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# Community Profile and Trends Report

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Tualatin Tomorrow Visioning Project

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## INTRODUCTION

*"...They saw the land and found it good."*

*– Ann Martinazzi*

*Article on the settling of Tualatin, Tri-City News, 1959*

*"My interest in the visioning process is to determine a clear, consensus statement of the primary values and quality of life characteristics that the majority of our citizens can embrace... That vision will then become the framework for the planning that will define Tualatin for the next several decades..."*

*– Lou Ogden*

*Mayor, City of Tualatin, August 2005*

### **A City on the Move – Tualatin Yesterday, Today and Tomorrow**

In 2013, the City of Tualatin will celebrate the 100<sup>th</sup> anniversary of its incorporation, marking a century of growth and change. And what a century it was! The Tualatin story moves forward in time from the early days of the Atfalati Indians to its settlement by pioneers arriving on the old Oregon Trail, from the bucolic farming community that filled the market basket of Portland for generations to the city's present-day status as a booming part of the Portland-Vancouver metropolitan region.

Even though Tualatin remained a quiet rural town far longer than most cities in the region, it was always influenced by the newest mode of transportation. The first white settlers located in the area where the ferry crossed the Tualatin River in 1852. When the first bridge was built over the river in 1856, the young town was relocated. It moved again when the east-west railroad line came to the area in 1889, and yet again when the Oregon Electric Railroad, which ran along the north-south railroad line, came through town. Many decades later, when the Baldock Freeway (Interstate 5) was constructed, its location impacted Tualatin's community once more.

When I-5 was completed in the 1954, along with two new freeway interchanges in Tualatin, rapid change really began take hold in Tualatin. This signature event in the city's history launched a series of cascading developments. In 1966, responding to the new Interstate, annexations brought land into the city on both sides of the freeway, setting the stage for commercial development in and around the freeway interchange and contributing to the outline of a new future downtown.

Once this happened, new commercial development started moving in, including Kmart, Keils Supermarket (now Michael's craft store) and the Fred Meyer store, in the 1970s. The freeway and new commercial development were followed by a series of booms in new residential subdivision development in the 1970s and beyond. The first wave in the 1970s included both single-family housing subdivisions and multi-family development.

In 1975, the Central Urban Renewal District was formed, setting the stage for the eventual development of the Tualatin Commons, a model urban redevelopment project. In 1983, the City of Tualatin began a second wave of land annexations, this time adding new industrial lands at the

western edge of the city. A new urban renewal district, called the Leveton Tax Increment District, was formed in 1985. JAE Oregon, Oki and other new companies moved to the city, starting the core of a light industrial high-tech boom. This in turn generated significant new employment growth.

The Tualatin Commons was launched in 1994 and was a watershed development for the community. The Tualatin Commons took over a group of older industrial properties, including the Blue Mountain dog food factory, and replaced them with one of the metropolitan area's first major new suburban redevelopment projects. An award-winning project garnering national and international attention, the Tualatin Commons changed perceptions of Tualatin. Today it is the site of various community events, including the annual Crawfish Festival and summertime concerts.

In sum, over the years these major new developments – freeway interchanges, commercial development, residential subdivisions, light industrial and new employment and urban redevelopment– took Tualatin down a very different path than neighboring jurisdictions, including Tigard, West Linn and even Wilsonville.

It's important to note that it wasn't a simple linear progression. Market forces, urban growth, urban renewal tools, annexations, easily buildable land, adequate public facilities, good planning were all important factors. For example, during this time period there was a series of up ticks and downturns in the region's economy. Tualatin boomed in the 1970s, went bust in the early 1980s (like much of Oregon), went crazy again in the 1990s, dipped again in the early 2000s, and is now picking up again.

Still, the fact remains that Tualatin went from a rural agricultural town to a city with a healthy balance of housing, jobs and commerce all in a relatively brief period of time. The city went through a bedroom suburban phase in the early 1970s with the development of subdivisions. The phase ended in the early 1980s when the city encouraged industrial jobs in the western part of the city.

## **Tualatin Today**

If Tualatin's original founders could somehow be magically transported to the present day, they would marvel at how their little town along the Tualatin River has grown and changed. The city not only survived the disruptions of the 20th century – depression, wars, the social upheavals of the 1960s, the advent of the information and computer age – it actually thrived.

Today Tualatin is a full-service city set squarely in the booming “southern tier” of the Portland metropolitan area, with an influx of new residents, industrial lands hosting new high tech industries and a new generation of commercial retail development like the upscale Bridgeport Village. Despite such change, Tualatin residents still value the community's small town atmosphere, quality of life, affordability, child- and family-friendly environment, parks, greenspaces and trails, schools and proximity to shopping and other amenities.

Tualatin also has its share of challenges - from a rapidly changing population mix and growing needs for affordable housing and social services, to major redevelopment issues, to an inherited legacy of farm-to-market roads that impede connectivity and rush hour traffic congestion. Vehicle traffic, while reflecting the robust local economy of the area, is arguably the number one concern of local residents.

Moreover, as we move into the 21st century, Tualatin faces a new era of change unlike anything it has experienced in the past. Continued growth and development driven by people moving here from other places, potential expansion of the city's urban planning area boundary, growing demand for public services and infrastructure improvements, uncertain federal, state and local funding for social services and threats to the area's remaining rural and historical character all promise to have lasting impacts on the city.

How will the City and Tualatin's citizens face up to these challenges? Can we ensure our continued quality of life, accessibility and affordability in the face of rapid growth and development? Can we adapt our historical values and quality of life to a more cosmopolitan population that has moved here from other places? Can we maintain our safety and security in a society faced by many challenges and an increasingly troubled world? Can we remain a wholesome place to raise children, pursue an education and build a life?

In short, will Tualatin in 20 or 25 years be a place in which we continue to take pride and are proud to pass on to our children? Or will it become just another suburban enclave without character or the high quality of life enjoyed so fully by the people who lived here in its first century?

The choice is ours to make.

## **Tualatin Tomorrow**

In February 2006, the City of Tualatin launched *Tualatin Tomorrow*, a community "visioning" process for Tualatin and all its citizens. The goal of *Tualatin Tomorrow* is to guide the community in looking at itself today and deciding what it wants to be in the future. Through the extensive involvement of the entire community, the City will develop a "vision statement" that identifies a preferred future for the community. This statement will help guide the community, including both the City of Tualatin and other key community organizations, in identifying concrete action steps towards achieving the vision. It will also be used to guide the City of Tualatin's future planning.

The Tualatin City Council wants to connect with the entire community through *Tualatin Tomorrow* and wants every community member to have a chance to be involved in some way. Tualatin's citizens, youth, business owners, employers and other community members will be the most important participants in the visioning process. Through *Tualatin Tomorrow*, local residents will identify community issues and analyze emerging trends, articulate Tualatin's core community values, create a vision statement and develop strategic actions based on the community's values and vision.

The City of Tualatin, including City councilors and City staff, along with a consulting team of visioning, planning and community involvement professionals, is working closely with a citizen committee to help guide and manage the process. Beginning in early February 2006, the visioning process has an expected completion date of Spring 2007.

*Tualatin Tomorrow* will not replace ongoing City planning and decision-making, but it will help make these activities better informed, more strategic and more effective. For example, as the vision is developed, it will provide guidance to the City for ongoing planning projects such as future urban area expansion, the Southwest Tualatin Concept Plan, concept planning for the South Tualatin area and the "Town Center" planning effort, among other efforts.

In order to accomplish this ambitious agenda, *Tualatin Tomorrow* will be assisted by a number of groups and individuals who are part of the process. The *Tualatin Tomorrow Steering Committee*, a committee of 18 citizens reflecting the wider community and coming from all parts of the city will work collaboratively to help guide and manage the process in meeting its objectives and achieving successful outcomes. Specifically, the committee will:

- Sponsor and participate in community events
- Review and consider key information on emerging trends and how they might impact Tualatin
- Develop and explore alternative options
- Help develop key visioning process documents
- Work with a wide variety of key community stakeholders, the project management team of City staff and consultants, and others
- Consider and evaluate citizen feedback and help to refine options or alternatives based on that feedback
- Develop one or more recommendations for City Council to consider, including a proposed vision statement and strategic action plan

In addition to the *Tualatin Tomorrow Steering Committee*, citizens interested in participating more actively in the visioning process will form the basis of the *Tualatin Tomorrow VisionCorps*, a larger network of community residents that provides working group participants, project volunteers and workshop participants during the process.

Throughout the *Tualatin Tomorrow* visioning process, participants will be focusing on themes that are central to the future of our community such as:

- Health, Safety and Social Services
- Traffic, Transportation and Connectivity
- Recreation, Family and Youth
- Arts, Culture and Education
- Parks and Natural Areas
- Growth, Housing and Town Center
- Governance, Leadership and Community Engagement

These themes were tested through one-on-one interviews with representatives of key community stakeholder groups, as well as several discussion groups drawn from the wider community. They will also be affirmed with the wider community during the public outreach stages of the process. *Tualatin Tomorrow's* final vision statement and its community-based strategic action plan will be organized according to these focus areas, resulting in strategies, actions, implementation partners, timelines, priorities and milestones to monitor our progress in achieving the vision over time.

As part of *Tualatin Tomorrow*, there will be a series of public activities and events beginning in the spring of 2006 and continuing into 2007. The *Tualatin Tomorrow Steering Committee* will meet at least 14 times during the visioning process, as will a Planning Team representing the City and project consultants. In terms of public events, there will be Community Forums, six VisionCorps issue-oriented workshops and a major Vision Town Hall meeting, the proposed first in an annual series of events designed to keep the community engaged in their vision and informed of its progress towards implementation. To support these events, there will also be key media and promotional

opportunities for the visioning process and ongoing community outreach events designed to stimulate and motivate public participation.

### ***Tualatin Tomorrow Community Profile and Trends Report***

In order to decide where we want our community to be in the future, the people of Tualatin first need to assess where we are today and understand where we might be headed in the future. That was the purpose of the ***Tualatin Tomorrow*** “environmental scan” – a comprehensive information gathering and analysis process. The result of the scan is this report – the ***Tualatin Tomorrow Community Profile and Trends Report***. It attempts to answer three key questions about the city:

- “Where are we now?”
- “Where are we going?”
- “What issues will we face?”

As part of the scanning process, a team of consultants working with the City of Tualatin and other local, regional and state agencies, compiled and analyzed a large amount of data drawn from City, county, regional, state and national information sources. This information has been organized into different topics areas, and the ***Community Profile and Trends Report*** includes a chapter for each of the following topics:

- People & Demography
- Economy
- Land Use, Growth & Development
- Transportation
- Housing
- Water, Wastewater & Solid Waste
- Natural Resources & Environmental Quality
- Public Safety
- Health & Human Services
- Education
- Youth
- Parks & Recreation
- Arts & Culture
- Governance

In addition, each chapter is further organized into four sections, including:

- a description of the topic area and its importance
- an assessment of the community today in terms of this topic
- identification of key trends or forecasts that may influence the future
- key questions facing the future of the community

All of this information will serve as a resource for the visioning process, while answers to the questions it poses may inform the community’s emerging vision statement and the strategic action plan designed to achieve that vision.

Most of the data included in this report is presented in the context of the City of Tualatin. However, there are also data for the two counties that encompass parts of the City (Washington and Clackamas),

the larger Portland metropolitan area (Metro) and the State of Oregon. There are a couple of reasons for this approach: First, the City of Tualatin's area of influence already extends well beyond its existing city limits; in fact, its urban planning area boundary may well expand with the next update of the City's comprehensive plan. Second, some data and information are only available by county or the region. Finally, a few emerging trends and issues can only be understood when viewed from a larger perspective – state, national, even global.

### **Identifying Trends of Change**

During the *Tualatin Tomorrow* environmental scanning process, a large number of emerging trends and issues were identified – some offering new perspectives on long-standing issues confronting the community and others hinting at entirely new concerns. An important aspect of many of these trends is that they are mutually reinforcing. For example, trends such as an aging population or escalating housing costs may reinforce the growing demand for non-traditional or more affordable types of housing, or for increased pressures for higher residential and developmental densities in the city. These, in turn, may reinforce other developments, such as demand for expanded transit services or other alternatives to the automobile.

At the same time, there are trends that may be pushing in opposite directions, forcing potential policy choices or trade-offs. For example, the community's probable increase in the demand for social and human services may conflict with a long-term trend of declining federal and state participation in human resource delivery or the declining availability of government subsidies to pay for desired or mandated social programs.

Considering the potential interaction among all these trends and their cumulative impact, this report offers a rough composite sketch of Tualatin's *probable* future – where we may end up if we were to continue on our current course *absent* any major changes of direction. No one truly expects that to happen, but such a scenario can serve as a baseline against which to measure and develop future options and choices. From all of this information should emerge the beginnings of a *preferred* scenario, or vision, for Tualatin's future.

### **Understanding the Big Picture**

One of the most important challenges in conducting a community visioning process is to understand the big picture, that is to say, the *larger* context of change, be it regional, national, or even global in scale. If a planning process does not take into account the potential impact of such trends, it runs the risk of creating a plan that is too narrow in scope or out of touch with rapidly changing times.

As part of the scanning process for this report, an attempt was made to consider the future from such a perspective. This was accomplished by focusing on developments driven by larger societal forces, particularly demographic and economic trends. The impacts of these trends were considered in scanning other areas such as housing, land use and infrastructure.

At the same time, some of the larger trends affecting the future are so vast in scale or broad in their implications that they are difficult to “capture” at the local level, even though their influence on local communities may be enormous. While trying to predict the impact of such larger trends is beyond the scope of this report, understanding their general thrust is important.

In the rest of this introduction we describe some of the larger context that many experts agree will influence the future of Tualatin. This information will provide a broader backdrop for the discussion of local and regional trends that follow. Ultimately, it may encourage the development of specific strategies for the future that otherwise might not be considered. As the popular adage goes, the point is to “think globally but act locally.”

## **Global Driving Forces**

More than a quarter century ago, futurist Robert Theobald described a number of global "driving forces" that would likely change our nation in the future. He defined a driving force as a long-term trend so broad and powerful that the chance of it being slowed or reversed is unlikely. Global driving forces are the ultimate trends – enormous currents of change that sweep entire nations along on a seemingly inevitable trajectory toward the future.

Today, Theobald's concept of driving forces is widely recognized by futurists, academics, policy analysts and politicians alike. Many see such trends as driving the planetary future in the 21st century. Such driving forces, which are briefly summarized below, will set the global stage upon which the future of local communities around the world, including the city of Tualatin, will be played out.

- **Population Growth and Shifts.** Despite efforts to curb population growth and relatively low birth rates in industrialized nations, world population will continue to expand in the foreseeable future. United Nations planning forecasts for the year 2050 range from a low of 7.9 billion people to a high of 11.9 billion; the world's population in 2004 was close to 6.4 billion. Although the rate of increase has been slowing over the last 10 years, the world is still growing by 73 million people annually. Sustained growth is expected to continue the pressure for major population migrations, both among and within nations. Within the U.S., many Californians continue to leave their state for other, relatively under-populated cities and the Western region in search of affordability, safety and quality of life. Tualatin can expect to continue to attract new residents, both from inside and outside Oregon.
- **Growing Gap Between Rich and Poor.** The number of people living in "absolute poverty" currently is estimated to be more than one-fifth of the world's population. At the same time, inequities between rich and poor continue to become more pronounced both among and *within* nations. This gap between rich and poor is larger in the United States than any other major industrialized nation. This phenomenon is also referred to as the “disappearing” middle class. The specter of a shrinking middle class also has disturbing implications for the U.S. Social problems that are related to poverty and homelessness are increasingly more visible at the local level. Income disparities in Tualatin may be seen in a lack of affordable housing and other social indicators, and are also reflected in other social issues, including youth crime, gangs and drugs.
- **Decline of Cheap, Abundant Energy.** Cheap energy, from fossil fuels and oil in particular, is being used up worldwide. By the 1990s, the majority of all oil consumed in the U.S. was imported, increasing American vulnerability in global energy markets and exacerbating the national trade deficit. Some studies have projected that U.S. domestic oil and gas supplies will be virtually exhausted within a few decades. There is also accelerated speculation as to when the world itself reaches “peak oil” – the point at which total supplies from existing and untapped sources is in absolute decline. As a suburban, largely automobile-oriented city close to the far

edge of the metropolitan area, Tualatin may prove more vulnerable to the long-term decline of oil than some other communities in the region.

- **Global Environmental Degradation.** In the last few years, mounting evidence of worldwide environmental degradation has become a daily litany in the media: atmospheric pollution, climate change and global warming, oceanic pollution, contamination of ground water and food supplies, toxic and hazardous wastes, endangered species and declining biological diversity – the list seems endless. While some of these trends may seem far removed from Tualatin, with its comfortable suburban environment, others are very real. Those environmental issues that do not pose direct threats to Tualatin promise to have an indirect impact on our lives as well.
- **Rapid Development of Communications.** The communications revolution is pushing developed nations out of the waning industrial era into an emerging information era based on microprocessors, computers and telecommunication. The accelerated flow of data and information is shrinking the planet, changing the nature of business and the workplace and altering the daily lives of millions of people. These information flows will undoubtedly continue to broaden and deepen. With its convenient location, access to I-5, supply of buildable industrial lands and quality of life, there is no reason Tualatin cannot compete in attracting more knowledge-based industries and occupations or home-based and self-employed information and service workers.
- **Accelerated Advances in Science and Technology.** Fundamental advances in science and technology will continue to push the horizons of innovation into uncharted new territories. Developments in the fields of genetic engineering, biotechnology and new materials are among the technological frontiers driving a host of innovations that will fuel the race for economic supremacy among the developed nations. Those nations and communities that latch on to these developments will become the major players in the global economy of the 21st century, with major implications for secondary and higher education, labor force development, job training and economic development. It remains to be seen how and to what degree Tualatin can take advantage of such opportunities.

While this list of global driving forces may seem vast in its scale and potential implications, it is not complete. It is difficult if not impossible to describe with any accuracy the true global future. New driving forces will continue to emerge in the coming years. Then there are the “emerging issues” or wildcards – an unpredictable world economy, global warming and climate change, international terrorism – possibly even another flu pandemic. Such developments will bring with them new uncertainties and imperatives for the planet and for life at the local level. The reality is that no matter how locally we may choose to focus our attention, the larger world will always influence the context in which we act.

## **National Trends**

The future of Tualatin will be just as strongly influenced by national and regional level trends that unfold during the coming decades. While these trends may not be as overwhelming in their scale, they are much closer to home and more visible in terms of their impact. Here is an overview of key U.S. national trends:

- **Growing, Aging Population.** The American population is changing dramatically, both in terms of its size and average age. This trend is driven by the sheer size of the baby boom generation – the 76 million Americans born between 1946 and 1964. Between 2010 and 2025 the majority of baby boomers will turn 65 years of age. During the next two decades, elderly Americans will represent a growing share of the population, with enormous implications for housing, health care, transportation, social services and cultural activities. An aging population will place unique demands on local communities, but also offer unique opportunities for volunteerism, youth mentoring and civic service. Tualatin’s population will undoubtedly be influenced by the Baby Boomer’s “last act.”
- **Increasing Social and Cultural Diversity.** While the American population is aging, it is also becoming more racially, ethnically and culturally diverse. This change is driven, in part, by immigration of new racial, ethnic and cultural groups, but also by shifting social mores, values, lifestyles and family structures. Many of the new ethnic immigrants to the U.S. are coming from Latin America and Asia. Increasing diversity will continue to test the nation's ability to embrace differences between people, calling for greater sensitivity and understanding on the part of all population groups. Tualatin is still relatively homogeneous in its population mix compared to the large cities of the West; at the same time, its population is becoming much more diverse, especially in terms of its growing Hispanic population.
- **Shifting Economic Base.** The American economy is midstream in a long-term economic shift from an industrial and manufacturing based economy to an information-, technology- and service-based economy. As a result, fewer and fewer jobs are being created in traditional industrial occupations, while relatively more jobs will be created in knowledge- and service-oriented fields. This trend has dramatic implications for the future of work, as well as the types of education and training required by the occupations of the future. Many of the newest technologically based industries are “footloose” businesses, capable of locating wherever their employees can enjoy better lives. Tualatin, only loosely tethered to its original agricultural economy, has undergone a major economic transformation in the last 30 years. With its convenient, accessible location, general affordability and quality of life, Tualatin may be positioned to take its evolving economy in any number of directions – including limiting its job expansion relative to new housing and neighborhoods.
- **Continued Decentralization.** The United States is continuing to shift from social and institutional centralization to social and institutional decentralization. Throughout most of the postwar era of the 20<sup>th</sup> century, social, economic and political forces continued to support the centralization of power, authority and responsibility in the public and private sectors. Today, a countervailing trend of decentralization is moving in the opposite direction. Responsibility is becoming more local. State and local governments are taking, or being asked to take, more responsibility for the delivery of local services, although funding for same is less than clear. At the same time, other non-governmental aspects of society are also decentralizing. Decentralization will place more pressure on communities such as Tualatin to understand and respond to needs at the local level. This will call upon Tualatin residents to become more engaged in civic life and volunteer organizations.

## **A Tualatin Community Profile**

Along with the above information on global and national trends, the following report presents a wealth of more detailed local and regional information concerning where our community is today, where it is headed tomorrow and what issues it may face along the way. The composite picture it presents is one of a community in the midst of a continuing transition, driven by population growth but demonstrating many others indicators of change as well.

Through the *Tualatin Tomorrow* community visioning process, the residents of Tualatin will have a rare opportunity to assess our probable future as a community and to begin building a preferred future – one that upholds our core values as a community, takes advantage of emerging trends and opportunities and honors our highest aspirations for the future. The choices about what Tualatin is to become are ours to make.

## **TUALATIN'S HISTORICAL TIMELINE**

**By Loyce Martinazzi**

**15,000 years ago** Catastrophic floods scoured the valley as giant ice dams broke up during the end of the last Ice Age, creating the Tonquin Scablands and leaving rich fertile soil along the Tualatin River.

**11,300 years ago** A female Mastodon slipped into the bog and died.

**7,000 years ago** Native people called Atfalatis, a band of Kalapuya, inhabited the Tualatin area, gathering bulbs and berries, hunting and fishing in the river.

**1812** Native Americans encountered trappers from the Pacific Fur Company.

**1841** Charles Wilkes, a US government scout, surveyed the Atfalati, sketching the people and their customs.

**1850** Edward Byrom and Zenas Brown sailed around the Horn and settled in the Tualatin area.

**1850** The Donation Land Grant was passed by Congress giving 160 acres of land to each settler and 160 acres of land to his wife.

**1851** The Provisional Government removed the Atfalati to Wapato Lake.

**1852** General John B. Preston surveyed the Willamette Valley. Township 2 South, Range 1 West and Range 1 East were the Tualatin area.

**1850** Zenas Brown set up a ferry on his land claim that connected the Territorial Road from Dayton to Oregon City.

**1852-53** The Oregon Trail brought settlers from the east who took up land in Tualatin.

**1853** Sam Galbreath set up a ferry across the Tualatin River on his land claim. The ferry connected the road from Boones Ferry north into Portland and Oregon City. Soon a blacksmith shop, store and inn were operating around the ferry crossing. The area was called Galbreath.

**1854** John A. Taylor built a ferry on his land across the Tualatin River.

**1855** The Atfalati ceded all claims to their land and were settled at Grand Ronde Reservation in the Coast Range.

**1855** Many men left to fight in the Rogue River Indian Wars.

**1855** A log school was built along the Territorial Road. Isaac Ball was the first teacher.

**1856** Citizens built the first bridge at the Galbreath location. The area was called Bridgeport.

**1857** John A. Taylor built a toll plank road from Dayton, across his ferry and in to Portland.

**1858** The Hoosier, a small steamboat plied the Tualatin River for a short time.

- 1860** Many settlers went to the Idaho mines.
- 1860** The Little Red Schoolhouse was built on the corner of Avery and Boones Ferry Road.
- 1865** The steamboat *Yamhill* plied the river delivering farmers' goods to market.
- 1867** Washington County erected a toll bridge to replace the old free bridge at Bridgeport.
- 1868** The sternwheeler *Onward* navigated the River.
- 1880** A fierce storm raged through the Valley toppling trees like they were toothpicks.
- 1880** Farmers began draining the swamps and growing produce, especially onions on the rich beaver dam soil.
- 1887** Chinese laborers laid a narrow gauge railroad through the area. John Sweek platted out a new town site around the new train station, naming it *Tualatin*.
- 1889** The first east-west railroad train came through. A store and hotel were built close by.
- 1892** John L. Smith brings his extended family to the area and sets up a saw mill providing the first payroll. He builds a company store and a row of homes for his family and workers.
- 1893** The Congregational church is built north of the new depot.
- 1895** Winona Grange is organized.
- 1900** Winona Cemetery is organized.
- 1900** A new school is built for both grade and high school.
- 1906** Local farmers blow up the dam on the Tualatin River.
- 1906** Oregon Electric Railroad comes through, north and south. Stores are built around the new depot.
- 1907** Smith builds a brickyard and manufactures bricks.
- 1910** Congregational Church burns, Methodists build a church.
- 1912** Old store is moved east and new brick store is built. Telephones and electricity installed.
- 1913** Tualatin incorporates, elects mayor and aldermen. Two saloons are soon operating. Coal oil street lights installed.
- 1914** Tualatin Country Club, an exclusive golf course is laid out.
- 1918** Many young men go off to World War 1 while a Polio and flu epidemic hit Tualatin hard.
- 1925** Methodist church burns, new church built next year.
- 1935** Volunteer Fire Department organized and the City digs a well.
- 1936** High School closes.
- 1937** Overflow of the Tualatin river causes massive flooding.
- 1939** New brick elementary school opens.

- 1940** Veterans of Foreign Wars organize.
- 1940** 4-H programs provide learning experiences for youth.
- 1941** Many local men and women join the armed forces for World War II.
- 1948** Winona Grange sponsors large youth group for degree work, dancing, drama and music.
- 1951** Crawfish Festival sponsored by VFW to raise funds for park development.
- 1954** The I-5 Freeway cuts a swath through Tualatin.
- 1962** Columbus Day Storm. 116-mph winds left utter destruction.
- 1962** 11,300 year old Mastodon unearthed in bog by geology student John George.
- 1963** Old farms sold off for subdivisions.
- 1965** Ramada Inn opens.
- 1969** Tertiary Sewage Treatment Plant built.
- 1972** Van Raden donates estate to City of Tualatin.
- 1973** Meridian Park Hospital opens.
- 1976** Old brick store becomes Rich's Kitchen restaurant.
- 1978** Senior Center opens.
- 1979** Tualatin gets Bull Run water.
- 1979** Edward Byrom Elementary School opens.
- 1982** Bridgeport Elementary School opens.
- 1992** Hazelbrook Middle School opens.
- 1992** Tualatin High School opens.
- 1994** Tualatin Commons, a community gathering place, opens with lake and fountains.
- 2004** New Tualatin Elementary School opens as old brick school closes.

## **PEOPLE AND DEMOGRAPHY**

Who are the residents of Tualatin? What are their races and ages? How long have they lived in the community and do they own their own homes? And what will they look like in 20-30 years? In the numbers, one sees the diversity, or not, of the community.

Demographics are key to understanding the values, goals and needs of the community. Knowing Tualatin's social statistics is an important precursor to serving community member present day needs and to understanding the changes needed for providing future services. The key demographic factors for a community are population size and geographical distribution, age, education levels, income levels, household size and racial and gender composition.

### ***PEOPLE AND DEMOGRAPHY PROFILE – WHERE ARE WE NOW?***

Tualatin's demography is characterized by:

**Growth.** Tualatin has experienced tremendous growth in its population and change in its demographics in the last half century. In 1950, Tualatin was a farming community of 248. By 1970, the population was a mere 952. Fast forward to 2000 and Tualatin had 23,065 residents, a jump of 3,000% in 30 years. In 2005, the population was estimated to be 25,464. With a projected growth rate of 1.5 percent per year, Tualatin's population is expected to be about 28,000 when the current urban planning area boundary is at build-out.

#### **Tualatin's Population Growth, 1950-2004**

<b>Year</b>	<b>Population</b>
1950	248
1960	359
1970	952
1980	7,700
1990	15,013
2000	23,065
2004	25,268

*Source: US Census,*

### Projected Population Increase

Date	Population	Percent Increase
July 1, 2001	23,270	Base year
July 1, 2002	23,883	2.6%
July 1, 2003	24,795	3.8%
July 1, 2004	25,290	2.0%
July 1, 2005	25,670	1.5%
July 1, 2006	26,055	1.5%
July 1, 2007	26,446	1.5%
July 1, 2008	26,843	1.5%
July 1, 2009	27,245	1.5%

Source: City of Tualatin and Tualatin Facility Visioning Project Environmental Scan, 2002

**Young population.** Tualatin has a young population—median age 31.9 in 2000—as compared to the state median of 36.3 years.

**Ageing boomers.** Like the rest of the state and country, Tualatin’s baby boomer population will contribute to a higher median age in the future. Residents who are 45-64 represent the fastest growing group. This indicates that Tualatin’s population of senior citizens will continue to grow.

**Growing Hispanic population.** Portland suburbs are becoming more diverse and Tualatin is no exception. The Hispanic community is the fastest growing racial demographic within Tualatin. In 1990, only 2.5 percent of the Tualatin population identified themselves as a person of “Hispanic or Latino origin.” By 2000, this number had grown to 12 percent. This compares to 8 percent of the Oregon population in 2000 and 4.7 percent of the Portland-Vancouver metropolitan area.

	Number	Percent
<b>Tualatin Population:</b>	22791	100.00%
<b>Sex and Age</b>		
Male	11347	49.79%
Female	11444	50.21%
Under 5 years	1730	7.59%
5 to 9 years	1819	7.98%
10 to 14 years	1825	8.01%
15 to 19 years	1643	7.21%
20 to 24 years	1563	6.86%
25 to 34 years	3976	17.45%

35 to 44 years	4132	18.13%
45 to 54 years	3411	14.97%
55 to 59 years	909	3.99%
60 to 64 years	456	2%
65 to 74 years	609	2.67%
75 to 84 years	488	2.14%
85 years and over	230	1.01%
<b>Median age (years)</b>	<b>31.9</b>	
18 years and over	16354	71.76%
Male	8044	35.29%
Female	8310	36.46%
21 years and over	15514	68.07%
62 years and over	1564	6.86%
65 years and over	1327	5.82%
Male	512	2.25%
Female	815	3.58%
<b>Race</b>		
One race	22151	97.19%
White	19803	86.89%
Black or African American	181	0.79%
American Indian and Alaska Native	157	0.69%
Asian	824	3.62%
Asian Indian	83	0.36%
Chinese	171	0.75%
Filipino	99	0.43%
Japanese	137	0.6%
Korean	108	0.47%
Vietnamese	95	0.42%
Other Asian	131	0.57%
Native Hawaiian and Other Pacific Islander	84	0.37%
Native Hawaiian	18	0.08%
Guamanian or Chamorro	14	0.06%
Samoan	13	0.06%
Other Pacific Islander	39	0.17%

Some other race	1102	4.84%
Two or more races	640	2.81%
<b>Hispanic or Latino and race</b>		
Total Population	22791	100.00%
Hispanic or Latino(of any race)	2701	11.85%
Mexican	2228	9.78%
Puerto Rican	48	0.21%
Cuban	16	0.07%
Other Hispanic or Latino	409	1.79%
Not Hispanic or Latino	20090	88.15%
White alone	18431	80.87%
<b>Relationship</b>		
Total Population	22791	100.00%
In households	22666	99.45%
Householder	8651	37.96%
Spouse	4676	20.52%
Child	7010	30.76%
Own child under 18 years	6064	26.61%
Other relatives	894	3.92%
Under 18 years	246	1.08%
Nonrelatives	1435	6.3%
Unmarried partner	548	2.4%
In group quarters	125	0.55%
Institutionalized population	0	0%
Non-Institutionalized population	125	0.55%
<b>Households by Type</b>		
Total Households	8651	100.0 %
Family households (families)	5809	67.15%
With own children under 18 years	3379	39.06%
Married-couple family	4676	54.05%
With own children under 18 years	2609	30.16%
Female householder, no husband present	806	9.32%
With own children under 18 years	566	6.54%
Non Family households	2842	32.85%

Householder living alone	2122	24.53%
Householder 65 years and over	402	4.65%
Households with individuals under 18 years	3548	41.01%
Households with individuals 65 years and over	934	10.8%
Average Household size	2.62	
Average family size	3.17	
<b>Housing Occupancy</b>		
Total housing units	9218	100.00%
Occupied housing units	8651	93.85%
Vacant housing units	567	6.15%
For seasonal, recreational, or occasional use	43	0.47%
Homeowner vacancy rate (percent)	3.8	
Rental vacancy rate (percent)	6.6	
<b>Housing Tenure</b>		
Occupied housing units	8651	100.00%
Owner-occupied housing units.	4773	55.17%
Renter-occupied housing units.	3878	44.83%
Average household size of owner-occupied units	2.81	
Average household size of renter-occupied units	2.38	

*Based on 2000 US Census data.*

### **Tualatin's Ancestry**

	<b>Percent</b>
Arab	0.2
Czech	0.5
Danish	1.5
Dutch	1.8
English	12.7
French (except Basque)	4.3
French Canadian	0.9
German	20.4
Greek	0.4

Hungarian	0.4
Irish	11.5
Italian	3.6
Lithuanian	0.1
Norwegian	5.9
Polish	1.4
Portuguese	0.8
Russian	1.1
Scotch Irish	2.7
Scottish	4.0
Slovak	0.1
Subsaharan African	-
Swedish	3.4
Swiss	0.6
Ukrainian	0.4
United States or American	5.0
Welsh	0.8
West Indian (excluding Hispanic groups)	0.1
Other ancestries	29.4

*Based on 2000 US Census data.*

**Poverty Status.** The percentage of Tualatin residents living in poverty is significantly lower than the state of Oregon, Washington County and the Portland-Vancouver metropolitan area. However, there are pockets of residents living in poverty.

Poverty Status in 1999	# Below poverty level	Percent below poverty level	Oregon percent below poverty level
Families	173	3	7.9
Families with female householder, no husband present	77	9.9	25.9
Individuals	1,248	5.5	11.6

### Language, School Enrollment and Educational Attainment 2000 Census

Geographic area	Population 5 years and over-- Percent who speak a language other than English at home	Population enrolled in elementary or high school-- Percent	Popula- tion 16 to 19 years-- Percent not	Popula- tion 18 to 24 years-- Percent enrolled	Population 25 years and over	Popula- tion 25 to 34 years-- Percent with

	Population 5 years and over-- Percent who speak a language other than English at home					Population 25 years and over			
	Total	And speak English less than "very well"				Percent with less than a 9th grade education	Percent high school graduate or higher	Percent with bachelor's degree or higher	
Oregon	12.1	5.9	9.0	10.4	30.8	5.0	85.1	25.1	26.5
Tualatin city	14.3	9.0	6.6	11.4	24.7	2.6	92.9	37.5	36.0
Clackamas County (part)	11.2	4.9	9.3	0.0	58.6	0.5	99.0	53.3	56.1
Washington County (part)	14.7	9.5	6.0	13.2	22.4	2.9	92.2	35.6	34.4

*Based on 2000 US Census data.*

## ***PEOPLE AND DEMOGRAPHY TRENDS – WHERE ARE WE GOING?***

While the availability of demographic forecasts relating to Tualatin proper are limited, regional and country-wide statistics offer a likely preview of future demographic change in the city.

### **Population trends and continued growth – Portland Area and Washington County.**

The Portland-Vancouver area population increased by 27 percent (400,000 people) from 1990 to 2000 (Population Research Center). This is slightly more than twice the national average. With a 43 percent growth rate during that decade, Washington County was the fastest growing of the metropolitan counties and ranked in the top 1 percentile for growth among 3,141 U.S. counties. Nearly three-fourths of the gain (79,000 people) came from migration.

**Residents will be unhappy with future growth.** Metro commissioned a telephone survey of 600 tri-county residents in early 2006. (*Metro Values and Beliefs Survey*, Davis, Hibbitts & Midghall, February 2006). From the study: “More than nine of ten residents say that population will grow considerably, with three-quarters saying such growth is not desirable.”

**Aging population.** In the 2000 census, in the metropolitan area, Washington County had the smallest percentage of individuals who were 65 years or older. This will change as the area’s boomer population ages. The earliest baby boomers (born in 1946) will turn 65 in 2011. Baby boomers will swell the 65+ age group from 2010 to 2030. This will impact medical care, housing, labor, transportation and public safety.

**Growing Hispanic population.** The Hispanic population is the fastest growing ethnic group in the metropolitan area and in Tualatin. This is due to internal and international migration as well as fertility rates. This trend will continue, with significant impacts on the community’s culture, schools, need for social services, educational programs and more.

**Challenge of growth for local government and infrastructure.** Government will feel the strain of trying to provide services for a growing population. Every service will be affected. The need to capture tax support for services will be even more critical as the population grows.

## ***PEOPLE AND DEMOGRAPHY – WHAT ISSUES DO WE FACE?***

- How will Tualatin accommodate the needs of a growing population, including jobs, housing, schools, social services and more?
- What infrastructure will need to be added to serve a growing population?
- What is the optimal population size for Tualatin?
- How will Tualatin maintain a sense of community with a growing population?
- What are the implications of an aging population for Tualatin?
- What impact will growth have on recreation, traffic congestion and emergency services?
- How will the Sherwood School District, Tigard-Tualatin School District and West Linn-Wilsonville School District, which all serve portions of Tualatin, cope with more students?
- Where will population growth be located?
- How will the need for homes be balanced with zoning for commercial and industrial use?

## **ECONOMY**

The health of a community's economy directly affects the individuals who live there. Economic opportunity is fundamental to our quality of life. A strong local economy allows local businesses to thrive and provides opportunities for community members to earn a living, purchase needed goods and services and to be contributing members of society. A robust economy also gives the community the resources it requires to provide vital public services, facilities and amenities for its residents.

### ***ECONOMY PROFILE – WHERE ARE WE NOW?***

The economy of Tualatin has changed significantly over its first century – from a small, rural town serving the local agriculture industry, to a budding suburb housing commuters for a booming Portland-Vancouver labor market, to an expanding, full-service suburban city with a dynamic retail sector, new manufacturing industries and high technology companies, health care, services, utilities and more.

Current statistics and anecdotal information for Tualatin reveal a diverse, robust and steadily expanding economy that is an integral part of the Portland metropolitan area, part of the “Westside” metro economy with its extensive high technology sector and other industries, and an emerging economy in its own right with its own dynamic elements, including successful new retail developments. All of Tualatin’s basic economic indicators for employment, unemployment and income compare highly favorably with Washington and Clackamas counties, the Portland metropolitan area and the state of Oregon. Available data indicate that more people *work* in Tualatin than working people who *live* in the city, thus Tualatin is a net ‘exporter’ of jobs relative to the rest of the region.

Below are some of the key indicators of Tualatin’s economy today.

**Employment.** Employment is one of the most important measures of economic vitality, generally rising (or falling) in relationship to the overall growth and health of a regional or city’s economy. It is not possible to estimate all available employment measures for local jurisdictions such as the city of Tualatin. However, where local estimates are not available, local employment change can be assumed to reflect similar measures at the county or regional level.

The fact that Tualatin is a net exporter of jobs is one indicator of the dynamic nature of the city’s economy relative to the rest of the region. However, it could also be interpreted as a lack of balance between employment and housing within the city limits. This single fact has important consequences for future decisions regarding the city’s urban development, industrial/commercial development versus residential development, recruitment of new industry and even traffic within the city.

Nonfarm Employment. Nonfarm employment includes both “covered” workers (workers who pay into unemployment insurance) and “non-covered” workers (who do not). As a result, estimates of nonfarm employment are typically larger than estimates of covered employment for the same jurisdiction.

Nonfarm employment estimates are not generally available at the county or local city level such as Tualatin. However, total nonfarm employment has been increasing in Oregon and the Portland-Beaverton-Vancouver Metropolitan Statistical Area (MSA) since 2004, and it is reasonable to assume that these increases would be reflected in Washington and Clackamas counties, as well as in the city of Tualatin.

### Average Annual Nonfarm Employment

	2005	2004	2003	2002	2001
Oregon	1,658,300	1,607,900	1,575,600	1,586,600	1,606,700
Portland-Beaverton-Vancouver MSA	982,200	954,600	934,800	944,600	966,200
Washington County	NA	NA	NA	NA	NA
Clackamas County	NA	NA	NA	NA	NA
Tualatin	NA	NA	NA	NA	NA

Source: Oregon Labor Market Information System (OLMIS)

### Total Nonfarm Employment by Month

	Feb 2006	Feb 2005	Change
Oregon	1,678,900	1,614,900	64,000
Portland-Beaverton-Vancouver MSA	992,100	963,000	29,100
Washington County	NA	NA	NA
Clackamas County	NA	NA	NA
Tualatin	NA	NA	NA

Source: Oregon Labor Market Information System (OLMIS)

**Covered Employment.** Measures of “covered” employment exclude workers who do not pay into unemployment insurance. Estimates are available for state, regional, county and – and on an annual average basis for most local jurisdictions. Due to the manner in which these numbers are estimated, it is not reliable to track covered employment over time at the local level. However, it is reasonable to assume that they generally follow the trends of their larger, encompassing political jurisdictions.

Estimates of covered employment for the state of Oregon, the Portland portion of the Portland PMSA and Washington and Clackamas counties decreased from 2001 to 2003, and then began increasing significantly again in 2004. The latest available estimate for covered employment in Tualatin is just over 20,000.

### Total Covered Employment (2001-2005)

	2005	2004	2003	2002	2001
Oregon	1,652,874	1,595,683	1,563,650	1,573,083	1,596,143
Portland PMSA, Oregon Portion	848,349	821,964	809,223	822,343	844,977
Washington County	235,074	224,216	219,136	221,543	228,509
Clackamas County	143,625	137,870	131,681	133,957	133,998
Tualatin	NA	20,068	NA	NA	NA

Source: Oregon Labor Market Information System (OLMIS, 2006; 2004 Tualatin covered employment estimate: Mary Wright, Workforce Analyst, WorkSource, Oregon Employment Department.

**Tualatin Covered Employment and Payroll by Industry.** Covered employment estimates track actual jobs that *exist* within a given jurisdiction, as opposed to the working people who *live* in the same area. Thus, the following table represents actual jobs that existed *within* the jurisdiction of Tualatin and their average annual payroll in 2004 by major industry sectors. This estimate is

significantly larger than the number of working people who *live* in Tualatin (see “Tualatin Employment by Sector/Industry” below).

Manufacturing is by far the largest covered employment sector in Tualatin, however other sectors such as Construction, Wholesale Trade, Retail Trade, Administrative and Waste Services, Health Care and Social Assistance, Accommodations and Food Service are all well represented. This indicates that Tualatin’s economic base as reflected in covered employment is reasonably well diversified.

**Tualatin 2004 Covered Employment and Payroll by Industry**  
**Industry Employment by Place of Work (All Industry Sectors – Tualatin City Limit \*)**

<i>Industry</i>	<i>2004 Average Annual Employment</i>	<i>2004 Average Annual Payroll</i>
<b><i>Non-Confidential Total</i></b>	<b><i>20,525</i></b>	<b><i>\$ 40,240</i></b>
<i>Utilities 22</i>	<i>322</i>	<i>\$ 50,496</i>
<i>Construction 23</i>	<i>1,351</i>	<i>\$ 50,706</i>
<i>Manufacturing 31</i>	<i>5,287</i>	<i>\$ 40,930</i>
<i>Wholesale Trade 42</i>	<i>2,626</i>	<i>\$ 49,329</i>
<i>Retail Trade 44</i>	<i>1,806</i>	<i>\$ 27,837</i>
<i>Transportation and Warehousing 48</i>	<i>1,005</i>	<i>\$ 32,817</i>
<i>Information 51</i>	<i>344</i>	<i>\$ 152,777</i>
<i>Finance and Insurance 52</i>	<i>430</i>	<i>\$ 50,667</i>
<i>Real Estate and Rental and Leasing 53</i>	<i>173</i>	<i>\$ 40,041</i>
<i>Professional and Technical Services 54</i>	<i>585</i>	<i>\$ 53,823</i>
<i>Management of Companies &amp; Enterprises 55</i>	<i>184</i>	<i>\$ 59,787</i>
<i>Administrative and Waste Services 56</i>	<i>1,484</i>	<i>\$ 25,336</i>
<i>Educational Services 61</i>	<i>608</i>	<i>\$ 25,806</i>
<i>Health Care and Social Assistance 62</i>	<i>1,814</i>	<i>\$ 46,130</i>
<i>Arts, Entertainment and Recreation 71</i>	<i>441</i>	<i>\$ 16,790</i>
<i>Accommodation and Food Services</i>	<i>1,211</i>	<i>\$ 13,589</i>
<i>Other Services (Exc. Public Admin) 81</i>	<i>711</i>	<i>\$ 30,316</i>
<i>Public Administration 92</i>	<i>128</i>	<i>\$ 42,628</i>

Source: Oregon Employment Department, Research and Economic Analysis; QCEW Data Query and Analysis Report, Mary Wright, Workforce Analyst, WorkSource Oregon Employment Department, 2006.

\* Note: Confidential sectors have been removed, but the total figure reflects actual total of all industries.

**Tualatin Employment by Sectors/Industry.** In contrast to the above figures, the following data represents the occupations of working people who *lived* in Tualatin in during the 2000 U.S. Census. While these data are several years older than the estimates for Covered Employment above, the implication is again that significantly more people *work* in Tualatin than working people who *live* there.

According to the 2000 Census, Tualatin residents worked in a variety of professions with no one type of work dominating the local population. As with covered employment statistics, the occupations of those living in Tualatin are relatively diversified. At the same time, nearly 70 percent of Tualatin’s working residents were estimated to have occupations in management, professional, sales or office positions.

**Employment by Sector/Industry**  
**Industry Employment by Place of Residence**  
**(Tualatin Employed Civilian Population – 16 Years or Over)**

Industry	Number	Percent
Manufacturing	2,139	17.1
Educational, Health and Social Services	1,855	14.8
Professional, Scientific, Management, Administrative and Waste Management Services	1,677	13.4
Retail Trade	1,557	12.4
Finance, Insurance, Retail, Rental & Leasing	1,300	10.4
Construction	829	6.6
Arts, Entertainment, Recreation, Accommodation and Food Services	781	6.2
Wholesale Trade	746	6.0
Transportation, Warehousing and Utilities	535	4.3
Other Services (Except Public Administration)	399	3.2
Information	311	2.5
Public Administration	305	2.4
Agriculture, Fishing, Forestry and Mining	89	0.7
<b>TOTAL</b>	<b>12,523</b>	

*Source: U.S. Census, 2000, City of Tualatin report*

**Major Employers.** In late 2002, the City of Tualatin estimated that there 105 manufacturing companies in Tualatin. Some, including high technology companies Interlogix Security and Novellus Systems, were among the city’s largest employers. Other major employers included Legacy Meridian Park Hospital (health care), United Parcel Service (package delivery service), Tigard-Tualatin School District (education), Fred Meyer (retail) and Portland General Electric (utility). These are also indicators of Tualatin’s relatively diversified economy.

**15 Major Employers in the City of Tualatin**  
**June 2006**

	Service	No. Employees
Legacy Meridian Park Hospital	Hospital	823
United Parcel Service	Package Delivery	512

GE Security	Security	500
Tigard-Tualatin Schools (Tualatin only)	School District	412
Novellus Systems, Inc.	Computer Comp.	400
Portland General Electric	Utility	291
Milgard Manufacturing Company	Manufacturing	275
Fred Meyer, Inc.	Retail Store	273
Cyberrep of Oregon Inc.	Customer Service	250
JAE Oregon	Manufacturing	245
Simple Designs Manufacturing, Inc.	Manufacturing	220
Coca Cola Bottling	Distribution	200
Columbia Corrugated	Packaging Mfg.	200
Pacific Foods of Oregon, Inc	Food Processor	200
Prologix Distribution Services West	Distribution	175

Source: City of Tualatin Business Licenses, June 2006

**Unemployment.** Unemployment in Oregon remains above the national average, and is relatively higher in the Portland-Beaverton-Vancouver MSA than the state as a whole. However, unemployment in both Washington and Clackamas counties remains at or significantly below state and Portland MSA levels, and unemployment in local jurisdictions in the metro area is even lower than the nation.

Seasonally adjusted unemployment in Tualatin in February 2006 was 4.5 percent, lower than both Washington and Clackamas counties, the Portland-Beaverton-Vancouver MSA, the state of Oregon and the even the nation. This is yet another sign of a robust and healthy local economy.

**Unemployment Rates  
 (Seasonally Adjusted for U.S. & Oregon)**

	<b>Feb. 2006</b>	<b>Feb. 2005</b>
U.S.	4.8 %	5.4 %
Oregon	5.6 %	6.4 %
Portland-Beaverton-Vancouver MSA	6.0 %	6.99%
Washington County	5.2 %	6.0 %
Clackamas County	5.6 %	6.5 %
Tualatin	4.5%	NA
West Linn	4.4 %	NA
Lake Oswego	4.6%	NA

Source: Oregon Labor Market Information System (OLMIS), Business Information Center; Mary Wright, Workforce Analyst, WorkSource Oregon Employment Department. Based on estimated employed labor force of 13,952 that lived in Tualatin in February 2006.

**Income.** Based on the 2000 U.S. Census, per capita and median household income varied significantly in the Portland metropolitan area and its local jurisdictions. Median income in Tualatin (\$55,762) was also substantially higher than the City of Portland, Washington and Clackamas

counties, the state of Oregon and the nation. Compared to local jurisdictions, median household income was moderately higher in Tualatin than in Beaverton and Wilsonville, but significantly lower than in West Linn and Lake Oswego.

While 2004 U.S. Census numbers are now available for the nation, State of Oregon and local counties, they are still not available for local jurisdictions. 2004 data indicate that per capita and median household income have increased across the board for the nation, state of Oregon and Washington and Clackamas counties in Oregon. It is quite likely that per capita income and median household income have increased similarly for Tualatin, and presumably are still among the highest levels in the metropolitan area.

**Per Capita & Median Household Income 1999 \*\*  
 (2000, 2004 U.S. Census)**

	<b>Per Capita Income**</b>	<b>Median Household</b>
U.S. 2000	\$21,587	\$41,994
U.S. 2004	\$24,020	\$44,684
Oregon 2000	\$20,940	\$40,916
Oregon 2004	\$22,230	\$41,794
Washington County 2000	\$24,969	\$51,122
WASHINGTON COUNTY 2004	\$26,154	\$56,220
Clackamas County 2000	\$25,973	\$52,080
CLACKAMAS COUNTY 2004	\$26,849	\$56,419
Portland 2000	\$22,643	\$40,146
Beaverton 2000	\$25,419	\$47,863
West Linn 2000	\$34,671	\$72,010
Lake Oswego 2000	\$42,166	\$71,597
Wilsonville 2000	\$29,786	\$52,515
Tualatin 2000	\$26,694	\$55,762

*Source: OLMIS Business Information Center, U.S. Department of Commerce, BEA*

(\*\* Per capita income defined as total personal income from all sources, of persons age 15 and over, divided by the population. Personal income figures are taken from the U.S. Census long form. 2004 numbers are from the update of the American Fact Finder, based on the American Community Survey.)

**Income Change Over Time.** Per capita income as defined by the U.S. Bureau of Economic Analysis was also gradually increasing nationally and in the state of Oregon in the early part of this decade (2000-2002). However, income in Washington and Clackamas counties actually declined slightly. Data is not available for local jurisdictions.

**Per Capita Income \***  
**(U.S. Dept. of Commerce, Bureau of Economic Analysis)**

	<b>2002</b>	<b>2001</b>	<b>2000</b>
U.S.	\$30,941	\$30,413	\$29, 760
Oregon	\$28,731	\$28,222	\$27,836
Washington County	\$31,578	\$32,218	\$33,183
Clackamas County	\$35,543	\$35,676	\$36,564
West Linn	NA	NA	NA
Lake Oswego	NA	NA	NA
Tualatin	NA	NA	NA

*Source: OLMIS Business Information Center, U.S. Department of Commerce, BEA*

(\* BEA per capita income defined as all personal income from all sources, divided by the population. Personal income figures are gathered from administrative records, state and federal agencies, and updated on an annual basis at state and county level.)

***ECONOMY TRENDS – WHERE ARE WE GOING?***

With solid historical economic indicators, strong projections for future population growth and development in the Portland metropolitan area, growth anticipated for the region’s booming “southern tier,” a supply of buildable industrial land and dynamic new commercial and retail developments in place or in the planning, Tualatin’s economic prospects for the future are strong.

Currently available forecasts from the State’s Oregon Labor Market Information System for the “Multnomah-Washington” region and Clackamas counties project approximately 16 percent growth for the decade between 2004 and 2014. It is reasonable to assume a similar or higher figure for Tualatin, depending on the degree of future expansion, the City’s urban planning area boundary and the nature and type of development an expanded Tualatin would incorporate.

Recent commercial developments in Tualatin back up this optimistic forecast. Completion of the Bridgeport Village commercial development in Tualatin has brought a dynamic, upscale retail development valued at \$100 million into the city, and an assessed value for the City’s tax base. Developers of Bridgeport Village financed over \$8 million in local road improvements. Nyberg Woods, a new 220,000 square foot high-end retail development to be constructed on the site of the existing Sweetbrier Inn in Tualatin, will bring another development project valued at \$60 million into the city. In addition to these large projects, other undeveloped commercial sites still remain in the city’s inventory.

Tualatin’s ample supply of zoned, undeveloped industrial land, currently totaling some 300 acres, also provides the option for continued expansion of the city’s industrial base. Recently, Laika Entertainment, an Oregon-owned movie company specializing in commercial animation and computer-generated effects, announced plans to construct its headquarters on 30 acres in Tualatin. The Tualatin complex will eventually employ several hundred people, many of them representatives of the so-called ‘creative class’.

**Economic Forecasts.** There are no available future economic forecasts for the City of Tualatin, or other local jurisdictions in the metro area. However, employment forecasts for the Multnomah-

Washington region and Washington and Clackamas counties project consistently stable if not dramatic growth for the region through the year 2014. The regional forecast is slightly higher than that of the state as a whole.

**Industry Employment Projections  
 (Total Nonfarm Employment)**

	<b>2004 Employment</b>	<b>2014 Employment</b>	<b>Change 2004-14</b>	<b>Percent Change</b>
Oregon	1,594,300	1,883,900	239,600	15%
'Multnomah-Washington' Region	653,000	755,100	104,800	16.1 %
Clackamas County	134,170	156,050	21,880	16.3%
Tualatin	NA	NA	–	–

*Source: Oregon Labor Market Information System (OLMIS)*

It is unlikely that the overall prospects for employment growth in Tualatin would vary significantly, although future governmental decisions regarding the allocation of growth in the metro region's southern tier, potential expansion of the City of Tualatin's Urban planning area boundary and the preferred future balance of jobs and housing within Tualatin could conceivably somewhat alter the course, upward or downward, of the city's future economic growth and expansion.

The only major potential roadblock in Tualatin's overall positive scenario might be external dislocations in the larger regional, national or global economies. Large scale, long-term economic forecasts are hard to predict.

Other external factors that may depress the global, national or local economies cannot be ignored. Certainly, long term supplies of oil are a major variable with the potential to cause major dislocations. Additionally, major societal disruptions from national security issues, public health alerts, or natural disasters cannot be excluded. We only have to look to the September 11 terrorist attacks, the scares caused by the SARS virus or the recently emerged H5N1 Avian Flu, or global climate change to consider such scenarios.

All these things, of course, are largely outside the City of Tualatin's control. What can be said is that a city with a robust, diversified and dynamic economy, all of which can describe Tualatin, will be in a stronger position to weather major catastrophic trends than one that is not economically healthy.

***ECONOMY – WHAT ISSUES DO WE FACE?***

- What is the role of Tualatin's economy relative to the expanding "southern tier" of the Portland metro area? Which types of economic development should be pursued for Tualatin and which should not?
- Is Tualatin's economy suitably diversified to sustain its long-term economic prospects? What is the optimal mix of business, industry, retail and services for the city? Which sectors of the local economy, if any, should be expanded? Are there niches within the traded sectors or industry clusters the city should target?
- How will Tualatin attract or create new, living wage jobs to sustain its growing population? Should future residents be able to find more local jobs rather than commuting to other cities in the metro area?

- What is the preferred future balance between jobs and housing in Tualatin? How aggressively should Tualatin pursue accommodating more employment v. accommodating more residents?
- How can Tualatin improve the employment skills, prospects and labor force participation of its growing minority populations, especially Latinos?
- What is the economic role of a growing elderly population in Tualatin? What kinds of work opportunities will be available for senior citizens? How will the community finance the municipal and related services they require?
- How can Tualatin maintain its general affordability and cost of living as it moves into the future? How will the community assure that housing for families, seniors and young people remains affordable?
- What is the role of an enlarged and/or redeveloped city center in the future Tualatin economy? What kinds of businesses, services and employment should be promoted in the city center?
- How can Tualatin encourage and assist existing businesses to prosper?
- How can Tualatin prepare for larger national or global trends or developments that may have a significant impact on its economy?

## LAND USE, GROWTH AND DEVELOPMENT

Growth has two faces. On one hand, it brings economic vitality, more and better jobs, increased shopping and entertainment options, and additional tax revenues to provide municipal services. On the other hand, it can strain a community's infrastructure, challenge traditional land uses or historical features, stress the environment, or even change the social fabric of the community.

With its strategic location in a dynamic and growing part of the Portland metropolitan area, most would agree that more growth and development is probably inevitable for Tualatin. The key issue is how that growth is managed, as reflected in the potential future expansion of the City's urban planning area boundary, redevelopment of the downtown core or in the balance of the City's industrial, residential and commercial land uses. Certainly all would agree that the Tualatin can and should effectively manage its future land use, growth and development decisions to minimize the potential negative impacts and to maximize the benefits, and in the process protect the community's identity, values and quality of life.

### ***LAND USE, GROWTH AND DEVELOPMENT PROFILE – WHERE ARE WE NOW?***

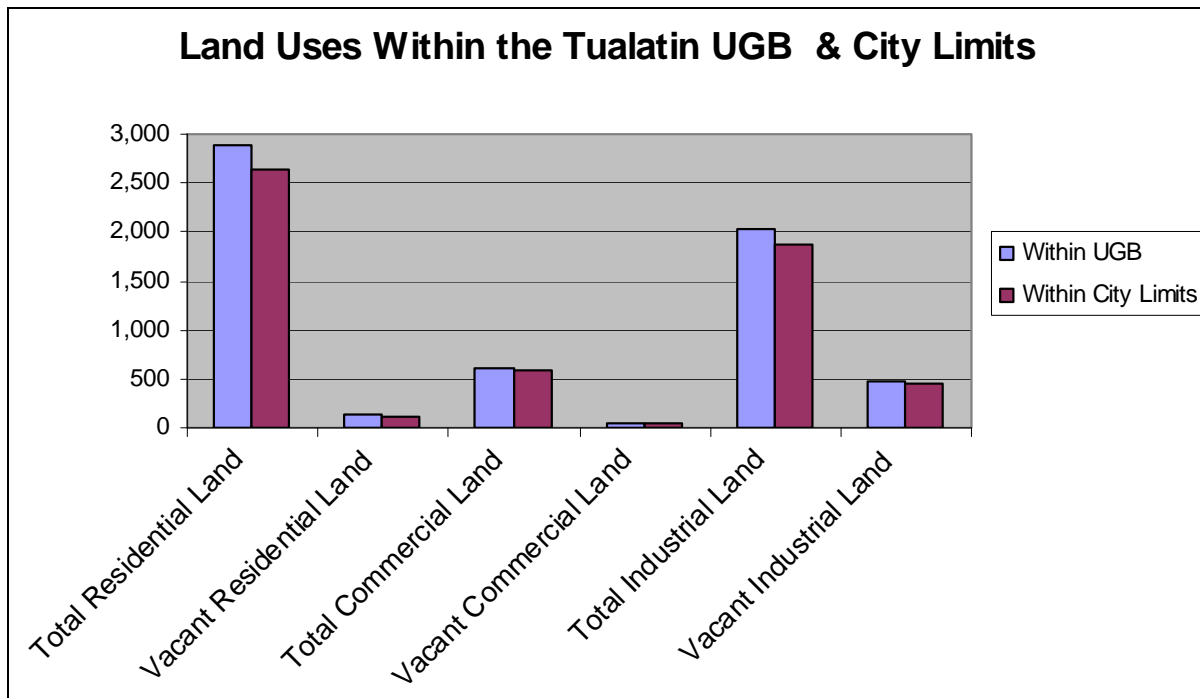
Tualatin's land use, growth and development are characterized by:

- **Growing population.** The population of the City of Tualatin grew from 14,664 in 1990 to 22,791 in 2000. It is estimated that by 2005, the city's population had grown to 25,465. As shown below, the city's rate of growth has outpaced the state's growth rate.

	<b>1990</b>	<b>2000</b>	<b>Annual Rate of Change, 1990-2000</b>	<b>2005 (est.)</b>	<b>Annual Rate of Change, 2000-2005</b>
Tualatin	14,664	22,791	4.5 %	25,465	2.2 %
Oregon	2,842,321	3,421,399	1.9 %	3,631,440	1.2 %

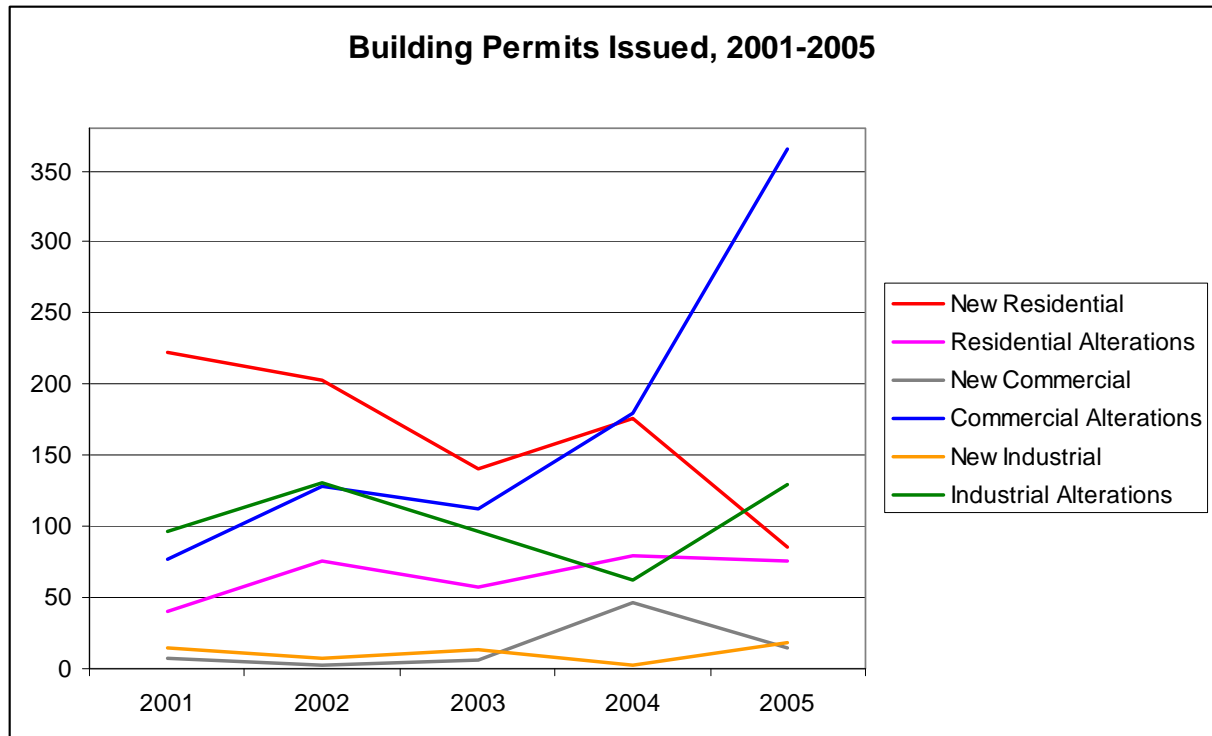
*Portland State Population Research Center*

- **Projected growth.** Tualatin is expected to grow to about 28,000 people at build-out, given the amount of land within its current urban planning area boundary.
- **Planning area.** Tualatin's Planning Area Boundary has approximately 8 sq. miles of land.



- **City land uses.** Approximately 52 percent of Tualatin is designated for residential uses, 36 percent for manufacturing and light industrial uses, and 12 percent for commercial uses. As shown in the table above, there is very little vacant residential and commercial land, either in the city or within the UGB.
- **Economic activity center.** The June 2001 City of Tualatin Economic Development Action Plan’s overall goal is for the City to become one of the premier economic activity centers of the metropolitan area, achieving commercial and industrial growth within the framework of high environmental standards and excellence in urban design.
- **Tualatin Town Center.** The June 2005 Tualatin Town Center Plan’s vision statement: “The Tualatin Town Center will be a distinctive high-quality mixed use development location with a wide variety of residential dwellings and retail, professional and service employment opportunities, and important recreational and cultural facilities.” It also encourages more urban versus suburban development for the town center.
- **Tualatin Commons.** The City’s efforts to re-create a town center around the Lake of the Commons have resulted in approximately 1,000 households, 300 businesses and 5,000 employees in the town center area. Dedicated in 1994, the Commons gave a heart to the city – a mixed-use project around a publicly owned amenity and a sense of place. “Tualatin Commons was a very big step for a very small town.”
- **Commercial development.** Commercial development in Tualatin has occurred primarily in the downtown area and near the city’s two I-5 interchanges, Lower Boones Ferry Road and Nyberg Street.
- **Retail development.** The recent opening and success of the 28-acre Bridgeport Village has increased Tualatin’s exposure as a regional retail destination, with 84 retail businesses and a multiplex theater. Additional redevelopment projects adjacent to Bridgeport Village are currently underway or in the preliminary application stages.
- **Commercial land.** As of July 2005, there were 614 acres of vacant commercial land in the City of Tualatin.

- **Industrial land.** As of July 2005, there were 2,030 acres of vacant industrial land in the City of Tualatin.
- **Residential land.** As of July 2005, there were 2,892 acres of vacant residential land in the City of Tualatin.
- **Redevelopment.** Tualatin is currently experiencing redevelopment of commercial land, intensifying the level of commercial development at those sites. Bridgeport Village and adjacent sites and the redevelopment of Sweetbrier Inn into a new retail center are two recent examples.
- **Health services.** Legacy Meridian Park Hospital is a major employment center in Tualatin. It serves the City's residents as well as thousands of people in the south metropolitan Portland area and beyond.
- **Industrial rail and road access.** Tualatin's relationship to road and rail access has provided a favorable environment for industrial development. The City's industrial area is bisected by two railroads, the Portland and Western and the Willamette and Pacific, and is served by the Interstate 5 Freeway which, in turn, provides access to the Interstate 205 Freeway and the State Highway 217 Expressway.
- **Expanded urban planning area boundary.** In December 2002 and June 2004, Metro adopted an 18,638-acre expansion of the regional Urban Growth Boundary, including a 22-acre area northwest and abutting Tualatin, a 646 acre area between Tualatin and Wilsonville, a 354 acre area between Tualatin and Sherwood and a 431-acre area abutting southwest Tualatin. These sites were added to help meet the region's industrial land needs for the next 20 years.
- **Central Urban Renewal District.** The Central Urban Renewal District consists of 327.5 acres of land. It has seen much change in the past 30 years, including the development of Tualatin Commons; which includes a 70-suite hotel, five restaurants, two Class-A office buildings, town homes, apartments, leased office space and home-over-office / retail spaces; a new police facility; Lake of the Commons; Hedges Green shopping center, Martinazzi Square, the Fred Meyer store and the Tualatin Skate Park.
- **Leveton Tax Increment District.** The 380-acre Leveton Tax Increment District is the second of the city's two urban renewal areas, and continues to be a focus of Tualatin's redevelopment efforts. Businesses such as Novellus Systems, Inc., Fujimi Corporation, JAE Oregon DPI Northwest, Shutters NW, Jugs, VWR Environmental, Partnesian Demand, Suburban Door Company and G. E. Interlogix have all located within the Leveton Tax Increment District.



- **Rate of growth.** The above table illustrates the number of permits issued by the City building department from 2001 to 2005. The most striking trends are the recent increase in commercial alteration permits and the decrease in new residential permits.

### ***LAND USE, GROWTH AND DEVELOPMENT TRENDS – WHERE ARE WE GOING?***

- Demand for additional goods and services will increase as Tualatin's population increases. Greater concentrations of population and the relatively high incomes of the area's residents will support increasingly specialized types of retail and service establishments. Adjoining communities of Durham, Rivergrove and the Lake Grove area of Lake Oswego are predominantly residential in character, with relatively little commercial development.
- The city is located adjacent to four of the region's major transportation routes, the Interstate 5 and 205 Freeways, Pacific Highway (99W) and the State Highway 217 Expressway. This access to the remainder of the region and to the Willamette Valley provides an opportunity for larger-scale commercial and freeway-oriented developments.
- The Southwest Tualatin Concept Plan project is a 425-acre area that is currently being proposed for future light industrial uses with a small area of commercial shops and services.
- The Northwest Tualatin Concept Plan is a 22-acre area that is currently being proposed for industrial development.
- The South Tualatin Area, located between Tualatin and Wilsonville, is a 656-acre area that will need to undergo concept planning in the future.
- The Quarry Area, located between Tualatin and Sherwood, is a 350-acre area that will need to undergo concept planning in the future.

- The Stafford Basin area, currently within unincorporated Clackamas County, is located east of Tualatin, south of Lake Oswego, north of Wilsonville, and east of Interstate 5. This area includes land both north and south of Interstate 205. When Metro expands the Urban Growth Boundary in the future, all or some portion of this area may be included, raising the possibility of Tualatin expanding in the future to the east.

### ***LAND USE, GROWTH AND DEVELOPMENT – WHAT ISSUES DO WE FACE?***

- How will increasing pressures on the transportation system, including traffic on Highway 99W, Interstate 5 and I-205, and State Highway 217 affect growth and development in Tualatin?
- In an era of constrained city resources, how will the city continue to serve its growing population with services and community facilities?
- How will Tualatin ensure that continuing growth, both within the existing city and any newly-added lands, will not sacrifice its suburban character?
- How will the city cope with the burdens placed on its infrastructure by future retail development?
- What land use decisions can be made to ensure there is adequate affordable housing?
- How will Tualatin ensure that its growth does not sacrifice the city's environmental quality, including air and water quality, open spaces and natural habitat?
- What land use decisions will encourage people to both live and work in Tualatin?
- Due to our location adjacent to the intersection of Interstate 5 and I-205 on the east and adjacent to Pacific Highway (99W) on the west, and with Tualatin-Sherwood Road serving the needs of a fast-growing Sherwood and other communities, how does Tualatin continue to serve the land use-transportation needs of its own community growth effectively?

## **TRANSPORTATION**

The ability to move about easily, whether by private vehicle, public transit or other modes of transportation, can have a major impact on a community's quality of life. Smooth flowing traffic can boost the local economy and "connectivity," facilitating commerce and the convenience of daily life. On the other hand, congestion can negatively impact economic viability and impede connectivity, not to mention quality of life. Similarly, inadequate or poorly maintained transportation-related infrastructure can make traveling from one place to another an inconvenient, if not frustrating, experience.

A successful transportation system usually demonstrates excellent connectivity and a range of options for getting around. Fast-growing suburban communities that have traditionally depended heavily on the automobile often find themselves plagued by traffic jams and air pollution. Many are beginning to put greater emphasis on such alternatives such as biking, walking, transit and complementary patterns of urban development and redevelopment.

Despite good planning and the dedication of City staff, Tualatin's transportation challenges, and traffic congestion in particular, are among resident's greatest concerns for the future. To honor the city's well-deserved reputation for convenient location and ease of access, the community must focus its attention on new strategies and solutions to relieve congestion, improve connectivity and increase local travel options.

### ***TRANSPORTATION PROFILE – WHERE ARE WE NOW?***

The transportation chapter first touches on Tualatin's role in the regional transportation network. It then discusses issues specific to Tualatin, breaking them into five categories: automobile, pedestrian, bicycle, transit, and freight. The current state of each of these topic areas is described first, followed by a discussion of transportation issues facing the city in the future.

#### **A. Regional Perspective**

The City of Tualatin is located at the transportation network hub of the Portland metropolitan area, with Interstates 5, 205, and Highways 99W, and two freight rail corridors. The city's pivotal location makes it both an important crossroads in the metropolitan area and ensures that transportation access and connectivity will continue to be crucial to the city's health and vitality. As the City of Tualatin and the Portland metropolitan area grow, the transportation network in Tualatin will continue to be of local and regional significance. Indeed, transportation will be one of the most crucial issues facing the city over the next 20 years.

#### **B. Local Perspective**

Put simply, Tualatin is an automobile-oriented community. As of the 2000 U.S. Census, 4.5 percent of Tualatin residents commuted to work on public transportation; 87.4 percent drove. The following text described issues facing Tualatin's transportation network for automobiles, pedestrians, bicyclists, transit, and freight.

## AUTOMOBILE FACILITIES

### **1.) Where are we now?**

Intersections at I-5 interchanges, on Highway 99W and in central Tualatin operate at or close to capacity. The I-5 and I-205 freeways, Tualatin-Sherwood Road, Boones Ferry Road, Tualatin Road, Martinazzi Avenue and Avery Street all have sections operating at or near capacity. Following is more detailed information on several of these important road segments.



*Recently completed improvements at the western edge of Tualatin Commons, and, shown here, at Nyberg Road and Boones Ferry Road, included the installation of traffic light signal poles.*

The City of Tualatin has recently completed the following projects:

- Boones Ferry Road/Grahams Ferry Road intersection & signal
- Boones Ferry Road/Warm Springs Street intersection & signal
- Borland Road/56th Avenue intersection & signal
- Tualatin Road/Herman Road/Cheyenne Way intersection & signal
- Nyberg Street/65th Avenue/Nyberg Lane intersection & signal
- Boones Ferry Road/Blake Street/Alsea Drive intersection & signal
- Tualatin Road/ Sweek Drive intersection & signal
- Rebuild I-5/Nyberg Street bridge

- Widen Martinazzi Avenue, from Warm Springs Street to Sagert Street
- Add left turn lane from westbound Tualatin-Sherwood Road to southbound Boones Ferry Road
- Improve Lower Boones Ferry Road, Boones Ferry Road to Bridgeport Road (MSTIP funds)
- Connect 95th Place to Avery Street
- Connect 95th Place to Sagert Street
- Restrict access from Martinazzi Avenue and Boones Ferry Road at Old Post Office

## **2.) What issues do we face in the future?**

Following are several key automobile transportation issues facing the City of Tualatin:

- Perhaps the most significant automobile transportation issue in Tualatin is traffic on Tualatin-Sherwood Road. An alternate route connector between I-5 and Highway 99W may be the best solution.
- How can the City deal effectively with the transportation impacts of growth around Tualatin?
- What transportation infrastructure strategies will help alleviate traffic, safety and congestion issues?
- How will Tualatin generate funding to pay for necessary transportation improvements?
- How would the potential I-5 to 99W connector affect traffic patterns within the City of Tualatin?

## **3.) How do we plan to deal with them?**

Regional and local transportation plans have recognized the need for a transportation improvement between I-5 and Highway 99W for more than 25 years. With more people and freight going to destinations in Tigard, Tualatin, Sherwood and Wilsonville, as well as through these areas to access the highway system, the streets and highways in the area have become congested. Washington County, Metro and the Oregon Department of Transportation (ODOT) are jointly leading the I-5 to 99W Connector Study to address this regional problem. The Oregon Transportation Commission has designated this as a project of statewide significance.

The I-5/99W Connector will likely address the following needs:

- Providing more efficient travel into and out of the area along Highway 99W
- Improving connections between I-5 and Highway 99W
- Improving freight access to the highway system and reducing congestion on existing arterials
- Enhancing the viability of the area's town centers

The City has identified the following transportation projects to alleviate traffic, safety, and congestion issues:

- Martinazzi Avenue/Sagert Street intersection & signal/round-about
- Herman Road/Teton Avenue signal
- 65th Avenue/Sagert Street signal
- Teton Avenue/Tualatin Road signal

- Convert unused lane on Tualatin-Sherwood Road east of Martinazzi Avenue intersection into westbound travel lane
- Improve 108th Avenue from Ibach Street to Marilyn Street
- Add one lane southbound on Boones Ferry Road from Sagert Street to Avery Street
- Connect the east end of Myslony Street to the north end of 112th Avenue

## PEDESTRIAN FACILITIES

### **1.) Where are we now?**

Residential and industrial development built since 1979 generally have good pedestrian facilities. Older roadways in the industrial area and roadways around the fringes of the city tend to have little or no pedestrian facilities. The City of Tualatin has recently made great strides in providing pedestrian infrastructure and amenities, including the following improvements:

- Pedestrian path on Boones Ferry Road, from Siletz Drive to Blake Street
- Sidewalk on south side Nyberg Street, from the Montessori school to 65th Avenue
- Sidewalk on north side Nyberg Street, from Forest Rim Apartments to the RV Park
- Sidewalk north side Lower Boones Ferry Road, from 65th Avenue to the railroad tracks

### **2.) What issues do we face in the future?**

- What can the City do to make for a more pedestrian-friendly community? What connections will make this a reality?

### **3.) How do we plan to deal with them?**

The City has identified a number of pedestrian improvement projects, including:

- Construct sidewalk on both sides of Teton Avenue on each side of railroad tracks
- Construct sidewalk on the south side of Borland Road across from the PGE substation and Sagert properties
- Construct sidewalk along 105th Avenue/Blake Street/108th Avenue
- Construct sidewalk on west side of Boones Ferry Road from Victoria Meadows to Grahams Landing Condos

## BICYCLE FACILITIES

### **1.) Where are we now?**

The City of Tualatin has many miles of bicycle facilities both on-street lanes and off-street multi-use paths. These facilities connect most parts of the city and are use for a variety of purposes, including commuting and recreational rides. Tualatin has a Bikeway Plan, a Pedestrian Plan and a Greenway Plan all of which describe the state of the system and plans for future development.

Recently completed bike/trail projects include:

#### *On-street:*

- Recent on-street bicycle striping has been done on Boones Ferry Road from Blake Street to Cherry Lane.

#### *Off-street:*

- Completed a multi-purpose path in the Tualatin River Greenway from Natchez Court to 65<sup>th</sup> Avenue.
- Completed cross country trail at Byrom Elementary School between Boones Ferry Road and Martinazzi Avenue.

Both of these off-street projects were financed by the 2004 Library and Parks Improvement Bond Measure.

*Land Acquisition:*

- The City of Tualatin purchased two properties in the Tualatin River Greenway in the past year. Both properties are located in the Hazelbrook area between the Country Club and Highway 99.
- Other properties, which may possibly house bicycle facilities, are being acquired via the development process.

**2.) What issues do we face in the future?**

- How will Tualatin encourage bicycling as an alternative transportation mode?
- What can the City do to make for a more bicycle-friendly community? What connections will make this a reality?
- How will the City acquire land for bike facilities, particularly in the Tualatin River Greenway?
- How will the City bring all Tualatin on-street bicycle facilities up to standards?
- What mechanisms are available to the City to finance bicycle facility improvements and land acquisitions?

**3.) How do we plan to deal with them?**

The city has identified the following bicycle improvement projects:

- Construct bike lanes on Tualatin-Sherwood Road from Boones Ferry Road to Nyberg Street
- Construct a bike path between Byrom Elementary and Tualatin High Schools, from Boones Ferry Road to Martinazzi Avenue
- Extend Tualatin River Greenway bicycle paths from 65th Avenue to Community Park and Country Club to east urban growth boundary.
- Construct bike paths along the Saum Creek Greenway to Atfalati Park, extending the paths from 65th Avenue east to Borland Road, and Borland Road north to the Tualatin River.
- Extend the Nyberg Creek Greenway and Nyberg Creek South Greenway from Sagert to Martinazzi Avenue (under I-5) and Sagert to 65th Avenue.

Other potential bicycle facility improvements may include:

- I-205 bikeway
- I-5 bikeway
- I-5/Highway 99 Connector bikeway
- Tonquin Regional Trail

The City of Tualatin Community Services Department will seek to address future bicycle issues by:

- Updating Tualatin's Bikeway Plan
- Increasing public education and safety
- Increasing bicycling program offerings
- Dedicating more staff time to developing the bicycle and pedestrian system and programs

- Maintaining a high level of public involvement in facility development and recreation programming, especially the Tualatin Park Advisory Committee (TPARK) and the Tualatin Planning Advisory Committee (TPAC).

## TRANSIT

### **1.) Where are we now?**

The combination of Tri-Met and the TMA Shuttle service operated by the Tualatin Chamber of Commerce provides public transit to Tualatin residents. Following are Tri-Met routes that serve the City of Tualatin:

- Route 96, Tualatin I-5, runs north-south on Martinazzi and Boones Ferry Road via Sagert Street. The 96 runs through the central portion of Tualatin and passes by Tualatin High School. Service on weekdays only.
- Route 76, Beaverton/Tualatin, serves Tualatin park & ride locations (see below) and Meridian Park Hospital via Sagert Street. This bus goes to the MAX station at the Beaverton Transit Center. Service seven days a week.
- Route 12, Barbur Boulevard, skirts Tualatin via Hwy 99W to Sherwood and features frequent service during peak times. Runs seven days per week.
- Route 36 South Shore, goes to the Tualatin Park & Ride (near Bridgeport Village/I-5) via Lake Oswego. Runs on weekdays.
- Route 37, Lake Grove, runs between Tualatin Park and Ride and Lake Oswego Transit Center. Service on weekdays only
- Route 38, Boones Ferry Road, runs to Tualatin Park & Ride via Boones Ferry Road, Kruse Way and 72nd Avenue (through Durham/Tigard). Runs on weekdays only.

The TMA Shuttle offers free service within Tualatin boundaries, but is expressly used for transporting individuals to Tualatin businesses.

Approximately half of the city's households live within walking distance of fixed-route service. All three park and ride facilities provide good service to downtown Portland. Two-thirds of Tualatin passengers boarding Tri-Met do so at these park and ride lots. Tri-Met service is oriented around the city's three park and ride lots:

1. Tualatin Park and Ride (17050 SW 72nd Avenue)
2. Mohawk Park and Ride (7850 SW Mohawk Street)
3. Boones Ferry Community Church (17980 SW Lower Boones Ferry Road)

### **2.) What issues do we face in the future?**

- What opportunities will a potential commuter rail line and station provide for the City of Tualatin?
- How can the City and TriMet improve public transit service for its citizens?
- How will the City and TriMet serve new parts of the City of Tualatin in the future?



- How will the City and TriMet integrate bus service with routes serving neighboring cities and the larger Portland metropolitan region?

### **3.) How do we plan to deal with them?**

The commuter rail and station (see map of proposed stations to the right) will provide an opportunity for the City of Tualatin to provide new transportation choices its residents. Design plans for the Commuter Rail, which connects cities along the I-5/217 corridor, are under way. The Rail would connect the cities of Wilsonville, Tualatin, Tigard and Beaverton using existing train tracks. TriMet anticipates the service will begin in 2007. The local stop is planned for Tualatin Station, located at the northwest corner of Boones Ferry Road and Tualatin-Sherwood Road. The City is currently planning to upgrade Tualatin Station to have approximately 120 park and ride spaces and to integrate with local TriMet bus service.

The City will continue to work with TriMet to serve the public transportation needs of its citizens.

## **FREIGHT**

### **1.) Where are we now?**

Due to Tualatin's location along several major transportation routes and its abundance of industrial land, freight movement is crucial for the City of Tualatin. The City must be able to strike a balance between the needs of truck traffic with the needs of automobiles, pedestrians, and bicyclists.

In addition to roadway freight, Portland & Western Railroad operates two freight lines through the City of Tualatin. Planning is underway to develop a Wilsonville-Beaverton commuter rail line with a Tualatin station. The closest AMTRAK passenger rail stations are in Salem and Portland.

Traffic congestion on Tualatin-Sherwood Road slows freight movements to and through Tualatin. Sharp corners and residential neighborhoods along parallel routes constrain the use of those routes as alternatives to Tualatin-Sherwood Road.

### **2.) What issues do we face in the future?**

- With the community's growth in population and also in industrial areas (e.g., Southwest and Northwest Tualatin Concept Plan areas), how will Tualatin continue to balance the needs of freight traffic vs. the needs of cars, pedestrians, and bicyclists?
- How will the City integrate existing and future roads that serve industrial areas, such as the Southwest Concept Plan area?
- How can connector roads to the future I-5/99W Connector provide direct access to the regional transportation system in order to alleviate congestion and freight traffic on Tualatin-Sherwood Road?
- How will the City address increasing congestion concerns on Tualatin-Sherwood Road?
- How will the commuter rail service integrate with rail freight?

### **3.) How do we plan to deal with them?**

The City of Tualatin is currently completing a connection between Highway 99W on the north and Tualatin-Sherwood Road on the south by extending SW 124<sup>th</sup> Ave. This will improve accessibility to the city's western industrial areas and increase connectivity for freight movement.

Herman Road, which runs through the middle of the city's largest industrial area is regularly used as a freight route, is relatively unimproved (no curb/sidewalks, narrow shoulders, bordered by roadside

ditches, etc.). Bringing Herman Road up to standard will be costly, as it would entail wholesale upgrading.

## **HOUSING**

Owning a home has traditionally been the centerpiece of the American Dream. Home ownership provides the foundation for personal comfort, economic security and family life, creates the basis for solid neighborhoods and good schools, and helps provide a stable population and engaged citizens for civic life. As such, the quality, variety and affordability of housing in a community are major factors in its continued livability.

As a suburban community that experienced its first major burst of housing growth in the 1970s, the housing stock and mix of Tualatin has differed considerably from other, more established cities in the Portland metropolitan area. But as the region's southern tier grows and expands, and the city of Tualatin matures and its population diversifies, its housing needs and issues are also changing.

Increasingly, housing availability and affordability are becoming concerns for Tualatin residents, whether they are first time buyers, young families or imminent retirees. As elsewhere in the metro area, the median cost of housing is on the rise and fewer people are able locate housing that is both affordable and fits their specific lifestyle needs. Given current trends, it is likely that more non-traditional forms of housing, including multi-family and rental units, will be required in Tualatin's future.

### ***HOUSING PROFILE – WHERE ARE WE NOW?***

Tualatin's housing is characterized by:

- **Housing units.** As of 2000, there were approximately 9,218 total housing units in the city, 55 percent of which were single family homes, 42 percent were multifamily residences and three percent were mobile homes. Approximately 53 percent of all housing units in Tualatin were owner-occupied in 2000. Of the single family residences, 91 percent were owner-occupied.
- **Home values.** The median single family home value in 2000 was \$197,700. In February, 2006, the median sales price for the Tigard/Tualatin/Sherwood/Wilsonville area was \$310,000. Recent realtor reports have estimated average home values in Tualatin anywhere from \$327,000 to \$419,000. While these data need to be taken with a grain of salt, the housing market in Tualatin has boomed, as it has throughout the region.
- **Multifamily housing.** Most of the city's multifamily housing is located just south of the city center, and near the hospital, on the east side of Interstate 5.
- **Housing age.** The 2000 U.S. Census estimated that approximately 40 percent of all housing units in the city had been built since 1990.

## ***HOUSING TRENDS – WHERE ARE WE GOING?***

- As Tualatin continues to grow, the cost of housing will likely rise, posing challenges for first-time home buyers.

## ***HOUSING – WHAT ISSUES DO WE FACE?***

- How will Tualatin ensure that a variety of housing types and affordability levels are available for its current and future residents?
- How can the City leverage public investment to yield housing options, particularly in the downtown area?
- What densities will be needed and/or desired in residential neighborhoods in the future?
- Will service workers be able to live in the community where they work?
- How will public institutions and private businesses meet the salaries needed to purchase local residences?
- How can the City encourage and promote homeownership?
- What can be done to alleviate the community's homelessness issues?

## **WATER, WASTEWATER AND SOLID WASTE**

Water is the most basic element of life. Without safe, adequate, guaranteed and affordable supplies of water for its residents and businesses, no community can thrive for long. Local communities in the U.S. have historically taken for granted the readily available supplies of clean, potable water at a reasonable or even inexpensive price. However, such attitudes are beginning to change. Growing communities put pressure on available supplies of water and increases competition among agriculture, industry, and commercial and residential water users.

New sources of water can only be secured for relatively greater investments and such capacity must be planned for and financed well in advance. Similarly, pressures for enhanced capacity for the safe and effective treatment of wastewater are also affected by accelerated growth and development. Solid waste is also a concern for all communities as regional landfills edge closer to capacity and the cost of disposing of our waste increase.

Many local communities are starting to consider and promote strategies for conservation and reuse of water. Alternatives for the treatment and recycling of wastewater are beginning to command greater attention. Waste reduction and recycling strategies are equally important concerns.

While the future of water, wastewater and solid waste in the City of Tualatin is closely linked to wider area planning, it would serve the community well to discuss, plan for and promote its own strategies to address such critical resource issues, including all aspects of conservation and reuse.

### ***WATER, WASTEWATER AND SOLID WASTE PROFILE – WHERE ARE WE NOW?***

#### **WATER**

##### **1.) Where are we now?**

The City of Tualatin supplies water to all residents who live within city limits. After recently analyzing alternative water sources, Tualatin officials decided to remain under contract with the City of Portland and signed a purchase agreement to supply water until 2016. This means that for the next ten years Tualatin residents will continue to drink water from the Bull Run Watershed, a surface water supply located in the Mt. Hood National Forest that is occasionally supplemented with water from Columbia South Shore Well Field aquifers. The City estimates that this agreement will not affect its citizens' water rates.

It is estimated that water customers in Tualatin are relatively evenly divided between single family residences, multifamily residences, and commercial and industrial uses. This balanced mix of customers provides a well-spread and stable revenue stream for water that is less vulnerable than a customer base dominated by one type of user.

Tualatin has approximately 8 million gallons of water storage in four reservoirs and is currently constructing a new 5 million gallon reservoir slated for completion in 2006.

Although the city's population has been growing, water usage over the past few years has been relatively stable. This is likely due to a number of factors, including water fixtures with greater

efficiency, smaller residential lots, the high cost of commercial and industrial discharge, and an increasing awareness of the benefits of water conservation.

## **2.) What issues do we face in the future?**

- How will Tualatin provide a sustainable and affordable water supply?
- How can the City encourage residents and businesses to conserve water?
- How will Tualatin accommodate land brought from urban expansion areas into the City's urban planning area boundary?
- How will Tualatin's growth affect its ability to effectively provide for water services?
- The City will explore water supply options during the 10-year timeframe, and will work with partners to evaluate the feasibility of identified options.

## **3.) How do we plan to deal with them?**

The City of Tualatin is working on several projects to improve the city's water service, including a new 5 million gallon reservoir to provide peaking storage in the high demand times during the summer and for emergency use at all times of the year; seismic upgrades of pump stations and reservoirs, general water line improvements; and the aquifer storage and recovery project.



*When complete, the "A2" reservoir will hold 5 million gallons. It will serve to meet the City's emergency use needs and provide water during the summer peak water demand.*

Based on population growth and water demand projections, the 2010 maximum daily demand is expected to be 17.2 million gallons per day (mgd); therefore, additional capacity of 6.4 mgd is needed.

The existing storage in Tualatin's four reservoirs is inadequate to meet the city's storage requirement criteria. However, with the new 5 million gallon reservoir, expected to be completed in 2006, the storage criteria will be met.

## **WASTEWATER**

### **1.) Where are we now?**

City of Tualatin sewage is treated at the Durham Advanced Wastewater Treatment Plant, which is owned and operated by Washington County's Clean Water Services (CWS). The Durham plant serves the majority of Tualatin (with the exception of the area east of I-5 and the area to the north of the Tualatin River, both of which drain to Lake Oswego).

Storm drain and runoff issues become a concern in autumn, when leaves clog drains, but the City manages this well by clearing drains.

The Tualatin Sewer Master Plan (December 2002) identified 11 sewer projects with capacity deficiencies; it was estimated that the city would need to pay \$4.5 million to repair (does not include CWS cost share).

### **2.) What issues do we face in the future?**

- How can the City encourage residents and businesses to conserve water?
- How will the Tualatin's growth affect its ability to effectively provide for wastewater services?
- Should CWS not serve future areas of the city, such as the area between Tualatin and Wilsonville or the Stafford Basin area, how will the City of Tualatin provide wastewater services to these areas? How will topographic obstacles in these areas and resulting costs and maintenance issues affect service provision?

### **3.) How do we plan to deal with them?**

It is estimated that the increased capital expenditures for the recommended improvement projects will cause revenue shortfalls; to meet these shortfalls, the City will need to explore revenue bonds or increased sewer rates. The City will work with CWS and other identified partners to provide wastewater and stormwater service, system requirements and development standards.

Regarding stormwater, the program goal of Subbasin Strategies for the Hedges Creek Subbasin is to provide and maintain a regional system of urban-surface water management that will protect the community's public safety, health and property and conserve (and where possible, enhance) the natural systems of the Tualatin River basin.

## **SOLID WASTE**

### **1.) Where are we now?**

The City of Tualatin franchises garbage and recycling collection to a private vendor, Allied Waste Services. The City negotiates rates and services directly with the vendor. The Washington County

Cooperative Recycling Program provides educational and program materials to Tualatin and other county jurisdictions.

**2.) What issues do we face in the future?**

- How can the city encourage residents and businesses to reduce waste?
- Increasing costs of trash disposal (due to fuel costs, limited landfill capacity and other factors) have the potential to raise residents' fees. How will the city ensure that these solid waste fees do not become exorbitant?

**3.) How do we plan to deal with them?**

The City will continue to work with Metro and service providers to attain goals and objectives that best meet the needs of Tualatin residents.

## NATURAL RESOURCES AND ENVIRONMENTAL QUALITY

While most people tend to think of the environment as something “external” to a city – only to be found in the natural world, it is in fact an integral part of an urban area’s overall quality of life. Environmental quality shapes the character of a community.

The difference between a city that has dirty air, polluted waterways or streets full of litter and one that has clean air, pollution-free waterways and litter-free streets can be enormous and the impacts on its quality of life are obvious. Many communities fall somewhere between these environmental extremes, and almost all communities have room for improvement.

In addition to ensuring the basic standards of urban environmental quality, communities can also improve their environmental quality by providing ample parklands, open space and recreational areas, tree planting and even street beautification schemes. All of these things add up to make for a healthier, wholesome urban quality of life.

Even with Tualatin’s growth, the community is blessed to have excellent environmental resources, including its waterways, parks and beautiful tree-lined streets. As the city continues to grow and possibly expand, preserving and protecting those resources may become a greater challenge. Understanding such a challenge and acting on it will ensure Tualatin’s continued reputation as a city that is clean and green in the years to come.

### ***NATURAL RESOURCES AND ENVIRONMENTAL QUALITY PROFILE – WHERE ARE WE NOW?***

Tualatin’s natural resources and environmental quality are characterized by:

- **Community Values.** Ask a local person why he or she lives in the Pacific Northwest and odds are that that person will say “the environment.” Studies bear this out. A February 2006 Metro study of 600 tri-county residents found:

“Four of five top reasons to enjoy the area were oriented toward the environment – environmental quality, nature/scenery, weather/climate and outdoor recreation opportunities.” The respondents listed the following as the top three planning priorities for the next 10 years:

<b>Goal</b>	<b>Response Rate</b>
Protecting area rivers and streams	78%
Protecting air quality	74%
Preserving farm and forestland	71%

*Regional Attitudes Toward Population Growth and Land Use Issues, Metro, February 2006*

Clean Water Services conducted a statistically valid public values survey in June 2002 which concurs. Results included:

When participants were asked a specific range of 12 values related to the Tualatin Basin, they chose the following four top values:

<b>Value</b>	<b>Response Rate</b>
Clean rivers and streams	99%
Healthy streams that support fish	98%
Clean drinking water	95% of general public 92% of streamside property owners
Adequate water in streams for fish and wildlife	97%

Between 92 and 97 percent of each group also said the following values were important to them:

- Open space and natural areas for habitat
- Healthy fish populations in local streams
- Existing wetlands protected
- Streamside areas protected from development
- Open space and natural areas for recreation

Clean Water Services also asked “What is the Biggest Problem Facing the Tualatin River and its Streams?” The number one problem listed was industrial pollution. Clean Water Services research indicates that respondents do not identify personal behaviors such as use of fertilizers and garden chemicals and residue from vehicles as threats to water quality.

- **Rivers, Streams and Water Quality**

With 25 percent of the Lower Tualatin River sub-watershed located within the City of Tualatin, the health of the river is logically of major importance to the community. This represents 3,873 acres of riparian corridor within the City according to *Riparian Corridor and Wildlife Habitat Inventories* (Metro, April 2005)

Over the past 40 years, the Tualatin River has continued to improve. A Clean Water Services staff member reports that the river water quality reached its lowest point in the 1960s, contributing to a moratorium on development. Treatment plants came on line in Rock Creek and Durham in the mid-1970s, making a major difference in water quality. Tighter controls for Total Maximum Daily Load were set in 1988 and between 1988 and 1994, treatment plants were vastly improved. Since the early 1990s, more emphasis has been directed toward control of stormwater. Current emphasis is now being placed on water temperature with the planting of trees to shade the river and tributaries.

Clean Water Services reports on extensive environmental quality studies in the Healthy Streams Plan (2005). The local monitoring site was at the I-5 crossing of the river. The plan reports lower phosphorus, higher algal growth, high E. coli levels throughout the basin, “statistically significant and strongly improving water quality trends for dissolved oxygen, ammonia, ammonia toxicity, total phosphorus and soluble orthophosphate in all mainstem stations below Rock Creek,” compared to pre-2001 readings.

Rivers also provide, of course, riparian or streamside vegetation. This impacts water quality, aquatic and land habitat, and flood control, which is an important concern due to flooding issues with the Tualatin River. The tree canopy along the river in Tualatin is shown as 1 to 21 percent in the Healthy Streams Plan.

- **Wetlands.** Tualatin has a significant number of wetlands. The Tualatin River is the mainstem of an extensive subbasin system. Hedges Creek, Nyberg Creek and Saum Creek drain into the Tualatin River as do numerous floodplain seeps, spring and ponds. Cummins Creek and Seeley Ditch are also a part of the system. Wetlands are located along these Tualatin drainages. In 1995, 52 wetlands were inventoried. At that time, 338 wetland acres were located within the City's UGB. The Wetlands Conservancy is headquartered and active in Tualatin, where it is a majority landholder within the 57-acre Central Hedges Marsh and is working to restore 10 acres of the marsh. The group recently received a grant to continue its work in the Central Hedges Marsh.
- **Tonquin Scablands.** The Tonquin Scablands geological area includes portions of south Tualatin and skirts Tualatin to the southwest and west. Scientists have identified these scablands as an important geological and biological feature. Scablands are areas where soil has been scraped away, exposing irregular areas of underlying bedrock. It is believed that these scablands were formed as a result of the pre-historic Bretz floods, which occurred during the last ice age, about 15,000 years ago. Oregon geologist John Allen suggests that the floods changed the course of the Tualatin River, moving its mouth north from Lake Oswego, to where it now joins the Willamette at West Linn. The Tonquin Scablands are western Oregon's best example of this unique landform. Because of easy access to basalt rock, the area has continuing quarry operations and also includes some wetlands and other water features.
- **Trees and Forestland.** "One of the fundamental regional trends noted by this study is that as population and development expand, tree cover declines. While the tree cover is declining throughout the region, the more prominent statistic is the gap between existing tree cover and recommended tree cover needed to offset the ecological affects of increasing populations." (Tualatin was one of nine cities participating in this study.)  
*Regional Ecosystem Analysis for the Willamette/Lower Columbia Region of Northwestern Oregon and Southwestern Washington State, American Forests/USDA Forest Service, 2001*
- **Tree Awards.** Tualatin has received numerous awards for its urban forestry management program and has an Urban Forestry Management Plan. The city has been recognized as a Tree City USA for 18 years. Requirements for this designation include:
  - A Tree Board or Department
  - A Tree Care Ordinance
  - A community forestry program with an annual budget of at least \$2 per capita
  - An Arbor Day Observance and proclamation
- **Tree Canopy.** Tree canopy is critical to the environmental health of the city. Trees impact stormwater management, air and water quality, habitat, stream and river cooling and energy costs. The American Forests study found that "the average tree cover in the Willamette/Lower Columbia Region is currently 24%--down from 46% in 1972. Average tree cover in the region's urban areas is only 12%, down from nearly 21% in 1972.

- **Tree Plantings.** The City parks maintenance staff members plant street trees in single-family residential developments in Tualatin. The City assesses property developers a fee for every tree planted in new developments. Property owners receive a brochure about tree care and maintenance. Trees are also planted in existing neighborhoods in the “Tree-for-a-Fee Program.” Commercial and Industrial developers are required to plant trees as part of their projects, such as parking lot, street trees and other required landscaping.

- **Historic Tree – the Nyberg Chestnut (*Castanea sativa*)**

The Nyberg Chestnut was part of a 150 tree mixed orchard that was planted around 1903 and owned by John Nyberg, an immigrant from Sweden. When Interstate 5 was being built, the Nyberg home and orchard was located on the highway right-of-way and had to be moved. Most of the orchard was destroyed. Due to the efforts of John Nyberg this tree became one of only a few Oregon trees located on the original I-5 right-of-way that was saved from demolition during construction of the highway. The 100-year old Nyberg Chestnut is located at the Interstate 5 and Nyberg Road interchange at the City of Tualatin in Washington County. It is 65’ tall, with a 14’ circumference and 70’ crown spread.



- **Heritage Tree Program** – The City of Tualatin provides support for the tree canopy of the community through the Heritage Tree Program. Up to five trees are chosen each year to receive the Heritage Tree designation. Selections are based on size, species or historic value. The City maintains a list of the trees and the Tualatin Chamber of Commerce distributes a map showing their locations.

## ***NATURAL RESOURCES AND ENVIRONMENTAL QUALITY TRENDS – WHERE ARE WE GOING?***

**Population Growth.** Metro estimates that the population of the Tualatin River Watershed will increase from 455,000 to over 700,000 by 2040. Given this potential growth, strategies for preserving the high quality of life and the environment must be formulated. Watershed planning must integrate social, economic and environmental elements in a manner that promotes sustainable growth in all sectors. Population growth will most definitely impact the environmental quality of the river as it flows through Tualatin.

**Natural Areas Bond Measure.** Metro has proposed a 2006 Natural Areas Bond Measure (November 2006) which would:

- Protect water quality and preserve fish and wildlife habitat for the benefit and enjoyment of current and future generations
- Provide funding to cities, counties and local parks providers to support identified local projects aimed at protection and enhancement of natural areas

- Establish a competitive grant program whereby local organizations and public entities can apply for funding to acquire land and develop projects designed to protect and enhance natural resources in the urban environment

Past Metro funding has allowed acquisition lands along the Tualatin River to protect habitat and improve public access. Passage of this measure could provide funding needed to help preserve the Tualatin environment. Tualatin's share of the measure is more than \$700,000. See the Parks and Recreation chapter for details.

**Tree Canopy.** Unless mitigated, the tree canopy of the region, including Tualatin, will continue to decrease. American Forests recommends the following guidelines for cities in the Willamette/Lower Columbia:

- 40 percent tree canopy overall
- 50 percent tree canopy in suburban residential zones
- 25 percent tree canopy in urban residential zones
- 15 percent tree canopy in the central business district

**Improving the Environment with Behavioral Changes.** Clean Water Services reports that changing behavior involves "a strategic program for promoting positive behavioral changes in the watershed community." With 25 percent of the Lower Tualatin River subwatershed located within the City of Tualatin, according to Metro's *Riparian Corridor and Wildlife Habitat Inventories* (April 2005), this could be a key role for the City of Tualatin as it preserves its local environment.

Suggestions from the CWS Healthy Streams Plan include:

- Education and enforcement of pet waste pickup on public property within 100 feet of streams
- Car wash incentives and education about negative impacts of washing cars on impervious surfaces near storm drains
- Tree planting
- Stormwater outfalls
- Culvert removal

## **NATURAL RESOURCES AND ENVIRONMENTAL QUALITY— WHAT ISSUES DO WE FACE?**

- What should be Tualatin's environmental priorities for the next 20 years?
- How can Tualatin continue to grow without degrading the natural environment?
- What policies will Tualatin need to implement to ensure that the built environment does not encroach upon the natural environment?
- How can Tualatin promote sustainable approaches to growth and development?
- What can Tualatin do to improve its section of the Tualatin River?
- What can the community do to protect its wetlands?

## **HEALTH AND HUMAN SERVICES**

Healthy people contribute to a vibrant community. In turn, a strong community provides the programs that help keep citizens physically and mentally healthy. Special populations need targeted assistance and programs to help overcome barriers and maintain quality of life. The most vulnerable members of the community are supported and strengthened by effective services. Without the human solutions provided by effective health and human services, the entire community's well-being is at risk.

### ***HEALTH AND HUMAN SERVICES PROFILE – WHERE ARE WE NOW?***

Approximately 90 percent of the city of Tualatin is located within Washington County. Washington County Health and Human Services' Annual Plan for fiscal year 2006 states "Washington County is a study in contrasts. The affluence of many hides the poverty of others. The county covers the extremes from the high tech corridor to migrant labor camps, from in vitro fertilization to unintended early teen pregnancies, from adults with sophisticated orthodontistry to toddlers with rotted baby teeth."

"Because the County is relatively affluent and prosperous, we have a tendency to overlook some serious problems in our midst that will only become more challenging if left untended. We don't always associate homelessness and hunger, mental illness, and a lack of access to basic medical care with Washington County, but a rapidly urbanizing area, we have to come to grips with a set of challenges we may not be used to thinking about." Executive summary, VisionWest Issues papers, the reports from a two-year Washington County planning process, which resulted in the formation of Vision Action Network, a private non-profit organization which promotes collaborative community-based problem solving in Washington County.

Tualatin's health and human services are characterized by:

#### **Primary Health Care Providers**

- **Legacy Meridian Park Hospital**, a 150-bed facility with a wide range of services including the first Comprehensive Stroke Center in the region, recently certified as a primary stroke center, interventional cardiology, interventional radiology, cancer treatment, a Women's Breast Health Center, a 32-bed Intensive/Intermediate Care Unit and a Family Birth Center.
- **Kaiser Permanente Tualatin Medical Office** is the second largest medical facility in the community. The office provides primary care services, mental health and addition services, physical, occupational and speech therapy to Kaiser Permanente members. It also provides employees of local businesses with employment screening exams and treats minor on-the-job injuries.
- **Washington County Health Department** operates clinics at three sites: Beaverton, Hillsboro and Tigard. The Tigard clinic is the closest in proximity to Tualatin. Services include immunizations for adults and children, nutrition for women, infants and children, annual women's exams, family planning counseling, communicable disease testing and health education. Similar services are provided at the weekly Teen Clinic at the Tigard location.

- **Public Health Clinics in Tualatin.** There are no free or reduced fee clinics in Tualatin. However, an Essential Health Clinic will open in Tigard in September 2006, providing urgent medical care every Wednesday night.
- **Tualatin Resource Center. This center includes the Resource Center, the Caring Closet and the Tualatin School House Pantry. The Center** is located in the old Tualatin Elementary School and provides:
  - Through the Tualatin School House Food Pantry, services to 250 Tualatin families per month with an average family size of 4-5 individuals.
  - Children's clothing
  - Career center including job referrals and computer resources
  - Oregon Department of Employment kiosk
  - DHS Office Vocational Rehabilitation services
  - Adult ESL classes (through PCC)
  - Headstart program for children 3-5 years for qualified families
  - Free emergency dental care for children who qualify (mentioned above)
  - Parenting classes (held at other locations)
  - LPGA Urban Youth Golf Program
  - Information and referral
- **Dental Care.** A NW Medical Teams dental van visits Tualatin monthly and serves 10-12 patients. Tualatin School House Food Pantry staff member raises the monthly fee, recruits volunteer dentists and schedules the patients. Other than the mobile van and the Virginia Garcia Dental Center in Cornelius, dental health services for the uninsured, underinsured and Oregon Health Plan clients are almost non-existent in Washington County.

## Community Issues

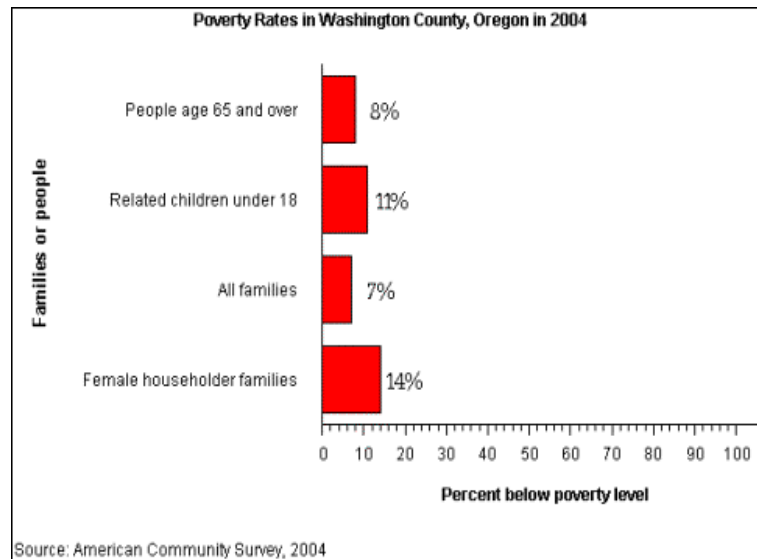
- **Key community health issues**
  - Lack of insurance and resources
  - Lack of local free or reduced fee programs
  - Lack of addiction programs
  - Shortage of nurses in the schools (1 nurse/3,000-4,000 students)
  - Obesity
  - Juvenile diabetes
  - Allergies and asthma
  - Dental care
  - Immunizations
- **Homelessness.** There are no homeless shelters in Tualatin. There is a family shelter, the Good Neighbor Center, in Tigard which can house up to 5-7 families but is generally full. There is a growing population of homeless in Tualatin. Not all are on the streets. Many bounce between homes of friends and relatives. Those without a living arrangement are often in the woods near the river or under bridges.

- **Crowded Housing.** Overcrowding in Tualatin housing increased for homeowners from 1.6 percent to 2.1 percent between 1990-2000. For renters it increased from 5 to 10 percent
- **Rent Burdens.** The number of rent burdened households (spending more than 30 percent of gross income on housing and utilities) in Tualatin doubled between 1990-2000, 26 percent of all households were rent burdened. Rising property values will only exacerbate this situation.
- **Hunger.** Oregon was ranked first in the nation in hunger in 2002 and sixth in food insecurity. Hunger is not a stranger to Tualatin. The Tualatin School House Food Pantry serves 250 Tualatin families per month with an average size of 4-5. Half of Tualatin School House Food Pantry clients were Hispanic in 2005 and 48 percent of those served were children. Nearly all clients have employment. There is a growing population of underemployed and/or making the minimum wage.
- **Poverty Rate.** The Community Partners for Affordable Housing reports that nearly 2,000 low income families live in Tualatin (2000 US Census) out of approximately 8600 Tualatin households.

**2006 Federal Poverty Guidelines**

Fam Size	Yearly income	Monthly income	Hourly income
1	\$ 9,800	\$ 817	\$ 5.11
2	\$13,200	\$1,100	\$ 6.87
3	\$16,600	\$1,383	\$ 8.64
4	\$20,000	\$1,667	\$10.42
5	\$23,400	\$1,950	\$12.19
6	\$26,800	\$2,234	\$13.96
7	\$30,200	\$2,517	\$15.73
8	\$32,600	\$2,717	\$16.98
over 8 add per child	\$3,400	\$283	\$1.77

*Source: Federal Register, Vol. 71, No. 15, Jan. 24, 2006, pp.3848-3849*



Washington County, Oregon	2000	2004	Increase	Percent
<b>Population</b>	445,342	483,112	37,770	8 %
<b>People below poverty</b>	32,575	43,522	10,947	34 %
<b>% of population</b>	7 %	9 %		
<b>People below 150% poverty</b>	60,877	72,895	12,018	20 %
<b>% of population</b>	14 %	15 %		
<b>People below 200% poverty</b>	91,043	112,281	21,238	23 %
<b>% of population</b>	20 %	23 %		

Source: U.S. Bureau of Census

- **Under and Uninsured Residents.** The uninsured rate in Washington County is 16.5 percent, representing 80,000 individuals according to a Office of Oregon Health Policy and Research Report released in January 2005. This is nearly double the 2000 rate. Underinsurance is also an issue. Oregon Health Plan users often have a hard time finding an OHP provider. Kaiser does not accept OHP members in Washington County.
- **Immunizations.** Washington County Health Department reports that only 72 percent of two-year-olds in Washington County are adequately immunized.
- **Mental Health Issues.** Washington County has no outpatient mental health services for uninsured or underinsured adults who are not chronically mentally ill.

### ***HEALTH AND HUMAN SERVICES TRENDS – WHERE ARE WE GOING?***

- Growing under and uninsured population particularly if job growth focuses on lower wage jobs with few benefits.
- Washington County Health and Human Services will continue to be “overwhelmed” by the request for services by an increase in individuals and families living in poverty

- Diseases endemic in home countries carried by non-native born residents, e.g. Washington County had the second highest number of tuberculosis cases in Oregon in 2004.
- A possible improvement in teen pregnancy rates – these rates are dropping and Tigard has a new teen clinic. Washington County’s teen pregnancy rate in 2004 was lower (8 pregnancies per 1,000 youth ages 10-17) than the State average.
- An increase in diabetes – the Washington County Health Department estimates that more than 24,000 Washington County residents have Type II diabetes but are unaware that they have it. Hispanics are 2.1 times more likely to have Type II diabetes than the population in general.
- Birth Issues for Hispanic Women – Latinas give birth to 22 percent of all babies in Washington County. Many lack health insurance and have lower rates of first trimester care and higher rates of inadequate care. Sadly, Hispanic infant mortality rates are higher.

### ***HEALTH AND HUMAN SERVICES – WHAT ISSUES DO WE FACE?***

- How can Tualatin avoid the isolation of being a long distance away from Washington County social service offices in Hillsboro?
- How can more quality, affordable childcare be provided?
- If the Tualatin Resource Center moves from the community, how will Tualatin’s residents be served?
- How can Tualatin prepare for an aging population?
- What are the best ways to serve Tualatin’s growing Hispanic population?
- What can the community do to reduce hunger?
- How can treatment for substance abuse and mental health issues be provided for Tualatin’s residents?
- What is the solution for Tualatin’s growing homeless population?
- What can be done for Tualatin’s underinsured and uninsured?

## EDUCATION

An uneducated community has a very limited future. Education *is* the guarantor of a stable and prosperous future for any community. From pre-school through mature learning programs, education is a lifelong pursuit. Starting with its youngest, the successful community ensures the growth and development of its children and supports families with a strong school system. As its youngest members age, an education-centered community works to ensure that coursework and extracurricular activities keep youth on a positive intellectual and emotional trajectory. The successful city also provides educational opportunities for its older members. A community's investment in its future begins with its schools and continues through the lives of all ages of its residents.

### ***EDUCATION PROFILE – WHERE ARE WE NOW?***

Education in Tualatin is characterized by the following:

- **Tualatin is served by four separate school districts:**
  - Tigard-Tualatin
  - Sherwood
  - West Linn/Wilsonville
  - Lake Oswego
- **The Tigard-Tualatin School District is the largest school district in Tualatin.** Total 2005-2006 District enrollment is 12,108 students. Growth of 4.6 percent (551 student increase) is projected in the next five years. Tualatin student population was approximately 4400 in 2005-2006.
- **The West Linn-Wilsonville School District** served approximately 490 Tualatin students in 2005-2006. If the community expands to the east and south/southeast, the West Linn/Wilsonville School District will gain more Tualatin students.
- **The Sherwood and Lake Oswego School Districts serve fewer Tualatin students.** In 2005-2006, Sherwood School District had one Tualatin student, a high school senior, and the Lake Oswego School District served 13 students. If the community expands to the west and southwest, the Sherwood School District will gain more Tualatin students.
- **Five Tigard-Tualatin School District schools are located in Tualatin:**
  - Bridgeport Elementary School
  - Byrom Elementary School
  - Tualatin Elementary School
  - Hazelbrook Middle School
  - Tualatin High School
- **Tualatin residents enjoy an excellent school district.** The district has been strengthened by community support for operating and bond measures. From the Web site – “District residents have one of the best records in Oregon for approving school operating and bond measures. Since 1978, 17 funding measures have been placed on the ballot and all but two passed the first time they went before voters.”
- **Bridgeport Elementary School** was one of three school district schools selected as one of “Oregon’s Exceptional Schools” for 2005.
- **A solid percentage of Tualatin High School students go onto higher education.** Seventy percent of Tualatin High School graduates go on to a two or four year college.

- **Funding per student of the two primary school districts serving Tualatin youth are comparable to each other but slightly below the state average.**

<b>All Operating Funds</b>	<b>Tigard-Tualatin District per Student</b>	<b>WL/Wilsonville District per Student</b>	<b>State Average</b>
Direct Classroom	\$4,356	\$3,957	\$4,305
Classroom Support	\$1,385	\$1,405	\$1,496
Building Support	\$1,257	\$1,566	\$1,519
Central Support	\$251	\$347	\$361
<b>Total per Student</b>	<b>\$7,249</b>	<b>\$7,275</b>	<b>\$7,680</b>

*Oregon Department of Education 2004-2005*

- **2004-2005 Tigard-Tualatin School District Report Card – Tualatin Schools**

<b>School</b>	<b>Overall</b>	<b>Academic Achievement Student Performance</b>	<b>Attendance/Dropout Student Behavior</b>	<b>Improvement</b>	<b>School Characteristics</b>
Bridgeport Elem	Exceptional	Strong	Strong	Improved	Exceptional
Byron Elementary	Strong	Strong	Exceptional	The same	Exceptional
Tualatin Elem	Strong	Strong	Strong	The same	Exceptional
Hazelbrook Mid	Strong	Strong	Strong	The same	Exceptional
Tualatin HS	Strong	Strong	Strong	The same	Exceptional

*Oregon Department of Education*

- **Students Eligible for Free and Reduced Lunches – Tualatin Schools**

<b>School</b>	<b>Total Enrollment</b>	<b>Eligible Students</b>
Bridgeport Elem	494	171
Byron Elementary	644	75
Tualatin Elem	538	150
Hazelbrook Mid	1,011	234
Tualatin HS	1,792	159

*Tigard-Tualatin School District*

- **Good Oregon Statewide Assessment Averages**

All schools in the school district exceeded state averages for Oregon Statewide Assessments.

### **Reading Knowledge and Skills**

<b>Grade</b>	<b>District</b>	<b>State</b>
Grade 3	93%	89%
Grade 5	90%	85%
Grade 8	75%	65%
Grade 10	67%	56%

### **Math Knowledge and Skills**

<b>Grade</b>	<b>District</b>	<b>State</b>
Grade 3	92%	88%
Grade 5	92%	87%
Grade 8	75%	66%
Grade 10	68%	49%

### Writing

Grade	District	State
Grade 4	74%	65%
Grade 7	83%	71%
Grade 10	86%	79%

### Science

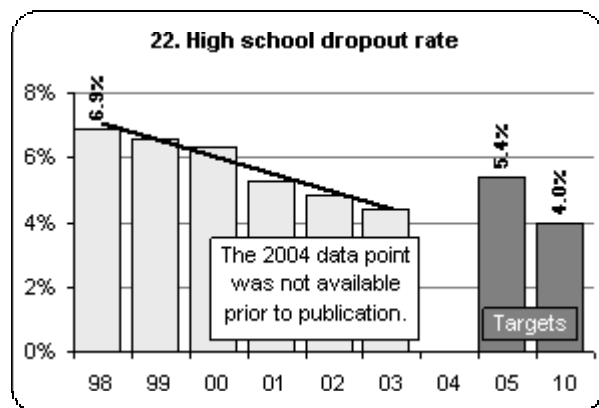
Grade	District	State
Grade 5	81%	76%
Grade 8	75%	67%
Grade10	72%	63%

- **District schools had better than the average attendance rate for state schools.**

### Attendance

	District	State
2004-2005	94.4%	93.2%

- **District schools had a lower dropout rate than the state average.**
  - 2004 Drop out rate for Tualatin-Tigard School District: 4.65%.
  - Goal for 2008 – 2.3%.
  - Oregon has a higher but falling drop out rate.



State of Oregon

## EDUCATION TRENDS – WHERE ARE WE GOING?

- **Growth projections.** The school district expects a one percent per year growth pattern over the next five years. Growth has been due primarily to the increase in Latino population and new housing in Tualatin and near King City. Future growth is anticipated in the Bull Mountain area.
- **Planning for successful professionals.** Tigard-Tualatin School District has the goal of recruiting, retaining and supporting highly qualified teachers, administrators and support staff with the following measures of success:

- By 2006, the number of bilingual staff will increase to better meet student needs.
- By 2006, 100% of employee evaluations will be completed consistently and meaningfully--as measured by an annual district level review of all employee evaluation forms.
- 90% of those surveyed will indicate satisfaction with the level of district support provided for classroom teachers and the instructional program.
- **Bond measures and funding.** As mentioned, the school district has an excellent record for passing school funding measures.

### ***EDUCATION – WHAT ISSUES DO WE FACE?***

- How will school districts cope with a growing Tualatin population of children?
- What should be done to fund needed capital projects?
- How will the districts deal with shrinking state funds and unfunded mandates?
- What lifelong learning courses can be made available to Tualatin residents?
- How can the community best support its schools?
- How can the school districts decrease the drop out rate and increase the number of college-bound students?
- What role should the business community play in education?
- How can the schools improve the arts and cultural opportunities in the community?
- How can school buildings be used in non-traditional ways to benefit the community?

## **PUBLIC SAFETY**

Safety is a basic human need. Without a sense of security, a community can be dominated by instability.

Confronting crime consumes valuable government resources and puts pressure on the criminal justice system. Fear of crime diminishes a community's sense of well-being. As crime rates rise, the shelter and secureness of the city is affronted.

First responders—police, fire, other emergency service providers—supply the frontline for a safe, secure community. As the population of Tualatin grows, the demand on these services will expand. Sustaining a safe community will be critical for a secure future for Tualatin.

### ***PUBLIC SAFETY PROFILE – WHERE ARE WE NOW?***

Public safety in Tualatin is characterized by:

- **Staffing.** Police protection is provided by the Tualatin Police Department with 34 sworn officers and seven professional staff providing support. The department is supplemented by volunteer reserve officers, explorers, office assistants and chaplain.
- **Budget.** The 2005-2006 budget is \$4,935,998 or approximately 7 percent of the overall City budget.
- **Challenges.** The biggest challenge facing the police department today is “keeping up with the wants and needs of the community,” reports Chief Kent Barker. “We want to provide as many services as possible but we’re trying to do a lot with a little.”
- **Development.** Bridgeport Village has added some, but not a significant, amount of crime to the community. This is due, in large part, to the fact that the shopping center has 24 hour security and often deals with problems without calling the police department.
- **Design.** The City of Tualatin requires that commercial, industrial and multi-family development projects be reviewed for Crime Prevention Through Environmental Design (CPTED) principles.
- **Domestic violence and child abuse.** The community experiences domestic violence and child abuse cases. Domestic violence victims are referred to the County Domestic Victim Assistance Program. The detective unit and county caseworkers handle child abuse cases.
- **Intergovernmental services.** The Tualatin Police Department also provides services through an intergovernmental agreement to the City of Durham, which compensates the City of Tualatin.
- **Interagency Teams.** The Tualatin Police Department participates in the following Interagency Teams:
  - Mobile Response Team
  - Interagency Gang Enforcement Team
  - Westside Interagency Narcotics
  - Tactical Negotiations Team
  - Crash Analysis Reconstruction Team
  - Fraud Identity Theft Enforcement
  - Major Crimes Team

Like most communities, public safety is very important to the residents of Tualatin. In the 2003 Citizen Satisfaction Survey by Davis and Hibbitts, police services was listed as the most important City of Tualatin service offered (mentioned by 25 percent). Police service was the second most important service to 24 percent of those surveyed. However, a total of 69 percent surveyed were “not too concerned” (48 percent) or “not at all concerned” (21 percent) about being a victim of a serious crime in Tualatin, indicating that while residents feel law enforcement is very important, they feel safe in their community. Only 10 percent were very concerned.

### **Police Department Calls for Service**

<b>Year</b>	<b>Calls</b>
2001	10,070
2002	14,096
2003	17,953
2004	16,540
2005	16,906

*Tualatin Police Department Annual Report, 2005*

### **Traffic Crashes in Tualatin**

	<b>2003</b>	<b>2004</b>	<b>2005</b>
Injury	50	62	40
Non-Injury	104	134	149

*Tualatin Police Department Annual Report, 2005*

### **Traffic Citations in Tualatin**

	<b>DUII</b>	<b>Disobey</b>	<b>Speeding</b>	<b>Total</b>
2005	132	411	539	2821
2004	81	373	514	2294

*Tualatin Police Department Annual Report, 2005*

Tualatin Crime Report - 2003	
General Information:	
State:	OR
City Population:	24,135
Murder:	0
Forcible Rape:	15
Robbery:	19
Aggravated Assault:	23
Burglary:	139
Larceny or Theft:	850
Car Theft:	99
Arson:	2
Data Source: 2003 FBI Report of Offenses Known to Law Enforcement	
Zero values may indicate the data was not available.	
Violent vs. Property Crime Rate:	
Violent Crime	Property Crime
57	1,088

Violent Crime Rate per Capita:									
Murder		Forcible Rape		Robbery		Aggravated Assault		All Violent Crime	
National	Local	National	Local	National	Local	National	Local	National	Local
0.00	0.00	1.71	1.71	0.36	0.36	0.26	0.26	0.40	0.40
Is 0.00 times the National Average		Is 1.71 times the National Average		Is 0.36 times the National Average		Is 0.26 times the National Average		Is 0.40 times the National Average	

Property Crime Rate per Capita:									
Burglary		Larceny or Theft		Car Theft		Arson		All Property Crime	
National	Local	National	Local	National	Local	National	Local	National	Local
0.68	0.68	1.19	1.19	0.68	0.68	0.28	0.28	1.02	1.02
Is 0.68 times the National Average		Is 1.19 times the National Average		Is 0.68 times the National Average		Is 0.28 times the National Average		Is 1.02 times the National Average	

National Average	National Average	National Average	National Average	National Average
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## **Fire Protection**

Fire protection is provided by Tualatin Valley Fire and Rescue, which operates a fire station in the central portion of Tualatin, at Tualatin Sherwood Road and SW 90<sup>th</sup> Court.

- **Staffing.** Tualatin Valley Fire and Rescue employs 12 fire fighters in the downtown Tualatin station with four firefighters on duty at one time. The entire organization employs 400 career firefighters/paramedics and 120 volunteer firefighters.
- **Budget.** The 2005-2006 budget is \$93,237,167 for the entire service area which includes nine cities. (\$1.5252 per \$1000 of assessed property values)
- **Special services.** The fire district's HazMat Team is housed at the Tualatin Station.
- **Emergency medical services.** Tualatin Valley Fire and Rescue services include emergency medical services.
- **Number of calls.** The agency responded to approximately 30,000 incidents in 2004 throughout its entire service area.

## ***PUBLIC SAFETY TRENDS – WHERE ARE WE GOING?***

- “During 2005, the City of Tualatin experienced an alarming increase in graffiti reported incidents,” according to the Tualatin Police Department 2005 Annual Report. In response, the City Council passed a graffiti ordinance in March 2006 requiring property owners to remove graffiti within seven days. School Resource Officers were key in apprehending suspects.. Most of graffiti incidences are gang related, according to Chief Kent Barker.
- Gang activity continues to grow, according to Chief Barker. The Police Department has stepped up enforcement and some gang members have moved to nearby cities to avoid the local police, he reports.
- Like the rest of the nation, Tualatin has had to face the growth of methamphetamine use, which, according to the 2005 Tualatin Police Department Annual Report, is “almost always coupled with some form of identity theft.”
- As the population increases, calls for service are gradually increasing.
- The number of traffic citations issued by the Department jumped from 2,294 to 2,821 in 2005, including a significant increase in DUI citations from 81 in 2004 to 132 in 2005.
- There are a limited number of neighborhood watch programs. A new program coordinator has been hired and plans to reactivate the program.
- There are growing issues with the Hispanic community, particularly in the Stoneridge neighborhood. Building trust is a key issue. The Police Department has Spanish-speaking officers but no Hispanic officers.
- Traffic is and will continue to be a growing public safety issue.

## ***PUBLIC SAFETY – WHAT ISSUES DO WE FACE?***

- How will public safety institutions keep pace with growth and increased population?
- How will the growing methamphetamine problem impact the community and law enforcement?
- How can the community effectively deal with the growing graffiti problem and its relationship to gangs?

- How can the City of Tualatin maintain and increase funding for police and other emergency services to serve the growing needs of the community?

## YOUTH

Young people live in tenuous times. They face the pressures of drugs and alcohol, teen sex and pregnancy, gangs and educational expectations. They need guidance from adults and the space to grow. They need freedom to flourish and they need boundaries. The successful community provides a safe place for youth to learn, socialize and develop. It creates leadership roles and recreational opportunities for its young people. It identifies the needs and possibilities for young residents and makes those issues a priority. This is an important task. The future of the community rests on the shoulders of its youth.

### ***YOUTH - WHERE ARE WE NOW?***

Tualatin has a young population—median age 31.9 in 2000—as compared to the state median of 36.3 years. In 2002, nearly 31 percent of Tualatin’s population was 19 years old or younger. 67% of Tualatin households included children.

#### **Youth Demographics by Age**

<b>Tualatin Population:</b>	22791	100.00%
Under 5 years	1730	7.59%
5 to 9 years	1819	7.98%
10 to 14 years	1825	8.01%
15 to 19 years	1643	7.21%

*2000 U.S. Census*

#### **Assets of Tualatin’s Youth– 40 Proven Things Essential to Every Young Person’s Success**

With the assistance of the Search Institute, the Tigard-Tualatin School District studied the developmental assets of its youth in 2001. The Search Institute used the Profiles of Student Life: Attitude and Behaviors survey, studying 1731 students. This study measured the assets present in local youth and found 21 present. Ideally, 31-40 assets are present. Results suggest possible programs or focuses as Tualatin actively supports its youth. The study found youth at the following asset levels:

<b># of Assets</b>	<b>Percentage of youth</b>
31-40	14%
21-30	39%
11-20	36%
0-10	11%

*Profiles of Student Life: Attitude and Behaviors survey*

The study found that the following assets were least prevalent for local youth:

**External Assets – Networks of support, opportunities and people who nurture youth**

- Positive family communication – 39% (youth who had the asset)
- Caring school climate – 33%
- Community (adults) values youth – 27%
- Adult role models – 33%
- Parent involvement in schooling – 40%
- Creative activities – 21%

**Internal Assets – The young person’s own commitments, values and competencies**

- Reading for pleasure – 23%
- Planning and decision making (by individual youth) – 33%

<b>EXTERNAL ASSETS</b>	<b>TUALATIN YOUTH*</b>
<b>Support</b>	
Family Support	73%
Positive Family Communication	39
Other Adult Relationships	46
Caring Neighborhood	42
A Caring School Climate	33
Parent Involvement in Schooling	40
<b>Empowerment</b>	
Community Values Youth	27
Youth as Resources	34
Services to Others	45
Safety	53
<b>Boundaries and Expectations</b>	
Family Boundaries	54
School Boundaries	60
Neighborhood Boundaries	54
Adult Role Models	33
Positive Peer Influence	77
High Expectations	54
<b>Constructive Use of Time</b>	
Creative Activities	21
Youth Programs	59
Religious Community	53
Time at Home	59
<b>INTERNAL ASSETS</b>	
<b>Commitment to Learning</b>	
Achievement Motivation	73
School Engagement	64
Homework	68
Bonding to School	67
Reading for Pleasure	23

<b>Positive Values</b>	
Caring	54
Equality and Social Justice	56
Integrity	71
Honesty	71
Responsibility	64
Restraint	63
<b>Social Competencies</b>	
Planning and Decision-Making	33
Interpersonal Competence	46
Cultural Competence	51
Resistance Skills	50
Peaceful Conflict Resolution	56
<b>Positive Identity</b>	
Personal Power	46
Self-Esteem	52
Sense of Purpose	62
Positive View of Personal Future	74

\*Search Institute, 2001

In Washington County, youth with 10 or fewer assets are nine times more likely to be involved in high-risk activities than youth with more than 30 assets.

**City Staff** – The City has added a Teen Program Coordinator position in 2005.

This staff position works with the Tualatin Youth Advisory Council and provides programming.

### **Tualatin Youth Advisory Council**

The role of the Council is to:

- Advise the Tualatin City Council on issues that affect youth in the community
- Serve as a communication link for youth to government, business and the entire community on a variety of subjects
- Identify and advocate for the needs of youth in Tualatin
- Identify and carry out events and activities for the community which are important to youth
- Create and foster cultural relations in the Tualatin community

### **The City and Youth Programs**

Mayor Lou Ogden, 2006 Vice Chair of the National League of Cities Council for Youth, Education and Families, used the *City Platform for Strengthening Families and improving Outcomes for Children and Youth* to evaluate City involvement in youth and family programs. He found:

- Stakeholder groups to identify needs, opportunities and priorities have been convened.
- The Tualatin Youth Advisory Council was created in 1999.
- Youth are supported by parenting classes, information and referral at the Tualatin Resource Center.
- The City has established a skate park and Gang Resistance Education and Training in middle schools.

- The City has hired a part-time teen coordinator.
- A homework center operates at the Tualatin Library.
- A truancy ordinance helps police return kids to school.
- Three school resource officers from the police department work at the high school and middle school and lead the DARE programs.
- The library offers programs for families and young children.
- The City and school district work together for joint use of playing fields and a running trail.

### **Youth Sports**

Tualatin has a wide variety of sports programs for youth including:

- Baseball and softball
- Basketball
- Football
- Soccer

### **Tualatin Youth Survey Results**

The Tualatin Facility Visioning Project Environmental Scan (MIG, Inc. May 2003) surveyed Tualatin youth about their activities:

#### **Activities – Top Three**

Teen activity participation rate based on times per month

1. Music (listening)
2. Watching TV/Videos
3. Computers (personal)

The rest of the top ten, which dropped significantly from the top three were:

4. Exercising/Aerobics
5. Sports events (attending)
6. Jogging/running
7. Movies (attending)
8. Weightlifting
9. Reading for pleasure
10. Football

When asked what activities they would prefer to do, their answers were:

1. Movies (attending)
2. Music (listening)
3. Concerts (attending)
4. Watching TV/videos
5. Sports Events (attend)
6. Dancing (social)
7. Weightlifting
8. Computers (personal)
9. Photography
10. Soccer

## **Youth Needs**

A 2001 community survey conducted in preparation for the Facility Vision for the City of Tualatin found that youth (ages 11-17) was the group most in need of more or better community services. A youth focus group reported that a safe place with activities for young people was a key need for the community.

### ***YOUTH – WHERE ARE WE GOING?***

- **Reorganization of Tualatin Together** – This non-profit group was founded in 1988 with a youth focus. When the City's teen coordinator position was eliminated in the early 1990s, the group limited its activities, which have included raising funds for gang and drug abuse resistance programs. The group will relaunch in July 2006 with an expanded membership and limited staff support from the City teen program coordinator. The group's goal is "to create an organization to promote and foster positive youth development." This will include components of drug and alcohol prevention, recreational activities and youth development principles.
- **Library Renovation** – The Tualatin Library is a key provider of services to teens. A planned renovation will include a new teen area.

### ***YOUTH – WHAT ISSUES DO WE FACE?***

- What activities and facilities will best meet the needs of Tualatin youth?
- How can the City find the resources to fund more youth services?
- How can the City and school district best collaborate to efficiently provide youth services?
- As the community becomes more diverse, what is the best way to provide services that meet the needs of all youth?
- What activities would best serve Tualatin's young families?
- Should a youth center be developed and, if so, where should it be located and how should it be funded?
- What role can the community – the City Government, Schools, Business and others – play in the area of Youth? Who should take the lead?

## PARKS AND RECREATION

A community’s well-being is directly tied to its access to parks and recreation. The personal, social, economic and environmental benefits of parks and recreation serve individuals and the overall community. Parks and open spaces provide relief from the clamor of urban living. Recreational activities fight obesity, improve health and reduce stress, crossing all generational and ethnic boundaries. Youth are particularly well-served by organized recreational activities.

A walk in the park, a bike ride and a float trip on the Tualatin River create a sense of well-being. A sports event brings the community together. Tualatin will continue to need to acquire and protect parks and open space, expand facilities to keep pace with population growth and provide programming that reaches out to its diverse population.

### ***PARKS AND RECREATION PROFILE – WHERE ARE WE NOW?***

“Tualatin is fortunate to have significant natural features which provide the City with excellent opportunities for outdoor recreation in attractive settings. The Tualatin River and the area’s many small creeks provide opportunities for water-oriented recreation and greenway loops connecting various parts of the City....Because of Tualatin’s rapid development, the City must aggressively promote the acquisition of park lands before they are developed for other uses...It is the basic premise of this Plan that Tualatin should develop the highest-quality park and recreation system to offset the effects of large amounts of industrial and commercial growth that are proposed for the central portions of the City.” From the *Tualatin Community Plan*

Tualatin parks and recreation are characterized by:

- **Multiple parks and facilities.** The City of Tualatin owns 260 acres (147 developed acres and 119 undeveloped acres) of parks including neighborhood parks (3), pocket parks (3) community parks (2), natural area parks (6), greenways (9) and the Tualatin Commons. The greenways include three miles of developed trails and nearly five miles of undeveloped trails. The existing level of service (including non-city providers) is 13.42 acres per 1,000 population.

#### **Types of Parks in Tualatin**

<b>Type of park</b>	<b>#</b>	<b>Acreage*</b>	<b>Acreage /1,000</b>	<b>City Goal</b>
Pocket parks	3	2.29	.10	No standard set
Neighborhood parks	3	44.82	1.88	2.5
Community parks	2	55.44	2.32	2.5
Natural area parks	6	47.96	4.3	No standard set
Greenways	9	109.97	4.6	No standard set
Tualatin Commons	1	5.17	.22	No standard set
Trails			3 mi. dev 5 mi. undeveloped	

*Tualatin Facility Visioning Project Environmental Scan, November 2002*

\*Acreage includes developed (146.99 acres) and undeveloped (118.66 acres)

The City also owns and operates four community centers and the Tualatin Public Library. Other recreational facilities are available through the Tigard-Tualatin School District, The Wetlands Conservancy and private providers.

- **A supportive public.** When asked to rate the job performance of City government, citizens gave parks and open spaces the highest rating of 7.9 (out of 10). *Citizen Satisfaction Survey*, Davis and Hibbitts, 2003
- **Active sports programs.** Thousands of Tualatin youth and adults participate in organized sports. Programming is provided by private, local organizations and the school district. Facilities are often provided by the City of Tualatin.
- **Special events.** Numerous special events are held in Tualatin throughout the year, including the Giant Pumpkin Regatta at the Tualatin Commons. See the Arts and Culture chapter for more information on other events.
- **Energized volunteer culture.** In 2005, 9,780 volunteers contributed more than 34,900 hours of their time to the community (not limited to parks and recreation) or the equivalent of 17 full time positions.
- **A riverfront with tremendous potential.** In the words of the Tualatin Community Services Director, “Tualatin has embraced the river recreationally.” The City has created public access with docks on the Tualatin River and summer canoe and kayak rentals. A paddler’s guide educates the public about the features of the lower Tualatin River. The Tualatin Riverkeepers promotes watershed stewardship through public education and restoration projects. The riverfront trails provide connectivity between residents and their parks. Forests and undergrowth along the river provide wildlife habitat.
- **A neighboring wildlife refuge.** The Tualatin River National Wildlife Refuge is located near the community of Tualatin. One of only 10 urban refuges in the National Wildlife Refuge System, this floodplain wetland ecosystem is home to thousands of waterbirds, deer, coyotes, beavers and river otters. It is frequented by many threatened and sensitive species. The Refuge will total more than 3,000 acres when acquisition is complete. It is now open to public entry but future visitor facilities are planned and special events are conducted at the Refuge throughout the year. An official grand opening of the Refuge is planned for June 3, 2006.

## ***PARKS AND RECREATION TRENDS – WHERE ARE WE GOING?***

- **Park improvements** - In November 2004, voters approved a bond measure to pay for park improvements and a library addition. New park improvements, which as of May 2006 have all been completed, include:
  - outdoor lighting
  - playground, tennis court and pathway upgrades
  - artificial turf sports field at Tualatin High school
  - picnic shelters
  - dock on the Tualatin River
  - pathways on the Tualatin River and other locations
  - cross country running trails
- **Bicycle and Pedestrian Bridge** – A 200’+ long bike and pedestrian bridge is under construction over the Tualatin River. This will connect the Tualatin Community Park with Tigard and Durham parks. It will be completed in Winter 2007.

- Metro has proposed a **2006 Natural Areas Bond Measure** (November 2006) for \$220 million that would:
  - Protect water quality and preserve fish and wildlife habitat for the benefit and enjoyment of current and future generations
  - Provide funding to cities, counties and local parks providers to support identified local projects aimed at protection and enhancement of natural areas
  - Establish a competitive grant program whereby local organizations and public entities can apply for funding to acquire land and develop projects designed to protect and enhance natural resources in the urban environment.

Past Metro funding has allowed acquisition lands along the Tualatin River to protect habitat and improve public access. This measure would provide \$786,506 for the City of Tualatin. The Tualatin Park Advisory Committee has recommended that the funds be used for land acquisition within the boundaries of the Tualatin River Greenway, as was done with the 1995 Greenspaces Bond Measure. Park development funds, grants and other funds could be used after acquisition of the land to construct trails, interpretive facilities and habitat.

- **Baby Boomer Trends.** Baby boomers and healthy aging residents are an active population. They will expect to have access to parks, trails and the river for exercise and recreational activities.
- **Youth Demand.** Tualatin residents are expressing a desire for more youth facilities and activities.
- **Facility Visioning Project Recommendations.** The City of Tualatin Facility Visioning Project Final Strategic Plan (2002) lists the following as having the greatest community support:
  - **Improve parks** including additional shelters, play area upgrades, additional pathways and signs, lighted sports field development and trail development in the Tualatin River, Hedges Creek, Nyberg Creek and Saum Creek greenways
  - **Expand the existing library** to accommodate the City's needs and growth. The current site, according to the plan, will accommodate a facility more than twice the current building's size. See Arts and Culture chapter for library information.

## ***PARKS AND RECREATION – WHAT ISSUES DO WE FACE?***

- How can the department continue to maintain the current parks while developing new parks and facilities?
- How can the City of Tualatin reach acreage goals as set forth in the parks plan?
- How can improved river access and visibility be provided?
- How can the community use parks and recreation to serve youth needs?
- How can the community use parks and recreation to serve senior needs and people with disabilities?
- What is the best way to set aside or acquire prime land for future parks?
- How can the library be funded to alleviate crowding?
- How parks and trails be used to provide better connectivity between neighborhoods?

## **ARTS AND CULTURE**

Arts and culture give depth and quality of life to a community. They enrich the lives of residents and can help define a community's identity and sense of place.

Arts and cultural pursuits cross and unite diverse generations and ethnic backgrounds. Festivals and celebrations, performances and special exhibits, galleries and museums. All provide education, enrichment and economic vitality.

One of Tualatin's tasks for the future will be the nurturance of a healthy and sustainable local arts and cultural scene. In a day and age of funding shortages, this is not an easy mission. But it will enhance the community's quality of life well into the future.

### ***ARTS AND CULTURE PROFILE – WHERE ARE WE NOW?***

Tualatin is in the situation that characterizes many suburban communities – it lies in the shadow of arts and culture providing by a nearby, significantly larger city. Portland provides high quality arts and cultural experiences in all areas. The 2002 Facility Visioning Project reported, "Community members would like the City to offer more special events and performing arts programs and build a cultural/performing arts center."

Currently, the City of Tualatin, through its Tualatin Arts Advisory Committee, the Tigard-Tualatin School District and the Tualatin Public Library together provide arts experiences. Tualatin arts and culture are characterized by:

:

- **The Tualatin Arts Advisory Committee** is the primary advocate for the arts in Tualatin. Its programs include:
  - **Artsplash** – an annual art show and sale
  - **Art Walk** – a self-guided tour of Tualatin's public art, natural and cultural history on four marked trails throughout downtown Tualatin
  - **Brick Wall Gallery** – art exhibits at the Tualatin Public Library
  - **Concerts on the Commons** – Friday night outdoor concerts at the Tualatin Commons in July and August
  - **Tualatin Visual Chronicle** – a permanent art collection which documents the Tualatin community.
- **Willowbrook** provides a summer arts experience for children at the Brown Ferry Park in Tualatin.
- **The Tigard-Tualatin School District** provides arts education for K-12 students with events open to the public.
- The **Tualatin Historical Society** opened the **Tualatin Heritage Center** in February 2006. Located in a 1926 church building, the center will provide historical exhibits and lectures, programs for schools and youth, craft and trades demonstrations, pioneer gardens and research facilities.
- **Tualatin's signature event is the Crawfish Festival**, which is held annually in August. In 2005, it attracted approximately 15,000 participants. The event is sponsored by the Tualatin Chamber of Commerce and has been held since 1951.

- **Tualatin Library is a key and dynamic cultural institution in the community.**  
The Tualatin Public Library was ranked #1 (out of 33 libraries) in Oregon “for libraries serving towns with populations between 10,000 and 24,999 on the Hennen’s American Public Library Rating (HAPLR) Index” using 15 measures such as number of books and cost per checkout. The library ranks above the 95<sup>th</sup> percentile in the area of books loaned per staff and per hour. The library documented more than 270,000 visits in 2005 and in 2006 will check out more than half a million items.

The City of Tualatin Facility Visioning Project studied the library in 2002. It found:

- The library has 8,667 square feet, falling far short of the more than 14,500 square feet recommended by the Oregon Library Association for a city of Tualatin’s size.
- Reading for pleasure is the third most popular activity in Tualatin, though the rate of reading was more than 50 percent lower than 15 other Northwest communities surveyed by the project consultants.
- Reading for pleasure is an activity that Tualatin youth need to develop. “Only 23 percent [of surveyed youth] read three or more hours per week,” the study reported.
- Many Tualatin residents use the libraries of surrounding communities because of limited selection in the local library. This impacts funding for the Tualatin Public Library because funding is partially based on circulation.

## ***ARTS AND CULTURE TRENDS – WHERE ARE WE GOING?***

The City of Tualatin Facility Visioning Project Final Strategic Plan (2002) lists the following as having community support:

- **Expand the existing library to accommodate the City’s needs and growth.** The current site, according to the plan, will accommodate a facility more than twice the size of the current building. In February 2006, the City Council approved an advisory ballot measure asking voters if they would approve using some of the City’s increased revenues to operate a larger library. This will be on the May ballot. If a simple majority approves, bonds will be sold and the library will be expanded with construction finished in early 2009.

Washington County will have a library funding levy on the ballot in November 2006. Because the Tualatin library receives about 70 percent of its funding from Washington County, passage would satisfy the November 2004 library measure requirements. This would allow library expansion.

If both measures fail, bonds could not be sold and the library would not be expanded. Current library service levels would probably continue through July 2009.

If funding is approved, the new library will accommodate a 36 percent increase in items over the current collection, expand the children’s area, audio-visual collection and reading spaces, and create a new teen area.

- **Increased special events and cultural opportunities.** Community members were particularly interested in arts festivals and development of a cultural/performing arts center. This would include events to foster youth development. The new Tualatin Heritage Center may partially fill this community center void.

- **Increased services to the Latino population.** Needs identified included a community center which would offer a social/meeting place, Latin American movies, books and music, and special events.
- **A community gathering place.** This could be in the form of a multi-use recreation center that could serve all ages and include a swimming pool, indoor sports complex and performing arts center.

### ***ARTS AND CULTURE TRENDS – WHAT ISSUES DO WE FACE?***

- How can Tualatin provide access to quality arts and cultural events for all its residents?
- What types of events do not duplicate offerings of neighboring small cities and Portland?
- How can Tualatin best implement the recommendations of the Facilities Visioning Plan?
- How can Tualatin best meet the arts and cultural needs of the Hispanic community?
- How can Tualatin benefit from the arts and culture of the Hispanic population to enrich the overall population?
- How can Tualatin use the arts to benefit the local economy?

## **GOVERNANCE**

Local government plays a central role in a community's quality of life. City, county and special district governments provide the decisions and services that shape, protect, guide and enrich the daily life and evolution of the city over time, whether through police and fire services, planning and land use processes, operation of parks and recreation programs, and more.

Increasingly, taxpayers are aware that they pay for government services and monitor what they get for their investment. Tax reform efforts across the country and regionally have been aimed at reducing or limiting taxation, increasing government efficiency and exploring new ways of providing services, as well as new ways of funding them. Simultaneously, citizens look to government for answers and solutions to new issues and challenges faced by local communities. Sometimes such expectations can collide.

At the same time, local governments everywhere face new mandates from federal and state governments, limited sources of new revenues and shifting demands for services from their growing and diversifying populations. And they are looking for more informed, deliberative input from citizens in addressing these issues. It's not simple to balance all these trends and demands, yet for all its challenges, local government continues to be the very foundation of democracy in America.

### ***GOVERNANCE PROFILE – WHERE ARE WE NOW?***

First settled in the mid-1850s and known as "Galbreath," then as "Bridgeport," Tualatin's early history revolved around its status as a rural village serving the local farming community. In 1913, the City of Tualatin was incorporated, at which time an official local government was formed. When Tualatin celebrates the centenary of its incorporation in 2013, it will mark 100 years of dramatic change, especially over the last 30 years. As the community has changed, so has city government in Tualatin.

Tualatin today is a full-service city that is well-regarded for its small, efficient city government, competent, long-serving staff, high levels of municipal services, comparatively low tax rates and a tradition of progressive, innovative planning. In turn, the community of Tualatin is known for its convenient location, beautiful trees, good schools, quality of life, interesting new urban and commercial developments, and certainly for its Crawfish Festival!

### **Governmental Structure**

The City of Tualatin is structured as a Council-Manager form of government. The City charter gives responsibility for day-to-day operations to the City Manager. The Council appoints a qualified person as City Manager. The basic concept underlying the Council-Manager plan is that Council sets policy and the City Manager carries it out.

#### City Council. Tualatin City Council:

- Normally meets on the 2nd and 4th Monday of each month, beginning at 7:30 p.m. Special meetings may be held as required.
- Council meetings are preceded by a work session, which could begin at either 6:00 p.m. or 5:00 p.m., depending on work session items.
- Work sessions are used to discuss upcoming or other issues requiring attention, meet with community leaders, to update calendar items, and to review the agenda and give Council an opportunity to ask questions of staff .

Mayor. Tualatin's Mayor:

- Is elected at a general state election for a four-year term.
- Serves as Chairman of Council and presides over its deliberations. He or she has a vote on all matters brought before the Council.
- Appoints the committees provided by the rules of the Council.
- Signs all ordinances and resolutions passed by the Council, and endorses bonds approved by Council.
- Is recognized as a community leader and serves as the official head of the City for ceremonial purposes.

City Manager. Tualatin's City Manager:

- Carries out Council policies and serves as Executive Officer of the City.
- Manages City business and coordinates the work of all the City Departments and staff.
- Is appointed and may be removed by Council.
- Enforces City law and applies Council Policies.
- Prepares annual budget estimates for Budget Committee.
- Expends funds as authorized by Council in the budget.
- Communicates with Council regarding citizen and governmental concerns and issues, City business and finances.
- Makes recommendations to Council on legislation, finances, policies, employment services and other matters.
- Appoints, suspends and/or removes City employees under his or jurisdiction, subject to union contract.
- Investigates and acts on citizen concerns.

Advisory Committees and Boards. City of Tualatin Advisory Committees and Boards assist the City Council and staff by providing needed perspectives and advice on specific service areas. For most positions, no special background or qualifications are needed. Additionally, the public-at-large is invited and encouraged to attend all advisory committee meetings. (For more information, see "Community Involvement" below.)

**City Departments**

Tualatin city government is organized into 8 major departments. They include:

- Administration
- Community Development
- Community Services
- Engineering and Building
- Finance
- Legal Services
- Operations
- Police

Administration Department. This Department includes the City Council, the nine citizen advisory committees and boards, City budget and newsletter, and employment services. City administrative staff are included in this Department. See Governmental Structure (above) and Community Involvement (below) for more information.

Community Development Department. The Community Development Department helps the corporate and private citizens of Tualatin use their property while still maintaining the character that attracts so many people to Tualatin as their home. The department also administers the Tualatin Development Code as it relates to planning, general economic activities, customer service and facilitation. The department is comprised of two divisions that work hand-in-hand: Economic Development and Planning. These divisions further coordinate with other city and regional partners in facilitating the development process for all the citizens of Tualatin.

The Economic Development Division has two major functions: (1) To facilitate high quality, high value development in the City of Tualatin and (2) to manage the Tualatin Development Commission, the urban renewal agency of the City of Tualatin.

To encourage high quality development, the division meets with and provides information to prospective developers, facilitates internal permit processes between departments to ensure the process works smoothly, compiles and provides demographic information on the City, cooperates with other economic development agencies in the region and State and represents the City at regional economic development forums

The Planning Division serves the public in resolving issues affecting land development and the quality of life in Tualatin. Its two major functions are: (1) long range planning and (2) plan implementation performed administratively by planners or in conjunction with elected and appointed citizen bodies. Tualatin's planning activities also include close coordination with Metro, the Portland Metropolitan Regional Government.

Community Services Department. The Community Services Department enriches individuals, families and the community through the provision of services, facilities and programs that improve the quality of life in Tualatin, Oregon. The community supports an excellent library, system of parks, greenways and natural areas ensuring that over 275 acres are protected and available for people, fish and wildlife.

Tualatin voters approved an \$8.01 million bond measure in November 2004 to fund park improvements and an addition to the Library. The park improvements are almost complete and the Library addition is on hold pending approval of operating funding, which is tentatively scheduled for a May 2006 election.

The Tualatin Public Library recently received national recognition for being the best library for its size in the state of Oregon. Recreation programs, Senior Services, Arts, City-wide Volunteer Services and an award winning Urban Forestry program all contribute to help make Tualatin a great place to live, work and play.

Engineering and Building Department. The Engineering and Building Department is comprised of the Administration, Engineering and Building divisions. The department is responsible for the preparation of reports and background information for City Council and Budget Committee meetings; providing public facilities availability information to the Community Development Department and the public; representing the City at regional and County-wide project meetings to assure the City's interests are being considered; the preparation, inspection and administration of construction contracts on City and Urban Renewal Agency financed projects; the preparation and maintenance of the facility master plans; overseeing the public facilities portions of residential, industrial and commercial development projects;

and reviewing plans, issuing permits and monitoring all residential, commercial and industrial construction in the City.

The Administrative Division is responsible for the overall guidance and direction of the Engineering and Building Department. It prepares materials for City Council and Budget Committee meetings and represents the City at regional and countywide project meetings to assure the City's interests are being met.

The Engineering Division's functions include the review of plans and inspection of all public works construction. It prepares plans and specifications, inspect and administer construction on City and Urban Renewal projects; provides information to other City departments and the public on the availability of services, including water, sanitary sewer, street and storm drainage; prepares and maintains master plans for the water, sanitary sewer and storm drain systems; and investigates traffic problems and concerns from City staff and the public and recommend solutions.

The Building Division issues permits for all phases of building construction and the review of building plans for Code compliance, except electrical which is contracted to Washington County. It also monitors and inspects all residential, commercial and industrial construction within the city and administers the Nuisance Abatement and Noxious Vegetation programs within the city.

Finance Department. According to state statute, the City of Tualatin's Finance Department prepares a complete set of financial statements in conformity with generally accepted accounting and auditing principles and a *Comprehensive Annual Financial Report* on the City of Tualatin at the conclusion of each fiscal year. The Department also oversees and administers the City's Business License program.

Legal Services. The Legal Services Department provides services to the City and the Tualatin Development Commission. Its primary mission is to provide accurate and timely legal advice and assistance to the City Manager, City Council, Commission and City and Commission staffs to keep legal issues from becoming legal problems. Therefore, the City Attorney has an "open door" policy to encourage staff questions.

The City Attorney regularly attends Council and Budget Committee meetings and in-house meetings to provide legal advice and discuss procedures. The City Attorney also prepares or reviews contracts, ordinances and other legal documents, supervises the codification of the Development and Municipal Codes and represents the City and Commission in courts and land use appeals.

Operations Department. The Operations Department oversees all City of Tualatin operations, including the sewer and storm drainage, streets, water, building maintenance, fleet maintenance, parks maintenance divisions of the Department and citywide emergency preparedness. The Administrative Division provides management, clerical and administrative support to department staff working in these divisions.

The Sewer/Storm Drainage Division oversees a system of 67 miles of sewer mains, more than 44 miles of storm pipes, 12 drainage basins, 4,921 sewer connections, 2,500 catch basins, 20 water quality facilities, 2,300 manholes and 10 sewer lift stations. The Unified Sewerage Agency of Washington County (USA) currently maintains 9 of these stations.

The Street Division is responsible for management of the city's Pavement Management Program (PMP), including street inspections, computer modeling, contract preparation and administration on large-scale pavement maintenance projects designed to maintain the city's road system. The city's road system consists of approximately 60 miles of roadway. The street crew is responsible for maintenance of these roadways and their adjacent bike paths. The division also maintains a regular maintenance schedule. Maintenance tasks also include various storm maintenance tasks such as cleaning inlets, outfalls, drainage basin areas, and catch basins, roadside mowing along unimproved drainage ditches, repair of dead-end barricades and repair of railroad crossing guardrails as required by the Public Utility Commission.

The Water Division is responsible for the operation and maintenance of the city's water system consisting of more than 87 miles of water lines. To maintain this system, the Water Division regularly inspects and services four reservoirs. In addition, the Water Division regularly inspects, paints and exercises all fire hydrants and fire hydrant valves; flushes all "dead end" lines; and inspects and tests all large meter installations. The division monitors and takes over 293 water samples to ensure the system is in compliance with Oregon State Health Division rules. The division operates the City's cross connection program ensuring that water does not become contaminated and that it complies with city and state regulations.

The Building Maintenance Division is responsible for general facility maintenance services for all city-owned buildings and parking lots. This includes preventive maintenance, repair, alteration and utilities services. The division, with a staff of two, provides direct, as well as contracted, mechanical, electrical, plumbing, carpentry, painting and custodial services for 33 city buildings, including more than 88,600 square feet and 27 parking lots with approximately 979 parking stalls.

The Fleet Division inspects, maintains and repairs all types of city equipment. The Inventory Control Coordinator (ICC) catalogs, ships, receives and stores all Operations and Police items and provides storage and services for other divisions. Over 8,000 orders pass through the warehouse annually. The ICC also maintains the hazardous material safety data information system for all products used by the city. City records storage and maintenance are also provided through the Inventory Control Coordinator.

The Parks Maintenance Division is responsible for the city's 260 acres of land in parks, greenways, natural areas, public spaces and landscaping around public buildings, core area parking lots and in right-of-ways. Of the 260 acres, approximately 114 acres are developed, with one community park, three neighborhood parks, two natural parks and one man-made lake with an interplay fountain.

Police Department. The mission of the City of Tualatin Police Department reads: "The Tualatin Police Department is dedicated to a safe community and excellence in customer service." The Department team consists of 34 sworn officers and 7 professional staff members. In addition to paid staff, the Department is supplemented by citizens who volunteer in the capacity of reserve officers, explorers, office assistants and chaplain. The Department has three divisions: Administration, Support Services and Patrol. The Administration Division provides leadership and management for the Police Department.

The Administration Division consists of the Police Chief and Office Coordinator. The Police Chief provides both management and leadership for the Police Department. The Chief is responsible for all activities of the Police Department, insuring that Department resources are used in the most efficient and effective manner to accomplish the mission and goals of the Department. The Chief also is

responsible for the coordination of Police Department activities with other City Departments, with other criminal justice agencies, and with the community. The Chief also works with regional, state and national partners to enhance the ability of the Police Department to accomplish its mission.

The Support Services Division of the Tualatin Police Department consists of the Records Unit, the Prevention Unit, the Investigations Unit and the Community Response Unit. Currently there are two sergeants, six sworn officers, one civilian supervisor and four non-sworn Police Services Technicians and one Parking Enforcement Attendant. The head of the division also is the immediate supervisor of the school resource officers, the training/hiring officers and records.

The Patrol Division currently has 27 officers and supervisors. Officers are divided into time shifts and patrol districts. Aside from responding to dispatched calls for service, Officers are encouraged and accountable for problem solving efforts. These initiatives make a significant impact upon the community. The department proactively initiates saturation patrols and special enforcement details. Such details include tobacco and alcohol stings, theft from vehicle surveillance, driving while under the influence enforcement (DUI) and curfew roundups. Patrol officers may participate in a variety of specialties, such as Tactical Negotiations Team (TNT, Traffic or Truck enforcement, Field Training Officer, Mobile Response Team (MRT), Gang Enforcement, Crash Accident Reconstruction Team member (CART team) or WIN team lab response team member.

### **Tualatin Development Commission**

The Tualatin Development Commission is Tualatin's urban renewal agency. There are two project areas, Central and Leveton. The Commission has developed projects over the years to reduce blight and ultimately enhance Tualatin's quality of life. In FY 05/06 the two project areas propose over \$10,000,000 of capital projects. Some of these projects carry over from previous years.

In the Central Area, the key project is continuing with the Boones Ferry Phase I Road Widening and Enhancement project. This will widen Boones Ferry Road between Tualatin-Sherwood Road and Tualatin Road, develop underground utilities and provide pedestrian amenities. In the Leveton area the key project is the \$5,000,000 continued southward expansion of 124th Avenue.

### **County Government**

Tualatin lies within the jurisdiction of two Oregon counties, Washington and Clackamas, both within the greater Portland region. The majority of the land area of the City (90.4 percent) is in Washington County, while a much smaller area (9.6 percent) is in Clackamas County. This reality makes local governance and the delivery of municipal services a more complex undertaking.

### **Metro Regional Government**

Like all local jurisdictions in the Portland metropolitan area, Tualatin also maintains an ongoing relationship with Metro, the directly elected government for the Portland region.

### **Fiscal and Budget Overview**

Taxes, Bonding Measures & Fees. City government in Tualatin is funded by a combination of property tax, licenses, fees, bonding measures and other sources. Local taxes contribute the largest amount by far to the City's General Fund. Fees include things like water use charges, sewer use charges and more. Special bonding measures are submitted to votes for approval as needed and justified by the City.

Tualatin’s permanent tax rate is currently \$2.26 per \$1,000 of assessed valuation, and remains at that level due to Measure 50 limitations. This is among the lowest tax rates in this part of the metropolitan area. Below is a comparison of tax rates with other local jurisdictions in the southern metropolitan area.

**Selected Local Government Tax Rates  
 Portland Metropolitan Area**

<b>Jurisdiction</b>	<b>Local Tax Rate per \$1,000 Assessed Value</b>
Lake Oswego	\$4.97 / \$1,000
Hillsboro	\$4.77 / \$1,000
Beaverton	\$3.68 / \$1,000
Sherwood	\$3.30 / \$1,000
West Linn	\$2.88 / \$1,000
Wilsonville	\$2.52 / \$1,000
Tigard	\$2.51 / \$1,000
Tualatin	\$2.26 / \$1,000

*Source: Tualatin Chamber of Commerce, 2006.*

Occasionally, residents approve addition financial measures to cover the changing costs of local services.

**Community Services: Parks, Library and the Arts**

Local parks and libraries and the arts are three of the more popular, well-used community services/ amenities provided by the City of Tualatin for local residents.

Parks. Tualatin's system of parks and greenways fosters the well being and health of every citizen. The City maintains over 200 acres of parks, trails and natural areas. Specially designed environments and programs support the interests of young children and adolescents. A senior center encourages life-long growth, sharing and caring. Signage in parks tells stories of Tualatin's past, and alerts us to the presence of nearby wildlife.

Each Tualatin park has a unique character and/or theme; the City’s classifies its parks into five different categories: “community” parks include Brown’s Ferry, Community and Skate (located at Community Park); “neighborhood” parks include Atfalati, Ibach and Jurgens; “vest pocket” parks include Lafky, Saarinen Wayside and Stoneridge; natural areas include Little Woodrose, Sweek Pond and Sweek Woods; and greenways include Chieften/Dakota, Hedges Creek, Hi-West, Indian Meadows, Nyberg Creek and Nyberg Creek South and Saum Creek, Shaniko and Tualatin River. Lake of the Commons at Tualatin Commons is also classified as a city park and a major community resource.

Library. The Tualatin Public Library is part of the Community Services Department of Tualatin and serves a diverse population of approximately 24,000. The library is open 65 hours per week and features a dynamic collection of materials, including books, videos, CDs, DVDs, puppets and more. The Library's mission is to provide access to a wide range of materials, programs and services to meet the needs of the community. The library receives 271,000 visits in 2005, or around 750 visitors per day. Nearly four out of 10 Tualatin residents came to one of the libraries 371 programs. The library facility is currently 8,500 square feet, which places it among Oregon's smaller library per capita.

Tualatin Public Library is one of 13 libraries in the Washington County Cooperative Library Services (WCCLS) network. Libraries in Washington County work together to share resources and information in a spirit of cooperation to provide excellent countywide library services. The Tualatin Public Library has an active Friends of the Library group.

In 2004, voters approved a new bond measure to expand the current library, although the operating levy for it was defeated. On May 16, 2006, voters approved 82% to 18% a measure authorizing the City to use current revenue sources to operate an expanded and remodeled library. This vote permits the City to issue bonds voters approved in 2004 to expand and remodel the existing Library. The Central Urban Renewal District will also be contributing funds to this project. The new library will be open by January 2009, with construction beginning summer 2007.

Arts. The City of Tualatin Arts Advisory Committee sponsors and produces a diverse range of community arts events and activities, including Artsplash (an annual show and sale), the ArtWalk (a self-guided tour of Tualatin's diverse public art, natural and cultural history), the Brick Wall Gallery (monthly exhibits at the library), Concerts on the Commons (Friday evening concerts by the Lake of the Commons in July and August) and the Tualatin Visual Chronicle (a permanent collection of art works focusing on the community's natural and cultural history) are produced by the nine-member Tualatin Arts Advisory Committee. The committee also provides the City Council with advice on arts policies.

## **Community Involvement**

The City of Tualatin offers and encourages a variety of ways for local citizens to participate in local government and governance, including all City Council, Development Commission and advisory committee meetings. All Council and advisory committee meetings are open to the public and maintain an "open mike" period for public comment. Council meetings are aired on local cable television.

Advisory Committees and Boards. Advisory committees and boards assist the City Council and staff and include the following:

- Architectural Review Board
- Tualatin Arts Advisory Committee
- Budget Advisory Committee
- Core Area Parking District Board
- Tualatin Library Advisory Committee
- Tualatin Parks Advisory Committee
- Tualatin-Durham Senior Center Steering Committee
- Tualatin Planning Advisory Committee
- Tualatin Urban Renewal Advisory Committee

The Architectural Review Board conducts hearings, reviews plans and determines compliance in the following areas: site development, architecture and landscaping (except single family dwellings). It also assists the City in establishing policies that help implement the Americans with Disabilities Act. The ARB also has 3 alternate positions and is the only board that requires professional registrations such as a Registered Architect, Registered Landscape Architect and Engineer. The ARB is the only decision-making committee or Board in the City.

The Tualatin Arts Advisory Committee was created to encourage greater opportunities for recognition of arts in Tualatin, to stimulate private and public support for programs and activities in the arts and to strive to ensure excellence in the public arts collection.

The Budget Committee is charged with the responsibility of reviewing the City budget, holding public budget hearings and recommending its adoption by City Council. The City Council and seven citizen appointees make up the committee.

The Tualatin Core Area Parking District Board serves in an advisory capacity to the City Council on policy matters affecting the District. These include location and design of new lots, existing lot improvements, regulations and maintenance and capital outlays.

The Tualatin Library Advisory Committee reviews, advises and makes recommendations to the staff and City Council on matters affecting the Tualatin Public Library.

The Tualatin Parks Advisory Committee reviews, advises and makes recommendations to the staff and City Council on matters affecting public parks and recreational activities. These include immediate and long range planning, land acquisition, development and recreational programming. It also advises Council on Urban Forestry policy.

The Tualatin Urban Renewal Advisory Committee reviews, advises and makes recommendations to the Tualatin Development Commission on matters pertaining to the Urban Renewal Plans, project plans, or any plan or project implementation proceeding.

New Citizen Involvement Tools. City of Tualatin staff recently developed a series of citizen's guides to the various land use application processes. These guides, listed below, detail the application itself as well as the ways in which Tualatin's citizenry can stay informed on the process.

- Annexation
- Architectural Review-Architectural Review Board
- Architectural Review-Staff Decision
- Architectural Review-Utility Facilities Review
- Conditional Use Permit
- Partition
- Property Line Adjustment
- Plan Map Amendment
- Plan Text Amendment
- Subdivision
- Variance
- Variance-Minor

## **City Achievements and Awards**

The City of Tualatin is known for its quality services to the public delivered at a lower average cost to the public than many other local jurisdictions in the region. In recent years, it has won numerous awards for excellence in community involvement, historical preservation, park design, urban planning and design and urban forestry. Listed below are a few of the City's awards and honors over the last decade:

2003 VIP Planning Award, Oregon Recreation and Park Association. The VIP Planning Award was received for utilizing the Oregon Recreation and Park Association (ORPA) VIP Strategic Planning Framework as a model in developing the City's Facility Visioning Plan. The goal was to identify key issues, priorities and perceived needs for quality of life facilities in Tualatin. An inventory of existing community facilities and a community profile also were compiled. The ORPA VIP Strategic Planning Framework was used to assist in identifying core values, a guiding vision and mission, and some primary strategies for achieving desired goals.

2002-1991 Tree City USA, National Arbor Day Foundation. In cooperation with the National Association of State Foresters, US Forest Service, US Conference of Mayors and National League of Cities, the City of Tualatin's community forestry programs has continuously won Tree City USA Growth Awards over the years for tree planting and maintenance (2002), planning and management (2001, 1998, 1992) and education and public relations (1996, 1995, 1994, 1993, 1991).

1999 Good Governance Award, League of Oregon Cities. The Good Governance Award was given to the City for successfully engaging young people from Tualatin High School, Hazelbrook Middle School and elementary schools in the local government process through the development of the Tualatin Skate Park.

1999 James C. Howland Awards for Urban Development. The City of Tualatin was cited to recognize the thoughtful, innovative and collaborative planning engaged to involve young people in the process of developing the Tualatin Skate Park.

1998 Professional Achievement in Planning, American Planning Association, Oregon Chapter. Tualatin Commons was recognized for establishing a sense of place, focus and unique identity. Tualatin Commons also received the 1995 Special Commendation, Livable City Center Awards, from Livable Oregon, Inc. for promoting outstanding public-private partnerships in urban design. In addition, The Mews at Tualatin Commons was also recognized by the 1998 Governor's Livability Awards, Livable Oregon, Inc., as an exemplary development project that reinforces Oregon's quality of life and support of its transportation and land use goals.

1996 Design Award, Oregon Recreation and Park Association. The City's Ibach Park was selected for the Design Award to recognize the participatory public involvement process used to guide development of the park, the creative design of the main play area, efficient maintenance design and the overall appearance. Ibach Park incorporates a "pioneer" theme based on Tualatin's history.

1996 Outstand Contributions to Urban Forestry, Government Category, Oregon Urban and Community Forestry Council, Oregon Department of Forestry. This award was received for providing exemplary leadership and vision resulting in outstanding tree preservation/conservation or planting and maintenance programs.

1994 Oregon Tree City of the Year, Oregon Urban and Community Forestry Council, Oregon Department of Forestry. Awarded for outstanding achievements and contributions to urban forestry.

## ***GOVERNANCE – WHERE ARE WE GOING?***

As it moves into the 21<sup>st</sup> century, the City of Tualatin is experiencing increased rates of growth and new development, a changing local population, growing social problems, increasing traffic congestion and other issues identified with much larger cities. Additionally, the future holds many challenges for City government, as the “southern tier” of the metropolitan area faces the prospect of enormous growth and expansion, and the choices and trade-offs that come with same.

Here are major potential discussion topics choices that the City, including both citizens and government, will need to address in a more deliberative manner in the coming years:

- Correctly gauging and planning for future development within the City limits
- Successfully meeting increases in demand for basic city services
- Managing the potential future expansion of the City’s Urban planning area boundary
- Managing and funding a variety of proposed development and/or redevelopment projects
- Managing improvements of the road system, traffic and parking challenges
- Overseeing housing and land use policies in order to provide suitable, affordable future housing for all economic and age levels
- Ensuring the continued availability of living wage jobs to support the City’s changing socioeconomic mix
- Projecting the impact of an aging society and work force on future city tax revenues and services
- Addressing a growing crime problem and increasing staffing needs for law enforcement
- Accommodating an increasingly diverse population and growing population of Latinos, and the specific demands for social services these trends portend
- Dealing with the future expansion of the Urban Growth Boundary by Metro in areas adjacent to the city

All of these issues will require City government, and the governance process in general, to think more long-term and strategically about the future, engaging local residents along the way.

Tualatin Tomorrow Community Visioning Process. Partially in response to the above questions, the City of Tualatin launched its Tualatin Tomorrow community visioning process in February 2006, in an effort to broaden and deepen community involvement, and to provide opportunities for members of the public to have a direct input into the future growth and development of the community. This project will engage members of the wider community in developing a vision for the future of the Tualatin community and a strategic action plan to help realize the vision over time. Additional goals of the process include providing input into the development of ongoing city plans, policies and decisions, and reaching out and involve the large number of Tualatin residents who are not involved in local government or citizen involvement. The vision process will conclude in 2007. (For more information, see the introductory chapter of this report.)

A Tualatin Tomorrow Steering Committee made up of citizens and decision-makers is the key citizen involvement component for the ***Tualatin Tomorrow*** project. The Committee’s primary role is to work collaboratively to help guide the visioning process in meeting its objectives and achieving successful outcomes.

## ***GOVERNANCE – WHAT ISSUES DO WE FACE?***

- What are the key areas of strategic concern for the future of the community facing the City and local government in general? How will they shift over time? How should the City organize itself to address them?
- How can the City better handle growth? Specifically, what changes can or should the City implement in order to better manage the demands placed upon the City as an institution due to sustained population growth, annexation and/or new development?
- How should the City approach the further expansion and development of critical infrastructure in the coming years in order address future growth and development?
- Given the constraints of State law, are there new funding sources to investigate or consider for implementation to meet the growing demand for urban services? What role and level of prominence should alternative sources of funding play?
- What are the right priorities to maintain Tualatin's quality of life given its prospective and future growth? How can the City help honor the community's core values while still addressing the challenges of new growth and development?
- What mechanisms should be put into place to ensure that an ongoing, long-range and strategic perspective is brought to bear on all City plans, decisions and actions?
- How can the public be involved in discussing and providing input on key issues facing the future of the community and local government? What new methods for public engagement and outreach can be put into place?
- How can the City ensure that its services and facilities afford equal opportunity and access for all?
- How can the City work more effectively with other local and regional governmental agencies and public institutions in addressing the challenges of growth and change?

## SOURCE LIST

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2003 FBI Tualatin Crime Statistics  
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American Forests  
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*Citizen Satisfaction Survey*, Davis and Hibbitts, 2003  
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City of Tualatin Natural Resources Inventory  
City of Tualatin Resolution Approving Tualatin’s Project List for Metro’s Natural Areas Bond Measure, February 27, 2006  
City of Tualatin Sewer Master Plan  
City of Tualatin Town Center Plan  
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City of Tualatin Urban Forestry Management Plan 2001  
City of Tualatin Water Master Plan Update  
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Leveton Tax Increment District Profile  
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Metro  
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*Now One Mayor is Using the Platform for Strengthening Families to Assess His Community’s Progress*, National League of Cities  
Oregon Blue Book, <http://bluebook.state.or.us/local/cities/sy/tualatin.htm>  
Oregon Department of Education  
Oregon Employment Department, Oregon Labor Market Information System, <http://www.qualityinfo.org/olmisj/OlmisZine>  
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