



City of Tualatin

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OFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF August 9, 2012

TPC MEMBERS PRESENT:

Alan Aplin
Cameron Grile
Steve Klingerman

STAFF PRESENT:

Aquilla Hurd-Ravich
Kaaren Hofmann
Will Harper
Cindy Hahn
Lynette Sanford

TPC MEMBER ABSENT: Nic Herriges, Bill Beers, Jeff DeHaan, Mike Riley

GUESTS: Matt Hastie, Kathy Newcomb, Wendie Kellington

1. CALL TO ORDER AND ROLL CALL:

Vice Chair Aplin called the meeting to order at 6:37 pm. Roll call was taken.

2. APPROVAL OF MINUTES:

Mr. Aplin asked for review and approval of June 5, 2012 TPC meeting minutes. As there was no quorum present, the minutes of June 5, 2012 remain unofficial.

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

Mr. Aplin asked Kathy Newcomb if she would like to speak. In view of the fact that she stated her comments are related to the TSP refinement areas, it was decided that she would speak after Ms. Hofmann's presentation.

4. ACTION ITEMS:

A. TSP: Discussion of Refinement Areas #1

Kaaren Hofmann, Engineering Manager, gave an update on the Transportation System Plan (TSP) Refinement Areas #1, which included a PowerPoint presentation. Ms. Hofmann explained that the Transportation System Plan is in the preliminary recommendation stage. In June, the Task Force, Planning Commission and Park Advisory Committee accepted a list of projects to go forward for more public comment through the online forum. There were seven refinement areas that needed more information prior to accepting projects and moving forward. Those areas are:

<p>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.</p>

- Nyberg Interchange
- 65th Avenue
- North to South connectivity
- Herman Road and Tualatin Road
- Tualatin-Sherwood Road
- Boones Ferry Road
- Tualatin's Downtown Circulation

At their July 19th meeting, the Task Force discussed the first three refinement areas. For some of the areas they made recommendations and some they requested additional information. The final four refinement areas will be discussed and any additional information requested will be provided at the August 16th and 23rd Task Force meetings. The Planning Commission will have a chance to review and comment on the final four on September 4th. The Summit will be the public's opportunity to see how all of the projects work together, address the deficiencies noted in the Future Conditions work and then comment on the entire list of planning projects.

Ms. Hofmann stated that tonight's presentation will focus on the first three on the list, which are Nyberg Interchange, 65th Avenue, and North to South Connectivity. Next month, we'll be back to talk about the last four, where we'll answer questions and revisit anything as needed. The Planning Commission's role this evening is to determine if you agree with the Task Force recommendations and weigh in on forwarding options to the Summit. Ms. Hofmann added that our on-line forum is available on our website and comments are encouraged.

The first Refinement Area 1: Nyberg Interchange. The main goal is address safety at Nyberg interchange, for all modes. Painting visible bike lanes, improve lane signage, and disallowing right turns on red were some of the solutions offered. Ms. Hofmann discussed some of the considerations of these solutions, which included minimal effects on city-wide traffic, moderate safety benefits from visible separation between bicycle and motor vehicle traffic, and that painted pavement for bike lanes would require ODOT review/approval.

Mr. Klingerman asked what the traffic count was on the northbound off ramp of cars going straight across and getting back onto I-5. Ms. Hofmann responded that there were very few cars counted in the study. Mr. Klingerman acknowledged that when the area along the riverfront behind K-Mart is developed, more people might want to walk and bike in the area. Ms. Hofmann responded that one TSP project was to develop a trail along the river, behind Best Buy, and eventually to Browns Ferry Park. This would include pathways and an undercrossing beneath the freeway.

Ms. Hofmann mentioned that the Technical Team recommended moving forward to the Summit and the Task Force recommended moving forward after removing item *F: Disallow right turns on red from southbound off ramp*. Ms. Hofmann then asked the Committee members if they are in agreement with the Task Force recommendations.

All members agreed.

Ms. Hofmann showed the next slide which detailed the second option of Nyberg Interchange, which was to add a lane to Tualatin-Sherwood Road from Martinazzi to I-5 (eastbound). This would allow two rights hand turns on to the freeway. There is enough room for the lane, but it does require removal of landscaping and lighting that was just put in. Mr. Aplin added that it has a lot to do with the signage, the problem occurs at Martinazzi and knowing which lane to be in. Mr. Grile asked if the operating model in is based on today or future years. Ms. Hofmann answered it covers both. Ms. Hofmann continued that the Technical team recommended moving forward in long-term, 10-20 years out. They also asked for additional information including cost and impacts to the adjacent property. This will be provided to them at the August Task Force meeting.

Mr. Klingerman raised concerns about the aesthetics the proposed changes. The entrance to Tualatin has just been remodeled and we should preserve it. He thinks this should be taken into consideration before we move forward. Mr. Aplin raised concerns about the safety of the intersection in front of Fred Meyer. Mr. Grile added that the signals may have to be adjusted. After discussion, the Committee members agreed to the Task Force recommendations.

Ms. Hofmann continued on to the next Refinement Area #2, 65th Avenue. There are three options:

- Extend North into River Grove only.
- Widen existing sections of 65th Avenue only.
- Extend 65th Ave North and widen existing sections.

Ms. Hofmann noted that the North extension allows for 1000-1200 vehicles during afternoon rush hour and reduces traffic on I-5 and Boones Ferry Rd. Mr. Klingerman stated asked if our decision depends on Metro's Regional Transportation Plan. Ms. Hofmann replied that we have been in contact with Lake Oswego and will be meeting with them next week. We have tried to contact Rivergrove, but have not heard back. This should benefit Lake Oswego because it provides them a quicker way to get to hospital.

Mr. Klingerman asked why five lanes are necessary. Ms. Hofmann responded that the neighborhood citizens felt 65th Avenue is very congested during the peak hour and as the hospital expands, that could create additional traffic. Ms. Hofmann acknowledged that the Technical Team and Task Force have recommended moving forward with Option 3. After discussion, Mr. Aplin and Mr. Grile were in agreement with the recommendation. Mr. Klingerman had reservations with the cost vs. the benefit. He was in agreement with building a bridge, but not the road construction.

The next section detailed Refinement Area #3: North/South Connectivity. Ms. Hofmann discussed the two options: Extension East of Country Club and West of Railroad Track and Widen Boones Ferry Road. Findings include better North/South connectivity

across the Tualatin River and the new roadway has the potential to carry up to 1,000-1,200 vehicles in each direction during PM peak hour. Mr. Grile questioned if many of the existing properties will be displaced with the widening of Boones Ferry Road. Ms. Hofmann said that widening Boones Ferry Road would have the most significant impact to existing structures.

Ms. Hofmann noted that the Technical Team did not have any recommendations at this point. The Task Force recommended additional information on costs, impacts and they suggested a hybrid solution of a smaller bridge and widening Boones Ferry Road in certain areas. This will be brought back to the August 23rd Task Force Meeting.

Ms. Newcomb asked to speak. She mentioned that a lot of material has been left out, including several working groups voting against this project. The residents of South Tualatin are against having Boones Ferry Road as an alternative to I-5 in their neighborhood. A wetland north of the Tualatin River has not been considered. Air pollution will have a significant impact on the park. Ms. Newcomb also brought up the subject of this competing with WES. We just spent 133 million dollars on WES. If we put in the North/South connectivity, it's very likely people will decide against taking transit. Ms. Newcomb also noted that there has been no presentation about widening Boones Ferry Road and the effect on the Sweek house east side of the railroad tracks. She noted that the environmental impact portion in the presentation from the consultants did not address air pollution or the wetlands on the north side of the river. She noted that she heard County Commissions say the citizens of Tualatin should do what it takes to get transport through our city to the region. She does not agree with that statement and believes the working groups have voted against it along with CIO's 4 and 5.

Discussion continued with questions being asked and answered. Ms. Hofmann asked if the Committee members are in agreement with moving forward. Members agreed the Task Force recommendation to wait until they obtain additional information.

The next steps are to continue with the analysis and receive input from the online forum. On August 9, TPARK is meeting and receiving the same information. August 16 and 23rd, the Task Force will meet. The Transportation Community Summit will be held on September 20. The plan is for the Planning Commission to see everything at their October 16 meeting. The hope is to have it to council for adoption on November 13.

B. Linking Tualatin: Review and Provide Comment on Preferred Alternatives for Transit Ready Places and Implementation Actions

Associate Planner Cindy Hahn introduced Matt Hastie, who is a consultant with Angelo Planning Group. Ms. Hahn stated that in the TSP process, we are currently between steps 3 and 4, which are implementation and working on developing a plan. Since the workshop, our consultants have put together maps and analysis. We have taken the preferred alternatives to the Parks Advisory Committee and to the Task Force. We've also met with Transit Working Group for last time, and spent most of our time discussing the implementation of projects.

Mr. Hastie gave a PowerPoint presentation about recommended land use scenarios that were developed for each of Tualatin's seven "transit ready places" including:

- Bridgeport Village
- Downtown Tualatin
- Meridian park/Nyberg Woods
- Leveton/Herman Road
- Teton
- Southwest Industrial
- Pacific Financial/124th Avenue

All the recommendations are focused on providing for and improving transit services and the possibility of high capacity transit service in the future. Mr. Klingerman asked what type of software they used for this. Mr. Hastie replied it was called Index by Criterion Planners and it's been around for 6-8 years. Ms. Hurd-Ravich commented that the City of Tigard used the software for their planning process and were happy with the tool.

Mr. Hastie began the presentation with Bridgeport Village workshop recommendations, which included:

- Improving walking and bicycling connections
- Expand local street system
- Expand park and ride/build structure
- Create mix of housing, shopping and eating, including PacTrust site
- Create commercial development opportunities east of I-5

Mr. Klingerman asked if there was a cost analysis or budget in place for the changes to be made. Mr. Hastie responded that this is a conceptual plan.

Mr. Hastie discussed the next slide, which detailed the Downtown recommendations including:

- Improve visibility, vitality of Commons/Downtown core
- Extend commercial uses south of Tualatin-Sherwood Rd
- Create new walking, bicycling connections
- Create local transit service, with hub at WES station

Mr. Klingerman commented that he is surprised that the downtown area of Tualatin, including the Commons Lake, is not utilized. Mr. Hastie responded that lack of visibility could be one of the issues. If someone is coming from another city, they are not aware that it's there.

The next slide detailed Meridian Park/Nyberg Woods. The recommendations included:

- Extend sidewalks and bicycle lanes
- Connect people to existing, planned trails

- Provide housing, shopping, lodging, eating, opportunities south of hospital
- Provide additional bus service, including to Food Pantry
- Expand medial uses/buffer neighborhood to east

Mr. Hastie discussed the next area which included Leveton/Herman Road.

Recommendations are:

- Create opportunities for workers, residents to meet daily shopping needs
- Provide more local street connections
- Create new walking, bicycling safety and connections, including to Tonquin Trail
- Expand types of businesses/employers allowed in area
- Create local bus service-Leveton, Teton, Tualatin, other major streets
- Consider community college north of Nevellus

Mr. Klingerman asked if we can direct what type of shop goes in. Mr. Hastie responded that we can limit what we allow. Mr. Harper added that on the mixed-use side, we can specify the proportion of office/industrial or office/commercial. Mr. Grile asked how far in the future they were looking. Mr. Hastie responded that it will be more than 20 years.

Teton area recommendations included:

- Create opportunities for workers, residents to meet daily shopping needs
- Provide more local street connections
- Create new walking, bicycling safety and connections, including to Tonquin Trail
- Expand types of businesses/employers allowed in area
- Create local bus service-T-S Rd, Teton, Avery
- Create housing opportunities S of Avery, W of 105th

Ms. Hahn mentioned the potential future park near Tualatin Elementary School. It's owned by the school district and Community Services have been in contact with them. This is also a potential site for a new Community Center

Southwest Industrial area recommendations included:

- Create opportunities for workers, residents to meet daily shopping needs
- Provide more local street connections
- Create new walking, bicycling safety and connections, including to Tonquin Trail
- Create business development around wetland areas north of T-S Road
- Create local bus service – T-S Rd, Leveton, 124th

Mr. Klingerman commented that there should be a bike path from the WES station over to the industrial area. Ms. Hahn and Mr. Hastie agreed that was a good point.

Pacific Financial/124th area recommendations:

- Create mix of housing, shopping and eating N. of Hwy 99
- Create new transportation connections, including to Tualatin River Greenway and along Hwy 99
- Create opportunities for workers, residents to meet daily shopping needs

- Consider community college S. of Tualatin Road
- Possible government services to meet Tualatin, County residents' needs
- Create park and ride/W transit hub at Hwy 99/124th

Mr. Klingerman commented that in the future, we may have people who want to get to the community college from the park and ride. If the park and ride is a high on the priority list, we should consider purchasing the property, since prices will only increase over time. Mr. Klingerman added that he would like to see more off street biking including bike paths.

The next slide Mr. Hastie presented was a map which detailed existing and proposed public transit including existing and proposed Park and Ride locations. Mr. Klingerman commented that he doesn't take public transit at times because it takes too long and doesn't run frequently. Ms. Hurd-Ravich added that the initial feedback they received at the Farmers market last year included complaints about the time it takes to ride mass transit and missed connections.

Since time was running out, Mr. Hastie wrapped up the presentation by stating that the main focus is to look at the recommendations. The other implementation strategies will be discussed next time. Ms. Hahn will have an update on the next steps schedule. We will be going to Council next Monday, focusing on preferred alternatives. In September, we will focus on implementation actions and crafting a message about what the City wants to say as a body about transit in Tualatin as it relates to the region, particularly to the Southwest Corridor.

Mr. Klingerman brought up the topic of installing electric charging stations near the transit stations, since that will be needed within the next 20-25 years. Mr. Harper responded that before the end of the year, there will be a solar powered charging station on 115th & Tualatin-Sherwood Rd. It's being built for Powin Corporation employees and their customers.

5. COMMUNICATION FROM CITY STAFF:

A. Update on Tonquin Industrial Group (TIG) Revisions to Southwest Concept Area Plan/Manufacturing Business Park

Will Harper, Senior Planner, gave an update on the Tonquin Industrial Group (TIG) Revisions to Southwest concept Area Plan/Manufacturing Business Park. The TIG includes 6 business owners. Mr. Harper referred to a map which detailed the location which encompasses 50 acres of land in the southeast part of the Southwest concept Plan (SWCP) area north of SW Tonquin Road and west of the Portland & Western Railroad tracks.

Prior to and following the adoption of the SWCP, and the Manufacturing Business park Planning District provisions in PTA-10-04, the Staff has continued to meet with the TIG group and their consultants to find a solution to their concerns while ultimately achieving

the vision and goals of the Southwest Tualatin concept plan for the SWRSIA. As a product of the meetings, staff proposed the overlay approach and could address questions of allowed uses and development standards that the TIG agreed would be satisfactory. The overlay will apply to the TIG properties, recognize the existing uses on the properties, and allow for continuance and expansion consistent with existing Light Manufacturing (ML) Planning District standards.

Mr. Harper added that from the City's perspective, we are applying our terms, standards and uses to this overlay. Neighboring property owners to the northeast still have the same levels of protection required of industrial development in the Manufacturing Business Park and ML Planning Districts. At the next meeting, we will have a list of existing uses allowed for light manufacturing.

Mr. Harper continued that there are two conditional uses proposed. One is a small restaurant and an industrial card lock fueling facility. Mr. Aplin asked if this is the area that had visions of large campus style uses. Mr. Harper responded yes-under the manufacturing business park it still applies. There has to be a master plan for new development. One property is 50 acres, one is 100 acres. Mr. Aplin asked if this overlay constraints the infrastructure. Mr. Harper responded that the master planning process will make sure this doesn't happen. Mr. Klingerman asked if this area was annexed. Mr. Harper responded that it is not currently annexed, but when it is the city has to provide services such as sewer, water, and storm water must be available. Mr. Klingerman asked if this was mainly large tracks of farm residential. Mr. Harper responded that the area to the northwest is mostly farm fields. Ms. Hurd-Ravich added that this property that abuts Tualatin-Sherwood Rd. is classic green field and to the south is a large hole in the ground mined for sand gravel. The TIG land is one of the few areas of the concept plan that is flat, eventually we'll begin land concept planning with development continuing north.

Ms. Hurd-Ravich stated that Washington County has major funding from their major streets and transportation improvement program that will build a two lane facility. Mr. Klingerman asked when the vote will come to them. Mr. Harper said the plan is to come back to TPC in September, after that it's going to Council work session, then to a Council public hearing. Ms. Hurd-Ravich added that the goal is for it to be annexed into the city as a conforming use. She then introduced Wendie Kellington, an Attorney with Tonquin Industrial Group, who was in attendance.

6 FUTURE ACTION ITEMS:

Ms. Hurd-Ravich stated that there will be a Plan Text Amendment for Tonquin Industrial Group in September. Ms. Hoffman, Ms. Hahn, and Mr. Hasties will continue with TSP and Linking Tualatin recommendations and refining their information.

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Ms. Hurd-Ravich asked the members if there were any announcements or

communication they would like to share. The members did not have information to add at this time.

8. **ADJOURNMENT**

MOTION by Aplin SECONDED by Klingerman to adjourn the meeting at 9:40 pm
MOTION PASSED 3-0.

_____ Lynette Sanford, Office Coordinator