

WINTER 2026

TUALATIN

ARCH 484/585: ARCHITECTURAL DESIGN STUDIO
SCHOOL OF ARCHITECTURE & ENVIRONMENT

Connection and Retention in Downtown Tualatin

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Valerie Pratt, Council President, City of Tualatin

Skip Stanaway, Downtown Revitalization Community Advisory Committee

Sidaro (Sid) Sin, Urban Renewal, Economic Development Manager, City of Tualatin

Quin Brunner, Urban Renewal, Economic Development Policy Analyst, City of Tualatin

This report represents original student work and recommendations prepared by students in the University of Oregon's Sustainable City Year Program for the City of Tualatin. Text and images contained in this report may not be used without permission from the University of Oregon.

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About SCI

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

1. Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and

2. Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a yearlong partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service-learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches

to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

Community partnerships are possible in part due to support from U.S. Senators Ron Wyden and Jeff Merkley, as well as former Congressman Peter DeFazio, who secured federal funding for SCYP through Congressionally Directed Spending.

About City of Tualatin

The City of Tualatin is a thriving, welcoming community of nearly 28,000 residents known for its exceptional quality of life, strong community involvement, and attractive location. Tualatin offers a balance of small-town charm and big-city access. Its strategic location 12 miles south of Portland and 30 miles north of Salem, at the crossroads of Interstates 5 and 205, combined with commuter rail access via the Westside Express Service (WES), makes Tualatin a vital hub for both residents and businesses in the Portland metropolitan area.

The city's history dates back to the mid-1800s and is rooted in entrepreneurship and transportation. From its early days as a ferry crossing and rail depot, Tualatin has grown into a forward-thinking city with a strong economic base. Today, its economy is anchored by key industry clusters in advanced manufacturing, software and technology, health and wellness, transportation and logistics, and corporate services.

Tualatin's residents enjoy over 200 acres of public parks and riverfront spaces, top-rated schools through the Tigard-Tualatin School District, and one of Oregon's

premier shopping destinations—Bridgeport Village. The city is also rich in recreational and cultural offerings, including the famed Giant Pumpkin Regatta.

Downtown Tualatin, anchored by the Lake at the Commons, serves as a central gathering place for residents and visitors alike. With its blend of residential, retail, and office space surrounding a small manmade lake and public plaza, the Commons exemplifies the city's emphasis on livability and smart design.



Course Participants

ARCHITECTURE GRADUATE STUDENTS

Keaton Lord

Ryan Pool

Alex Schulte

ARCHITECTURE UNDERGRADUATE STUDENTS

Zoe Todorov

Kyungjoon Han

Jade Kuenzi

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Madeline Maxwell

Abigale McIntyre

Koosha Mirarabshahi

Kaz Miura

Beck Needham

Kiana Woodruff

Course Description

ARCH 484/584: ARCHITECTURAL DESIGN STUDIO

This course guides students through design projects requiring comprehensive and integrative study over a wide range of project options. Course components include individual criticism, group discussions, lectures and seminars by visiting specialists, and public review of projects.

Executive Summary

Students at the University of Oregon partnered with the City of Tualatin to envision a vibrant and welcoming downtown designed to draw people in via energetic mixed-use development and diverse housing options, improved pedestrian connectivity, and design identity. The class was charged with translating a written narrative that reflected the community's identity into graphic illustrations, plans, and drawings.

Students addressed these goals by building upon previous Sustainable City Year Program (SCYP) research focused on walkability, age-friendly urban design, and economic development. Through past research, site analysis, and direct feedback from City of Tualatin staff and Community Advisory Committee members, students identified opportunities to link the city's civic and commercial core to existing and future green spaces along the Tualatin River. The studio developed design proposals for four primary sites near the Lake at the Commons, utilizing three specific frameworks: nodes, raised pathways, and grounded pathways.

Many proposals emphasize the need for human-scale density, achieved through varying types of housing models and pedestrian-only pathways. Nodes are recommended as "villages within a village," with proposals recommending varying types of residential development with active ground-floor and edge uses to encourage frequent foot traffic. To address connectivity, raised pathways provide flood-resilient activity spaces that bypass ground traffic, while grounded pathways utilize unique strategies like floating land bridges to create a direct ground-level link across the Lake at the Commons. These strategies aim to increase the time spent and distance traveled within, between, and around the four primary sites, resulting in greater pedestrian presence and overall energy in Downtown Tualatin.

Introduction

The goal of the student design partnership between the University of Oregon's School of Architecture and Environment Design Studio and the City of Tualatin is to envision a vibrant and welcoming downtown core that attracts residents, visitors, and private investment in tandem with improved usability and overall quality of life within the region.

Key design priorities to meet this goal include increased housing, improved connectivity to and across downtown, and the translation of the community's identity into a design framework.

The downtown core currently features a man-made lake, the Lake at the Commons, which is a public green space and was noted by community members as being peaceful. Further, the core includes ample commercial and parking space. However, the general lack of dense housing within the core, and breaks in pedestrian connectivity hinder the full potential of the lake and surrounding core. This report serves to identify potential missing elements within these design priorities and propose design solutions that would work towards the overall goal of vibrancy within downtown Tualatin.

The design proposals produced by this studio heavily utilized previous SCYP student research which focused on walkability, age-friendly design, and economic development. These initial studies highlighted the need for increased residential density and connections between currently unconnected or partially connected pedestrian pathways. Through site visits and direct feedback from Community

Advisory Committee members and City staff, students searched for opportunities to link the civic core to the surrounding current green spaces and future green spaces, such as the Riverfront Park along SW Boones Ferry Road.

Four primary sites were chosen as the design areas for students to develop. Within these four sites, each student utilized one of three total frameworks created in response to both the goals of the City of Tualatin and student research: nodes, raised pathways, and grounded pathways. Nodes are designed to be centers of activity that draw in visitors from across the downtown core. Raised pathways and grounded pathways both aim to connect green and civic space across the design area, but by using differing planar strategies. Material use focused both on natural and forested aesthetics and vivid and colorful expressions – indicating a dual design identity that can fluctuate between different program scales. Students envisioned ways that these unique strategies would work towards a bright, energetic, and sustainable future for Downtown Tualatin.

Understanding the Site

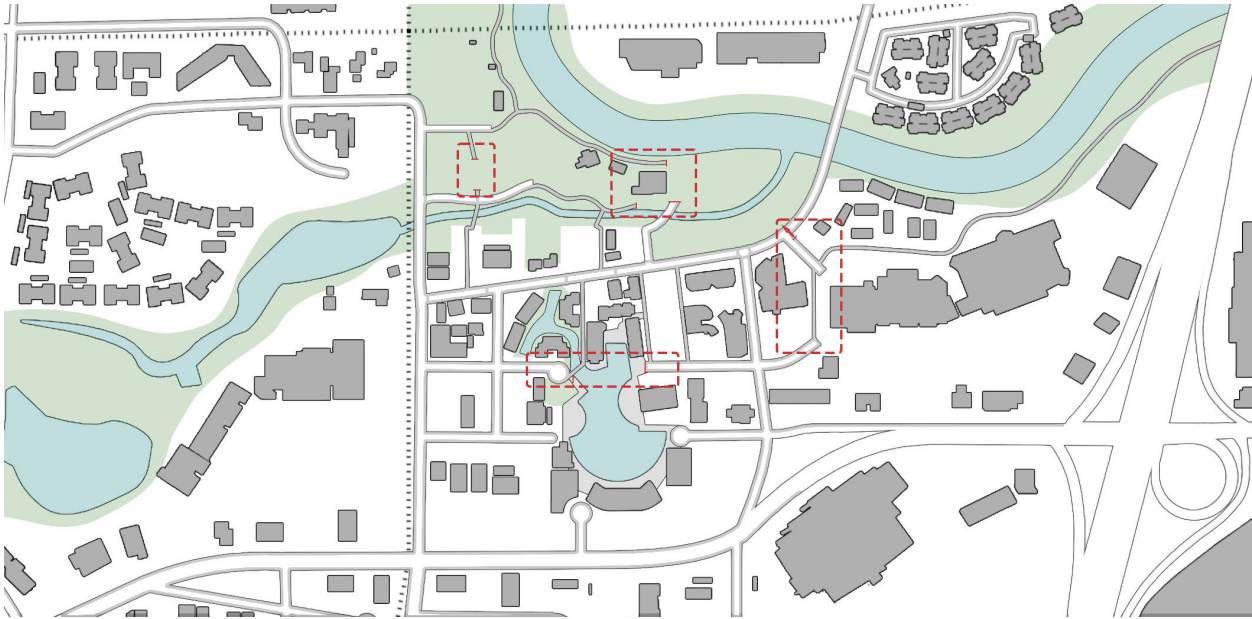


FIG. 1

SCYP Urban Design Workshop Diagram

Noted are the breaks in pedestrian movement paths to and within public green spaces including the Lake at the Commons, the future Riverfront Park and the existing greenway paths, and the Pickleball Court parking lot.

Design Credit: Johann, Charlie, Brier Turnbull, Jake Suprenant, and Jackson Sanville, SCYP Urban Design, Fall 2025

SITE CONTEXT

Prior to investigating design solutions, architecture students reviewed Community and Regional Planning graduate students' proposals for a 41-acre study area centered on the Lake at the Commons in Downtown Tualatin. Each report focused on key elements of study area: walkability and permeability, age-friendly urban design, and economic development.

The Walkability workshop student teams found that the study area surrounding the Lake at the Commons serves as a transition zone between the natural river landscape and the commercial center of Tualatin. They noted an abundance of surface parking and vehicle traffic that created breaks in pedestrian movement throughout the site. In combination with these factors exists potential for greater growth in particular job sectors that would, in turn, invigorate activity

in and around downtown. To unlock this potential, the authors suggest the staggered implementation of a robust pedestrian network connecting previously disconnected pathways; consistent signage; tall, vertical landmarks to improve wayfinding; and the creation of additional housing to increase the base population of downtown. These solutions could be furthered by developing specific zones of interest with increased activity that act as destination points, such as a large multi-use housing complex with bottom-floor retail.

The Age-Friendly student team had similar findings as the Walkability team in the lack of connective infrastructure between public greenspaces and further noted that the existing bike paths in the study area were not protected or separated by grade from vehicle traffic, leading some bicyclists to use the pedestrian sidewalks in lieu of the bike

**FIG. 2****Site analysis program**

In addition to studying the prior Tualatin Sustainable City Year Program reports, students reviewed Civilis Consultant's Downtown Tualatin Identity Study, the November 2025 City of Tualatin Downtown Revitalization Project Update, Oregon Consulting Group's Reimagining Tualatin's Downtown December 2025 Presentation, the Core Opportunity Reinvestment Area Plan, and the existing uses in downtown.

Design Credit: Kiana Woodruff

paths. The authors found that many renters in the area were cost-burdened by housing, which impacts the age-friendliness of the area for those on fixed incomes. The students concluded that the adoption of universal design guidelines with a focus on pedestrian and age-friendly features, such as shading structures and traffic calming measures, would improve the age-inclusiveness of

the region. Like the Walkability team, the Age-Friendly team also recommended the creation of additional housing in the area to alleviate overall housing costs and improve population density.

The Economic Development team identified that the study area currently lacks the continuous 18-hour daytime user traffic necessary for a vibrant

downtown core. Despite the site being served by the Westside Express Service (WES) commuter rail and many commercial options, the authors noted that the area's growth is slowed by commercial zoning restrictions, which prohibits the residential density required to support local commerce and transit. Their analysis of greater Washington County area data suggests that while the region is largely self-sufficient, there is potential for growth in the management, corporate, and service sectors. The authors propose a transition to mixed-use zoning to facilitate the development of high-density housing and active commercial street programming. Examples of proposed programs include regular farmers' markets, food carts, and local seasonal festivals to draw-in visitors and increase pedestrian foot traffic. Additionally, tax incentives and building shared workspaces were proposed to support start-up-style economic growth. Like both the Age-Friendly and Walkability teams, the Economic Development team highlighted the underutilized surface parking and recommended activating them via multi-modal (cars, bikes, and pedestrian) boulevards and denser multi-

use developments to create an active downtown environment.

SITE VISIT & ANALYSIS

During their initial site visit, students met with Sidaro (Sid) Sin, Urban Renewal/Economic Development Manager, and Quin Brunner, Urban Renewal/Economic Development Policy Analyst, who, in turn, visited the students at the University of Oregon's campus in Eugene to provide the students with feedback throughout the design process. At the initial site visit, students also met members of the Downtown Revitalization Community Advisory Committee who further outlined their vision for a vibrant downtown Tualatin. Students walked from the Tualatin Library, through downtown, around the perimeter of the Lake at the Commons, and through several potential sites.

During the site visit, students made observations regarding design challenges and opportunities, including:

- Over-abundant surface parking in areas in-between public green space
- Diversity of design forms and materials across existing adjacent structures
- Unconnected pedestrian crossings

**FIG. 3****Image of Martinazzi corner facing river**

Corner of SW Martinazzi Ave and SW Boones Ferry Rd facing east towards the Tualatin River. This location marks a possible connection opportunity between the civic center of the Library and City Hall and the future Riverfront Park.

Photo Credit: Alex Schulte

**FIG. 4****Sidewalk on Boones Ferry Rd facing west potential park connection**

Crosswalk condition over SW Martinazzi Ave to edge of future Riverfront Park.

Photo Credit: Alex Schulte

FIG. 5

**Image of White Lot on
SW Boones Ferry Rd**

White Lot parking lot
adjacent to SW Boones
Ferry Rd facing south
towards the lake. This is
the location of Site 4.

Photo Credit: Alex Schulte



FIG. 6

**Image of White Lot
Raised Housing**

Housing adjacent to
White Lot showing
raised housing with
ground-level parking,
a typical strategy for
building housing in the
floodplain.

Photo Credit: Alex Schulte





FIG. 7

**Lake Perimeter facing
SW Boones Ferry Rd**
Lake edge view of
Veterans Plaza facing
north.

Photo Credit: Alex Schulte



FIG. 8

**Lake at Commons
missing connection**
View of the broken
pedestrian connections
along SW Seneca St and
SW Nyberg St across
the lake.

Photo Credit: Alex Schulte

FIG. 9

Corner of SW Nyberg St
and SW Boones Ferry
Rd facing north

View of colonnade
building across from
Site 1 at the intersection
of SW Boones Ferry Rd
and SW Nyberg St facing
north.

Photo Credit: Alex Schulte

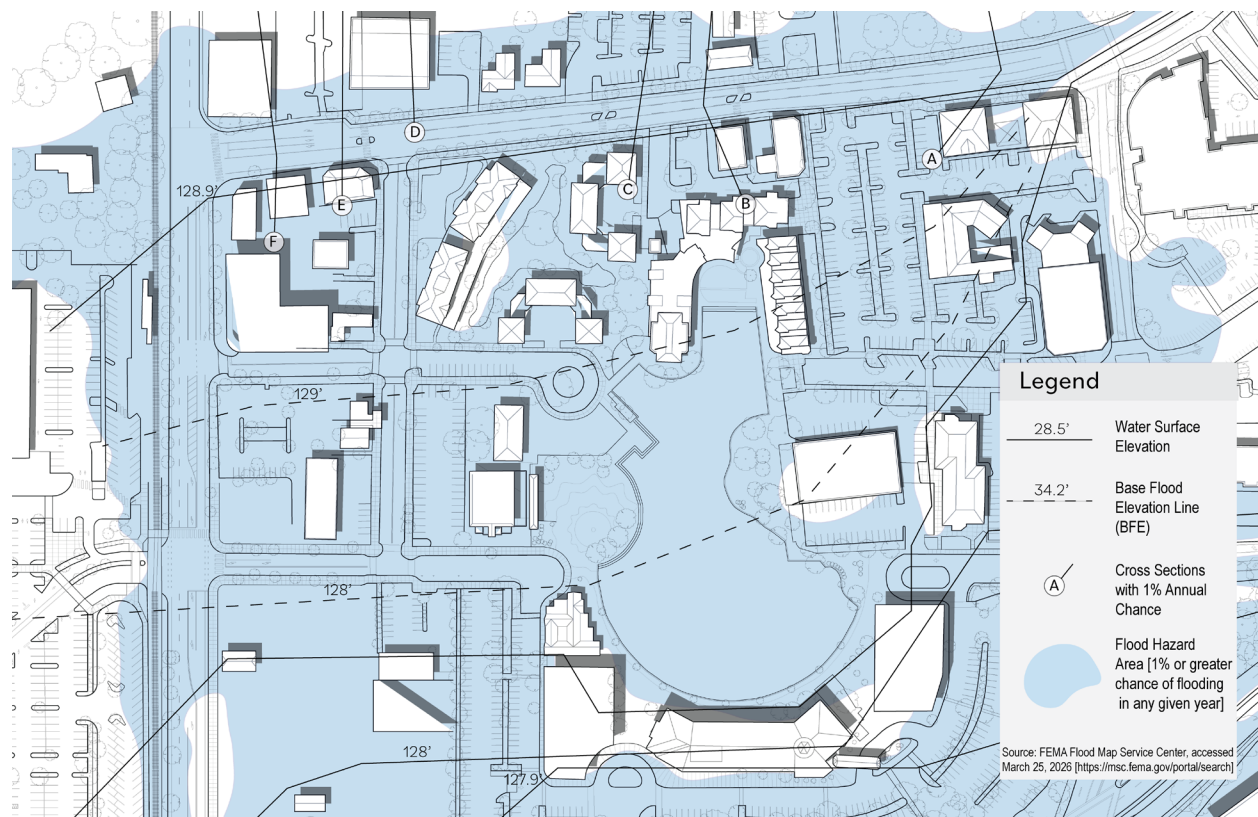


FIG. 10

WES rail station
WES rail station
connection across
Boones Ferry Rd from
Site 1.

Photo Credit: Alex Schulte



**FIG. 11****Tualatin Floodplain Map**

Approximate map showing the floodplain that the design study area resides within.

Design Credit: Alex Schulte

The design area for the Downtown Tualatin study area, referring to the plots on and around the Lake at the Commons and their connections to the future Riverfront Park, exists almost totally within a floodplain. Students noted how some pre-existing residential buildings put non-essential retail and parking on the ground level due to potential flood waters.

SITE SELECTION

Four primary sites were selected for theoretical design development. The goals for each student were to promote public vibrancy by increasing pedestrian connectivity and time spent downtown,

and create a unique downtown design style for Tualatin. All four sites connect into a total design area in the shape of an “L” that falls across the Lake at the Commons to address the connectivity concerns between the Commons greenspace and the future Riverfront Park greenspace. Each site presents unique opportunities to support the goals of connectivity and retention in Downtown Tualatin.

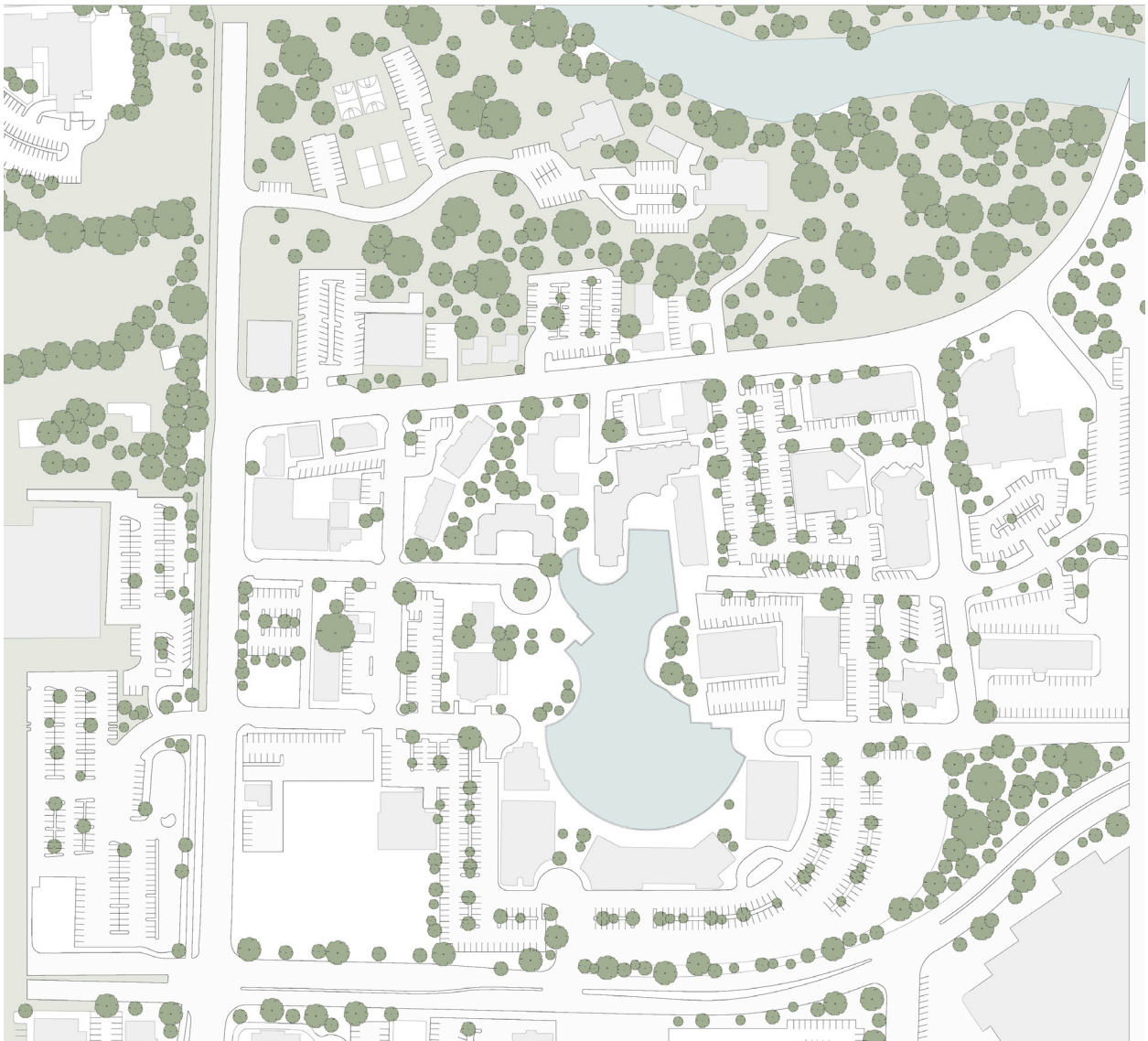


FIG. 12

Site Landscape Map

Map of current treescape in and around the design study area, including the primary green spaces of the riverfront and lake.

Design Credit: Kiana Woodruff

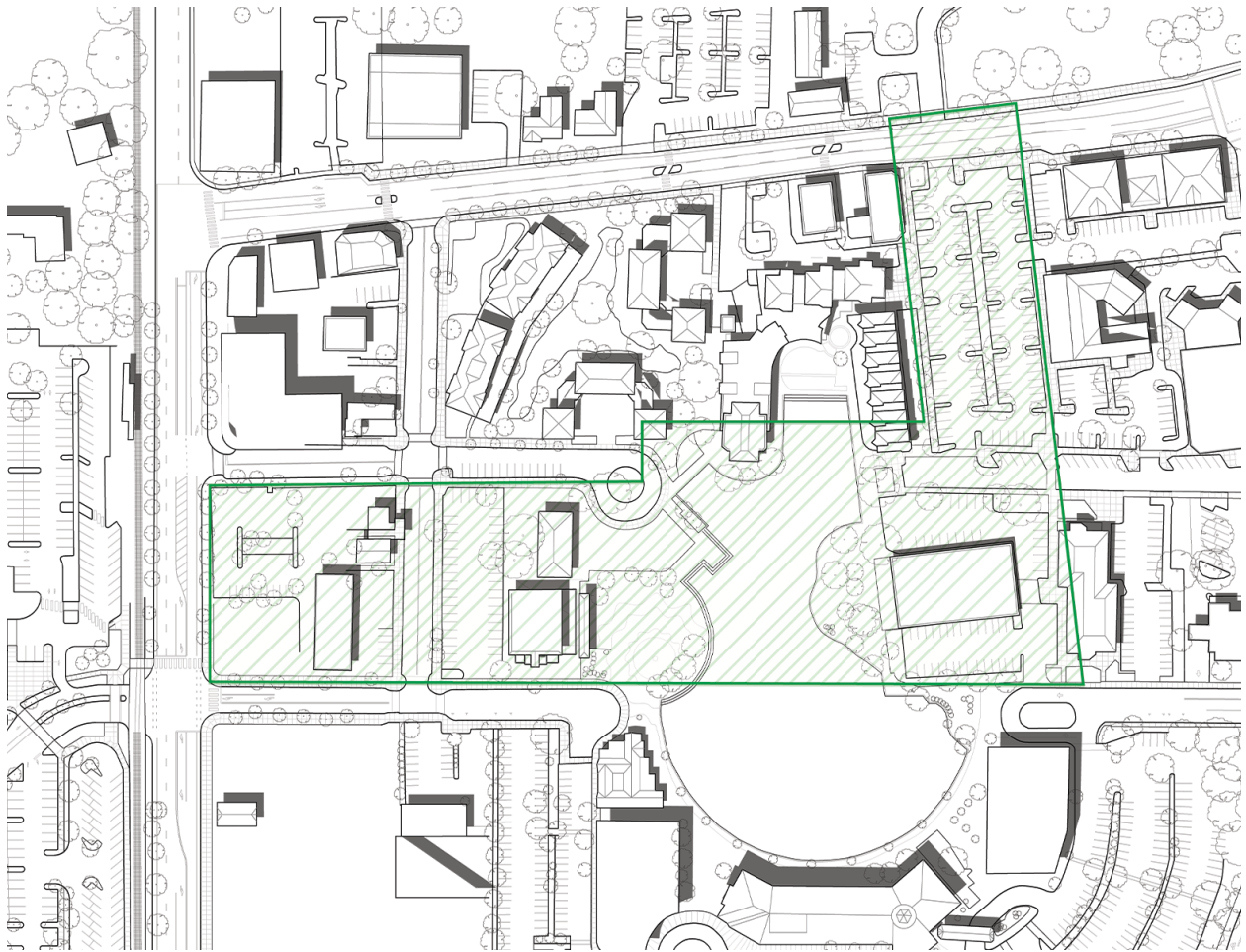


FIG. 13

Total Study Region

Combined design study area that compose the “L.”

Design Credit: Alex Schulte

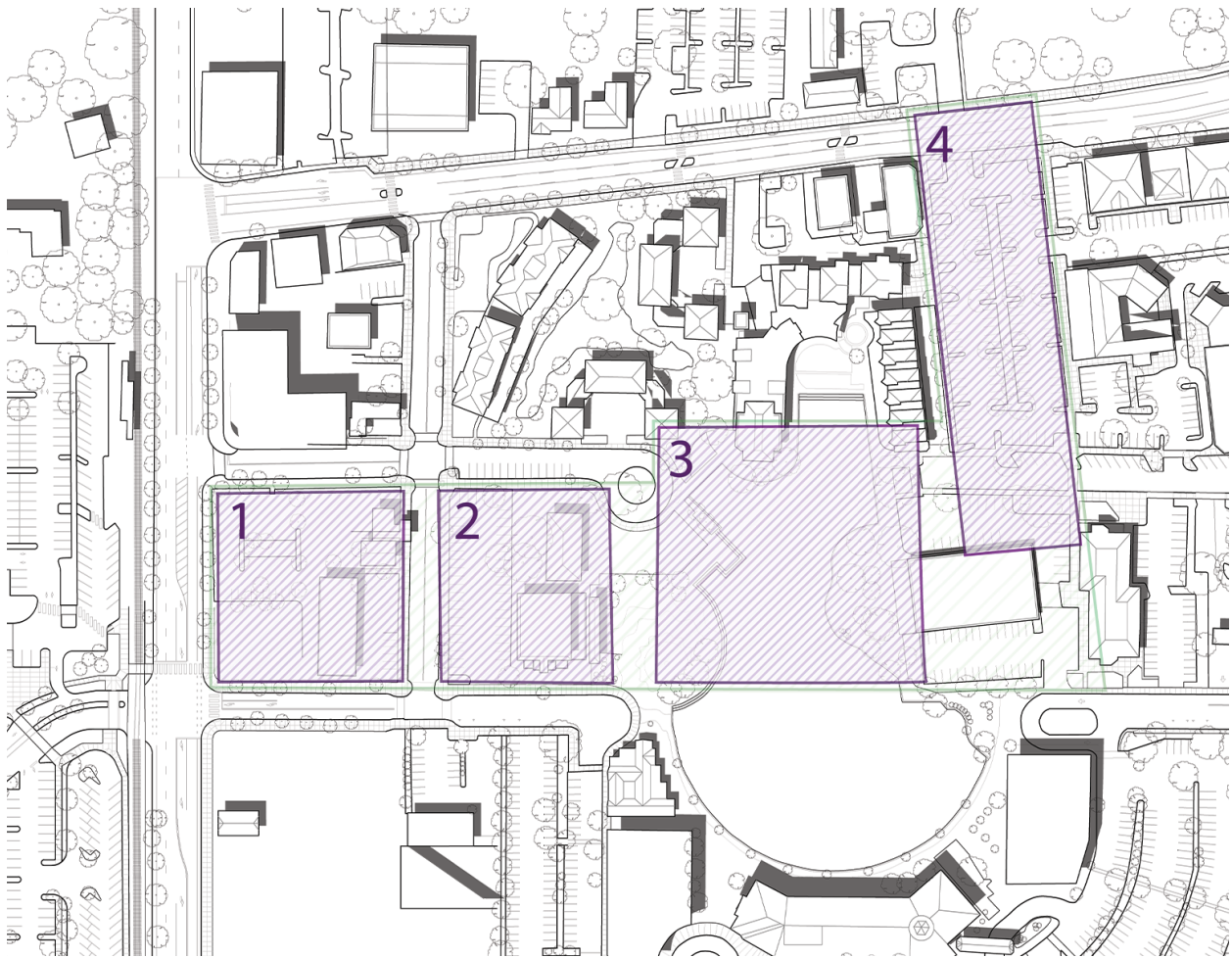


FIG. 14

Individual Sites

Individual design sites within the “L”: Site No. 1 the “Catalyst”, Site No. 2 the “Lakeside”, Site No. 3 the “Lake Connection”, and Site No. 4 the “Greenspace Connector.”

Design Credit: Alex Schulte

Node Proposals

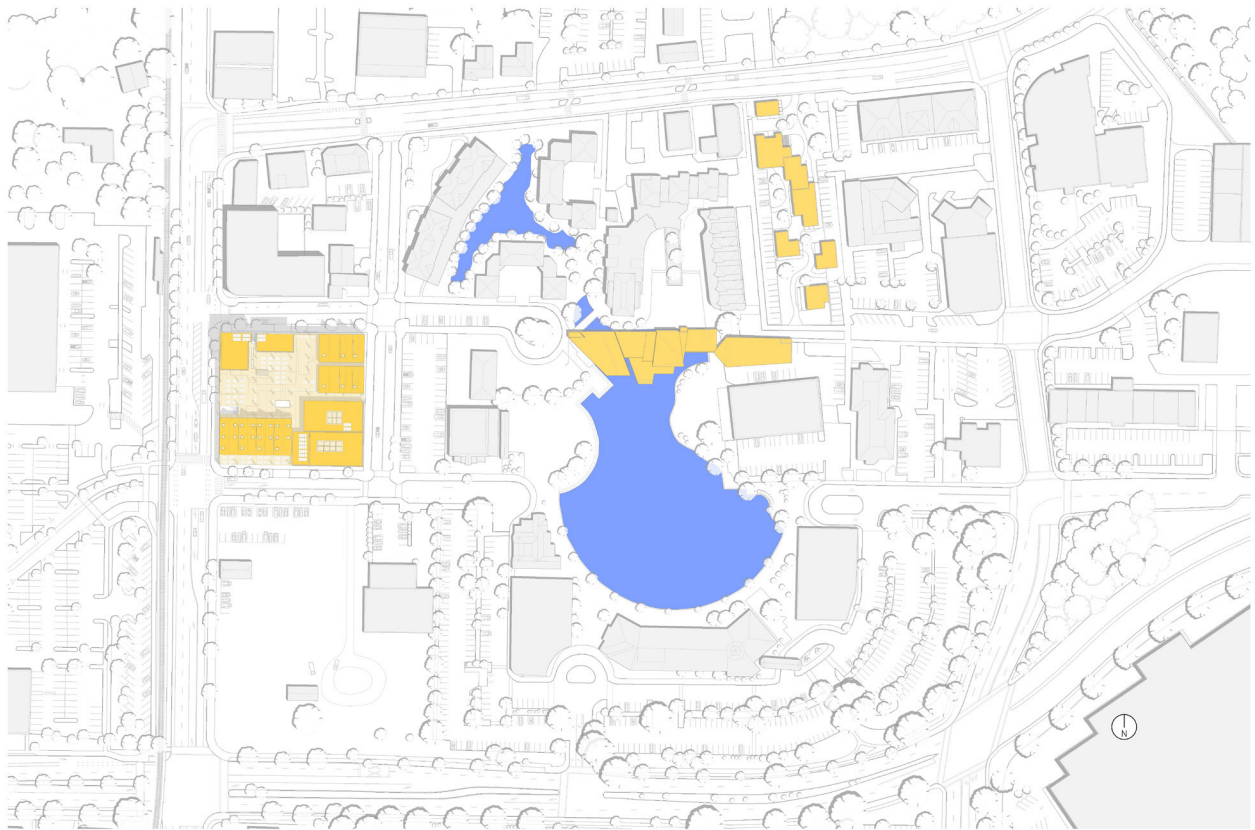


FIG. 15

Node Site Plan

Site plan of node proposals (in yellow) on proposal Sites 1, 3, and 4.

Design Credit: Alex Schulte

NODE PROPOSALS BY SITE

Site 1: Alex Schulte, Kaz Miura, Site 3: Koosha Mirarabshahi, Site 4: Zoe Todorov

A central component of the design process involved the creation of strategic "nodes" intended to act as anchors for public activity and new investment. Students proposed that these nodes should function as a "village within a village," with the goal of creating dense, human-scale environments that capitalize on downtown's urban-suburban transition zone. By concentrating development into these nodes, the proposals aim to promote a sense of enclosure and community without sacrificing activity on the pedestrian street edge. This approach

relies on increasing multi-use housing developments, primarily through multi-story residential buildings that provide the population density needed to sustain local businesses when non-local visitors are elsewhere.

The node site design proposals serve to act as destinations. In residential spaces, node proposals prioritize maintaining an active bottom floor for all new developments. The proposed buildings feature ground-floor retail sites such as bookstores, soda fountains, cafes, and a diverse array of community spaces that open directly onto pedestrian pathways. This design choice ensures that as the building height increases to accommodate more housing, the

street level remains inviting and open to visitors. By placing residential units above these active storefronts, students envisioned the nodes would provide an element of self-sustaining foot traffic due to residents having immediate and easy access to typical everyday services, such as daycares and pharmacies, keeping the public realm necessary and active throughout the day and evening.

Node proposals are located on Sites 1, 3, and 4, serving as focal points for growth and movement within the broader design area and downtown as a whole. For example, on the “Catalyst” node Site 1 between the intersections of SW Seneca Street and SW Nyberg Street with SW Boones Ferry Road, students sought to create a residential population center who would have direct access to the WES rail station, a commuter connection noted as underutilized in prior student research. The “village within a village” concept is strengthened with the utilization of shared outdoor spaces, like dedicated resident gardening plots or open courtyards and stadium seating, which break down the scale of the larger development blocks and generate attractive greenery and places to rest. Human-scale density serves as the primary mechanism for developing Tualatin’s distinct identity as a diverse transition zone between the most valued aspects of suburban living: greenspace and local community, with the most valued aspects of urban living: commercial and housing diversity and vibrant activity.

Each Node proposal serves to attract and create foot traffic with sites of visible density, diverse aesthetic identity, and interest. Node proposals on Catalyst Site 1 break up the block geometry into individual, yet connected, buildings and in-between spaces with the intent to create village-like communities and residential space while maintaining density. Both Site 1 proposals and the Site 4 Greenspace Connector proposal use mixed-housing types to further promote the idea of phased-building that occurs over time. The Lake Connector proposal on Site 3 concentrates development towards the top of the lake, drawing visitors up and through public and commercial zones towards Sites 1 and 4.

NODE 1-A



FIG. 16

Node 1-A Render, Street Corner Perspective

Render view of Site 1 node proposal "A" from corner of SW Boones Ferry Rd and SW Nyberg St.

Design Credit: Alex Schulte

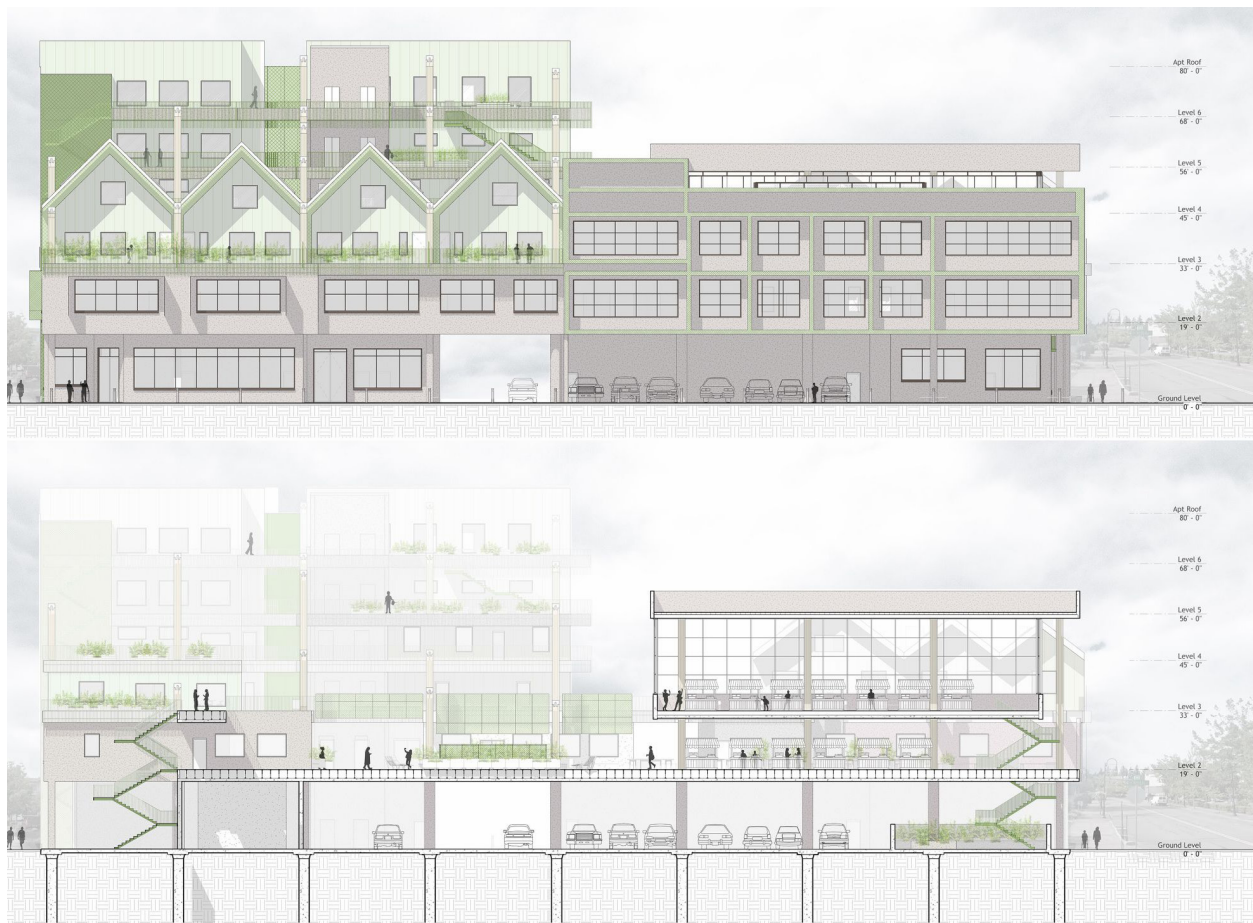


FIG. 17

Node 1-A Section

Site 1 node proposal "A" east west Section.

Design Credit: Alex Schulte

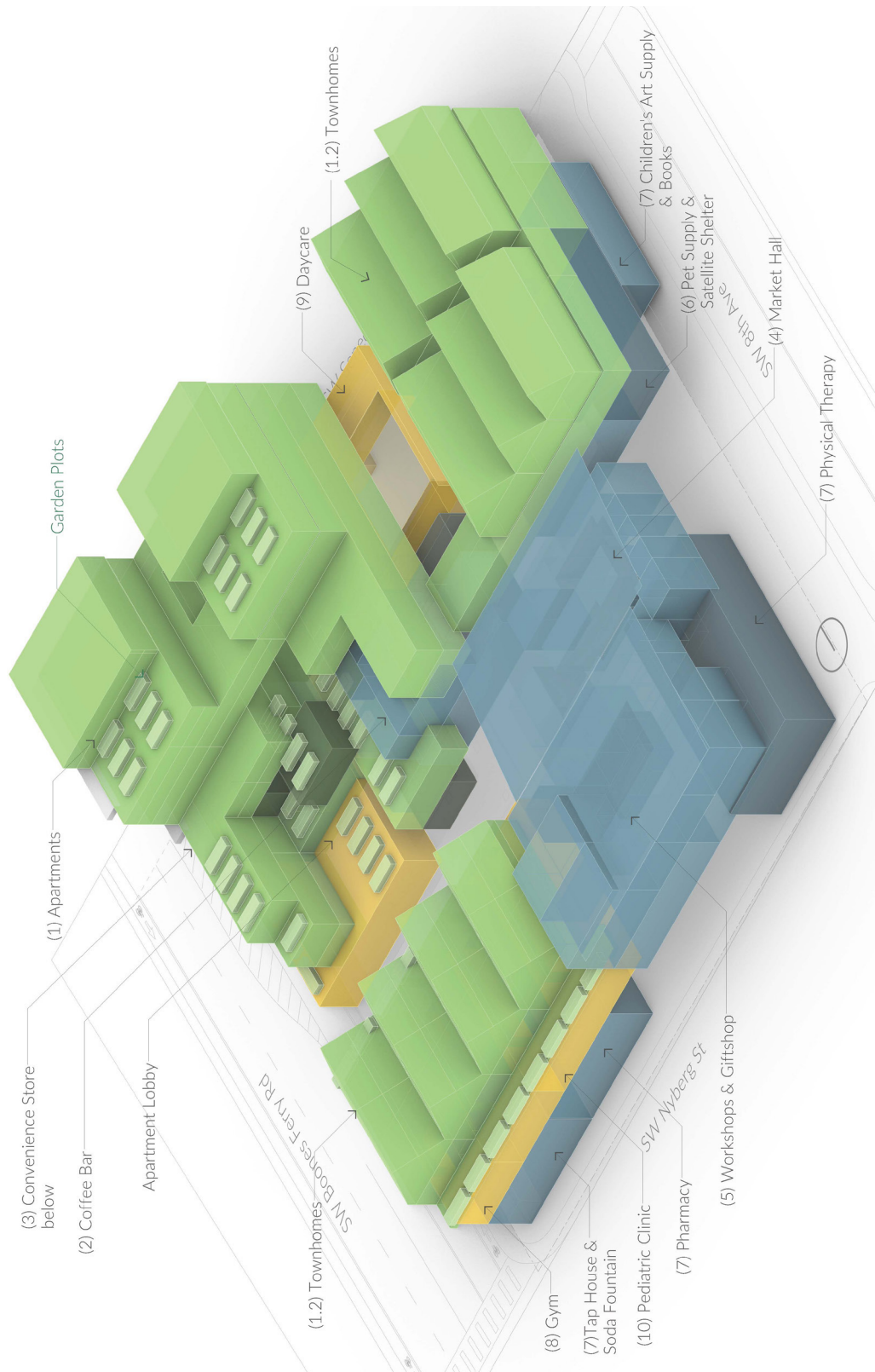


FIG. 18

Node 1-A Program Diagram

Site 1 node proposal "A" isometric program diagram showing potential retail and public uses.

Design Credit: Alex Schulte



FIG. 19

Node 1-A Render, Perspective

Render view of Site 1 node proposal "A" from Level 3.

Design Credit: Alex Schulte



FIG. 20

Node 1-A Render, Bird's Eye View

Bird's-eye view render of Site 1 node proposal "A."

Design Credit: Alex Schulte

**FIG. 21****Node 1-A Plan**

Site 1 node proposal "A", Level 2 floor plan.

Design Credit: Alex Schulte

NODE 1-B



FIG. 22

Node 1-B Aerial Render

Render of aerial view of Site 1 node proposal "B."

Design Credit: Kaz Miura

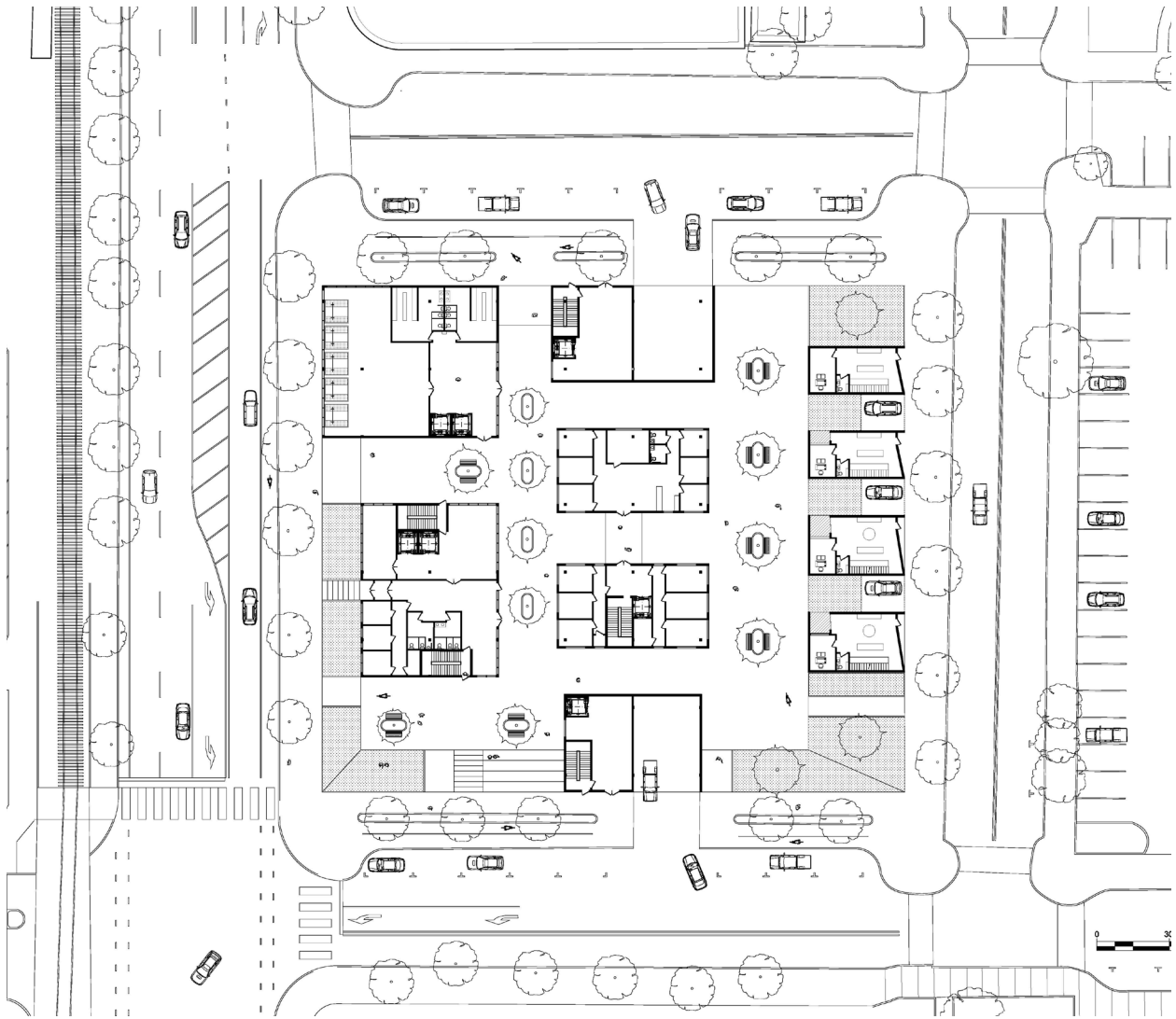


FIG. 23

Node 1-B Corner Render

Render view of Site 1 node proposal "B" from corner of SW Boones Ferry Rd and SW Nyberg St.

Design Credit: Kaz Miura

**FIG. 24****Node 1-B Ground Floor Plan**

Site 1 node proposal "B" ground floor plan.

Design Credit: Kaz Miura

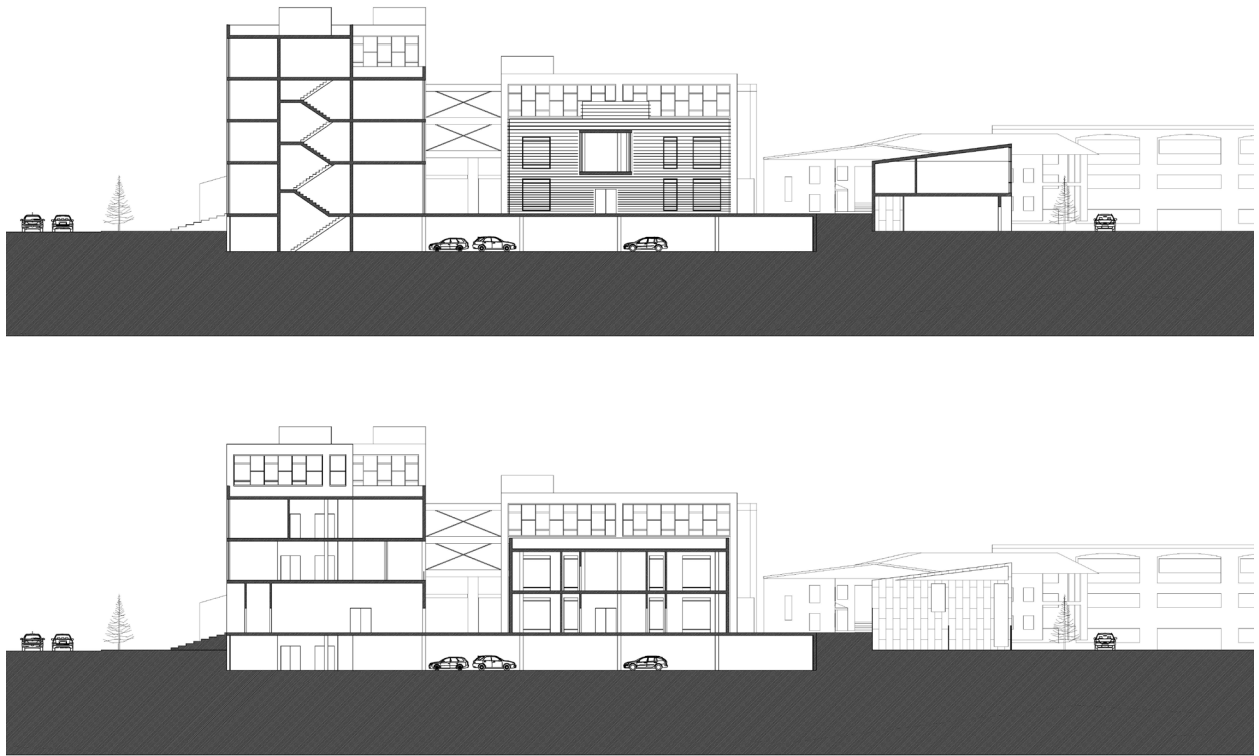


FIG. 25

Node 1-B Section

Site 1 node proposal "B" sections.

Design Credit: Kaz Miura

NODE 3



FIG. 26

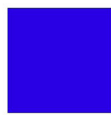
Node 3 Render

Render view of Site 3 node proposal.

Design Credit: Koosha Mirarabshahi



Primary



Support



Outdoor



Mechanical

FIG. 27

Node 3 Program
Diagram

Site 3 node proposal
program diagram.

*Design Credit: Koosha
Mirarabshahi*

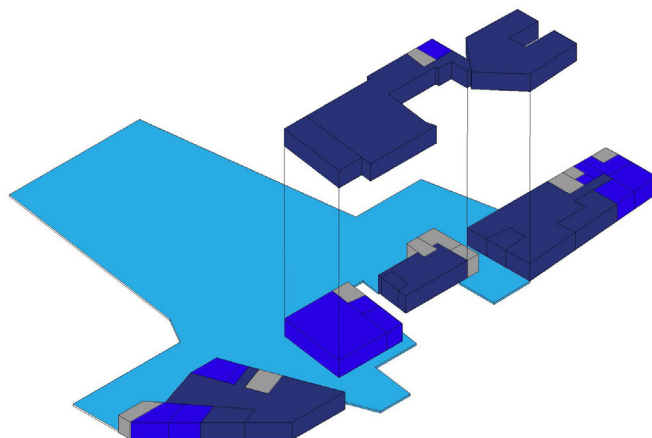
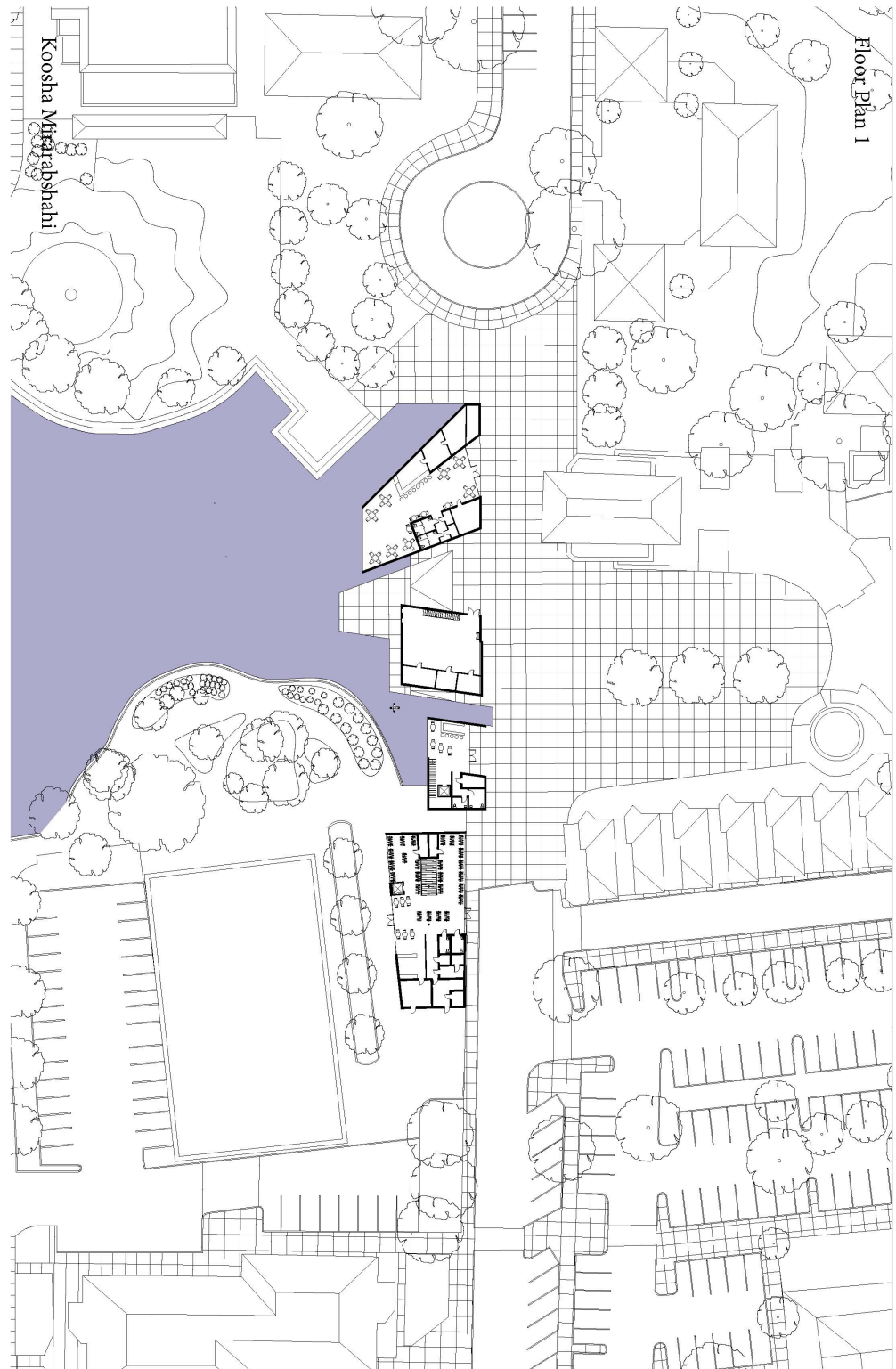


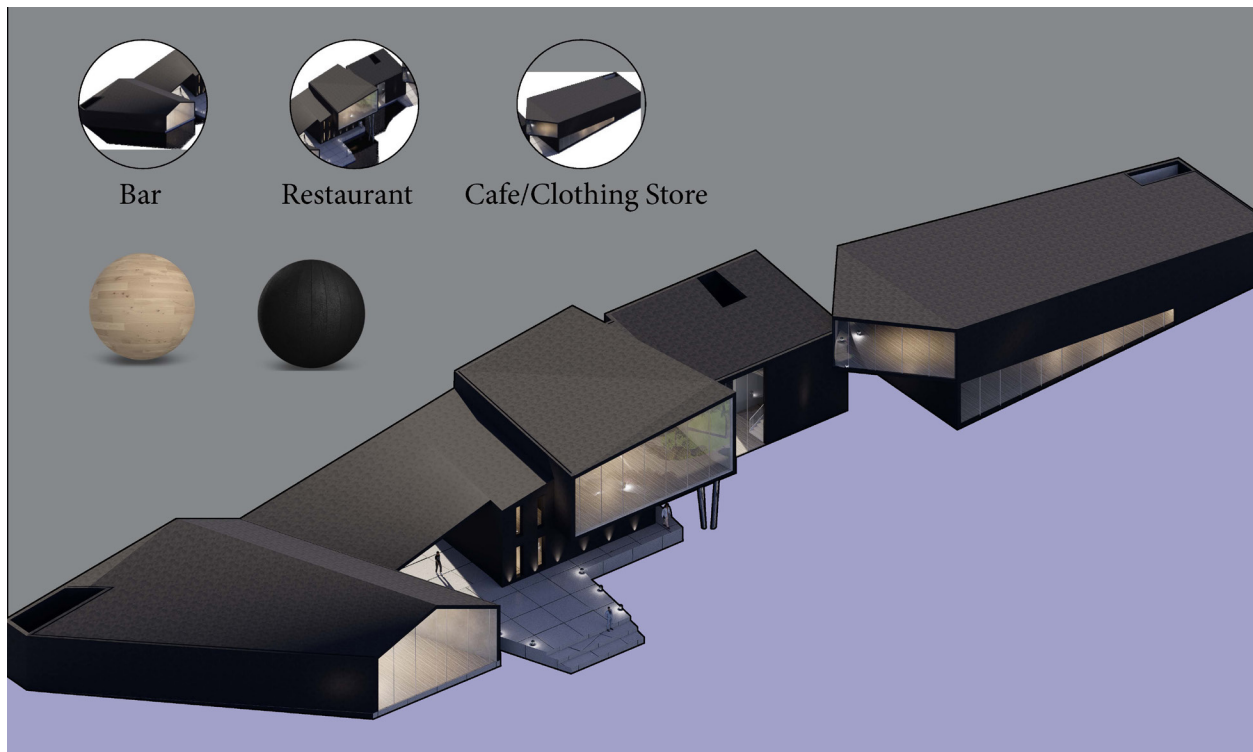
FIG. 28

Node 3 Site Plan

Site 3 node proposal site plan.

Design Credit: Koosha Mirarabshahi



**FIG. 29****Node 3 Material Palette**

Site 3 node proposal material palette.

Design Credit: Koosha Mirarabshahi

NODE 4**FIG. 30****Node 4 Render View**

Render view of Site 4 node proposal.

Design Credit: Zoe Todorov



FIG. 31

Node 4 Section

Site 4 node proposal section.

Design Credit: Zoe Todorov

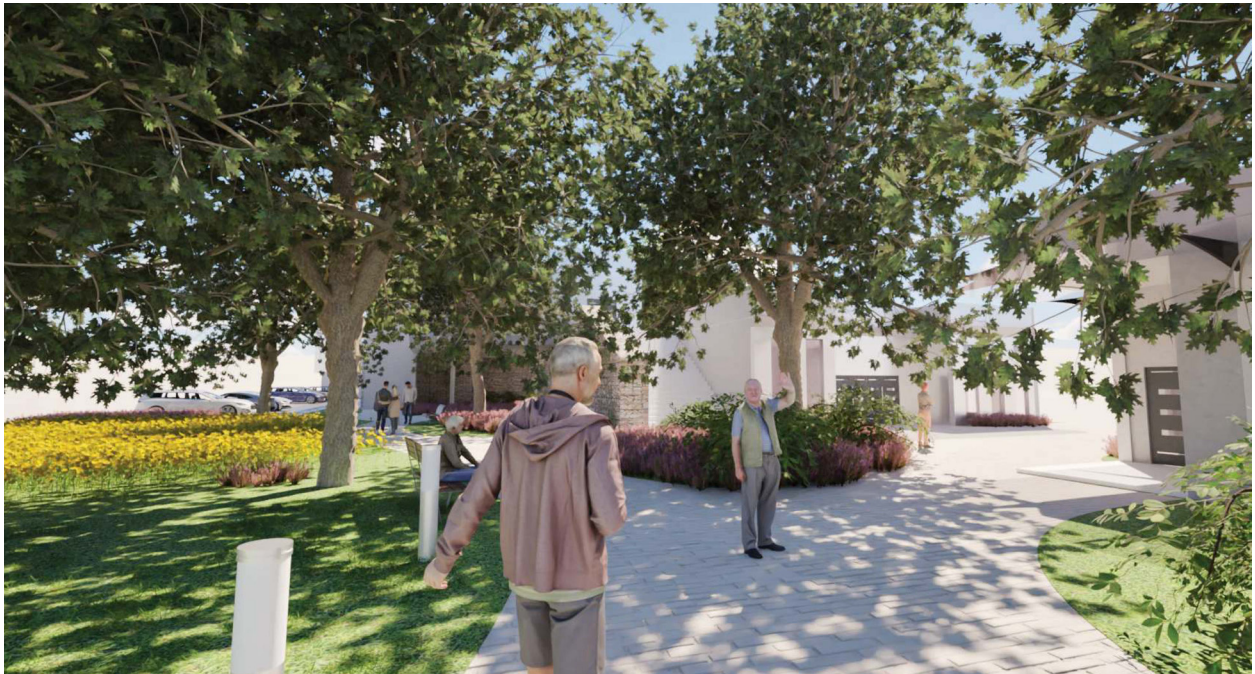


FIG. 32

Node 4 Render View

Render view of site 4 node proposal.

Design Credit: Zoe Todorov

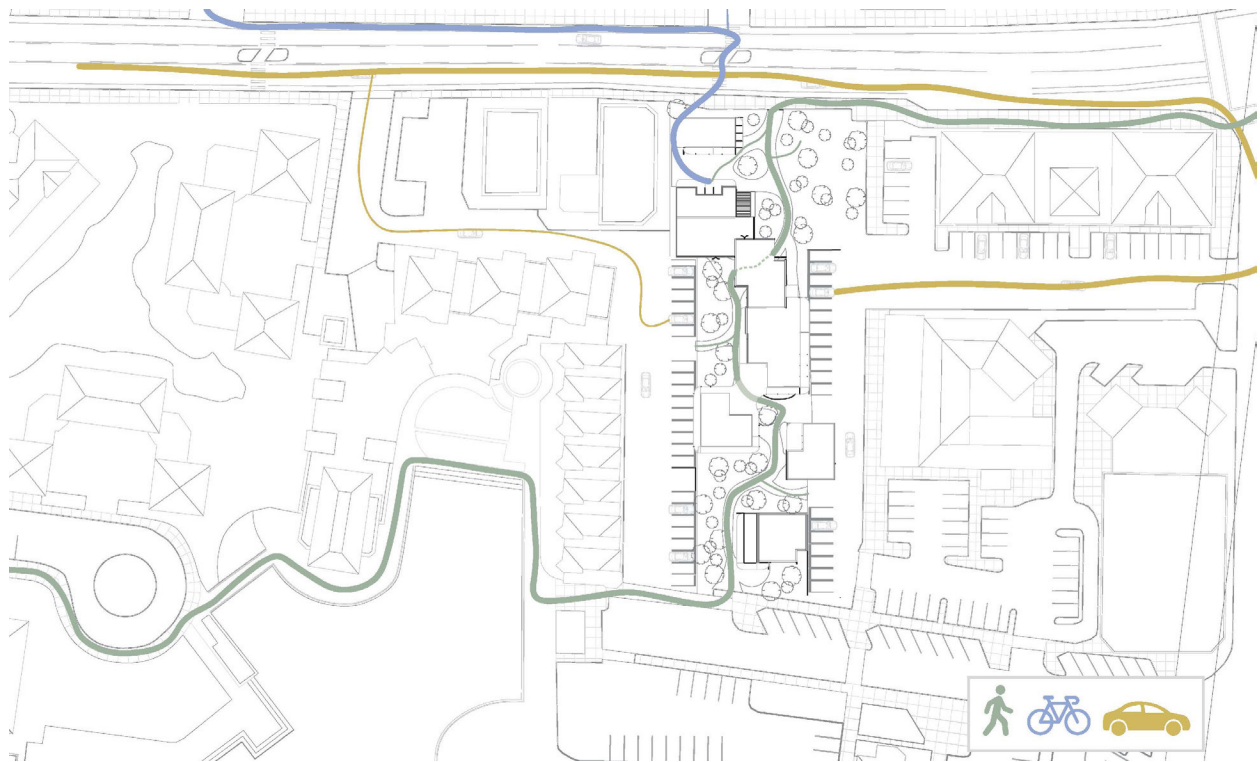


FIG. 33

Node 4 Circulation Diagram

Site 4 node proposal circulation diagram.

Design Credit: Zoe Todorov

Path Proposals

Students developed varying pathway solutions to serve as the primary connective tissue for the downtown core, functioning as infrastructural links between and within existing green space. Rather than viewing paths as just sidewalks and crossing zones, students treated these connections as interventional opportunities meant to bridge the existing gaps between the Lake at the Commons and the surrounding urban environment.

These pathways incorporate a mix of buildings, hardscaped structures, and soft landscaping transitions to create a cohesive aesthetic which guides the pedestrian experience on the ground plane and above it, unifying the downtown district into a single, navigable whole.

RAISED PATHWAY PROPOSALS BY SITE

Site 1: Ryan Pool, Zhaojie Zhai, Site 2:

Laura Lopez, Site 3: Kyungjoon Han, Site 4: Kiana Woodruff

Raised Pathway proposals offer a design response to the site's location within the floodplain while prioritizing pedestrian safety away from vehicle traffic. Due to the floodplain location, these elevated pathways provide resilient infrastructure that remains undamaged or easily repairable during potential environmental events. The students proposed "active platforms" which function as crossings in addition to programming infrastructure. These habitable structures can support small-scale commercial or community programming.

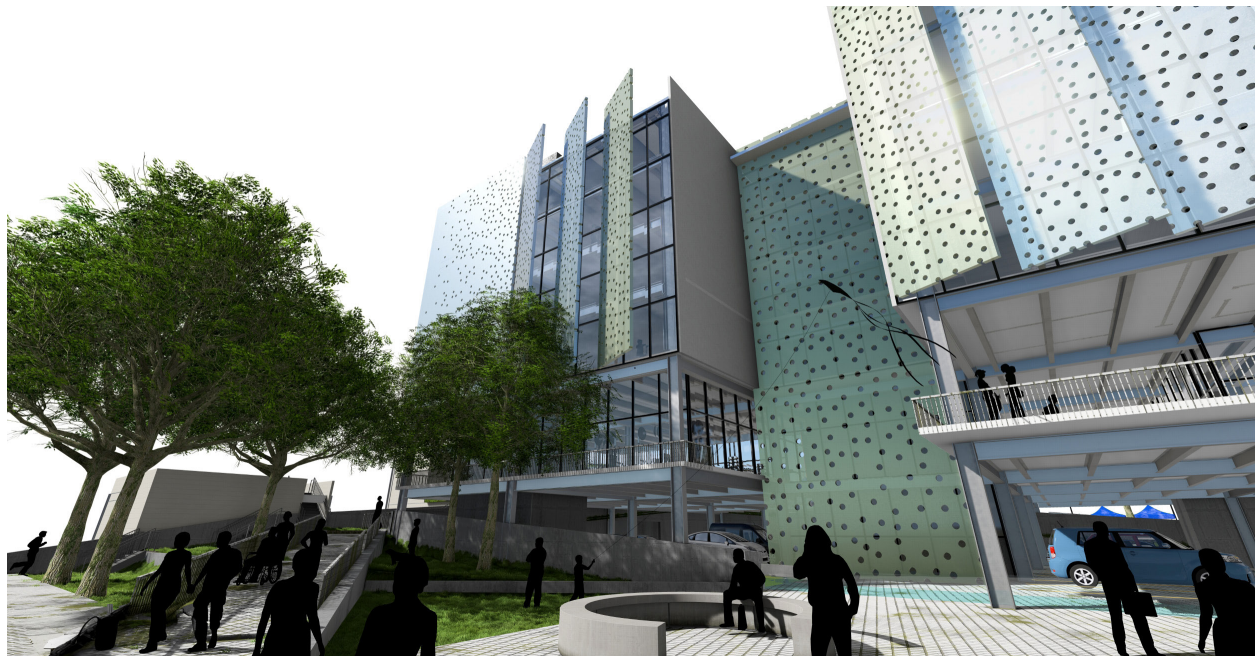
Additionally, some designs utilize landform architecture to design pathways that peel upward from the ground plane to create new, elevated topography. By lifting the pedestrian experience above the street level, these proposals address the "path breakages" identified in the initial site analysis and offer a scenic, continuous route that bypasses typical traffic crossings.

The Raised Pathway proposals serve to bring residents and visitors up and away from the street level using various techniques; from platforms and ramps to changing the ground plane itself. Proposals on the Catalyst Site 1 used ramps and building height to achieve dense residential and commercial space adjacent to public transit and SW Boones Ferry Rd. Proposals for Lakeside and Lake Connector Sites 2 and 3 focus on maintaining a shorter height, which matches the calm lake atmosphere, without sacrificing the goal of rising above the ground plane. While the Lake Connector proposal uses civic and commercial programming to benefit the public space, the Lakeside proposal adds high-density housing above the floodplain while introducing new pedestrian paths.

SITE 1-A**FIG. 34****Raised Path Site Plan**

Site plan of raised pathway proposals (shaded) on proposal Sites 1, 2, 3, and 4.

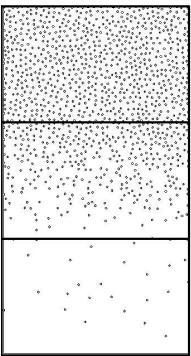
Design Credit: Ryan Pool

**FIG. 35****Raised Path Render**

Site 1 raised path proposal "A" entrance render.

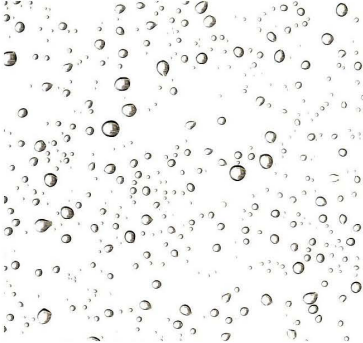
Design Credit: Ryan Pool

Material Palette

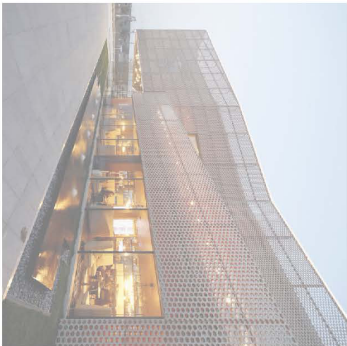


3 modular types of Perforated Aluminum screen for the residential building. It was meant to appear as rain water on the building facade. Providing a biophilic topology to Tualatin and furthering the designs concept of capturing the tranquility of Tualatine's lake.

Biophillic Tranquility



Perforated Aluminum Screen

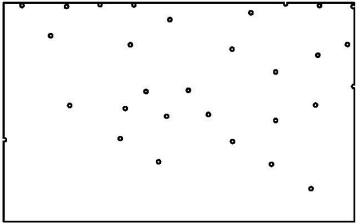
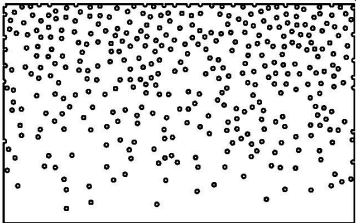
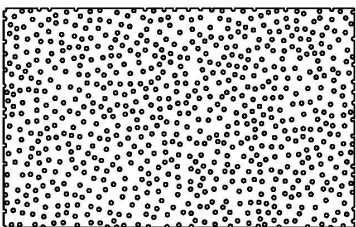


Tranquil Ground-Scope



Modular Parametric Facade

Each Module is specifically measured based on the 30' X 30' structural grid layed out on the residential building



Section of the building needing the most light.
(Each residential unit)

Section of the building needing the least natural light. (Mechanical rooms, Fire stairs, etc.)

FIG. 36
Raised Path Perforated Screen Diagram
Site 1 raised path proposal "A" perforated screen diagrams.
Design Credit: Ryan Pool

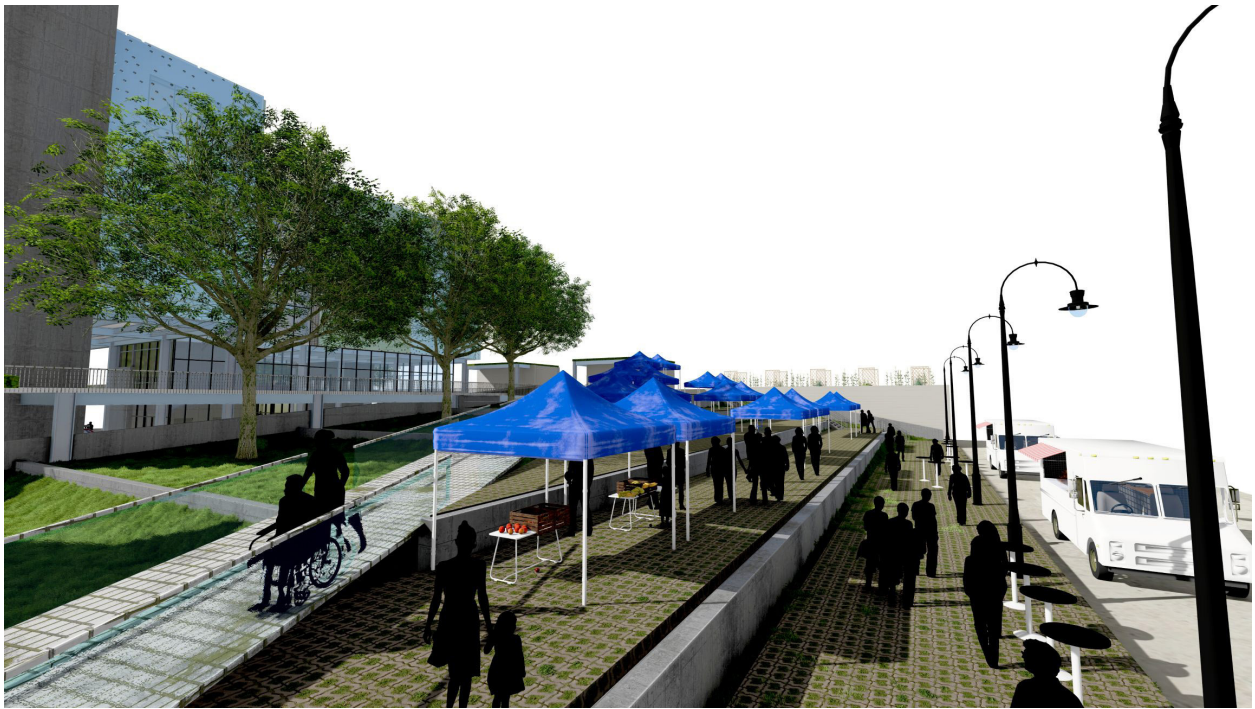


FIG. 37

Raised Path Ramp Render

Site 1 raised path proposal “A” active ramp render.

Design Credit: Ryan Pool



FIG. 38

Raised Path Axonometric Diagram

Aerial render of Site 1 raised path proposal “A.”

Design Credit: Ryan Pool

SITE 1-B



FIG. 40

Site 1-B Render

Site 1 raised path proposal “B” exterior render.

Design Credit: Zhaojie Zhai



FIG. 39

Site 1-B Render

Site 1 Raised path proposal “B” façade render.

Design Credit: Zhaojie Zhai



FIG. 41

Site 1-B Floor Plan

Site 1 raised path proposal B" ground level floor plan.

Design Credit: Zhaojie Zhai

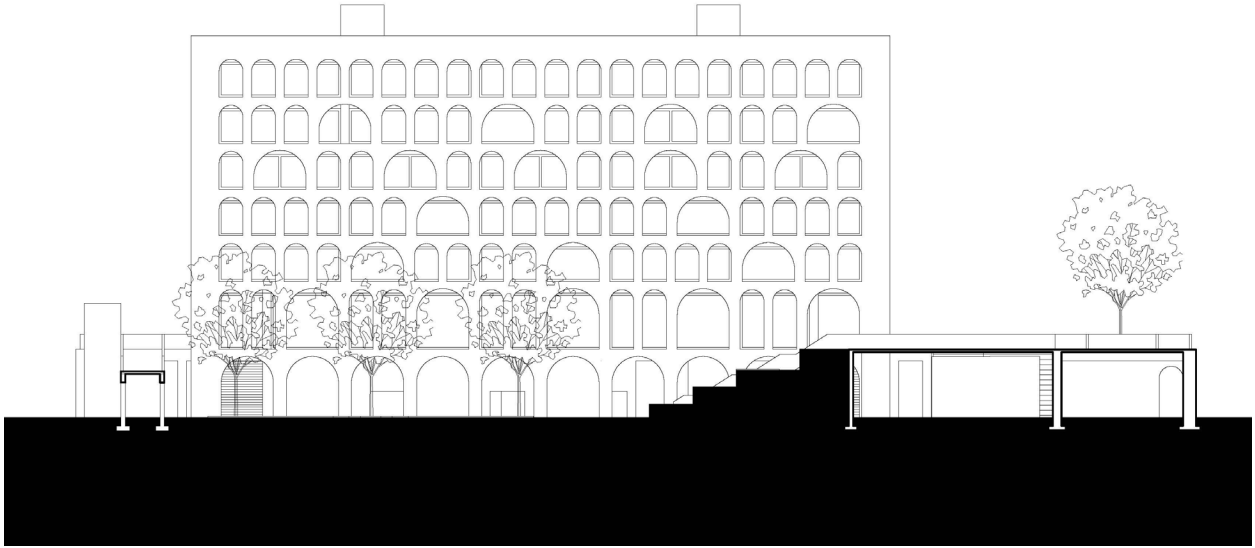


FIG. 42

Site 1-B Elevation

Site 1 raised path proposal “B” section and elevation.

Design Credit: Zhaojie Zhai

SITE 2



FIG. 43

Site 2 Render

Aerial render of Site 2 raised path proposal.

Design Credit: Laura Lopez

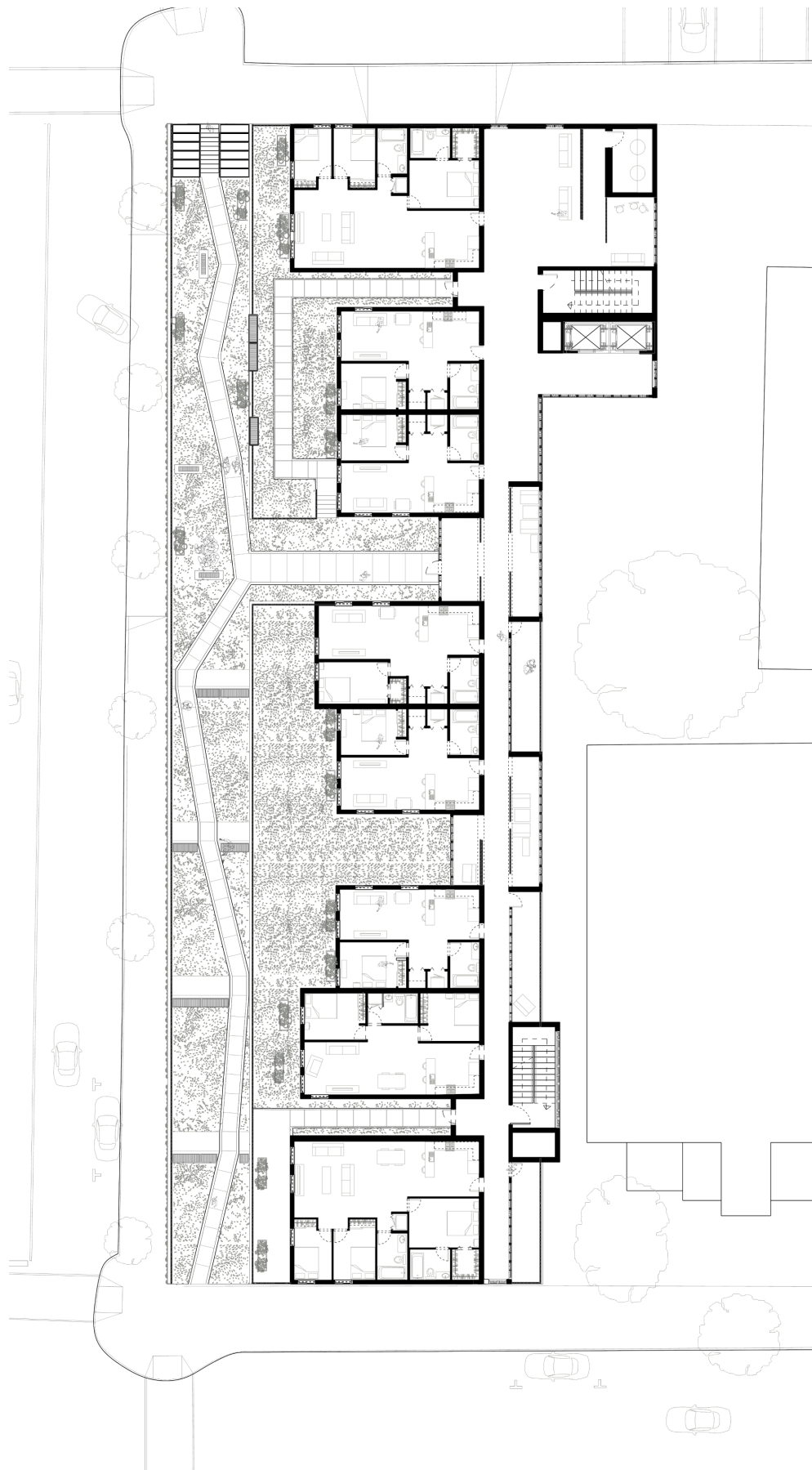


FIG. 44

Site 2 Floor Plan

Site 2 raised path
proposal floor plan.

*Design Credit: Laura
Lopez*



FIG. 45

Site 2 Corner Render

Corner render of Site 2 raised path proposal.

Design Credit: Laura Lopez



Section A

Section B



Section C



FIG. 46

Site 2 Sections

Site 2 raised path proposal sections.

Design Credit: Laura Lopez

SITE 3

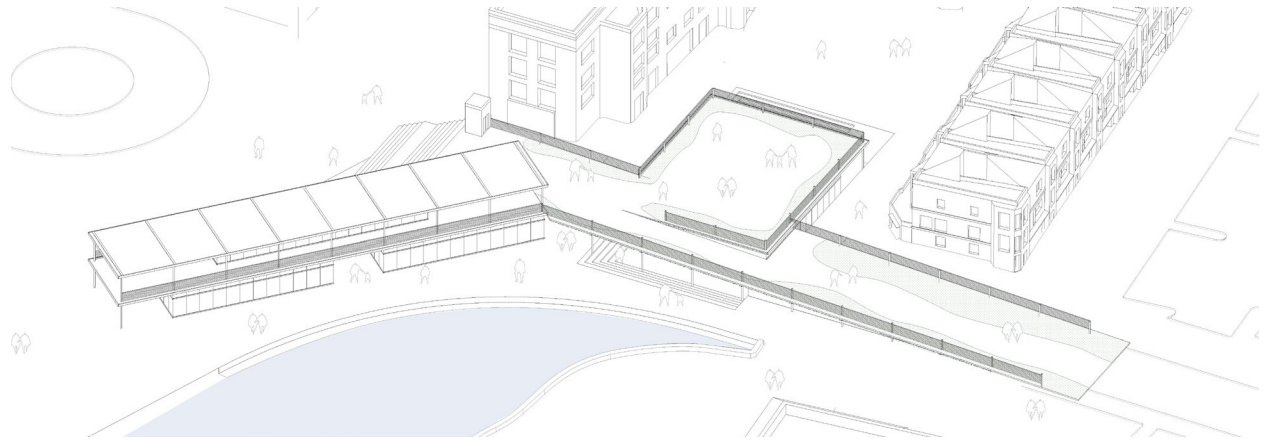


FIG. 47

Site 3 Axonometric

Axonometric view of Site 3 raised path proposal.

Design Credit: Kyungjoon Han

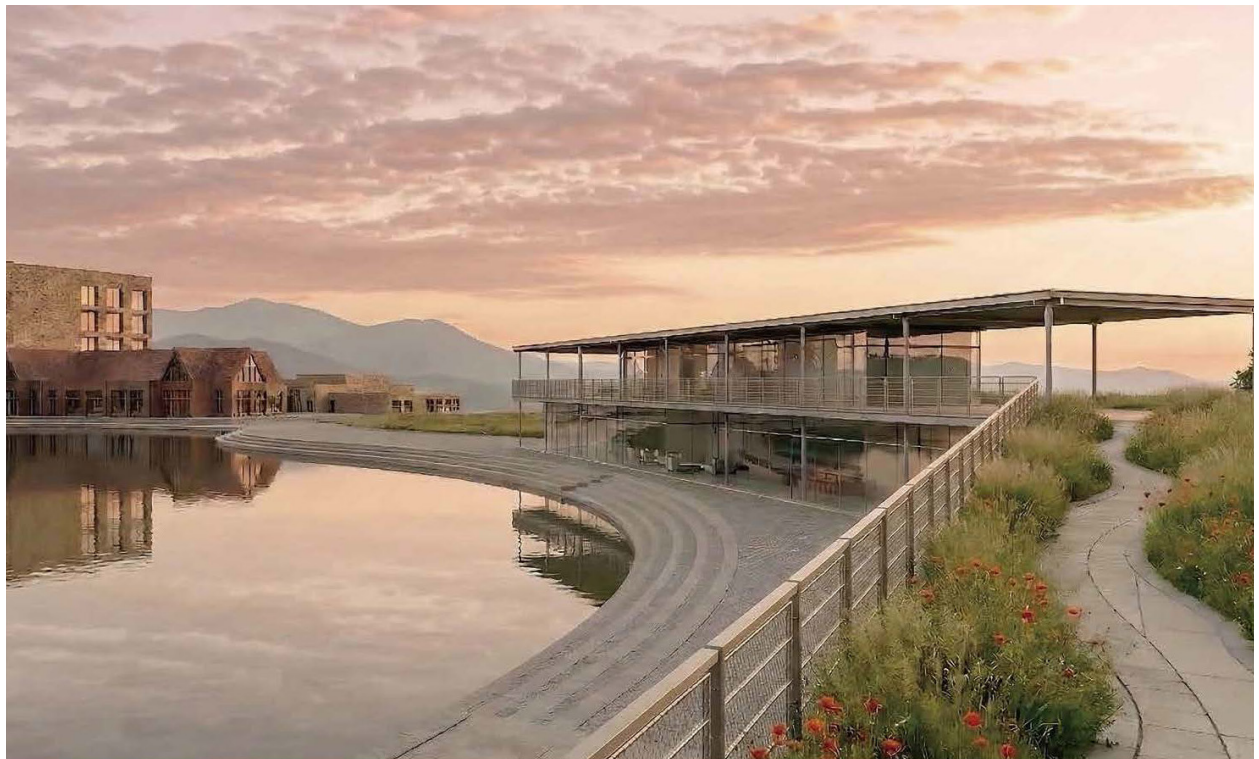


FIG. 48

Site 3 Render facing SW

Render facing south-west, Site 3 raised path proposal.

Design Credit: Kyungjoon Han



FIG. 49

Site 3 Diagram

Site 3 raised path proposal program diagram.

Design Credit: Kyungjoon Han



FIG. 50

Render facing West

Render facing west, Site 3 raised path proposal.

Design Credit: Kyungjoon Han

SITE 4

RETAIL



FIG. 51

Site 4 Raised Path Program Diagram

Site 4 raised path proposal axonometric program diagram.

Design Credit: Kiana Woodruff



FIG. 52

Site 4 Raised Path Main Render

Render of Site 4 raised path proposal.

Design Credit: Kiana Woodruff



FIG. 53

Site 4 Raised Path Boones Ferry Render

Render view from Boones Ferry Rd facing south, Site 4 raised path proposal.

Design Credit: Kiana Woodruff

**FIG. 54****Site 4 Raised Path Level 1 Plan**

Site 4 raised path proposal ground level floor plan.

Design Credit: Kiana Woodruff

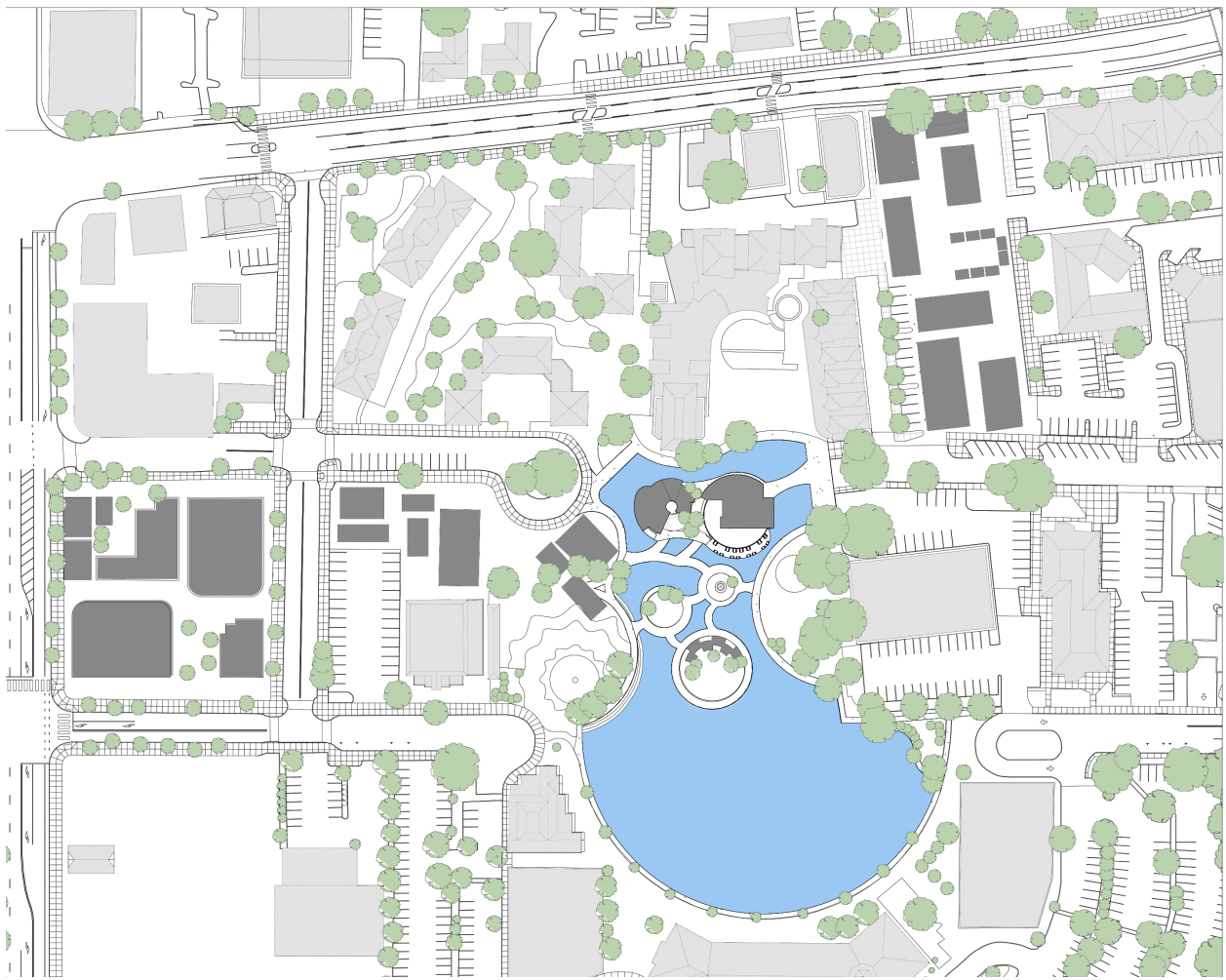
GROUNDING PATHWAY PROPOSALS BY SITE

**Site 1: Abigale McIntyre, Keaton Lord,
Site 2: Madeline Maxwell, Site 3: Jade
Kuenzi, Site 4 South: Beck Needham**

Grounded pathways focus on generating vibrancy directly on the ground plane, specifically along the street edge and the lakeside. These proposals aim to pull the urban activity of the commercial core towards the natural landscape of the Lake at the Commons and through towards the riverfront. For example, one primary design solution involves ground-level hardscaping that extends across the Lake at the Commons to create a floating land bridge, providing a direct pedestrian link that currently does not exist.

Furthermore, students found that Site 4, the existing White Lot parking lot northeast of the lake, could be used as a critical site for grounded redevelopment. By introducing high-density housing with active bottom-floor retail in this location, these proposals seek to frame the lake with storefronts and daily residential life. This strategy reinforces the physical and visual connection between the Commons and the future Riverfront Park, ensuring the street level remains an active and social environment.

As shown in Grounded Pathway proposals on Catalyst and Greenspace Connector Sites 1 and 4, using building forms to create human-scale pathways and height-stepped housing creates new pedestrian spaces and neighborhoods within the existing ground area. Lakeside and Lake Connector Sites 2 and 3 proposals present unique commercial and civic spaces that center on bringing in visitors with new services that capitalize on the serenity of the lake, such as a lakeside café and yoga space, and connecting two disconnected shores across the lake itself. Combined, these strategies present a grounded yet exploration-filled vision of Downtown Tualatin.

**FIG. 55****Grounded Path Site Plan**

Site plan of grounded pathway proposals (shaded) on proposal Sites 1, 2, 3, and 4.

Design Credit: Abigale McIntyre

SITE 1-A



FIG. 56

Site 1 Grounded Path Render

Render view of Site 1 grounded path proposal "A".

Design Credit: Abigale McIntyre



FIG. 57

Site 1 Grounded Path Section

Site 1 grounded path proposal "A" section.

Design Credit: Abigale McIntyre



FIG. 58

Site 1 Grounded Path Floor Plans

Site 1 grounded path proposal "A" floor plans for levels 1 and 2.

Design Credit: Abigale McIntyre



FIG. 59

Site 1 Grounded Path Corner Render

Render of corner view of Site 1 grounded path proposal "A".

Design Credit: Abigale McIntyre

SITE 1-B



FIG. 60

Site 1-B Grounded Path Render

Render view of Site 1 grounded path proposal “B”.

Design Credit: Keaton Lord



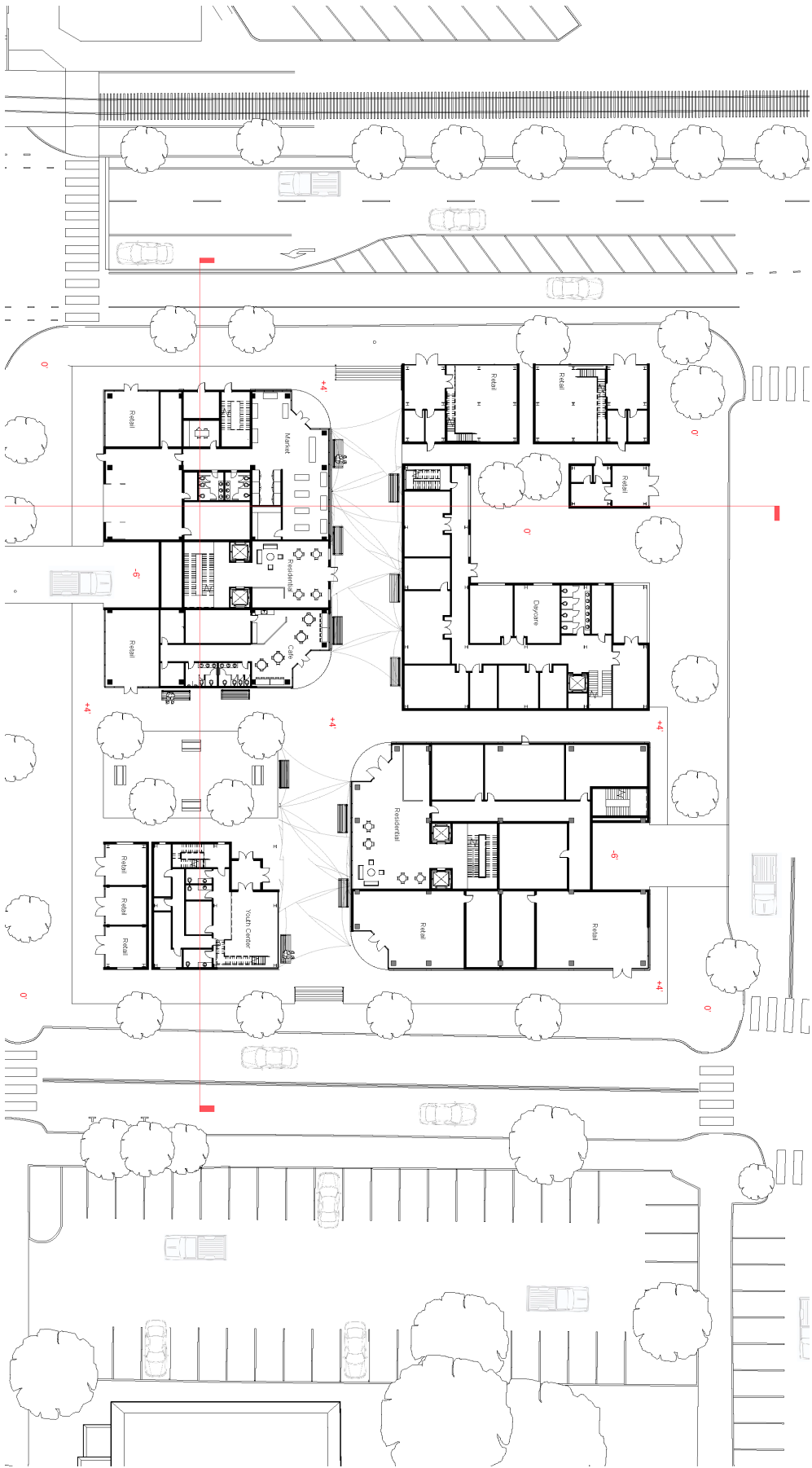
FIG. 61

Site 1-B Grounded Path Street Render

Street view render of Site 1 grounded path proposal “B”.

Design Credit: Keaton Lord

FIG. 62
Site 1-B Grounded Path
Floor Context
Site 1 grounded path
proposal “B” ground
floor context plan.
*Design Credit: Keaton
Lord*



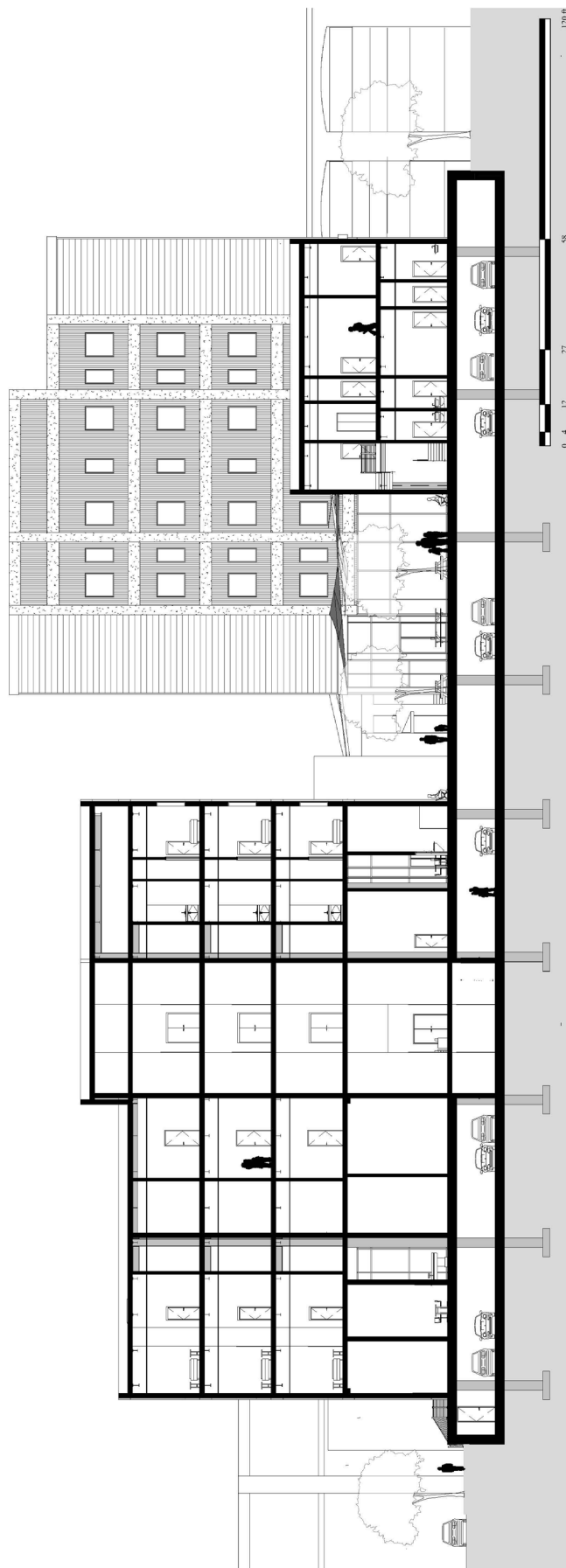


FIG. 63

Site 1-B Grounded Path Section

Site 1 grounded path proposal "B" section.

Design Credit: Keaton Lord

SITE 2



FIG. 64

Site 2 Grounded Path Render

Corner render view of Site 2 grounded path proposal greenhouse and gardens.

Design Credit: Madeline Maxwell



FIG. 65

Site 2 Grounded Path Program Render

Yoga studio and café render Site 2 grounded path proposal.

Design Credit: Madeline Maxwell

**FIG. 66****Site 2 Grounded Path Floor Plan Greenhouse**

Site 2 grounded path proposal greenhouse and gardens floor plan.

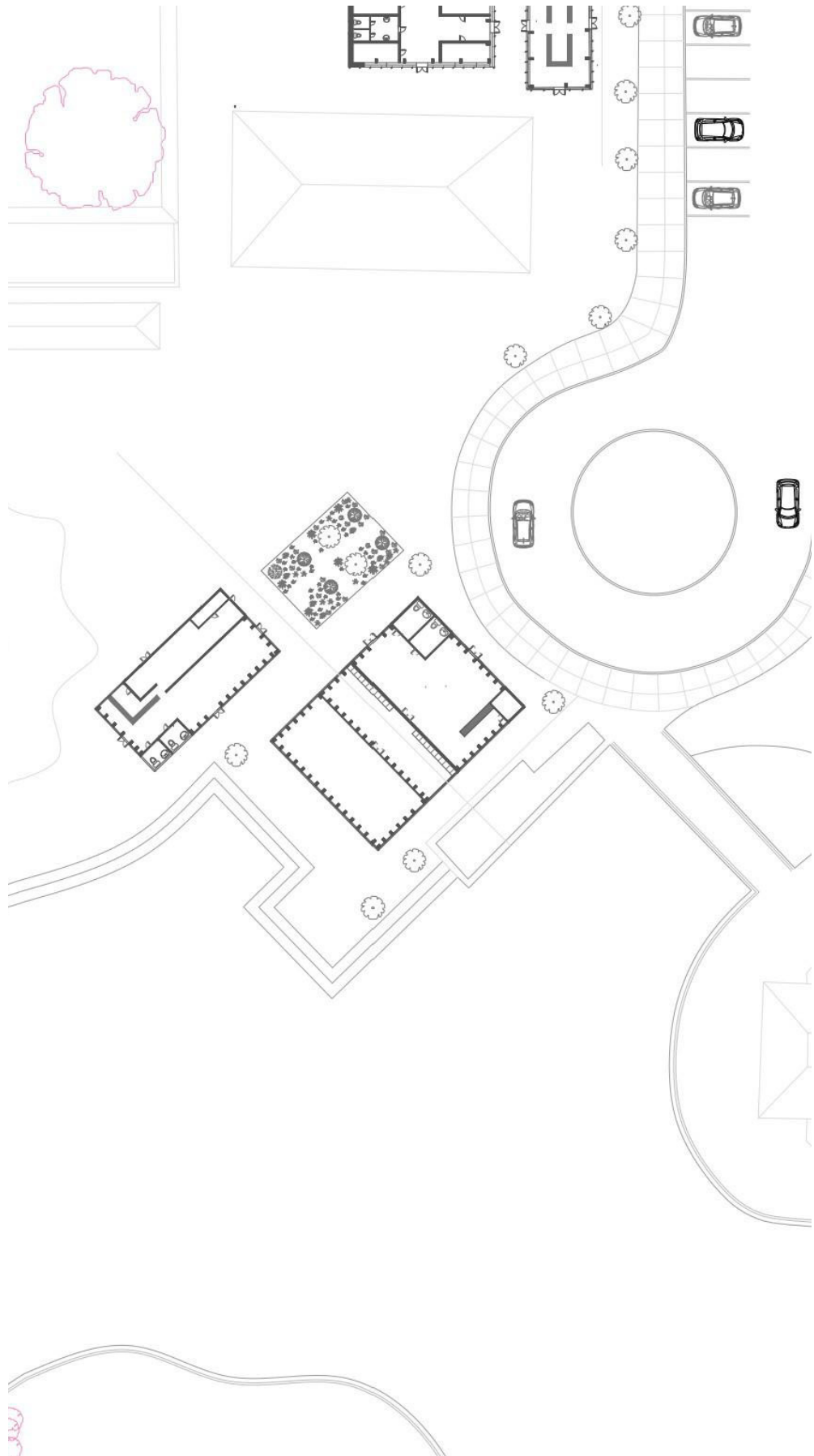
Design Credit: Madeline Maxwell

FIG. 67

**Site 2 Grounded Path
Program Floor Plan**

Site 2 grounded path
proposal yoga studio
and café floor plan.

*Design Credit: Madeline
Maxwell*



SITE 3



FIG. 72

Site 3 Grounded Path Render

Aerial render view of Site 3 grounded path proposal.

Design Credit: Jade Kuenzi



FIG. 73

Site 3 Grounded Path Site Render

Render perspective of Site 3 grounded path proposal.

Design Credit: Jade Kuenzi

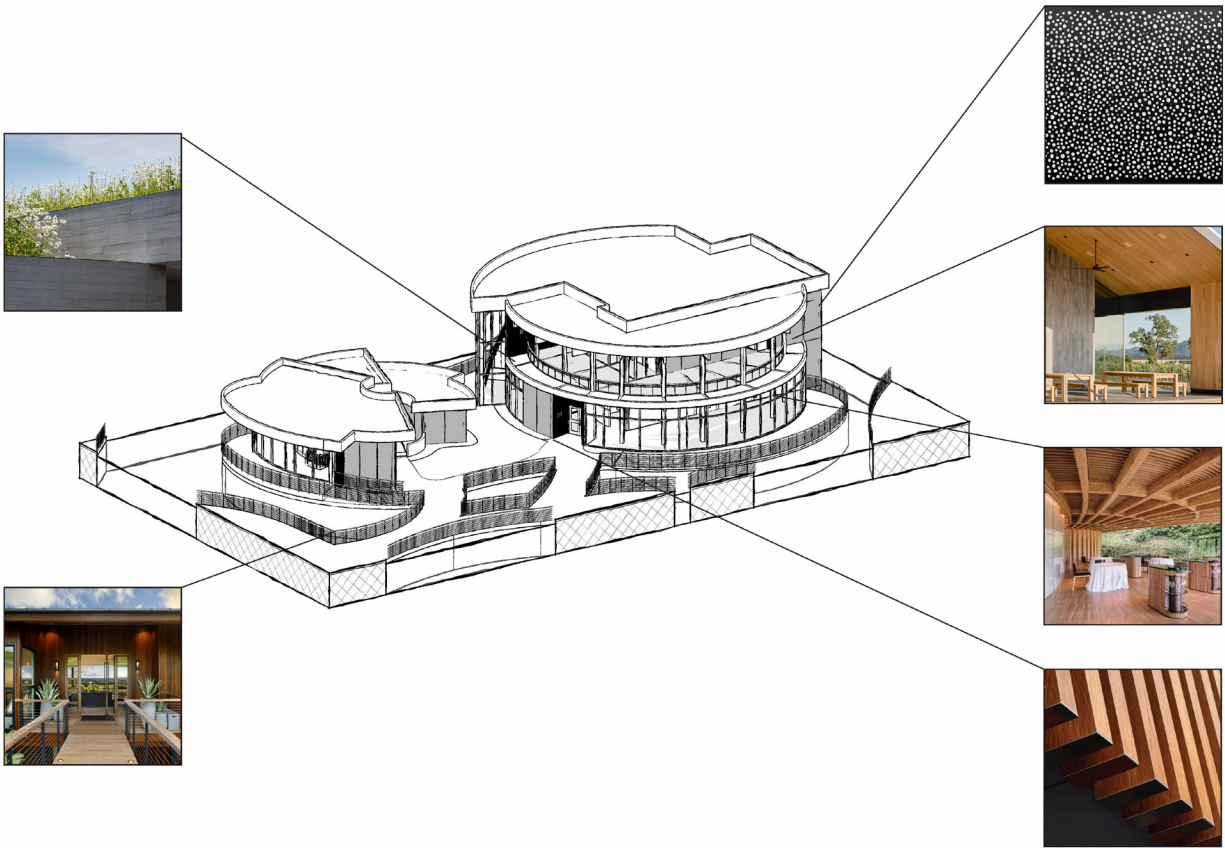


FIG. 74

Site 3 Grounded Path Site Material Palette
Site 3 Grounded Path Proposal Material Palette.
Design Credit: Jade Kuenzi



FIG. 75

Site 3 Grounded Path Site Plan

Site 3 grounded path proposal site plan.

Design Credit: Jade Kuenzi

SITE 4



FIG. 76

Site 4 Grounded Path Render

Site 4-South grounded path proposal program render.

Design Credit: Beck Needham



FIG. 77

Site 4 Grounded Path Corner Render

Corner render of Site 4-South grounded path proposal.

Design Credit: Beck Needham

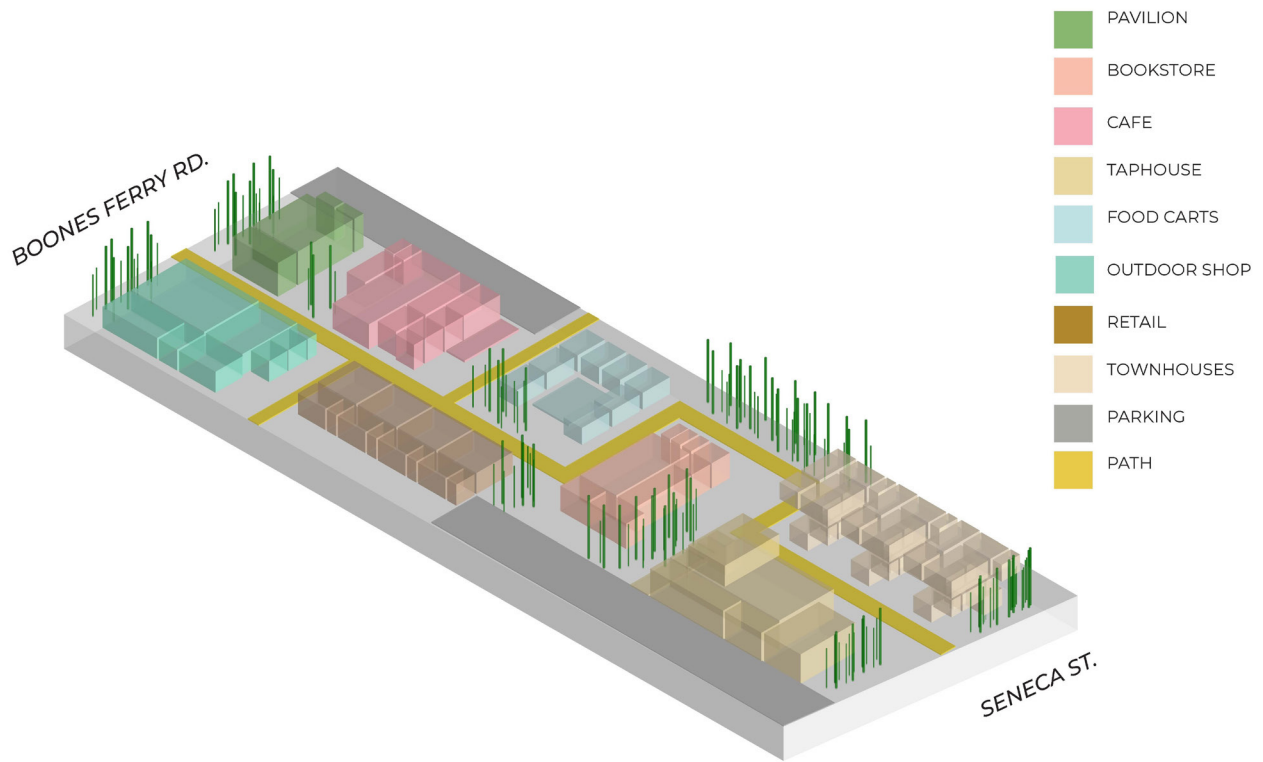


FIG. 78

Site 4 Grounded Path Program Diagram

Site 4-South grounded path proposal program diagram.

Design Credit: Beck Needham

FIG. 79
Site 4 Grounded Path Elevations
Site 4-South grounded path proposal elevations.
Design Credit: Beck Needham





FIG. 80

**Site 4 Grounded Path
Floor Plan**

Site 4-South grounded
path proposal floor plan.

*Design Credit: Beck
Needham*

Conclusion

The student design proposals envision a future for Downtown Tualatin that balances its existing natural assets with a vibrant and dense urban core. With the use of nodes, the proposals sought to address the current lack of residential density within downtown by centering housing and active commercial and work activity within a "village within a village" model.

The raised pathway and platform proposals provide innovative solutions in response to the area's flood-plain challenges and disconnected pedestrian networks, utilizing active bridges and floating links to unify pedestrian paths away from vehicle traffic.

Ultimately, these design strategies provide a framework for the City of Tualatin to foster a distinct identity where dense, human-scale development and dynamic pedestrian-centered pathways create the desired sense of connectivity and active presence within downtown.

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