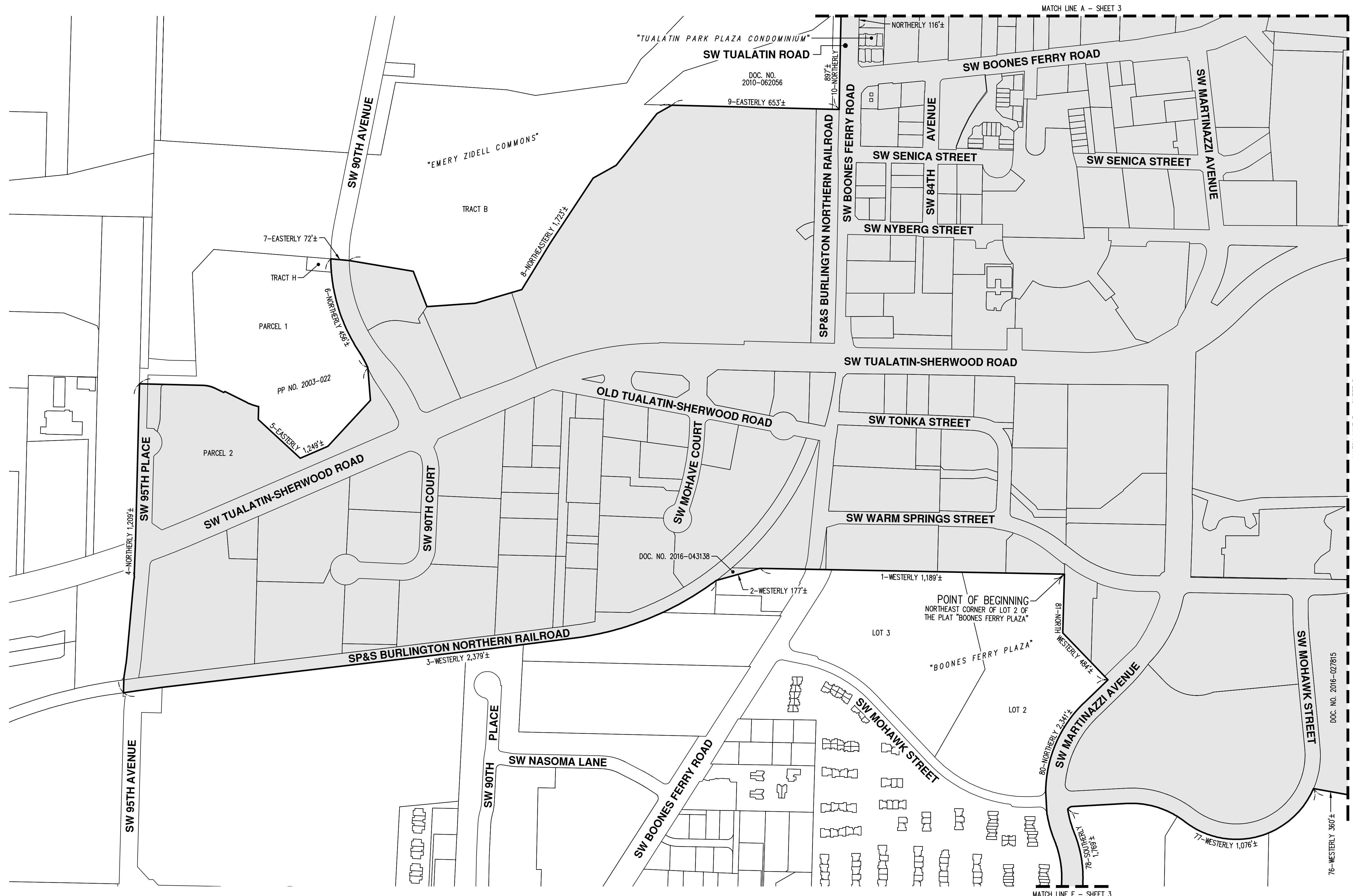
**CITY OF TUALATIN
URBAN RENEWAL AREA
TUALATIN**
WASHINGTON & CLACKAMAS COUNTY

**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

JOB NUMBER
5511-12
SHEET
1

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



MATCH LINE A - SHEET 3

MATCH LINE F - SHEET 3

DOC. NO. 2016-027815

"TUALATIN PARK PLAZA CONDOMINIUM"
 SW TUALATIN ROAD
 DOC. NO. 2010-062056
 9-EASTERLY 653'±

"EMERY ZIDELL COMMONS"
 TRACT B

7-EASTERLY 72'±
 TRACT H

PP NO. 2003-022
 PARCEL 1

PARCEL 2

DOC. NO. 2016-043138

POINT OF BEGINNING
 NORTHEAST CORNER OF LOT 2 OF
 THE PLAT "BOONES FERRY PLAZA"


"BOONES FERRY PLAZA"

CITY OF TUALATIN
URBAN RENEWAL AREA
TUALATIN
WASHINGTON & CLACKAMAS COUNTY

OREGON

MAP OF URBAN RENEWAL AREA

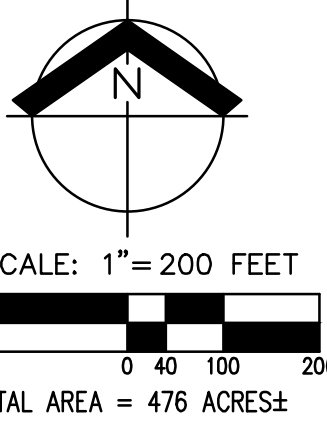
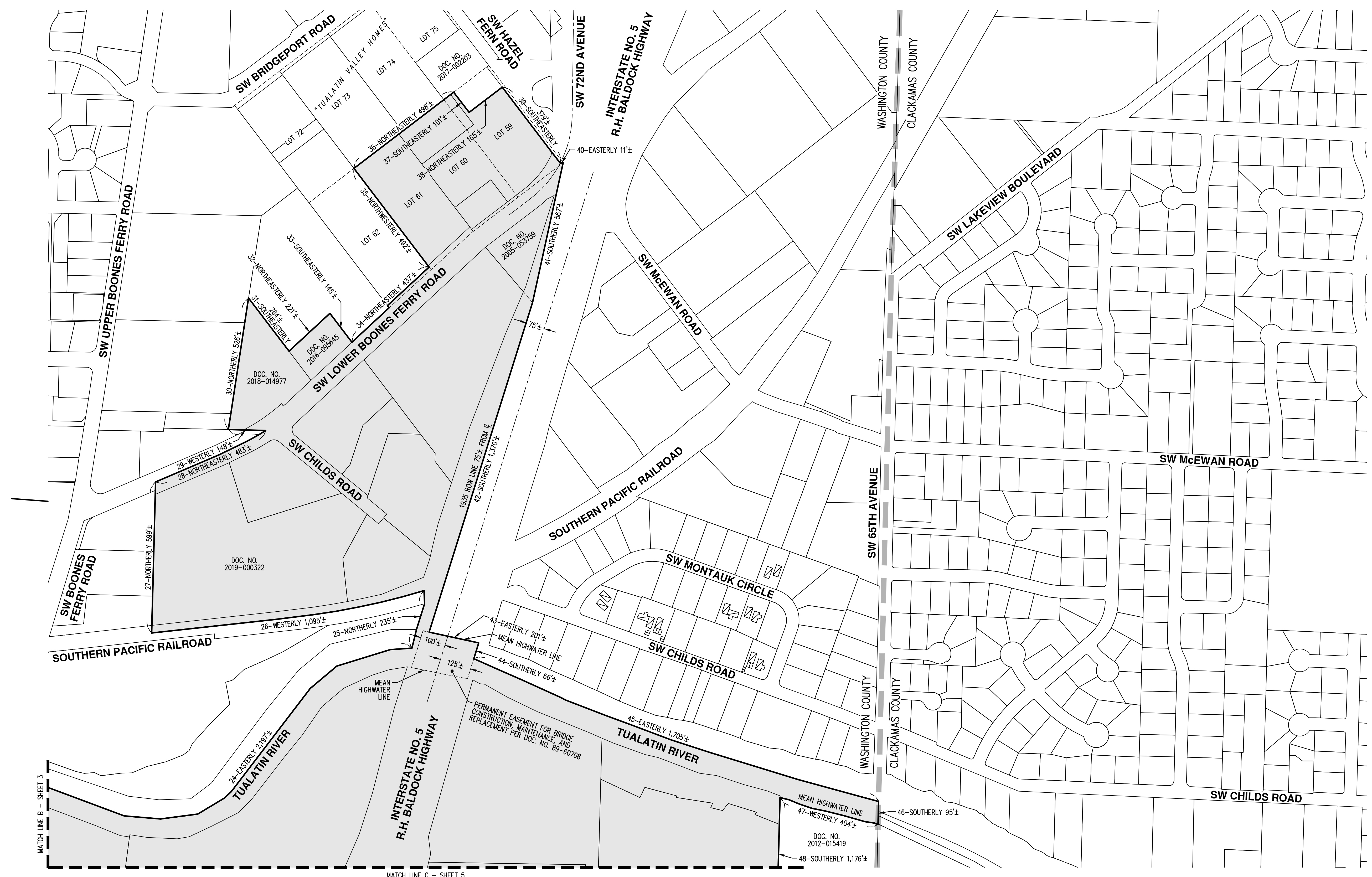
DESIGNED BY:
 DRAWN BY: WCB
 MANAGED BY: MSK
 CHECKED BY: MSK
 DATE: 11/16/2022

REGISTERED PROFESSIONAL LAND SURVEYOR

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

REVISIONS

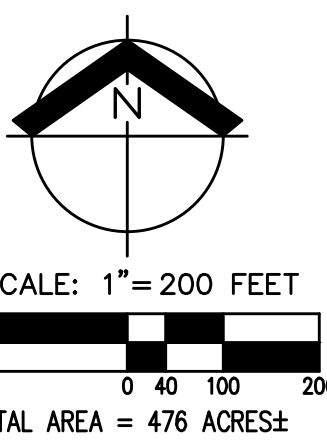
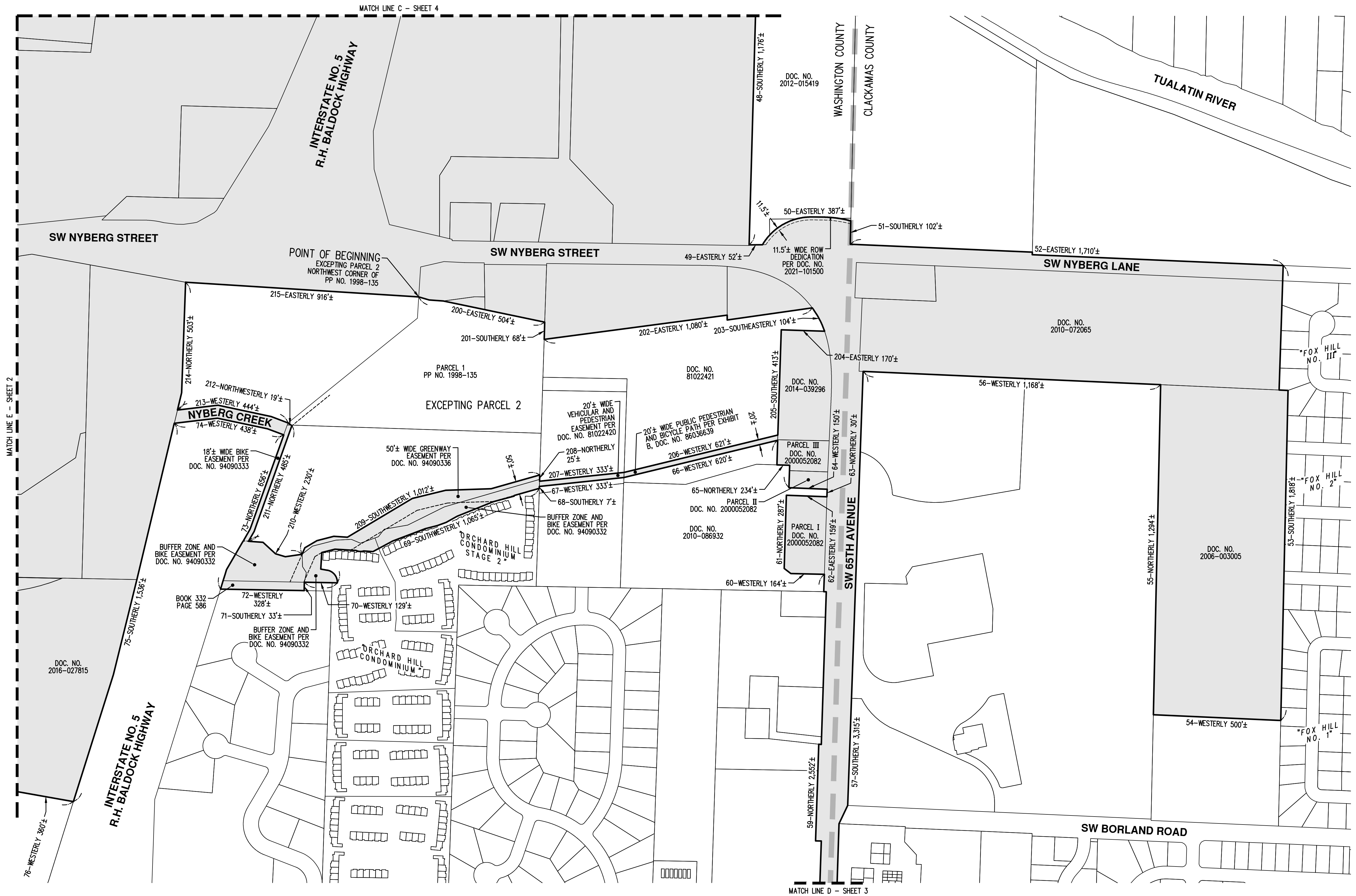
JOB NUMBER
5511-12

SHEET
4



MATCH LINE B - SHEET 3

MATCH LINE C - SHEET 5



CITY OF TUALATIN
URBAN RENEWAL AREA
TUALATIN
WASHINGTON & CLACKAMAS COUNTY

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

REVISIONS

JOB NUMBER
5511-12

SHEET
5