



**Tualatin Town Center
Workshop**
June 1, 2009

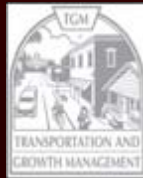


TGM Outreach
Crandall Arambula PC

Transportation & Growth Management Program (TGM)

TGM is a **partnership** between **ODOT** and the **Oregon Dept. of Land Conservation & Development**.

TGM supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go



Project Goals

Present concepts related to:

- Successful Town Centers
- Reducing Vehicle Miles Traveled
- Design and Land Use Concepts appropriate for the Tualatin town center
- Enhancing pedestrian-bicycle connections between the town center and neighborhoods
- Connecting the WES Station with TOD Development in the town center

Agenda

Presentation

- Potential Concepts

Workshop

- Discussion
- Fill Out Response Sheets

Outreach Schedule

1 Site Visit

- 1) Visit Tualatin & Interviews
- 2) Assemble/Review Background Information
- 3) Prepare Workshop Presentation

2 Conduct Public Workshop

- 1) Present Background Information
- 2) Present Possibilities
- 3) Discuss Community Preferences
- 4) Collect Response Sheets

3 Prepare Report

- 1) Summarize Workshop Responses
- 2) Identify Next Steps

April May June

1st

1st

30th

Response Sheet

Tualatin Town Center
TGM Outreach Public Workshop
June 1, 2009

Town Center Improvement Options

Please Check Preference

Do You Agree with the Following Recommendations?

- | | | | |
|---|------------------------------|-----------------------------|--------------------------------|
| 1. Center Street Concept | ☐ Yes | ☐ No | ☐ Other |
| 2. Retail 'Main Street' Concept | ☐ Yes | ☐ No | ☐ Other |
| 3. Town Center Plaza Concept | ☐ Yes | ☐ No | ☐ Other |
| 4. Protected Bicycle/Pedestrian Route Concept | ☐ Yes | ☐ No | ☐ Other |
| 5. Employment Location Concept | ☐ Yes | ☐ No | ☐ Other |
| 6. Housing Location Concept | ☐ Yes | ☐ No | ☐ Other |

Comments





Astoria, Oregon

1995 – Astoria Gateway District Plan
 1999 – Downtown Safeway Redevelopment Plan
 2000 – Clatsop College Downtown Campus Plan
 2003 – Downtown Retail Revitalization Strategy
 2007 – Port of Astoria Master Plan



Downtown and Riverfront Plan, Milwaukie, Oregon

2002 Professional Achievement in Planning Award, APA, Oregon Chapter
 Adopted – 2000





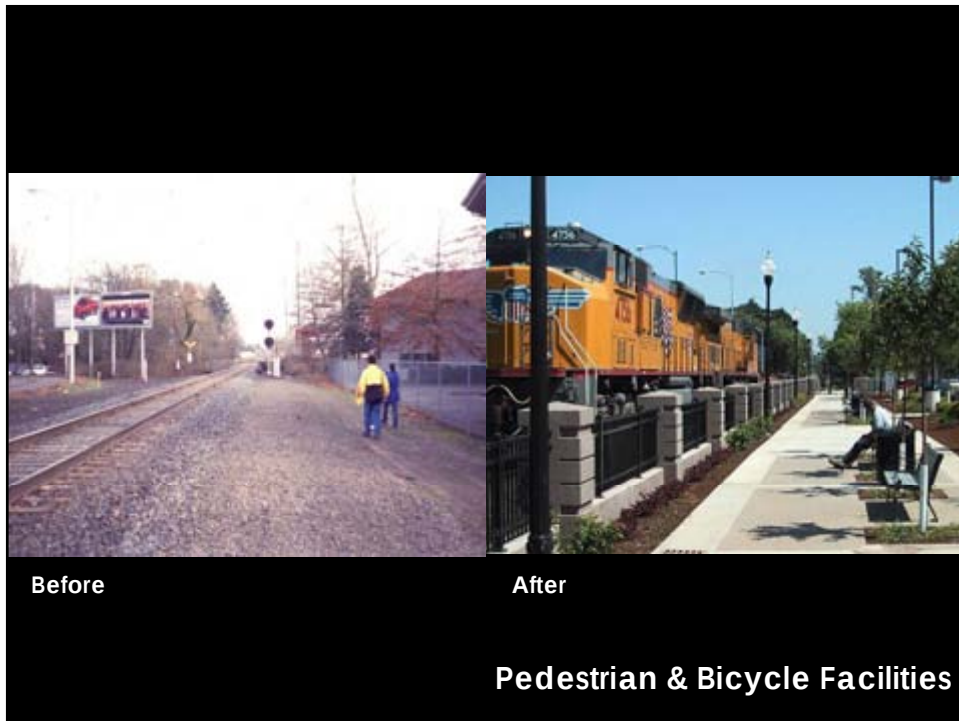


Downtown Civic Vision, Knoxville, TN



Public Open Space







Retail



Before



After

Historic Preservation

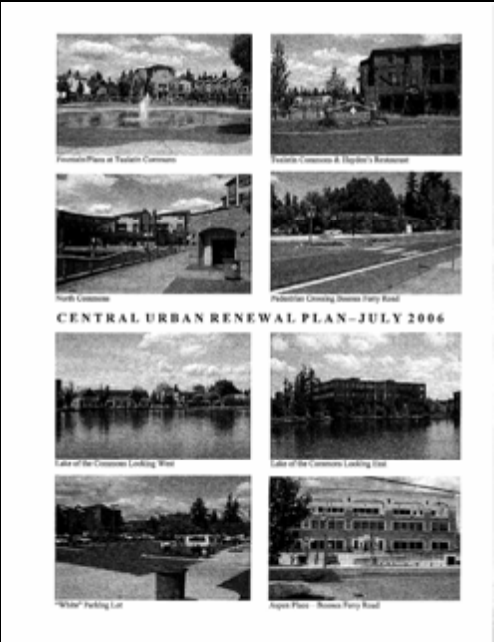


Background Information Reviewed

- Tualatin Transportation System Plan
- Tualatin Tomorrow Strategic Plan
- Central Urban Renewal Plan
- Tualatin Community Plan and Development Code
- City of Tualatin's Local Aspirations
- I-5 to 99W Connector Project Alternative 7
- Metro Growth Plan
- City of Tualatin Parks and Recreation Master Plan



2005



2006



2009



Tualatin Town Center







Amenity



Opportunities



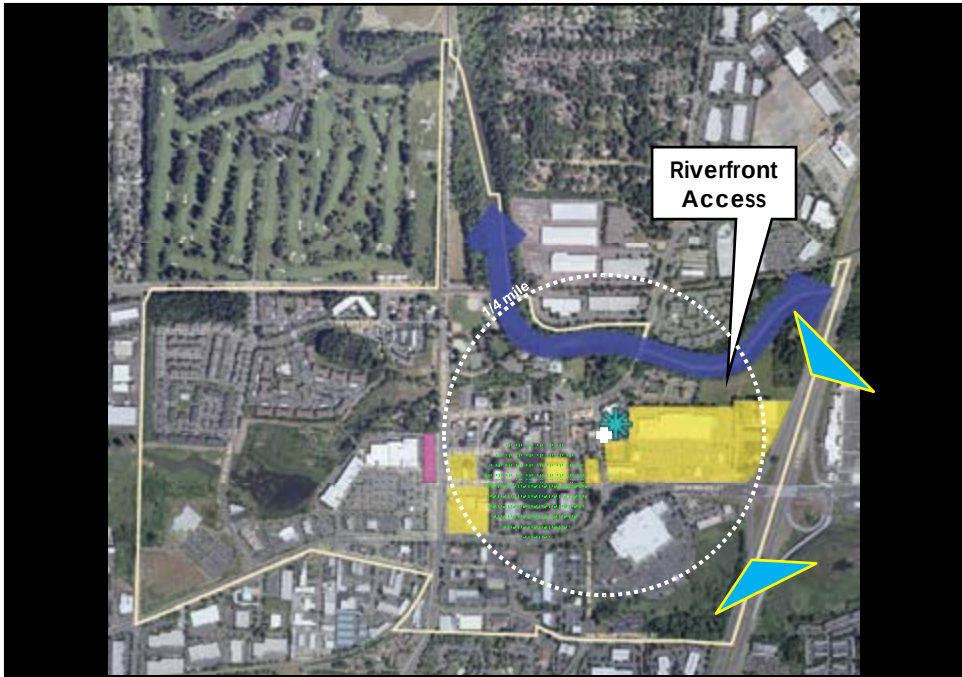
Vacant Parcels



Underutilized Parcels



Parking Lots and Driveways



Opportunities





WES Transit Station



Opportunities



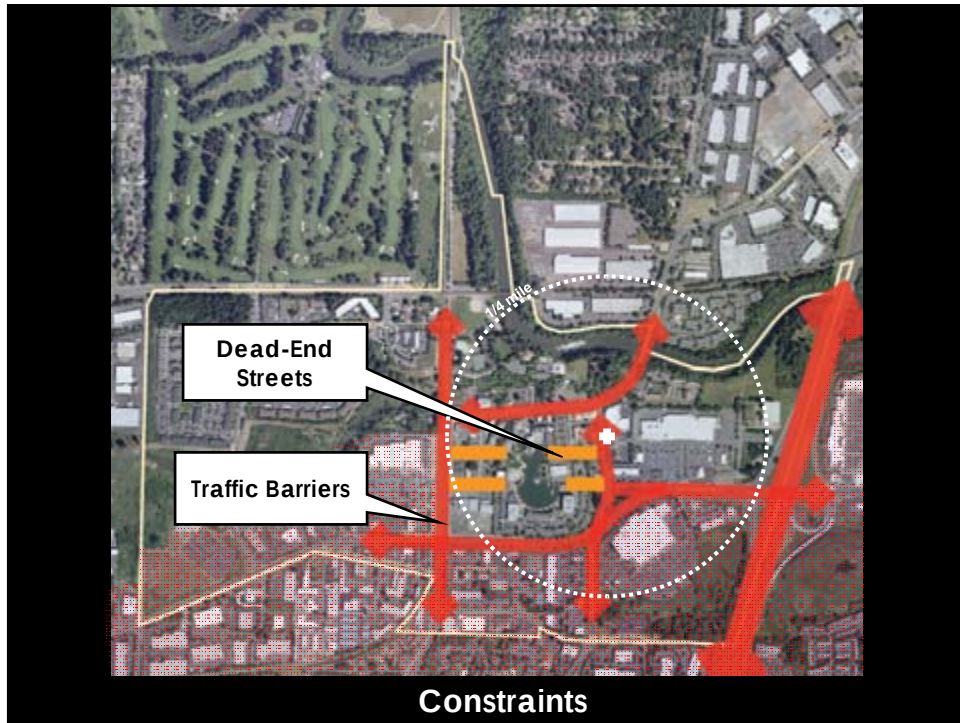




Tualatin Sherwood Road



Boones Ferry Road



Project Goals

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Center Street Concept

Project Goals

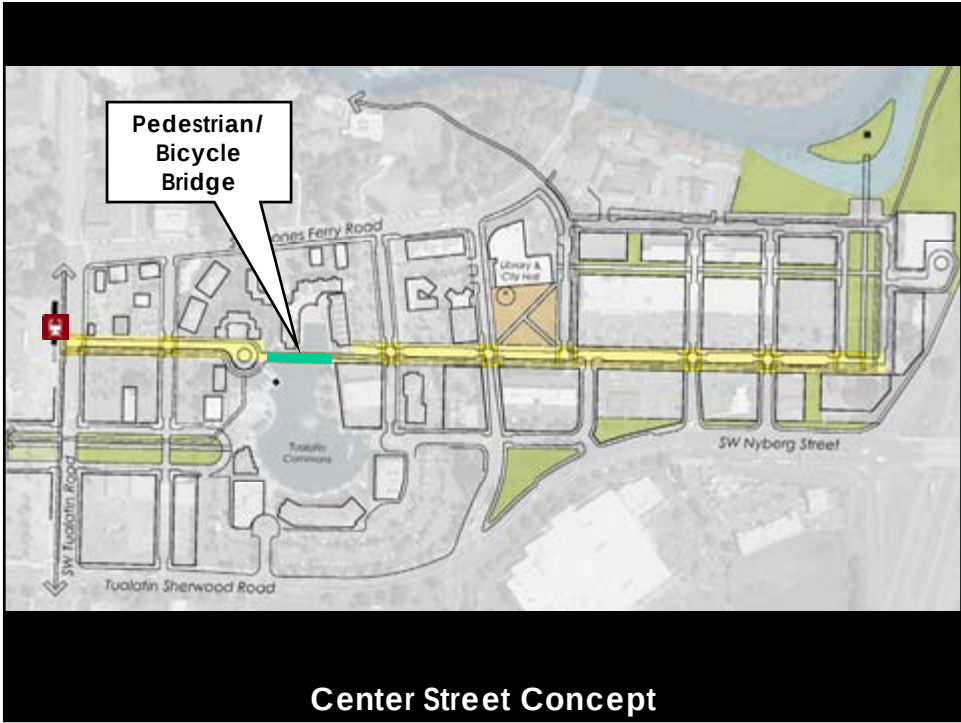
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Center Street Concept





Great Streets = Great Downtowns



Bad Streets = Bad Downtowns



Great Streets

- Help Make Community
- Are Physically Comfortable & Safe
- Are Symbols of a Community and It's History
- Can Be Remembered
- Are Joyful and Utilitarian
- Have Magic

Great Streets – Pedestrian Friendly

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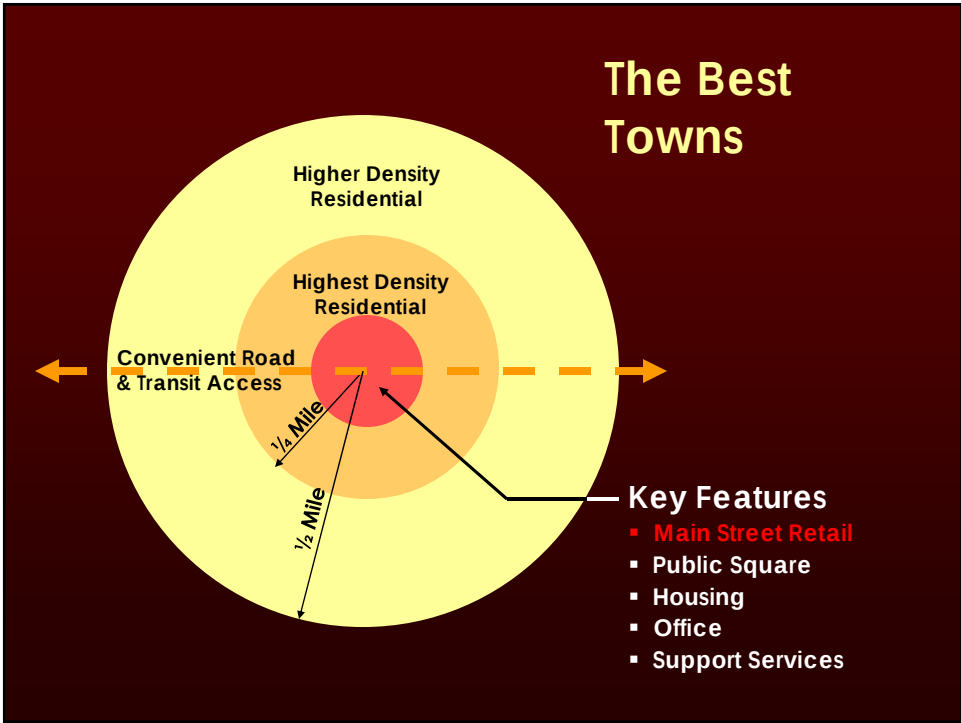




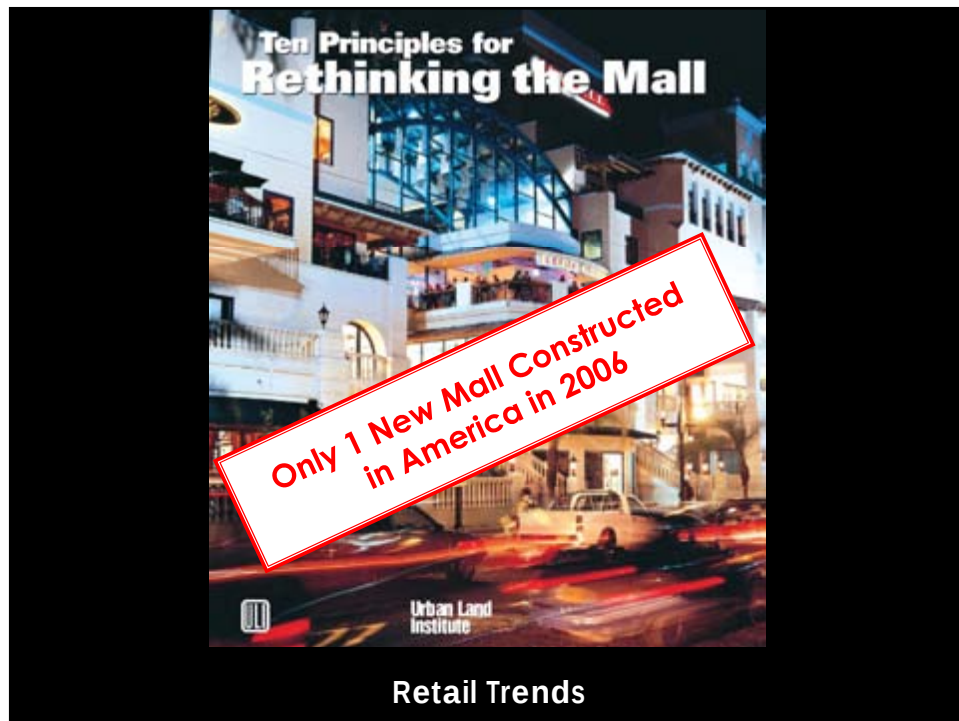
Restrooms – Convenient and Safe











What People Want:

- Convenience
- Bargains
- A retail “experience”

Great Retail

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Fundamental Retail Street Requirements

The Right Retail Configuration

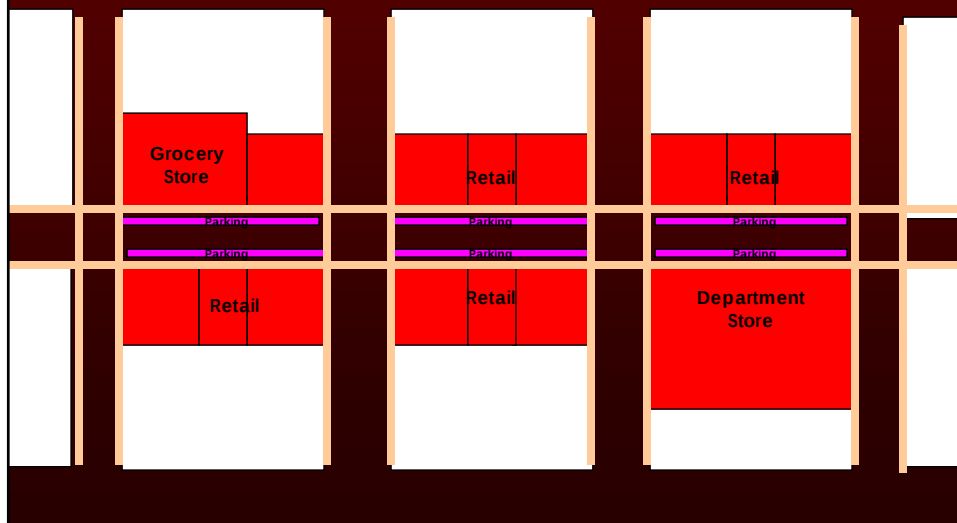
- 1) Ground floor retail on both sides of the street
- 2) Major retail development anchoring beginning and end of street
- 3) Street length approximately 1/4 mile – 5 minute walk
- 4) Critical Mass- Minimum of 150,000 square feet of contiguous retail uses

Fundamental Retail Street Requirements

The Right Retail Configuration

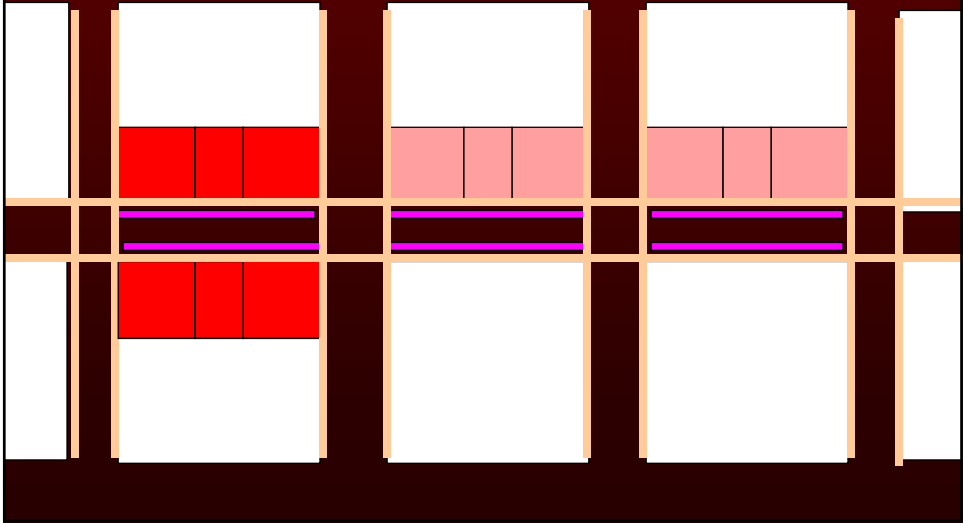
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Traditional Retail Main Street

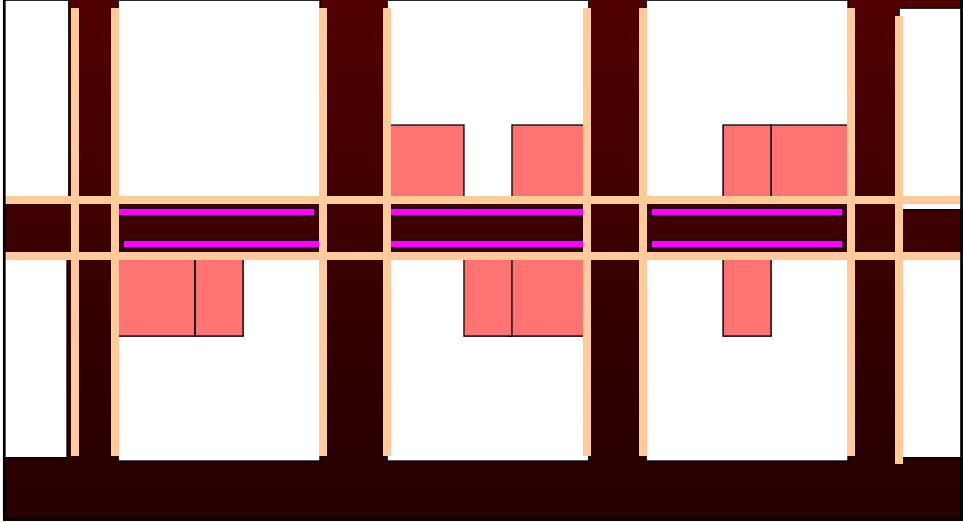




One Sided Retail



Discontinuous Retail

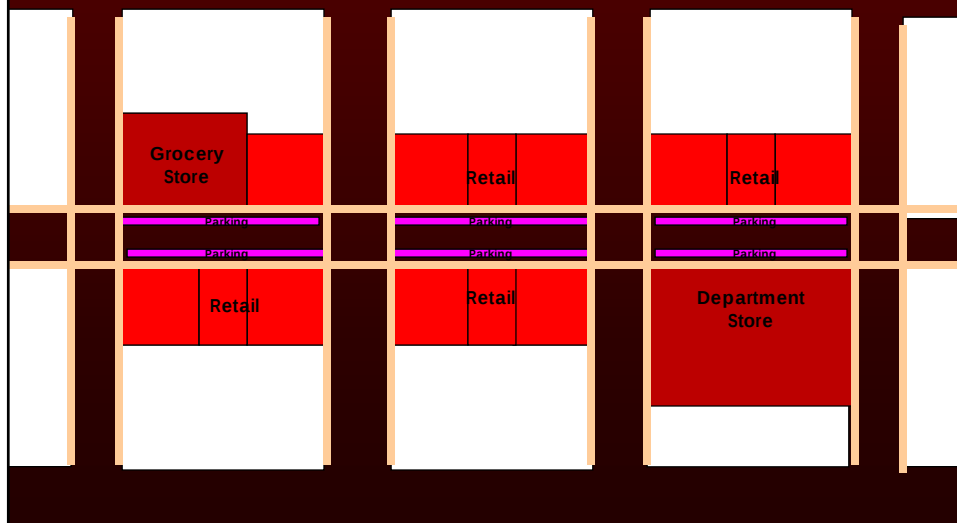


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- 2) **Major retail development anchoring beginning and end of street**
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Traditional Retail Main Street







Fundamental Retail Street Requirements

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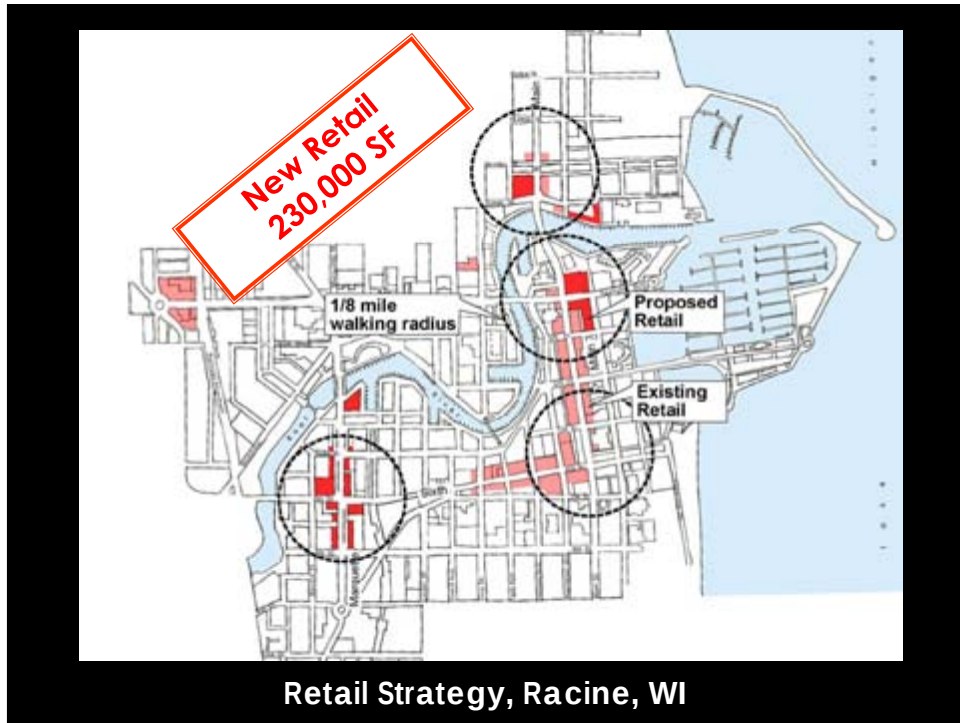
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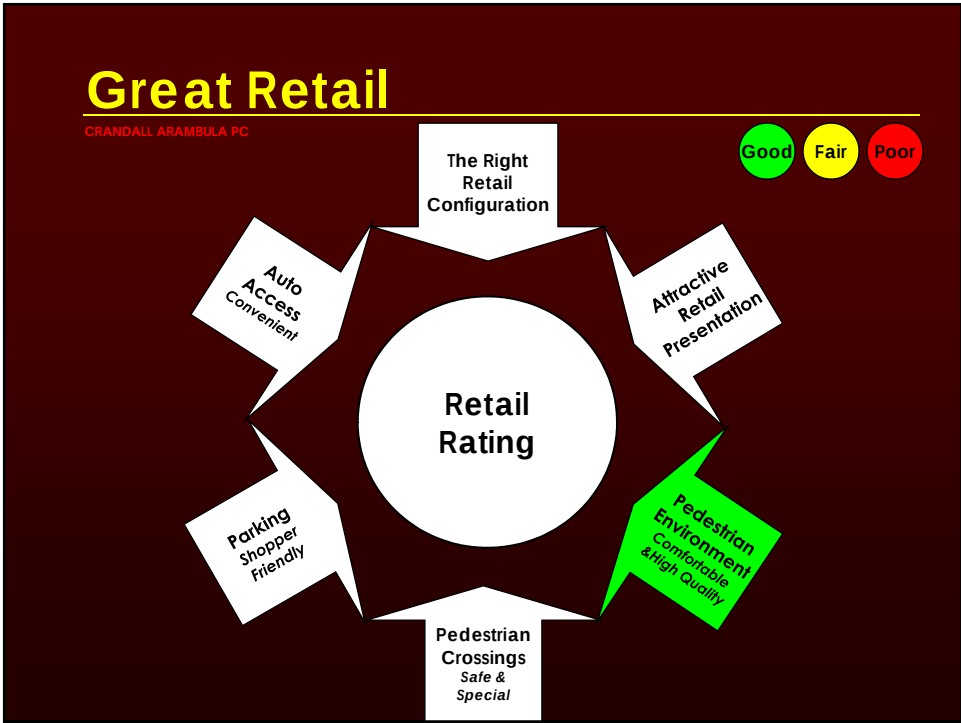


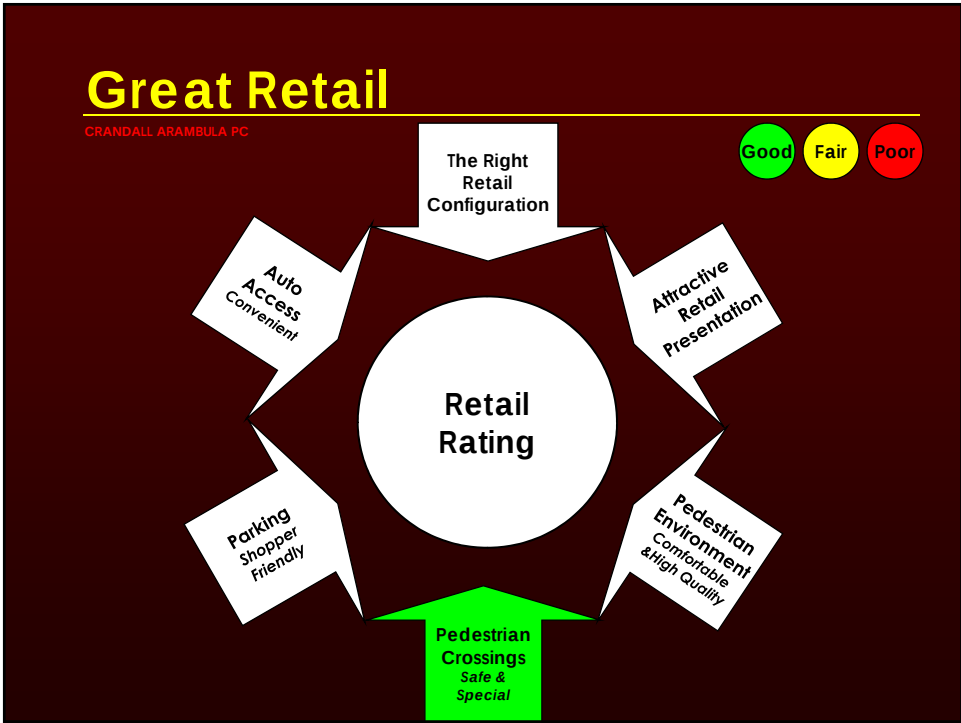
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Fundamental Requirements

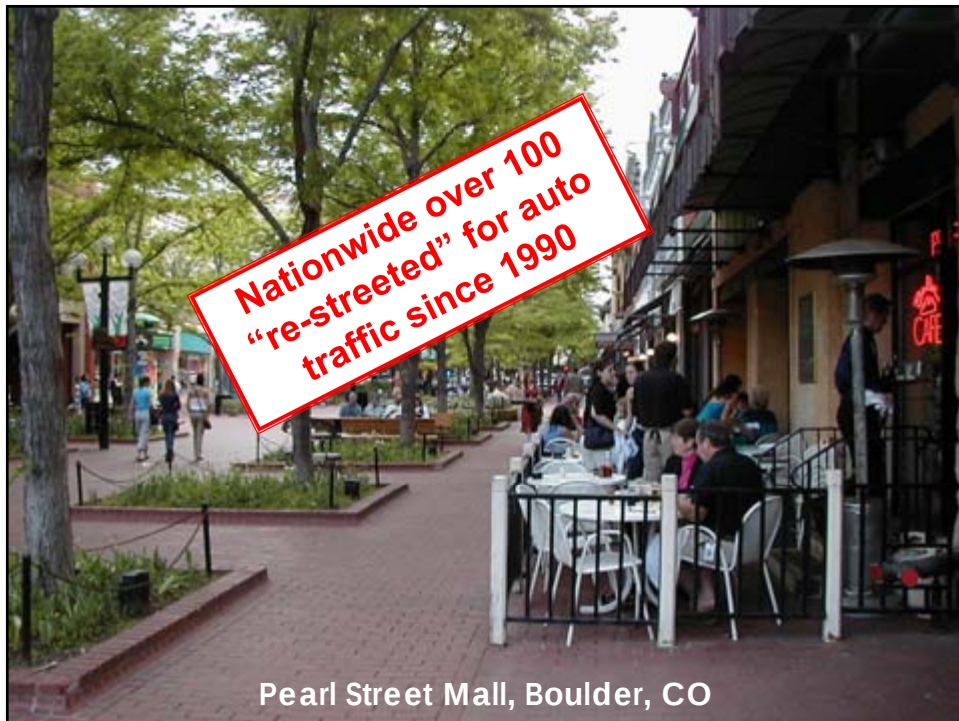
Downtown Parking

	Retail Proximity	Convenient Access	Work Proximity
1 Local Shopper	☒	☐	☐
2 Visitor	☐	☒	☐
3 Employment	☐	☐	☒



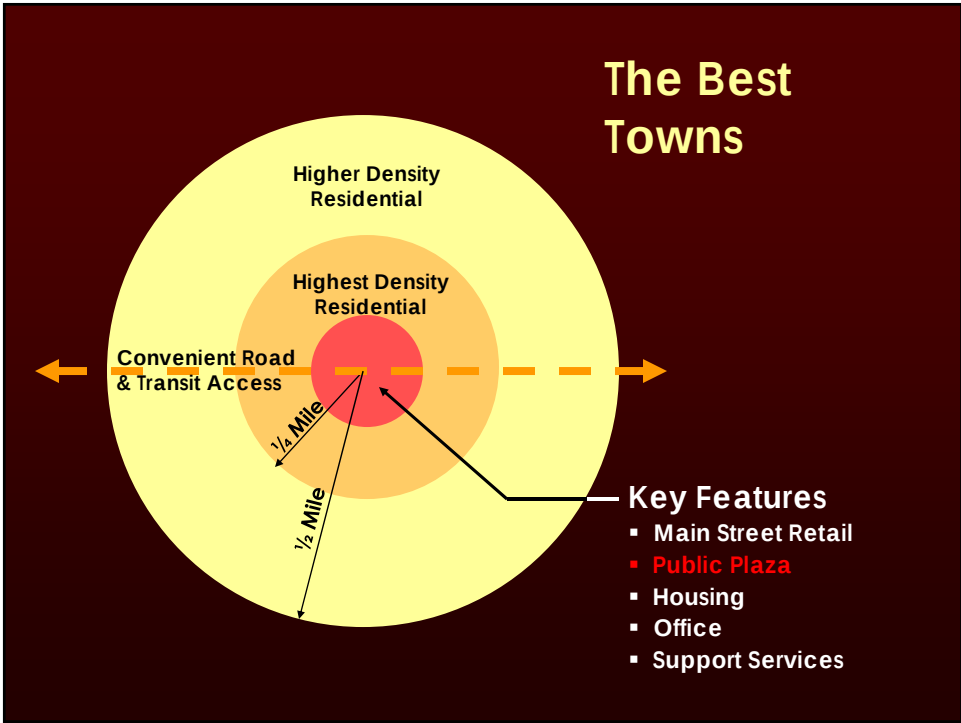


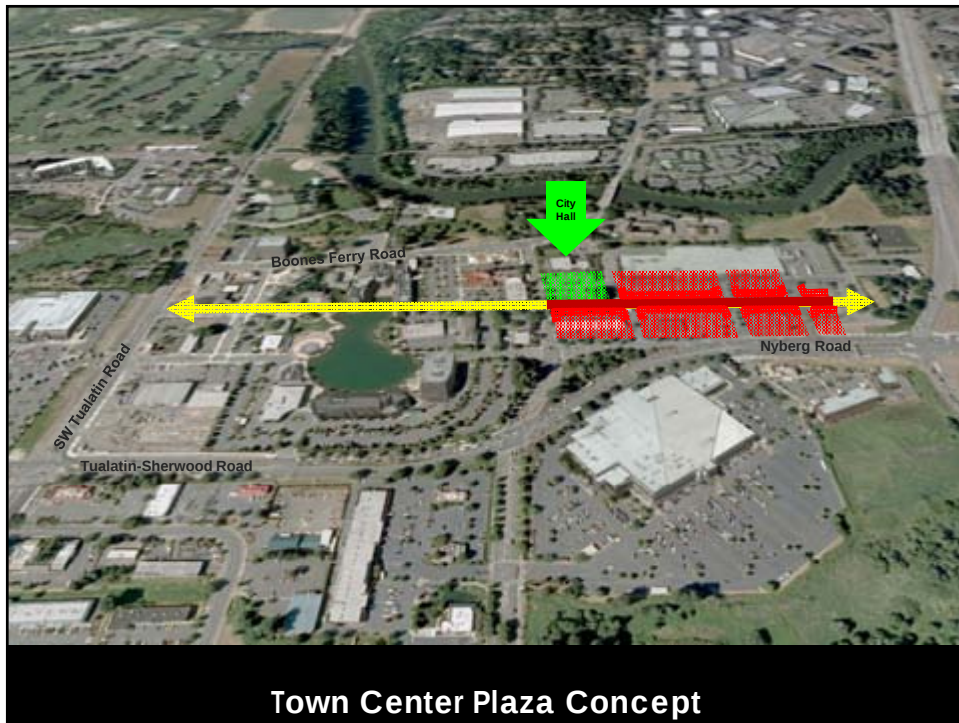
Pearl Street Mall, Boulder, CO



Pearl Street Mall, Boulder, CO

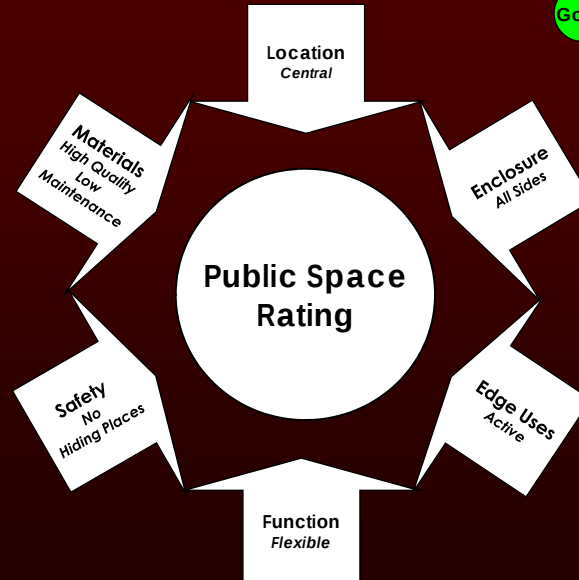






Great Public Space

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Fundamental Characteristics

Great Public Space

- In the center of the city
- At a crossroads (retail/pedestrian/auto/transit)
- Surrounded by buildings with active ground floor uses
- A place for:
 - All ages
 - All seasons
 - All hours of the day
- With large paved areas for holding public events
- Simple and elegant design

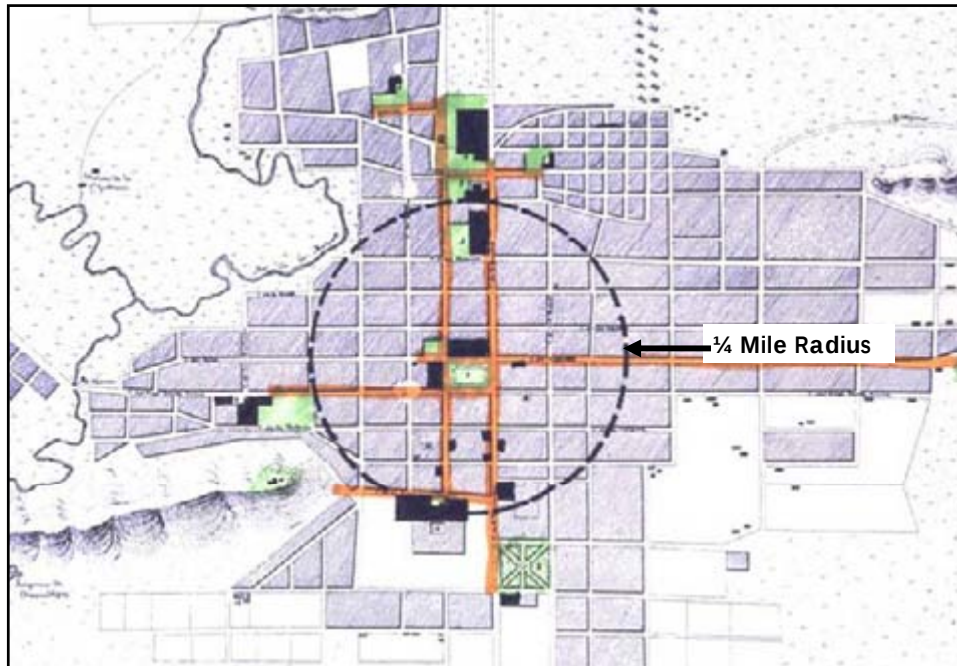
City Planning Ordinances of the Laws of the Indies

In 1573 Philip II of Spain issued a series of 148 ordinances regulating the planning and design of colonial cities in the Spanish Empire.

Open Space - Ordinance 112

The main plaza is to be the starting point for the town; if the town is situated on the seacoast it should be placed at the landing place of the port, **but inland it should be at the center of the town.** The plaza should be square or rectangular, in which case it should have at least one and a half its width for length inasmuch as this shape is best for fiestas in which horses are used and for any other fiestas that should be held.

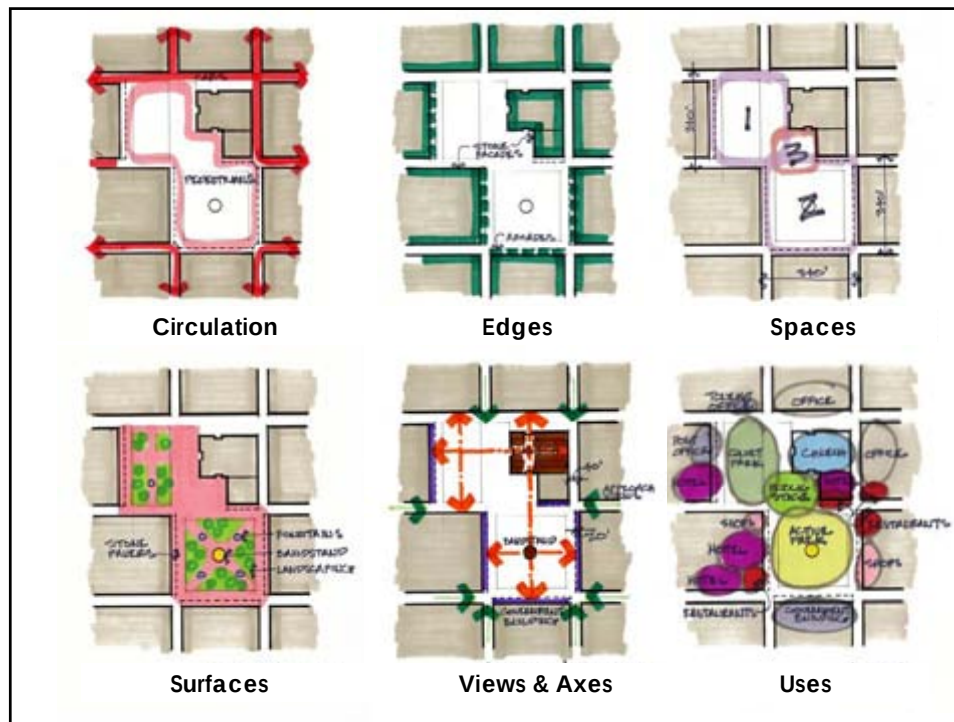




San Cristobal de las Casas Street Grid -1520



Oaxaca Public Square



Fundamental Characteristics

Plaza

- 1) In the center of the city
- 2) At a crossroads
(retail/pedestrian/auto/transit)
- 3) Surrounded by buildings with active ground floor uses
- 4) A place for:
 - All ages
 - All seasons
 - All hours of the day
 - Civic events
- 5) Dominant material:
 - Paved ground surface

Parks

- 1) Adjacent to the city center
- 2) A place for:
 - All ages
 - Recreation
 - Quiet contemplation
- 3) Dominant materials:
 - Grass
 - Trees



Fundamental Characteristics

Plaza

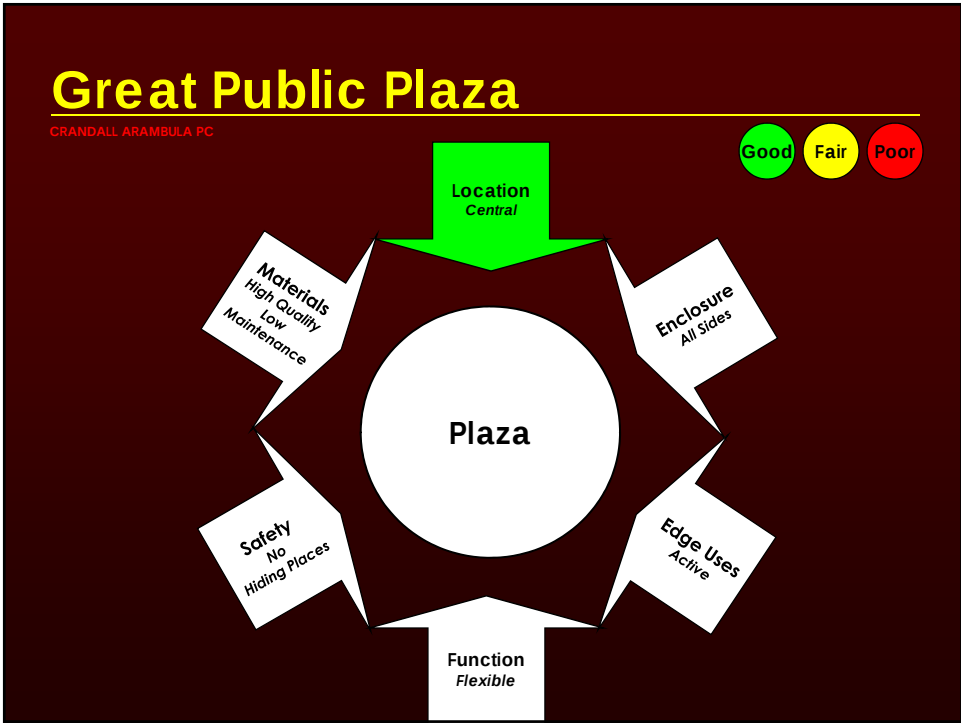
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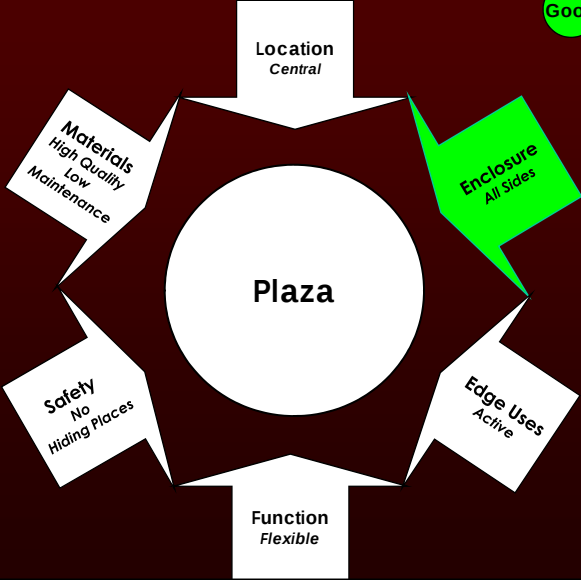
Park



Great Public Plaza

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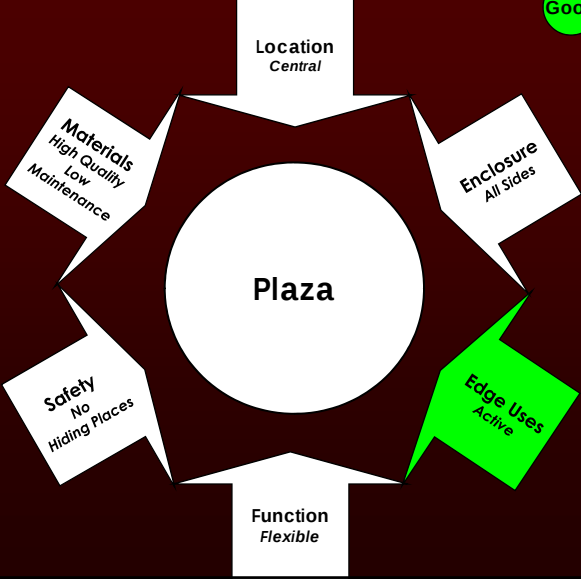
Good Fair Poor



Great Public Plaza

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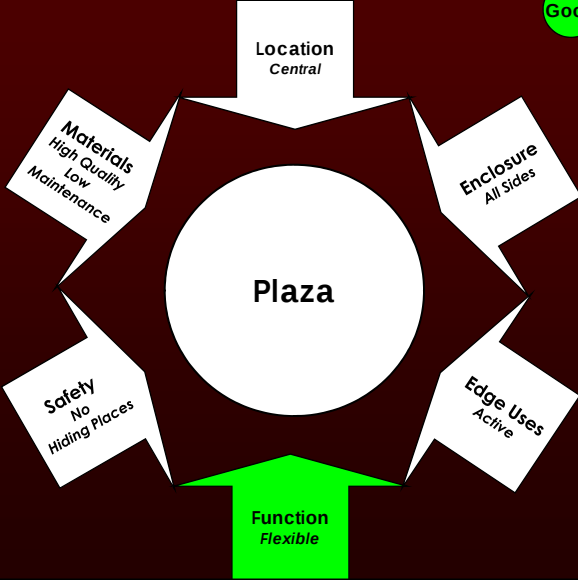
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Great Public Space

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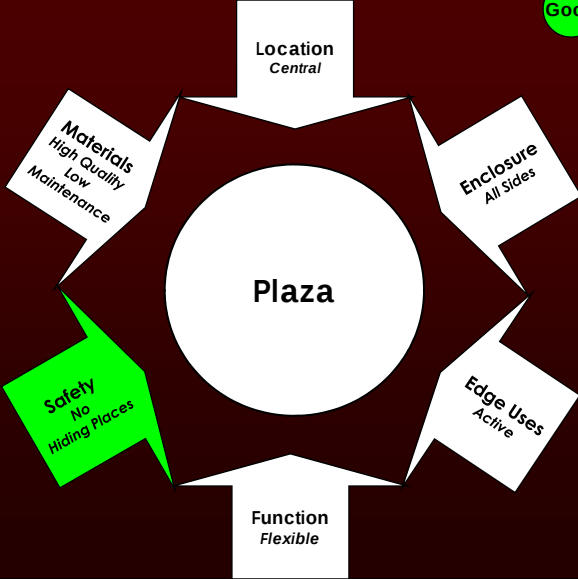
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Great Public Space

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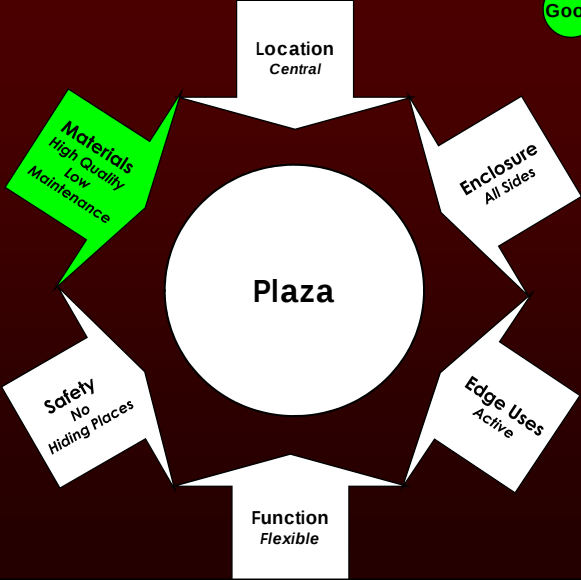
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Great Public Plaza

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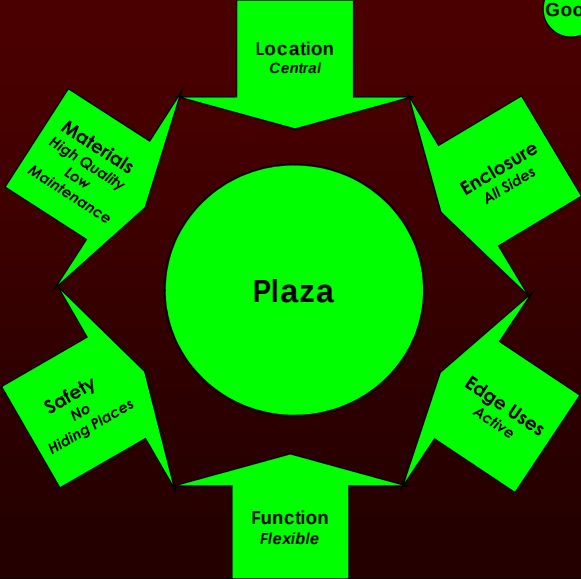
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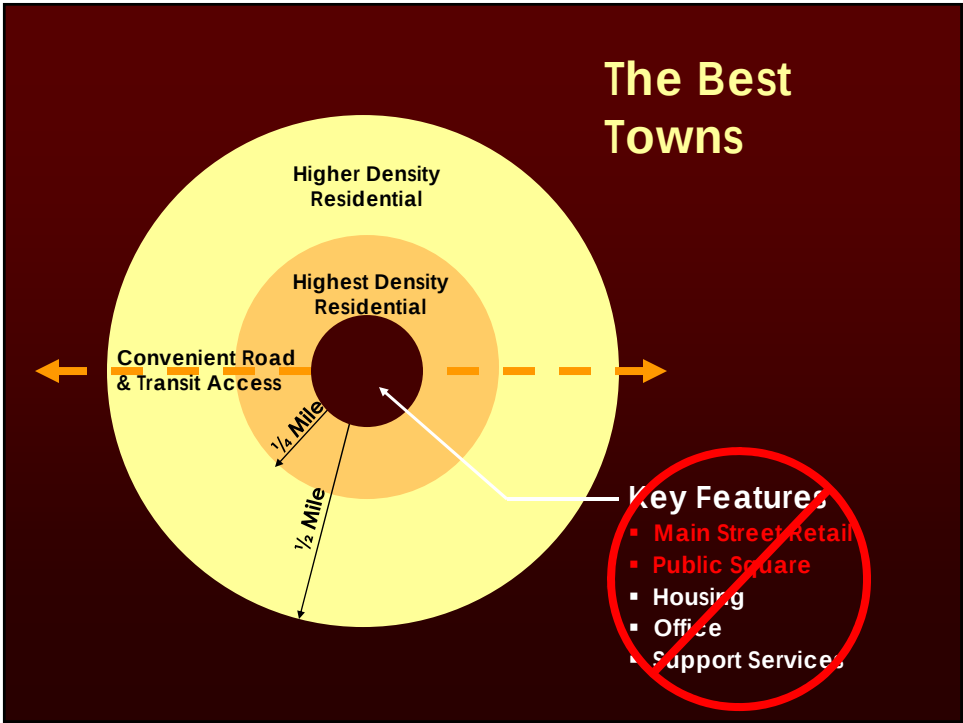
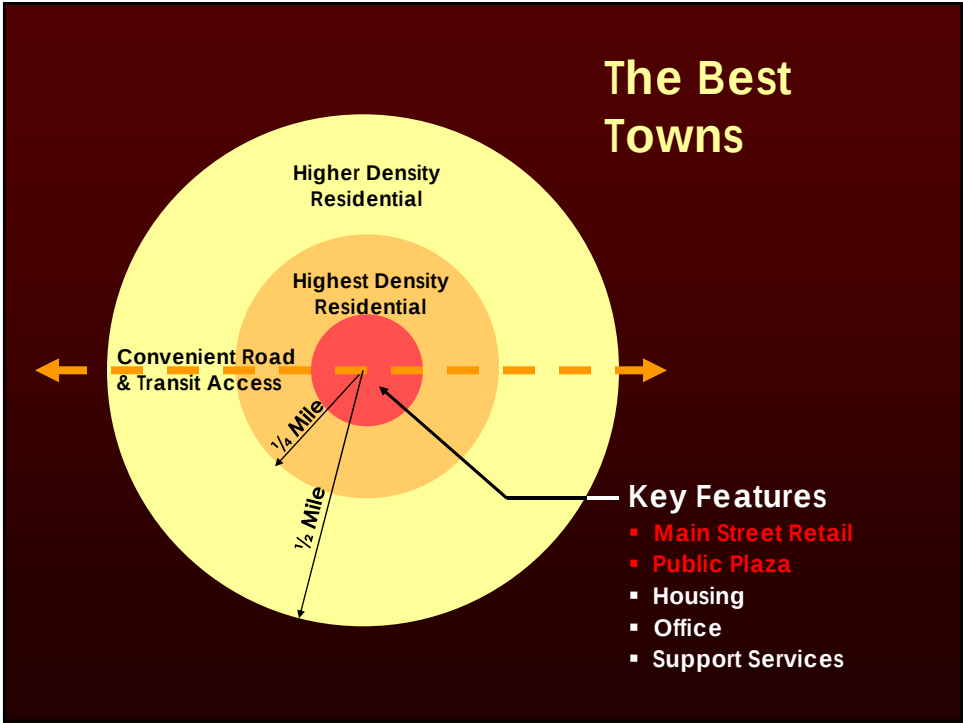


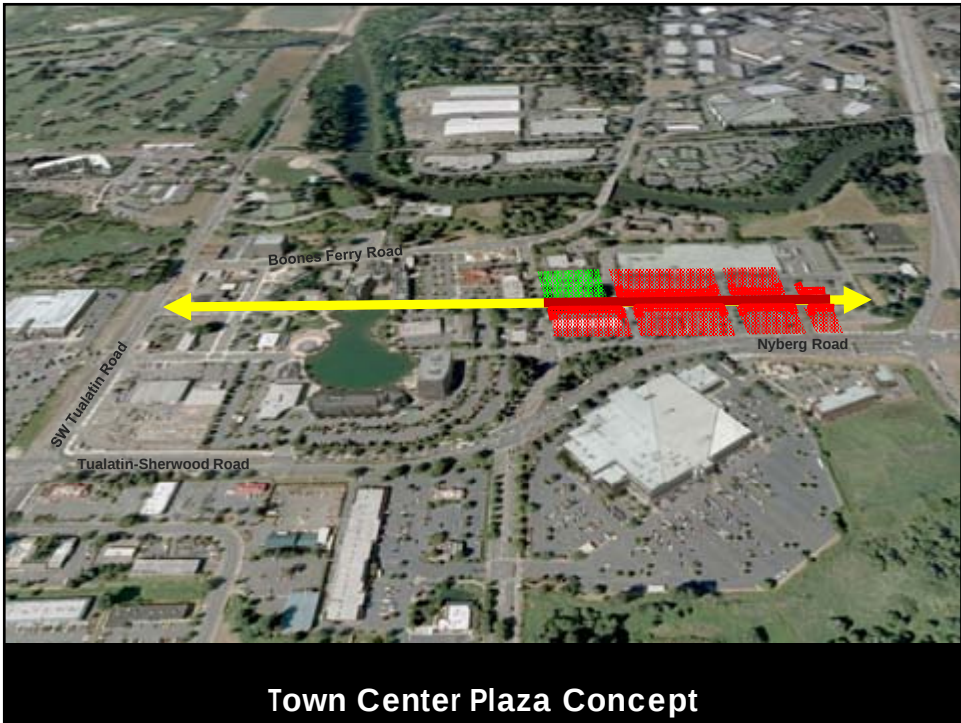
Great Public Plaza

CRANDALL ARAMBULA PC

Good Fair Poor









Critical National Issues

- Environmental
 - Global warming
- Economic
 - Energy shortages
 - Rising energy costs
- Health

**Pivotal
Moment**

Critical National Issues

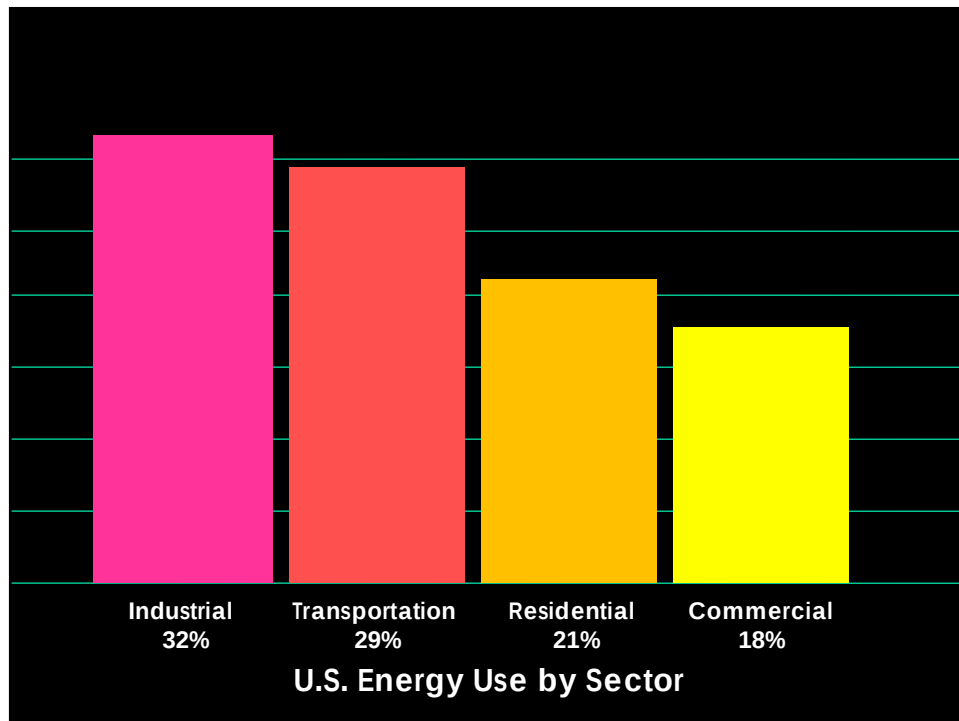
Environmental

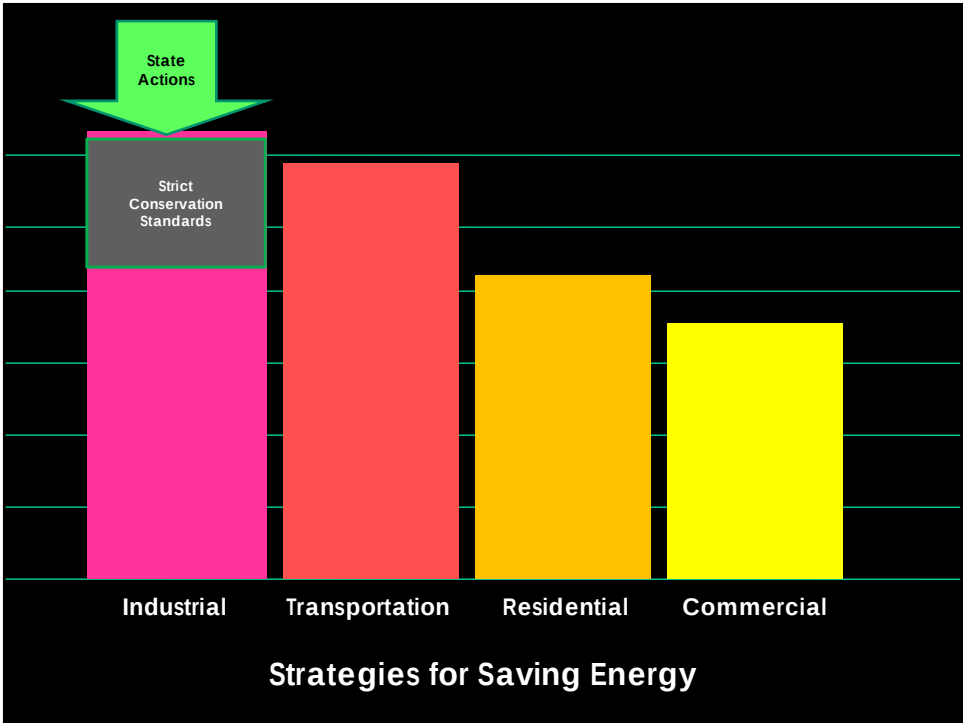
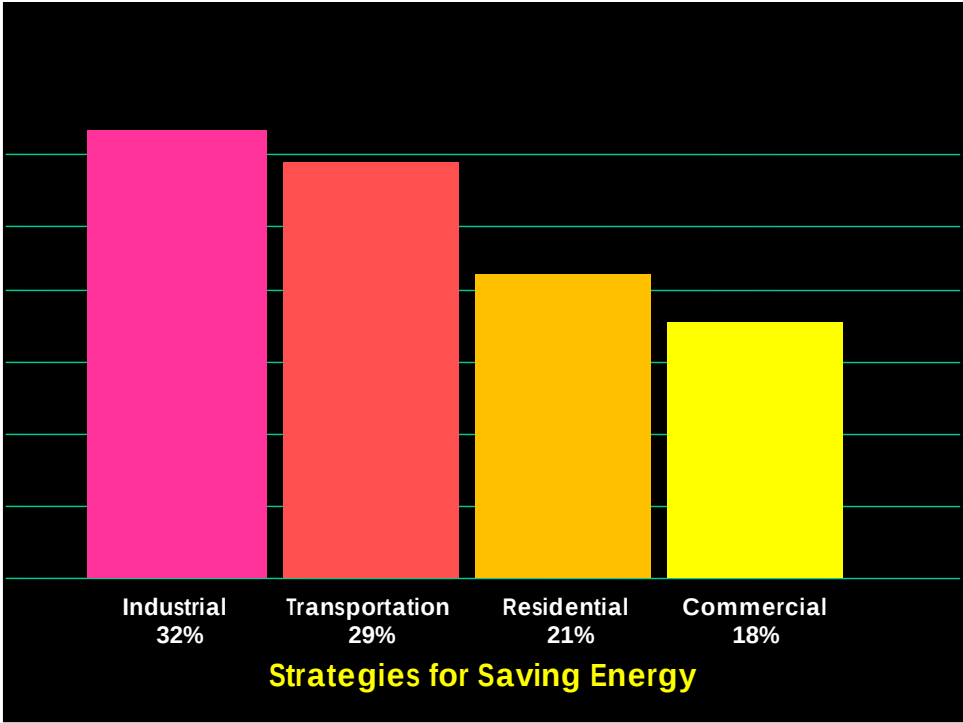
- Global warming

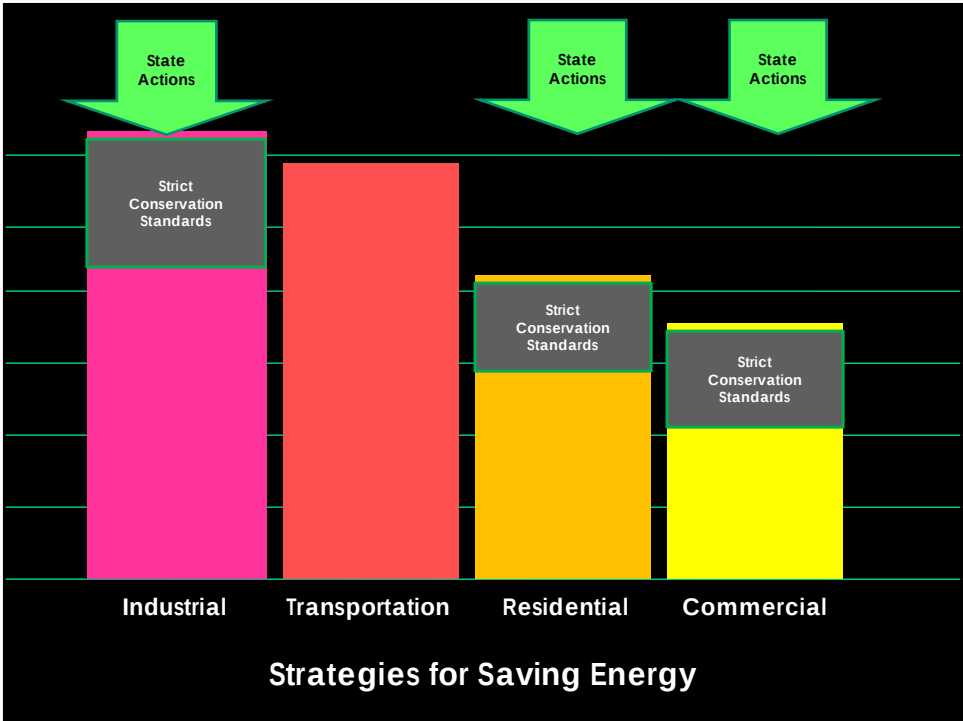
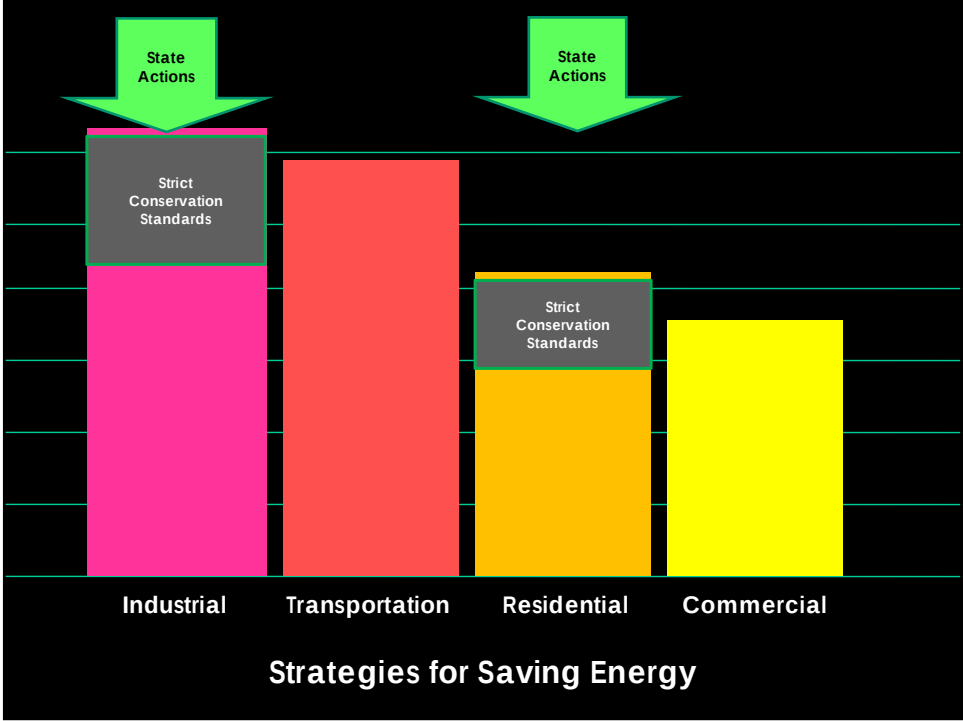
Economic

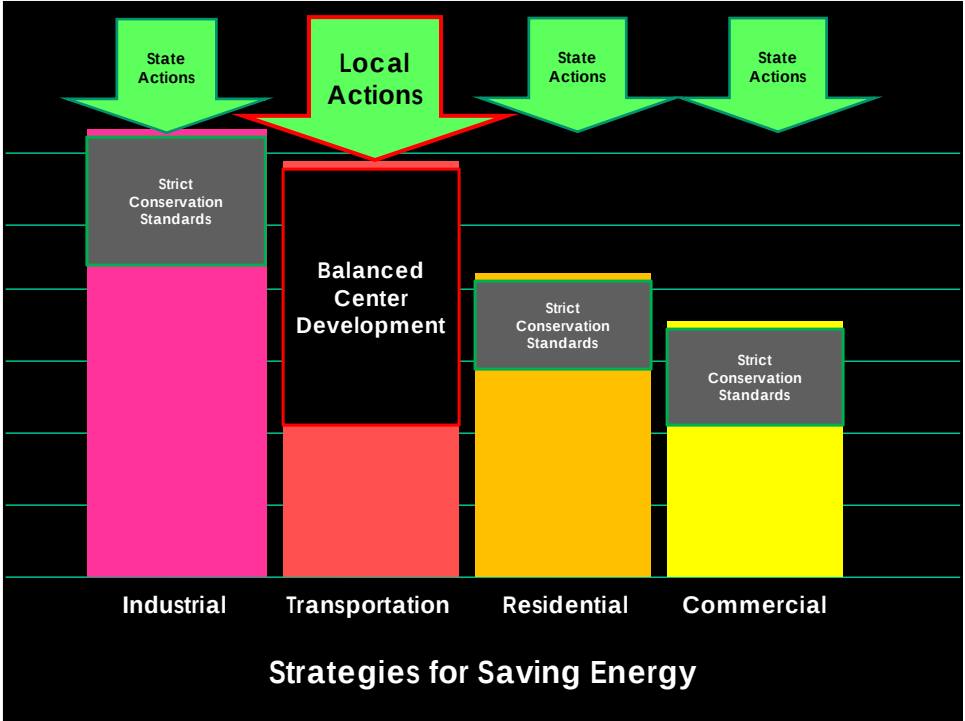
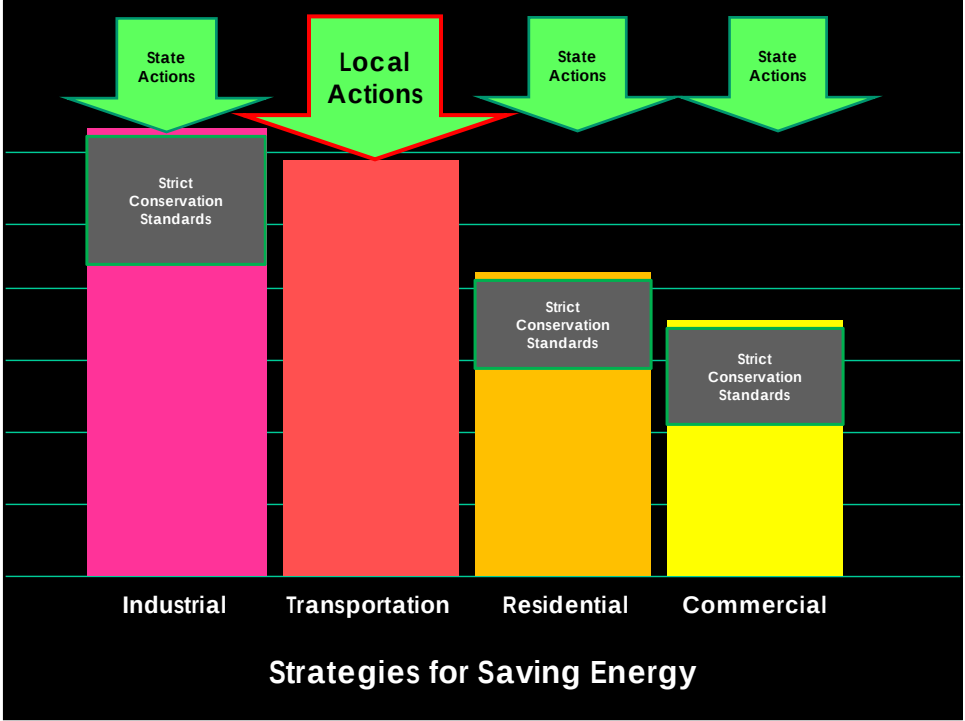
- Energy shortage
- Rising energy costs

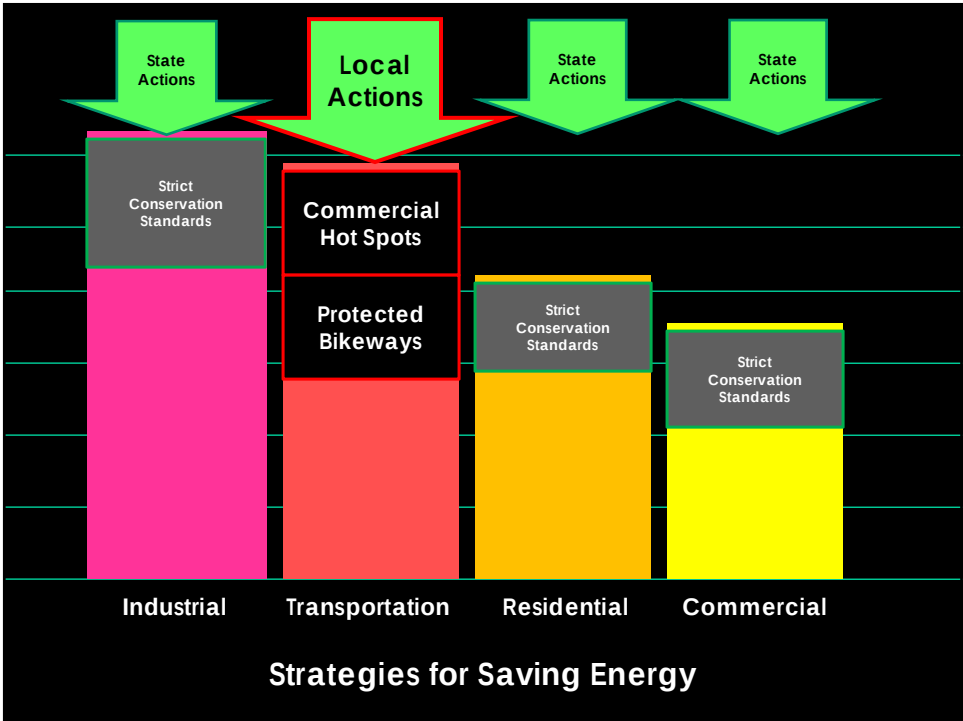
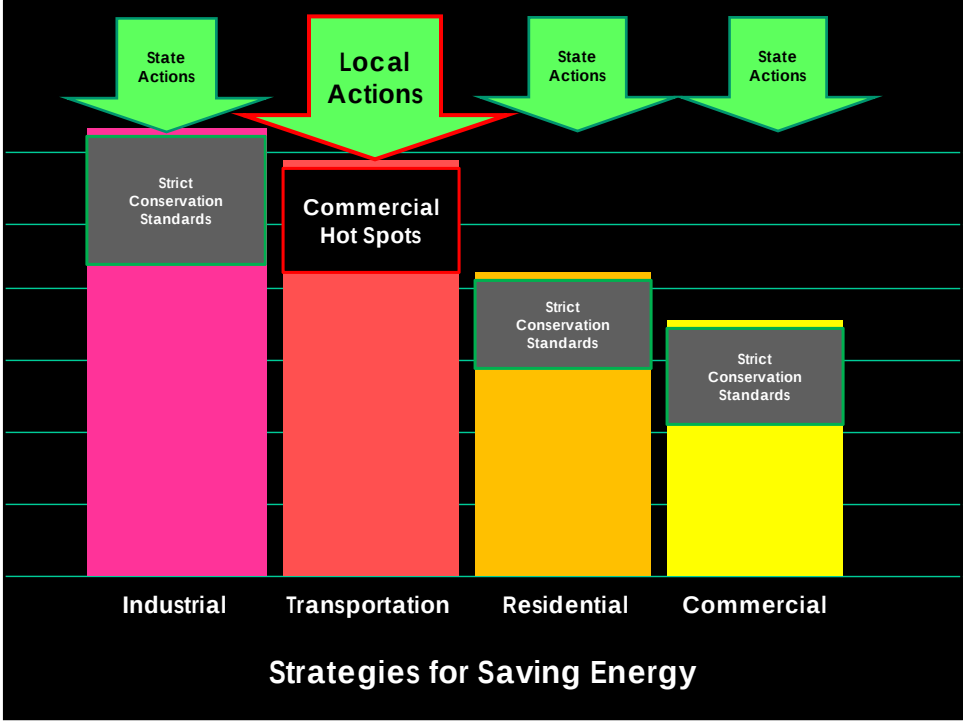
Health

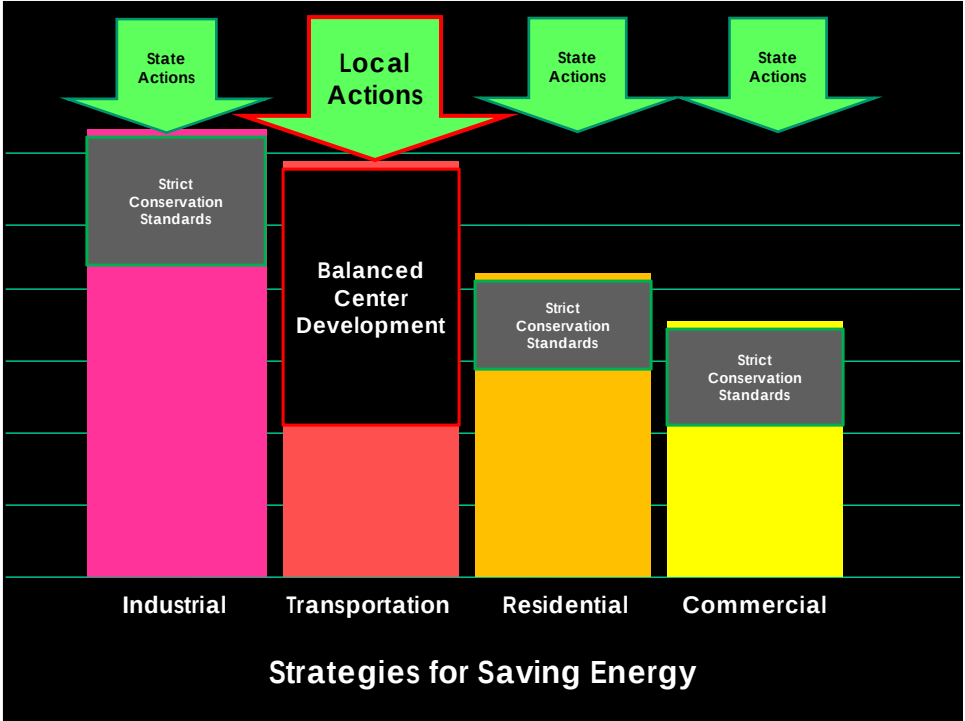
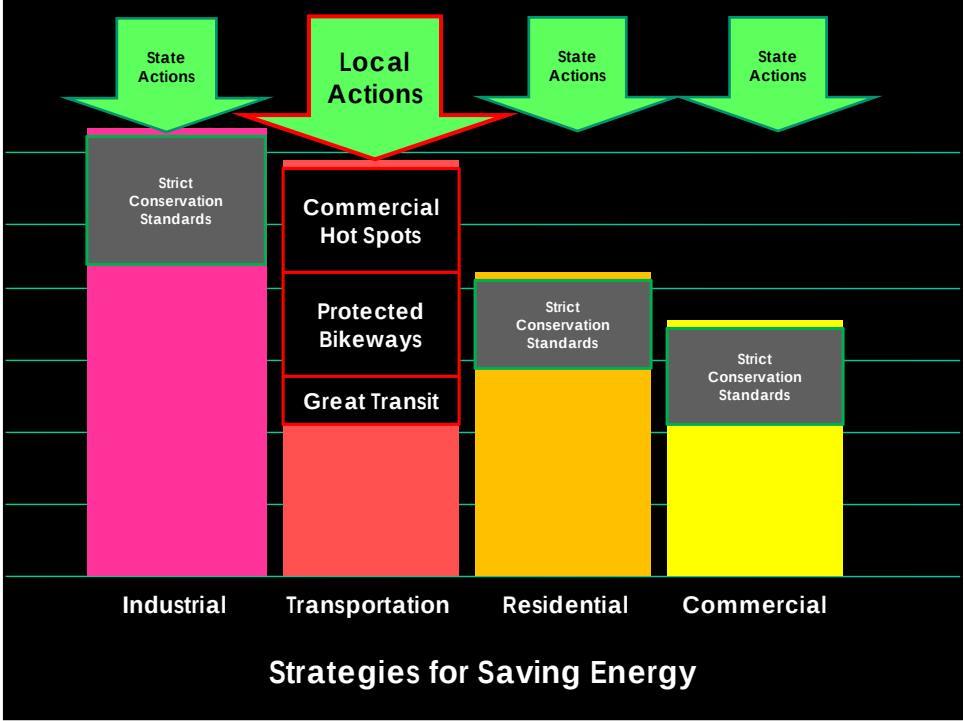


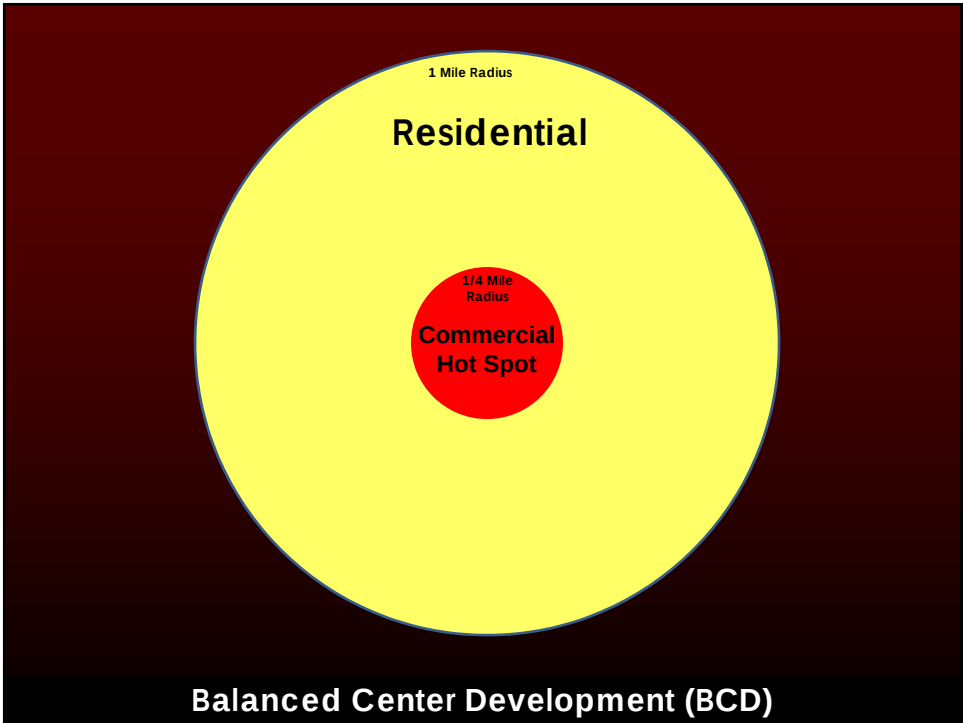
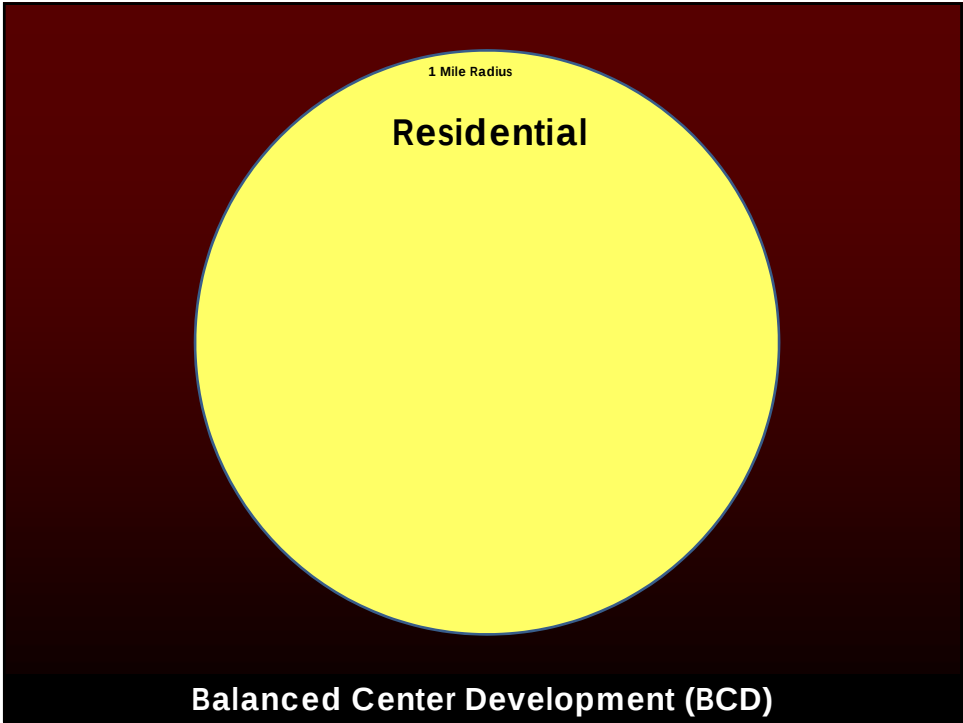








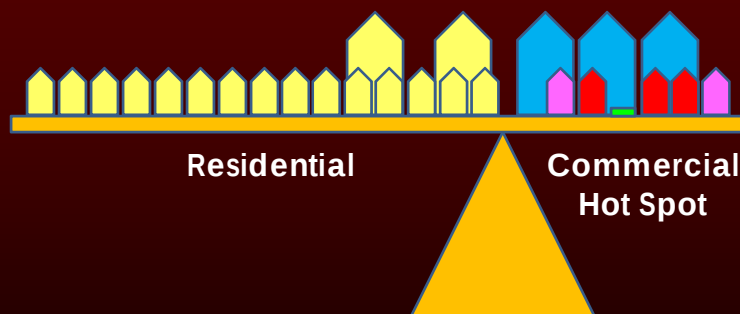




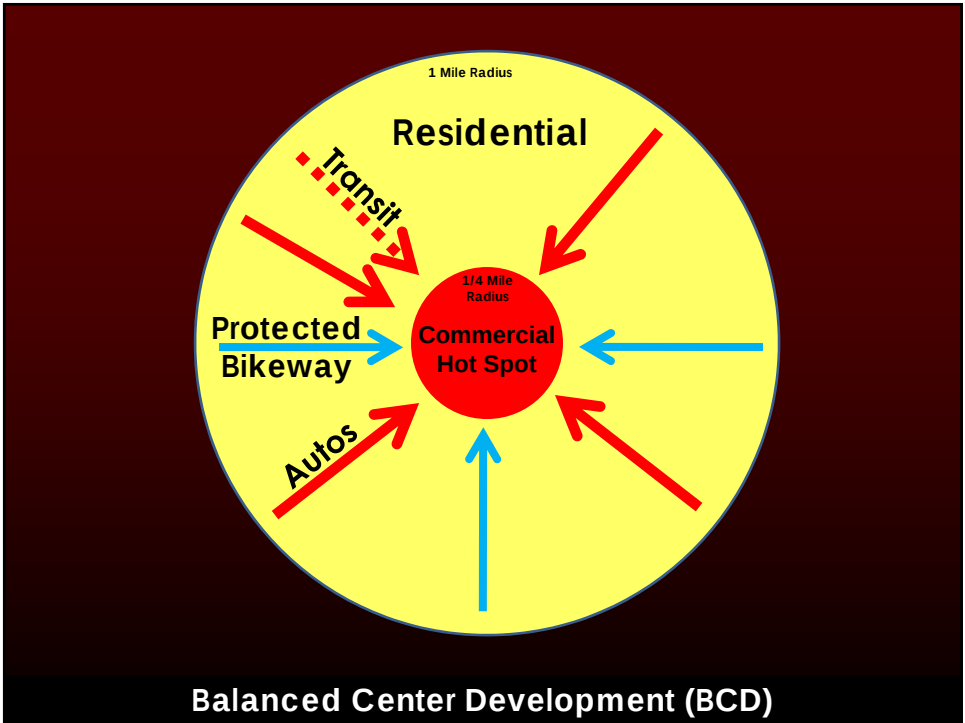
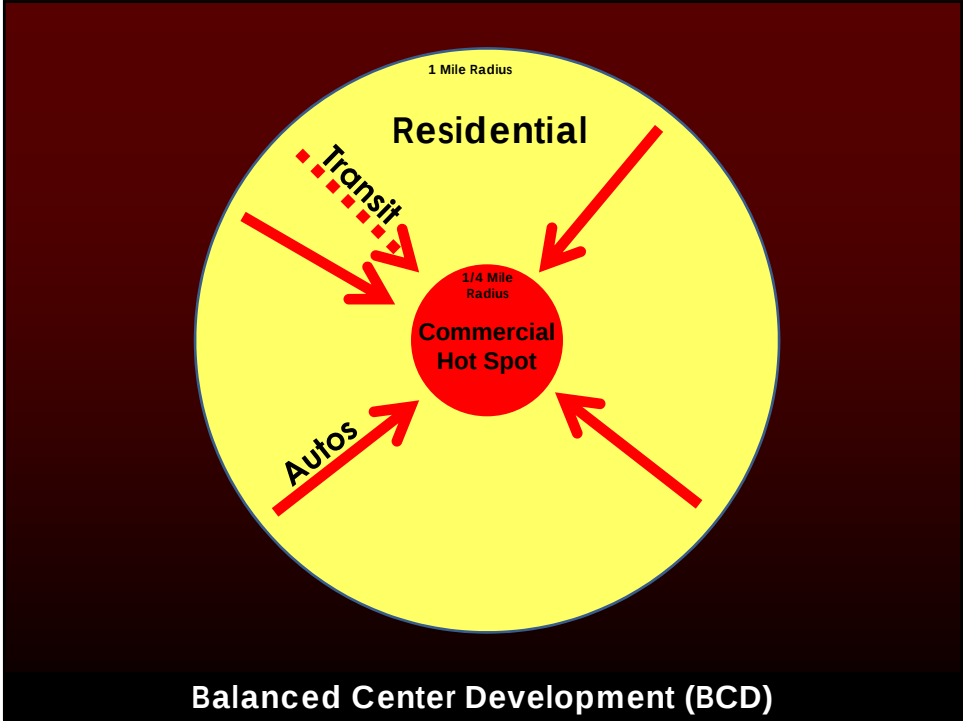
Commercial Hot Spot

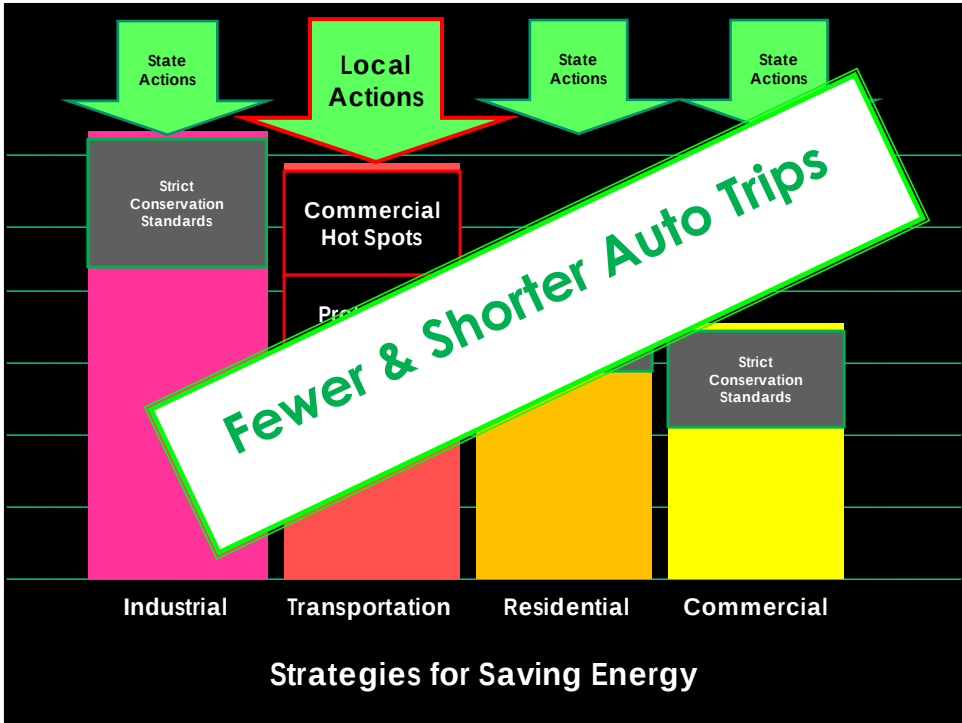
- Jobs
 - Shopping
 - Business/government
 - Medical/dental
 - Social/recreation
 - Cultural
 - School/church
 - Open space
- } **Public Square**

Balanced Center Development (BCD)



Balanced Center Development (BCD)







Bicycle Use Comparison

		Daily Trips		
		Bike	Walk	Transit/ Auto
United States	(Typical)	1%	3%	96%



Strong & Fearless Cyclists



Typical Bike Lanes (Best case ridership, 10% of all trips)





Bicycle Use Comparison

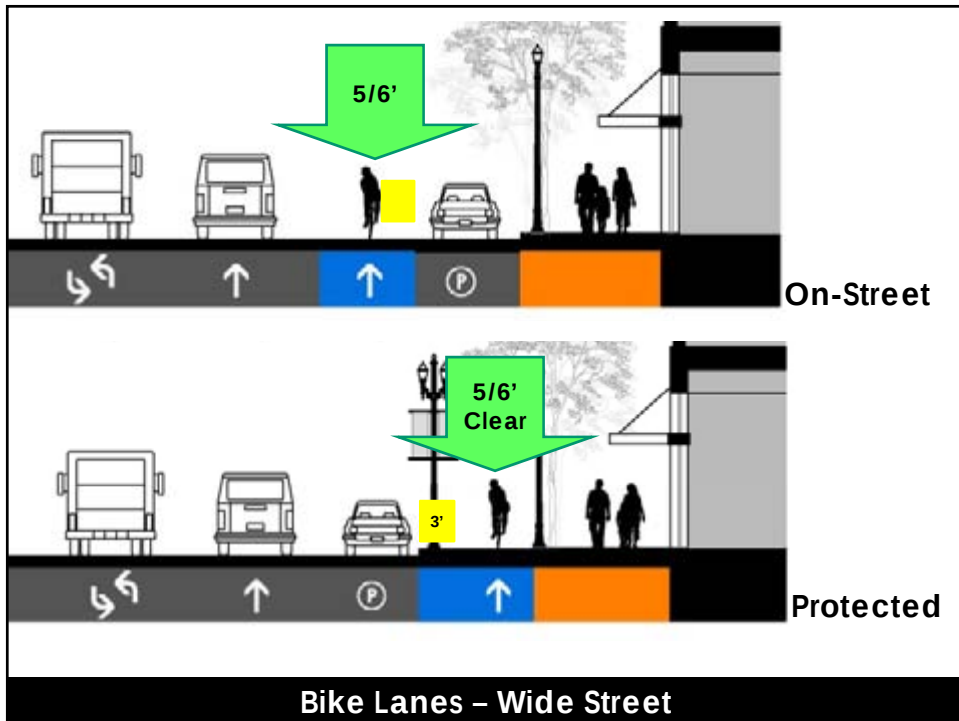
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		Bike	Walk	Transit/ Auto
United States	(Typical)	1%	3%	96%
Netherlands				
▪ Utrecht	(288,000)	31%	23%	46%
▪ Wageningen	(33,000)	41%	18%	41%



Not Strong & Fearless Cyclists



Ridership Potential







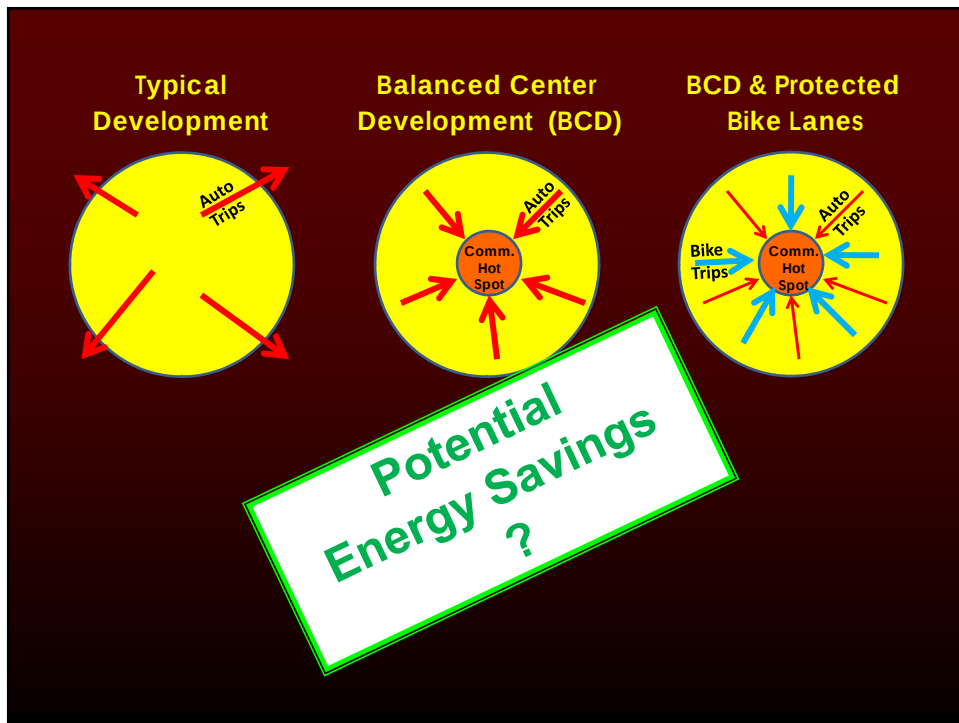


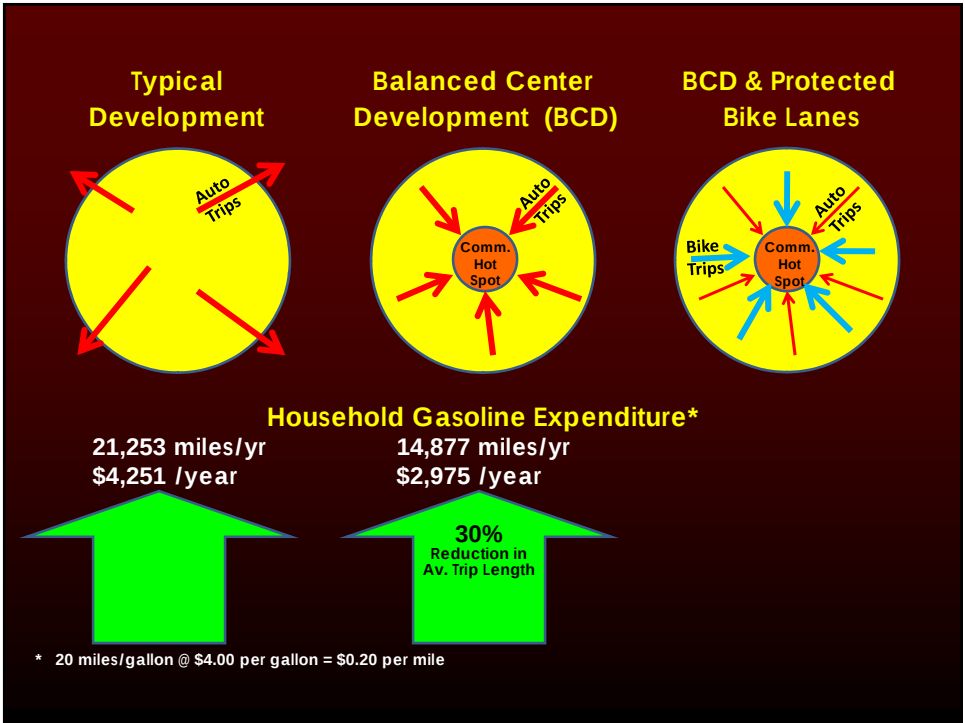
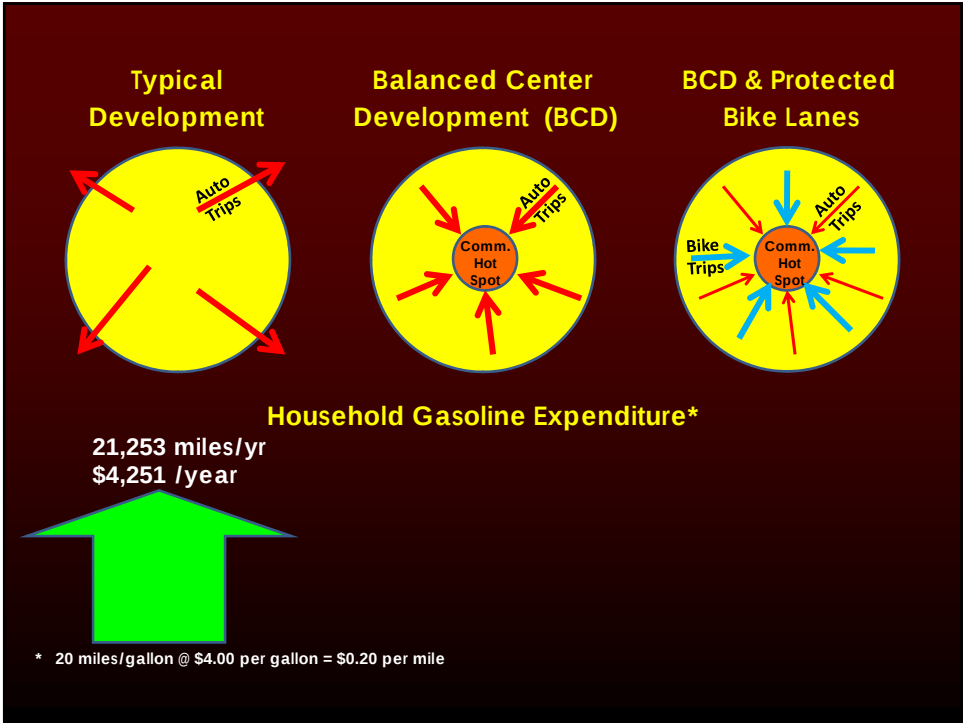


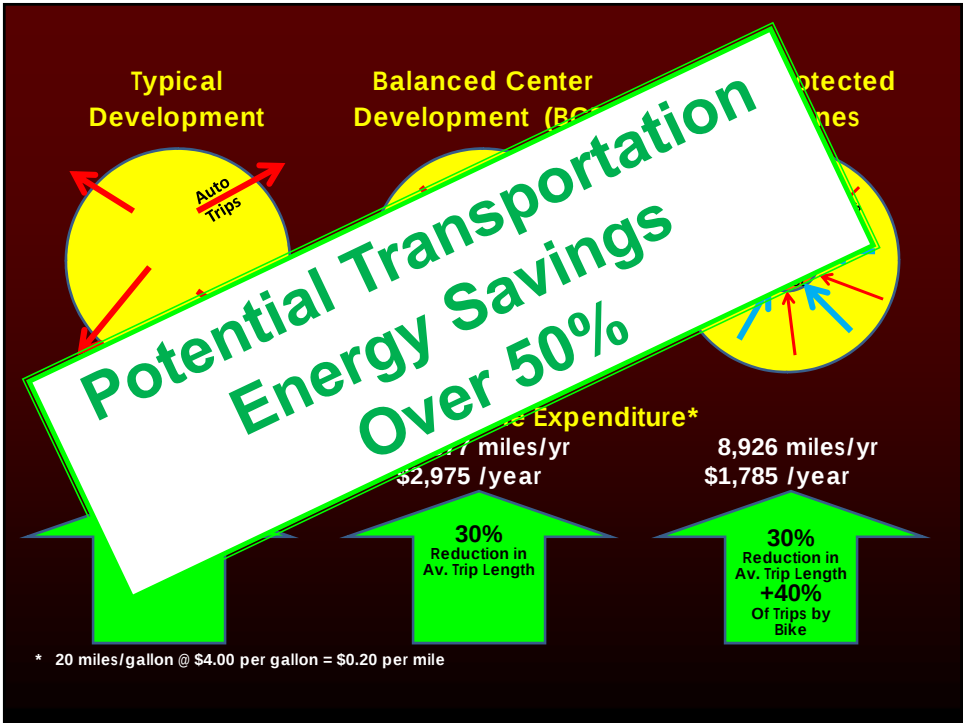
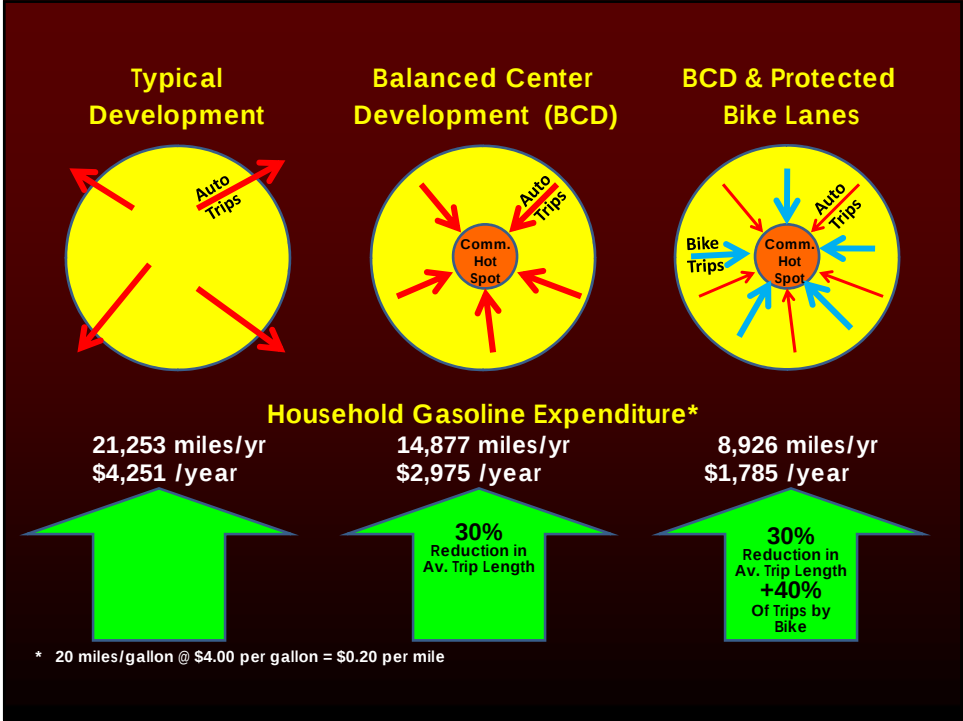


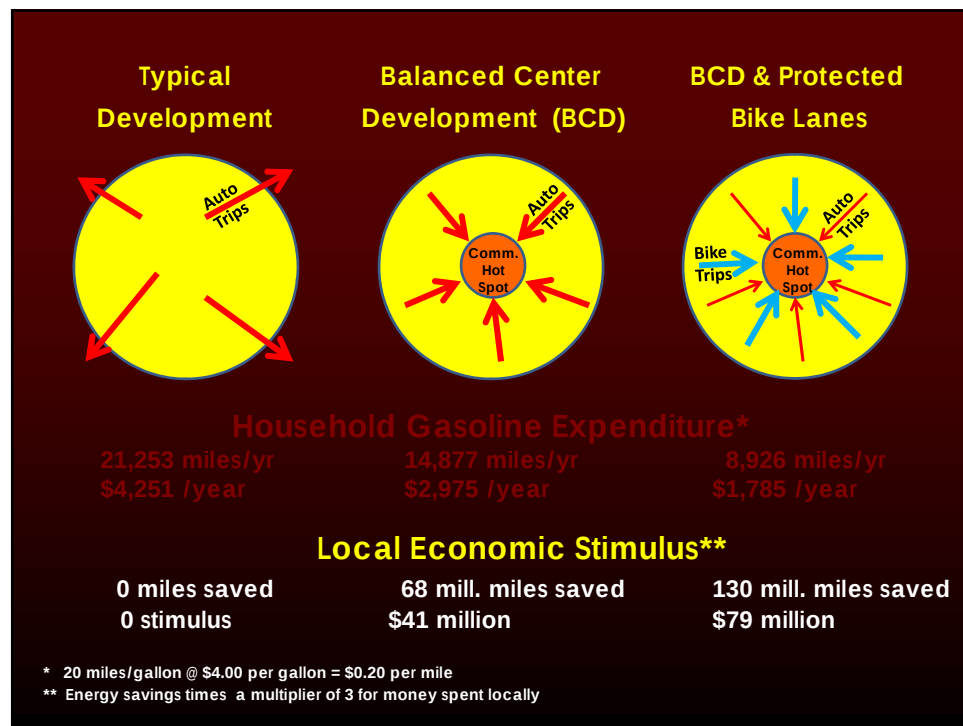










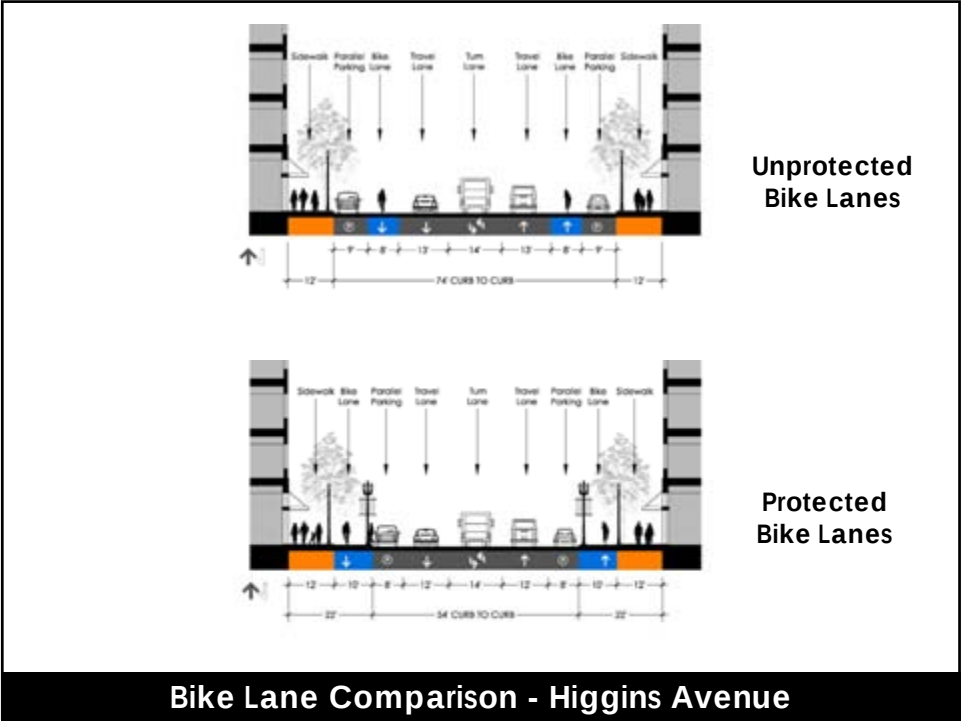


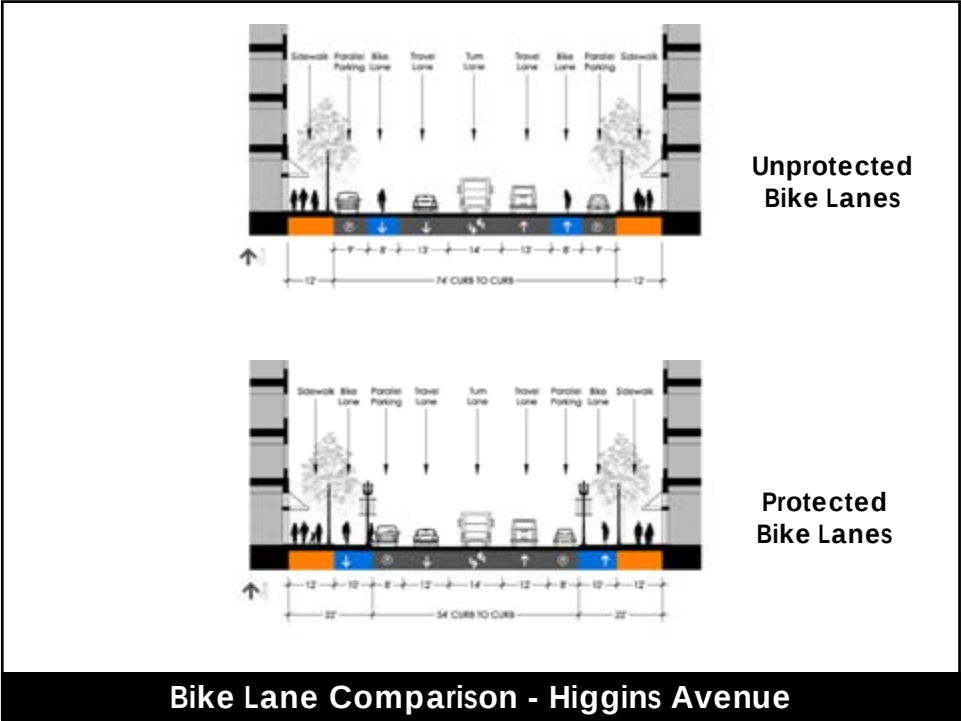
Potential Annual Economic Stimulus*

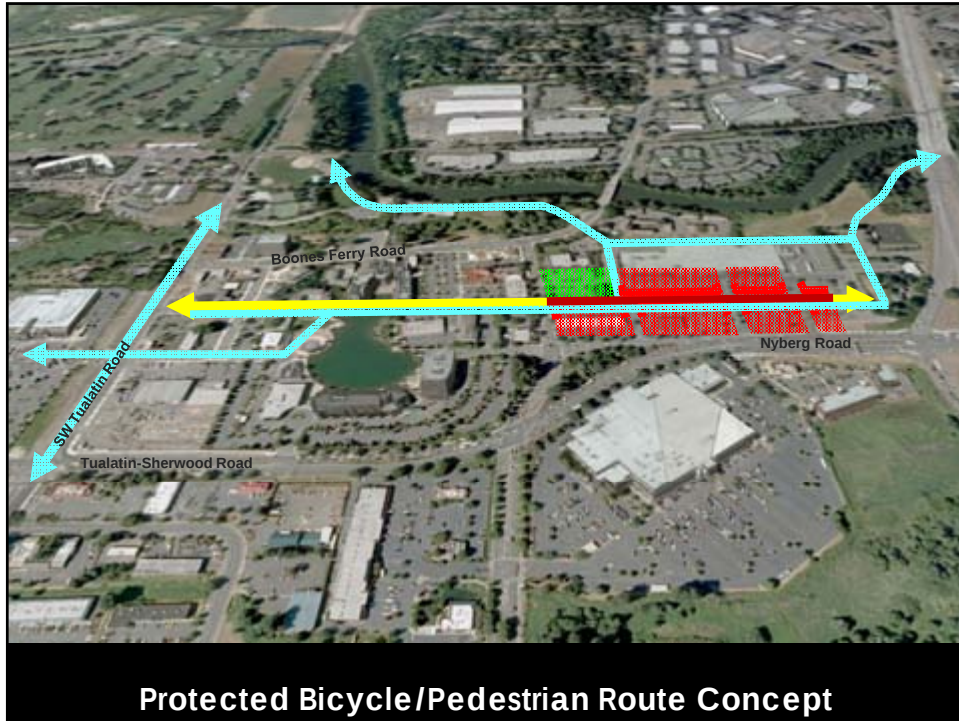
	Population	Annual Stimulus
Portland	545,140	\$1,560 million
Salem	142,940	409 million
Lake Oswego	37,000	106 million
Pendleton	17,500	50 million

* \$79 million for every 27,600 population







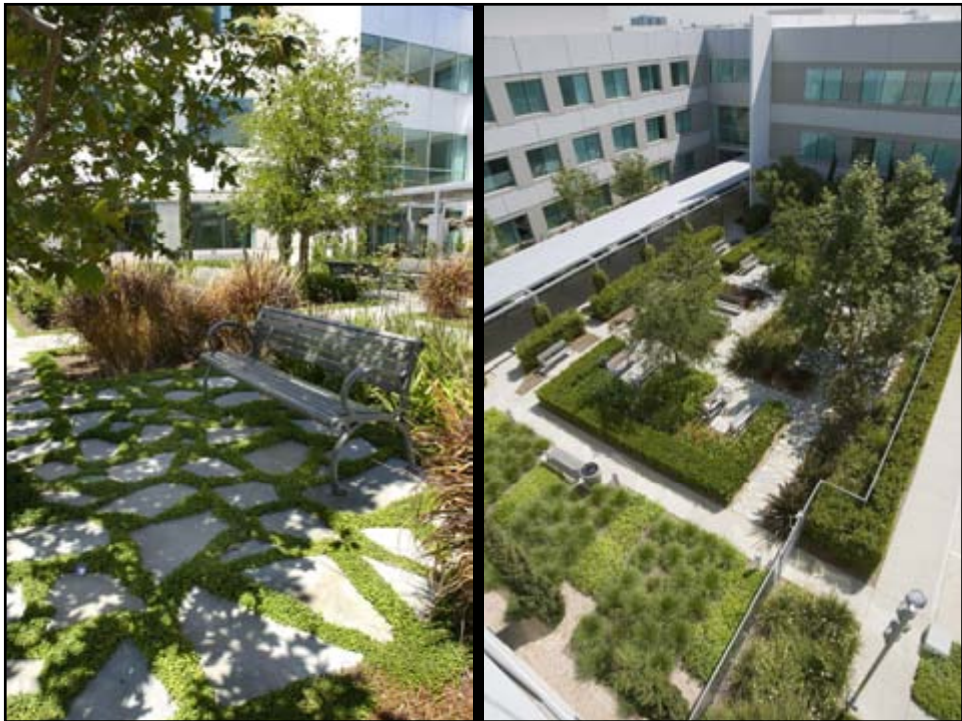


Fundamental Requirements

Office/Employment

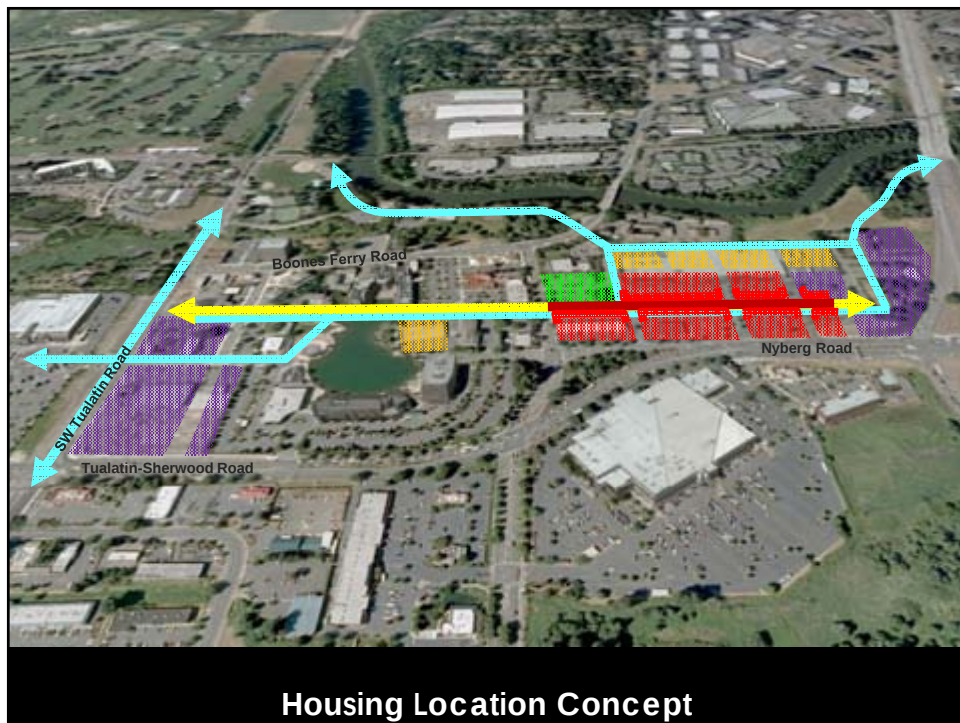
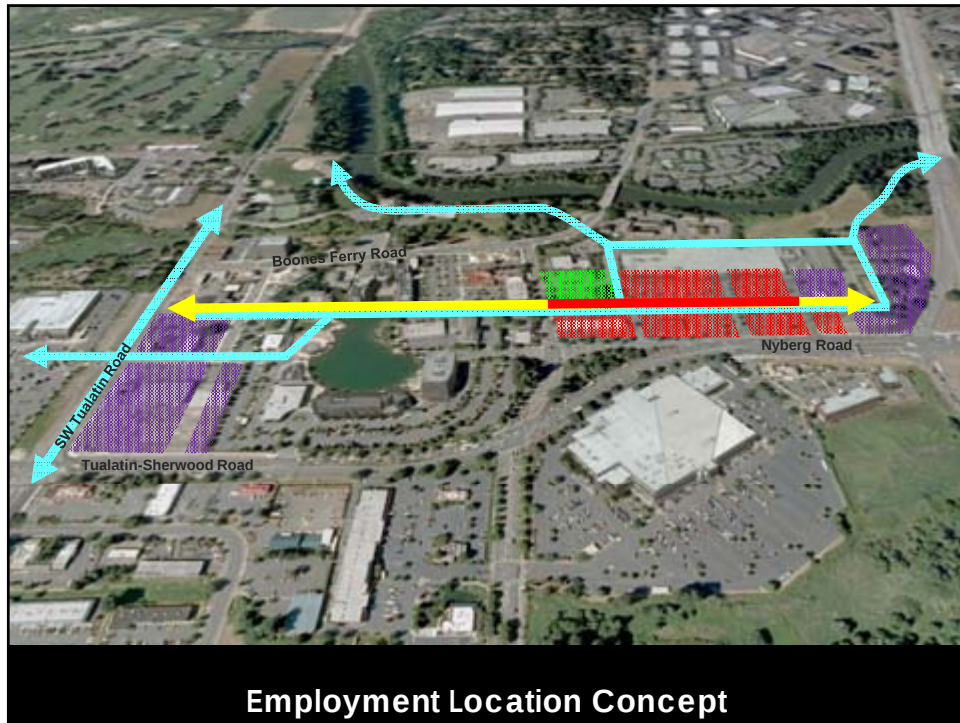
- Medium to large parcels
- Good front door address
- Easy auto ingress and egress
- Adequate parking
- Adjacent to other offices
- High visibility
- Adjacent to pleasant surroundings







Housing Location Concept



Fundamental Characteristics

“Market Rate” High Density Housing

- In a “prestige” location
- Adjacent to other “Market Rate” Housing
- Adjacent to amenities (open space, shops, restaurants, entertainment and cultural)
- A safe environment
- Buffered from traffic noise
- On a pedestrian friendly street

Fundamental Requirements

Senior Friendly Housing

- Housing near essential services (groceries, pharmacies, and public transportation)
- Housing near public amenities (parks, community centers, etc.)
- Housing choices (apartments and condominiums-market rate and affordable)
- Potential for retirement communities (independent living, assisted living, adult care)
- ADA accessible streets and public spaces

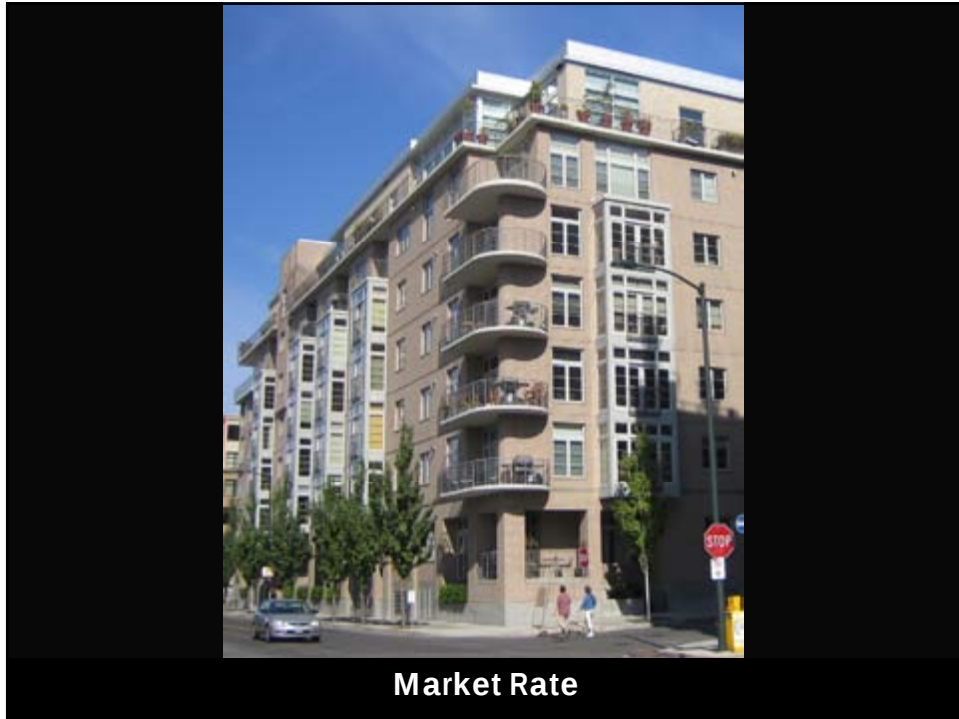
Fundamental Characteristics

Multi-Family Housing

- Near parks and schools
- Close to a grocery store and other services
- On a pedestrian friendly street
- A safe environment
- Buffered from traffic noise
- Easy access to transit







Market Rate



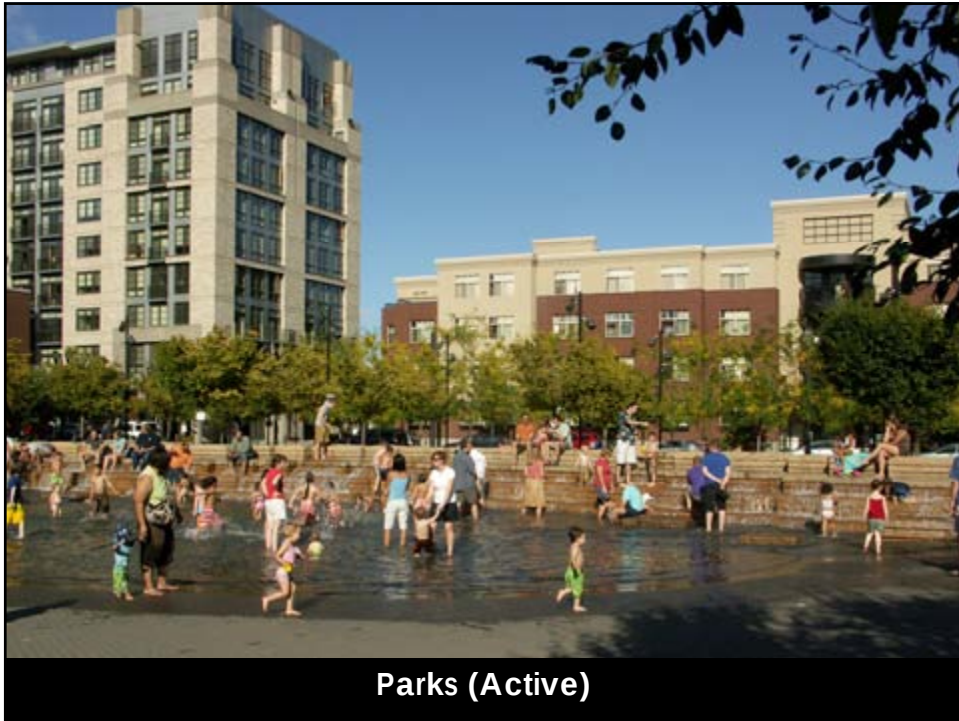
Market Rate



Mixed Income



Market Rate Rental



Parks (Active)



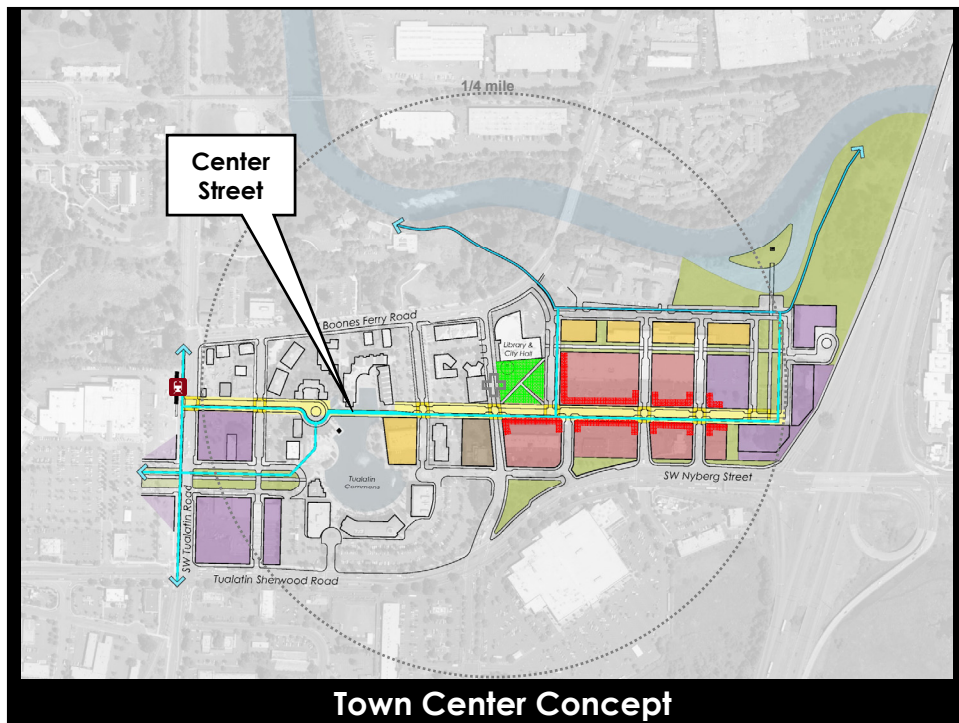
Parks (Passive)

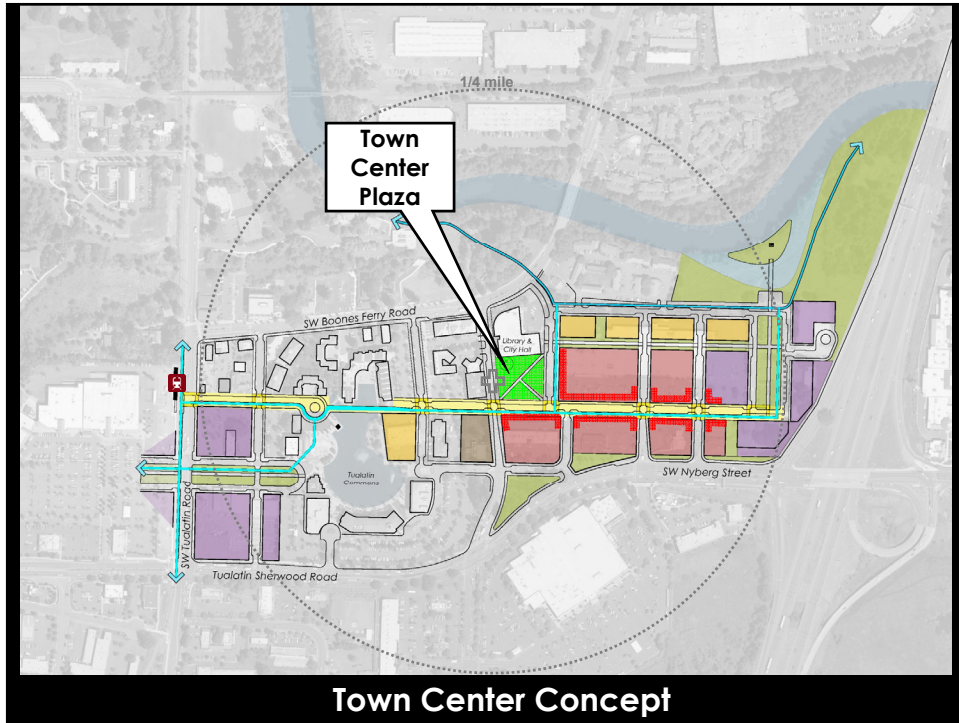
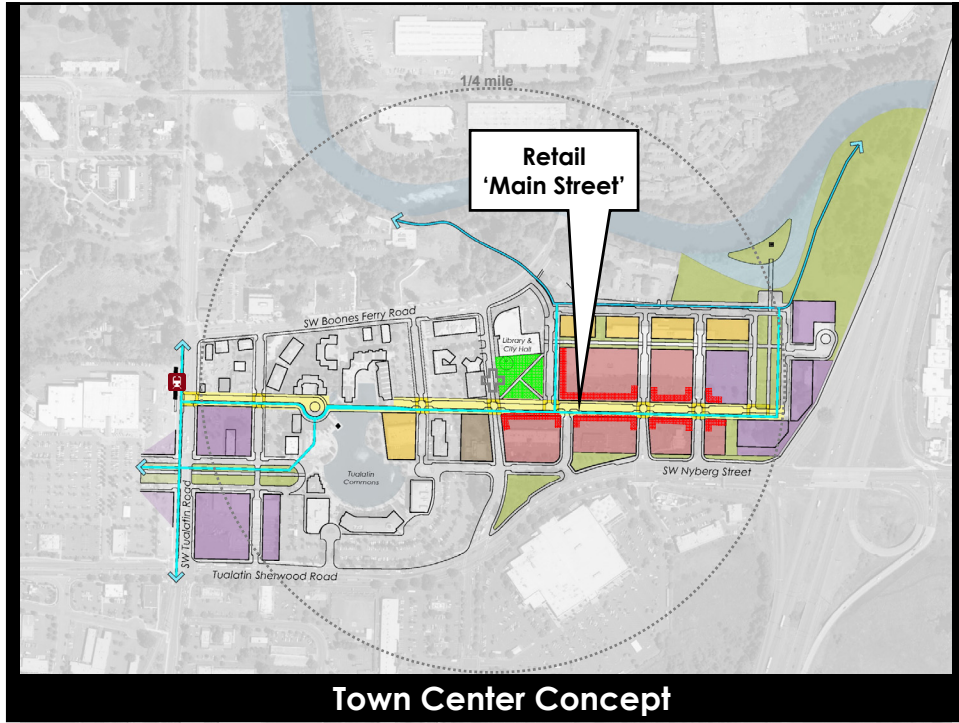


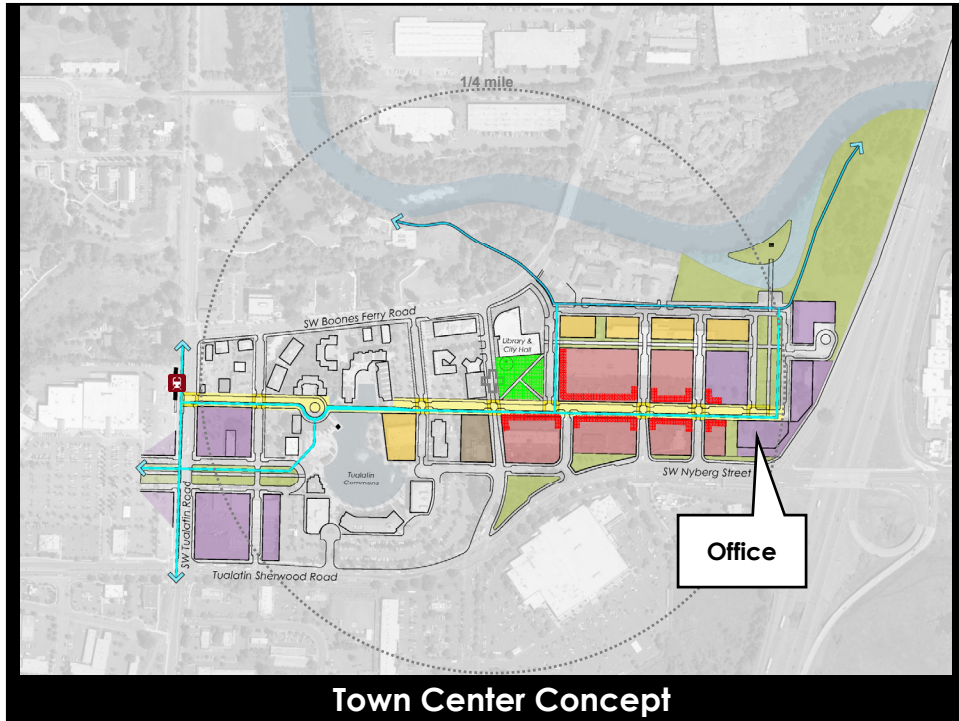
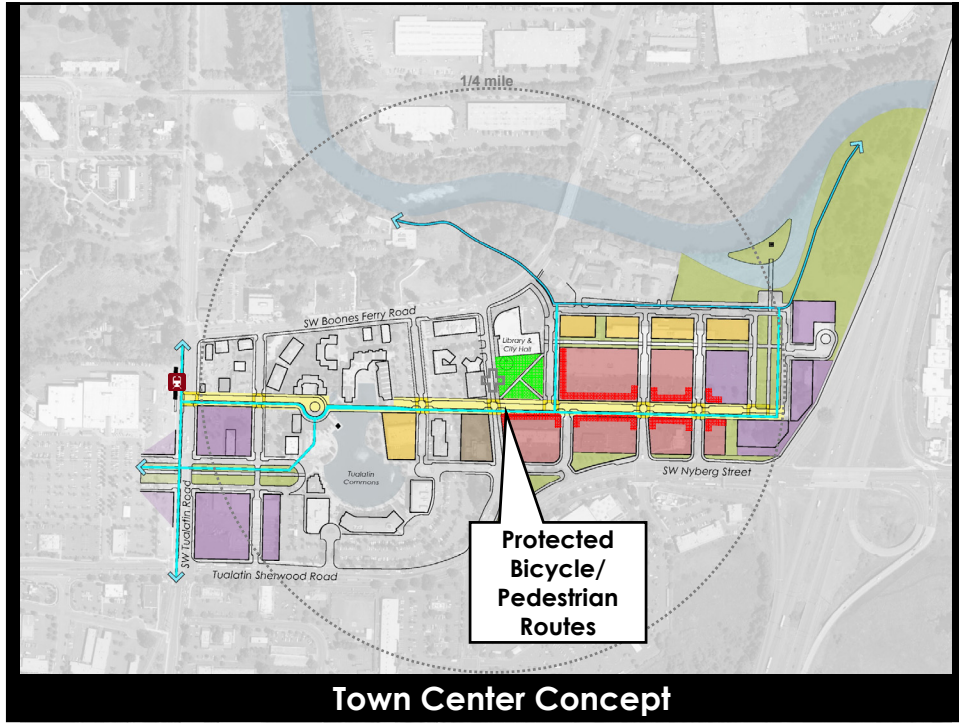
Pedestrian/Bicycle Connections

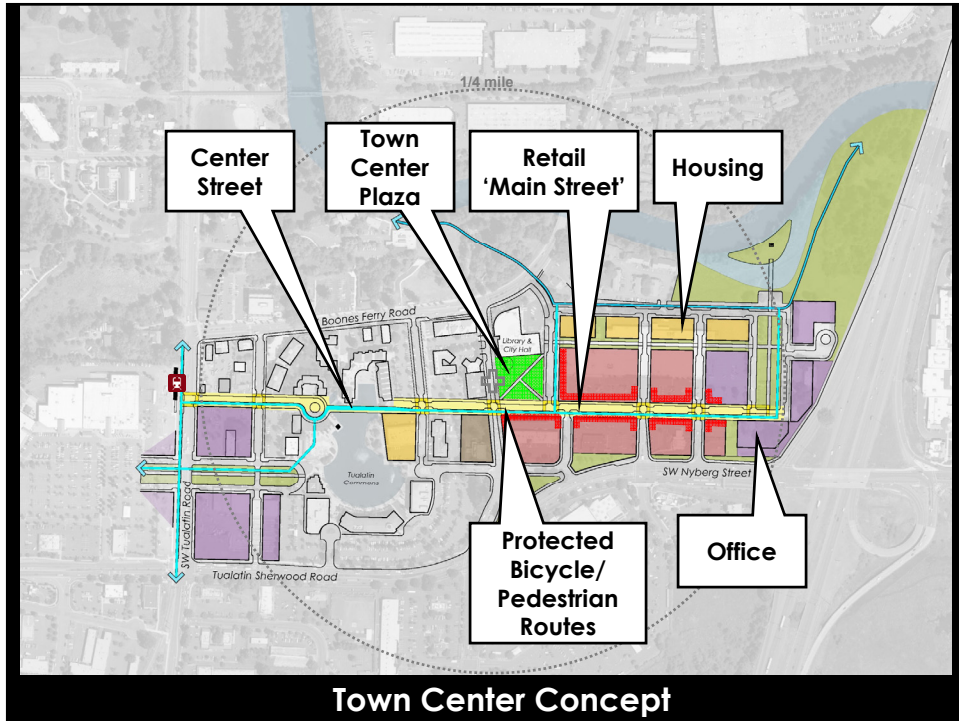
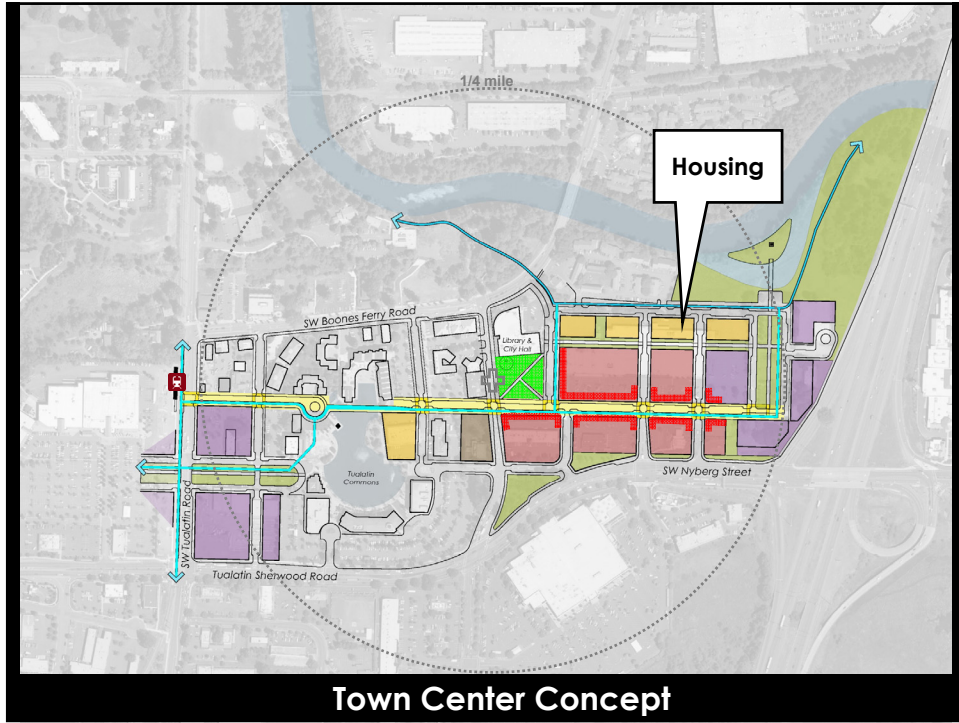


Child Friendly



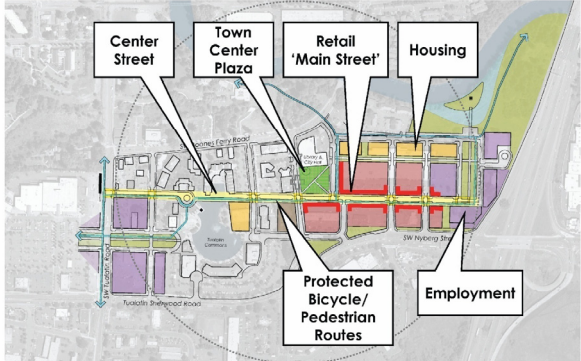






Response Sheet

Tualatin Town Center
TGM Outreach Public Workshop
June 1, 2009



Town Center Improvement Options Please Check Preference

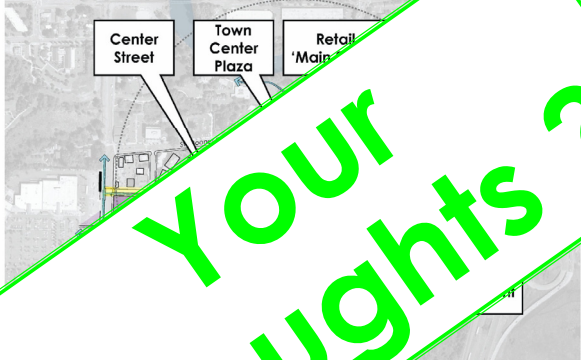
Do You Agree with the Following Recommendations?

1. Center Street Concept	☐ Yes	☐ No	☐ Other
2. Retail 'Main Street' Concept	☐ Yes	☐ No	☐ Other
3. Town Center Plaza Concept	☐ Yes	☐ No	☐ Other
4. Protected Bicycle/Pedestrian Route Concept	☐ Yes	☐ No	☐ Other
5. Employment Location Concept	☐ Yes	☐ No	☐ Other
6. Housing Location Concept	☐ Yes	☐ No	☐ Other

Comments

Response Sheet

Tualatin Town Center
TGM Outreach Public Workshop
June 1, 2009



Town Center Improvement Options Please Check Preference

Do You Agree with the Following Recommendations?

1. Center Street Concept	☐ Yes	☐ No	☐ Other
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3. Town Center Plaza Concept	☐ Yes	☐ No	☐ Other
4. Protected Bicycle/Pedestrian Route Concept	☐ Yes	☐ No	☐ Other
5. Employment Location Concept	☐ Yes	☐ No	☐ Other
6. Housing Location Concept	☐ Yes	☐ No	☐ Other

Comments

Your Thoughts ?

Agenda

Presentation

- Potential Concepts

Workshop

- Discussion
- Fill Out Response Sheets

Outreach Schedule

1 Site Visit

- 1) Visit Tualatin & Interviews
- 2) Assemble/Review Background Information
- 3) Prepare Workshop Presentation

2 Conduct Public Workshop

- 1) Present Background Information
- 2) Present Possibilities
- 3) Discuss Community Preferences
- 4) Collect Response Sheets

3 Prepare Report

- 1) Summarize Workshop Responses
- 2) Identify Next Steps

April

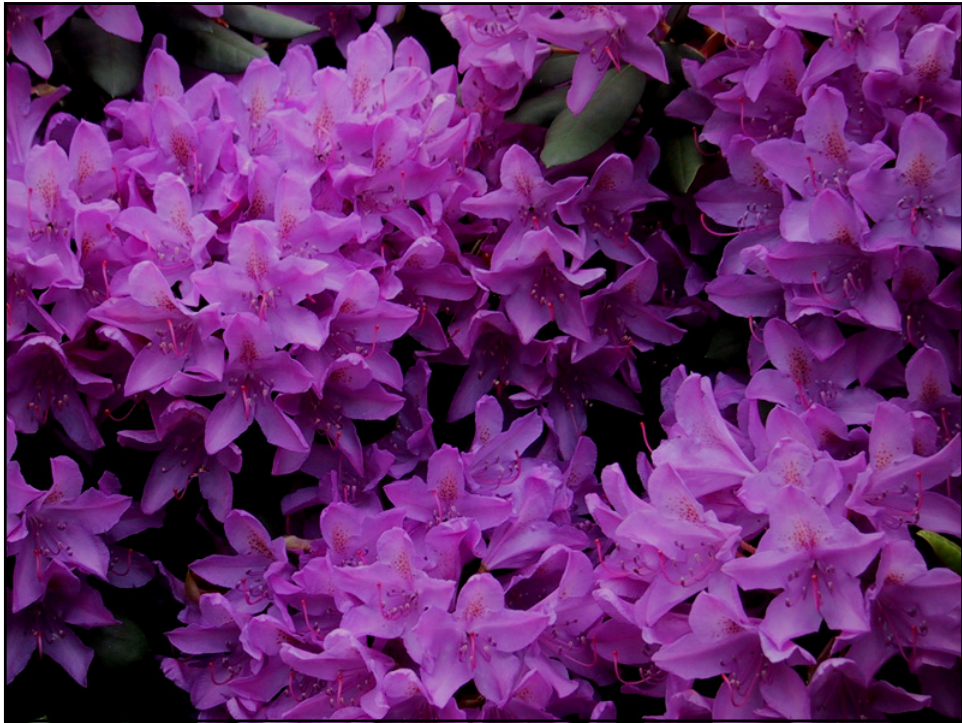
May

June

1st

1st

30th



Response Sheet
Tualatin Town Center
TGM Outreach Public Workshop
June 1, 2009

Town Center Improvement Options Please Check Preference

Do You Agree with the Following Recommendations?

1. Center Street Concept	☐ Yes	☐ No	☐ Other
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Comments

