



CITY OF
TUALATIN

CENTRAL TUALATIN DESIGN GUIDELINES

OCTOBER 2001



STASTNYBRUN
ARCHITECTS

CENTRAL TUALATIN DESIGN GUIDELINES

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CENTRAL TUALATIN CONCEPT PLAN AND DESIGN GUIDELINES

I. Introduction

The Tualatin Development Commission has been working on a program entitled “Tualatin Commons Enhancement Strategy” to further enhance the identity of the downtown area as a unique place. A component of that strategy was to create design guidelines for the Central Design District building on the design guidelines developed for the Tualatin Commons project and former design guidelines for the area. To implement this action, the Tualatin Central Design District Guidelines Focus Group was established consisting of downtown property and business owners, Urban Renewal Advisory Committee and Architectural Review Board members. Fourteen individuals consented to be on the Focus Group to draft the design guidelines.

II. Purpose of Study

The Tualatin Commons Enhancement Strategy, accepted by the Tualatin Development Commission on January 24th, 2000, outlined a task to create design guidelines for downtown development. The action was to occur in FY 00/01 and 01/02 and be based on the original Tualatin Commons Design Guidelines. As part of this process, “The Central Tualatin Concept Plan” was developed. This plan, in conjunction with the design guidelines, provides the fundamental structure necessary to guide development of public, private and City properties. The Concept Plan recognizes and respects existing uses as a vital part of the evolution of Central Tualatin. By utilizing the concept plan as the organizing framework for development, the rich mix of uses envisioned will create a vital core for the City of Tualatin.



III. Methodology

A “focus group” approach was chosen to create a development concept and design guidelines for Central Tualatin as a designated “Town Center”. We used a “focus group” approach to deal with the complexity of creating design guidelines and the difficulty of doing this work in conventional community workshops. By utilizing public/private partnership of City staff, consultants and stakeholders, a concept plan and appropriate guidelines were prepared which can proceed through a public analysis and evaluation in accordance with City adoption processes.



The Focus Group met for a series of six sessions, approximately two weeks apart. Each session was limited to approximately two hours. A packet for review was delivered to the members of the Focus Group prior to each session so they could prepare for an efficient and effective meeting.



The schedule and subject of each meeting is outlined on the next page.

FOCUS GROUP SESSIONS

MEETING 1
 Presentation: ORIENTATION/ISSUES
 Town Center Designation
 The Commons
 City Right of Way Improvements
 Relationship of Area to Larger
 Tualatin Context

Discussion: Proposed Process

Product: Agreement to Process



MEETING 2
 Presentation: CREATING THE PLAN
 Plan Opportunities for Discussion

Discussion: Linkages
 Geographic Considerations
 Street Character and Classifications

Product: Components of Plan [Consultant: Draft Plan]



MEETING 3
 Presentation: CREATING DEVELOPMENT GUIDELINES
 Tualatin Standards
 Tualatin Commons Guidelines
 Draft Plan Review

Discussion: What should the Development
 Guidelines address?

Product: Guidelines Topics [Consultant: Draft
 Guidelines]



MEETING 4
 Presentation: DEVELOPMENT GUIDELINES
 WORKSHOP I
 Draft Guidelines

Discussion: Guidelines Detail

Product: Revised Guidelines [Consultant:
 Record Guidelines]



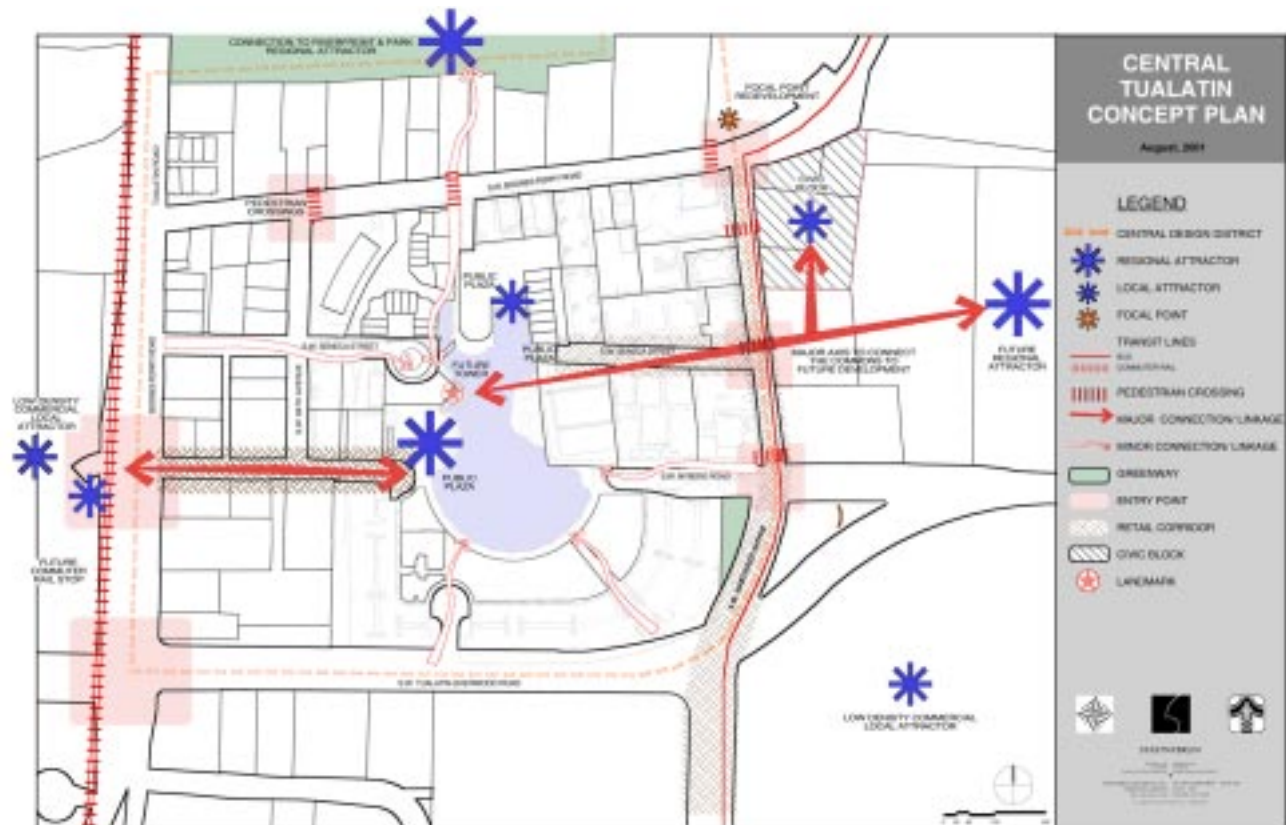
MEETING 5 DEVELOPMENT GUIDELINES WORKSHOP II
 Presentation: Draft Guidelines
 Discussion: Guidelines Detail
 Product: Revised Guidelines [Consultant: Record Guidelines]

MEETING 6 FINAL DRAFT REVIEW
 Presentation: Work to Date
 Discussion: Fine Tuning Documents
 Product: Revision and Approval of Final Guidelines/Report



FOCUS GROUP MEMBERS

Jan Giunta	Larry Harvey	Sue Emmett	Alice Galloway Neely	Chuck Riegler
Bob Tomeoni	Ryan Miller	Joyce Colling	Harvey Clark	Darrell Baker
Mark Skelte	Mark Ferris	Skip Stanaway	Barbara Stillwell Baker	
<i>CITY STAFF -</i>	Jason Tuck	Doug Rux		
<i>FACILITATORS -</i>	Don Stastny, FAIA	Geoff Meier	John Haswell	



Central Tualatin Concept Plan (see appendix)

IV. Findings

A. THE CENTRAL TUALATIN CONCEPT PLAN

The Central Tualatin Concept Plan is founded on five principles.

1. An urban central city downtown (Tualatin Commons).
2. A strong vehicular and pedestrian network.
3. Establishment of clear connections to local and regional attractors.
4. Provide a strong pedestrian connection to the Tualatin River.
5. A rich diversity of mixed-use development.



B. THE CENTRAL TUALATIN DESIGN GUIDELINES

These Design Guidelines describe various elements of urban form that must be addressed in the ongoing development of the Central Tualatin Concept Plan. These Guidelines serve three purposes:

1. Provide prospective developers and designers with a checklist of issues that must be addressed in their development proposals;
2. Provide the City of Tualatin with an overall conceptual approach that will enable determinations on proposals that are in concert with, and add to, the Central Tualatin Concept Plan; and
3. Provide the City of Tualatin, with a method of evaluating public and private development or redevelopment proposals on a consistent basis.



These Guidelines are performance oriented and not prescriptive. They address issues regarding the look, feel and function of the Central Tualatin Concept Plan and it's environs. They create an environment for design excellence to occur, for small actions to have a major cumulative effect, and for ongoing "reality" checks to see if the vision portrayed in the Central Tualatin Concept Plan is being accomplished. If the Guidelines are properly followed, each and every development increment will contribute to a better-defined and coordinated urban structure.



V. Committee Recommendations

The following summary list of the Design Guidelines were arrived at through the focus group process. Members' of the focus group were primarily responsible for the formation of each guideline. The committee has made the recommendation that these guidelines be used as a platform for a set of guidelines for the Tualatin Town Center.



DESIGN GUIDELINES

1. CENTRAL TUALATIN CONCEPT

- 1.1 Draw people and activity into Central Tualatin
- 1.2 Encouraging further development
- 1.3 All seasons city
- 1.4 24 hour/ 7 day city
- 1.5 Heart of a great city
- 1.6 Sustainable design
- 1.7 Buildings as good neighbors
- 1.8 A place of multiple activities
- 1.9 Scale of the street
- 1.10 Pedestrian interaction
- 1.11 Building setbacks



2. CITY CONNECTIONS

- 2.1 Visual linkages
- 2.2 Clustering of attractors
- 2.3 Axial relationships and monuments
- 2.4 Places and connections
- 2.5 Transit dynamics
- 2.6 Driving and parking
- 2.7 Pedestrian opportunities
- 2.8 Connection to the river
- 2.9 Green streets
- 2.10 Connections through buildings



3. SPACES AND LANDSCAPE

- 3.1 Civic rooms
- 3.2 Areas of many functions
- 3.3 The street
- 3.4 The intersections
- 3.5 Courtyards and plazas
- 3.6 Open space defined by buildings
- 3.7 Inside and outside
- 3.8 Roofscaping
- 3.9 Street trees
- 3.10 Signage

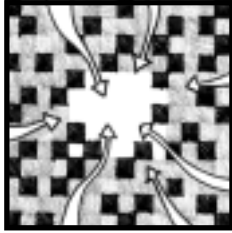


4. BUILDINGS

- 4.1 Building form
- 4.2 Adaptable design
- 4.3 Active buildings along linkage streets
- 4.4 Solar access
- 4.5 The outside wall
- 4.6 Craft of building
- 4.7 Building entrances
- 4.8 Parking relationship to building
- 4.9 Service areas
- 4.10 Interior working environment

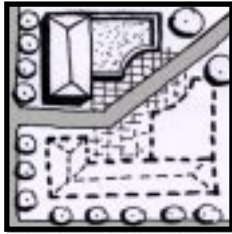
CENTRAL TUALATIN CONCEPT

1.1 DRAW PEOPLE & ACTIVITY INTO CENTRAL TUALATIN



Central Tualatin is strategically situated to be both a local and regional focal point. Developments should lend themselves to attracting a variety of pedestrian activities at the core of Central Tualatin. Entry points into Central Tualatin should establish a sense of arrival.

1.2 ENCOURAGING FURTHER DEVELOPMENT



Buildings and spaces should reflect an analysis of historic and existing design principles, as well as create design opportunities for new adjunct development.

1.3 ALL SEASONS CITY



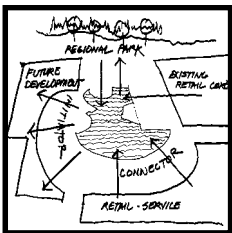
Building uses and exterior spaces should lend themselves to use throughout all four seasons. Designs should include protected spaces and pathways to enable year-round use by visitors and inhabitants.

1.4 24 HOUR / 7 DAY CITY



Developments should foster the idea of extended hours of use throughout the week. Where uses are subject to "business hour" operation, the development should include amenities that provide for external enjoyment of buildings at all times of day.

1.5 HEART OF A GREAT CITY



Buildings and spaces between them should be carefully designed and crafted to reinforce each other. This reinforcing design should be of high importance for buildings which front public improvements and major circulation systems.

1.6 SUSTAINABLE DESIGN



New development should embody current "green" building techniques wherever possible. Energy efficient design options should be explored as well as alternative building products which have less impact on the local as well as world environment.

CENTRAL TUALATIN CONCEPT



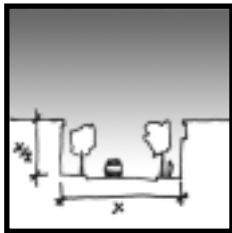
1.7 BUILDINGS AS GOOD NEIGHBORS

Each building should be designed to fit into the evolving context of Central Tualatin and should contribute and enhance the public experience, not only of itself, but of the buildings that provide its context. Undesirable elements of buildings should either be screened or hidden from view.



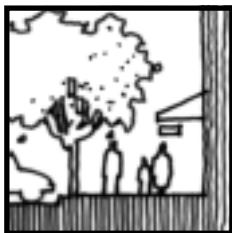
1.8 A PLACE OF MULTIPLE ACTIVITIES

When practicable, include multiple uses in building structures, as well as flexibility in the use of exterior spaces.



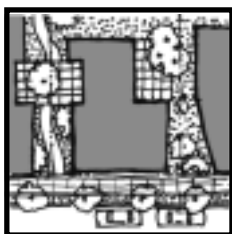
1.9 SCALE OF THE STREET

Building heights adjacent to a street edge should be at least as tall as half the width of the right of way. Street trees can also be used in meeting the height goal. A combination of buildings and trees are generally the best solution to create the framework of the street.



1.10 PEDESTRIAN INTERACTION

Buildings and exterior space should foster activity and interaction of citizens at a pedestrian scale. Encourage a variety of uses within walking distance for residents, employees, and visitors.

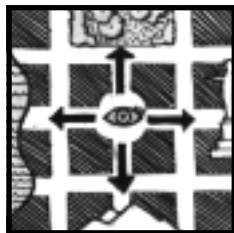


1.11 BUILDING SETBACKS

Buildings within Central Tualatin must meet zoning regulations but should be encouraged to front the street edge. In addition, buildings placed close to side and rear property lines should be designed with sensitivity to future development on adjacent properties.

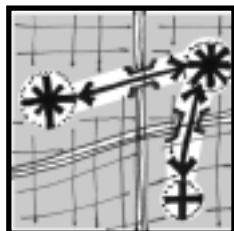
CITY CONNECTIONS

2.1 VISUAL LINKAGES



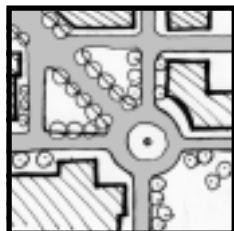
Design interior and exterior spaces that recognize and promote visual linkages to other defining elements, such as monuments, civic spaces, and other natural and urban landmarks that orient the user.

2.2 CLUSTERING OF ATTRACTORS



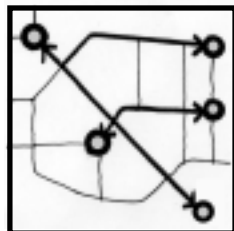
Connections between major downtown attractors should be strengthened in order to create an easily walkable and friendly atmosphere. Reinforcement of connections could include new signage, landscaping and visual cues.

2.3 AXIAL RELATIONSHIPS AND MONUMENTS



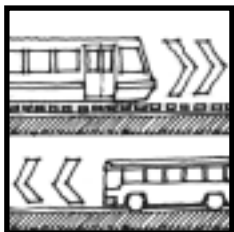
Recognize existing and potential axial relationships of places and buildings and incorporate, in building form or in monuments, extensions or terminations of these relationships.

2.4 PLACES AND CONNECTIONS



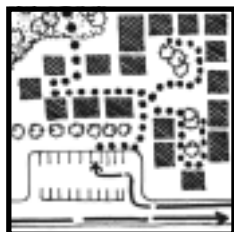
Provide a safe, inviting series of interconnected “places”, both interior and exterior to the building structures. Provide linkages to adjacent neighborhoods for pedestrians, bicycles, and automobiles.

2.5 TRANSIT DYNAMICS



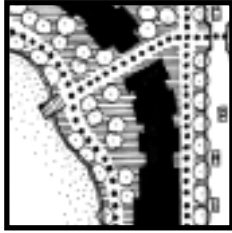
Public transit is fundamental to the future of Central Tualatin and its connection to the region. Both existing and future public transit expansion should be considered in any new development plans.

2.6 DRIVING AND PARKING



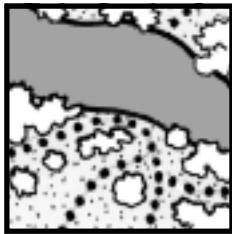
In the design of streets and parking areas, functional requirements of vehicular activity should not compromise, but should enhance, the pedestrian environment.

CITY CONNECTIONS



2.7 PEDESTRIAN OPPORTUNITIES

Integrate pedestrian circulation systems with existing and planned systems, both indoor and outdoor, that connect public rights-of-way and spaces, activities and uses, utilizing furniture and landscaping that are convenient to use and in character with the public improvements.



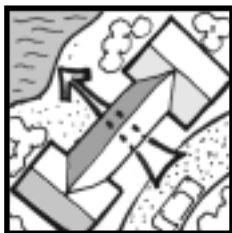
2.8 CONNECTION TO THE RIVER

The Tualatin River and Hedges Creek are valuable and unique community resources. Development should be sensitive to the natural character of the river and creekfront. Provide linkages from Central Tualatin to these resources for pedestrian and bicycle access.



2.9 GREEN STREETS

Promote creation of “green” streets and surface parking areas utilizing features like permeable paving, solar powered lighting, and native landscaping. City design standards should be flexible to allow designs that have a minimal impact on non-renewable natural resources.



2.10 CONNECTIONS THRU BUILDINGS

Promote design that allows for public interaction with buildings. Encourage pedestrian walkways through, and elevated connections between, sections of the building.

SPACES AND LANDSCAPES



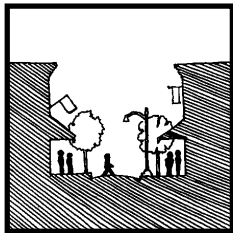
3.1 CIVIC ROOMS

Development of public spaces within and around Central Tualatin should contribute to the formation of “civic rooms”. Within these rooms, specific commercial and public uses, circulation patterns, public art, and architectural character will be encouraged to reinforce the “room” and its linkage to the overall Central Tualatin area.



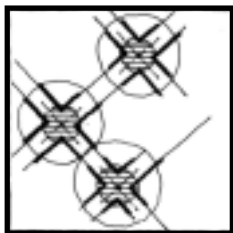
3.2 AREAS OF MANY FUNCTIONS

Create pathways, open spaces and enclosed or sheltered public spaces to be flexible and to accommodate a number of functions, whether organized or casual .



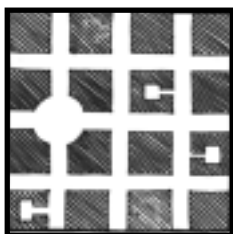
3.3 THE STREET

Define the street through delineation of right-of-way with the building edge, landscaping, lighting and signing appropriate to the function of the street and the area of Central Tualatin it serves. Street trees spaced at no more than 30’ on center is critical to establishing the character of a street.



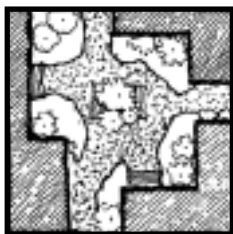
3.4 THE INTERSECTIONS

Consider intersections as a “room” within the city. Maintain vehicular flow requirements while providing safe and convenient pedestrian access. When possible, focus the location of building entries, building details, street lighting, and signage at intersections.



3.5 COURTYARDS AND PLAZAS

In private development, design courtyards and plazas that provide a continuity of experience between the inside and outside of the building and between the public and private realm.



3.6 OPEN SPACE DEFINED BY BUILDINGS

The spaces in-between buildings should enhance the public experience through building design, form and organization.

SPACES AND LANDSCAPES



3.7 INSIDE AND OUTSIDE

Ground floor activities in buildings within Central Tualatin should present an interesting and enticing addition to the pedestrian experience. Exterior walls abutting public rights of way shall have more than 50% of the surface in windows, showcases, displays, art or pedestrian access elements.



3.8 ROOFSCAPING

The rooftops of buildings within Central Tualatin present an opportunity for “green” design and upper level activities. New development should be encouraged to create eco-roofs and/or opportunities for places where activity could enhance the street.



3.9 STREET TREES

Selection of trees along street edges should create a unifying canopy for the street. Trees with strong vertical shapes should be used sparingly to avoid a discontinuous or “lollipop” appearance.



3.10 SIGNAGE

Business identity signs, while conforming to other requirements of the sign ordinance, should add to the quality and character of the street. Signs should also relate to the buildings character and provide identity and focus for the use.

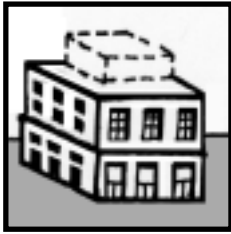
BUILDINGS

4.1 BUILDING FORM



Single-purpose buildings should be treated as “stand-alone” structures with style and size appropriate to use. Mixed-use buildings should be designed to relate contextually to the surrounding buildings. In general, all new development should compliment adjacent buildings.

4.2 ADAPTABLE DESIGN



As Central Tualatin evolves over time, the market will dictate changes in uses and densities. Design of buildings should consider flexibility in use and density over the life of the building.

4.3 ACTIVE BUILDINGS ALONG LINKAGE STREETS



Where linkage streets are identified within Central Tualatin, active uses should be developed to support them. A retail corridor along the major street edges would help to reinforce the pedestrian link between focal points or attractors.

4.4 SOLAR ACCESS



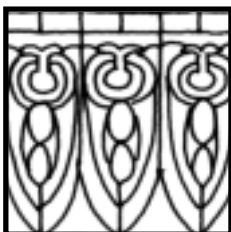
New development in Central Tualatin should be designed to provide solar access and to minimize the impact of shadows on neighboring buildings and spaces. The use of upper floor setbacks and sloping roofs is encouraged.

4.5 THE OUTSIDE WALL



The “outside wall”, the building’s presentation both to passers-by and to users, should invite participation. Upper levels of buildings facing the street should incorporate decks, balconies or other devices that activate the wall enclosing the street.

4.6 CRAFT OF BUILDING



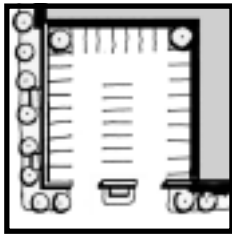
In designing buildings, recognize the “craft of building” as fundamental in creating appropriate building detail. Lasting materials are strongly encouraged and the way buildings are assembled is important to the final product and its relationship to Central Tualatin.

BUILDINGS



4.7 BUILDING ENTRANCES

Building entrances should support and enhance the pedestrian oriented quality of Central Tualatin. Design entrances to give identity to buildings and uses therein.



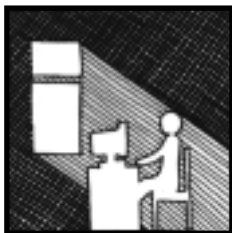
4.8 PARKING RELATIONSHIP TO BUILDING

Parking areas are to be integrated into the building design. Surface parking should be limited to one-half block areas. Delineate surface parking from pedestrian ways by low vertical elements, such as masonry walls, fences or landscaping.



4.9 SERVICE AREAS

Since service access and trash holding areas are expected to be adjacent to roadways and open spaces, care must be taken to avoid a back-door appearance to the building faces adjacent to pedestrian areas and other buildings. Employ screening and landscaping to reduce the visual impact of service areas.



4.10 INTERIOR WORKING ENVIRONMENT

Interior design of buildings in Central Tualatin should recognize the need for quality work environments for all its users. Natural lighting and ventilation should be utilized to the maximum extent possible.

The Design Guidelines are one step in the process to create a place which will embody the spirit and community pride which is Tualatin. These guidelines, in concert with the Concept Plan and the Tualatin Commons Enhancement Strategy Plan, (superimposed together on the graphic below) will help to guide developers, city officials and the community at large, in their efforts to guide development toward realizing Central Tualatin as the “Heart of a Great City”.



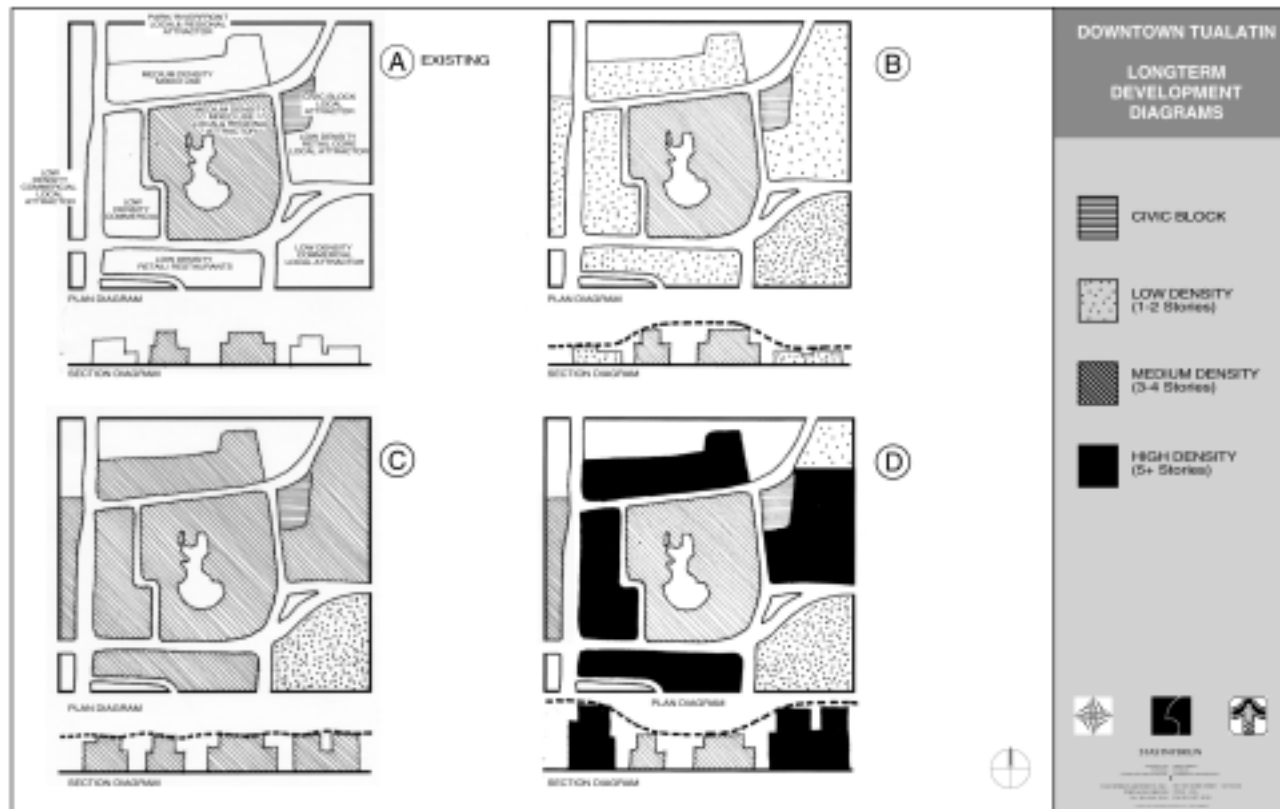
Combined Tualatin Concept/Enhancement Strategy (see appendix)

FURTHER WORK

As part of the discovery process, the focus group was asked for feedback on their personal view of the longterm development pattern they envisioned for Tualatin. Four distinct development diagrams were presented to the group for consideration. Diagram A shows the existing development pattern with the Commons as the dominant piece in the downtown core surrounded by development that is of mixed height but generally lower than the Commons. Diagram B shows what might happen if a lower height limitation on development surrounding the commons was established similar to Washington DC. Diagram C shows what might happen if a same height limitation on development surrounding the commons was established similar to Paris. Diagram D shows what might happen if a higher height limitation on development surrounding the commons was established similar to New Orleans. Most members felt that future development would eventually exceed the density of the commons and selected Diagram D as the most likely longterm development senerio for the City of Tualatin.



Downtown Tualatin Longterm Development Diagrams (see appendix)



VI. Public Comment

As part of the process the final draft of the Central Tualatin Design Guidelines were presented to the public for comment at an exhibit located outside the Library. The following question was asked;

Please provide us with your comments on the work that has been completed to date on the Design Guidelines for Central Tualatin. Your comments are important to us and we will make every attempt to address your comments in the final product. Thank You.

The following are the comments received to date.

I think the City of Tualatin should show it's respect by fixing up the Grange Hall. Many people have been going there for years and this landmark should stand strong and look nice; just like the commons are.

-Jason C. Smith

Is this design on the web site? Is there an 8x10 we can take home to review?

-Marissa Houlberg

Boones Ferry Road is too busy to have that number of crosswalks. It looks like you plan to force out the hardware store-Clarks. That is unacceptable.

-C. Ledbetter

Your ideas are noble - but you have little that is specific, concrete or enforceable. Letting the traffic in Tualatin continue as it is will defeat any program.

-Keith Weir

In the May 2001 City of Tualatin Newsletter there was a solicitation for Design Guideline Committee members to join the focus group. In the August 2001 City of Tualatin Newsletter there was an announcement of an Open House to be held on the 16th of August to present the Design Guidelines and Illicit any public comment on the project. The open house was also announced in an article in the August 9th issue of the Tualatin Times.

VII. Appendix

The following Graphics were employed or developed as part of the process the focus group explored while drafting the Central Tualatin Design Guidelines.

- a. Central Tualatin Concept Plan
- b. Tualatin Concept/Enhancement Strategy
- c. Downtown Tualatin Longterm Development Diagrams
- d. Central Tualatin Design District Design Guidelines Project Maps;
 - I Linkages
 - a) Planning Districts
 - b) Neighboring Areas
 - c) Public Ownership
 - d) Art and Cultural Resources
 - e) Natural Resources
 - f) Sidewalks and Pathways
 - II Street Character and Hierarchy
 - a) Street Classifications
 - b) Transit

CENTRAL TUALATIN CONCEPT PLAN

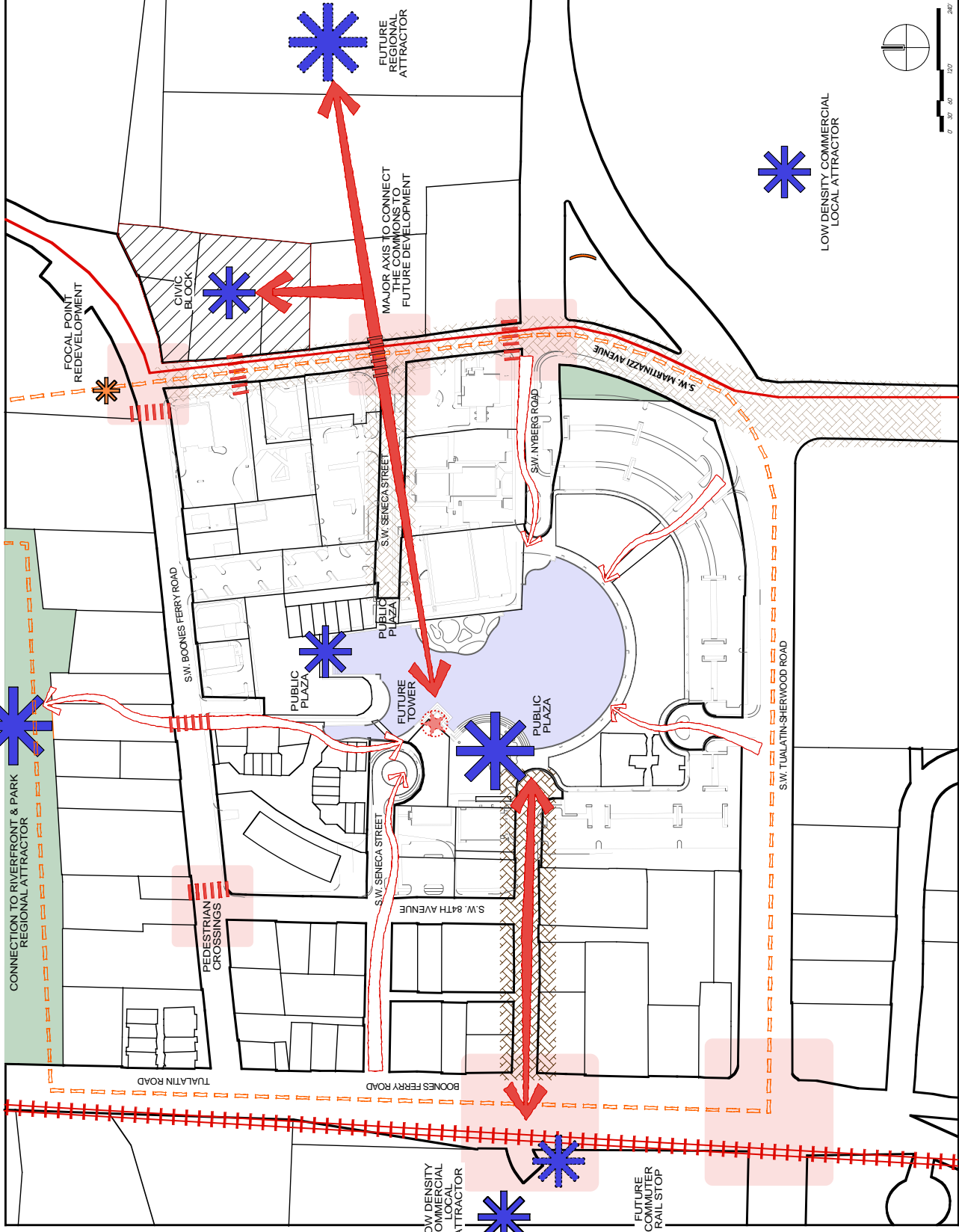
August, 2001

LEGEND

- CENTRAL DESIGN DISTRICT
- REGIONAL ATTRACTOR
- LOCAL ATTRACTOR
- FOCAL POINT
- TRANSIT LINES
 - BUS
 - COMMUTER RAIL
- PEDESTRIAN CROSSING
- MAJOR CONNECTION/LINKAGE
- MINOR CONNECTION/LINKAGE
- GREENWAY
- ENTRY POINT
- RETAIL CORRIDOR
- CIVIC BLOCK
- LANDMARK



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Central Tualatin Concept Plan

TUALATIN CONCEPT/ ENHANCEMENT STRATEGY

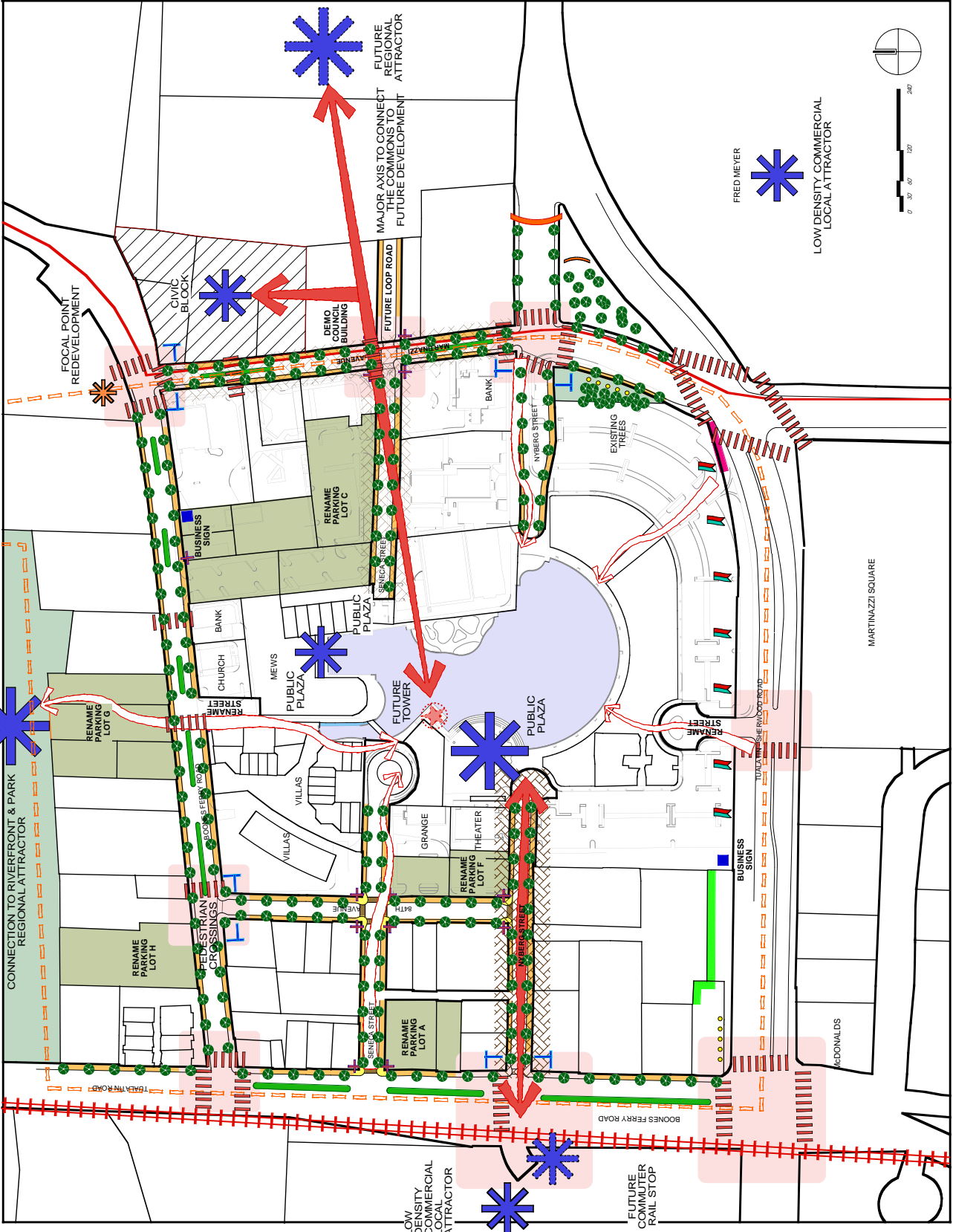
August, 2001

CONCEPTS

- CENTRAL DESIGN DISTRICT
- REGIONAL ATTRACTOR
- LOCAL ATTRACTOR
- FOCAL POINT
- TRANSIT LINES
- BUS
- COMMUTER RAIL
- PEDESTRIAN CROSSING
- MAJOR CONNECTION/LINKAGE
- MINOR CONNECTION/LINKAGE
- GREENWAY
- ENTRY POINT
- RETAIL CORRIDOR
- CIVIC BLOCK
- LANDMARK

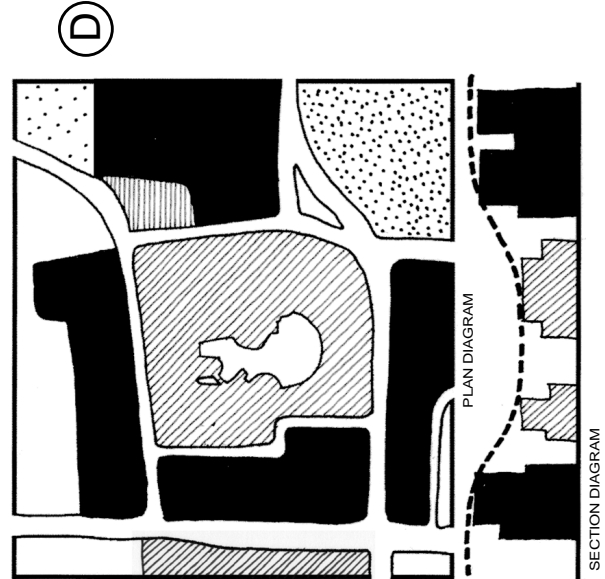
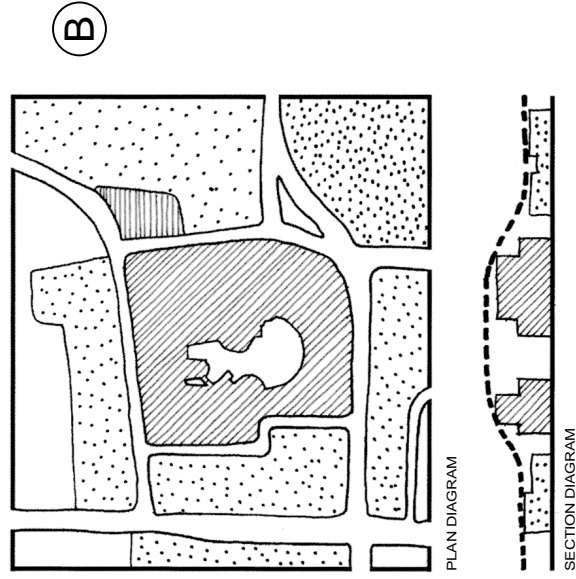
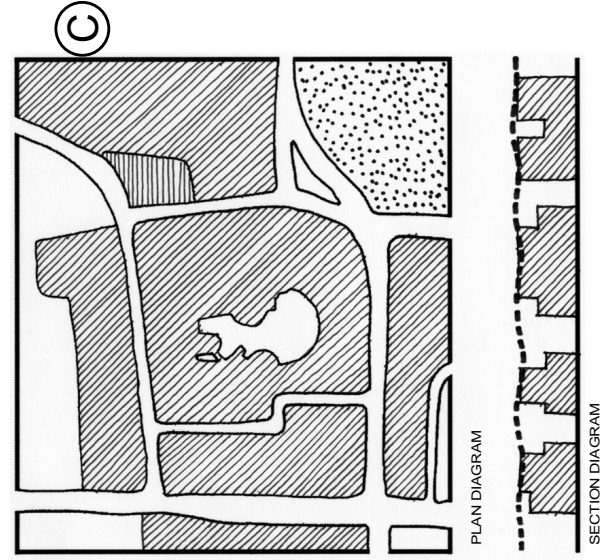
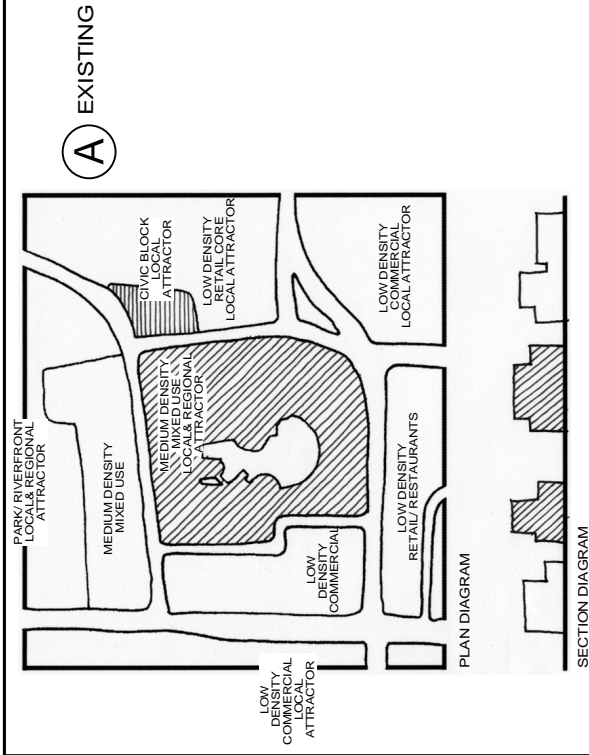
ENHANCEMENTS

- CURB BUMP-OUT
- SPECIAL TREATMENT
- PEDESTRIAN CROSSWALK
- TEMPORARY LANDSCAPING
- COMMUNITY SIGN
- LANDSCAPE MEDIAN
- PEDESTRIAN CROSSING
- PARKING LOT EXPANSION
- BANNER POLES
- BUSINESS SIGN
- STREETSCAPE IMPROVEMENT, LIGHTING, TREES
- BELL TOWER
- ARCHWAY
- GATEWAY
- PORTAL
- COMMUNITY IDENTIFICATION
- ART PIECE



Tualatin Concept/Enhancement Strategy

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DOWNTOWN TUALATIN

LONGTERM DEVELOPMENT DIAGRAMS

CIVIC BLOCK

LOW DENSITY (1-2 Stories)

MEDIUM DENSITY (3-4 Stories)

HIGH DENSITY (5+ Stories)

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