



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: September 26, 2011

SUBJECT: Work Session for September 26, 2011

- 1) **5:30 p.m. (30 min) – Stafford Area Update**
Clackamas County has announced their plans to do some work on the feasibility of including the Stafford area in the urban growth boundary. Tonight's discussion is intended to determine what position Tualatin should take in this anticipated planning work. Attached are several documents, including a letter from Clackamas County Board Chair Charlotte Lehan and a relevant portion of the 2040 Metro Functional Plan (Title 11).
- 2) **6:00 p.m. (45 min) – Basalt Creek Planning Area Update**
There are two primary efforts underway related to the Basalt Creek Planning Area. First, Washington County is leading a "transportation refinement plan" effort that will define a major roadway system within the area prior to Tualatin and Wilsonville beginning the concept planning. Second, Washington County is planning improvements to Boones Ferry Road from Norwood to Day. Tonight's work session item is intended as an update to the Council on these efforts and the public involvement associated with them.
- 3) **6:45 p.m. (10 min) - Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for Council to review the agenda for the September 26th City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.

City Council Work Session

Meeting
Date: 09/26/2011

Information

Attachments

A - Letter from Clackamas County Board Chair

B - Metro 2040 Functional Plan Title 11 Information



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

May 19, 2011

Metro Council President Tom Hughes and Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Study of Urbanization Potential of Borland Road and Stafford areas

Dear President Hughes and Councilors:

Clackamas County requests that Metro study the feasibility of the eventual inclusion of an area or areas within the Borland and Stafford Urban Reserves into the Metro Urban Growth Boundary ("UGB"). The County recognizes that such a study cannot be completed by Metro's milestone of July 5th, 2011 for a staff recommendation on a reserves decision for 2011. Nonetheless, the County believes it is important that a study begin soon.

Background

During the process of adoption of the Metro Urban and Rural Reserves, Metro requested that the entire Stafford and Borland areas (Reserves 4A, 4B and 4C) be designated as an Urban Reserve. While recognizing the challenges involved in urbanization of the area, Metro and Clackamas County agreed that designation of the area as an Urban Reserve was a better decision for the region as a whole than the designation of additional foundation farmland elsewhere.

The Intergovernmental Agreement between Metro and Clackamas County ("Reserves IGA") implementing the reserves contained a set of Principles for Concept Planning of Urban Reserves ("Principles"). While the 2011 UGB amendments will not involve concept planning, the Principles (paraphrased below) reflect a commitment to the community, and set out some important considerations for any study:

- Planning for the area should be coordinated, so that the Borland Road area can serve as a town center for North Stafford (4A) and South Stafford (4C).
- Concept plans for any portion of the Borland Road/ Stafford area should recognize the Stafford Hamlet Community Vision and Values Statement.
- The cities of Tualatin, Lake Oswego and West Linn should be invited to participate in the planning for the area.

- That the Borland area should be an area that provides for jobs and the opportunity for higher density mixed use development.
- That development and the calculation of required densities must recognize the riparian areas and other sensitive natural features.

Residents of the Borland Neighborhood Association, representing over 84% of the private property in the Borland area (generally the West half of Area 4C), have sent a letter requesting that the County support a study including “thoughtful, deliberate, and smart-growth planning efforts. . . .” A copy of the letter from the BNA is attached as Exhibit 1. The Stafford Hamlet recently submitted a letter stating a preference that, if there is a study, it should include all of Stafford. That approach is consistent with the Principles, which recognized that the Borland area could serve as a town center and employment area, but should only be planned in the context of the larger area. A copy of the letter is attached as Exhibit 2. However it is clear that any study consistent with the intent of the Reserves IGA would take longer than the time allotted for staff review of 2011 requests.

History shows that there are significant differences of opinion regarding the urbanization of the Borland and Stafford areas. That diversity of opinion continues today and extends to virtually every issue connected with urbanization. As numerous studies have recognized, the Borland Road area has the potential to serve as an employment center for the larger Stafford area and would help alleviate the current jobs/housing imbalance in Clackamas County. On the other hand, there was significant argument during the reserves process that areas within Stafford should have been designated Rural Reserve, and not developed at all during the next 50 years. A study is necessary to begin to move that diversity of opinion toward a plan, or at least provide a clearer understanding of the practical options going forward.

Any consideration of urbanization in Borland or Stafford must recognize the Stafford Hamlet Values and Vision Statement, which is attached as Exhibit 3 to this letter. The Values and Vision statement was the result of a two-year, community led process and was adopted by 85% of the 225 people who voted on it. The Values and Vision Statement provides a guide to the critical issues in Stafford and a potential roadmap to a successful and sustainable future.

Questions To Be Answered In A Study:

How Can Density Transfers or Density Averaging Work in the Borland/Stafford area?

Both the BNA and the Stafford Hamlet have identified the concept of density transfer as an important consideration. Clackamas County believes that an evaluation of the concept is essential for Stafford. As put by the BNA: “If planned right, Borland can become a dense and vibrant urban center, while relieving urban pressures from other areas” In order to work, the density averaging/density transfer concept should be addressed in advance of urbanization. Further, the amount and nature of sensitive areas should be taken into account when calculating the dwelling capacity to be accommodated. In other words, density transfer could be a vehicle to maintain the existing character of much of Stafford’s rural residential area by transferring densities to higher density urban areas, rather than a vehicle to accommodate hypothetical dwellings from more sensitive lands.

What Are The Options for Governance?

The area abuts the cities of Lake Oswego, Tualatin and West Linn. The study should review the potential governance options for all or part of the area, which the Principles indicate should ultimately be a city or cities.

How Will The Transportation System Function?

The urbanization of the area, along with timing and configuration, will have an impact on the local transportation system as well as nearby state highways. Adjacent cities have expressed concerns regarding the impact of cut-through traffic on city streets. On the other hand, the I-205 corridor is identified as a Next Phase Regional Priority Corridor for high-capacity transit. Given the long lead time for transportation projects, it is important to begin to address those issues now.

How Will Public Services Be Provided?

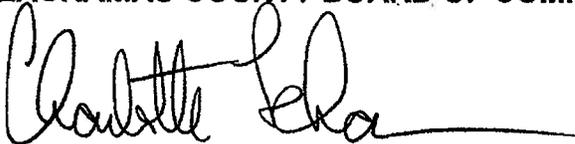
Some studies have indicated that parts of the area may be cost-effectively provided with urban services in the near future. Other areas will be more difficult to provide with urban-level public services, and there are several well established neighborhoods with little need or potential for redevelopment. Therefore, a study should address the potential provision of public services, particularly water and sewer, for all or part of the area.

Conclusion

In a December, 2009 letter to the Clackamas County Commission, the Metro Council committed to working with the County to implement to the Stafford Hamlet's vision of "varying degrees of development across a varied landscape, including clusters of high quality jobs and housing as well as pockets that retain the "Stafford Character." A study is an essential step in moving toward that vision, and the study should begin now.

Clackamas County looks forward to working with Metro to continue to make the region The Greatest Place.

Sincerely,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Charlotte Lehan, Chair

On Behalf of the Clackamas County Board of Commissioners

CL/dc

Borland Neighborhood Association

P.O. Box 941 Lake Oswego, OR 97034

March 31, 2011

Dear Clackamas County Board of Commissioners,

We, the Borland Neighborhood Association (BNA), hereby express—on behalf of the undersigned members of our group and other stakeholders passionate about the future of Clackamas County—our support for thoughtful, deliberate, and smart-growth planning efforts to be directed towards the Borland area, with the intent that it eventually be included within the Urban Growth Boundary (UGB) and urbanized.

We ask that the Board of Commissioners support these goals in two ways. First, we ask that the Board of Commissioners support us in our request for Metro to include that part of the Borland Road urban reserve area (area 4C) that is North of I205 and South of the Tualatin River within the group of urban reserve areas receiving further study as described below during the spring and summer of 2011. Second, if that analysis indicates Borland should be urbanized per Metro's needs guidelines and the March 2010 Clackamas County-Metro intergovernmental agreement, we request that the Board of Commissioners support us in our request to initiate and complete a collaborative, multiparty process to develop a Concept Plan and roadmap for Borland's eventual inclusion in the UGB.

Why Now?

It is important that Metro's 2011 analysis of Borland address a handful of issues that are critical to the long-term success of the area. These include, but are not limited to the following:

- "Density transfer." If planned right, Borland can become a dense and vibrant urban center, while relieving urban pressures from other areas—for example, the sloped parts of the Stafford basin where urbanization is neither desired nor economically feasible. Transferring density can have the effect of preserving natural habitat and rural areas for the long term, while building communities where it makes sense.
- Governance. The analysis should review the potential governance options, primarily annexation to an existing city, incorporation of a new city, or continuation as an unincorporated area.
- Transportation system.
- Potential service providers. The analysis should evaluate which public agencies should provide schools, libraries, water, stormwater, and other urban utilities and services.
- Need. The analysis should evaluate the area within the context of the region's long-term needs, as required by Metro's guidelines. The State's Goal 14 calls for the analysis of need to take into account livability, public facilities such as schools, and long-term population and jobs forecasts.

Following this analysis by Metro, and in the event that the analysis indicates a need for the Borland area to be urbanized, a Concept Plan should be conducted. This Metro-mandated process will take a much closer look at how the area should be built out, and will include a specific plan for governance, finance, and a physical plan, among other elements.

Supporters and Stakeholders

We are extremely gratified to hear and see the level of support now being expressed by a wide range of neighbors, public sector agencies, and other stakeholders. We feel that our efforts to meet with a wide range of stakeholders, listen to many points of view, and shape a vision for Borland's future now enjoys a broad base of support.

Specifically, over the past year, we have met regularly with elected leaders and staff from Metro and Clackamas County, Stafford Hamlet groups, State agency staff, union representatives, advisors to advocacy groups such as 1000 Friends of Oregon, and others. Many of these stakeholders have expressed their support in official testimony and others have or will be doing so in writing to the County.

Thank you for considering this request. We believe that it is important that we continue to move the Borland planning process forward as expeditiously as possible, and to ensure that Metro completes its technical analysis this spring and summer.

We strongly encourage the Board of Commissioners to express their support of these processes in writing to the Metro Council.

Sincerely,

Borland Neighborhood Association

Owner

Deborah Hanson
Raffi Arakelian
Robert Hornberg
Ovi Ragalie
David Lawrence
Cathleen C. Walker
Paul Lee
Richard Wiehrdt
Dr. David Waldram
Carl Schaber
Ron Preston
Gordon Lawrence
Cheryl Saaman
John Hertel

Owner

Linda Baker Unti
Chris and Heidi Guettler
Lee Schaber
Michael D. Hellberg
Casey Stroupe
Robert Smets
Fran Denley
Lenard Schaber
Larry and Valerie Shodin
Paul Osborne
David Snodgrass
Jerry and Lois (Wanker) Tolbert
Robert Fallow
Spencer & Gina Kinman

Business

Rolling Hills Church
S&H Logging
Stafford Investments, LP
Rolling Hills Foundation
Bamboo Home Gardens
P&D Nursery
Treadline Flooring
DJ's Fencing
Stafford County Montessori School
Gramor Development
Walker Properties Residential

Stafford Hamlet



April 25, 2011

Dear County Commissioners,

At the request of the Clackamas County Board of Commissioners (CCBC), Rob Fallow, representing a group of Borland residents calling themselves the Borland Neighborhood Association (BNA), approached the Stafford Hamlet Board (HB) during our March 2011 community meeting seeking a letter of recommendation that Metro conduct a study of the Borland area. The study request was very specific and limited exclusively to the following consideration: the *feasibility* of urbanization through a process of Density Transfer Swaps (DTS) from the Borland area to areas in the Hamlet north of the Tualatin River.

Following the discussion at the community meeting and after further discussion with Mr. Fallow at the March Hamlet Board Meeting, it was decided to schedule a Town Hall meeting to present the request and take an opinion poll of Hamlet residents.

Commissioner Lehan spoke at that April 9th Town Hall meeting, followed by Mr. Fallow and members of our board in which four possible positions were presented for consideration.

Hamlet residents were asked to indicate their preference for one of the following:

In response to the BNA request to METRO to study the Borland area for feasibility of urbanization through a process of DTS, the Hamlet Board should write a letter recommending to Metro the following:

1. Study Borland exactly how Rob Fallow and the BNA has requested
2. Study Borland as Rob Fallow has suggested, only include *all* of the area known as 4C, which Mr. Fallow and the BNA had excluded from their proposal
3. If Metro were to conduct a feasibility study in Borland, then it must expand the study area to include all of the Stafford Hamlet
4. Tell Metro that the Stafford Hamlet is not interested in a feasibility study at this time

The results:

#1	Study west 4C only	18 - 30%
#2	Study all of 4C	0 - 0%
#3	Study the entire Hamlet (that being 4A, 4B, & 4C north of I-205, <i>if and only if</i> , there was to be a study conducted in Borland)	27 - 45%
#4	No Study	15 - 25%

The result of the opinion poll was clear: the majority of Hamlet voters anticipating any study preferred that *if and*

only if there is to be a study of any part of the Hamlet, as in the case of the BNA request, the entire area encompassed by the Hamlet boundaries should be studied as a unit rather than having only a small portion of the Hamlet studied, planned or developed in the future.

This poll represents a statement by our residents that our community prefers to stay together as a unit, i.e.: areas 4A, 4B, & 4C north of I-205 if studies or plans are undertaken for long range development.

There was no other reason for this Town Hall Meeting. Consequently, the Board of the Stafford Hamlet recommends that the request by the BNA to study only Borland be denied.

It should be noted that there is, generally, no objection to the west end of 4C being developed as a first stage in the long range future development of the entire Stafford Hamlet and that "density transfers" should be encouraged in such planning and documented in future agreements with the county, Metro and surrounding cities.

We feel this position respects the wishes of Hamlet residents, honors our Vision and Values Statement, upholds the Memorandum of Understanding, and complies with Inter Governmental Agreements already in place.

On a final note, it is important to emphasize here that the subject of actual urbanization or inclusion into the UGB of any part of the Hamlet was not a matter presented at the Town Hall, nor was it a part of any of the subjects offered in this polling. In fact, it was made clear to all Town Hall attendees before the polling was undertaken that all of the questions under consideration pertained to the matter of feasibility and DTS only. Attendees were also advised that this poll was not for any kind of UGB inclusion.

Thank you for considering our recommendation.

The Stafford Hamlet Board of Directors



STAFFORD HAMLET

VALUES & Vision



The Stafford Hamlet
was born out of the idea that
change is inevitable,
including changing the way we
develop.

We have seen the defining character of many Oregon communities be destroyed because they were unable to make their voices heard. So in 2006 we came together—as landowners and neighbors, as developers, conservationists, and people in the middle—to create a model of limited self-governance recognized by Clackamas County as
The Stafford Hamlet.

The Hamlet community solidly supports preserving the Stafford Character, which includes open space, pastoral views, native trees and wildlife, and the Tualatin River and its tributaries. The community feels that growth and development, should it occur in Stafford, must be done thoughtfully, and in a fair and balanced manner that builds a strong, complete community and respects the rights of property owners.

This statement expresses the essence of our desire to provide
long-term stewardship of the Stafford Hamlet.

Our purpose is not to formulate a plan for development, nor to refuse one. Our purpose is simple but challenging: to unite in crafting meaningful recommendations for change that serve both individual interests and the common good in a manner that is just, fair, and reasonable for all.

Out of a mutual respect for a wide spectrum of opinions, and a firm commitment to finding common goals and interests, the Stafford Hamlet has crafted this
Values and Vision Statement to serve as
our road map to the future.

Vision

Infrastructure Needs

Existing infrastructure, including transportation, water, sewer facilities, parks, and schools, is not adequate to accommodate a significant increase in density anywhere in the Hamlet. There are concerns that the Hamlet's groundwater may be limited, so provision of new sources of drinking water may become a priority for further development here. Provision of adequate facilities must be addressed before significant development occurs.

Clustering to Preserve Open Space

Clustering, which concentrates development so that open land is preserved without sacrificing economic viability, is a desirable style of development for some parts of the Hamlet. Clustering appears to have the potential to preserve the Stafford Character while still allowing some development.

Areas of Limited or No Development

There are significant areas of the Hamlet that will not be developed or will have very limited development. These include: riparian zones, flood plains, wildlife habitat, steep slopes, and slide areas. These areas are shown on county and regional maps (see the attached map), and development options are determined by state, county, and regional statutes and policy. This is also consistent with the Hamlet's Values Statement.

Borland Development

The Borland area—south of the Tualatin River and north of I-205, not including the Halcyon neighborhood—is the most reasonable to develop for the purposes of residential densities and employment opportunities. Great care must be taken to protect the Tualatin River and to maintain the Stafford Character.

EFU Lands and Large Parcels

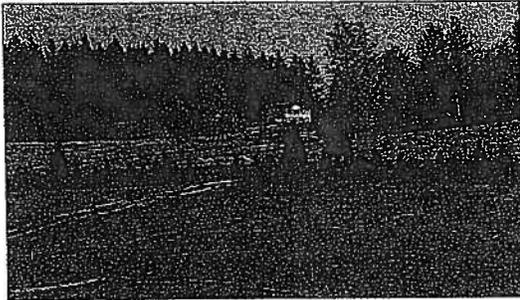
Exclusive Farm Use (EFU) land and other large parcels, currently limited to one house per 80 acres, should be permitted to divide into smaller parcels for the purposes of both development and preservation. We are committed to developing these lands in a thoughtful manner that allows economic viability while preserving their value as a resource for agriculture, wildlife habitat, and open space.

Previously Developed Neighborhoods

Already developed residential neighborhoods—Halcyon, Mossy Brae, Shadowwood, Tualatin Loop/Johnson Road south of I-205, and Ashdown Woods—should not be redeveloped to greater density. Existing lot sizes have already been established, are well accepted, and provide value to the community with their individuality and character.

Values

We value the qualities—the "Stafford Character"—that make our community a desirable place to live.



The Stafford Hamlet is quiet and peaceful, and residents have a sense of privacy. The Hamlet offers open space, pastoral views, and freedom from city lights. Native trees and wildlife enhance the experience of living here. The Tualatin river and tributaries such as Wilson Creek are an essential part of the community's character. Accessible natural areas keep people connected with the natural world. Our air is clean and our groundwater is of good quality, although limited. Old barns and farms are still visible and keep people in touch with Stafford's history. Most neighborhoods contain a variety of residential styles and lifestyles, and sometimes include agriculture and livestock. Some parts of Stafford have quality agricultural soils. Residents feel secure and safe here.

We value balance and fairness in our community.

The needs and desires of individuals, the Stafford community, and the surrounding region are sometimes in conflict. Similarly, economic, social, and environmental goals can be at odds. Our community decisions will strive for a balance between these competing interests, and we will work for common purposes. Competing interests can give rise to synergy and lead to creative solutions. New infrastructure and services should be efficient, cost-effective, and installed with minimal disruption; the cost of new services and infrastructure should be apportioned fairly, and development should pay for itself. Different parts of Stafford are suited to different uses; these potential different uses afford us the opportunity to create a Complete Community where people can live, work, and play.

We value the Tualatin River and its tributaries and wetlands.



The Tualatin River is a peaceful and scenic stream with some public access. It is a natural corridor for wildlife. Riparian areas and tributaries are essential to river health and wildlife. The river needs to be protected from pollution and excess stormwater runoff. Existing flood plains and natural wetlands function as pollution filters and should not be disturbed.

We value thoughtful change.

We must be good stewards of the Stafford Character, not just for ourselves but for future generations. When change is planned and predictable it maintains a strong, stable community. Changes shall comply with state laws and seek to achieve state land-use goals, while maintaining the best of the Stafford Character. Planning should incorporate the best ideas from similar communities, both national and local, where appropriate. Building practices should reflect good stewardship.

We value a strong community.

A strong community is fostered by interaction around a set of common goals and values. We have chosen to be guided by transparent, consensus-based decision-making in order to best reflect community priorities. Every citizen's voice is worth hearing. There is strength in unity and in maintaining the integrity of our community; fragmentation and divisiveness weaken our voice in regional decisions. Physical realities such as parks and public places provide gathering places, which help build a healthy, vibrant, and connected community. Quality education for young people is essential to the future of the community. We do not exist in isolation, and need to work with surrounding cities and jurisdictions.

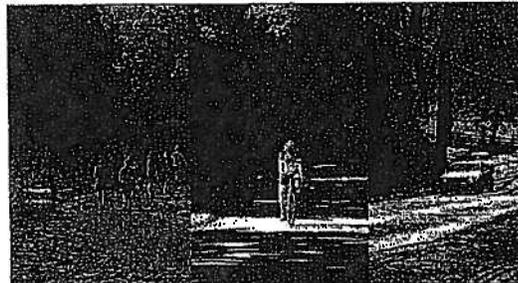


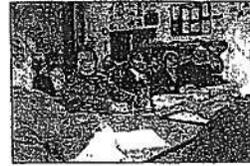
We value the legal rights of property owners.

Property owners have legal rights for development or preservation, as well as other rights of usage. Fair compensation is due when private land is used for the public's good.

We value our connections to each other and to surrounding communities and resources.

Stafford's proximity and access to urban services and resources should not be diminished through congestion or poor traffic planning. Accessibility and mobility within the Hamlet should be optimized, safe, and multi-modal (auto, public, bike, pedestrian).





This Values and Vision Statement declares the core community values of the Stafford Hamlet, as well as general principles for future development, if necessary.

The Values and Vision Statement was developed through a consensus process that included 20 neighborhood meetings, several Town Halls, and surveys of the community. This process took place over two years and involved hundreds of community members.



In March, 2009, this Values and Vision Statement was approved by 87% of the 225 community members who voted on it.



www.staffordhamlet.org
PO Box 4561, Tualatin, OR 97062



50 feet from top of bank of streams for areas of less than 25% slope, and 200 feet from top of bank on either side of the stream for areas greater than 25% slope, and 50 feet from the edge of a mapped wetland.

(sss) "Water Quality Resource Areas" means vegetated corridors and the adjacent water feature as established in Title 3.

(ttt) "Wetlands." Wetlands are those areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support and under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands are those areas identified and delineated by a qualified wetland specialist as set forth in the 1987 Corps of Engineers Wetland Delineation Manual.

(uuu) "Zoned capacity" means the highest number of dwelling units or jobs that are allowed to be contained in an area by zoning and other city or county jurisdiction regulations.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 98-730C, Sec. 10. Readopted by Ordinance No. 00-839, Sec. 1. Amended by Ordinance No. 00-869A, Sec. 2; Ordinance No. 02-972A, Sec. 1; Ordinance No. 05-1077C, Sec. 6; Ordinance No. 10-1244B, Sec. 9).

TITLE 11: PLANNING FOR NEW URBAN AREAS

3.07.1105 Purpose and Intent

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

(Ordinance No. 99-818A, Sec. 3. Amended by Ordinance No. 02-969B, Sec. 11; and Ordinance No. 10-1238A, Sec. 5; Ordinance No. 11-1252A, Sec. 1).

3.07.1110 Planning for Areas Designated Urban Reserve

I. A. The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with

Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

J. B. A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

1. If the plan proposes a mix of residential and employment uses:
 - a. A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection C;
 - b. A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;
 - c. A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;
 - d. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - e. Well-connected systems of streets, bikeways, parks, recreational trails and public transit that link to needed housing so as to reduce the combined cost of housing and transportation;
 - f. A well-connected system of parks, natural areas and other public open spaces;

- g. Protection of natural ecological systems and important natural landscape features; and
 - h. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.
2. If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:
- a. A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;
 - b. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - c. Well-connected systems of streets, bikeways, pedestrian ways, parks, natural areas, recreation trails;
 - d. Protection of natural ecological systems and important natural landscape features; and
 - e. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.
- K. C. A concept plan shall:
- 1. Show the general locations of any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow

estimates of the cost of the public systems and facilities described in paragraph 2;

2. For proposed sewer, park and trail, water and storm-water systems and transportation facilities, provide the following:
 - a. The general locations of proposed sewer, park and trail, water and storm-water systems;
 - b. The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit and trail facilities and freight intermodal facilities;
 - c. The proposed connections of these systems and facilities, if any, to existing systems;
 - d. Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;
 - e. Proposed methods to finance the systems and facilities; and
 - f. Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
3. If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;
4. If the area subject to the concept plan calls for designation of land for residential use, the concept plan will describe the goals for meeting the housing needs for the concept planning area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available. As part of this statement of objectives, the concept plan shall identify the general number, price and type of market and nonmarket-provided

housing. The concept plan shall also identify preliminary strategies, including fee waivers, subsidies, zoning incentives and private and nonprofit partnerships, that will support the likelihood of achieving the outcomes described in subsection B of this section;

5. Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of this chapter;
6. Be coordinated with the comprehensive plans and land use regulations that apply to nearby lands already within the UGB;
7. Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined at ORS 195.065(4), when the area is urbanized;
8. Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;
9. Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulations to the area intended to comply with subsection C of section 3.07.1120; and
10. Be coordinated with schools districts, including coordination of demographic assumptions.

B. Concept plans shall guide, but not bind:

1. The designation of 2040 Growth Concept design types by the Metro Council;
2. Conditions in the Metro ordinance that adds the area to the UGB; or

3. Amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.

C. If the local governments responsible for completion of a concept plan under this section are unable to reach agreement on a concept plan by the date set under subsection A, then the Metro Council may nonetheless add the area to the UGB if necessary to fulfill its responsibility under ORS 197.299 to ensure the UGB has sufficient capacity to accommodate forecasted growth.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 02-969B, Sec. 11; Ordinance No. 06-1110A, Sec. 1; Ordinance No. 10-1238A, Sec. 5; Ordinance No. 11-1252A, Sec. 1).

3.07.1120 Planning for Areas Added to the UGB

A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by section 3.07.1455B(4) of this chapter.

B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

C. Comprehensive plan provisions for the area shall include:

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;
2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;

3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455B(2) of this chapter;
 4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.
 5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;
 6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.
 7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;
 8. Provision for the financing of local and state public facilities and services; and
 9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
- D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using the method in section 3.07.120, within 30 days after adoption of new land use regulations for the area.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 01-929A, Sec. 8; Ordinance No. 02-964, Sec. 5; Ordinance No. 05-1077C, Sec. 6; Ordinance No. 05-1089A, Sec. 2; Ordinance No. 07-1137A, Sec. 3; and Ordinance No. 10-1238A, Sec. 5; Ordinance No. 11-1252A, Sec. 1).

3.07.1130 Interim Protection of Areas Added to the UGB

Until land use regulations that comply with section 3.07.1120 become applicable to the area, the city or county responsible for planning the area added to the UGB shall not adopt or approve:

- A. A land use regulation or zoning map amendment that allows higher residential density in the area than allowed by regulations in effect at the time of addition of the area to the UGB;
- B. A land use regulation or zoning map amendment that allows commercial or industrial uses not allowed under regulations in effect at the time of addition of the area to the UGB;
- C. A land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in section 3.07.1010(w) of this chapter, or for a new public school;
- D. In an area designated by the Metro Council in the ordinance adding the area to the UGB as Regionally Significant Industrial Area:
 1. A commercial use that is not accessory to industrial uses in the area; and
 2. A school, a church, a park or any other institutional or community service use intended to serve people who do not work or reside in the area.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3 and Ordinance No. 10-1238A, Sec. 5; Ordinance No. 11-1252A, Sec. 1).

3.07.1140 Applicability

Section 3.07.1110 becomes applicable on December 31, 2011.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3 and Ordinance No. 10-1238A, Sec. 5; Ordinance No. 11-1252A, Sec. 1).



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Colin Cortes, Assistant Planner
Alice Rouyer, Community Development Director

DATE: 09/26/2011

SUBJECT: Basalt Creek Concept Plan Update: Basalt Creek Transportation Refinement Plan and SW Boones Ferry Road Improvements (SW Norwood Road to SW Day Street)

ISSUE BEFORE THE COUNCIL:

This memo is an update on two events related to the Basalt Creek Concept Plan that began following the last update to the City Council at Work Session on April 25, 2011.

First, Washington County is leading a Basalt Creek Transportation Refinement Plan to define a major roadway system within the Basalt Creek Concept Plan Area. The study will be substantially completed before the cities of Tualatin and Wilsonville begin concept planning work.

Second, the County is planning improvements to SW Boones Ferry Road from SW Norwood Road to SW Day Street within the Basalt Creek Concept Plan Area.

POLICY CONSIDERATIONS:

- Basalt Creek planning is composed of three interrelated projects. The Basalt Creek Transportation Refinement Plan and improvements to SW Boones Ferry Road between SW Norwood Road and SW Day Street will directly inform and shape the third project, the Basalt Creek Concept Plan
- There are several projects underway that indirectly affect Basalt Creek planning:
 - SW 124th Avenue extension project (SW Tualatin-Sherwood Road to SW Tonquin Road)
 - City of Tualatin Transportation System Plan (TSP)
 - City of Wilsonville TSP
 - Washington County TSP
 - Tonquin Trail
 - Southwest Corridor and Tualatin High Capacity Transit
- Coordinating public involvement between all five involved jurisdictions is a crucial component for a positive outcome. Staff is working to ensure that Tualatin citizens have the chance to participate and get informed about all the projects. The Transportation Task Force is one way to get Tualatin citizens involved. Washington County has tentatively

scheduled an Open House to discuss the SW Boones Ferry Road project on Thursday, September 29, 2011 from 5:30 to 7:30 p.m. at Tualatin Elementary School located at 20405 SW 95th Avenue.

EXECUTIVE SUMMARY:

Concept planning the Basalt Creek Concept Plan Area is a multi-phased process. This update provides information on two concurrent projects.

First, Washington County is leading a Basalt Creek Transportation Refinement Plan to address general transportation issues in the Basalt Creek Concept Plan Area. The project scope (Attachment G) states:

This planning effort will define the major roadway system within the Basalt Creek Planning Area to a level sufficient to allow the cities of Tualatin and Wilsonville to begin concept planning. At minimum, the study will define an arterial corridor linking SW Tualatin-Sherwood Road to the SW Elligsen Road / I-5 interchange via existing and planned corridor alignments and identify phasing/expansion opportunities to meet traffic needs through 2035. The east-west corridor through the area will be consistent with a future Southern Arterial as defined in the 2035 Regional Transportation Plan (RTP).

In addition, this planning effort will assess operations at the SW Elligsen Road / I-5 interchange to determine how and when the interchange fails as growth occurs and improvements, particularly the new east-west corridor, are constructed. The resulting plan will recommend phased interchange improvements that can be utilized by agencies for preserving right of way.

The main outcome of this Refinement Plan phase will be a map of approximate corridors of existing, extended, and new major streets within and connecting to and from the Basalt Creek Concept Plan Area. This is to be completed in late January / early February 2012, before the cities of Tualatin and Wilsonville begin work on the actual concept plan.

The second project is improvements to Boones Ferry Road. Washington County took jurisdiction of Boones Ferry Road from Norwood to Day from ODOT; along with this transfer of jurisdiction came \$2 million to be spent on improvements to the road. Washington County is planning to use that money (along with additional Major Streets Transportation Improvement Program-MSTIP dollars) to improve the road by widening it from two to three lanes and adding bike lanes and a west sidewalk.

The SW 124th Avenue extension project began with a technical kick-off meeting in November 2010. There were several staff level discussions about how to plan for the road when a portion may be outside of the Urban Growth Boundary (UGB). The County hosted an interested parties meeting in May 2011 and subsequently put the project on hold to allow for more time for Basalt Creek Transportation Refinement Plan work to occur. Planning for SW 124th Avenue can recommence at any time and will most likely do so when the Basalt Creek Transportation Refinement Plan public involvement strategy is identified.

The last Council action related to Basalt Creek concept planning was authorization of an intergovernmental agreement (IGA) for concept planning the Basalt Creek Area via Resolution No. 5041-11 on June 13, 2011.

DISCUSSION:

Refinement Plan

Jeanne Lawson, Principal of JLA Public Involvement, is facilitating the Basalt Creek Transportation Refinement Plan. Washington County has hired DKS Associates, a transportation planning and engineering firm, to perform technical work for the Refinement Plan.

In July and early August, JLA interviewed staff and elected officials from five agencies: Oregon Department of Transportation (ODOT), Metro, Washington County, Tualatin, and Wilsonville (refer to Attachment E). Then, JLA convened a Basalt Creek Multi-jurisdiction (Staff) Technical Work Group Session #1 meeting on August 30, 2011. The minutes are Attachment F.

Following guidance from attendees, DKS will use the Metro Regional Transportation Plan (RTP) 2035 regional model. The outcome of modeling and the Refinement Plan would be a map of approximate corridors of existing, extended, and new major streets within and connecting to and from the Basalt Creek Concept Plan Area. This will be in keeping with the I-5 to 99W Connector Project Alternative 7 (Attachment D). The map will include a general area for a connector interchange extending east of I-5 and would inform the concept plan itself and the Cities' transportation system plans (TSPs). It also will constitute a "final network recommendation" by the Basalt Creek Transportation Refinement Plan.

The modeling will take into account environmental, topographical, and other factors as discussed in the meeting minutes (Attachment E). The group agreed to extend the six-month timeframe of the Refinement Plan to produce a map by late January / early February.

By the date of this City Council work session, the Policy Advisory Group will have met on September 15. Though the means of public involvement are not yet specified, staff will coordinate them along with all involved agencies. Staff will use the Tualatin Transportation Task Force as one means to inform Tualatin's citizens.

SW Boones Ferry Road Improvement Project

JLA is also consulting on public involvement for the SW Boones Ferry Road Improvement Project. Abe Turki, PE, Senior Project Manager with Washington County, convened a meeting on August 19, 2011 with Tualatin and Wilsonville staff to review existing conditions and discuss planned road improvements. The meeting minutes (Attachment H) include the Cities' comments and concerns and next steps.

The objective is to widen SW Boones Ferry Road to a two-lane road with a center two-way left-turn lane (three lanes including the turn lane) and allow for the possibility of future widening eastward to accommodate a four-lane section (five including the turn lane). The County would construct a sidewalk along the west side, where most development exists, and assumes an east side sidewalk coming into being as part of either future widening to four lanes or land development. There are currently four concept alternatives for this work: the first alternative (A) is existing / no-build. Two alternatives (B & C) would keep the existing alignment. The last alternative (D) would substantially straighten the road alignment (see Attachments J through M). The last involves fewer tax lots and less property owner negotiation. The roadway design speed would be 45 miles per hour (mph), travel lanes would be 12 feet (ft) wide, the center turn lane would be 14 ft, and there would be bike lanes. Attachment I lists Washington County evaluation criteria.

The approximate cost for any of the three alternatives is about \$9 million. Of this, \$7 comes from the Washington County Major Streets Transportation Improvement Program (MSTIP), and the remaining \$2 million comes from the Oregon Transportation Investment Act (OTIA) that ODOT had allocated for the road. In recent years when jurisdiction over the road passed from ODOT to the County, ODOT gave the County the \$2 million. The OTIA money is time-limited; it must be spent no later than December 31, 2012.

Concerns include utilities, specifically potable water and sanitary sewer lines and undergrounding of power lines. The project presents an opportunity for Tualatin to extend public lines a distance before the new road is laid down, but it would cost general revenue to do so.

An open house is scheduled for Thursday, September 29, 2011. The Highlights & Updates Section of the Basalt Creek Concept Plan website has a short summary of and links to the SW Boones Ferry Road project webpage.

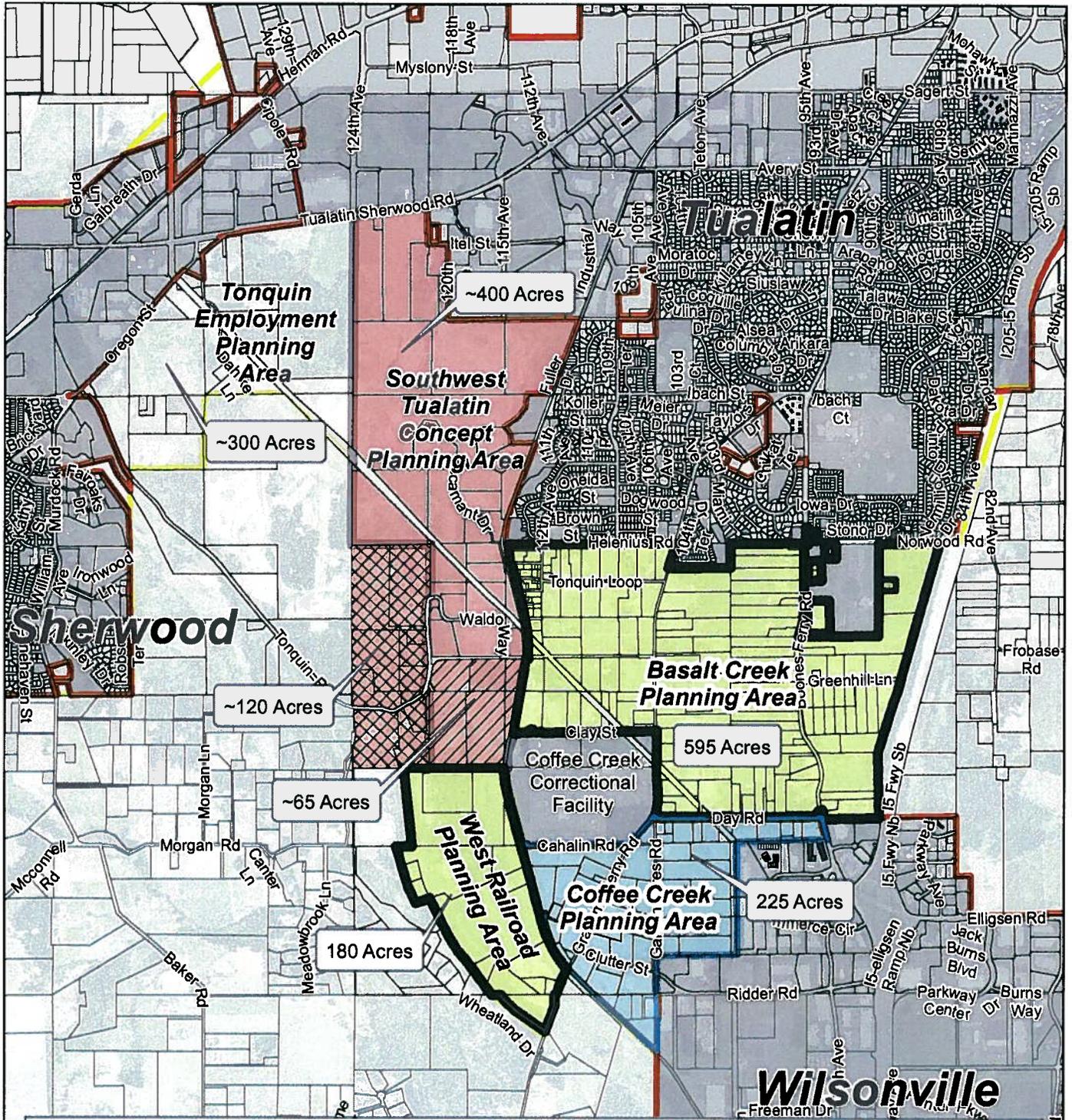
The SW Boones Ferry Road project webpage is:

<http://www.co.washington.or.us/LUT/TransportationProjects/boonesferrynorwoodday.cfm>.

RECOMMENDATION:

Staff recommends that Council provide direction to staff: Does the Council have specific comments to forward to Washington County?

-
- Attachments:**
- A - Map from Basalt Creek IGA
 - B - Map: Basalt Creek Aerial
 - C - Map: Basalt Creek Topography
 - D - Map: I-5 to 99W Connector Alternative 7
 - E - Refinement Plan Agency Interviews Draft Summary
 - F - Refinement Plan August 30, 2011 Minutes
 - G - Refinement Plan Project Approach Summary
 - H - Boones Ferry August 19, 2011 Minutes
 - I - Boones Ferry Evaluation Criteria
 - J - Boones Ferry Alternative A
 - K - Boones Ferry Alternative B
 - L - Boones Ferry Alternative C
 - M - Boones Ferry Alternative D
 - N - PowerPoint Slide Presentation of Maps



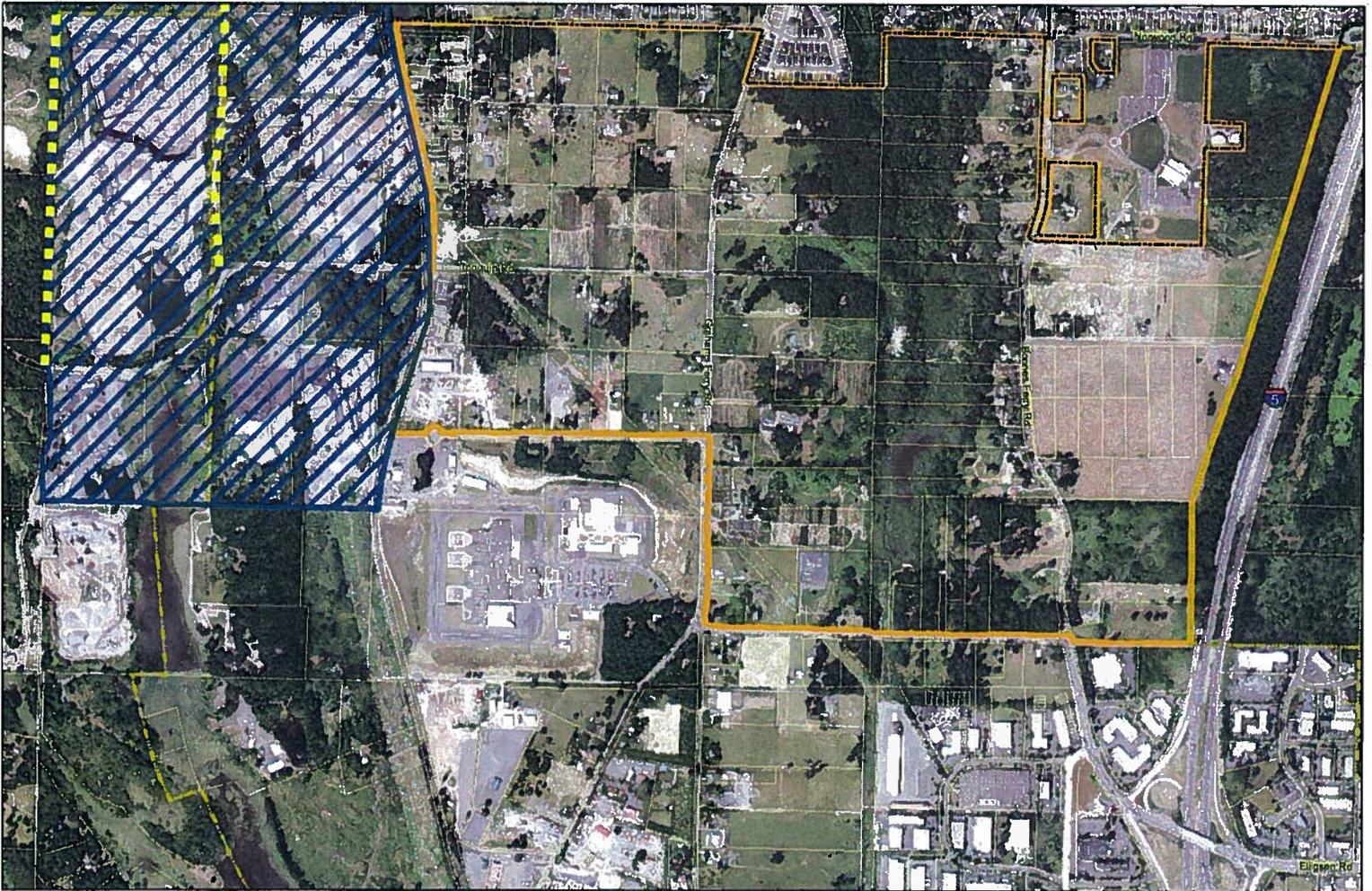
The Cities of Wilsonville and Tualatin
Areas Currently In UGB

-  Proposed Tualatin/Wilsonville Joint Planning Area
-  Wilsonville Planning Area
-  Tualatin Planning Area
-  Added to Southwest Tualatin Concept Planning Area
-  Tualatin UGB Expansion Request
-  City Limit
-  UGB



May 2010

Attachment A  Mile
 0 0.5
 Map from Basalt Creek IGA



Urban Growth Boundary

124th Avenue Alignment Options

Basalt Creek Planning Area Concept

Tualatin City Boundary

SW Concept Plan Area

Attachment B

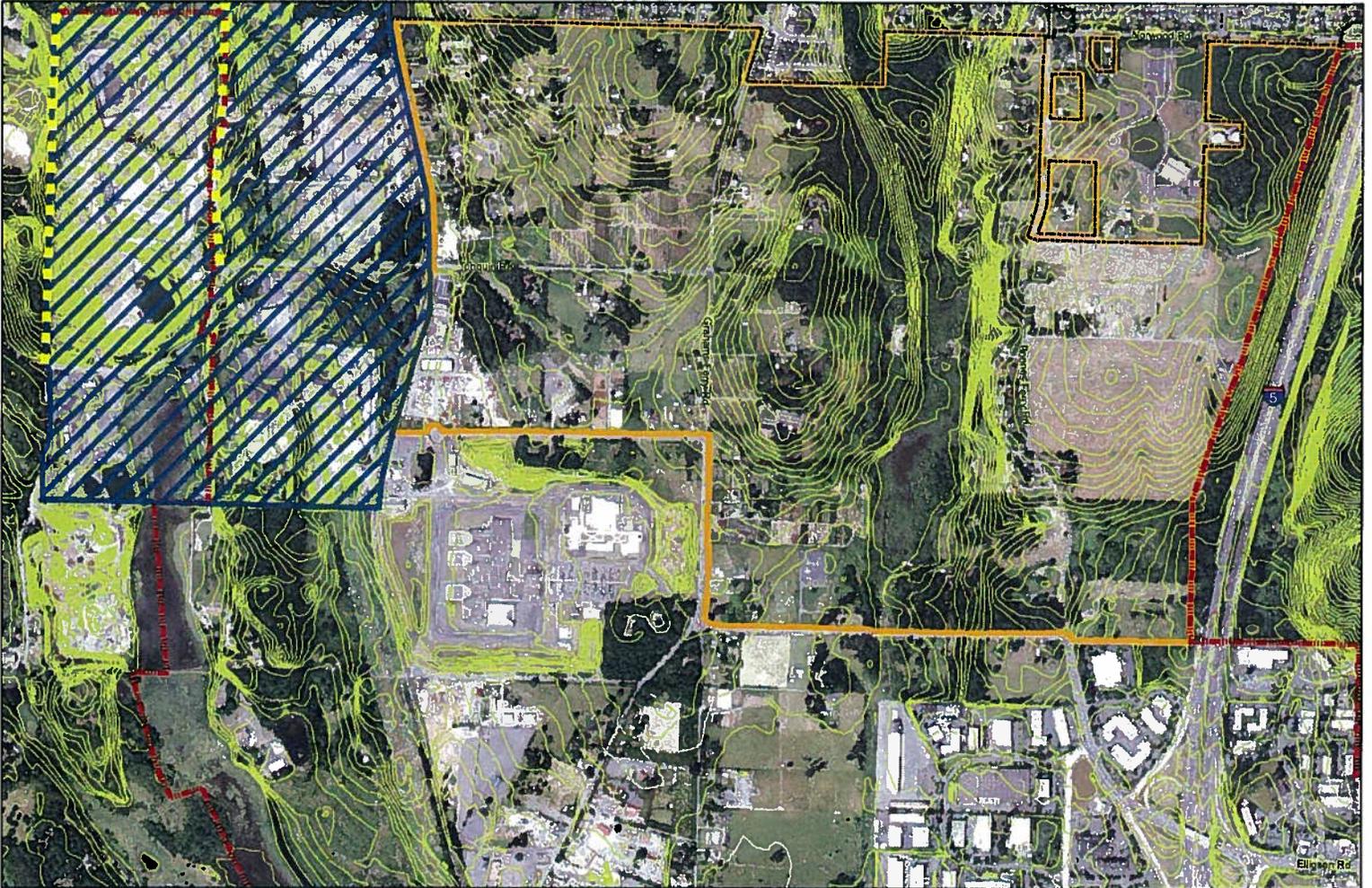
Map: Basalt Creek Aerial



RF 1:14,500

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR, assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is" - development and building steps. Previous 07/2011

Basalt Creek Planning Area - Topographic Map

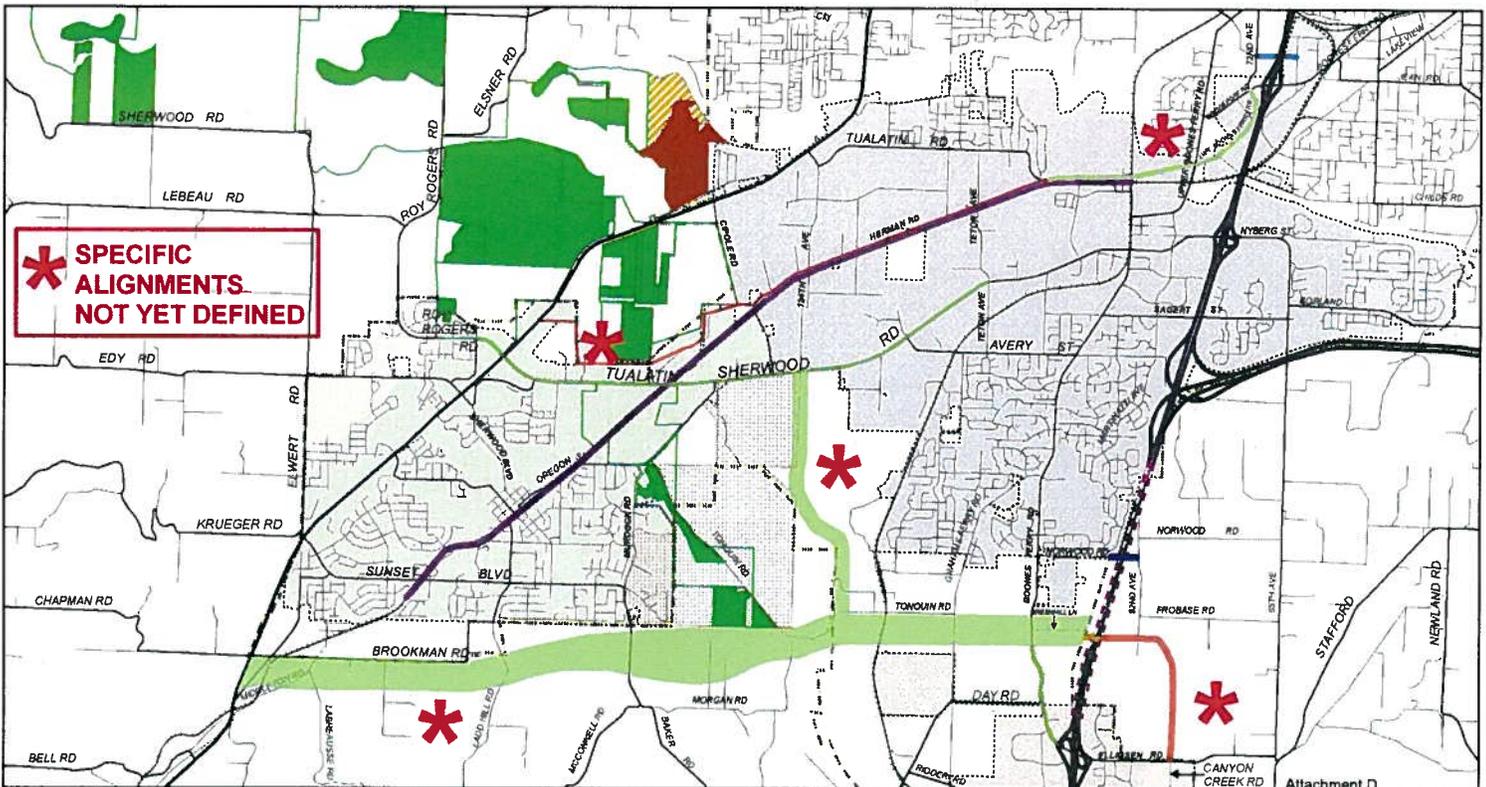


- - - - - Urban Growth Boundary
- - - - - 124th Avenue Alignment Options
- Basalt Creek Planning Area Concept
- SW Concept Plan Area
- - - - - Tualatin City Boundary
- - - - - 5' Contours

Attachment C
Map: Basalt Creek Topography



This map is derived from various digital sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR, is not responsible or liable for any errors or omissions in the information. This map is provided "as is." Cityworks and Building Dept. Printed 07/2011



1 inch equals 3,000 feet

0 1,500 3,000 6,000
Feet

Source Info:
GIS data from Metro - Portland, Oregon, 2005-06.

Legend:		Wildlife Refuge		Alternative 7 Corridors	
	Tonquin Scablands		Acquisition Boundary		2-3-Lane Arterial
	UGB		Refuge (Owned by USFWS)		4-5-Lane Arterial
			Metro Property		I-5 Auxiliary Lanes
			Metro Property (Managed by USFW)		Commuter Rail
					New Bridge Over I-5
					Replacement Bridge Over I-5
					New Crossing of I-5



Attachment D

Map: I-5 to 99W Connector
Alternative 7

Alternative 7

January 4, 2009

Agency Interviews

Draft Summary prepared by JLA Public Involvement
8/2/11

During July and early August, Jeanne Lawson conducted interviews with staff and elected representatives from the five key agencies (Wilsonville, Tualatin, Washington County, Metro and ODOT) that are anticipated to be involved with the Basalt Creek Transportation Refinement Plan. The two cities, the county and Metro recently signed an Intergovernmental Agreement to define the major County transportation corridor(s) through the Basalt Creek planning area prior to concept planning for the area. The transportation refinement is being led by Washington County, the agency with jurisdiction over the unincorporated area. The Cities of Tualatin and Wilsonville, which are expected to provide urban services to the area in the future, will lead the concept planning to determine appropriate land uses and more specific transportation needs to serve future development.

JLA Public Involvement has been contracted to facilitate the multi-jurisdictional decision-making process. The purpose of these early interviews was to better understand partner agency views and assumptions about the project and proposed process and to identify issues that need to be addressed through the partnering process. Those interviewed were asked about desired outcomes and priorities, key issues, risks and concerns, other partners and communities to engage, and who would serve as representatives during the process.

The following were interviewed in either individual or group meetings:

City of Tualatin (2 meetings)

Lou Ogden, Mayor
Monique Beikman, Councilor
Sherilyn Lombos, City Manager
Ben Bryant (also employed by City of
Wilsonville), Management Intern
Mike McKillip, City Engineer
Kaaren Hoffman, Civil Engineer
Alice Royeur, Community Development Director
Colin Cortes, Planner

City of Wilsonville (1 meeting)

Tim Knapp, Mayor
Bryan Cosgrove, City Manager
Michael Bowers, Community Development
Director
Stephan Lashbrook, Assistant Community
Development Director
Chris Neamtzu, Planning Director

Metro (2 meetings)

Andy Cotugno, Senior Policy Advisor
Joyce Felton, Planner (RTP)
Jane Hart, Planner (Tonquin Trail)
Carl Hosticka, Metro Councilor
Sherry Oeser, Planner (Title 11)

ODOT (2 meetings)

Kirsten Pennington, Unit 1 Planning Manager
Rian Windsheimer, Policy & Development
Manager

Washington County (2 meeting)

Andy Back, Principal Planner
Andy Duyck, Commission Chair
Steve Kelley, Senior Planner
Russ Knoebel, Principal Engineer
Stephen Roberts, Senior Planner
Roy Rogers, Commissioner
Andrew Singelakis, Director LUT
Gary Stockhoff, County Engineer

The following are key issues raised during the interviews.

Common Issues/Themes

Purpose of this refinement planning effort – Generally, participants agreed on the purpose of the effort – to refine the transportation framework (major roads) for the area in order to allow Concept Planning to proceed. Most also agreed that this process should address local intra-county travel demand for the near future, while still allowing for a future arterial between I-5 and Sherwood (the Southern Arterial) adopted in the Metro Regional Transportation Plan (specifically the Southern Arterial in this planning area). Wilsonville interviewees noted that it is their hope that the outcomes of this study may result in changes to the RTP. As part of this study, the team has been asked to revisit options for the connection from Boones Ferry to I-5, including analysis of the viability of a split diamond interchange. Not all parties agree on the need for this element of the study; ODOT believes the overcrossing shown in the current RTP reflects the most viable approach and therefore questions the need to revisit this. For this I-5 connection element, the partnering session will need to build a common understanding of the extent of analysis needed and what the group is willing to consider.

Repeating the past/Ability to move forward – One of the common questions asked by those interviewed was how this process would be different – both in structure and outcomes – from the I-5/99W Connector Project. There is a desire by all to see movement forward that allows for concept planning of the area. Several stressed the need to be clear up front about how decisions would be made if consensus were not reached.

Land use – Many of the interviewees raised the question of how the study would be coordinated with land use, noting that establishing the transportation framework before establishing the land uses will require using assumptions that may change; however, most noted that the arterials to be studied will be needed regardless, due to current and anticipated regional travel. They did however note that clarity is needed on how land use and transportation will be coordinated.

Decision-making structure/representation – Most interviewees concurred with having two interagency groups – a multi-jurisdictional staff group and a policy group. There was some concern expressed that a process not be established without the involvement of all the parties; the first meeting of multi-jurisdictional staff will confirm and clarify process steps and structure. Some cautioned that the proposed structure, although pared down, felt similar to the recent I-5/99W connector effort and noted that advance information, communication within jurisdictions and follow-through on commitments would be essential for success. The City of Tualatin requested that the policy committee include both the mayor and a council member from each City. They believed that this would ensure better coordination with their city council and that the councils would be better prepared to act on the outcomes. City of Wilsonville agreed. Washington County also agreed to assign two elected officials. All except ODOT agreed that ODOT needs to participate in this effort even though it was not a partner on the IGA.

ODOT was not convinced that they should be a part of the process, since they are not convinced of the value of revisiting the I-5 overcrossing element of the RTP.

There was some question about the appropriate role for Clackamas County and the City of Sherwood; most agreed that they should be engaged as stakeholders (rather than partners, since they do not have direct jurisdiction) and that they should be kept well informed.

Timeline – The recently signed IGA gave a six-month timeframe to address the transportation questions. There was doubt by the partners that this timeline was realistic when the interface with I-5 is discussed. Interviewees were presented with a concept of developing agreement on the Basalt Creek area framework first and then on the I-5 connection concept. While most felt this was workable, the City of Wilsonville interviewees stressed that the decisions need to be made concurrently. They pointed out that their city has the most at stake with the I-5 connection because of potential traffic impacts of the future system on the existing I-5 interchange in North Wilsonville and on their street network. They also have questions and concerns about how a planned connection to I-5 would affect the ability for the City and landowners to plan and develop in the area. City of Wilsonville stated that the 6-month timeframe was not unimportant, but was less important to them than wanting to have an open, transparent, and fair process. Both Cities said they would need time in between meetings to review information and brief councils. The schedule will need to be explored and resolved through the initial partnering process.

Coordination with other projects – Many felt that the Boones Ferry and 124th Extension projects were directly linked to outcomes of this process. Although some interviewees stated that the projects were necessary, they felt the projects should be integrated with this process. There were questions about the scope of each project, timing/phasing, or design in relation to an east-west arterial. This does not mean the projects need to be halted, but that there at least needs to be a common understanding of their scope and how it relates to the larger transportation effort. The Tonquin Trail, both City Transportation System Plans, and the County Transportation System Plan should also be consistent with outcomes of this effort.

Other key topics to incorporate or address (may not have been identified by more than one agency, but could affect schedule, process, or influence outcomes):

- The nature of ODOT's participation
- How the outcomes may or may not affect the RTP
- Data needs, especially around the I-5 interchange
- Improving working relationships/trust among partners
- Tonquin Trail preferred alternative
- Characteristics/type/size of the east/west road
- The other elements of the I-5/99W Connector Preferred Alternative – ensuring that the Southern Arterial does not become the only section of the three arterial set to be preserved

**Basalt Creek Transportation Refinement Plan
Multi-Agency Staff Technical Work Group (TWG)
Meeting# 1 Summary - DRAFT**

August 30, 2011
1:00 p.m. – 5:00 p.m.
Tualatin Library Community Room
18878 SW Martinazzi Ave

Attendance

Washington County

Andy Back
Kim Haughn
Steve Kelly
Russ Knoebel
Stephen Roberts
Andrew Singelakis
Gary Stockhoff

City of Wilsonville

Michael Bowers
Stephan Lashbrook
Chris Neamtzu

City of Tualatin

Ben Bryant (also for
Wilsonville)
Colin Cortes
Kaaren Hofmann
Aquila Hurd-Ravich
Mike McKillip
Alice Rouyer

Metro

Andy Cotugno
Joyce Felton
Jane Hart
Sherry Oeser

ODOT

Andy Johnson for Rian
Windsheimer
Todd Juhasz

Consultants

Ray Delahanty, DKS
Chris Maciejewski, DKS
Sylvia Ciborowski, JLA
Kristen Kibler, JLA
Jeanne Lawson, JLA

Welcome and Agenda Review

The meeting began with introductions. Jeanne Lawson noted that the purpose of this meeting is to get a common understanding of intent, scope and timeframe of the Basalt Creek Refinement Plan. Through interviews with members, two primary topics that stood out as needing discussion include 1) how the I-5 interface element fits in to this project and, 2) the 6-month timeframe in the intergovernmental agreement (IGA). Jeanne added that everyone in the interviews understood that the purpose of the IGA is to develop a basis for what work has to be put in place before concept planning can move forward.

Review Process Assumptions

Partnering Agreement

Jeanne reviewed the list of topics that should be included in the Partnering Agreement and asked if anything else should be included in the list.

- Alice Rouyer said the list should include coordination of public outreach efforts.

- Andy Cotugno asked if the Partnering Agreement includes concept planning, or just up to the point before concept planning. Jeanne responded that it is intended to cover the Transportation Refinement Planning -- what is necessary to inform the concept planning.

Other Area Projects

The group identified all the projects they felt were related this Basalt Creek transportation effort and who in the room (and some others) is involved.

- Tualatin TSP – *all Tualatin staff*
- Wilsonville TSP – *many are involved in this project, but not at the decision-making level*
- Tonquin Trail – *Metro
City of Tualatin (Carl Sweiser on Steering Committee)
City of Wilsonville (Chris Neamtzu)
Washington County (Russ Knoebel, Stephen Shane, Aisha Willits)*
- Boones Ferry (Day to Norwood) – *Washington County
City of Tualatin (Alice Royeur, Kaaren Hofmann, Aquilla Hurd-Ravich)
ODOT (no one in this room)
City of Wilsonville (Ben Bryant, Michael Bowers, Chris Neamtzu, Stephan Lashbrook)*
- 124th Extension (Tualatin-Sherwood to Tonquin) – *Washington County (Russ Knoebel)
City of Tualatin (Alice Royeur, Kaaren Hofmann, Hurd-Ravich)
Metro (Jane Hart, Sherry Oeser)
DKS (Chris Maciejewski)*
- Basalt/Railroad Areas Concept Plan – *everyone involved, except Joyce Felton and Andrew Singelakis*
- SW Corridor – *all involved, except City of Wilsonville
Tualatin HCT is a separate/related effort*

Recommendations Process

Jeanne noted that everyone in the room would be part of the conversation in upcoming meetings, but asked who the leaders are at each agency or jurisdiction that needs to be in agreement in order to create a consensus of this Technical Work Group. The group responded:

- Washington County *Andrew Singelakis*
- City of Tualatin *Alice Royeur*
- City of Wilsonville *Michael Bowers*
- Metro *Andy Cotugno*
- ODOT *Rian Windsheimer*

Project Purpose and Scope

What questions should this study answer?

The project purpose and scope will lay out what questions need to be answered through this Basalt Creek Transportation Refinement Plan process. Jeanne asked members to write down answers to the question: *What are the major questions you expect this study to answer?*

Members provided the following:

- Impacts to I-5? And if so...
- What happens to I-5?
- Before concept plan: access to I-5
- How will connection from 124-I5 – now, interim, future
- How will 124th connect to I-5?
 - Concept only:
 - Existing right of way
 - New right of way
 - Existing interchange
 - New interchange
- Will the connection from Tonquin to I-5 follow existing ROW or will there be a new road?
- What happens with Tonquin Rd 124th - ? (west)
- A clear scope of the project from Tualatin – Sherwood Rd. south along 124th east to Boones Ferry., South to I-5 interchange. And ROW to be reserved for extension east across I-5.
- Transportation Plan: Not just a 2-D traffic model (other factors)
- Defining the main alignments of transportation system for SW concept plan area AND Basalt Creek concept plan area
- What does the major road/transportation network need to look like
- Key transportation elements for Basalt Creek Concept Plan area and vicinity?
- Where (generally) will roads go through Basalt Creek area?
- What are major roads in the area (capacity and alignment)
- What road network will be needed to support Basalt Creek land uses?
- Major street corridors
- What will the transportation network look like in the Basalt area in 20+ years?
- How does that network connect to the surrounding communities
- This study: Major Road Framework in Basalt Creek Area (Regional – Roads)
- Clear scope and –desired outcomes from each jurisdiction (and externalities)
- Make clear county assumptions
- How will a multi-modal system be implemented over a long term (c. 20-50 years) that respects the transportation/land use connection?
- What kind of development will occur in the area?
- What street projects optimize development opportunities
- Is there a phasing strategy?
- What gets constructed and What does not
- Who pays and when?
- How does it all get paid for equitably?
- Prioritize transp. Projects: phasing to prevent “chokepoints”
- Transportation solutions over next 10 years: “interim”

- What is preferred alignment for Tonquin Trail in vicinity of Morgan, Tonquin Road and 124th extension for short term (5-10) and long term (20 yrs+)

Kristen Kibler summarized the questions into several main topic areas:

- 1) Transportation plan for the Basalt Creek Area; the major transportation network; compatibility with land uses
- 2) Connection between 124th/Tonquin vicinity and I-5 (specifics)
- 3) How I-5 and the interchange will be addressed
- 4) Phasing and optimizing development
- 5) Funding projects
- 6) Feasibility of the plan

She noted that, in summary, members want this project to develop the framework; do it in a way that is feasible (feasible road network); determine the phasing; and examine the issues around I-5 operations and connections.

I-5 Discussion

Jeanne invited members to discuss the topic of how this project will align with future changes to I-5 in the area. She said that she spoke to ODOT, who said they questioned the value of revisiting the I-5 connection because, in their understanding, there is no new I-5 interchange feasible between the Wilsonville and I-205 interchanges, little chance of funding major reconfiguration (such as a split diamond) of the existing interchange, and they believed the overcrossing in the RTP was a reasonable approach. She added that ODOT did not see a reason that consensus on a different outcome would be any easier at this point.

Members discussed:

- Andy Cotugno pointed out that this project is just about the short/mid-term, while leaving options open for the long-term; it is not about designing the long-term solution. However, he did believe it is necessary to explore and feasible to fund improvements to the existing interchange, i.e. turn lanes to on-ramps, etc. that could be required due to the transportation system and land use discussed for the Basalt Creek area. And he felt ODOT participation was needed for that discussion.
- Michael Bowers agreed that there should not be a lot of heavy engineering work for the I-5 interface. ODOT previously said it would support a split diamond or an overcrossing. He added that he would like to know at what point in time the interchange will begin to fail or be incapable of supporting the planned 2,000 acres of development in the area. If the interchange in North Wilsonville has to be upgraded at some point in the future, we have to preserve ROW for that upgrade. Wilsonville is concerned about accommodating the traffic that will be caused by the 2,000 acres of industrial development, which will likely use the existing North Wilsonville interchange. He wants to see a picture of how the interchange will evolve over the next 5 to 10 years. He added that he would like to see some kind of feasibility study about what kinds of improvements could work, and which ones could not. For example, he is concerned about the feasibility of the split diamond interchange. He wanted a minimal amount of study that could identify future upgrades that would be necessary for interchange traffic operations and would avoid development in the City or County from precluding those future improvement opportunities (for feasible upgrades.)

- Andrew Singelakis agreed that this project should do enough analysis to not preclude the future, and supported the idea of a small assessment of the interchange. He feels that this process must answer the question of how long the I-5 system will function before it needs an upgrade, and what kind of upgrade will be needed and feasible.
- Andy Cotugno commented that we need to figure out how big the interchange and roads need to be to support the land uses in the current UGB. The study does not need to include the land east of I-5, which would only be developed in the much longer term. Michael Bowers agreed that the areas east of I-5 did not need to be examined.
- Andy Johnson, ODOT, responded that he is not opposed to Andy Cotugno and Michael Bowers' comments because ODOT is supposed to support development in the UGB. He is concerned about not jeopardizing the functionality of I-5 as a whole, but also does not want to reopen the decision the region finally came to after I-5/99W connector study. He also does not want to do a small feasibility study that produces some solution or recommendation, only to find out 10-20 years later that actually it is not feasible. He added that the connector study showed that the diamond interchange and overpass could be feasible.
- Andy Johnson said that ODOT's expectation would be that the network would need to build out before improvements to an interchange would occur. ODOT has discussed the potential of treating this similarly to Brookwood, bringing an IAMP to the Commission that looks at land use and the local network and how the interchange operates in it, and what improvements are needed based on that.
 - Russ Knoebel responded this project does not seek to increase the size of the interchange, and that we are limited to a 6-month timeframe, whereas an IAMP usually takes two to three years.
 - Andy Johnson responded that what they had discussed was something more limited than what many think of as an IAMP. The study, if done, would identify what the land uses are, what that means to the transportation network, and what the interchange impact would be. He does not see it as significantly more than what this study will do.
 - Michael Bowers asked when such a study would take place. He added that an IAMP is beyond what he was proposing.
 - Various members noted that some evaluation is warranted, but the level of effort should be well below a typical alternatives evaluation.

Jeanne Lawson summarized the outcome of the discussion: The I-5 piece is about providing enough confidence to make wise land use decisions in order to not preclude options for the future. So, if the purpose is not to preclude, agencies want to look at how long the existing system will work and what will be needed when it fails. Andy Johnson wants to ensure that the examination of I-5 is happening in the context of the local system and local land use. We need to leave here today with a common understanding of how complex the study will need to be.

The group agreed that this study would evaluate the function of the existing interchange at intervals and would do limited evaluation more typically required for a TSP (more than was done previously but well below 30% design); it would explore the feasibility (including topography) of the options to address the future needs at the interchange in order to answer the following questions:

- *How long will the existing interchange function before it needs improvements/upgrades?*
- *What kinds of upgrades are feasible and support lands that will develop in the UGB?*
- *What do we need to protect through land use to preserve opportunities for improving the interchange in the future?*

- *What needs to be done with the I-5 interchange to support the level of traffic in the area?*
- *What areas along the highway need right of way preservation for any future interchange improvements?*

Basalt Creek Transportation Framework

Jeanne asked members to discuss their understanding of the transportation framework for the Basalt Creek area. She noted that, based on the interviews, another issue that needs to be discussed is the east-west connection from 124th to Boones Ferry. Some interviewees expected the study to locate two roads -- the major regional arterial (section of the "southern arterial") as well as another key road to handle more localized traffic across the wetland area -- others expect the study to just focus on one.

- Russ Knoebel said that the study should ask what roads are needed to support the build out of the area. Then in 20-30 years, we could have the bigger regional discussion with the I-5/99W connector and southern arterial. Washington County also hopes that this process will follow the RTP, and if it does not, then we may need to go back and change the RTP.
- The group discussed the need for arterials and collectors in the area. Andy Cotugno commented that the study should point out key areas where there needs to be a connection, but that it will not need to define much of the street system. Those questions should be left for local transportation planning. This study should focus on locating the arterial(s)
- Russ Knoebel, Andy Back and Gary Stockhoff agreed that the major network should be in place, but that cities should be free to fill in the gaps through their comprehensive planning or land use planning processes. Andy Back added that the County is focused on the arterial system, and that cities should decide on local routes.

The members agreed that the purpose of this project is to identify the transportation framework, specifically the major transportation "spine" for the Basalt Creek area -- like 124th, Boones Ferry and the east-west corridor. The purpose also includes assessing the I-5 interface to the extent that we understand: what will be needed in the future due to greater growth and development, and also to the extent that it will allow the cities and Washington County to preserve land uses and opportunities to develop the transportation network to respond to future urban growth pressures.

- Alice Rouyer cautioned against treating Boones Ferry, 124th and Basalt Creek as separate projects. Andrew Singelakis clarified that he agrees they are related.
- Andy Cotugno clarified that rather than "assessing the I-5 interface," the project should answer how the spine and I-5 will be connected.
- Ben Bryant added that we need to do all of this in a public process with opportunity for public input.

Jeanne added that there are different characterizations of the east-west piece of the spine, and that this group should have a common characterization. Chris Maciejewski asked for clarity.

- Andy Cotugno suggested that the east-west corridor be defined as adaptable to a future southern arterial in the future. However, the question of whether or not the corridor will actually extend that far and where should not be part of the scope of this process. He added that there is also the possibility that the other connecting parts of this network might include other connections into surrounding areas that provide more routes than a single east-west route.
- Members agreed with this characterization of the east-west connection as a single corridor.

Chris summarized the group's discussion: the purpose of the project is to establish the arterial framework, including the east-west "spine" through the Basalt Creek area. This work should also look at the potential for connectivity and land uses, but the end product will be the arterial framework backbone. Chris noted that the project will produce a map with lines that can be adopted into a TSP, not a design-level location map.

- The group discussed the need for general alignments, not full design level but alignments should be sufficiently defined to move to the next step and allow the alignments to be used in concept planning.
- Andrew Singelakis said that he thought some design work would be needed to provide a more feasible alignment for planning purposes.

Scope

Jeanne asked Chris what the scope of this project is as he sees it, and invited members to share their ideas and suggestions for the scope of the project.

Chris presented the scope of the project, with the following main points:

- Milestones of the project include: 1) partnering agreement, to be complete within next few weeks or month, and 2) draft east-west arterial ("spine") concepts for the area between a future 124th and Boones Ferry Rd and also consider concepts for a connection between Boones Ferry and I-5. Both of these will be included in a final recommendation.
- Studies: The project has a short timeline so cannot include detailed engineering. However, the project will look at various factors, including 1) topography, 2) wetlands/environmental constraints (Goal 5), and 3) impacts on property/built environment. This analysis will not be very detailed, but sufficient for the group to make recommendations.
- Technical Workshop: There will be a full-day technical workshop in October. The Technical Group will begin drawing arterial concepts and begin screening out concepts at that level. They will try to set alternatives in place, and will also discover if there are any unanswered questions that need to be answered about specific concepts. For example, they may find that check-ins are necessary with other agencies, or that a traffic study needs to be done. Some follow up work will happen in November. The workshop will "test" the networks at the sketch level. The Technical Group is not planning to do modeling in advance of the work session, but will want to get files together for interim scenarios. If the group wants to talk about phasing of improvements, the Technical Group will need those tools at the workshop.
- Getting to a recommendation: Then we will circle back with decision makers and go out to public with the evaluation of the alternatives that we examined. We would then seek a recommendation from decision makers.

Members discussed:

- Modeling: Chris laid out the 3 model options
 1. Connector modeling done on the 2030 horizon year
 2. Model used for the most recent RTP update
 3. 2035 model in development now, which has some of the latest land use assumptions put into it. This model will be ready in one month, so it may be a risk to use it for the six-month process of this project. There is a timing risk.
- Michael Bowers favored the RTP update model.
- Andy Back commented that we have to zero out stuff that is not in the UGB that is in some of those models.

- Chris replied that the 2030 model has less assumed UGB expansion in this area. He suggested using the 2030 model for the near-term assessment and using the RTP 2035 model for the bigger picture elements.
- Steve Kelley was in favor of using the 2035 RTP model for the entire project and just scaling it back when looking at areas beyond the UGB.

Members agreed that the 2035 RTP model would likely be most appropriate for both, scaling it back when necessary to only reflect what is in the UGB. They deferred to Steve Kelly and Chris Maciejewski to work out and issue a memo on the incremental approach (5 or 10 years).

- The format of the October workshop: Chris noted that it will be a full-day charrette design process. The group will brainstorm in morning, then do some technical work and come back and recommend a range of alternatives (to the PAG) for evaluation outside of the meeting. Jeanne added that after the Technical Group does their work, the PAG will be brought back in so we walk away with agreement on what the options are.
- Evaluation criteria to measure the benefit/costs of each alternative.
 - Chris noted that he did not visualize such a formal exercise.
 - Michael Bowers was concerned that without evaluation criteria, the group could come up with an unfeasible option that is too big and complex and risks not getting funded.
 - Chris responded that the workshop would be most productive if participants come in with some ideas of what they would like to see. The technical group can quickly put road alignments into the model, and in 10 minutes see how well the alignments works.
 - Russ Knoebel reminded members that this process is building on the RTP—which was a decision that has already been made through a lengthy public process.
- Level of design for the spine.
 - Andy Cotugno was concerned that modeling only gets into the issue of traffic demands, whereas we also need to consider whether options are available based on topography.
 - Russ Knoebel commented that none of the projects have taken much look at what the road will examine on the ground. That kind of detail does not typically happen until the project development level.
 - Andrew Singelakis committed that the county would provide some reasonable level of alignment design.

Jeanne summarized that the group agreed they would like the project to produce alternatives that are more than just a line on the map based on traffic demand. The alternatives should also look at topography in some sense, though the group understands they can't have the detail of a 30% level of design in this process. Andy Back added that the goal is to get the line on the map so you don't have to do a future plan amendment in order to move the line on the map.

Jeanne asked members for other suggestions or comments on what kind of technical work should be done.

- Michael Bowers suggested that, since this is a largely industrial area, the project should look at freight movement somehow.
 - Chris responded that freight is isolated in Metro's model. Freight information can be displayed separate from motor vehicle information.
- Andy Cotugno asked whether there will be sufficient detail to get a level of confidence about what the I-5 interchange will need in the future. Chris responded that intersection analysis can be done as a follow up to the workshop.

Draft Process and Schedule

6-month timeframe

Jeanne reminded members that the 6-month timeframe for this project ends at the beginning of January. She asked members whether they would like to extend the timeframe. *The group agreed that it is more important to do a good process than to meet the deadline.*

Michael Bowers added that developers have been asking the cities of Tualatin and Wilsonville some hard questions about how their property will be zoned in the future, and they would like to be able to provide answers soon.

Decision-Making Process

Regarding decision-making responsibility for this project, *the group concurred that if there is no change—if it is just carrying out what is in the RTP—then Washington County owns the decision; if there is a change to the RTP then Metro has responsibility for that process. The Cities of Tualatin and Wilsonville will be building and maintaining the Tonquin Trail. Also, 124th is part of Tualatin’s concept plan, so if something changes that significantly, then they may need to change their concept plan. Andy Johnson added that if there is something that involves a change to the interchange, ODOT would need to be involved in that decision.*

Jeanne directed the group to the “Draft Decision Making Process” portion of the Draft Partnering Agreement. The Policy Advisory Group is reflected as the decision-making group for this study, though Washington County is ultimately responsible.

Michael Bowers asked what public process is anticipated between now and this broad transportation planning piece.

- Jeanne responded that there will probably be combined outreach with the 124th (Tualatin-Sherwood to Tonquin) and Boones Ferry (Day to Norwood) projects and a joint open house at the end of September or early October, with more targeted outreach to property owners that may be impacted.
- Michael questioned whether we should we wait to involve the public until after this group has dealt with the broader issues.
- Alice Rouyer said that Tualatin will engage its new transportation committee in this project.
- Kristen Kibler added that some citizens have already asked if they can attend the policy group meetings. Stephen Roberts thought the message to the public at this time is that the agencies are working on process issues vs. substantive transportation issues now.
- Russ Knoebel said that Washington County has tried to keep as many faces the same across the various projects to make it less confusing for the public. They will also have an open house before the final recommendation in January.
- Jeanne advised that the jurisdictions and agencies be transparent. This process is building on the RTP decision that was made through a very hefty public process, and now we are clarifying and carrying out that decision. If there is work done on the I-5 interface, there will need to be clear public input opportunities for that.

The group agreed that the decision-making structure is good, with the addition of their comments.

Confirm Protocols and Commitments

Protocols

Jeanne explained that she brought a set of protocols to suggest to the group, but that in the interest of time she will email them to the group. One of the main protocols is that this group should be working toward consensus. The group agreed: *consensus means that Alice Rouyer, Andrew Singelakis, Rian Windsheimer, Andy Cotugno, and Michael Bowers (or their designee) all need to agree, but there needs to be a plan in place if they are unable to agree.* She said the protocols they adopt will define what happens if this group does not come to consensus.

Alice Rouyer said that the group should talk a bit more about public involvement strategy.

Kristen Kibler asked the group whether they want the September 15 meeting to be formally advertised to the public, given that it is more of a logistical meeting. Jeanne suggested that we hold the first policy group meeting first, and then decide how the meetings will be noticed and how public comments will be handled at meetings. Members agreed.

Kristen added that if anyone in the group gets communications from the media or the public about the project, let her know. These can be tracked during the course of this effort.

Basalt Creek Transportation Refinement Plan

Project Approach Summary

DRAFT September 11, 2011

This document summarizes the approach for delivering the transportation refinement portion of the work called for in the Intergovernmental Agreement between Metro, Washington County and the cities of Wilsonville and Tualatin on concept planning for the Basalt Creek and West Railroad planning areas. The approach was developed by the Basalt Creek Transportation Refinement Planning Technical Working Group, comprised of management staff from each of the partner agencies and ODOT.

Project Scope

This planning effort will define the major roadway system within the Basalt Creek Planning Area to a level sufficient to allow the cities of Tualatin and Wilsonville to begin concept planning. At minimum, the study will define an east-west arterial linking Tualatin-Sherwood Road from SW 124th to the SW Elligsen Road / I-5 interchange via existing and new corridor alignments and identify phasing/expansion opportunities to meet traffic needs through 2035. The east-west arterial through the area will be consistent with a future Southern Arterial as defined in, and with the conditions of, the 2035 Regional Transportation Plan (RTP).

In addition, this planning effort will assess operations at the SW Elligsen Road / I-5 interchange to determine how and when the interchange fails as growth occurs and improvements, particularly the new east-west corridor, are constructed. The resulting plan will recommend phased interchange improvements, or other options as defined in the IGA, that can be utilized by agencies for preserving right of way.

Type of Evaluation

The level and type of detail involved in this project's technical approach will vary between the transportation network and the interface with I-5.

Basalt Creek Transportation Network

The major roadway network evaluation to develop the Refinement Plan will be focused on answering questions about feasibility, performance, cost, and impacts at a level of detail necessary to make decisions about general roadway alignments and phasing of improvements (e.g., preliminary CIP project development-level analysis). The major roadway facilities will be planned to a sufficient level of detail to support the area's envisioned land uses and allow for later concept planning at the local facility level.

The types of data that will be included in the evaluation include:

- Topographical constraints (e.g., contour maps)
- Environmental constraints (e.g., wetlands and other Goal 5 resources)
- Property impacts (e.g., aerial photos and GIS parcel data)

- Roadway network performance (e.g. roadway congestion, freight travel patterns, and macroscopic interstate capacity analysis)

This effort will result in the “lines on a map” needed to incorporate the Basalt Creek area’s transportation “spine” and other identified needs into local Transportation System Plans and Concept Plans.

I-5 Interface

Evaluation of the transportation system at its connection to I-5 will focus on future needs related to interchange capacity to support growth within the existing UGB, as well as long-term growth in the planned 20-year horizon. The traffic operational analysis will include a higher level of detail than what is assumed for the Basalt Creek Network evaluation in order to identify when the interchange area is anticipated to no longer meet mobility standards and what improvements could be done within the existing interchange form to provide additional capacity to serve the existing UGB. The analysis will look at operations in interim years and recommend phased capacity improvements such as additional turn lanes, identifying locations in the interchange area that should be targeted for right of way preservation.

Longer-term evaluation of the interchange (i.e., what is needed to support growth to 2035 that goes beyond the existing UGB) will follow a methodology similar to what is described for the Basalt Creek Network development. This includes CIP project development-level analysis that could explore interchange configuration options, as well as evaluation of overcrossings near the interchange area.

Key Analysis Assumptions

Data for topographic, environmental, and property impacts will primarily rely upon available data sources such as Metro's Regional Land Information System (RLIS).

Data for estimating growth and roadway performance will rely primarily upon travel demand forecasting from Metro's regional travel demand model. The long-range horizon year will use the 2035 Financially Constrained model that was used for the currently adopted Regional Transportation Plan (RTP). Interim year scenarios will be estimated by adjusting both land use (e.g., only growth within the current UGB) and roadway networks (e.g., financially committed projects) to create 5 or 10-year increments.

In addition, land use assumptions in the regional travel demand model will be reviewed and refined to make sure that key growth directly accessing this area is accounted for, including the following Planning Areas:

- Basalt Creek Area
- West Railroad Area
- Coffee Creek Area
- Tonquin Employment Area
- Southwest Tualatin Area

**Boones Ferry Road Meeting Minutes
Friday, August 19, 2011
2pm-3:30pm
Tualatin Council Chambers**

Attendees:

City of Tualatin	Aquilla Hurd-Ravich, Collin Cortes, Kaaren Hofmann, Mike McKillip
City of Wilsonville	Eric Mende, Michael Bowers, Jeff Owen, Stephan Lashbrook, Ben Bryant, Chris Neamtzu
Washington County	Abe Turki, Russ Knoebel, Kim Haughn
Consultants	Jeanne Lawson (JLA), Pat Carroll (M&S)

REVIEWED EXISTING CONDITIONS:

Boones Ferry Road between Norwood and Day is a 2-lane arterial with little to no shoulders and has increasing traffic volumes. This section of Boones Ferry Road includes substandard curves north of Day Road and poor sight distance at the Greenhill Lane intersection. This results in unsafe traffic conditions for main line traffic. This section also lacks pedestrian and bike facilities.

DISCUSSED PLANNED IMPROVEMENTS (3 alternatives):

Three alternatives were presented at this meeting; all show the 3 and 5 lane configurations. Based on funding limitations, the county suggested that this project widen the roadway to an interim three lane arterial facility, relocating the centerline to flatten or remove the curves between Day Road and Norwood Road. The horizontal and vertical alignment of Boones Ferry Road between Norwood and Day will be improved to increase safety and meet a minimum 45 mph design speed. Planned improvements are limited by available funding, and will most likely include:

- Realigning the roadway centerline between the Horizon Christian High School and Day Road.
- Widening the roadway to a 3 lane interim arterial roadway with on-street bike lanes on both sides, and designed to allow for widening to the ultimate 4-5 lane facility by future development.
- Provide a pedestrian walkway on one side of Boones Ferry between Day and Norwood (west side).
- Complete the pedestrian connections on both sides of Boones Ferry Road between Norwood and Iowa.
- Install a roadway drainage storm system, with water quality treatment and detention facilities that will accommodate the ultimate future 4-5 lane roadway.

- Make modifications to the traffic signal at the Day Road intersection if warranted by the roadway realignment to the north of the intersection.

PROJECT TIMELINE:

According to the ODOT/County IGA, the construction of these improvements must begin Fall 2012 with completion by Fall of 2013.

Boones Ferry Road Meeting Minutes (cont'd)

CITIES CONCERNS/COMMENTS:

- The City of Tualatin and City of Wilsonville were supportive of the project and both agreed that this project should be designed and constructed as an interim 3-lane arterial, with possible widening of up to 5 lanes in the future. Future widening would likely occur as part of future development of properties along the east side of the road.
- Criteria needed to be developed to help choose an alignment alternative.
- Least ROW impact should be considered when choosing between alternatives
- City of Wilsonville would like to discuss undergrounding existing overhead utilities; the project will not absorb the added cost.
- Tualatin and Wilsonville may add water and sewer facilities for future need as part of this project.
- Both Cities asked to be invited to the upcoming utility coordination meeting for the project (not scheduled yet).
- Wilsonville emphasized the need for studying the capacity of the Boones Ferry/Day intersection and possible additional improvements as part of this project.
- Coordination is needed between CWS and both Cities to determine drainage standards for the project and its future maintenance if it is later annexed to and maintained by the city.
- Cities would like project information, timelines and alternatives posted on the project website.

NEXT STEPS:

Cities will discuss the project and three alternatives with their policy makers.

Schedule a Utility Coordination Meeting

Public open house date needs to be determined soon after the Basalt Creek Basin area meeting on August 30, 2011.

Boones Ferry Road's County website went live on Monday, August 22. Kim will work with Ben Bryant and Jeanne at JLA regarding linking our county website to the City's

Basalt Creek Planning site. JLA and Ben will create a section on the City's BC Planning site specific to Boones Ferry.

County project team will meet on a regular basis with staff from both cities to discuss progress and solicit feedback.

SW Boones Ferry Rd. (SW Day St to SW Norwood Rd)

Evaluation Criteria for SW Boones Ferry Rd. (SW Day St. to SW Norwood Rd.)

Draft 9/8/11

The following are draft criteria that will be used to help select an alternative to forward into final design for the Washington County SW Boones Ferry Rd. (SW Day St to SW Norwood Rd) Improvement Project. The criteria are not weighted. Members of the project team, representing County and Cities, will review input from the community and a high-level technical evaluation, to select an alternative that best meets the criteria.

Evaluation Criteria	Alternative A No Build	Alternative B	Alternative C	Alternative D
Improves safety for all modes				
• Additional bicycle lanes				
• Additional sidewalks				
• Improves safety for left turning movements				
• Improves horizontal geometry				
• Improves vertical geometry				
Minimizes community impacts				
• Minimizes # of properties affected				
• Minimizes impacts to neighbors				
Minimizes impacts to environmental resources				
• Minimizes stormwater impacts				
• Minimizes wetland impacts				
Cost-Effective				
• Right-of-way costs				
• Overall project cost				
Construction				
• Minimizes disruption during construction				
• Minimizes schedule/cost risks				
Adaptability, implementation over time				
• Cities able to adapt project for compatibility with future land uses				
• Expandable for future needs				
Other				
•				
•				
Other				
•				
•				

Attachment I

Boones Ferry Evaluation Criteria



SW Day St

SW Greenhill Ln

SW Norwood Rd

Attachment J
Boones Ferry Alternative A



SW Day St

SW Greenhill Ln

SW Norwood Rd

Attachment K
Boones Ferry Alternative B



SW BOONES FERRY ROAD
FOR IMPROVEMENTS TO EXISTING ROAD
PROJECT C
PREPARED BY ALCON & GRADY



SW Day St

SW Greenhill Ln

SW Norwood Rd

SW BOONES FERRY ROAD
FOR IMPROVEMENTS TO EXISTING ROAD
PROJECT C
PREPARED BY ALCON & GRADY



Attachment L
Boones Ferry Alternative C



SW Day St

SW Greenhill Ln

SW Norwood Rd

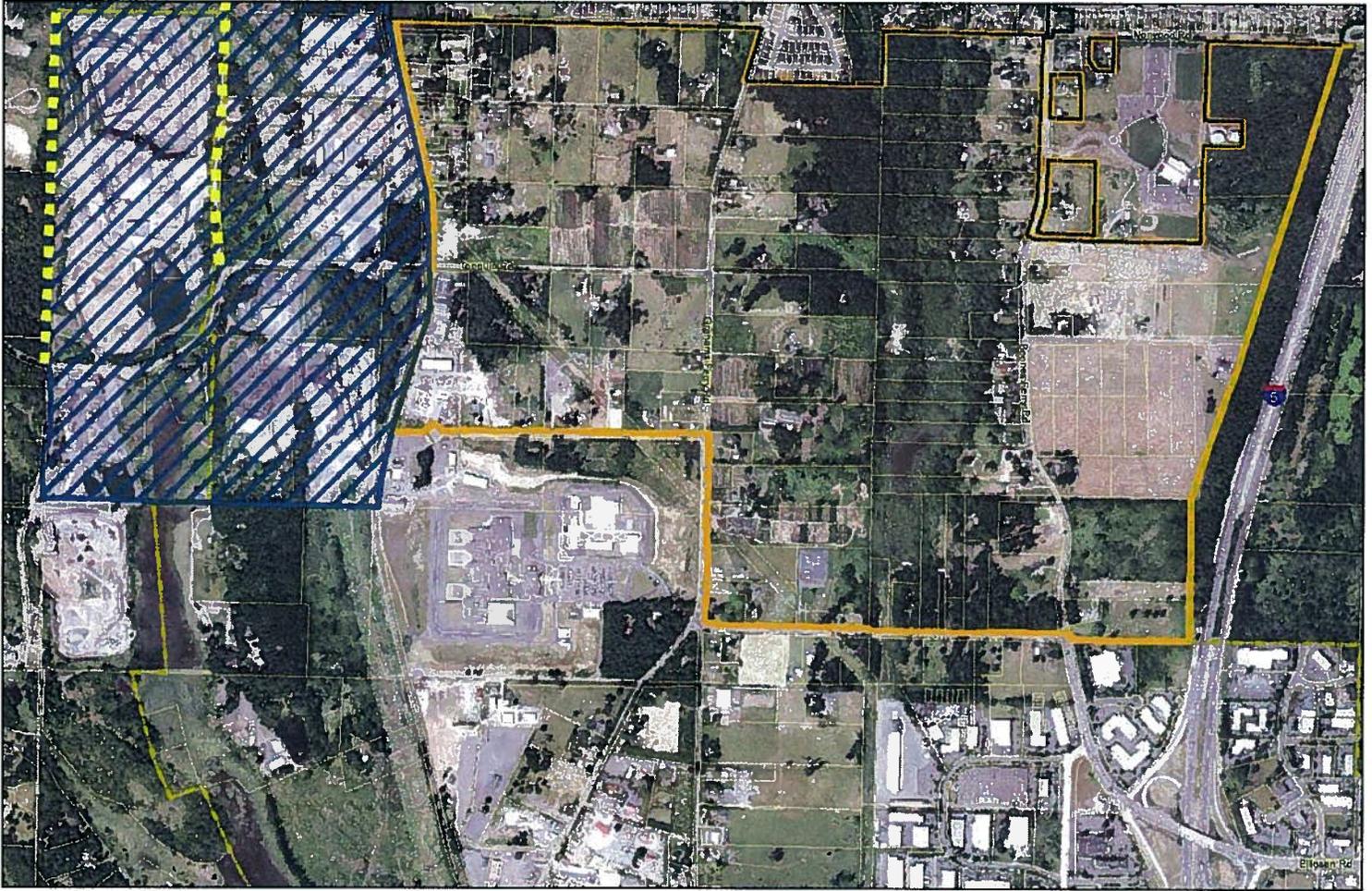
Attachment M
Boones Ferry Alternative D

**Concept Plan:
Basalt Creek**

**Basalt Creek Concept Plan Update:
Transportation Refinement Plan &
Boones Ferry Road Improvements**

**City Council Work Session
September 26, 2011**





- Urban Growth Boundary
- 124th Avenue Alignment Options
- Basalt Creek Planning Area Concept
- Tualatin City Boundary
- SW Concept Plan Area

Attachment B
Map: Basalt Creek Aerial RF 1:14,500



This map is derived from various digital data sources. While every effort is made to ensure the accuracy of the data, the City of Tualatin does not warrant the accuracy or completeness of the information shown on this map. The user assumes all liability for any use of this map. The City of Tualatin is not responsible for any errors or omissions on this map. The City of Tualatin is not responsible for any damages, including consequential damages, arising from the use of this map.





Questions?

