

The [Urban Design Study](#) was produced by Masters of Community and Regional Planning (MCRP) students at the University of Oregon, in partnership with the Sustainably City Year Program. Three teams developed urban design proposals, each focused on one of the following thematic areas: walkability, economic development, and age friendly communities. A video of the students' final presentation is available at [youtu.be/648TDMfTgzs](https://youtu.be/648TDMfTgzs). We will evaluate these recommendations, summarized below, at the CAC meeting on June 3, 2026.

*Notes from Quin:*

- Recommendations are listed in the same order as they appear in the full report. Headers separate recommendations from each of the three groups.
- For clarity, I consolidated or omitted seven recommendations from the original report. Each omission is noted and explained where it would have appeared in the summary.

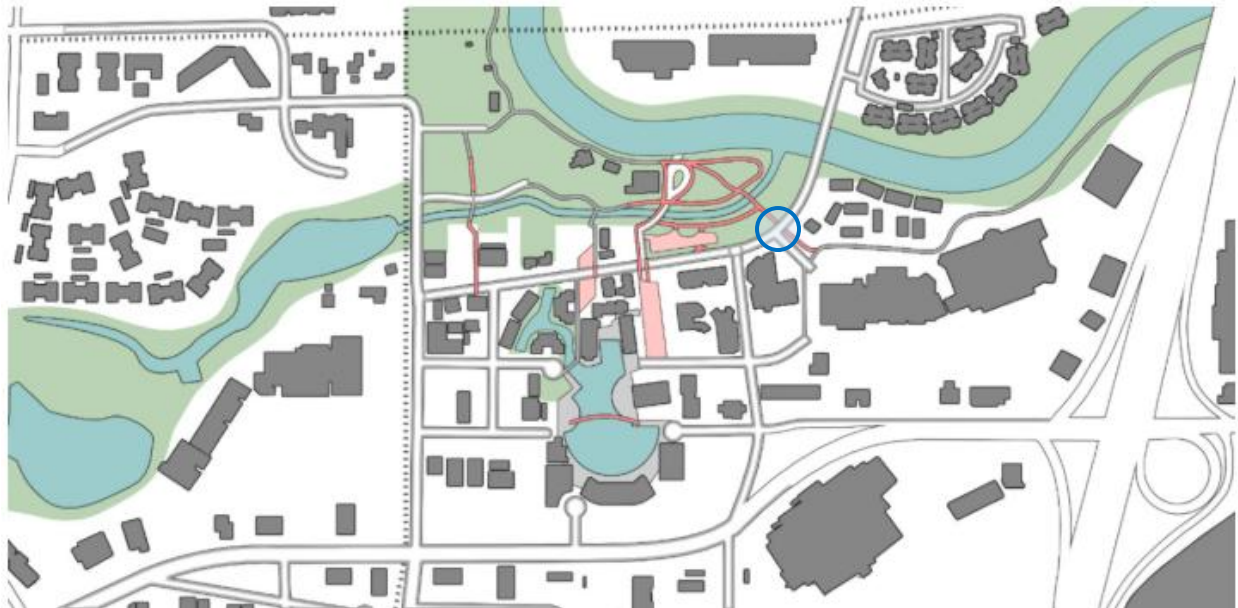
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Walkability

**Recommendation 3.1 – Construct a pedestrian underpass under Boones Ferry Road.**

*Reference page 41, Boones Ferry pedestrian underpass.*

A pedestrian underpass leads into the new Riverfront Park trail system, connecting the Fano Creek Greenway and the Tualatin River Greenway trails. Figure 28 shows this proposed connection (in blue), along with the other pedestrian paths and plazas proposed by the *walkability* group (recommendations 3.1-3.6).



**Fig. 28** Proposed Additional Pathways

**Recommendation 3.2 – Build a pedestrian bridge over the lake.**

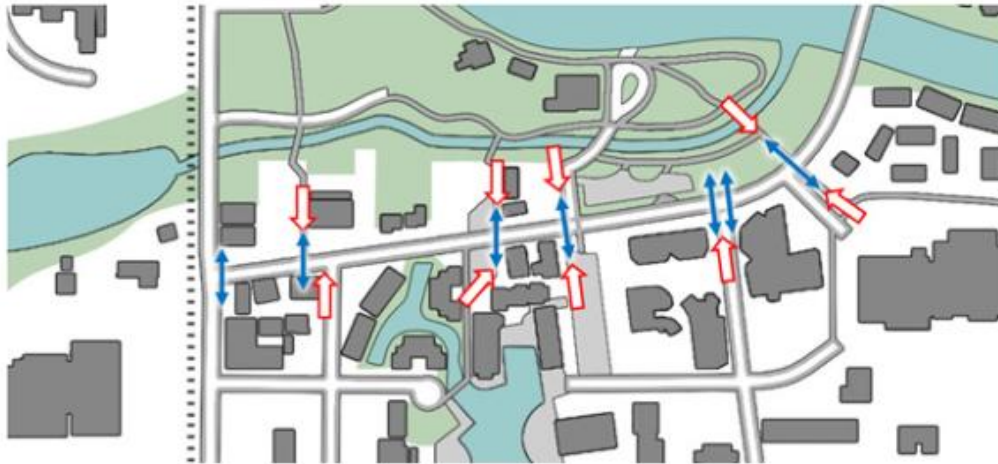
*Reference pages 42, Bridge of the Commons; 56, new development; 66, protected bike lanes.*

All three design proposals include a pedestrian bridge over the Lake of the Commons. One reconnects Nyberg Street, another Seneca Street, and a third spans between Veteran's Plaza and the splash pad. All three proposals aim to restore pedestrian circulation across the lake. Some groups imagined an arched bridge while others described a removeable structure; all designs preserve the Pumpkin Regatta.

**Recommendation 3.3 – Strengthen crossings along Boones Feery Road.**

*Reference page 43, strengthened crossings.*

By shifting several of the mid-block crossings on Boones Feery Road, this proposal seeks to close the gaps between crossing opportunities. The design also proposes raising the two western-most mid-block crossings on Boones Feery Road to slow traffic and reduce pedestrian stress. See figure 32, below.



**Fig. 32 Proposed Crossings**

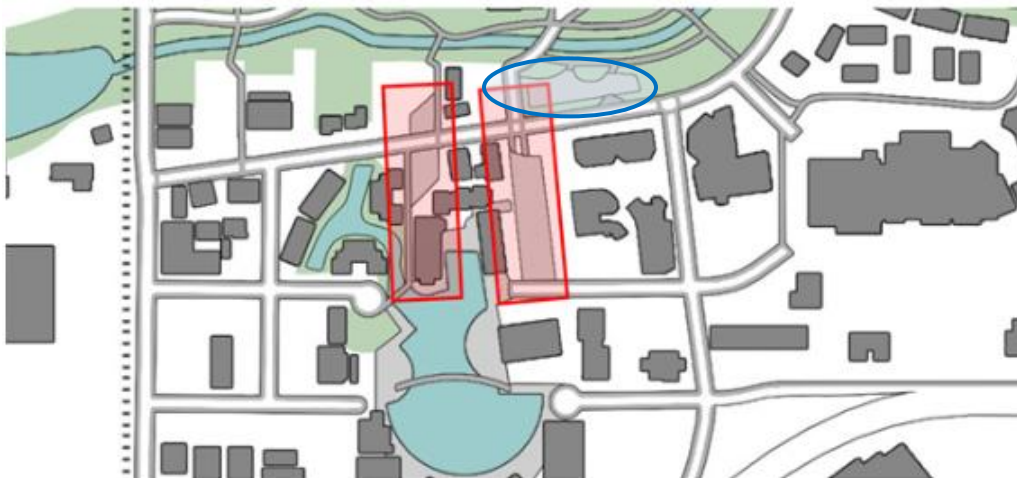
**Omission.** ‘Desirable Pathways’ recommendation excluded due to redundancy. *Reference page 43.*

**Omission.** ‘Future Riverfront Park’ describes the existing plan. *Reference page 44.*

**Recommendation 3.4 – Create a flex plaza on the edge of the Riverfront Park.**

*Reference page 44, riverfront flex plaza.*

Just south of the future Riverfront Park, between Hedges Creek and SW Boones Feery Road, is a flat area of a little more than three-quarters of an acre. This site is well-suited to become a flexible public plaza that could accommodate a wide range of community activities. By adding power and water hookups, this space could host food trucks, farmers’ markets, and rotating art installations, creating a dynamic destination to complement the activities of the riverfront park.

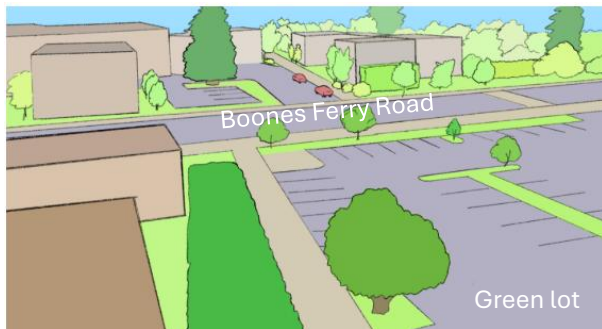


**Fig. 33, mod Riverfront Flex Plaza (3.4) in blue. Twin Plazas (3.5) in red on left. Pedestrian Mall (3.6) in red on right.**

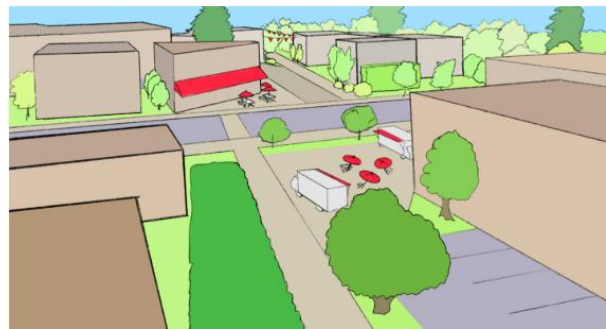
**Recommendation 3.5 – Develop twin plazas in/along from the Green Lot.**

*Reference pages 44-45, twin plazas.*

The Twin Plazas would be located on either side of SW Boones Ferry Road, with the northern lot owned by the City (Green Lot) and the southern lot privately owned. Together, these sites present a significant opportunity to create a vibrant pedestrian gateway to the Lake at the Commons. To enhance the plazas, the City could introduce new restaurants or cafés on both sides of the street, which would provide consistent ground-floor activity and attract visitors to the lake. Additionally, streetscape improvements and better pedestrian crossings across Boones Ferry Road would help unify the two sides, transforming the area from a fragmented, vehicle-dominated corridor into a space that invites residents, and visitors to step out of their vehicle. Figures 34 and 35 show before/after renderings.



**Fig. 34** View of existing lots, facing south.

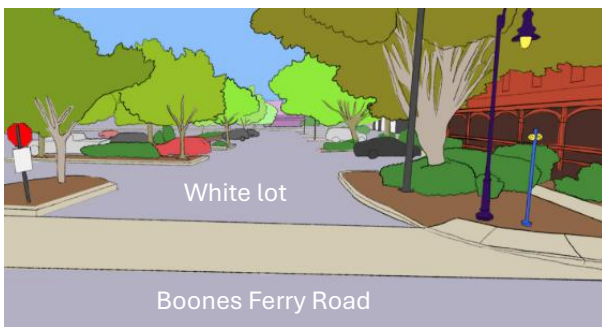


**Fig. 35** Proposed Twin Plazas.

**Recommendation 3.6 – Create a pedestrian mall in the White Lot.**

*Reference page 46, pedestrian mall.*

The proposed Pedestrian Mall aims to transform the City-owned White Lot into a pedestrian-friendly, mixed-use development that enhances north-south connections between Boones Ferry Road and the Lake at the Commons. This space will feature active commercial spaces on the ground floor, with residential units above, bringing new residents and increased daily activity to the heart of downtown. By converting the existing parking lot into a walkable public area surrounded by shops and housing, the Pedestrian Mall will create a clear and inviting pathway that attracts visitors from Boones Ferry Road toward the lake and nearby public spaces. Figures 36 and 37 show before/after renderings.



**Fig. 36** View of White Lot from Boones Ferry Road.



**Fig. 37** Proposed Pedestrian Mall.

**Omission.** 'Restaurant and Commercial Use' and 'Mixed-Use Development' recommendations excluded due to redundancy. *Reference page 47.*

**Recommendation 3.7 – Develop housing in the Blue Lot.**

*Reference page 47, housing.*

This proposal calls for a multi-story residential building in the Blue Lot. This building would add approximately 40 additional housing units, increasing the number of residents downtown and creating a more active, lively setting.

**Recommendation 3.8 – Establish a vertical landmark in the vicinity of the lake.**

*Reference pages 47-48, wayfinding and landmarks; 67, landmarks.*

A vertical landmark on the Lake of the Commons would help draw visitors off the road. This could be a flagpole, a piece of public art, a clock tower, or any interesting feature that can be seen from afar, over the buildings of downtown.

**Recommendation 3.9 – Improve landscaping to highlight the lake.**

*Reference pages 47-48, wayfinding and landmarks.*

This proposal calls for landscaping in the downtown area that highlights the lake rather than obscuring it. This could involve some of the hedges and tall shrubbery that block the view of the lake from Boones Ferry Road, as shown in figures 38 and 39.



**Fig. 38** View from Boones Ferry Road facing south.



**Fig. 39** Proposed improved landscaping.

Economic Development

**Recommendation 3.10 – Host community events at the Commons.**

*Reference pages 53-54, community events.*

The *economic development* group identifies hosting community events as a high-impact activation strategy for the Commons. Specifically, they propose five event types to further explore:

- **Identity-focus.** Connecting existing cultural celebrations, like Viva Tualatin, to the Commons would enable downtown to leverage their success. Replicating this event model to celebrate other identities and cultures represented in Tualatin could expand the draw.
- **Food-focus.** Events celebrating Oregon’s food culture are reliable hits. Hosting them downtown has the added benefit of introducing potential restauranters to an emerging market.
- **Wine festival.** Incorporating regional economies into community events, much like the Pumpkin Regatta, helps to cultivate an authentic community identity. Oregon’s wine country sits beyond the borders of Tualatin and would be a strong festival partner.
- **Farmers’ market.** Oregon’s reputation as a farming haven also presents an opportunity to connect Tualatin to larger regional economies. Farmers’ markets are not only community events but also offer small farms, growers, and their employees’ pathways to showcase their harvests.
- **Holiday festivals.** Holiday festivals include multiple opportunities to draw people to the Commons year-round. Events such as Christmas Markets, 4th of July Celebrations, or Halloween Towns are family-friendly and can attract people, boosting the local economy and the vendors who participate.

**Omission.** ‘Wayfinders’ recommendation omitted due to redundancy. *Reference pages 54-55.*

**Recommendation 3.11 – Increase public art throughout downtown.**

*Reference pages 55, public art; 67, landmarks.*

Public art is a powerful way to attract people to a location, support local artists, and share a place’s story and history. This helps develop a community’s identity, encourages social connections, humanizes the environment, and boosts economic vitality. Public art can take many forms, including murals, installations, and sculptures. By utilizing the talents of artists in Tualatin and beyond, the City can create opportunities for people to visit the Lake at the Commons area. The Confederated Tribes of the Grand Ronde offer artist fellowships that could be a potential partner to Tualatin’s endeavor to add art to the City.

**Omission.** ‘New Development’ recommendation is too general to evaluate. *Reference pages 57-58.*

**Omission.** ‘Zoning Changes’ recommendation addresses a narrow aspect of a technical issue we will fully explore during phase three. *Reference pages 57-58.*

**Recommendation 3.12 – Enter into a parking partnership with the owners of the large retail center adjacent to the WES station.**

*Reference page 58, parking partnership.*

The large retail center west of the downtown core offers an opportunity for a public-private parking partnership. Its parking spaces, most of which are underused for many hours, can be shared to support the emerging mixed-use and commercial districts. Using the existing supply reduces the need for new parking within the redevelopment area and frees up land for higher value uses, enhancing walkability. This partnership could be established through a coordinated process led by the City in collaboration with property owners. A Shared Parking Agreement would specify the number of stalls available, the hours of shared access, and the responsibilities for maintenance and security.

Age Friendly Communities

**Recommendation 3.13 – Develop a mixed-use apartment complex in Green Lot.**

*Reference pages 63-64, mixed-use apartment complex.*

To increase age-friendly initiatives in downtown Tualatin, the team suggests constructing an affordable, mixed use apartment complex to increase both housing density and affordability. Higher density and lower-cost housing make it easier for people of all ages to live and remain in the community, supporting walkability, access to services, and social connection. The team suggests a ground floor commercial space with a café and market, with apartments ranging from 1-3 bedrooms above.

**Recommendation 3.14 – Create a farmers' market pavilion in White Lot.**

*Reference pages 63-64, farmers market pavilion.*

The team recommends constructing a farmer’s market pavilion modeled after Eugene’s Farmers Market Pavilion and Plaza. This amenity would strengthen community development by providing a central gathering space, supporting local vendors, and encouraging regular social interaction among residents of all ages. Locating a market in a walkable downtown area allows people who do not drive, such as older adults, youth, and people with disabilities, to access fresh food, services, and social activities close to home. Older adults, families with children, teens, and young adults all use farmer’s market space, fostering intergenerational connection which is an essential age-friendly principle. The proposal also suggests adding rentable office space and creative suites above the pavilion to increase year-round usability, even on non-market days.

**Recommendation 3.15 – Add street art to key crossings and roadways.**

*Reference page 65, traffic calming.*

To advance pedestrian safety, this proposal suggests using street art that visually narrows the roadway to encourage slower, more cautious driving. Not only does street art calm traffic down, but it also contributes to placemaking and to the overall identity of downtown Tualatin.

**Recommendation 3.16 – Install protected bike lanes along Boones Ferry Road.**

*Reference pages 65-66, protected bike lanes.*

To ensure cyclists' safety, the team suggests adding protected bike lanes on SW Boones Ferry Road. Using bollards is a relatively easy way to create physical separation between cyclists and drivers and does not require any street widening. A more expensive option is using planters and green space to create physical separation. Planters and green space not only beautify the space but also contributes to stormwater management and decreases the urban heat island effect. Although, this type of bike lane requires widening the road, which may cost more time and money, as well as needing to potentially establish easements to access private property.

**Recommendation 3.17 – Create a community fitness court with outdoor exercise equipment.**

*Reference pages 66-67, new community spaces.*

An outdoor exercise equipment pad could be added to the east of the pickleball courts, providing a place for people to use gym equipment without the barrier of a monthly fee. Developing an outdoor fitness court near the existing pickleball and basketball courts will further diversify the amenities offered space, encouraging engagement from a wider range of ages. The National Fitness Campaign provides grants for implementing their outdoor fitness courts and they have partnered with artists from across the nation to beautify their courts as well. One such artist is Allison McKay, an Oregonian who has painted numerous murals across the state, including several in Portland.

**Recommendation 3.18 – Create a community garden on the border of the Riverfront Park.**

*Reference pages 66-67, new community spaces.*

A community garden is proposed just south of the Juanita Pohl Center. This should be a community-led project supported with initial funding from the City. Grants for ongoing development and maintenance of community gardens are available through the Food Well Alliance. Grants are also available through the U.S. Department of Agriculture if the garden is registered through the USDA website as a "People's Garden". Construction of wooden garden beds could be completed through partnering with local high school woodworking classes, and a local garden supply store could be asked to donate soil and seeds.

**Recommendation 3.19 – Add benches along pathways.**

*Reference page 67, landmarks.*

Adding more benches along existing pathways will increase accessibility for individuals who need to take more breaks, while also offering landmarks to help people orient themselves to the space. Individuals with mobility issues, as well as parents with young children, will likely be encouraged to walk paths with more opportunities to sit and rest. The benches themselves can also be an opportunity for beautifying the space, through painting the benches or by making them sculptural pieces to sit on.

**Recommendation 3.20 – Add informational/interactive plaques along walkways.**

*Reference page 67, landmarks.*

Adding informational plaques along walkways would be an opportunity to celebrate the history and the ecology of Tualatin. The plaques themselves could be interactive, with “lift the-flap” and spinning elements to be more engaging to children of all ages. Potential topics for such plaques include history of the Atfalati people, history of the railroads and their role in the incorporation of the city, and wildlife that inhabit the local wetlands such as the green heron and the long-toed salamander. These plaques would contribute to the creation of a shared community identity.

**Recommendation 3.21 – Replace existing art walk signage with intuitive wayfinding signs.**

*Reference pages 47-48, wayfinding and landmarks; 67, landmarks.*

The existing art walk signage should be replaced with a more easily understandable set of signs that can be used for everyday wayfinding. The team proposes naming existing walkway sections after local ecology and creating corresponding signs for those sections, for example having one section of path be “the frog path” and another be “the camas path.” The signs should have the name of the path in large black font on a white background, for more age accessible design. Additionally, the signs should include a black silhouette picture that corresponds with the name, as a memory tool. If the City wants to incorporate color into the signs, the team suggests doing so with a thick band of color around the edge of the sign, to maintain the high contrast of black text on a white background. This will make the signs easier to read for seniors who may have deteriorated vision.