



City of Tualatin

www.tualatinoregon.gov

OFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF May 19, 2016

TPC MEMBERS PRESENT:

Alan Aplin
Jeff DeHaan
Angela Demeo
Cameron Grile
Mona St. Claire
Janelle Thompson

STAFF PRESENT

Aquilla Hurd-Ravich
Zoe Monahan
Alice Cannon
Karen Perl Fox
Charles Benson III
Erin Engman
Lynette Sanford

TPC MEMBER ABSENT: Bill Beers

GUESTS: Sara Singer, Joe Lipscomb, Sherman Leitjeb, Grace Lucini

1. CALL TO ORDER AND ROLL CALL:

Alan Aplin, Chair, called the meeting to order at 6:32 pm and reviewed the agenda. Roll call was taken.

2. APPROVAL OF MINUTES:

Mr. Aplin asked for review and approval of the March 17, 2016 TPC minutes. MOTION by St. Clair SECONDED by Thompson to approve the minutes as written. MOTION PASSED 6-0.

3. COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):

Joe Lipscomb, a member of the Tualatin Area Aging Task Force, gave an update on the group and expressed concerns of the members. Mr. Lipscomb stated that the Aging Task Force has become involved with transportation mobility, the SW Corridor Plan, and accessibility to transit centers. Mr. Lipscomb noted that they are interested in safe sidewalks and pedestrian paths, which currently do not meet the needs of the aging population. The group is also looking at housing issues and is working with AARP. Mr. Lipscomb acknowledged that adding light rail will not help the aging population and other issues of concern are sidewalk width, crosswalk location, and traffic signal timing.

Mr. Aplin stated that he received a Service Enhancement Plan update from TriMet that addresses some of these issues.

Alice Cannon, Assistant City Manager, stated that TriMet adopted a Service

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

Enhancement Plan that maps out the investments for the next 20 years. She added that Tualatin will open a new transit line between Sherwood and Tualatin on May 31, which will run during the commuting hours.

4. **ACTION ITEMS:**

None.

5. **COMMUNICATION FROM CITY STAFF:**

Ms. Cannon announced that the Planning Division has new staff members. Erin Engman is the new Assistant Planner who most recently worked for HDR Consulting. She has 5-8 years of experience in planning, and is also a talented graphic designer. Charles Benson is the new Associate Planner. He has experience in the private and public sector and has worked in Massachusetts and New York. Karen Fox is our new Senior Planner. She has an extensive background and will be working on long-range projects including Basalt Creek and updating the Development Code.

Ms. Cannon also announced that Melinda Anderson is the new Economic Development Manager and Chris Ragland is the new Building Official.

A. Civic Center Outreach.

Sara Singer, a former employee of the City Manager's office, is a consultant for the Civic Center Outreach project. Ms. Singer noted that she has been working on this project since 2013 and is here this evening to present an update.

Ms. Singer stated that during the months of May and June, she is working with the City to gauge public support for a new City Hall and expanded library. The City of Tualatin has never had a City Hall or "Civic Center" and the staff members are currently working out of seven different buildings around town. In 2014 the Council Building was torn down to make way for the Nyberg street expansion. This displaced some City staff members along with the Municipal Court and Council Chambers. Following that, the City conducted a long range facilities study and collected hundreds of ideas from the community on locations for a future Civic Center. Nine different sites were studied, which was narrowed down to two feasible options: the site next to the Tualatin Police Department and a site on the Tualatin Commons.

Ms. Singer explained that the site on the Tualatin Commons would house a three-story structure with 30,450 square feet of office space. 13,220 square feet could be leased, which would generate revenue for the City and create opportunity for expansion. By adding a new building here, it could revitalize the commons with the retail space and civic presence. The traffic study for this location was favorable over the Police site.

Ms. Singer stated that the Police Department site would be a two-story building with

30,290 square feet of office space, but no leasable space. Ms. Singer explained that by consolidating services in either of these locations, the City would create additional space for the Library to expand at its current location.

Ms. Singer noted that the cost of the Tualatin Commons site is \$32.1 million which would include the cost of purchasing the site. The cost of the Police site is \$24 million. Both of these options include the Library expansion. Outreach for these options has included an on-line survey and the Bridgeport Farmers Market. Council is seeking input as they consider adding this to the November 2016 ballot for the voters to decide.

Ms. St. Clair inquired about parking at the Commons site. Ms. Singer replied that there would be underground parking that would need to be raised above the flood plain and there will be surface parking at the back of the building. Ms. Demeo asked about the impact of displacing the businesses in the strip mall at the Commons site. Ms. Singer replied that conversations have been made with the property owner and the leases would need to be negotiated. Mr. Aplin asked if the Commons cost included the tenant space revenue. Ms. Singer replied that it does not. Ms. Thompson asked why the Commons site is higher in price. Ms. Singer replied that the City will have to purchase the space and the construction will take longer. Ms. Demeo asked how long construction will take. Ms. Singer replied it would be roughly 18 months for the Police Site and the Commons site would take approximately 21 months. Mr. Aplin asked when a decision will be made to put this on the ballot. Ms. Singer replied that Council will make a decision on July 11.

Mr. DeHaan acknowledged that he liked the options and supports putting them on the ballot, but was disappointed that the Council Chambers had to be demolished. He added that he believes the Commons needs revitalization, but traffic is an issue.

Mr. Aplin inquired about encroaching on the water with landscaping. Ms. Singer replied that it would have a plaza along the water with the retail space. Ms. St. Clair asked if having City employees in that location will make it more likely for a retail tenant to survive. Ms. Singer replied that the belief is that the City offices would create an anchor for the space and also increase activity by the lake.

Ms. Hurd-Ravich asked about other jurisdictions using the rental space. Ms. Singer replied that Washington County is currently looking for additional office space and depending on the timing; this could be a great opportunity for County services in the City.

Mr. Grile asked if there are other examples of City offices with ground floor retail space. Ms. Singer replied that Hillsboro and Beaverton have similar situations and that the Beaverton office generates a million dollars of revenue income per year. Mr. Grile asked if their offices are approximately the same size as to what we're proposing. Ms. Singer replied that both of their buildings are larger.

B. Southwest Corridor – Shared Investment Strategy

Zoe Monahan, Management Analyst, gave an update on the SW Corridor. Ms. Monahan stated that the project is moving forward. The Steering Committee recently selected light rail as the mode and decided not to continue to study a direct tunnel to PCC. The project team is getting ready for a Draft Environmental Impact Study (DEIS) process to study the proposed alignment which will likely extend from Portland to Tigard and terminating at Bridgeport Village.

Ms. Monahan stated that this is a multi-modal project for bicycle, pedestrian, and roadway projects along with the transit line. In 2013 the Steering Committee accepted a large list of projects that go along the alignment. Ms. Monahan presented a diagram that showed the links and stated there will be a public involvement process that will begin in August and September. Ms. Monahan added that there is still time for input from the Commission members.

Ms. Cannon added that one idea was to extend the Tualatin River Greenway Trail north along the freeway and ending at a park and ride near the new station. Ms. Cannon stated that this could cost as much as 25 million and asked if it was worth addressing. She added that we cannot fund locally and may need transit funds.

Mr. Aplin asked if the light rail was the most expensive option. Ms. Monahan replied that it is more expensive initially, but it allows additional capacity in the long term over rapid bus transit.

Mr. DeHaan asked if they have a name for the new light rail line and he proposed the purple line. He also mentioned that he was disappointed that the Tualatin option was dropped from the potential routing and asked if it was dropped due to expense or public comment. Ms. Monahan said there are constraints in the landscape and it would have been expensive. She added that serving downtown Tualatin is important and the new 97 bus line is a way to provide service. This will eventually link to the new light rail in Bridgeport.

Ms. Demeo expressed concern about the extra traffic at Bridgeport Village and noted that it's already extremely busy beginning at 3 pm. She wondered if a traffic study has been conducted. Ms. Monahan replied that in the impact study, a traffic analysis will be added. Ms. Cannon added that traffic usually improves with light rail.

Ms. Thompson stated that linking our existing pathways is a good idea because one constraint we have is crossing the river and easier access across the river would be beneficial.

Mr. Aplin inquired about the cost. Ms. Monahan replied that the estimate is around 2.4 billion and the estimate for reaching the downtown area was 3 billion. Mr. Grile asked if there was discussion about how much federal funding would be involved.

Ms. Monahan replied that hopefully half of it would be funded by federal funds. Ms. Cannon added that the main reason Tualatin was dropped was due to funding and the expense involved. Mr. DeHaan reiterated that it could have really impacted Tualatin in a good way.

C. Basalt Creek Open House Update

Karen Perl Fox, Senior Planner, gave an update on Basalt Creek which included a Power Point presentation. Ms. Perl Fox stated that we are in the early stages of the Basalt Creek plan. On April 28, 2016 an Open House was held which included conceptual land uses, infrastructure design and other elements to engage and inform citizens about the project.

Ms. Perl Fox noted that this engagement event included an informative presentation by Consultant John Fregonese. The presentation included an overview of the concept planning progress to date and the timeline going forward to complete it. There was also an interactive polling event, an open question and answer session and small group discussions with staff from Tualatin and Wilsonville organized around a series of topics presented on large posters.

Ms. Hurd-Ravich stated that in January the two Councils decided on a preferred boundary which will follow the Basalt Creek Parkway. Also identified were ten considerations for success which included items such as sewer, storm, and water. Following that meeting, an Agency Review Team meeting was held which included interested agencies such as Metro, Washington County, Clean Water Services, TriMet, Smart, and the Tigard-Tualatin School District. The information gathered at this meeting will be combined with the open house information.

Ms. Perl Fox stated that the themes from the Joint Council session included capitalizing on the area's assets, protect existing neighborhoods, integration of employment and housing, and high quality design and amenities for employment.

Ms. Perl Fox went through the slides which detailed maps of the road network concept, land use concept, bikes, trails and pedestrian network, transit network, and the parks and natural areas. She also presented the results from the interactive polling that was conducted.

The next steps in this process are working on the Draft Concept Plan, presenting the draft for Council feedback, and then finalizing the plan. This Concept Plan will include:

- The planning process
- Considerations for success
- Land use plan
- Service plan for water, stormwater and sewer
- Transportation plan

- Implementation strategies

The additional documents that will be developed are:

- Metro Regional Framework Plan Memo
- Draft Comprehensive Plan Amendment for Wilsonville
- Draft Comprehensive Plan Amendment for Tualatin
- Intergovernmental Agreements for a variety of topics

Ms. Perl Fox noted stated that the tentative review process will be presented at the Wilsonville City Council meeting on June 6 and a Tualatin City Council meeting on June 13.

Mr. Aplin inquired about the intergovernmental agreement and if we will serve our own jurisdiction or share. Ms. Hurd-Ravich replied that each City will serve its own jurisdiction. There are some areas in Basalt Creek that may be more efficiently served by one jurisdiction over the other.

Mr. DeHaan asked if Planning Commission will have an action item regarding the Basalt Creek Plan. Ms. Hurd-Ravich replied that they will be making a recommendation that will go to Council and when it comes time to implement the comprehensive plan amendments, the Planning Commission will be involved in making recommendations on legislative items.

Mr. Aplin asked about how the SW Concept Plan will affect the Basalt Creek area. Ms. Hurd-Ravich replied that they looked at the SW Concept Plan and will determine what type of land use would be assigned there. They have looked at efficiencies by combining these two planning areas.

Mr. DeHaan inquired how this would be funded. Ms. Hurd-Ravich noted that this will be paid for with development fees, but there will have to be some investment by developers to capture that funding. The other piece is to put these improvements into the Capital Improvement Plan. A market analysis was conducted and there is a high demand for residential.

Ms. Demeo asked about the reasoning for the crossover to I-5 and Day Rd. Ms. Hurd-Ravich responded that the crossover came from the Transportation Refinement Plan and the counties are responsible for the funding.

Grace Lucini, 23677 SW Boones Ferry Rd, Tualatin, OR

Ms. Lucini is a resident of the unincorporated area of Washington County within the Basalt Creek Concept Planning Area. She had questions and concerns that she brought to the Planning Commission, which have been added to the minutes as an attachment.

Sherman Leitjeb, 23200 SW Grahams Ferry Rd, Tualatin, OR

Mr. Leitjeb has lived in the Basalt Creek Planning Area for approximately 26 years and is in the real estate business. He had a few concerns to bring to the Commission. The first concern he noted was that the area in the canyon is being described as a creek, but in reality has very little water and is a breeding ground for mosquitoes.

Mr. Leitjeb expressed apprehension regarding the Kinsman Rd extension. He believes a large road is undesirable in the canyon and is financially irresponsible. He does support the Boones Ferry Rd and Grahams Ferry Rd expansion.

Mr. Leitjeb also noted that he did not appreciate how the questions were being phrased to the public. For example, the public is in support of parks but he feels the parks will not be utilized because the residents are being forced out. The residents in that area bought their homes hoping for future residential, not industrial or multi-family. He requested a buffer area for the existing homeowners as a transition.

6. FUTURE ACTION ITEMS

Ms. Hurd-Ravich stated that we will bring back the discussion on food carts later in the summer. There will also be additional discussion on the draft of the Basalt Creek Concept Plan.

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Ms. Demeo inquired about openings on the Planning Commission. Ms. Hurd-Ravich responded that when a three year term is up, the members have to reapply. Mr. Grile stated that he will not be reapplying due to family commitments.

8. ADJOURNMENT

MOTION by Aplin to adjourn the meeting at 8:20 pm.



Lynette Sanford, Office Coordinator

PUBLIC COMMENTS –

Hard Copy sent to City of Tualatin 5-20-16

5-19-16 TUALATIN PLANNING COMMISSION MEETING

Grace Lucini

23677 SW Boones Ferry Road, Tualatin OR 97062

I am a resident of unincorporated Washington County within the Basalt Creek Concept Planning Area.

My neighbors and I have no elected representation within the concept planning process- no one to advocate for our homes and property rights.

Since 2011, I have attended or viewed almost all of the public meetings held on the Basalt Creek Transportation Refinement Planning by Washington County, the City of Wilsonville, and the City of Tualatin. I have done the same for the Basalt Creek Concept Planning meetings by the City of Wilsonville and the City of Tualatin.

COMMENTS

I appreciate the current efforts to keep the public and interested persons notified as to public meetings on Concept planning. It took a lot of time to constantly have to monitor websites to learn about these public meetings for all three governmental agencies. I request the Notices of Public meetings on this subject continue as the staff prepares to present their final Concept Plan later this year.

In the Future -I request ...

1. When the Basalt Creek area is described in the media and in meetings- it is usually referred to as 800+ acers of undeveloped land.
2. There are many people who have long standing existing homes within the area. In fact, one development with very nice homes – homes which would make any city proud- was built before many of the neighborhoods in the City of Tualatin.
 - a. We bought homes built in this area which were appropriately zoned for our homes at the time.
 - b. Many of us have lived in these homes for 10 or 20+ years.
 - c. I take a very high interest in my home and the property it sits on. I am working to restore the wetlands on my property.
 - d. We have the attributes of a neighborhood, but have not been given the same consideration or protections from negative impacts or requirements for “buffering” from the Basalt Creek Transportation plans or Concept Planning ---as have the residents currently within the city limits of Tualatin.

- e. To continually have project staff refer to my home and those of my neighbors as “undeveloped land” paints an inaccurate picture of the area being planned. It is somewhat disrespectful as well as inaccurate in implying that all 800+ acers are an empty canvas needing to be planned for development.
- f. Ironically, some of us will eventually become citizens of Tualatin.
- g. Yet- with the construction of the Grahams Ferry Road Boones Ferry Connector- a majority of this neighborhood I mentioned -will be demolished or significantly and negatively impacted with the building of the connector bridge. This neighborhood was not given the same considerations as neighborhoods in Tualatin.

NATURAL AREAS-PARKS

The Planning Commission is being asked about planning for Natural Areas within the Basalt Creek Area.

1. As the Planning Commission considers this request- please keep in mind- the wetlands between Grahams Ferry Road and Boones Ferry Road are privately owned. The wetlands are in the middle of my property- with useable property on the east and west sides of the wetlands.
 - a. To envision a walking trail along the wetlands will require the public acquisition of privately owned land from many different property owners.
 - b. If the trails are planned along the wetlands, the trail would cut my property in half and reduce my use and enjoyment of my property.
2. The current map presented at the Open House indicates a public trail along the western edge of my property. In light of the recent news articles regarding the Spring Water Trail, I am not overly interested in creating a similar situation on or along my property.

QUESTIONS WITHIN SCOPE OF PLANNING COMMISSION:

I am requesting these questions be included within the minutes of this Planning Commission Meeting.

Many of these questions should not be a surprise to the project staff, as they have been previously presented in writing or previously asked in person- and yet do not appear to be addressed in the subsequent reiterations of the proposed maps.

TRANSPORTATION

1. Grahams Ferry Boones Ferry Connector
 - a. *A major premise of the Basalt Creek Concept Planning-- including changes in jurisdiction as well as changes framework for the transportation system ----is based upon the location of the future connector between Grahams Ferry Road and Boones Ferry Road*

- b. At what point in time will geo technical testing be done on the basalt 100' island in the middle of the wetland which is the planned footing for the connector bridge? This island the primary basis upon which WA County determined the location of the future bridge.
- c. It is my understanding that basalt rock and basalt rock formations have varying degrees of density and strength- and not all basalt rock used from nearby quarries can be used in road construction.
- d. What happens should the testing of the basalt island prove not to be desirable with regard to transportation plans- zoning etc.

2. Kinsman Road Extension

- a. At the last Basalt Creek Joint Cities Meeting of both Tualatin and Wilsonville City Councils Meeting- it was discussed and agreed upon that the Kinsman extension north of Day Road would be tabled.
- b. Why is the extension still on the current maps?
- c. If there are still plans for the extension- how will the extension cross the Grahams Ferry -Boones Ferry Connector- since the connector will require a significant V cut into the ridge running north to south. Is it anticipated Kinsman extension will be a fly over or be dug under the 5-6 lane expressway?
- d. To facilitate better understanding of the impact of proposed roads and the ability to actually implement- I have previously requested the staff provide a topographical overlay in their presentations. I again request this additional information be provided to those who may not be aware of the mountain ridges and a significantly deep ravine which exists within the area- through which roads have been planned.

3. Access to I-5 at Exit 286- Day Road & Boones Ferry Road Intersection

- a. The intersection and interchange is already congested at peak hours.
- b. During a WA County presentation to the Tualatin City Council on their recommended location for the Grahams Ferry Road/ Boones Ferry Rd Connector-the project engineer acknowledged the anticipated volume of traffic at the Day Road Boones Ferry intersection will be 2 ½ times the volume on the Tualatin Sherwood Highway.
 - i. When asked about the existing and anticipated congestion- the comment that ***we have to get use to waiting for more than one signal change*** does not seem to understand the importance of local knowledge and the magnitude of the current problem
 - ii. Waiting more than one signal rotation is not a generally accepted standard by most municipalities
 - iii. And not an appropriate response by a facilitator/planner of a multi-governmental group whose goal is to address future transportation needs in planning future growth and development.

ZONING

1. Requesting clarification of the level of importance being given to what is being designated as Natural Area west of Boones Ferry Road
 - a. During the discussions between WA County, Wilsonville and Tualatin- it was decided a 5-6 lane bridge (with additional bike and pedestrian lanes) would be built which will bisect this natural area
 - i. Design plans for the bridge and expressway show significant cut and fill into the wetlands and through Class 1 Riparian areas and also Class A Upland areas
 - ii. Construction of the bridge will greatly impact the natural area; wetlands and surrounding habitat and wildlife
 - iii. Upon completion there will be negative influences by
 1. Night time light pollution
 2. 24 hour a day ---noise; air pollution; and wetland environmental pollution from freight trucks and other vehicles attempting ascent or decent down a 6% grade with signaled intersections at the top and at the bottom of the segment between Grahams Ferry and Boones Ferry
 - b. But the proposed zoning for the same area only indicates natural area and no development
 - c. Why is there a discrepancy in use of this area? Which pollutes more ----the construction of the bridge and the thousands of trucks and vehicles 24 hours a day using the bridge; or single family homes?
2. Zoning east of SW Boones Ferry Road north of Greenhill Lane
 - a. Is it reasonable to plan for neighborhood/commercial development across from existing single family homes?
 - b. Current Tualatin residents get significant consideration in the planning process for buffering between existing residences and other zone uses
 - c. Should existing residents within the Basalt Creek be given the same considerations for buffering as Tualatin residents receive?
 - d. Can the location of the neighborhood-commercial development be relocated from what is already going to be a high volume road- Boones Ferry Road?
 - e. If the location of the proposed neighborhood-commercial area cannot be relocated,
 - i. can requirements for neighborhood-commercial construction be designated for retail on the ground floor and residential above (to blend into the existing community and the planned community) or some other method which will enhance and blend with the residential neighborhood environment--and

- ii. can architectural considerations be applied as to the view from SW Boones Ferry Road- as this will be the entrance to Tualatin and well as the view from the local residents who already live in the area.

STORM WATER DRAINAGE

1. The area within the natural area west of Boones Ferry Road is within the Willamette Watershed.
 - i. Maps presented at the Open House indicate water runoff from east of Boones Ferry Road will be diverted to drain west.
 - ii. How will contaminated water from streets and sediment which flows into the ravine on the west side of Boones Ferry Road be treated prior to flowing to the Willamette?

I ask that the Planning Commission consider these questions now and in the future as you review the information presented, and ask for further clarification as needed.

After the presentation of my comments, I appreciated the request by Aquilla Hurd-Ravich, Planning Manager for the City of Tualatin for a copy of my comments that my concerns could receive further evaluation and provide response.

Respectfully submitted,

Grace Lucini