



## MEETING AGENDA

### TUALATIN PLANNING COMMISSION

September 4, 2012; 6:30 p.m.  
COUNCIL CHAMBERS  
18880 SW MARTINAZZI AVENUE  
TUALATIN, OR 97062

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1. **CALL TO ORDER & ROLL CALL**  
Members: Mike Riley, Chair, Alan Aplin, Bill Beers, Jeff DeHaan, Nic Herriges, Steve Klingerman, and Cameron Grile.  
  
Staff: Aquilla Hurd-Ravich, Planning Manager; Will Harper, Senior Planner; Kaaren Hofmann, Engineering Manager
2. **APPROVAL OF MINUTES**
  - A. Approval of June 5, 2012 and August 9, 2012 TPC Minutes
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**  
Limited to 3 minutes
4. **ACTION ITEMS**
  - A. Amending the Tualatin Development Code (TDC) Chapter 64-Manufacturing Business Park Planning District- adding provisions for a Tonquin Light Manufacturing Overlay. Adding TDC 64.036. Plan Text Amendment 12-01. This is a legislative action by the City.
  - B. TSP: Discussion of Refinement Areas #2
  - C. Linking Tualatin: Receive Plan, Review and Provide Comment on Implementation Actions, and Formulate a Message about Transit and the SW Corridor
5. **COMMUNICATION FROM CITY STAFF**
6. **FUTURE ACTION ITEMS**
7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
8. **ADJOURNMENT**



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commission Members

**FROM:** Lynette Sanford, Office Coordinator

**DATE:** 09/04/2012

**SUBJECT:** Approval of June 5, 2012 and August 9, 2012 TPC Minutes

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**ISSUE BEFORE TPC:**

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**Attachments:** [June 5, 2012 Minutes](#)  
[TPC Minutes 8.9.12](#)



# City of Tualatin

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## TUALATIN PLANNING COMMISSION -

MINUTES OF June 5, 2012

### TPAC MEMBERS PRESENT:

Mike Riley  
Alan Aplin  
Jeff DeHaan  
Steve Klingerman  
Bill Beers  
Cameron Grile  
Nic Herriges (arrived during Agenda item 5)

### STAFF PRESENT:

Will Harper  
Kaaren Hofmann  
Ben Bryant  
Lynette Sanford

### TPAC MEMBER ABSENT:

### GUESTS:

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#### 1. CALL TO ORDER AND ROLL CALL:

Chair Riley called the meeting to order at 6:32 pm. Roll call was taken.

#### 2. APPROVAL OF MINUTES:

May 1, 2012

Mr. Riley asked for review and approval of May 1, 2012 TPC meeting minutes. MOTION by Aplin SECONDED by Beers to approve the May 1, 2012 TPC meeting minutes. MOTION PASSED 5-0 with Steve Klingerman abstaining.

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

None

#### 4. ACTION ITEMS

#### 5. COMMUNICATION FROM CITY STAFF:

##### A. Transportation System Plan (TSP) Update.

Kaaren Hofmann, Engineering Manager, gave an update on the Transportation System Plan (TSP), which included a PowerPoint presentation. Ms. Hofmann explained that we are currently in Step 2 of the TSP process. Since April, we've discussed the project screening process with the City Council, Planning Commission, and TPARK. They've finalized their evaluation framework, conducted a preliminary evaluation, and summarized the evaluation by criteria category.

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.

The evaluation process reviews each feasible project idea against a set of evaluation criteria and determines how well the idea meets with goals and objects of the TSP. The seven goal categories are:

- Access and Mobility
- Safety
- Vibrant Community
- Economy
- Health and the Environment
- Equity
- Ability to be Implemented

Ms. Hofmann discussed the next slide which detailed the evaluation scale. The ratings are similar to what you would see in Consumer Reports. A full circle addresses the criterion, a half-circle partially addresses the criterion, an empty circle does not support the intent, and N/A means the criterion does not apply. This information will be used during the third round of working group meetings, which are currently in progress. There will be a preliminary recommendations discussion with Task Force on June 21<sup>st</sup> and there will be an online open house on preliminary recommendations in July and August. There will also be an outreach at the Farmers Market and Crawfish Festival, coming up this summer.

Ms. Hofmann added that additional analysis will begin immediately and hopes to have a recommendation or a technical evaluation recommendation to the Task Force by the end of the summer. These six areas are:

- Tualatin-Sherwood Road Options
- Nyberg Interchange Options
- Boones Ferry Road Options
- North to South Connectivity
- Herman Road and Tualatin Road Options
- Tualatin's Downtown Circulation

Mr. DeHaan asked what the additional analysis consists of. Ms. Hofmann responded that Engineering will lay out projects and run pieces of the projects through the model. Mr. Klingerman asked if there was a traffic modeling program. Ms. Hofmann responded that they run the transportation projects through a model and find the deficiencies and gaps through 2035. Mr. Klingerman asked how long it takes from idea to completion and functionality. Ms. Hofmann replied that it depends on the dollar amount of the project and priority. Depending on the money involved, some projects may begin as early as next year.

Ms. Hofmann continued discussing the slides that detailed the Working Group project ideas for Bicycle and Pedestrian, Downtown, Industrial and Freight, Major Corridors and Intersections, Neighborhood Livability, and Transit. A brief discussion followed with questions being asked and answered.

Mr. DeHaan commented that it was a great idea to get input from the Allied Waste drivers and we should get back to them to let them know we valued their input. Ms. Hofmann responded that she has reached out to them via email and their input was greatly appreciated.

Mr. Klingerman added that he lives near Avery and Teton. A few times within the past year, he has had issues with people not stopping at the stop sign at this intersection. Ms. Hofmann responded that a signal is still on the list of projects.

Regarding the transit section, Mr. Klingerman asked if WES will be expanding their days and hours of operation. He added that it would be more efficient if it ran on the weekends. Ms. Hofmann responded that this issue has come up as a project and Tri-Met will be notified. Mr. Harper added that on the Tri-Met side, ridership is up. This includes bus, rail, streetcar, and senior services. This may be due to the economy and lifestyle changes for residents and workers. Mr. DeHaan stated that he and his family use the #96 bus from Tualatin to downtown and it's very efficient.

Ms. Hofmann continued with the summary of the Working Groups. We're currently in the 3<sup>rd</sup> round of the Working Group meetings. They're developing preliminary recommendations including what projects make sense, which do not make sense, and what projects need additional analysis. These preliminary recommendations will be discussed with the Task Force on June 21<sup>st</sup>. The online open house on preliminary recommendations will be in July and August.

The Transportation System Plan Timeline slide shows where we are in the process and shows upcoming public meetings. These events include the Crawfish Festival, Farmers Market, and Coffee Klatches/Tabling Events.

Mr. DeHaan would like the Commission members to make a motion to the City Council to thank the drivers of Allied Waste. The motion he drafted states: "The Tualatin Planning Commission recommends to the Tualatin City Council that a resolution be adopted thanking the drivers of Allied Waste for their active and helpful participation in the Tualatin Transportation System Planning process." Ben Bryant recommended drafting a letter to them thanking them for this process and having it signed by the Chair and the Mayor. Mr. Riley added that we should add other companies to the list as to not single out one company. MOTION by DeHaan, SECOND by Aplin to make a motion to acknowledge the companies for their involvement in the TSP process. MOTION passed 7-0.

## **B. Basalt Creek Transportation Planning/SW 124<sup>th</sup> Ave Alignment**

Mr. Bryant presented a review of the Basalt Creek Transportation Refinement Evaluation Report and the SW 124<sup>th</sup> Avenue Alignment, which included a PowerPoint presentation.

Mr. Bryant stated that the City of Tualatin has been collaborating with the City of Wilsonville, Washington County, Metro, and the Oregon Department of Transportation (ODOT) to solidify a transportation network in the Basalt Creek Planning Area. A few concepts were presented to improve transportation between SW 124<sup>th</sup> Avenue and I-5. In addition to the City Council's review of these concepts on January 9<sup>th</sup>, they were shared with residents at open houses in December, February, and March.

The policy group recommended that the staff move forward and look at three concepts to get traffic through the Basalt Creek area. Mr. Bryant stated that staff members took these three concepts and tried to come up with an evaluation of how they function in a traffic perspective, what impact they have to the environment, and the cost. They are:

*Concept 1: Improve Existing.*

These improvements include:

- Widening Tonquin, Grahams Ferry, and Day to 5 lanes
- Two new bridges (over railroad tracks and creek)

The findings from traffic prospective included adequate mobility for the next 20 years but if you add in growth, it may not provide adequate mobility through 2035.

*Concept 2: Diagonal Alignment.*

These improvements include:

- New 5-lane Tonquin extension between Grahams Ferry and Boones Ferry
- Widens Grahams Ferry and Boones Ferry (south of new arterial, Tonquin, and Day to 5 lanes
- Two new bridges (over railroad tracks and creek)

The findings provide adequate mobility for next 20 years. Single east-west arterial corridor west of Grahams Ferry does not provide adequate mobility for planned growth in metropolitan region through 2035.

*Concept 3: East-West Alignment.*

These improvements include:

- New 5-lane facility between future 124<sup>th</sup> Avenue and Boones Ferry south of Tonquin Road
- Widens Grahams Ferry and Boones Ferry (south of new arterial, and Day to 5 lanes
- Two new bridges (over railroad tracks and creek).

The findings provide adequate mobility for next 20 years. Require new I-5 overcrossing to provide adequate mobility for planned growth in the metropolitan region through 2035.

The following slide showed a detailed map of the overcrossing of I-5. Discussion followed regarding the different driving route scenarios and the pros and cons of each.

Mr. Bryant continued with the presentation and explained how they came up the evaluation findings. They took these concepts and measured how they met the evaluation criteria that the policy group came up with. The graph detailed which

evaluation measure performs well, adequately, does not perform, or performs poorly. What they found was the East-West performed much better than some of the others. The Diagonal concept was less supportive of development because it crossed property lines. The Improve Existing concept was less supportive of development because it didn't meet mobility needs. Mr. Beers asked why if the East-West has the shortest bridges, why does it cost 10 million more than the Diagonal concept, which has the longest route. Mr. Bryant responded even though it's shorter, it provides a new roadway which costs more. Mr. Klingerman asked if the costs listed are in today's dollars. Mr. Bryant responded that it was quoted in today's dollars. For comparison purposes, they needed to use the same date for all the quotes.

Mr. Bryant continued with the SW 124<sup>th</sup> Avenue Extension Alignments slide which included traffic studies. The detailed map showed positive benefits in traffic flow. In the SW Concept plan that was approved in 2011, 124<sup>th</sup> was identified as going straight down. Long-term, it's still the plan, but we have short term constraints. We have to go through an exception process to build the road to extend south outside the Urban Growth Boundary. Another constraint is the gravel pit. The county has met property owners and community members and came up with a couple of short-term options.

Mr. Bryant stated that the County has proposed funding. The Major Street Transportation Improvement Program (MSTIP) is a fund which they allocate \$35 million a year for five years to various transportation projects within the county. This is a potential project on the list, which may be approved in July.

### **C. Linking Tualatin Update**

Mr. Harper gave an update on Linking Tualatin. Everyone is invited to attend a Community Workshop on June 4-7 at the Tualatin Library Community Room. Community members will help develop land use alternative for the focus areas with daily sessions targeted at specific areas of the city. Everyone is invited to stop by during the day to participate in discussions about each focus area, or between 6:00-8:00 pm to learn about the day's work and provide feedback on the project.

Mr. Harper commented that so far there has been a lot of good discussion and the consultants have been doing a great job.

### **D. Prohibited Activities with Regard to Ballot Measures**

Mr. Harper presented a memo from City Attorney, Brenda Braden. Ms. Braden wanted the staff and Commission members to know that there are certain rules to follow regarding ballot measures. The memo acknowledged ORS 260.432, which states: "No public employee shall solicit any money, influence, service or other thing of value or otherwise promote or oppose the nomination or election of a candidate, the gathering of signatures on an initiative, referendum or recall petition, the adoption of the measure or the recall of a public office holder while on the job during working hours. However, this

section does not restrict the right of a public employee to express personal political views.”

This means that while you are sitting in your committee, board or commission meeting, or if you are speaking someplace on behalf of your committee, board, or commission (on your job during your working hours) you may not take a position either in favor or in opposition to the initiative.

Mr. Klingerman asked when Ms. Braden will be retiring. Mr. Harper responded that she will be retiring at the end of June and the City is in the process of hiring a new City Attorney.

## **6 FUTURE ACTION ITEMS:**

Mr. Harper stated there are no upcoming Plan Amendments, except for maybe one associated with an apartment complex development located at Nyberg Lane and 65<sup>th</sup>, where the RV Park was. On the horizon, there may be a potential variance for a multi-family residential property. They're looking for set-back changes which may require a variance.

Mr. Riley asked about the status of the Alexan property. Mr. Harper stated that their funding is closing on June 21<sup>st</sup>. This is one of three projects the developer is getting funded. Once they pay their permit fees, they will be start building.

Mr. Klingerman asked about the composting facility in Stafford. Mr. Harper replied that the last he heard, there was a window of opportunity where opponents could appeal. There was an initial appeal that went back to Clackamas County. There was a new decision approving the composting facility with conditions of approval. A Stafford citizens group was considering appealing, but Mr. Harper is unaware of the current status

Mr. Riley congratulated Cameron Grile, our new Commission member, and asked him to introduce himself. Mr. Grile has lived in Tualatin since 2007. He has previously worked in traffic engineering and transportation planning with a downtown consulting firm. He is looking to become more involved as a citizen of Tualatin and is happy to be part of the Commission.

## **7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

### **A. TPC Meeting July 5 – Should we cancel?**

Mr. Harper asked the Commission members if they would like to cancel the TPC meeting scheduled for July 5<sup>th</sup>. After a brief discussion, all Commission members agreed to the cancellation. Our next meeting will be held on Thursday, August 9th. It was originally scheduled for Tuesday, August 7<sup>th</sup>, but was rescheduled due to Tualatin's National Night Out event.



8. **ADJOURNMENT**

MOTION by Beers SECONDED by Klingerman to adjourn the meeting at 8:30 pm  
MOTION PASSED 7-0.

\_\_\_\_\_ Lynette Sanford, Office Coordinator



# City of Tualatin

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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

**TPAC 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:

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.

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

At their July 19<sup>th</sup> 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 16<sup>th</sup> and 23<sup>rd</sup> Task Force meetings. The Planning Commission will have a chance to review and comment on the final four on September 4<sup>th</sup>. 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, 65<sup>th</sup> 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. Griles 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. Griles 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, 65<sup>th</sup> Avenue. There are three options:

- Extend North into River Grove only.
- Widen existing sections of 65<sup>th</sup> Avenue only.
- Extend 65<sup>th</sup> 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. Griles 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. Griles 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 23<sup>rd</sup> 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 23<sup>rd</sup>, 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/124<sup>th</sup> 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 105<sup>th</sup>

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, 124<sup>th</sup>

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/124<sup>th</sup> 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 99/124<sup>th</sup>

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 115<sup>th</sup> & 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



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commission Members

**THROUGH:** Aquilla Hurd-Ravich, Planning Manager

**FROM:** William Harper, Senior Planner

**DATE:** 09/04/2012

**SUBJECT:** Amending the Tualatin Development Code (TDC) Chapter 64-Manufacturing Business Park Planning District- adding provisions for a Tonquin Light Manufacturing Overlay. Adding TDC 64.036. Plan Text Amendment 12-01. This is a legislative action by the City.

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### **ISSUE BEFORE TPC:**

Tualatin Planning Commission consideration of a request for a Plan Text Amendment (PTA-12-01) to the Tualatin Development Code (TDC) to:

- Add a Tonquin Light Manufacturing Overlay to the Manufacturing Business Park (MBP) Planning District. The proposed overlay would include provisions for additional allowed uses and accompanying development standards to be applied to certain properties designated as MBP and in the Southwest Concept Plan Area. The proposed amendment is a product of the City Council's direction to continue working with the Tonquin Industrial Group (TIG) property owners in the south portion of the SWCP area to find a way to allow the existing businesses to annex to the City as conforming uses.
- Amend TDC Chapter 64 to add 64.036 creating the Tonquin Light Manufacturing Overlay to allow additional permitted and conditional uses and specific standards for development for TIG properties designated as within the Overlay.

### **RECOMMENDATION:**

Staff recommends the Tualatin Planning Commission consider the staff report and findings and make a recommendation to the Council approving the amendment proposed in PTA-12-01.

### **EXECUTIVE SUMMARY:**

- The Southwest Concept Plan (SWC Plan) and the implementing Plan Amendments to the Tualatin Development Code (TDC) in Plan Text Amendment PTA-10-04 creating the Manufacturing Business Park (MBP) Planning District and Plan Map Amendment PMA-10-02 applying the MBP Planning District to properties in the SWC Plan Area were adopted in April, 2011. The SWC Plan includes approximately 431 acres that occupy the Urban Growth Boundary expansion area and the Southwest Tualatin Regionally Significant Industrial Area (SWRSIA) designated by Metro in 2002 and 2004 as part of

## Urban Growth Boundary Expansion actions.

The MBPark Planning District is intended to provide an aesthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee-oriented activity. The district also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or adjacent residential areas of the City

- The Tonquin Industrial Group (TIG) includes nine (9) business owners located on eight (8) parcels (approximately 50 acres) in the southeast part of the Southwest Concept Plan area north of SW Tonquin Road and west of the Portland & Western Railroad tracks. (See Attachment A). None of the TIG properties are currently annexed to the City and according to the TIG, several uses are classified as non-conforming in Washington County zoning. The TIG members participated in the SWCP process and the implementing Plan Map and Plan Text Amendment process to advocate for their concerns about planning and development issues that affect their portions of the SWCPlan area and the SWRSIA designated by Metro.

When Council adopted the SWCP and implementing plan amendments, they directed staff to continue working with TIG to develop an overlay. Council direction was to find a way to allow the existing businesses to annex to the City as conforming uses.

- 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 that could address questions of allowed uses and development standards that the TIG agreed would be satisfactory.

The overlay proposed in PTA-12-01 will:

- Apply to the TIG properties;
  - Recognizes the existing uses on the properties and allow for continuance and expansion consistent with existing Light Manufacturing (ML) Planning District standards;
  - Requires an annexation agreement to ensure adequate infrastructure and compliance with Tualatin's development standards prior to annexation to the City;
  - Master Planning and development standards are required in the underlying MBP Planning District that development in the TIG will have to conform to.
- With the proposed Overlay (Attachment A), the provisions in TDC 64.036 would add to the allowed uses listed in the MBD Planning District in 64.020 the following:

**Permitted uses** in the ML Planning District TDC 60.020;

**Permitted uses** in the Tonquin Light Manufacturing Overlay TDC 64.036(1)(a)(ii-vi), including Contractor's shop & equipment storage, Machine shop including automotive and truck machine shop, Cold storage warehouse, Motor Freight facility, and caretaker residence as permitted uses;

**Conditional uses** in the Overlay as follows, a restaurant (without drive-thru or

drive-up, limited to maximum 3,000 sq. ft.) and industrial card lock fueling facility in TDC 64.036(4)(a, b).

The ML uses and the list of Overlay uses were chosen from the light manufacturing provisions that are permitted in areas that may border residential or commercial districts without causing significant conflicts. Like the MBP uses and standards, the allowed uses in the Overlay were chosen for compatibility with existing and future residential areas to the northeast and east of the SWC Plan Area.

- The proposed Overlay is intended to allow the existing businesses and facilities in the TIG properties as allowed uses when they are annexed to the City and want to expand or enlarge the use as well as to remain consistent with the existing light manufacturing standards in the TDC. The list of permitted uses includes existing ML Planning District manufacturing uses and the Overlay permitted use and match the existing TIG uses identified by the TIG owners. When they choose to annex, the current list of businesses will be considered conforming uses and avoid the limitations on expanding non-conforming uses that TIG owners have sought.

Uses not considered as permitted uses and the improvements and structures that do not comply with current TDC requirements will be classified as non-conforming. and be subject to the requirements of TDC Chapter 35 Non-Conforming Uses and Structures.

As part of the Overlay discussions, the TIG owners requested an opportunity to develop a restaurant and an industrial serving card-lock fueling facility in their portion of the SWC Plan Area. The proposed TDC 64.036(4) includes the two uses as conditional uses within the Overlay, with limitations on location and size.

- At the August 9, 2012 Meeting, the Tualatin Planning Commission (TPC) was briefed by staff on the Tonquin Manufacturing Overlay and proposed amendment. TPC members had questions and contributed comments. (Draft Minutes-Attachment E).

On August 21, Community Development staff held a Neighbor-Developer Meeting for PTA-12-01 with invited CIO groups and TIG participants attending. (Attachment E)

At the September 10, 2012 Work Session, the City Council will be briefed on the Overlay and proposed PTA-12-02. A public hearing before the Council is scheduled for September 24.

## **OUTCOMES OF DECISION:**

Recommending approval of the Plan Text Amendment request (followed by Council approval) would result in the following:

1. The Tonquin Industrial Group properties would be eligible for the uses and standards of the Tonquin Light Manufacturing Overlay. The allowed uses in the proposed Overlay include all of the uses allowed in the Manufacturing Business Park (MBP) Planning District, and will add the light manufacturing uses allowed in the Light Manufacturing (ML) Planning District and a limited list of uses that describe existing development and businesses in the TIG properties.
2. The MBP Planning District requirement for an Industrial Master Plan will apply to development in the Overlay and an annexation agreement between the Overlay property owners and the City of Tualatin will be required.

3. The proposed overlay will be consistent with the Southwest Concept Plan and meet the conditions requirements of the Metro Urban Growth Boundary Decision and SW Significant Industrial Area designation.

Recommending denial of the Plan Text Amendment request (followed by a Council decision to deny) would result in the following:

1. The proposed Tonquin Light Manufacturing Overlay would not be created. Upon annexation, the Tualatin Industrial Group properties would remain subject to the existing Manufacturing Business Park provisions of TDC Chapter 64 and would not benefit from or be subject to the additional uses and development standards proposed in the Overlay. Certain existing uses and improvements on the TIG properties would be non-conforming and subject to TDC Non-conforming use and structures provisions in TDC Chapter 35.

#### **ALTERNATIVES TO RECOMMENDATION:**

The alternatives to the Planning Commission and staff recommendations are:

- Recommend that the Council approve the proposed Plan Text Amendment with alterations to the amendment language proposed in PTA-12-01.
- Recommend that the Council deny the request for the proposed Plan Text Amendment.
- Continue the discussion of the proposed Plan Text Amendment and return to the matter at a later date.

#### **FINANCIAL IMPLICATIONS:**

The FY 2012/13 budget accounts for the cost of City-initiated plan amendment applications.

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**Attachments:**    A - Proposed TDC 64.036 & Map 9-5  
                          Draft Map 9-5  
                          B - SWConcept Plan Map-Proposed TIG & Tonquin Overlay  
                          C - Comparison of TIG Businesses and Tonquin Overlay  
                          C - TDC Chapter 64 MBPark  
                          D - Analysis & Findings  
                          E - Minutes from August 9 TPC Meeting & Public Involvement

## Tonquin Light Manufacturing Overlay

To implement the Tonquin Light Manufacturing Overlay, Chapter 64 Manufacturing Business Park (MBP) Planning District and Map 9-5 would be modified as shown below. [Underlined text would be added. ~~Struck-through text~~ would be deleted.]

### Add a new Section 64.036:

#### **Section 64.036 Tonquin Light Manufacturing Overlay.**

(1) Permitted Use. In addition to Manufacturing Business Park uses listed in TDC 64.020, the uses listed below are permitted in the specific properties identified within the Tonquin Light Manufacturing Overlay shown on Map 9-5:

- (a) As permitted uses and as restricted in TDC 64.021,
  - (i) Uses allowed as permitted in the Light Manufacturing Planning District, TDC 60.020.
  - (ii) Contractor's Shop & Equipment Storage.
  - (iii) Machine Shop, including automotive and truck machine shop, of 7,500 sq. ft. or larger.
  - (iv) Cold Storage Warehouse.
  - (v) Motor Freight Facility including office, repair and maintenance, and transfer and storage for vehicles, equipment and materials.
  - (vi) Caretaker residence.

(2) Expanded or New Permitted Use. Expanded or new permitted uses, including expanded or new outdoor storage, shall be permitted as per TDC 64.036(1) and shall be reviewed according to TDC 31.074, Architectural Review Application Review Process, requiring both Architectural Features and Utility Facilities review per TDC Chapters 73 and 74.

(3) Nonconforming Use. Existing uses in the Tonquin Light Manufacturing Overlay that are not listed as permitted in TDC 64.036(1) shall be allowed as nonconforming uses. Expansion of these uses shall occur only to the extent and as provided in TDC 35.030.

(4) Conditional Use. The following uses are allowed when authorized in accordance with TDC Chapter 32:

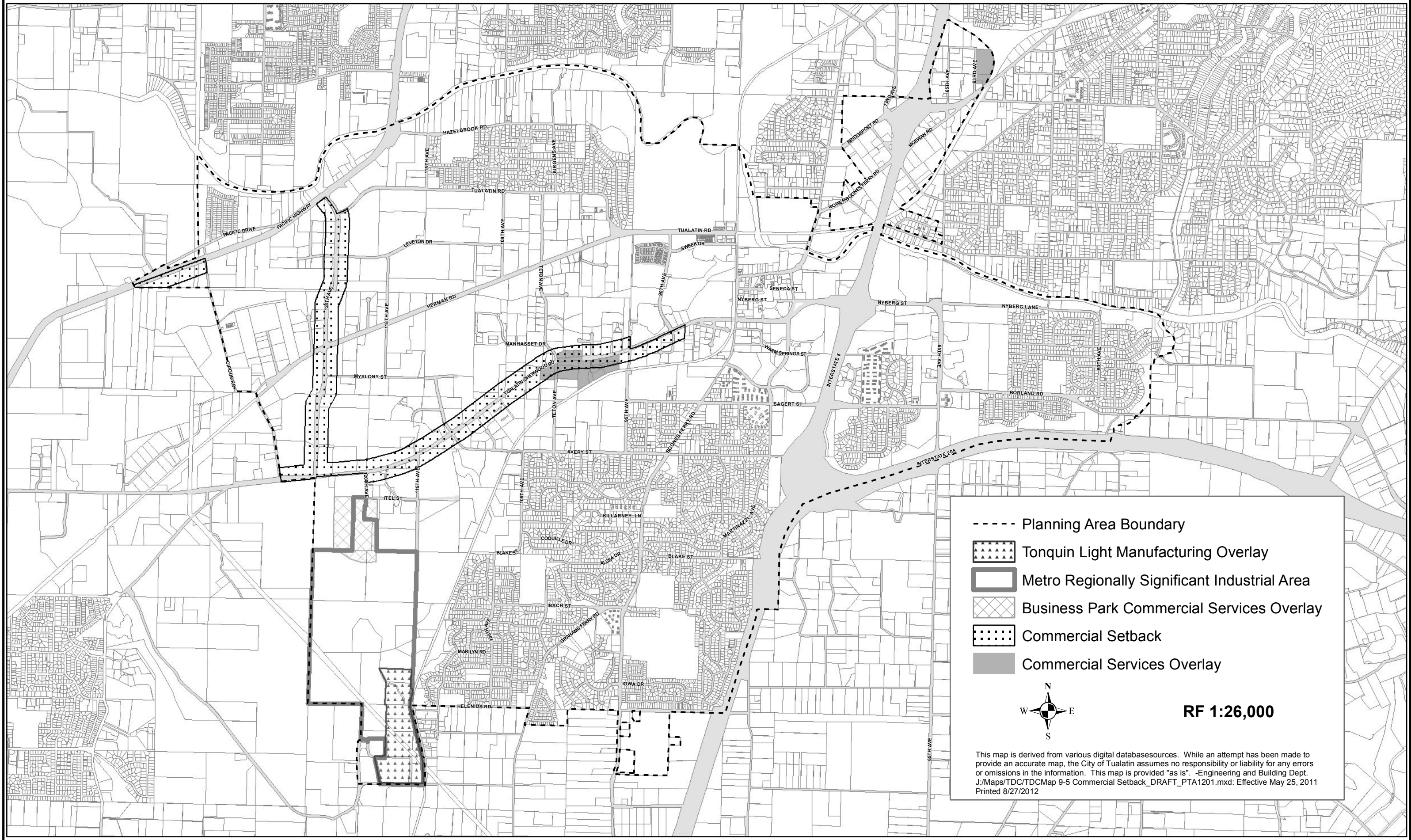
- (a) Restaurant, without drive-up or drive through facilities, with a maximum floor area of 3,000 square feet.
- (b) Industrial card lock fueling facility with 3,000 feet separation from another facility.


(5) Prohibited Use. Prohibited uses shall be as per the underlying MBP District in TDC 64.040, except as permitted in TDC 64.036(1).

(6) Annexation Agreement. An Annexation Agreement shall be prepared when a property owner within the Tonquin Light Manufacturing Overlay submits a petition for annexation to the City.

### **Revise Map 9-5 to Add the Tonquin Light Manufacturing Overlay:**

See Revised Map 9-5



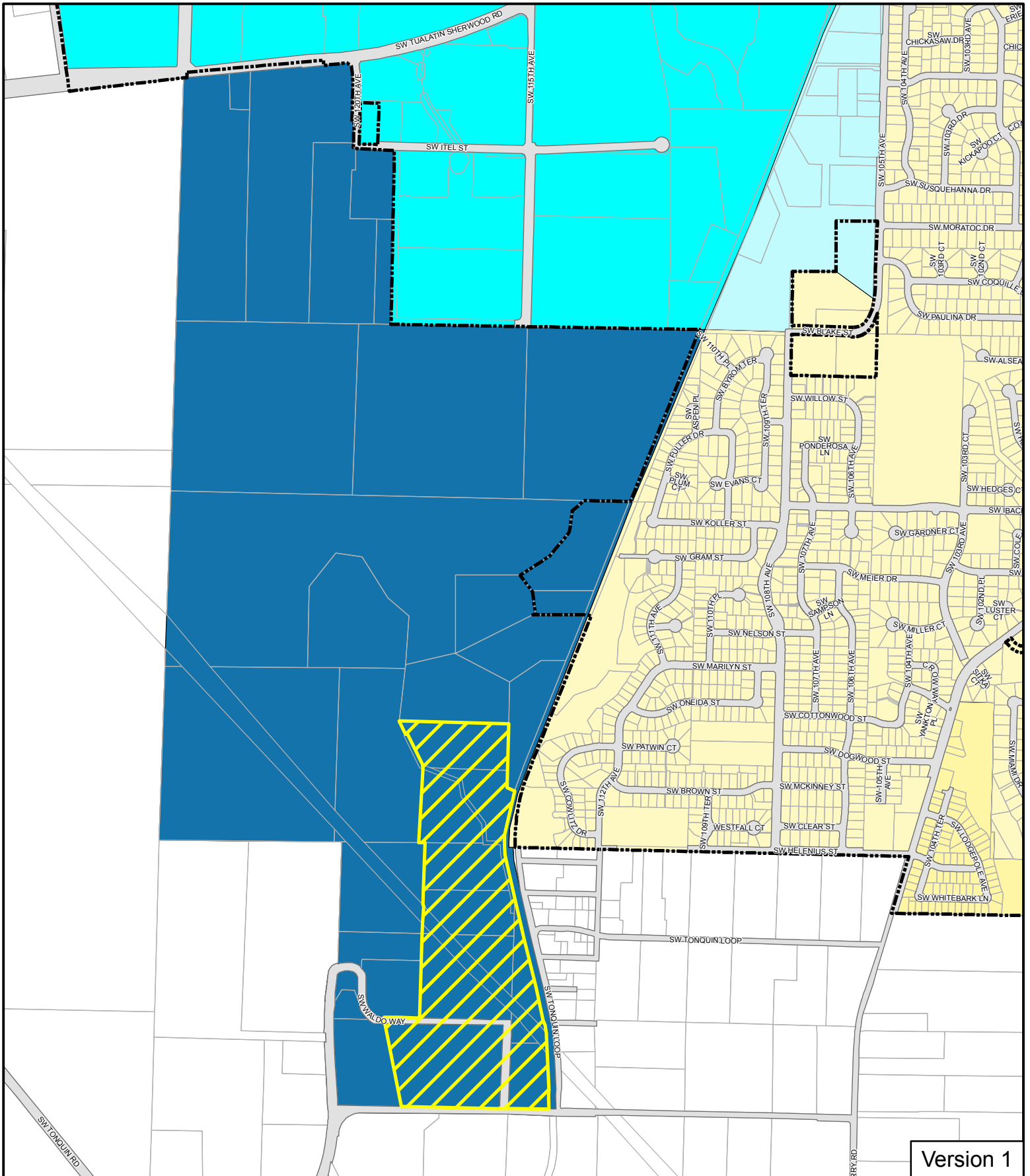
- Planning Area Boundary
-  Tonquin Light Manufacturing Overlay
-  Metro Regionally Significant Industrial Area
-  Business Park Commercial Services Overlay
-  Commercial Setback
-  Commercial Services Overlay



**RF 1:26,000**

This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. J:/Maps/TDC/TDCMap 9-5 Commercial Setback\_DRAFT\_PTA1201.mxd: Effective May 25, 2011 Printed 8/27/2012





Version 1

- General Manufacturing
- Light Manufacturing
- Medium Low Density Residential
- Manufacturing Business Park
- City Boundary
- Tonquin Industrial Group



RF 1:11,500

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". -Engineering and Building Dept.  
Printed 7/30/2012

**For easy reference, the following TDC Sections are included below:**

***Manufacturing Business Park Planning District (MBP)***  
**Section 64.021 Restrictions on Permitted Uses.**

The following restrictions shall apply to those uses listed as permitted uses in TDC 64.020.

(1) The use must be conducted wholly within a completely enclosed building, except off-street parking and loading, utility facilities, wireless communication facilities, outdoor storage of materials and products directly related to the permitted use

(2) The retail sale of products manufactured, assembled, packaged or wholesaled on the site is allowed provided that the retail sale area, including the showroom area, shall be no greater than 5% of the gross floor area of the building not to exceed 1,500 square feet.

***Community Design Standards***  
**Section 73.160 Standards.**

The following standards are minimum requirements for commercial, industrial, public and semi- public development, and it is expected that development proposals shall meet or exceed these minimum requirements.

...

(4) Service, Delivery and Screening.

(b) Outdoor storage, excluding mixed solid waste and source separated recyclables storage areas listed under TDC 73.227, shall be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping.

***Nonconforming Uses, Structures and Signs***  
**Section 35.030 Alteration or Enlargement Prohibited.**

(1) A nonconforming structure or use of land may be continued, but shall not be altered or enlarged, except for uses listed in (2) below which can be altered and enlarged. For purposes of this chapter, enlargement or alteration of a nonconforming structure or use of land shall not include improvements to required paving, landscaping, or other aesthetic improvements to the premises. Structural expansion or any change in the external dimensions of the building shall be considered an alteration or enlargement, unless such changes are primarily for aesthetic improvements. A structure conforming as to use but nonconforming as to setback or yard requirements may be altered or enlarged, providing the alteration or enlargement does not result in a violation of the Tualatin Community Plan. A nonconforming structure or use of land may be altered or enlarged when such alteration or enlargement will bring the structure or use into conformity with the Planning District Standards for the planning district within which the use or land is located.

(2) (a) Warehouse and distribution center uses existing on April 12, 2000 in the Manufacturing Park District;

(b) The Winona Cemetery (9900 SW Tualatin Road), the PGE Substation (6280 SW Borland Road), and the Stafford Hills Racquet and Fitness Club (5916 SW Nyberg Lane) conditional uses located in the RL Planning District that obtained conditional use approval before January 13, 2011.

(3) See TDC 35.200 for signs.

***Light Manufacturing Planning District (ML)***

**TDC Section 60.020 Permitted Uses.**

No building, structure or land shall be used in this district, except for the following uses as restricted in TDC 60.021:

- (1) Assembly, packaging, processing and other treatment of products, such as dairy products, and soft drinks.
- (2) Assembly of the following types of products:
  - (a) Bicycles.
  - (b) Small electric generators.
  - (c) Small electric motors.
  - (d) Marine pleasure craft.
  - (e) Sashes and doors.
  - (f) Vending machines
- (3) Contractor's office.
- (4) Electroplating.
- (5) Laundry, dry cleaning, dyeing or rug cleaning plant (non-retail).
- (6) Machine shop, including automotive machine shop, of less than 7,500 gross square feet.
- (7) Manufacture of the following types of products:
  - (a) Cabinets. (b) Furniture. (c) Mattresses.
  - (d) Scientific, medical or dental laboratory measuring, analyzing and controlling equipment, and related tools and supplies.
- (8) Spinning or knitting of fibers.
- (9) Storage of automobiles, boats, buses, trailers, and recreational vehicles, except not allowed in the Special Commercial Setback, TDC 60.035(1-3).
- (10) Offices for executive, administrative, and professional uses related to the sale or service of industrial products.
- (11) Laboratories: testing, medical, dental, photo, or motion picture, except structural-mechanical testing laboratories.
- (12) Processing, assembly, packaging, or other treatment of such products as bakery goods, candy, cosmetics, pharmaceuticals, toiletries.
- (13) Processing, assembly, packaging, and other treatment of such products as small hand tools, optical goods, hearing aids, and scientific instruments or equipment.
- (14) Processing, assembly, packaging, and other treatment of small products manufactured from the following previously prepared or semi-finished materials:

bone, hair, fur, leather, feathers, textiles, plastics, glass, wood, paper, cork, wire up to 1/4 inch (0.25") in diameter, rubber, and rubber compounds, precious or semi-precious stones, and similar small products composed of previously prepared or semi-finished materials.

- (15) Assembly and packaging of small electrical and electronic appliances, such as radios, televisions, phonographs, audio, video and computer equipment, and office machines.
- (16) Manufacture of pottery and ceramics, using only previously pulverized clay.
- (17) Manufacture of musical instruments, toys and novelties.
- (18) Molding of small products from plastic.
- (19) Sales of industrial hand tools, industrial supplies such as safety equipment and welding equipment, that are products primarily sold wholesale to other industrial firms or industrial workers.
- (20) Warehousing related to the above uses; and warehousing for merchandise or goods normally sold or owned in commercial or residential planning districts, but excluding direct retail sales to customers from such warehouse structure, and excluding the storage of hazardous materials.
- (21) Trade or industrial schools.
- (22) Publishing and printing (non-retail).
- (23) Sewer and water pump stations, pressure reading stations, water reservoir.
- (24) Production of agricultural crops.
- (25) Child day care center, provided it is in a building with manufacturing, processing, assembling, warehousing or wholesaling uses and provided all exterior walls and outdoor play areas shall be at least 400 feet from the exterior walls and pump islands of any automobile service station, irrespective of any structures in between.
- (26) Greenways and Natural Areas, including but not limited to bike and pedestrian paths and interpretive stations.
- (27) Telephone exchange or switching facility.
- (28) Public works shop and storage yard.
- (29) Electrical substation.
- (30) Natural gas pumping station.
- (31) Wireless communication facility attached.
- (32) Wireless communication facility.
- (33) Other uses of similar character found by the Planning Director to meet the purpose of this district, as provided in TDC 31.070.
- (34) Transportation facilities and improvements.
- (35) Shared service facilities.

**Attachments:**

1. TDC Chapter 64. Manufacturing Business Park Planning District (MBP)

**Comparison of Existing Uses in Tonquin Industrial Group with Uses Permitted in Overlay:**

	<b>Existing Use</b>	<b>Permitted in Overlay as Per Section:</b>
Tim & Mike McGuire:	Vacant lot	n/a
	<u>Future: Manufacture &amp; distribution of bearings &amp; similar</u>	<u>64.020(4) + (7)</u>
Albertson Trucking:	Trucks/trailers/freight movement	64.036(1)(a)(v)
	Office, shop	same
	Outdoor storage of trucks/equipment	same
	Caretaker's quarters	64.036(1)(a)(vi)
Brown Trucking	Trucks/trailers/freight movement	64.036(1)(a)(v)
	Office, shop	same
	Outdoor storage of trucks/equipment	same
	Caretaker's quarters	64.036(1)(a)(vi)
Eric Johnson	RV, trailers, cars storage in buildings	64.036(1)(a)(i) + 60.020(9)
	Outdoor RV/trailer storage	same
	Office	same
	Caretaker's quarters	64.036(1)(a)(vi)
Nick Storie	Jersey barriers storage	64.036(1)(a)(ii)
	(Contractor's shop & equipment storage)	
	Additional vacant lot	n/a
Terra Hydra	Shop, office, storage building	64.036(1)(a)(ii)
	Environmental, emergency clean-up, Construction services	same
	Outdoor storage of vehicles/equipment	same

# Tualatin Development Code

## Chapter 64

### Manufacturing Business Park (MBP) Planning District

#### Sections:

- 64.010 Purpose.**
- 64.020 Permitted Uses.**
- 64.021 Restrictions on Permitted Uses.**
- 64.030 Conditional Uses.**
- 64.035 Manufacturing Business Park Commercial Services Overlay.**
- 64.040 Prohibited Uses.**
- 64.050 Lot Size for Permitted and Conditional Uses.**
- 64.055 Industrial Master Plan.**
- 64.060 Setback Requirements for Permitted Uses.**
- 64.065 Setback Requirements for Conditional Uses.**
- 64.070 Sound Barrier Construction.**
- 64.080 Structure Height.**
- 64.090 Access.**
- 64.100 Off-Street Parking and Loading.**
- 64.110 Flood Plain District.**
- 64.120 Environmental Standards.**
- 64.130 Natural Resources Protection District.**
- 64.140 Community Design Standards.**
- 64.150 Landscape Standards.**

#### **Section 64.010 Purpose.**

The purpose of this district is to provide an environment for industrial development consistent with the Southwest Concept Plan (SWCP) (Accepted by the City in October, 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary (UGB) expansion decisions of December 2002 and June 2004.

The Manufacturing Business Park (MBP) Planning District will be a mix of light industrial and high-tech uses in a corporate

campus setting, consistent with MBP Planning District development standards. Permitted uses are required to be conducted within a building and uses with unmitigated hazardous or nuisance effects are restricted. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users. The remainder of the area is likely to include light to medium industrial uses with some limited, local-serving commercial services.

The district is intended to provide for an aesthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

[Ord. 13211-11 §55, 04/25/2011]

#### **Section 64.020 Permitted Uses.**

No building, structure or land shall be used except for the following:

(1) Research and development offices and laboratories for chemical, engineering, and physical sciences; medical and pharmaceutical products; alternative energy production from sources such as solar and wind; industrial products and consumer products.

(2) Manufacture, assembly and production uses except the uses and activities listed as prohibited in TDC 64.040:

(3) Food and beverage product processing and packaging.

(4) Metal fabrication (light to medium) (of unfinished or semi-finished metals).

# Tualatin Development Code

(5) Molding of products from plastic and ceramic materials.

(6) Printing and publishing.

(7) Warehousing related to the above uses.

(8) Offices when part of a manufacturing use as listed in (1) through (7) above.

(9) Corporate, regional, or district office headquarters for any use permitted in this Code, provided that the offices occupy at least 20,000 square feet and that no manufacturing is conducted where not otherwise permitted in this chapter.

(10) Private parking lot improved and landscaped in accordance with TDC Chapter 73.

(11) Greenways and Natural Areas, including but not limited to bike and pedestrian paths and interpretive stations.

(12) Sewer and Water Pump Station, Pressure Reading Station. Water Reservoir.

(13) Public works shop and storage yard.

(14) Electrical substation.

(15) Natural gas pumping station.

(16) Wireless communication facility attached.

(17) Transportation Facilities and Improvements.

(18) Accessory Uses, incidental and subordinate to a permitted or conditionally permitted primary use.

(19) Other uses of similar character, when found by the Community Development Director to meet the purpose of this district, as provided in TDC 31.070. [Ord. 13211-11 §56, 04/25/2011]

## **Section 64.021 Restrictions on Permitted Uses.**

The following restrictions shall apply to those uses listed as permitted uses in TDC 64.020.

(1) The use must be conducted wholly within a completely enclosed building, except off-street parking and loading, utility

facilities, wireless communication facilities, outdoor storage of materials and products directly related to the permitted use

(2) The retail sale of products manufactured, assembled, packaged or wholesaled on the site is allowed provided that the retail sale area, including the showroom area, shall be no greater than 5% of the gross floor area of the building not to exceed 1,500 square feet. [Ord. 13211-11 §57, 04/25/2011]

## **Section 64.030 Conditional Uses.**

The following uses are allowed when authorized in accordance with TDC Chapter 32:

(1) Wireless communication facility.

(2) Training center and facilities for primarily industrial activities.

(3) Film and video production.

(4) Caretaker residence.

(5) Call center or customer service center.

(6) Data processing or data storage center. [Ord. 13211-11 §58, 04/25/2011]

## **Section 64.035 Manufacturing Business Park Commercial Services Overlay.**

Additional uses listed below are permitted in the Commercial Services Overlay on Map 9-5 and only when conducted within an enclosed building except outdoor play areas of child day care centers as required by state day care certification standards. The maximum floor area for a single use listed in TDC 64.035(1-8) is 3,000 square feet and the maximum building size for a building with multiple tenants is 20,000 sq. ft.

(1) General offices.

(2) Branch banks and ATM banking kiosks.

(3) Medical and healing arts offices.

(4) Child day care center.

(5) Food store.

(6) Restaurant, without drive-up or drive through facilities.

# Tualatin Development Code

(7) Dry Cleaners.

(8) Printing, copying and office services.

[Ord. 13211-11 §59, 04/25/2011]

## Section 64.040 Prohibited Uses.

The following uses have activities, operations or physical characteristics that are not consistent with the Manufacturing Business Park as identified in TDC 64.010 and are prohibited. The uses represent conflicts with the development and operation of campus-style facilities for technology, light manufacturing, and higher wage employment uses and conflict with the residential areas that adjoin the MBP Planning District. The following uses are prohibited:

(1) Residential dwellings.

(2) Commercial uses defined by TDC Chapters 50, 51, 52, 53 and 54, except as otherwise provided in TDC 64.035.

(3) Places of assembly.

(4) K-12 Schools.

(5) Others:

(a) Auto wrecking.

(b) Commercial radio or TV broadcasting antennas.

(c) Creosote treatment of products.

(d) Distillation of bones.

(e) Distillation of oil, coal, wood or tar compounds.

(f) Fuel storage or distribution facilities.

(g) Truck Driving School.

(h) Fat rendering.

(i) Forge plants.

(j) Junk or salvage yard.

(k) Manufacture of the following products:

(i) Acid.

(ii) Ammonia.

(iii) Bleaching powder.

(iv) Celluloid pyroxylin.

(v) Cement, lime, gypsum and plaster of paris.

(vi) Chlorine gas.

(vii) Creosote.

(viii) Disinfectant.

(ix) Dye stuffs.

(x) Explosives.

(xi) Fertilizer.

(xii) Herbicides.

(xiii) Insect poison.

(xiv) Radioactive materials.

(xv) Soap.

(xvi) Sodium compounds.

(xvii) Tar roofing, water-proofing and other tar products.

(l) Rock crushing.

(m) Rolling mills.

(n) Saw mill and rough milling of lumber.

(o) Slaughter of livestock or poultry.

(p) Primary processing of organic materials such as tanning of leather.

(6) Storage, transferring or processing of hazardous, toxic, or radioactive waste.

(7) Commercial storage yards, RV storage or mini-storage facilities.

(8) Parks and recreation facilities. [Ord.

13211-11 §60, 04/25/2011]

## Section 64.050 Lot Size for Permitted and Conditional Uses.

(1) Except for lots for public utility facilities, natural gas pumping stations and wireless communication facilities which shall be established through the Subdivision, Partition or Lot Line Adjustment process, the following requirements shall apply, except as otherwise provided in TDC Chapter 37.

(a) The minimum lot area is 20,000 sq. ft. for parcels not identified in the RSIA on Map 9-5.

(b) In accordance with the Metro RSIA designation and Metro Ordinance No. 02-969B and No. 02-990A, the minimum lot area for one or more parcels in the RSIA identified on Map 9-5 is 100 acres and 50 acres. When the minimum lot area of one or more Lots of Record in the RSIA is 100 acres, the minimum lot area for one or more lots may be reduced to 50 acres.

(c) When the minimum lot area requirements for RSIA designated properties



# Tualatin Development Code

in (b) are met through a land platting process or established in an Industrial Master Plan process, the minimum lot size for remaining parcels located in the RSIA is 20,000 sq. ft.

(d) The minimum lot area of a property within the RSIA may be reduced to less than 100 acres or 50 acres pursuant to an approved Industrial Master Plan as provided in TDC Chapter 37,

(2) The minimum average lot width shall be 100 feet.

(3) The minimum lot width at the street shall be 100 feet.

(4) For flag lots, the minimum lot width at the street shall be sufficient to comply with at least the minimum access requirements contained in TDC 73.400(8) to (12).

(5) The minimum lot width at the street shall be 50 feet on a cul-de-sac bulb.

(6) Lots or remnant areas created by the location of public streets may be less than 100 acres if necessary to create a logical, safe network of streets in the District.

(7) No minimum lot size, width or frontage requirement shall apply to wetland conservation lots. [Ord. 13211-11 §61, 04/25/2011]

## **Section 64.055 Industrial Master Plan.**

Industrial Master Plans may be approved subject to TDC Chapter 37. [Ord. 13211-11 §62, 04/25/2011]

## **Section 64.060 Setback Requirements for Permitted Uses.**

Except as determined and approved through an Industrial Master Plan in accordance with TDC Chapter 37 or the Architectural Review process in accordance with TDC Chapter 73, which may establish greater minimum setback requirements, the setbacks for permitted uses shall be:

(1) Front Yard. The minimum front yard setback to a public street shall be 30-50 feet.

(2) Side Yard/Rear Yard. The minimum side and rear yard setbacks shall be 0-100 feet as established in the Architectural Review process.

(3) For a Corner Lot, the minimum setback shall be 30-50 feet from a public street.

(4) To a private street, the minimum setback shall be 5 feet.

(5) Off-street parking and vehicular circulation areas shall be set back a minimum of 20-25 feet from any public right-of-way, and a minimum of 10 feet from any other property line.

(a) No spur rail track shall be permitted within 200 feet of an adjacent residential district.

(b) No setbacks are required at points where side or rear property lines abut a railroad right-of-way or track.

(6) No fence shall be constructed within 50 feet of a public right-of-way.

(7) Setbacks for a wireless communication facility shall be established through the Architectural Review process, shall consider TDC 73.510, shall be a minimum of 20 feet, and shall be set back from an RL District, or an RML District with an approved small lot subdivision, no less than 175 feet for a monopole that is no more than 35 feet in height and the setback shall increase five feet for each one foot increase in height up to 80 feet in height, and the setback shall increase 10 feet for each one foot increase in height above 80 feet.

(8) Except for setbacks abutting property lines in the RL District, the decision authority may allow a reduction of up to 35% of the required front, side or rear yard setbacks, as determined in the Architectural Review process, if as a result the buildings are farther away from fish and wildlife habitat areas, and provided the following criteria are met.

(a) A portion of the parcel must be:

# Tualatin Development Code

(i) in the Natural Resource Protection Overlay District (NRPO), or

(ii) in an Other Natural Area identified in Figure 3-4 of the Parks and Recreation Master Plan, or

(iii) in a Clean Water Services Vegetated Corridor; and

(b) The portion of the parcel which meets the applicable criteria set forth in (a)(i), (ii), or (iii) must be placed in a Tract and must meet one of the following ownership criteria:

(i) be dedicated to the City at the City's option, or

(ii) be dedicated in a manner approved by the City to a non-profit conservation organization, or

(iii) be retained in private ownership by the developer. [Ord. 13211-11 §63, 04/25/2011]

## **Section 64.065 Setback Requirements for Conditional Uses.**

Except as otherwise provided, the setback requirements for conditional uses shall be as determined and approved through the Conditional Use Permit process in accordance with TDC Chapter 32 and the Architectural Review process in accordance with TDC Chapter 73. However, no setback greater than 50 feet may be required. [Ord. 13211-11 §63, 04/25/2011]

## **Section 64.070 Sound Barrier Construction.**

(1) Sound barrier construction shall be used to intercept all straight-line lateral paths of 450 feet or less between a residential property within a residential planning district and any side edge of an overhead door or other doorway larger than 64 square feet, at a minimum height of eight feet above the floor elevation of the doorway.

(2) Sound barrier construction shall be used to intercept all straight-line lateral paths of 450 feet or less between a residen-

tial property within a residential planning district and any building mechanical device at a minimum height equal to the height of the mechanical object to be screened.

(3) Sound barrier construction shall consist of masonry walls or earth berms located so as to reflect sound away from, rather than toward, noise sensitive properties. This may include masonry "wing walls" attached to a building, detached masonry walls (such as at the perimeter of the site), earth berms, or combinations of the three.

(4) Wing walls must be at least as tall as the tallest overhead door they are designed to screen at the point where they meet the building. The height of the wall may be reduced along a maximum incline formed by a horizontal distance twice the vertical change in height, or 26.5 degrees from horizontal.

(5) "Straight-line lateral path" means a direct line between two points as measured on a site plan. "Wing wall" means a wall that is attached to a building on one side and meets the screening requirements of (1) and (2) of this section. "Building mechanical device" includes, but is not necessarily limited to, heating, cooling and ventilation equipment, compressors, waste evacuation systems, electrical transformers, and other motorized or powered machinery located on the exterior of a building.

(6) Where existing structures (on or off site) are located such that they will reflect sound away from residential areas and will function as a sound barrier, on-site sound barrier construction shall not be required, except that at the time such structures are removed, sound barrier construction shall be required.

(7) New construction, including additions or changes to existing facilities, shall comply with the provisions of this section. When additions or changes to existing facilities are proposed, existing structures on the property may be required to comply with this section, as determined through the

# Tualatin Development Code

Architectural Review process. Where buildings or outdoor use areas located on more than one parcel are all part of a single use as determined through the Architectural Review process, all of the parcels may be required to comply with the provisions of this section. [Ord. 13211-11 §65, 04/25/2011]

## **Section 64.080 Structure Height.**

(1) Except for flagpoles displaying the flag of the United States of America, either alone or with the State of Oregon flag, which shall not exceed 100 feet in height above grade, and except as provided in subsection (2) of this section, the maximum height of any structure is 65 feet.

(2) The maximum permitted structure height provided in TDC 64.080(1) may be increased to no more than 85 feet, provided that all yards adjacent to the structure are not less than a distance equal to one and one-half times the height of the structure.

(3) Height Adjacent to a Residential District. Where a property line, street or alley separates MBP land from land in a residential district, a building, flagpole or wireless communication support structure shall not be greater than 28 feet in height at the required 50 foot setback line. No building or structure, including flagpoles, shall extend above a plane beginning at 28 feet in height at the required 50 foot setback line and extending away from and above the setback line at a slope of 45 degrees, subject always to the maximum height limitation set in TDC 64.080(1) and (2). [Ord. 13211-11 §66, 04/25/2011]

## **Section 64.090 Access.**

All lots created after September 1, 1979, shall abut a public street. Lots and tracts created to preserve wetlands, greenways, Natural Areas and Stormwater Quality Control Facilities identified by TDC Chapters 71, 72, Figure 3-4 of the Parks and Recreation Master Plan and the Surface

Water Management Ordinance, TMC Chapter 3-5, as amended, respectively, or for the purpose of preserving park lands in accordance with the Parks and Recreation Master Plan, may not be required to abut a public street. [Ord. 13211-11 §67, 04/25/2011].

## **Section 64.100 Off-Street Parking and Loading.**

Refer to Chapter 73. [Ord. 13211-11 §68, 04/25/2011]

## **Section 64.110 Flood Plain District.**

Refer to Chapter 70. [Ord. 13211-11 §69, 04/25/2011]

## **Section 64.120 Environmental Standards.**

Refer to Chapter 63. [Ord. 13211-11 §70, 04/25/2011]

## **Section 64.130 Natural Resources Protection District.**

Refer to Chapter 72. [Ord. 13211-11 §71, 04/25/2011]

## **Section 64.140 Community Design Standards.**

Refer to Chapter 73. [Ord. 13211-11 §72, 04/25/2011]

## **Section 64.150 Landscape Standards.**

Refer to Chapter 73. [Ord. 13211-11 §73, 04/25/2011]

## **ATTACHMENT D:**

### **PTA-12-01: ANALYSIS AND FINDINGS**

The proposed amendment to the Tualatin Development Code (TDC) Chapter 64- Manufacturing Business Park-, is an application by the Community Development Department to add provisions for a “Tonquin Light Manufacturing Overlay” that would apply to certain properties in the Southwest Concept Plan (SWC Plan) area known as the Tualatin Industrial Group (TIG). The Tonquin Overlay standards are proposed in TDC 64.036 and the Overlay boundary is depicted on a revision to TDC Map 9-5. The proposed amendment language and Map 9-5 are shown in Attachment A.

The Tonquin Industrial Group (TIG) includes nine (9) business owners located on eight parcels and approximately 50 acres of land in the southeast part of the Southwest Concept Plan area north of SW Tonquin Road and west of the Portland & Western Railroad tracks (See Attachment B). The TIG and proposed Tonquin Light Manufacturing Overlay properties are identified as Tax Lots:

2S134B 0500 & 0600;  
2S134C 0100, 0200, 0300 & 0900;  
2S134DB 3100; 2S134DC 0300

None of the TIG properties are currently annexed to the City and are primarily classified as non-conforming in Washington County. The TIG members participated in the SWCP process and the implementing Plan Map and Plan Text Amendment process to advocate for their concerns about planning and development issues that affect their portions of the SWC Plan area and the SWRSIA designated by Metro.

The approval criteria of the Tualatin Development Code (TDC), Section 1.032, must be met if the proposed PTA is to be granted. The plan amendment criteria are addressed below:

#### **1. Granting the amendment is in the public interest.**

As identified by staff, the public interest is:

- 1) To be consistent with the Southwest Concept Plan (SWC Plan) and comply with the Metro requirements for the Southwest Concept Plan area including the Southwest Tualatin Regionally Significant Industrial Area (SWRSIA). This includes meeting large parcel development minimums, allowing a range of industrial uses while limiting commercial activities and ensuring provision of infrastructure such as transportation, sewer, water and stormwater to the manufacturing uses in undeveloped portions of the SWC Plan area.
- 2) Be consistent with the policies and standards of the SWC Plan that were implemented in the Tualatin Development Code (TDC) including the Manufacturing Business Park Planning District, Community Design Standards and Public Improvement Standards.

- 3) Consideration of the concerns of property owners in residential areas located in the vicinity of the SWC Plan area. The concerns include noise, dust, odor, screening of outdoor activities and traffic impacts associated with development in the SWC Plan area.
- 4) Responding to the direction of the City Council to address the concerns of the business and property owners in the TIG relating to allowed uses both in respect to the MBP standards as well as the existing uses on the TIG properties, non-conforming uses, annexation and availability of public facilities in the south portions of the SWC Plan area.

Public Interest #1.

In the adoption process of the SWC Plan and approval of Ordinances 1320-11 & 1321-11, the SWC Plan and its implementing TDC provisions including the Manufacturing Business Park (MBP) standards in TDC Chapter 64 (PTA-10-04) and the MBP designation (PMA-10-02) were found to be consistent with Metro's Urban Growth Boundary expansion, the SWRSIA designation and the conditions related to the Urban Growth Management Functional Plan (UGMFP).

In addition to the standards of the MBP of TDC Chapter 64 and subject to the SWC Plan the SWRSIA, the proposed Tonquin Light Manufacturing Overlay in PTA-12-01 applies to the Tonquin Industrial Group (TIG) properties located on the southern portion of the SWC Plan area and depicted on the proposed revision to TDC Map 9-5. With the proposed PTA-12-01:

- The UGMFP/Metro Ordinance and SWC Plan requirements for one 50 acre and one 100 acre parcels in the SWC Plan area are still in effect. The proposed Overlay has provisions that reinforce the TDC Chapter 64- Manufacturing Business Park- requirement for approval of an Industrial Master Plan when development occurs and adds a requirement for properties in the Overlay to complete an Annexation Agreement with the City of Tualatin when TIG properties are considered for annexation.
- The proposed Overlay adds to the allowed uses of the Manufacturing Business Park in TDC 64.020 and 64.030 the permitted uses in the current Light Manufacturing Planning District (TDC 60.020) and a list of five other uses derived from the ML Planning District as permitted uses and two conditional uses. The proposed Overlay uses in TDC 64.036 are consistent with the uses called for in the SWCPlan and SWRSIA.
- The proposed restaurant as a conditional use in TDC 64.036 will be limited to maximum floor area of 3,000 square feet, consistent with UGMFP Title 11 provisions for commercial service uses in Industrial Areas and the limited industrial-serving commercial activities allowed in the MBPark within the

designated Commercial Services Overlay (North of SW Blake Street, approximately 2,500 ft. and more from the Tonquin Light Manufacturing Overlay) in TDC 64.035.

- The SWCPlan in accordance with UGMFP Title 11, the SWRSIA and the conditions of the Urban Growth Boundary expansion Ordinances addresses infrastructure provision in the MBPark standards of TDC Chapter 64 with a requirement for an Industrial Master Plan for development in the SWCPlan area. The proposed Overlay amendment adds a requirement for properties in the Overlay to complete an Annexation Agreement with the City of Tualatin when TIG properties are considered for annexation. Both the Annexation Agreement and an Industrial Master Plan must address infrastructure planning in terms of needs, design, timing and funding options that are necessary to meet Public Interest #1 and Criterion 1.

The proposed TDC amendment is consistent with the SWCPlan, Metro UGMFP Titles 4 and 11 and the Metro Urban Growth Boundary decision for the SWCPlan area. Public Interest #1 is satisfied.

Public Interest #2. The standards and requirements for the Manufacturing Business Park Planning District in Tualatin Development Code (TDC) Chapter 64 apply to the SWCPlan Area. The proposed PTA-12-01 adds the Tonquin Light Manufacturing Overlay to the MBPark provisions in Chapter 64 to allow an expanded list of uses and certain standards for annexation and development on the Overlay properties. TDC Chapter 73 Community Design Standards and Chapter 74-Public Improvement Requirements will apply to development in the SWCPlan area, including the properties identified as part of the proposed Overlay.

The proposed Overlay adds to the MBPark list of light industrial and high-tech uses allowed in TDC 64.020 the permitted uses from the existing ML Planning District (TDC Chapter 60.020) and a list of five permitted uses and two conditional uses that are existing businesses and uses within the TIG properties. The Overlay uses proposed in TDC 64.036 are similar to the MBPark industrial uses in terms of the kind of activity and their off-site impacts or have been found to be appropriate in ML Planning Districts for a considerable period of time. For the TIG owners, the Overlay identifies the existing businesses as allowed uses, and avoids the limitations of a non-conforming use status for their financing and growth plans. For the SWCPlan area, the Overlay uses are consistent with the SWCPlan policy allowing for light-medium manufacturing uses.

The application and requirements of the existing Community Design Standards in TDC Chapter 73 for on-site building and site development improvements and the Public Facilities Requirements in TDC Chapter 74 are unchanged by the proposed Overlay provisions and will continue to apply to development in the SWCP area,

within the MBPark district and for TIG properties in the Overlay. The requirement for an Annexation Agreement for annexation of Overlay properties and the requirement for an Industrial Master Plan in the MBPark will reinforce TDC requirements when they are adopted and when development in the Overlay is considered in the Architectural Review process.

The proposed amendment PTA-12-01 creating the Overlay with its allowed uses and standards will be consistent with the policies and standards of the SWCPlan, the MBPark Planning District, Community Design Standards and Public Improvement Standards. This satisfies Public Interest #2.

Public Interest #3. The SWCPlan and the implementing standards and requirements of the MBPark in TDC Chapter 64 considered the impacts of industrial development on existing and future residential areas that border the SWCPlan area on the east. The MBPark accomplished this with a list of allowed uses was limited to activities that have little or manageable noise, odor, dust, and traffic impacts that may conflict with residential uses, the MBPark requirements for large lots and campus-style development and setting standards for controlling outdoor activities with screening and separation distances.

The proposed Tonquin Light Manufacturing Overlay adds the ML Planning District list of uses and five other Light and General Manufacturing uses from TDC Chapters 60 and 61 to the existing MBPark uses in 64.020 and 64.030. As mentioned in Public Interest #2 above, the added ML and Overlay uses are similar to the MBPark uses allowed in TDC Chapter 64 and do not represent increased conflicts with residential areas that would be nearby to the Overlay designated TIG properties. All other existing TDC standards for development that can consider residential issues including building design, parking, screening, landscaping access, and public facilities traffic improvements will continue to apply in the Architectural Review process.

The proposed Overlay addresses the concerns for industrial development impacts on residential areas in the vicinity of the SWCPlan area.

Public Interest #4. The Tonquin Industrial Group business and property owners were active participants during the development and adoption of the SWCPlan and implementing TDC amendments for the Manufacturing Business Park. The City Council heard and addressed the issues and concerns of the TIG during the public process for the SWConcept Plan while recognizing that the final adopted plan may not have resolved the TIG concern about non-conforming uses. When Council adopted the SWCP, they directed staff to continue working with TIG to find a way to allow the existing businesses in the TIG properties to annex to the City as conforming uses.

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 that 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. It includes means for annexation plans and Master Plans and standards of development that are intended to ensure adequate infrastructure and compliance with Tualatin's development standards. This satisfies Public Interest #4.

Granting the amendment is in the public interest. Criterion "A" is met.

**2. The public interest is best protected by granting the amendment at this time.**

As addressed in Criterion A, granting the amendment is in the public interest. Following adoption of SWC Plan and implementing amendments in 2011, the City Council directed staff to work with the Tonquin Industrial Group to find a way to allow the existing businesses in the TIG properties to annex to the City as conforming uses. This step allowed the adoption SWC Plan to occur in a timely manner while committing to further discussions with TIG about their concerns.

The proposed PTA-12-01 creating a Tonquin Light Manufacturing Overlay in the Manufacturing Business Park Planning District follows the Council's direction while accommodating the TIG interests in a way consistent with the SWC Plan, Metro requirements and the TDC. This will allow TIG business and property owners to move forward with their annexation and development plans in a way that will be satisfactory to them. At the same time the proposed standards for the Overlay including the requirements for an Annexation Agreement and Industrial Master Plan, will ensure that the intent of the SWC Plan will be retained and TDC requirements will apply and not be left unresolved due to the timing and circumstances of development.

Granting the proposed PTA-12-01 Tualatin Development Code amendment at this time will follow the Council's direction to accommodate the needs and timing of TIG development while retaining all SWC Plan and TDC policies and requirements that are in the public interest.



Granting the amendment at this time best protects the public interest.

**3. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.**

The applicable objectives of the Tualatin Community Plan relating to the SWC Plan, as contained in the Tualatin Development Code (TDC), were considered in PTA-10-04 and PMA-02 and adoption of the SWC Plan and found to have been met. The proposed amendment PTA-12-01 is consistent with the extensive discussion of the objectives relevant to PTA-10-04/PMA-10-02. Specific Objectives relevant to PTA-12-01 are discussed below:

**Chapter 4. Community Growth**

**Section 4.050. General Growth Objectives**

**(6) Arrange the various land uses so as to minimize land use conflicts and maximize the use of public facilities as growth occurs.**

PTA-12-01 proposes the additional uses and standards for the Tonquin Light Manufacturing Overlay within the SWC Plan area and Manufacturing Business Park (MBP) Planning District that are intended to minimize conflicts between industrial uses and to residential areas that border the east side of the SWC Plan area. Overlay is consistent with the MBP District and will limit uses to those that are of a nature that will not conflict with other industrial uses or adjacent residential areas of the City. Coordinated design and development allows for maximized use of public facilities in the area. The objective is met.

**Chapter 7. Manufacturing Planning Districts**

**Section 7.030. Objectives**

**(12) Protect residential, commercial, and sensitive industrial uses from the adverse environmental impacts of industrial use.**

PTA-12-01 proposes additional light manufacturing uses and standards of development for the portion of the SWC Plan area proposed for an Overlay. The existing MBP designation and development regulations minimize land use conflicts by providing an aesthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee-oriented activity. The district also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or adjacent residential areas of the City. The proposed Overlay will maintain the MBP requirements that protect other uses including residential from adverse environmental impacts. The objective is met

Criterion "C" is met.

**4. The following factors were consciously considered:**

**The various characteristics of the areas in the City.**

The 431 acre SWC Plan area and the SWRSIA is bounded on the north and partially on the east by the City of Tualatin. The balance of the area on the east, south and west is bounded by unincorporated Washington County. The area touches SW Tualatin-Sherwood Road and SW Blake Street on the north and SW Tonquin Road on the south. Adjacent land uses include the following: agricultural and newly developing light industrial to the north; rural, forestland, and aggregate extraction to the west; rural, industrial, and aggregate extraction to the south; and rural and residential to the east.

The TIG properties and proposed SWC Plan Overlay are located at the southern portion of the SWC Plan area (Attachment B). The TIG properties are partially developed, have limited structural and site improvements, have a mix of vacant and developed parcels, a mix of cleared ground and of undisturbed areas with trees and occupied by a mix of existing various light industrial businesses. This area is bordered by the large gravel extraction facilities and has been outside the Urban Growth Boundary until 2004.

**Trends in land improvement and development.**

The proposed amendment responds to the desire of TIG owners to expand their businesses in light of the business growth and opportunity to be eligible for urban development and obtain urban services in an area currently restricted to Washington County zoning. The designation of the SWC Plan area and TIG properties as a SWRSIA represents a changing trend in the improvement and development of this area. The constraints of the availability and relatively unimproved condition of public facilities in the SWC Plan area remain a significant factor in development of the area.

**The needs of economic enterprises and the future development of the area.**

The proposed amendment considers the needs of business and future development of the SWC Plan area. The Overlay is intended to provide TIG owners with a way to continue and enlarge their facilities in the promising SWC Plan area without the constraint of a non-conforming use designation that exists under the current TDC provisions.

**Needed right-of-way and access for and to particular sites in the area.**

The proposed amendment will not affect needed rights-of-way or access in the SW Concept Plan area.

**Natural resources of the City and the protection and conservation of said resources.**

The proposed amendment will not affect natural resources in the City.

**Prospective requirements for the development of natural resources in the City.**

The proposed amendment has no relation to development of natural resources.

**And the public need for healthful, safe, aesthetic surroundings and conditions.**

The proposed Overlay is consistent with the environmental and land use provisions that are in the MBP Planning District standards of TDC Chapter 64 and other TDC Chapters such as 63-Environmental Regulations, Chapter 73 Community Design Standards. The standards are intended to protect the public need for healthful, safe and aesthetic surroundings and conditions.

**Proof of change in a neighborhood or area**

Staff does not assert proof of change in a neighborhood or area.

**Mistake in the Plan Text or Plan Map.**

Staff does not assert a mistake in the Plan Text or Plan Map.

**5. The criteria in the Tigard-Tualatin School District Facility Plan for school facility capacity have been considered when evaluating applications for a comprehensive plan amendment or for a residential land use regulation amendment.**

Because the amendment does not result in residential development that would impact school facility capacity, the criterion is not applicable.

**6. Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules.**

The Statewide Planning Goals were considered in preparation of the Southwest Tualatin Concept Plan and reviewed as part of PTA-10-04 and PMA-10-02. 12 of the Goals were considered and found to be met.

In regard to PTA-12-02 as an amendment to the MBPark provisions of TDC Chapter 64, staff determined that it does not affect the Goals in a way different from the findings and conclusions with the amendments of PTA-12-04.

**7. Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.**

The Metro Urban Growth Management Functional Plan (MUGMFP) was approved November 21, 1996, by the Metro Council, and became effective February 19, 1997. The purpose of the plan is to implement the Regional Urban Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept. The Functional Plan must be addressed when Community Plan Text and Map Amendments are proposed through the quasi-judicial or legislative processes. Specifically, Metro Code, Title III, Planning, Chapter 3.07 Urban Growth Management Functional Plan must be addressed, including the applicable Titles.

The UGMFP was adequately addressed in the findings and conclusions of PTA-10-04 and PMA-10-02 approving the SWC Plan and the implementing of the MBP Planning District. The proposed PTA-12-01 creating the Tonquin Light Manufacturing Overlay in TDC Chapter 64 is consistent with the findings and conclusions for the UGMFP in the adoption of PTA-10-04 and PMA-10-02.

The criterion is met.

**8. Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.**

Because the amendment does not relate to vehicle trip generation, the criterion is not applicable.

The Plan Amendment Criteria are also addressed in the Adopted Findings and Conclusions of PTA-10-04

**TPC MEMBERS PRESENT:**

Alan Aplin  
Cameron Grile  
Steve Klingerman

**STAFF PRESENT:**

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

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

**GUESTS:** Matt Hastie, Kathy Newcomb, Wendie Kellington

**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.

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### **PTA-12-01 Neighbor(CIO)-Developer(Community Development) Meeting**

August 14, 2012

Ibach Park Picnic Shelter 5:30-7:00 pm

Attendees: Mark Brown (TIG Property Owner); Bruce Vincent (TIG Consultant); Scott & Marty Campbell (Tualatin Residents); Nancy Otterson (Tualatin Resident); Steve Titus (Tualatin Resident-CIO Participant); Donna Maddux (Tualatin Resident); Jan Giunta, (CIO Participant).

City Staff: Aquilla Hurd-Ravich, Planning Manager; William Harper, Senior Planner.

Attendees had questions about the location of the proposed Tonquin Light Manufacturing Overlay, the TIG reasons for proposing the Overlay, and the provisions of the Overlay. Staff provided maps and a handout of the proposed Overlay uses.



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commission Members

**THROUGH:** Alice Rouyer, Community Development Director

**FROM:** Dayna Webb, Project Engineer

**DATE:** 09/04/2012

**SUBJECT:** TSP: Discussion of Refinement Areas #2

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### **ISSUE BEFORE TPC:**

Does the Planning Commission agree with the Task Force recommendations on the refinement areas? Are there other questions on the refinement areas that need to be addressed?

### **RECOMMENDATION:**

Staff recommends that the Planning Commission weigh in on forwarding options within the Refinement Areas to the Summit for further public discussion.

### **EXECUTIVE SUMMARY:**

The Transportation System Plan (TSP) is in the preliminary recommendation stage. In June, the Task Force, Planning Commission and Parks 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:

1. Nyberg Interchange
2. 65th Avenue
3. North to South Connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

At their July 19th meeting, the Task Force discuss three of the refinement areas. At their August 16th & 23rd meetings, the Task Force discussed the four remaining refinement areas, as well as revisited two that they had requested more information on. For most of the areas they were able to reach consensus and made recommendations. On one refinement area they were not able to reach consensus. See Attachment A for a complete description of the refinement areas and options. Their conclusions were:

- **North to South Connectivity**
  - Task Force did not reach consensus on the Hybrid Option for this refinement area
- **Tualatin-Sherwood Road**
  - Forward the 5-lane option between Teton Avenue & Cipole Road
- **Boones Ferry Road**
  - North of Martinazzi Avenue: 5-lanes
  - Downtown (between Martinazzi Avenue & Warm Springs Avenue): 3-lanes with added improvements to Martinazzi intersection
  - South of Warm Springs Avenue: 3-lanes with added bus pull-outs
- **Tualatin's Downtown Circulation**
  - Don't forward Bicycle & Pedestrian Bridge over lake (14 no votes, 1 maybe)
  - Forward right turn lane at Boones Ferry Road and Tualatin-Sherwood Road
- **65th Avenue**
  - Forward both a 3-lane & 5-lane option north of Sagert Street
- **Herman Road & Tualatin Road**
  - Forward Refined Solution with a signal located at Teton Avenue

The Parks Advisory Committee will review and comment on the remaining refinement areas at their September 6th meeting, and the Tualatin City Council will review and comment on the final refinement areas at their September 10th meeting. There will be several more opportunities to comment on this plan, including at the Community Summit on September 20th. The full schedule is attached.

- 
- Attachments:**
- [A. Refinement Areas](#)
  - [B. Task Force Meeting Summary](#)
  - [C. Schedule of Future Meetings](#)
  - [D. PowerPoint](#)
  - [E. Summit Announcement](#)

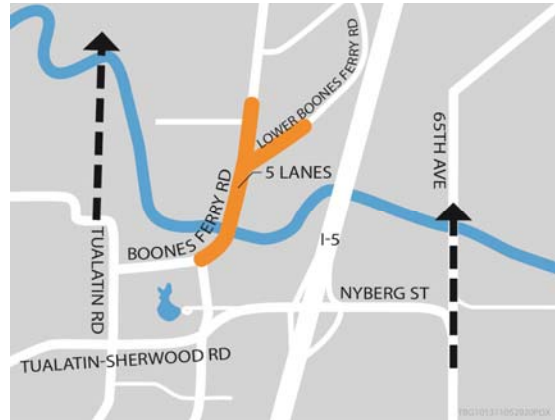


# Refinement Area #3: North/South Connectivity

Option 3: Hybrid. Two-lane local road connecting to Hall Boulevard, extending 65th Avenue across the Tualatin River, and Widening Boones Ferry Road.

## Goal Statement

This option improves connectivity in the north-south direction west of I-5. Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to the north to connect with Hall Boulevard in Tigard.



## Potential Solution

- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River
- Combine extending to Hall Boulevard with widening Boones Ferry Road, and extending SW 65<sup>th</sup> Avenue north over the River

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• New extension allows connectivity north/south across the Tualatin River</li> <li>• New two lane local roadway could carry up to 800-900 vehicles in each direction during the 2035 PM peak hour</li> <li>• Will increase traffic on Boones Ferry Road in front of Tualatin Community Park – uncertain whether signal warrant would be met</li> <li>• Tualatin-Sherwood Rd and Boones Ferry Rd V/C deteriorates slightly from 1.30, LOS F to 1.37, LOS F</li> <li>• Connections would increase PM Peak hour intersection volume by 400 vehicles, primarily north/south through vehicles.</li> </ul>	

Consideration Area	Comments	Score
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Tualatin, Herman, 99W, and Boones Ferry Road (north of the Tualatin River) experience a moderate decrease in traffic</li> <li>Boones Ferry Road immediately south of Celilo Road has an increase in traffic leading up to the extension</li> </ul>	●
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Does not physically impact Tualatin Community Park</li> <li>At least one, if not two railroad crossings would need crossing improvements and would require coordination with the Railroad and ODOT Rail.</li> <li>North improvements to alignment would extend along the west edge of the tracks and tie into 85<sup>th</sup> Ave on the north side of the river</li> </ul>	◐
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) and in the Washington County TSP</li> <li>Potential impacts (likely temporary) to the Tualatin River and adjacent natural resources.</li> <li>Potential impacts to wetlands/sensitive areas west of the existing railroad tracks north of Tualatin Road.</li> </ul>	○

# Refinement Area #5: Tualatin-Sherwood Road



## Option 1: Five-Lane Section Teton to Cipole



**Goal Statement** Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.

Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124<sup>th</sup> Avenue average daily traffic volumes are higher than 26,000 vehicles.

Though there are continuous sidewalks and bicycle lanes throughout the corridor, including a buffered bicycle lane west of downtown, the team has heard from the community that the traffic volumes still make this corridor feel unsafe from the vantage point of a bicyclist. Crossing this arterial at key intersections can be difficult for a pedestrian.

**Potential Solution** Widen Tualatin-Sherwood Road to five lanes, retaining continuous buffered bicycle lanes and sidewalks between Teton to the east and Cipole to the west.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>Serves future demand that is beginning to be seen today</li> <li>Minor to moderate increases in traffic seen on Avery Street, 124<sup>th</sup> Avenue, and new connection between 112<sup>th</sup> and Myslony</li> <li>Widening Tualatin-Sherwood Road from 3 to 5 lanes changes V/C and LOS at the following intersections:                             <ul style="list-style-type: none"> <li>Improves 124<sup>th</sup> Ave: from 1.33, LOS F to 0.92, LOS C</li> <li>Improves Avery St: from 0.99, LOS E to 0.92, LOS D</li> <li>Teton Ave deteriorates slightly: from 0.95, LOS E to 1.03, LOS E</li> </ul> </li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Draws traffic away from Hwy 99W, Tualatin Road, Herman Road, and the Cipole Rd extension</li> <li>New traffic on Tualatin-Sherwood Road forecasted to be approximately 200-350 vehicles in each direction during afternoon rush hour</li> </ul>	

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• Right-of-way setbacks likely allow widening with minor impacts to properties from Teton west to Cipole</li> <li>• Some drainage/water quality basins that would likely need to be relocated</li> <li>• Major design complications not anticipated</li> </ul>	
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• Most widening impacts would be to landscaping</li> <li>• Project is included in Washington County TSP</li> <li>• Any widening west of Cipole would require coordination with Sherwood.</li> </ul>	






# Refinement Area #5: Tualatin-Sherwood Road

## Option 2: Transportation System Management

**Goal Statement** Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.

Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124<sup>th</sup> Avenue average daily traffic volumes are higher than 26,000 vehicles. The intersection of Tualatin-Sherwood Road and Boones Ferry Road is the most congested intersection in the community of Tualatin, and serves as a activity hub, with the WES Commuter Rail station and commercial businesses on all four corners. Crossing this arterial at key intersections can be difficult for a pedestrian.

**Potential Solution** The team explored keeping Tualatin-Sherwood Road as a three-lane section west of Teton, improving travel conditions via coordinated signal timing and intersection-specific treatments that would reduce overall conflicts and delay.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• There could be a modest shift of traffic to utilize Tualatin-Sherwood Road if TSM type enhancements occur and make the corridor more efficient.</li> <li>• Likely shift in traffic would come from Herman Road, Tualatin Road, and Avery Street.</li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>• Most impacts would be local with little city-wide effect.</li> </ul>	
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• N/A.</li> </ul>	N/A
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• None</li> </ul>	

# Refinement Area #5: Tualatin-Sherwood Road

## Road

### Drilling Down on the Tualatin-Sherwood Road / Boones Ferry Road Intersection

#### Goal Statement

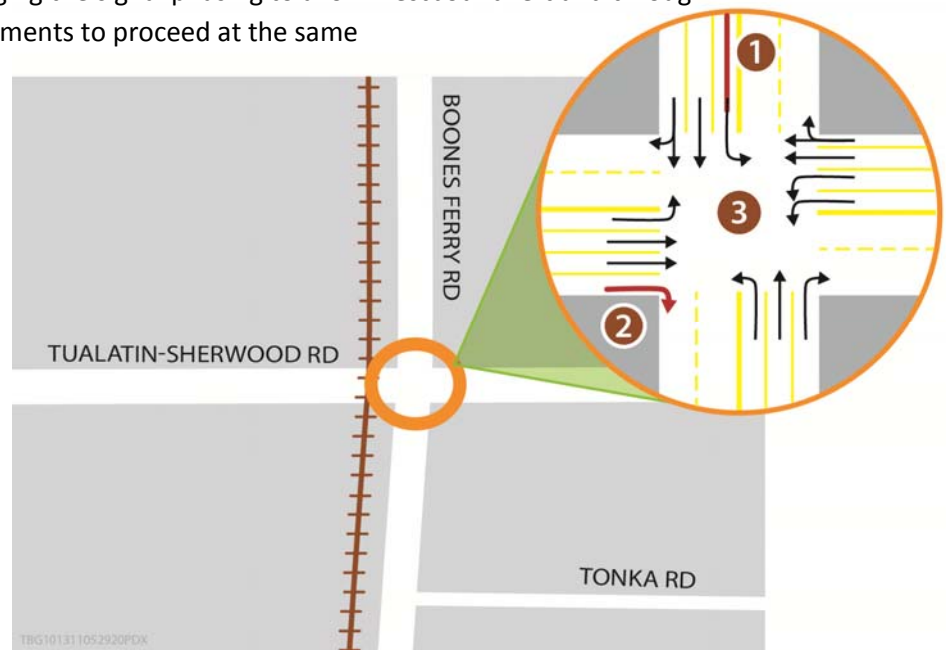
The intersection of Tualatin-Sherwood Road and Boones Ferry Road is one of the busiest in the City. It is the junction of two major arterials, serves traffic moving north-south and east-west, has commercial businesses on all four corners, and is the location of WES commuter rail service. The intersection is already wide and intimidating to pedestrians. Right-of-way is limited for further widening.





#### Potential Solution

The team looked into several treatments that would improve conditions at this intersection while minimizing further widening.

These include:

1. Lengthening the southbound left turn pocket on Boones Ferry Road
2. Adding a right turn pocket on Tualatin-Sherwood Road
3. Changing the signal phasing to allow westbound left and through movements to proceed at the same time.



Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• Overall intersection operation improvements allow for better east/west traffic flow.</li> <li>• Capacity improvements on side streets could allow for a signal timing shift on Tualatin-Sherwood Road.</li> <li>• The intersection is still likely to be over capacity by 2035 (PM peak hour).</li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>• Most impacts would be local with little city-wide effect.</li> </ul>	
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• Lengthening the southbound left turn pocket would have impacts to the northbound turn pocket at Nyberg Street and the Hagens parking lot.</li> <li>• Adding a right turn pocket on Tualatin-Sherwood Road would require improvements to the signal and railroad crossing and sidewalk/planter on Tualatin-Sherwood Road and available right-of-way width would need to be reviewed for adequacy.</li> </ul>	
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• Drainage ditch impacts from the right turn pocket on eastbound Tualatin-Sherwood Rd.</li> <li>• Adding a turn pocket would move Tualatin-Sherwood Road closer to the business at that corner.</li> </ul>	

# Refinement Area #6: Boones Ferry Road

## Five-lane option North of Martinazzi Avenue

### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown.

North of the river it transitions to Upper Boones Ferry Road to Durham and Tigard, and Lower Boones Ferry Road to serve the Bridgeport Village Regional Center. Our team’s analysis has found the intersection of Boones Ferry Road and Lower Boones Ferry Road is one of the more congested intersections in the City. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Solution

The team explored widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Martinazzi to the south, as well as keeping that section three-lanes. Assumes replacement of the Tualatin River bridge.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• Could potentially shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange.</li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>• Would shift traffic from Hwy 99W/Durham Road, and from Interstate 5 between the Boones Ferry Road and Nyberg interchanges onto Boones Ferry Road</li> </ul>	
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• Would have minor (likely temporary) impacts on natural resources.</li> <li>• Would require little, if any right-of-way. However accesses would be affected and would need to be reconstructed.</li> <li>• The railroad crossing between the bridge and Lower Boones Ferry Road would require coordination with ODOT Rail and the Railroad.</li> </ul>	
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• Widening Boones Ferry Road would not impact any structures, mainly landscaping adjacent to the roadway.</li> </ul>	





# Refinement Area #6: Boones Ferry Road

## Options between Martinazzi Avenue and Warm Springs Avenue

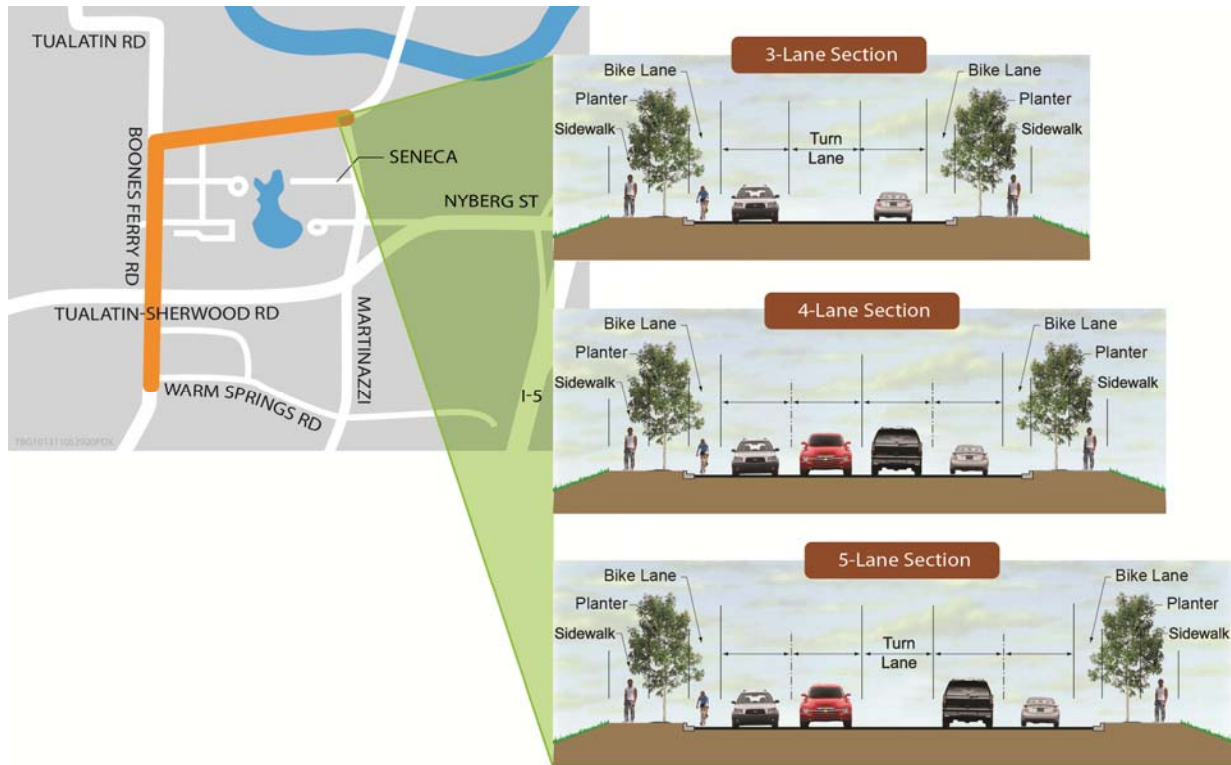
### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown. The intersection of Tualatin-Sherwood and Boones Ferry Roads is one of the most congested intersections in the city. The intersection of Tualatin-Sherwood Road and Boones Ferry road is also the site of 50 crashes in the last five years and has been flagged by Washington County as a location of safety concern. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Potential Solution

The team explored three options between Martinazzi and Warm Springs:

- Retaining a three-lane section with intersection improvements and coordinated signal timing;
- Widening to four lanes, limiting turning pockets to intersections; and
- Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections.



Consideration Area	Three-Lane Section with Intersection Improvements and Signal Timing		Four-Lane Section with Turn Pockets at Intersection		Five-lane Section with Center Turn lane	
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>Signal timing improvements alone have a minor improvement, but there would still be intersection deficiencies.</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange.</li> <li>Could add delay on the corridor due to turning vehicles in the travel lane</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange.</li> </ul>	●
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Effects are mostly local with signal timing improvements.</li> </ul>	☺	<ul style="list-style-type: none"> <li>The effects are mostly local</li> <li>Shifts traffic away from I-5 and the Nyberg Interchange</li> </ul>	☺	<ul style="list-style-type: none"> <li>The biggest effect is the shift from traffic away from Interstate 5 and the Nyberg interchange.</li> </ul>	☺
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Would not impact natural resources.</li> <li>Minor impacts associated with intersection improvements.</li> </ul>	●	<ul style="list-style-type: none"> <li>Would have minor (likely temporary) impacts on natural resources.</li> <li>Would require right-of-way, and would impact accesses.</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would have minor impacts on natural resources.</li> <li>Would require additional right-of-way and reconstructed accesses.</li> </ul>	☺
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>Few impacts – maintains the existing cross-section</li> </ul>	●	<ul style="list-style-type: none"> <li>Would impact businesses and parking between Martinazzi and Warm Springs</li> <li>Would make it more difficult for turning vehicles to access driveways in this section.</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would impact businesses and parking between Martinazzi and Warm Springs.</li> </ul>	○

# Refinement Area #6: Boones Ferry Road

## Options South of Warm Springs

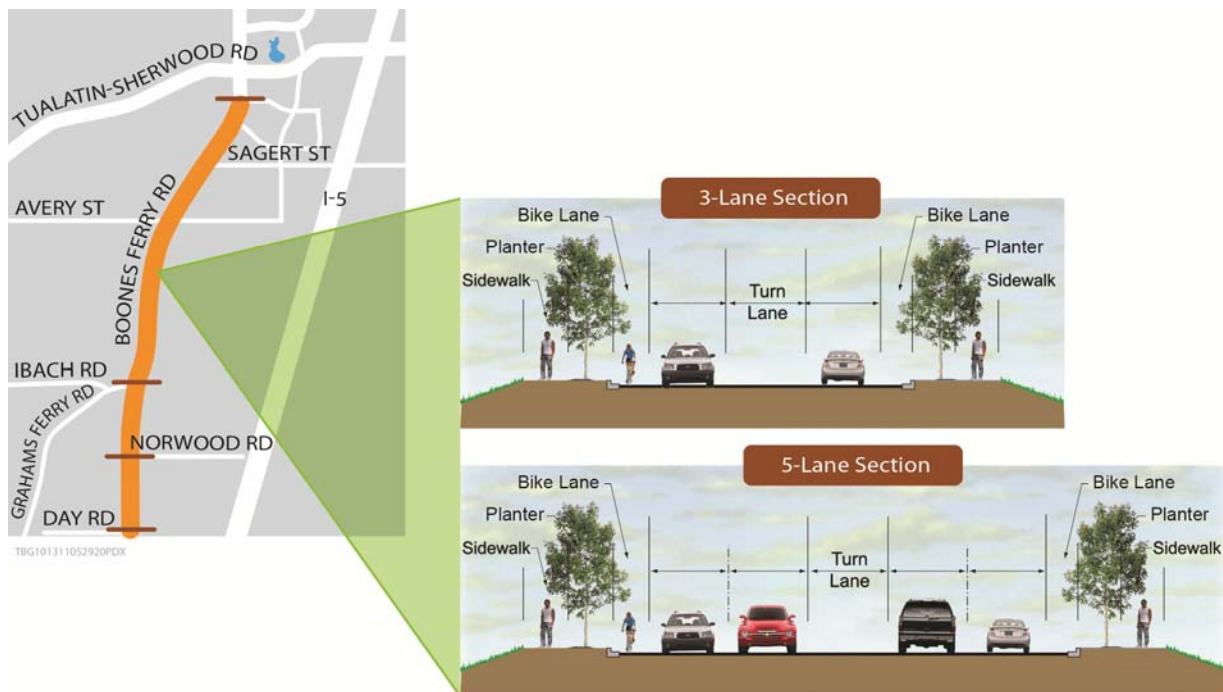
### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Potential Solution

The team explored widening Boones Ferry Road to five lanes between Warm Springs and Ibach, and between Ibach and Norwood. Between Norwood and Day Boones Ferry Road will be expanded to three lanes (this latter project is planned for construction by Washington County).

The other option is to keep Boones Ferry Road at three lanes and improve signal timing and make targeted improvements at intersections.



Consideration Area	Three Lane Cross Section		Five Lane Cross Section	
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>The three lane section would slightly improve intersection operations</li> <li>Would not add additional vehicles on the roadway</li> </ul>	○	<ul style="list-style-type: none"> <li>The 5 lane option would address 2035 PM peak hour capacity and operational deficiencies along Boones Ferry Road.</li> <li>Widening would add approximately 200-300 vehicles in each direction along Boones Ferry Road.</li> <li>Widening Boones Ferry Road from 3 to 5 lanes changes V/C and LOS at the following intersections:                             <ul style="list-style-type: none"> <li>Improves Sagert St: from 1.11, LOS E to 0.84, LOS C</li> <li>Improves Avery St: from 1.15, LOS F to 0.96, LOS D</li> <li>Improves Ibach St: from 0.98, LOS D to 0.88, LOS C</li> </ul> </li> </ul>	◐
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Would have little effect on city-wide traffic</li> </ul>	○	<ul style="list-style-type: none"> <li>Moderate levels of traffic would shift from the new 124<sup>th</sup> Avenue extension, 65<sup>th</sup> Avenue, and 105<sup>th</sup> Avenue/Blake Street (a local roadway) to Boones Ferry Road.</li> </ul>	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Would have few impacts on right-of-way as the roadway is already 3 lanes wide.</li> <li>Intersection improvements could require additional room to add turn lanes, etc, though few impacts are anticipated</li> </ul>	●	<ul style="list-style-type: none"> <li>Widening to 5-lanes is relatively straight forward from Warm Springs to Norwood.</li> <li>There may be some opportunities to improve vertical profiles and horizontal curves for sight distance.</li> <li>Right of way varies throughout the corridor with some newer developments having full width for 5-lanes, while other areas have structures up to the ROW line.</li> </ul>	◐
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>None</li> </ul>	●	<ul style="list-style-type: none"> <li>Some houses are very close to Boones Ferry Road between Warm Springs and Norwood. Widening Boones Ferry Road in this area would impact setbacks and landscaping; though no houses would be impacted.</li> <li>Widening the roadway could have some small impacts to Little Woodrose Nature Park, depending on the design of the widening. There are no other environmental concerns as the area is already built-up residential.</li> </ul>	○

# Refinement Area #7: Downtown Connectivity

## Connections for Nyberg and Seneca

**Goal Statement** Connectivity within the downtown core is limited by the Lake at the Commons, the railroad line, and high traffic volumes along the Boones Ferry Road and Tualatin-Sherwood Road corridors.

**Potential Solution** Connect both sides of Seneca Street via a pedestrian and bicycle bridge over the lake. Connect to existing path around the lake, providing a connection for through east-west bicycle and pedestrian traffic.



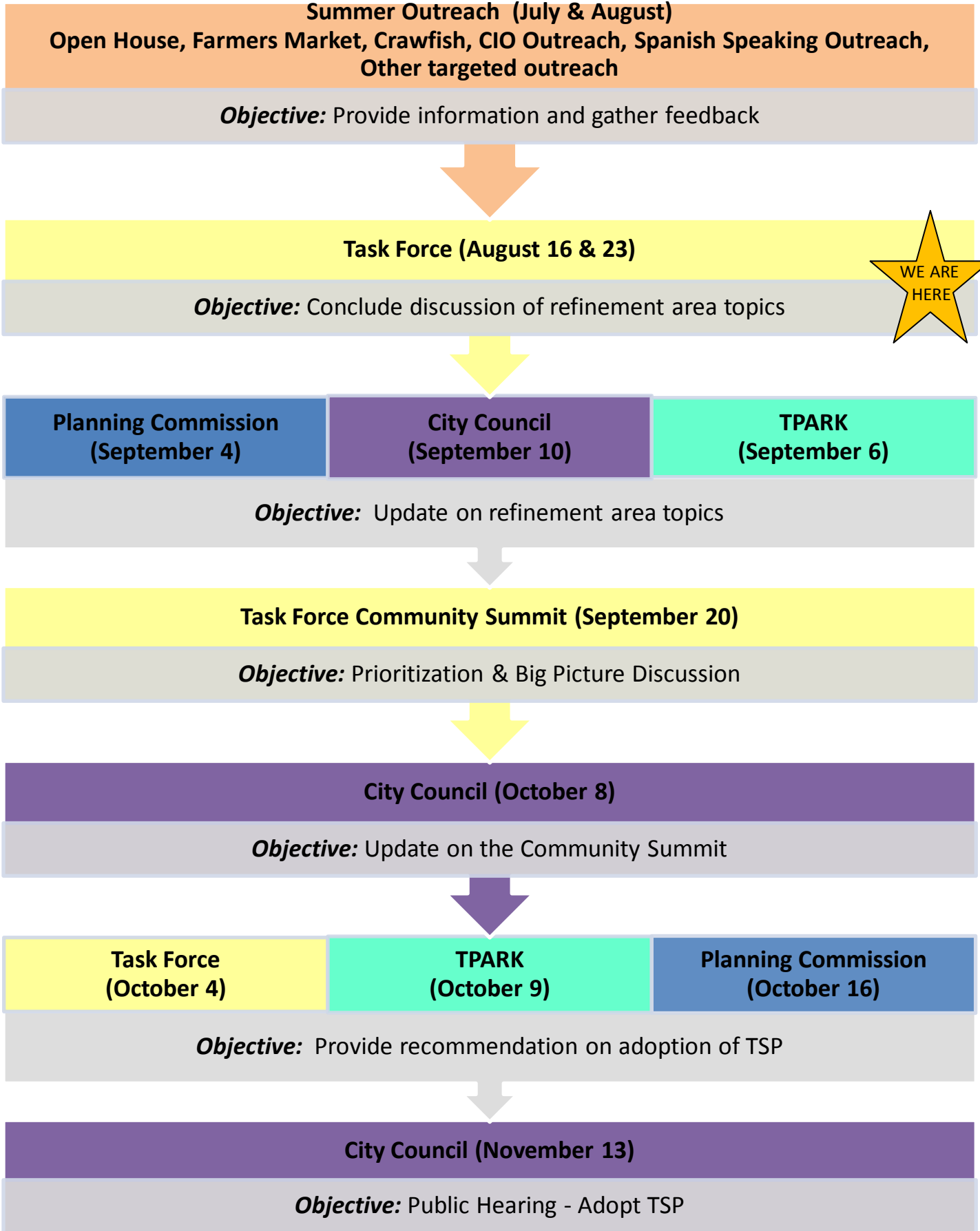
Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>No effects on local traffic</li> </ul>	N/A
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>No effects on city-wide traffic</li> </ul>	N/A
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Impacts to lake are temporary and minor</li> </ul>	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>Tualatin Commons and Tualatin Commons Park are City-owned parks</li> <li>The lake is human-made and a bridge and is not expected to impact habitat</li> </ul>	●

Meeting Summary not yet available.

It will be provided as soon as it is available.

# Tualatin Transportation System Plan

## Developing the Recommended List of Projects for the TSP







*City of Tualatin*

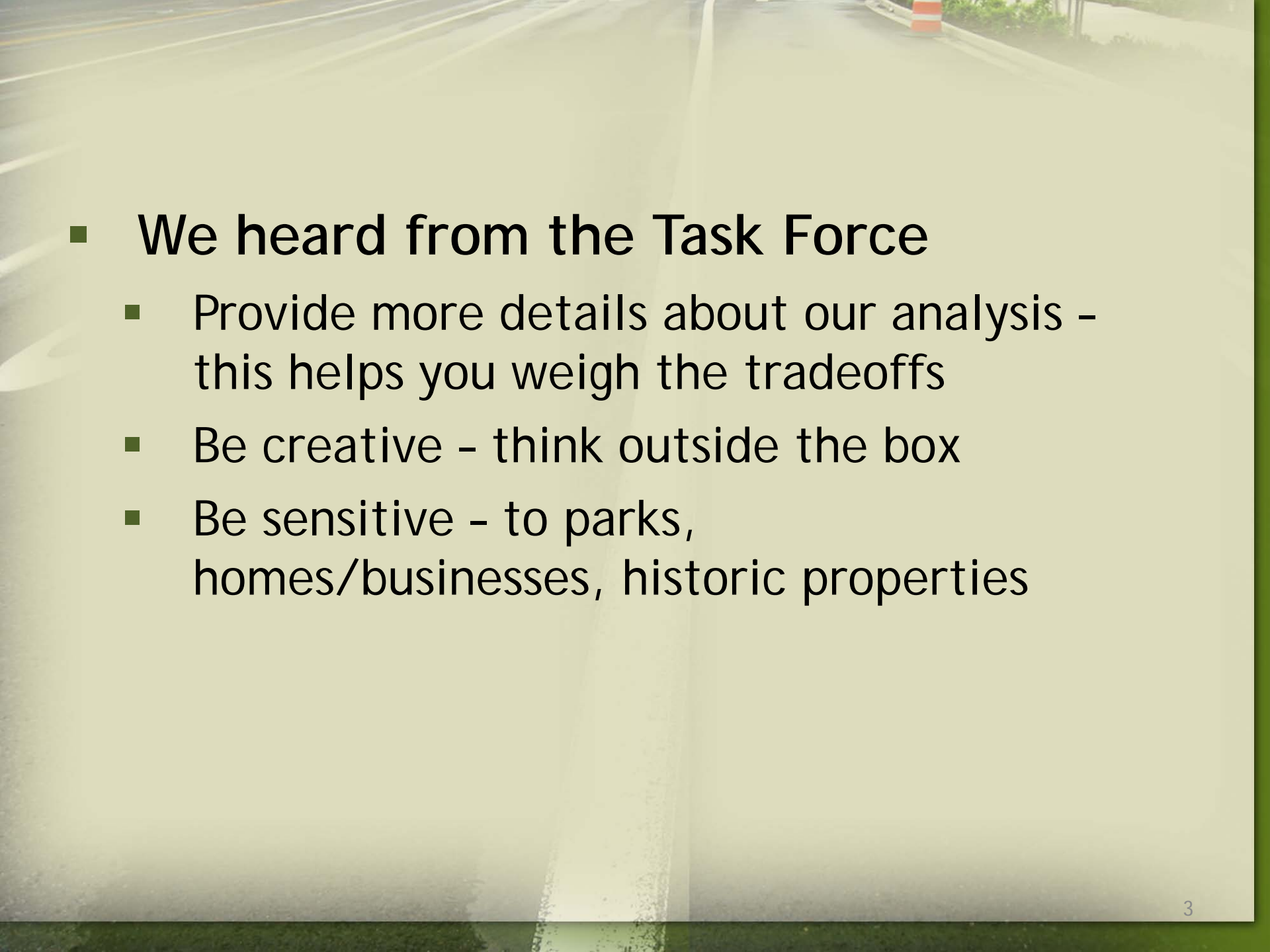
# Refinement Areas (Part 2)

## Tualatin TSP

Presentation to  
Tualatin Planning Commission  
September 4, 2012

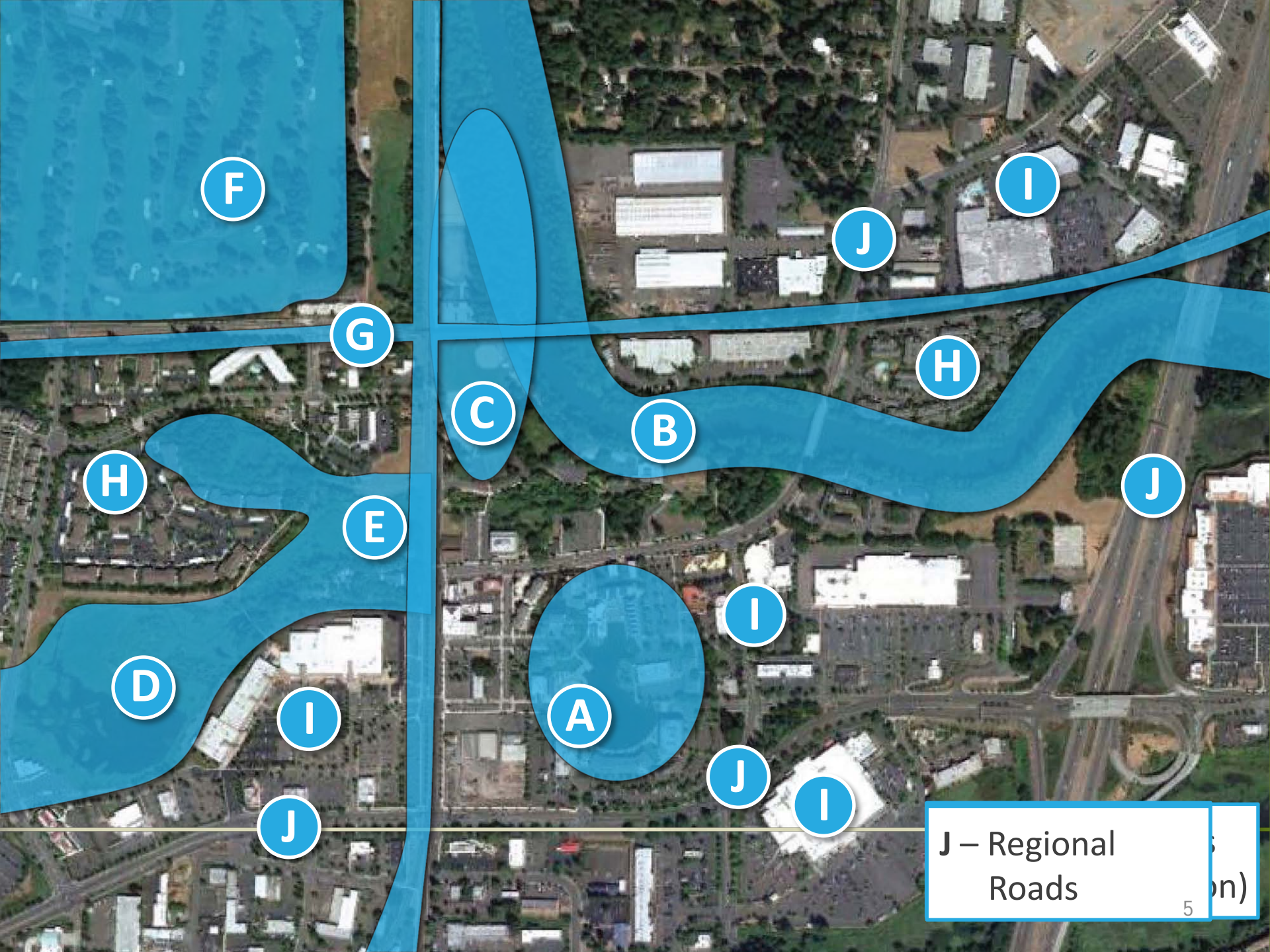
# Goal of Tonight's Discussion

- **Discuss final refinement areas**
  - North-south connectivity
  - Tualatin-Sherwood Road
  - Boones Ferry Road
  - Downtown connectivity
  - Herman/Tualatin Road
- **Recommend what projects move forward for packaging and discussion at Transportation Summit**

- 
- **We heard from the Task Force**
    - Provide more details about our analysis - this helps you weigh the tradeoffs
    - Be creative - think outside the box
    - Be sensitive - to parks, homes/businesses, historic properties

A perspective view of a road with a white center line and a red and white striped traffic cone on the right side.

This presents  
a challenge...



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J – Regional Roads  
Roads (on)

# A Reminder of our Goals and Objectives

No.	Goal	Representative Criteria
1.	Access and Mobility	Provide efficient and quick travel between point A and B, Provide connectivity within the City between popular destinations and residential areas
2.	Safety	Address known safety locations, address geometric deficiencies
3.	Vibrant Community	Support a livable community with family-friendly neighborhoods, maintain a small town feel
4.	Equity	Promote a fair distribution of benefits and burdens, consider access to transit for all users
5.	Economy	Support a vibrant City Center and community, Consider positive and negative effects of alternatives on adjacent residential and business areas
6.	Health/Environment	Provide interconnected networks for bicyclists and pedestrians, protect park land and create an environmentally sustainable community
7.	Ability to be Implemented	Promote fiscal responsibility, strive for broad community and political support

# Responding to Questions on Cost

No.	Question	Response
1.	What is the cost of the 65 <sup>th</sup> extension project?	\$39 million
2.	What is the cost of widening Boones Ferry Road north of Martinazzi?	\$17 million
3.	What is the cost of the north/south connectivity project?	\$34 million

No engineering work has been done on the TSP to date. All costs are planning-level estimates, based on known data about right-of-way and constraints. They are largely unit cost information reliant on length and width of facility. All cost information is provided in 2012 dollars.

# Refinement Area #3: North to South Connectivity







# Goal Statement

Improve north-south connectivity west of I-5





SW Cello St

SW Chinook St

SW 86th Ave

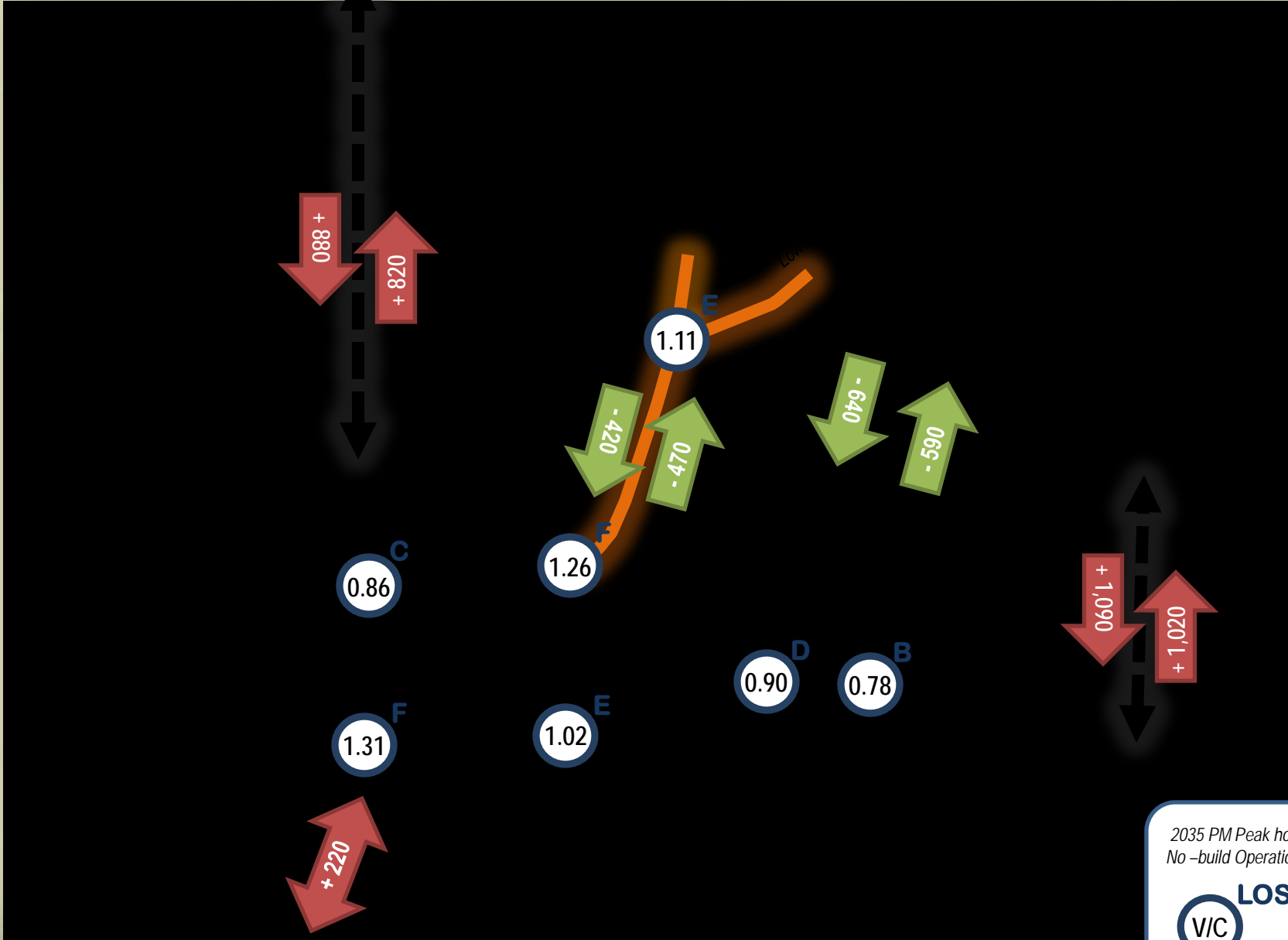
SW Tualatin Rd

© 2012 Google

45°23'12.72" N 122°45'46.68" W elev 127 ft

Imagery Date: 8/20/2011





2035 PM Peak hour  
No-build Operations



# What Does This Do For Tualatin?

Area	Benefits	Impacts
Traffic	<ul style="list-style-type: none"><li>• Decreases traffic on 99W, Boones Ferry Road (east of Tualatin Road), I-5</li><li>• Decreases traffic on Herman and Tualatin Roads</li></ul>	<ul style="list-style-type: none"><li>• Increases traffic into downtown and onto Tualatin-Sherwood Road</li></ul>
Design	<ul style="list-style-type: none"><li>• Removes one 90 degree turn on Tualatin Road</li></ul>	<ul style="list-style-type: none"><li>• Requires significant right of way</li><li>• Additional at-grade crossing of RR tracks might be difficult</li></ul>
Environmental / Policy	<ul style="list-style-type: none"><li>• Extension included in Tigard and Washington County TSPs</li><li>• Does NOT impact Sweek House</li><li>• If local connection is made at Tualatin Community Park, helps circulation into park</li></ul>	<ul style="list-style-type: none"><li>• Additional environmental analysis would be needed related to river crossing, crossing of trail(s), and noise and air quality assessments</li></ul>



# Discussion

Technical Team Does NOT Offer a Recommendation:

**Ultimately, this needs to be a Community Decision**

Task Force Recommendation:

Green - 7 (1 agency)

Red - 7

Yellow - 1

# Refinement Area #5: Tualatin-Sherwood Road



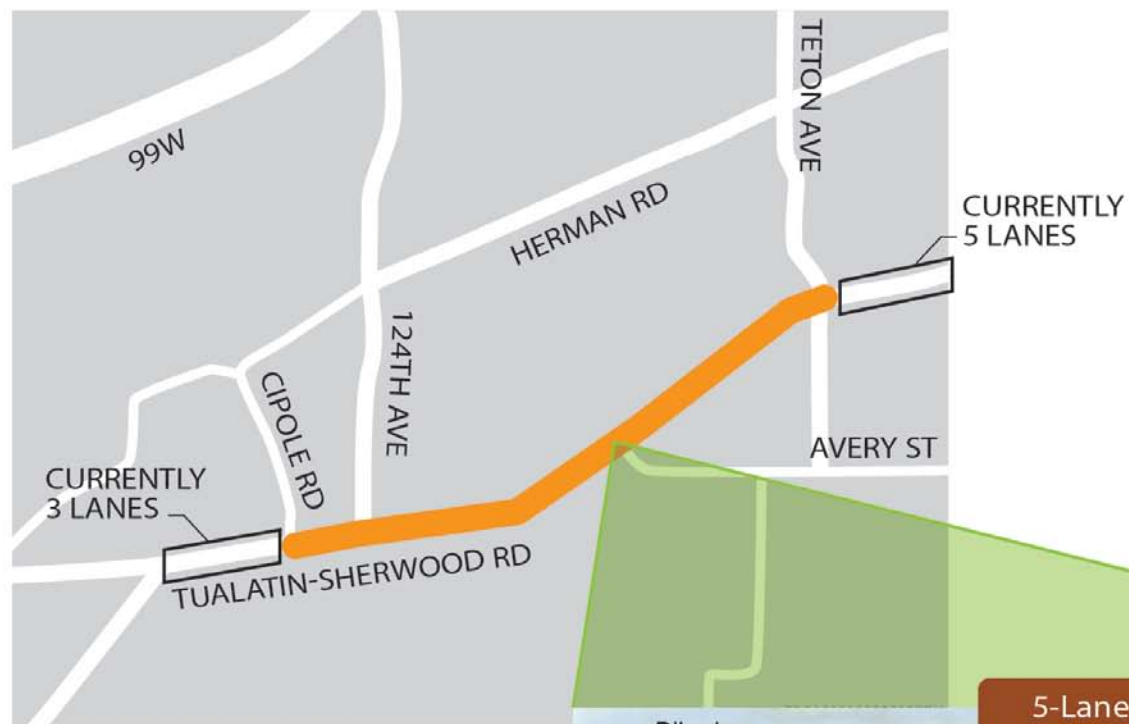


# Goal Statement

Relieve congestion and improve safety for all modes



# Option #1: Complete Five Lane Section



- Widens Tualatin-Sherwood Road to five lanes between Teton and Cipolet
- Road is currently five lanes east of Teton

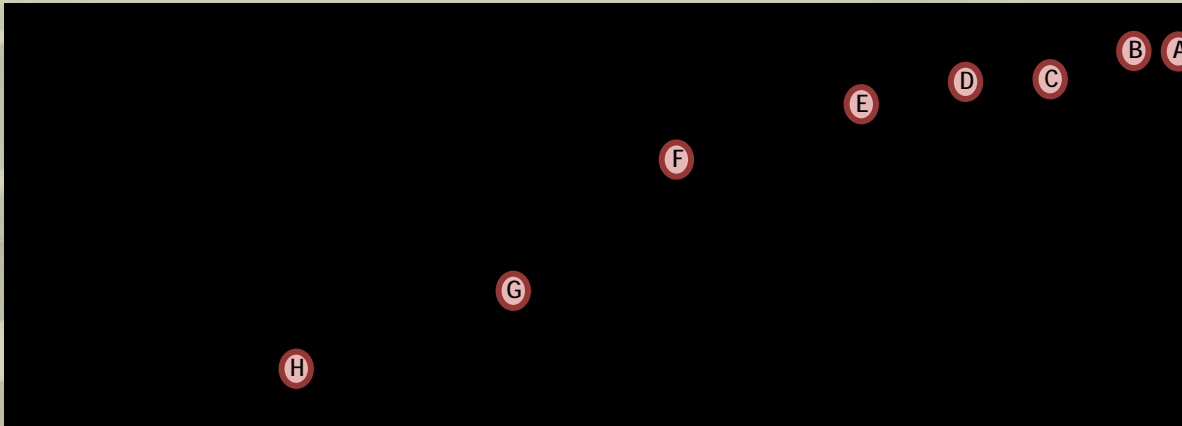


TBG101311052920PDX

## Option #2: Retain Three Lane Section

- One travel lane in each direction
- Center turn lane
- Retains shoulder bicycle lanes and sidewalks
- Coordinated signal timing
- Spot improvements at key intersections

# What Do These Options Do For Traffic?



## PM Peak Hour Operations

Tualatin-Sherwood Road &	2011 Existing	Retain Three Lane Cross Section	Widen to Full Five-Lane Cross Section
<b>A</b> I-5 Northbound	0.68 (B)	0.78 (B)	0.78 (B)
<b>B</b> I-5 Southbound	0.79 (D)	0.90 (D)	0.90 (D)
<b>C</b> Martinazzi Ave	0.94 (D)	1.02 (E)	1.02 (E)
<b>D</b> Boones Ferry Road	0.93 (D)	1.31 (F)	1.31 (F)
<b>E</b> 90 <sup>th</sup> Avenue	0.60 (C)	0.78 (C)	0.78 (C)
<b>F</b> Teton Avenue	0.79 (D)	0.95 (E)	0.95 (E)
<b>G</b> Avery St	0.71 (B)	0.99 (E)	0.92 (D)
<b>H</b> 124 <sup>th</sup> Avenue	0.60 (C)	1.33 (F)	0.92 (C)

V/C ratio (Level-of-Service)

## Other Connectivity Options

Option	West of Boones Ferry Rd	East of Boones Ferry Road
65 <sup>th</sup> Extension	+ 50 vehicles ↑	+180 vehicles ↑
North/South Connection	+ 170 vehicles ↑	-50 vehicles ↓
Hybrid (both 65 <sup>th</sup> and North/South)	+130 vehicles ↑	+80 vehicles ↑
TSM Option	Negligible	Negligible

# What are the Other Benefits to Tualatin?

Area	Five-Lane	Three-Lane
Design Constraints	<ul style="list-style-type: none"><li>• Setbacks appear to allow widening with minor impacts to properties</li><li>• Some drainage/water quality basins may require relocation</li></ul>	<ul style="list-style-type: none"><li>• None – this largely retains existing cross section. Widening at key intersections could be accommodated with no major design concerns</li></ul>
Environmental / Policy	<ul style="list-style-type: none"><li>• Project is included in Washington County TSP</li></ul>	<ul style="list-style-type: none"><li>• This option is not consistent with the Washington County TSP</li></ul>



# Discussion

Technical team  
recommendation:

Move five-lane option forward to  
summit

Task Force recommendation:

Move five-lane option forward to  
summit



# Refinement Area #6: Boones Ferry Road



# Goal Statement

Reduce congestion and improve safety on  
Boones Ferry Road throughout  
Tualatin

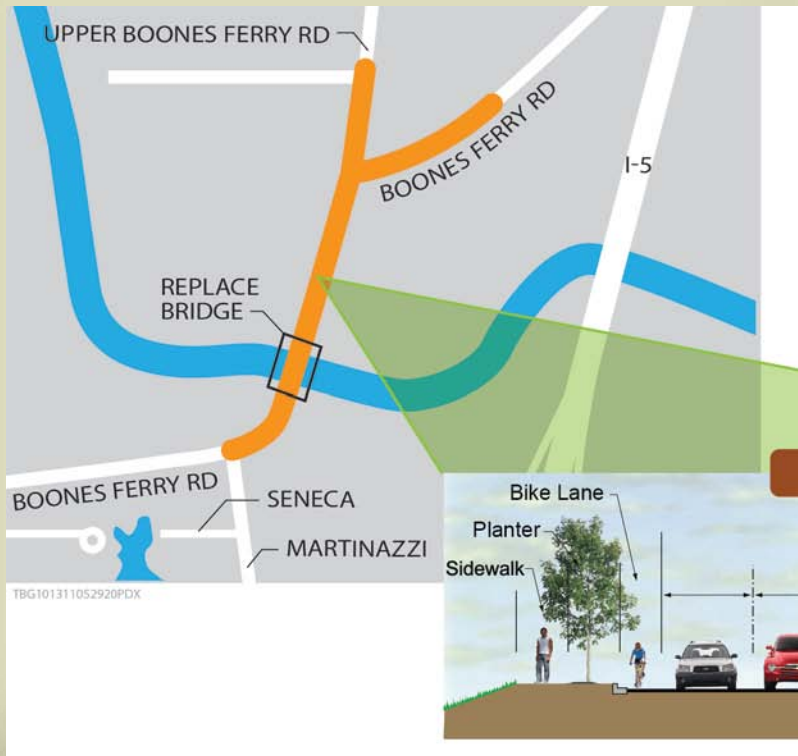
# Three Segments of Boones Ferry Road



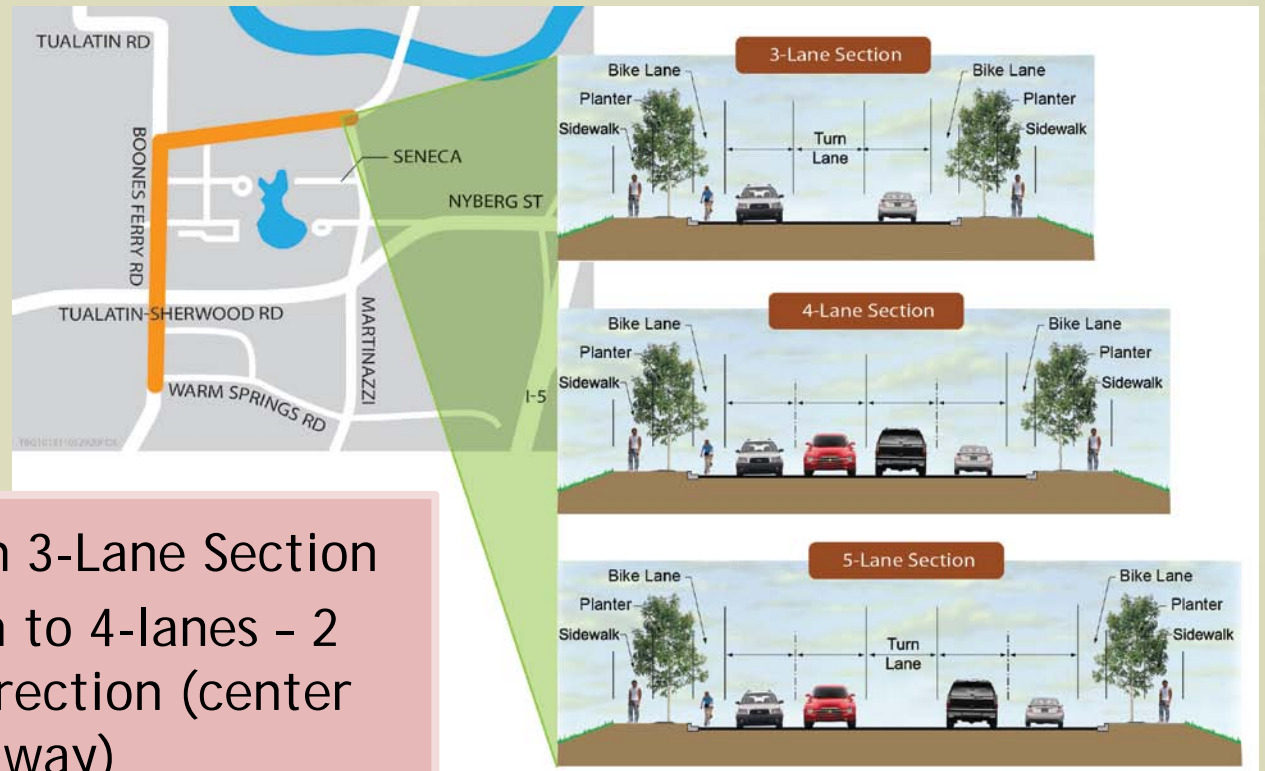


# Segment A: North of Martinazzi

- Widen to five lanes from intersection with Lower Boones Ferry to bridge
- Replace current bridge, widen to four lanes with bike lanes and sidewalks
- Transition to three lanes south of bridge with transition at Martinazzi (left turn lane)

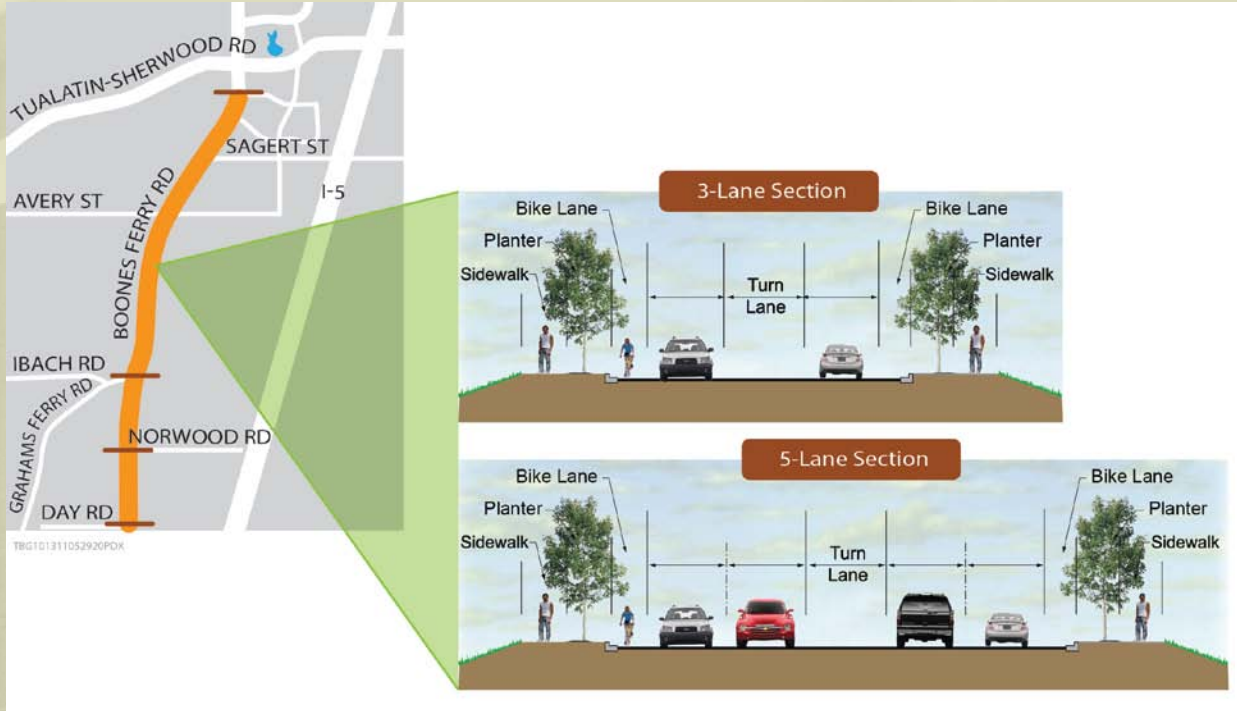


# Segment B: Through Downtown



- Option 1: Retain 3-Lane Section
- Option 2: Widen to 4-lanes - 2 lanes in each direction (center turn lane goes away)
- Option 3: Widen to 5-lanes - 2 lanes in each direction with center turn lane

# Segment C: South of Warm Springs



- Option 1: 3-lane section with widening at key intersections, coordinated signal timing
- Option 2: 5-lane section (2 travel lanes in each direction with center turn lane)

# Boones Ferry Road Traffic: All Options

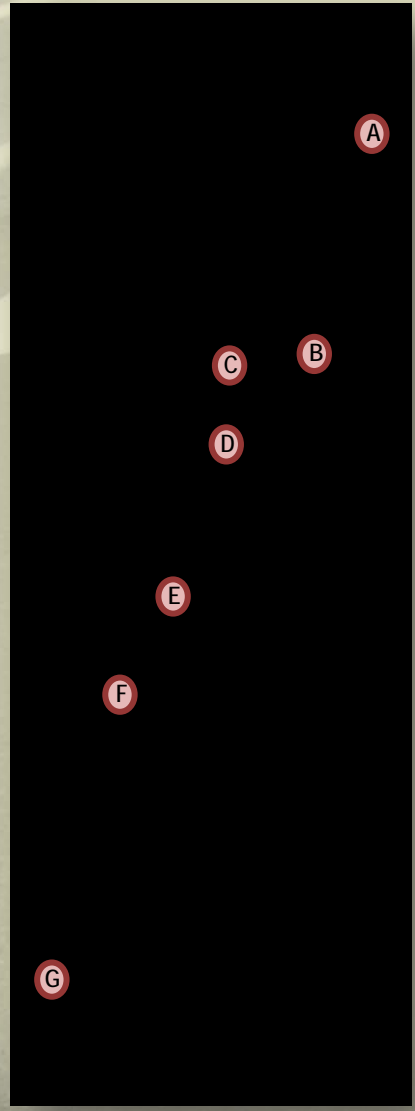
## PM Peak Hour Operations

Boones Ferry Road &	2011 Existing	2035 No-Build	Widen South of Tualatin-Sherwood Rd to Norw ood	Widen North of Martinazzi to Lower Boones
<b>A</b> Lower Boones Ferry	0.76 (C)	1.11 (E)	1.11 (E)	0.89 (C)
<b>B</b> Martinazzi Ave	0.89 (D)	1.26 (F)	1.26 (F)	1.33 (F)
<b>C</b> Tualatin Road	0.62 (B)	0.86 (C)	0.86 (C)	0.92 (C)
<b>D</b> Tualatin-Sherwood Rd	0.93 (D)	1.31 (F)	1.30 (F)	1.31 (F)
<b>E</b> Sagert St	0.75 (C)	1.11 (E)	0.84 (C)	1.11 (E)
<b>F</b> Avery St	0.87 (C)	1.15 (F)	0.96 (D)	1.15 (F)
<b>G</b> Ibach St	0.70 (B)	0.98 (D)	0.88 (C)	0.98 (D)

V/C ratio (Level-of-Service)

## Other Connectivity Options

Option	South of Tualatin-Sherwood Rd	TSR to Martinazzi Rd	North of Martinazzi
65 <sup>th</sup> Extension	- 70 vehicles ↓	-180 vehicles ↓	-440 vehicles ↓
North/South Connection	+ 520 vehicles ↑	-270 vehicles ↓	-570 vehicles ↓
Hybrid (both 65 <sup>th</sup> and North/South)	+220 vehicles ↑	-500 vehicles ↓	-890 vehicles ↓



# What are the Benefits for Tualatin?

Area		Segment A	Segment B	Segment C
Design	3-lane	<ul style="list-style-type: none"> <li>No impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impacts</li> </ul>
	4-lane	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Would require ROW</li> <li>Access impacts</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	5-lane	<ul style="list-style-type: none"> <li>Minor impacts</li> <li>Little ROW needed</li> <li>Railroad coordination needed</li> </ul>	<ul style="list-style-type: none"> <li>Would require additional ROW</li> <li>Would require reconstructed accesses</li> </ul>	<ul style="list-style-type: none"> <li>Could improve curves and grade for sight distance improvements</li> <li>Some structures close to ROW line</li> </ul>
Environmental/ Policy	3-lane	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
	4-lane	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Business impacts</li> <li>Difficult turning movements</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	5-lane	<ul style="list-style-type: none"> <li>Some landscaping impacts adjacent to road</li> </ul>	<ul style="list-style-type: none"> <li>Impacts businesses in this segment</li> </ul>	<ul style="list-style-type: none"> <li>Impacts setbacks and landscaping (no houses)</li> <li>Near Woodrose Nature Park</li> </ul>



# Discussion

Technical team recommendation:

Move forward with

Segment A: Five lanes

Segment B: Three lanes

Segment C: Three lanes

To the summit

Task Force recommendation:

Forward to Summit:

Segment A : 5-lanes

Segment B: 3-lanes with added  
improvements to Martinazzi  
intersection

Segment C: 3-lanes with added  
bus pull-outs



# Refinement Area #7: Downtown Connectivity

# Tualatin-Sherwood Road/Boones Ferry Road Intersection



## Notes:

- Signal timing is already optimized at this intersection, but other phasing/timing/coordination alternatives may be tested
- Changing the signal timing to 120 seconds could improve the V/C ratio from 1.30 (F) to 1.22 (F)
- Intersection is well over capacity, even a test of 140 second signal cycle with right turns on every approach yields a V/C of 1.06 (E)

## PM Peak Hour Operations

	Tualatin-Sherwood Road/Boones Ferry Road
Existing Conditions	0.93 (D)
2035 No-Build	1.31 (F)
Added Eastbound Right Turn Pocket	1.18 (E)
Added Westbound Right Turn Pocket	1.31 (F)
Added Southbound Right Turn Pocket	1.18 (E)

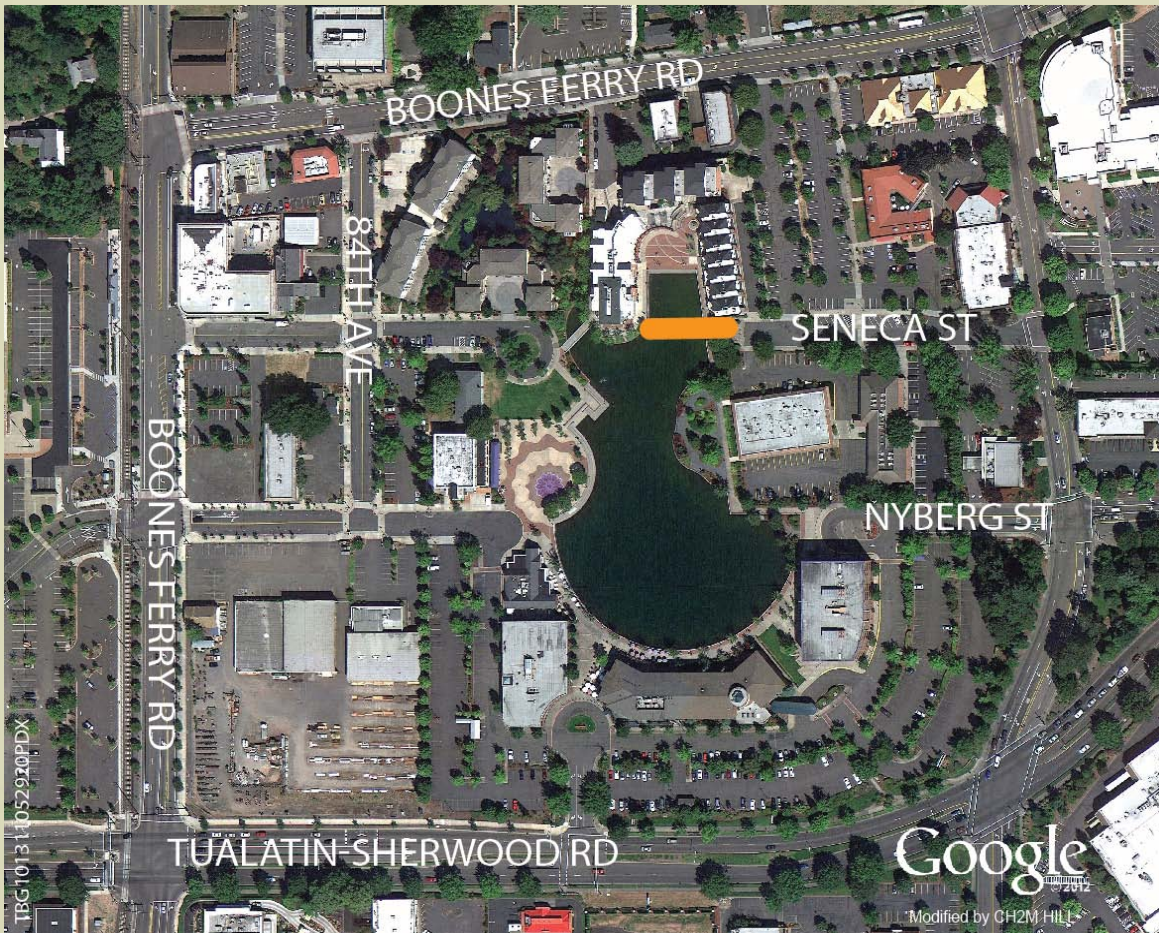
V/C ratio (Level-of-Service)

## Other Connectivity Options

Option	West of Boones Ferry Rd	East of Boones Ferry Road	North of TSR	South of TSR
65 <sup>th</sup> Extension	+ 50 vehicles ↑	+180 vehicles ↑	-60 vehicles ↓	- 70 vehicles ↓
North/South Connection	+ 170 vehicles ↑	-50 vehicles ↑	+420 vehicles ↑	+ 520 vehicles ↑
Hybrid (both 65 <sup>th</sup> and North/South)	+130 vehicles ↑	+80 vehicles ↑	+280 vehicles ↑	+220 vehicles ↑
TSM Option	Negligible	Negligible	Negligible	Negligible



# Connectivity in the Downtown Core



- Auto bridge over the lake was screened out
- Auto tunnel under the lake was screened out
- At least we can improve connectivity for bicyclists and pedestrians



# Discussion

Task Force recommendation:

Forward to Summit:

Intersection Improvements at  
Tualatin-Sherwood Road and  
Boones Ferry Road

Remove: Ped/Bike Bridge over the  
Lake

# Revisiting Refinement Area #4: Herman Road and Tualatin Road



# Refined Solution

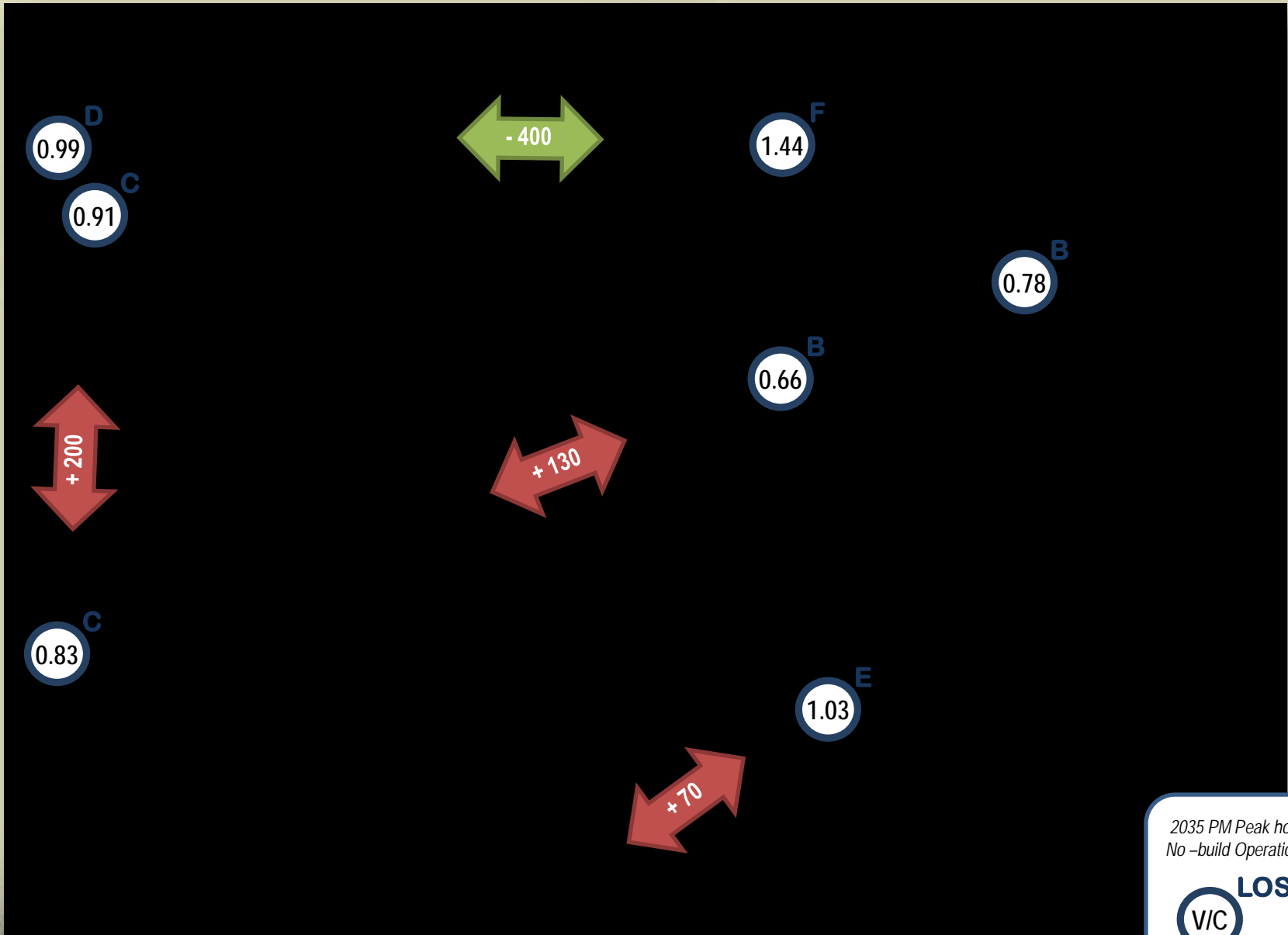


- A. Reclassify Herman to a minor arterial
- B. Upgrade section of Herman to 2 lanes
- C. Lower speeds on Tualatin
- D. Eliminate free right turn at Tualatin/Herman intersection, consider roundabout
- E. Add signals at the east and west ends of Tualatin
- F. Remove trees at Tualatin and 108th
- G. Modify channelization of 124th and Tualatin, consider roundabout
- H. Signage to indicate that Tualatin is for local traffic

# Responses to Questions

No.	Question	Response
1.	Can you look at keeping Herman at 2-lanes between Teton and Tualatin?	Yes. There are limited driveways that would warrant a center-turn lane. Modified recommendation to upgrade Herman to 2-lanes with bicycle lanes and sidewalks
2.	Can you look at retaining current speeds on Tualatin?	Yes, but fewer cars move off of Tualatin as a result. Speeds would decrease as a result of signals
3.	What would the roundabout look like at the east end?	There appears to be sufficient room for a single-lane roundabout at this location, allowing Cheyenne to access it, would shift intersection slightly to north to avoid railroad tracks
4.	What happens to the signal on Tualatin and Teton?	This signal stays above the mobility threshold but we can look at minor modifications to the intersection and the timing to improve flow
5.	How many vehicles move from Tualatin to Herman?	See next slide – approx. 400 with suite of projects
6.	What about the 45-degree angles east of where you're looking?	See earlier discussion. There are modifications that could be done, or other ways to encourage traffic to turn on Teton or 124 <sup>th</sup> to move south

# A Closer Look at Traffic...



2035 PM Peak hour  
No-build Operations

LOS  
VIC



# Discussion

Task Force recommendation:

Forward to Summit:

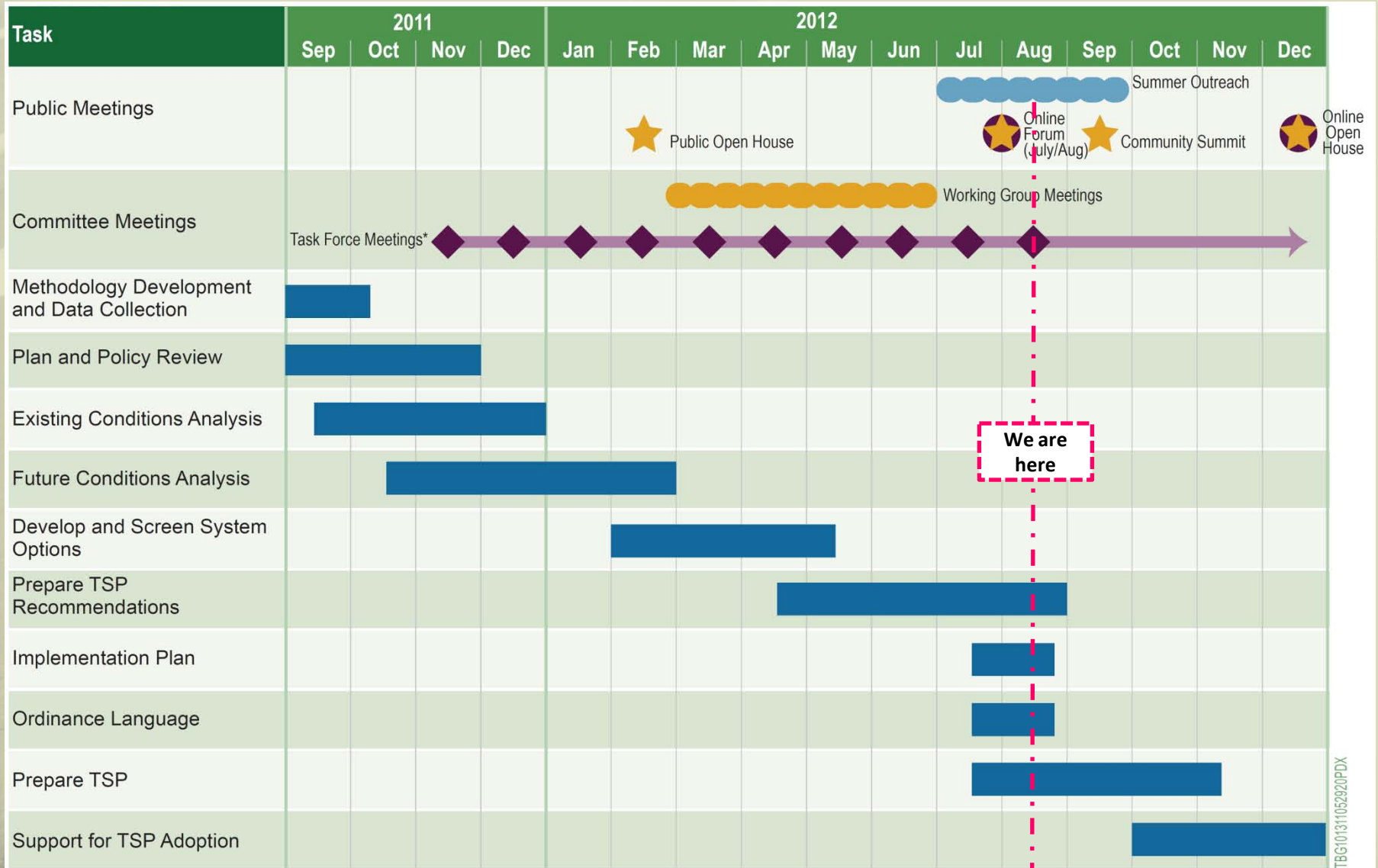
Refined Solution which includes a signal at Tualatin/Teton & improvements to Teton Avenue (center turn lanes, improvements to TSR/Teton Avenue) but does not include lowering the speed limit

# Thank You! What Happens Next?

- Package all the recommendations
- Traffic analysis of the system together
  - Does it work?
  - What are we benefits to Tualatin?
  - What are the benefits to the region?
  - What are the costs?
- Transportation Community Summit in September (September 20<sup>th</sup>)



# Transportation System Plan Timeline



TBG/01311052920PDX



**Thank you!**

# Save the Date!

## Tualatin Transportation Summit September 20, 2012

### *Does the Transportation System Plan work for you?*

This summit is an opportunity for the people of Tualatin to give their input before the final Transportation System Plan is developed. This your chance to review all of the transportation improvement ideas, see how suggested projects impact travel through the City, and suggest changes.

***Don't miss your opportunity to be part of the decision!***

Doors at 5:00 pm

Presentation at 5:30 pm

Tualatin Police Department  
8650 SW Tualatin Road

[www.TualatinTSP.org](http://www.TualatinTSP.org)



For more Information: 503-691-3049 or [transportation@ci.tualatin.or.us](mailto:transportation@ci.tualatin.or.us)



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commission Members

**THROUGH:** Aquilla Hurd-Ravich, Planning Manager

**FROM:** Cindy Hahn, Associate Planner

**DATE:** 09/04/2012

**SUBJECT:** Linking Tualatin: Receive Plan, Review and Provide Comment on Implementation Actions, and Formulate a Message about Transit and the SW Corridor

---

### **ISSUE BEFORE TPC:**

The purpose of tonight's meeting is to:

1. Present the draft Linking Tualatin Conceptual Plan and any comments received
2. Review and comment on the implementation actions with modifications proposed by the Task Force; and
3. Make a statement about linking public transit in Tualatin to the rest of the region.

### **RECOMMENDATION:**

Staff recommends the Tualatin Planning Commission consider the staff report and attachments, and provide comment on the implementation actions proposed for the Linking Tualatin project, as well as formulate a message about transit and the Southwest Corridor. Staff will present the Commission's comments to City Council as a verbal update at their September 10 Work Session.

### **EXECUTIVE SUMMARY:**

The draft Linking Tualatin Conceptual Plan includes the following major sections:

- Introduction & background
- Transit ready places overview
- Transit ready places recommendations
- Relationship to Southwest Corridor Plan
- Implementation actions and next steps

Additions and refinements that staff is aware need to be made include:

- Reflect Task Force, Planning Commission, TPARK, Council, community feedback
- Add list of transportation improvements
- Create phasing plan
- Clarify adoption approach

The Plan was presented to the Transportation Task Force at the August 16 meeting. Comments received to date on are included in a public comment log (Attachment A) to this staff report.

The implementation actions have been reviewed by the Transit Working Group (at the July 10 meeting) and Task Force (at the August 16 meeting). Attachment B is the most current description of implementation actions, which includes changes recommended by the Transit Working Group and Task Force.

At the August 16 meeting, each member of the Task Force expressed their thoughts about linking public transit in Tualatin with the rest of the region. These messages were recorded and summarized for inclusion in the refined Linking Tualatin Conceptual Plan. Some key points of the Task Force's message include:

- Better east west connections, not all travel is to and from Portland
- Respect riders time, make transit convenient and reliable
- It is imperative to Tualatin's economy and livability to improve transit in Tualatin.
- Define a transit hub in Tualatin that connects the City
- Improve WES, consider rail where appropriate but focus on providing bus service

Attachment C, the Task Force meeting summary from August 16, includes a more detailed accounting of the statements made by individual members of the group.

### **Next Steps**

The City Council will receive the draft Linking Tualatin Conceptual Plan at a future Work Session, as well as a briefing on the comments on implementation actions and messages formulated by the Task Force, TPARK and Planning Commission. City Council action at their Work Session will focus on discussion and direction on adoption options for the Linking Tualatin Plan.

Comments are being accepted on the draft Plan through September 15, and a refined Plan will be presented to Planning Commission on October 2.

---

**Attachments:**    [A - Public Comment Log August 23, 2012](#)  
                          [B - DRAFT Implementation Actions August 16, 2012](#)  
                          [C - DRAFT Taskforce Meeting Summary August 16, 2012](#)  
                          [D - PowerPoint Presentation](#)



**Conceptual Linking Tualatin Plan Comment Log**  
**As of 8/23/12**

	<b>Date</b>	<b>Name</b>	<b>Comment</b>
1.	August 20, 2012	Candice Kelly Via email	<p>Hi Cindy</p> <p>I am only reading some of this as I don't have time for a complete 153 page read and so chose things that I felt were important to see and that I maybe wasn't involved in as I was with much of this. SO see below:</p> <p>Pages 49 thru 51 has a couple of graphs in white rather than green, yellow or pink with no explanation.</p> <p>Pge 69 is Figure 33 which is NOT listed in the table of contents with the other Figures.</p> <p>Pge 79 has a typo Bullet under "Notification" ... "businessse" should be "business" Pge 80 top bullet point typo .... "what" should be "want" Starting on Pge 99 anyway the answers can be in red consistent with the others above it?</p> <p>Thanks, Cindy. hope this is helpful and not just an irritant for you today.</p> <p>See you thursday night!</p> <p>Candice</p>



## Linking Tualatin Preliminary Recommendations

### Implementation Actions and Next Steps

#### Overview

This document provides a summary of potential strategies and actions that may be used by the city to implement the recommendations from the Linking Tualatin project. These strategies were identified during the Linking Tualatin multi-day workshop and subsequently expanded and refined based on review by the Linking Tualatin Task Force and Transit Working Group. Implementation strategies include elements related to land use, transit service and facilities, other transportation facilities, and agency coordination. This is a preliminary assessment of strategies that may be useful to the city; further evaluation and expansion of implementation approaches will be done in subsequent phases of the Linking Tualatin process and will be included with draft and final versions of the Linking Tualatin Plan. Implementation strategies are organized by the following categories:

- **Adoption of the Linking Tualatin Conceptual Plan.** The Plan may be adopted by reference as an ancillary or supporting document of the City's Comprehensive Plan. Alternatively, it may be "accepted" by the City Council, rather than formally adopted. In either case, the Plan will help provide guidance for the city as it makes decisions and takes action related to land use planning and development, as well as transit and other related transportation improvements.
- **Development Code amendments.** A number of amendments to the city's Development Code are recommended to help implement the land use and transportation proposals in the Plan. The majority of these amendments will not be adopted as part of the Linking Tualatin process but will be deferred until a later date. This approach is recommended because many of the proposed code provisions will require more time and community conversation than is feasible within the Linking Tualatin project timeframe.
- **Other land use and development strategies.** These strategies would be undertaken as development in transit ready places proceeds over time. Some of them (e.g., implementation of specific funding strategies) may require additional community conversation and/or separate planning processes to implement.
- **Transit facilities and services.** These recommendations are generally oriented to providing a certain level of local transit to support Tualatin's businesses, workers and residents. Some also may be linked to or more specifically support potential future high capacity transit service to Tualatin. All of them will require or entail more detailed planning and analysis, as well as coordination with a variety of local and regional stakeholders.
- **Other transportation recommendations.** These include possible improvements to local streets, bicycle or pedestrian facilities to support future transit use and associated land use recommendations. These will need to be evaluated further in conjunction with the city's Transportation System Planning effort.

#### Development Code Amendments

A number of recommendations in this Plan would require changes to the city's Development Code, including allowing for or encouraging development of small scale retail or personal service uses in



## LINKING Tualatin

selected areas and creating mixed use developments in other areas. Many of these recommendations would support provision of future local transit service in Tualatin. They also would support potential future high capacity transit service but could be implemented and beneficial to the community, with or without high capacity transit. These recommendations could be implemented as part of the adoption of the Linking Tualatin Conceptual Plan or at a later date after more detailed planning, evaluation and community conversation.

- Expand the city's Mixed Use Commercial Overlay District to other areas, including in the vicinity of the Bridgeport Village lifestyle center and/or in the Downtown area. This overlay district allows a mix of uses including commercial, retail, office and residential. It also contains design standards intended to create a pedestrian-friendly environment and enhance compatibility between residential and other uses.
- Refine the city's Industrial Business Park Overlay Planning District to allow for more types of businesses and provide greater flexibility in development and design. This overlay can be applied in the manufacturing districts (ML and MG zones) and is intended to emphasize industrial uses but allow a broader mix of retail and office uses to support industrial businesses.
- Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for small shops, restaurants or other services. The city also could consider revising this overlay to allow for health and fitness studios.
- Relax current restrictions on commercial uses in manufacturing districts along arterials roads, while maintaining environmental restrictions and provisions to reduce the number of curb cuts. Currently, the manufacturing districts (MG and ML) require a special setback of 300-350 feet for commercial uses along certain arterials (Tualatin-Sherwood Road, SW 124th Avenue and Highway 99W). The setback creates a potential barrier to developing commercial uses in these districts. Amendments to this language could remove the barrier but still limit access from arterials and continue to preserve mobility in these corridors.
- Redesignate specific properties to allow for shops, restaurants and services for workers and nearby residents or to expand the types of developments allowed. The Linking Tualatin Plan includes changes to existing land use designations in some areas, which requires a Plan Map amendment. A Plan Map amendment can be initiated by a property owner (quasi-judicial process) or by the city (legislative process). The procedure for an amendment requires public notice, a neighborhood meeting, a recommendation from the Planning Commission and a public hearing before the City Council. It is assumed that any recommended Map Amendments would be implemented as part of a separate planning process, conducted after the Linking Tualatin process is completed.
- Allow for higher employment densities to help create opportunities for transit-supportive development if there is road or transit capacity. Specific strategies for increasing densities could include:
  - Consider potential revisions to parking or landscaping requirements to allow for higher development densities
  - Allow for and/or increase opportunities for density bonuses or density transfers
  - Permit higher density in the transit area, as an incentive
- Adopt Planned Unit Development (PUD) provisions into city's Development Code. PUD provisions can be applied in any district and are useful for providing maximum flexibility to develop projects. PUD provisions are typically optional and their use generally involves coordination with property owners, developers, staff and neighbors. They allow flexibility in development and design standards without requiring an additional adjustment or variance



## LINKING Tualatin

process. The city does not currently have PUD provisions but could adopt them if deemed suitable.

- Improve opportunities for development by better communicating permitting or review processes and requirements with potential development applicants; regularly monitor these requirements in the future to ensure that they continue to further city goals and objectives, while reflecting reasonable requirements for development applicants.

## Other Land Use and Development Actions

In addition to amending the city's Development Code, a number of other strategies could be undertaken to implement some of this Plan's land use recommendations. In general, these strategies would be taken as development occurs on a particular site or area and/or through additional planning processes as a follow-up to the Linking Tualatin project.

- Consider use of urban renewal funding to pay for public facilities and transit investments, recognizing that application of urban renewal would require a larger community conversation before it could be implemented.
- Consider use of local improvement districts (LIDs) to fund selected public improvements such as sidewalks or pathways, bike racks, benches, lighting, or other similar improvements.
- Consider use of bond measures to pay for public improvements that would have broad community benefits.
- Work with potential property buyers or tenants, as well as surrounding businesses and residents, and other interested parties such as the Tigard-Tualatin School District, to explore specific ideas such as a new Community College campus. Implementation of specific uses such as this likely will require targeted marketing efforts, coordination between the city and potential buyers, and proactive efforts related to providing transit service in these areas.
- Assist property owners with land assembly through coordination among adjacent property owners and/or assistance with landowner negotiations.
- Promote phased development of larger sites to help ensure that goals for specific transit ready places or properties can be met over time.
- Promote information sharing about state, regional or federal programs that provide developers with tax incentives or subsidies for desired types of development.

## Transit Services and Facilities

Possible implementation actions and approaches related to recommended transit improvements include the following:

- Conduct a follow-up transit study to determine the type of transit service needed in specific locations, including through coordination with local employers, residents, community involvement organizations (CIOs) and institutions. Service determinations will be based, in part, on estimated number of residents and businesses in an area and through consideration of different transit models (TriMet vs. local system, for example). The follow-up study may be used to identify transit recommendations related to transit ready places, as well as other areas in the city that would benefit from transit service (e.g., established residential neighborhoods).
- Refine and prioritize plans and locations for suggested transit facilities, as needed, including through evaluation for consistency with the Transportation System Plan process.
- Coordinate with TriMet, Metro and other cities and agencies as needed.
- Determine appropriate approaches to transit service provision and funding.



## LINKING Tualatin

- Advocate for needed transit service in Tualatin and work to build community support.
- Implement transit-supportive land use and connectivity actions as identified in the Linking Tualatin Plan. The Linking Tualatin Plan identifies areas where providing new or expanded transit service is a priority.

## Other Transportation Improvements

This Plan includes a number of other non-transit transportation facility ideas. Most of these ideas represent local street or pathway connections to improve access to potential future transit facilities. They also are intended to generally improve local connectivity and access to community amenities and existing or possible future commercial and retail services. Some also include improving or creating pedestrian crossing facilities on major roadways. Recommended implementation strategies include:

- Further evaluate proposals in conjunction with the Transportation System Plan update process to ensure consistency and explore opportunities for streamlining of planned projects.
- Prioritize suggested improvements to increase efficiency and enable appropriate channeling of funds to specific projects.
- Continue to coordinate with property owners, businesses and residents or neighborhoods (CIOs) to refine proposed locations for transportation improvements.
- Require dedication of right-of-way needed for transportation improvements, as appropriate and consistent with state law and legal precedent, as new development occurs. The Linking Tualatin Plan identifies new connections, including roads and bicycle/pedestrian facilities. Per Chapter 74 of the code, the city can require dedication of right-of-way and/or construction of transportation improvements at the time of development.
- Seek support and funding for improvements in existing and developed areas.
- Explore ways to reduce single occupancy vehicle (SOV) assumptions and increase the share of alternate transportation modes.

## Next Steps

This information is being reviewed by the Transportation Task Force, Transit Working Group, Planning Commission, TPARK and City Council. It also will be available on the Linking Tualatin project website for review by citizens. During that process, the preliminary implementation measures identified in this Plan will be evaluated and may be expanded upon. That information, along with comments from all the above parties, will be incorporated into a revised draft, which will undergo further review and refinement in early to mid September. At that point, a final report will be developed and presented in public hearings before the Planning Commission and City Council for adoption. Adoption of the Plan is expected to take place in December 2012.

As part of this process, the city and its consultants also will prepare a set of recommendations related to the phasing or timing of these strategies which will provide a roadmap as to how they will be accomplished.



*City of Tualatin*

**Tualatin Transportation Task Force  
DRAFT Meeting #13 Summary  
August 16, 2012, 5:00-8:00pm  
Tualatin Police Department  
8650 SW Tualatin Road  
Tualatin, OR 97062**

**Committee Members Present**

Alan Aplin – *TPC Representative*  
Allen Goodall – *Business Representative*  
Brian Barker – *TVF&R*  
Bruce Andrus-Hughes – *TPARK Advisory*  
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*  
Charlie Benson – *Citizen Representative*  
Cheryl Dorman – *Tualatin Chamber of Commerce*  
Deena Platman – *Metro*  
Julia Hajduk – *City of Sherwood*  
John Howorth – *Alt. Citizen Representative*  
Joelle Davis – *City Councilor*  
Kelly Betteridge – *TriMet*  
Jan Giunta – *CIO Representative*  
Monique Beikman – *City Councilor*  
Nancy Kraushaar – *Citizen Representative*  
Ray Phelps – *Business Representative*

Ryan Boyle – *Citizen Representative*

**Committee Members Absent**

Amanda Hoffman – *City of Wilsonville*  
Bethany Wurtz – *Tualatin Tomorrow Rep.*  
Bill Beers – *TPC Representative*  
Gail Hardinger – *Alt. Business Representative*  
Judith Gray – *City of Tigard*  
Karen Buehrig – *Clackamas County*

Lidwien Rahman – *ODOT*  
Mike Riley – *CIO Representative*  
Nic Herriges – *Alt. Citizen Representative*  
Steve L. Kelley – *Washington County*  
Travis Evans – *Citizen Representative*  
Wade Brooksby – *City Councilor*

**Public in Attendance**

Brett Hamilton  
Dolores Hurtado  
Kathy Newcomb  
Kevin Ferrasci O'Malley  
Linda Moholt  
Joe Lipscomb  
June Bennett  
Mark Fryburg

**Staff, Project Team and Special Guests**

Alice Rouyer – *City of Tualatin*  
Ben Bryant – *City of Tualatin*  
Aquilla Hurd-Ravich – *City of Tualatin*  
Cindy Hahn – *City of Tualatin*  
Kaaren Hofmann – *City of Tualatin*

Theresa Carr – *CH2M Hill*  
Matt Hastie – *Angelo Planning*  
Eryn Kehe – *JLA Public Involvement*  
Kelly Skelton – *JLA Public Involvement*

## **WELCOME AND CALL TO ORDER**

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. She explained that this was the last Task Force meeting for the Linking Tualatin project and that the last hour of the meeting will focus on the TSP and include a review of the fourth refinement area. Eryn kicked off the meeting by asking everyone at the table to introduce themselves and share one thing they like about our hot weather.

## **COMMUNICATION FROM THE PUBLIC**

None

## **GENERAL ITEMS**

### **Accept Meeting #12 Summary**

- There were some suggested changes from Kathy Newcomb sent via email to Eryn.
  - Typo on page six should say “regional transportation plan” (not “regional travel plan”)
  - Corrections to Kathy Newcomb’s public comment – she wanted to clarify what she said. Those corrections were provided by email.
- Julia Hajduk requested a clarification that Sherwood does not have one full time employee working on transportation, and Julia cannot answer any questions about Linking Tualatin.
- Jan Giunta commented that it was her recollection was that option 3 was not approved and that it would be brought back for approval. Jan remembers clearly that the group did not come to consensus on the 65<sup>th</sup> refinement area. Eryn clarified that “approval” in this case meant that the Task Force agreed to move the project forward for further discussion online and at the September Transportation Summit. She remembered the Task Force agreeing to move this refinement area forward. She asked the rest of the group, and several remembered it being moved forward for further discussion with full consensus from the Task Force. Eryn said the meeting recording would be reviewed for a definitive answer.
- The minutes were approved.

### **Announcements**

- Ben Bryant said the Basalt Creek Transportation project will have a meeting with CIO6 next Wednesday, August 22nd. The next Policy Advisory Group meeting for Basalt Creek will be on September 13<sup>th</sup> in Wilsonville at 6:30 pm.
- There will be an open house for the ODOT Oregon Passenger Rail project on September 13<sup>th</sup>, at 5:00 pm at the Lake Oswego Phoenix Inn.
- Update from TPARK (Bruce Andres-Hughes)
  - TPARK discussed the TSP at their last meeting and passed several recommendations and resolutions that will be discussed at the next meeting. They discussed:
    - Option 1 of the north-south connectivity plan, TPARK is recommending that the option be completely eliminated due to impacts to Tualatin Community Park.
    - Recommend that Option B18 (build a bridge over 99W) be reinstated into the TSP. This option was eliminated early on due to anticipated costs. TPARK believes there would be funding sources for a bridge.

- TPARK recommends that the TSP include a new cross-section of a transportation facility where a multi-use path is included inside the road right-of-way.
- Eryn said all of these issues will not be discussed tonight but will be addressed at next week's TSP meeting on August 23, 2012.

### **Project Update: Linking Tualatin by Cindy Hahn**

Cindy showed the Process diagram and indicated that the project is at step four "Develop a Draft Plan". She clarified roles of the group for tonight's meeting:

- Receive and review the Linking Tualatin Conceptual Plan, comments due to Cindy by **August 31<sup>st</sup>**. Cindy passed out copies of the plan, printed and on disc.
- Hear about potential changes to Transit Ready Places.
- Receive a briefing on the Plan adoption process.
- **Accept** implementation actions.
- Make a statement about linking public transit in Tualatin to the rest of the region.

Matt Hastie from Angelo Planning said the plan contains a lot of content that this group has seen before at the previous meetings and workshops.

The Linking Tualatin Conceptual Plan includes:

- Introduction and background
- Transit ready places overview
- Transit ready places recommendations
- Relations to SW Corridor Plan
- Implementation actions and next steps (a copy of this section was attached to the meeting packet)

### **Additions and Refinements:**

- Reflect Task Force, TPC, TPARK, Council, and community feedback
- Add list of transportation improvements
- Create Phasing Plan
- Clarify Adoption Approach

### **Transit Ready Places:**

Comments and Potential Changes identified by various groups:

- Meridian Park mixed use, road improvements (TTF) - there were concerns about effects on transportation and roads. The TSP team is evaluating the possible impacts and will report back on how to address the issues at the next task force meeting.
- Clarify areas where mixed-use is allowed (TTF). These changes will be implemented on the transit ready areas maps.
- Multiple area trail additions (TPARK). They had suggestions for adding future potential trails; maps now reflect these additional trails.
- Off-street bicycle paths to key transit facilities and destinations (Planning Commission). Technical team will look into it.

Comments and Potential Changes from City Council:

- Clarify "adoption" process, impact on future land use decisions.
- Ensure proposed land use (e.g. Meridian Park) changes don't preclude other city priorities.
- Address previous concerns about controversial areas (e.g. Meridian Park expansion).
- Discuss site-specific ideas with property owners and others (community colleges, parks).

Matt asked the group if anyone felt like something was missing. There were no comments.

**Adoption Strategy** (presented by Aquilla)

- Land use options
  - Adopt by reference (means that in the transit section of TSP there would be a copy of the document as reference, land use codes still apply)
  - Accept the plan (acknowledges the work; can be used to feed into the SW corridor process, also will include a list of projects in the TSP; doesn't have the same level of endorsement as adopting)
- Transit related options
  - Include identified improvements in TSP

She said that this will be a topic of discussion with City Council at their September 10<sup>th</sup> work session.

**IMPLEMENTATION STRATEGIES**

Eryn and Matt explained that they were looking for the committee's reaction to the following lists of potential implementation strategies. Most would require further action and public involvement before they were used.

Development Code Amendments - these changes would require a planning commission and city council adoption process:

- Expand mixed-use commercial overlay district to other areas
- Allow for more types of business, greater flexibility:
  - Refine industrial business park overlay planning district
  - Use manufacturing business park commercial services overlay
  - Relax restrictions on commercial uses in manufacturing districts along arterial roads (T-S Road, 124th, Hwy 99)
  - Expand uses allowed in manufacturing and other industrial districts
  - Rezone specific properties to allow expanded types of development
- Adopt "Planned Unit Development" provisions in city's development code. Allows more flexibility.

*Task Force reaction: All green signs*

**Other Land Use and Development Actions**

- Work with property owners, employers, and residents to better assess needs and desires:
  - Land assembly
  - Phase development
- Consider different funding tools to pay for public facilities:
  - Urban renewal
  - Local improvement districts (LID)
  - Bond measures
- Explore specific ideas with prospective buyers and others:
  - Community college concept
  - Design standards

*Task Force reaction: All green signs*

## **Transit Services and Facilities**

- Allow increased densities/density bonuses or transfers to create higher employment densities
- Reduce regulatory barriers and improve communications about
  - Permitting
  - Review processes
  - Development fees
  - Design standards
- Promote state, regional, or federal programs that provide tax incentives or subsidies.

*Initial Task Force reaction: Mixed signs*

*General discussion and questions:*

- Concerns about increasing densities near wetlands and neighborhoods
- What is a density transfer?
  - Matt clarified that you can transfer density to another property. This is not currently allowed in the City of Tualatin but some cities use this strategy.
- Are there other places to talk about higher density or is just around employment?
  - Matt said it could be applicable in mixed-use areas. Higher residential density was struck from an earlier portion of the plan.
- Increased residential density can increase transportation use. Don't water down architectural design standards.
- Councilor Davis had concern about "reducing regulatory barriers". She wants to get good development without tossing all regulation aside.
  - After discussion the group agreed to change the language to: **Improve communication and continuously review regulatory requirements.**

*Final Task Force reaction: All green signs*

## **Transit Services and Facilities:**

- Determine type of transit service needed in specific locations
  - Estimated number of residents and businesses in area
  - Coordination of local employees and institutions
  - Consideration of different transit models, e.g. flexible shuttles vs. fixed routes, TriMet vs. local system
- Refine and prioritize plans and locations for suggested transit facilities
- Coordinate with TriMet, Metro, and other cities to advocate for city needs
- Determine the most appropriate approaches to service provision and funding

*General discussion and questions:*

- What are you referring to when talking about transit models?
  - Matt clarified that this refers to: routes, stops, fixed service, and shuttles.
- How does this relate to TriMet planning?
  - Matt said it's hard to say, partly because we don't have good numbers from TriMet regarding things like required employees. There are rules of thumb that allow the technical team to estimate what they think is needed.

*Task Force reaction: All green signs*

### **Other Transportation Improvements:**

- Include a refined list of improvements in the TSP
- Prioritize suggested improvements
- Coordinate with property owners, businesses, and residents to refine proposed location and other details
- Require dedication of Right of Way (ROW) as development occurs and where appropriate
- Construct selected improvements as part of the development process
- Seek support and funding for improvements in existing developed areas

#### *General discussion and questions:*

- Concern about required dedication of ROW and constitutional/legal issues
- Will bike paths include safe crossings near transit stops?
  - Matt said he's unsure. That needs to be addressed and captured in the TSP.

#### *Task Force reaction: All green signs*

### **SW Corridor Plan – Task Force Statement**

Alice Rouyer asked the group to individually make a statement about the SW Corridor Plan. She asked them to think about what message this group wants to send to regional leaders. There is currently a project looking at High Capacity Transit options from Sherwood to downtown Portland. That project is 1/3 the way through its process and a decision will be made by June 2013. After that decision, discussions will begin regarding alternatives or options.

What message do we want to send regional leaders? The following are the responses shared by the group:

- Better east-west connections.
- Respect our time (a number of people supported this comment).
- Transit has to make sense time-wise and be reliable.
- Respect people's time, transit must be convenient to use.
- It is imperative to Tualatin's economy and livability to improve transit in Tualatin. Improve WES ridership, and bus service. Pay attention to the "last mile".
- Wider range of hours and more of a loop for WES. Consider rail where appropriate.
- TriMet focus on and provide east-west connectivity from Oregon City, and north-south from Wilsonville, and Yamhill County. Even with all the transit modes there is little interconnectivity.
- Express routes, define the hub in Tualatin (at least one) where people know they can move to/from Tualatin.
- Define a transit hub.
- Emphasize/understand that not everyone is traveling to/from Portland.
- No more rail, it's fixed and is not compatible with today's mobile society, and it's too expensive. Dedicated bus lanes for peak hours. More flexible hours and routes for buses.
- Be flexible when partners are unable/unwilling to do the things we need done in our community. Be creative and flexible to implement other solutions. Make things happen.
- Timing is imperative—we are an aging population and we need options for seniors. Once we have a hub, ensure that folks can get around.
- The group agreed that they'd like a firm commitment from TriMet to evaluate Tualatin's routes within the next few years. Cheryl mentioned that there is talk about forming a committee to look at bus service options in Tualatin again.



Jan Giunta thanked staff for their hard work on Linking Tualatin, and for an outstanding experience and a great job by all.

### **Public Comment**

Joe Lipscomb has been looking at figure 33 (on page 69) on the transit map, and he thinks only having one bus going south is a big mistake. The 96 bus isn't convenient and frequent enough, especially for seniors. He would like to see a local system added in the southern part of city. The city's master plan for parks is out of date; he wants this group to support the update of the parks master plan. He would hate to see implementation of some of the Boones Ferry Road and Tualatin Road ideas without looking at impacts to the Community Park.

Mark Fryburg, Government Affairs for PGE. PGE is a growth employer in the area (over 400 employees in Tualatin), and they try to be environmentally conscious. PGE almost didn't get gold LEED certified on their recently built facility in Tualatin because of a lack of transit options for employees. There are employees from all over their region at their facilities. Employees have said that transit requires so many transfers so it is too big of a hassle.

Kathy Newcomb said that she is happy to hear the enthusiasm from this group. We never had a chance to set priorities, she thinks they are important and that needs to happen. One urgent need that should be a priority is for park and rides and those were not even mentioned today. They are essential to the success of transit. By the time City Council gets onboard and gives their approval there will not be any land available to build the park and rides. There needs to be a park and ride on 99W as soon as possible. Buses should not be ruled out until all the different options have been looked at.

### **TRANSPORTATION SYSTEM PLAN: REFINEMENT AREA DISCUSSION**

Theresa Carr from CH2M Hill presented next. She led the discussion about the fourth refinement area: Options along Herman and Tualatin Roads.

Theresa responded to some questions that were raised at last meeting, and then she discussed the package of projects proposed along Herman Road and Tualatin Road.

#### *Questions from the last TSP meeting:*

- Concerns about safety with painted bike lines through the Nyberg interchange, what is the precedent of bike lanes on ODOT roads, and who maintains them?
  - The technical team met with ODOT and said they are comfortable with the recommendation for the bike lanes going into the TSP.
  - The technical team contacted the City of Portland and asked how they maintained the lanes and bike boxes, and any noted safety issues. The City of Portland confirmed that initially there were issues with maintenance and slippery surfaces. They have learned how to best do the painting (a thermoplastic method), which extends the paint life and reduces slippery issues.
  - ODOT also suggested having the colored bike lanes through the intersections, not over the bridge structure itself, which would help with maintenance. Also, drivers notice the change in paint, it catches their eye.
- Concerns about extending the right turn only lane and how it impacts Fred Meyer and east of the intersection.
  - The technical team evaluated and stated that there are no impacts to parking or any structures due to displacements. Because of the materials used in the current

retaining wall, additional retaining walls would be fairly expensive. Currently, this project is considered long-term. Improved signage west of the area is also recommended. There are still concerns about this item, but it will be carried forward for additional discussion.

- Concerns about the pedestrian crossing on Nyberg between Kmart and Fred Meyer. The technical team looked at a “Z” crossing, which creates a two-phased crossing. The technical team was worried about signal timing and narrowing the intersection with a straight pedestrian crossing and this option doesn’t have the same negative impacts.
- Technical team is meeting with the City of Lake Oswego next month to discuss the 65<sup>th</sup> Street extension.
- Concerns were raised about impacts of improvements around the new tennis facility; the technical team has decided that there here should not be any impacts.
- Cost estimates will be available at next week’s meeting.

#### ***Refinement Area #4 Options for Herman Road and Tualatin Road***

##### **Goal Statement**

- Encourage through car and truck traffic to move onto Herman Road and off of Tualatin Rd.

The first step was reviewing the functional classification, which looks at how the road is used, and how it is supposed to be used. Most of Herman Road is a major collector, which is the same function classification at Tualatin Road. A collector is a mid-sized classification, connecting to neighborhoods and regional streets. There are minor and major collectors, the difference being the level of traffic on the road. Arterial streets are regional facilities, bringing people in/out of Tualatin.

Design standards are also reviewed (i.e.: number of lanes, parking, sidewalks, and what speeds). Herman and Tualatin Roads are currently classified the same.

##### **Potential Solution:**

- A. Reclassify Herman Road as a Minor Arterial, and retain Tualatin Road’s classification as a Major Collector.
- B. Upgrade the remaining section of Herman Road as a 3-lane cross section between Tualatin Road and Teton Road.
- C. Lower speeds on Tualatin Road.
- D. Eliminate the free right turn at Tualatin Road at the intersection with Herman Road, and consider a roundabout at this location.
- E. Add signals at the east and west ends of Tualatin Road, such as in the vicinity of 115<sup>th</sup> Ave. and Jurgens Ave.
- F. Remove trees at the intersection of Tualatin Road and 108<sup>th</sup> Avenue to improve sight distance at this location.
- G. Modify channelization of 124<sup>th</sup> Ave. and Tualatin Road to encourage traffic to proceed along 124<sup>th</sup> Ave to the intersection with Herman Road. Consider a roundabout at this location.
- H. Signage that indicates that Tualatin Road is for local traffic.

With these changes the technical team saw adequate changes in traffic to forward as a package. They suggest moving this option forward to the Summit.

*Task Force reaction: many yellow signs, a few red.*

*General discussion and questions:*

- Concerns about lack of connection with the Teton solution. They are all linked. It should be a package of three: Tualatin Rd., Herman Rd., Teton Rd.
- Concerns about impacts of widening to three lanes and pushing people into the curves near residential areas.
- Concerns about coming out of Cheyenne because the traffic is so heavy. Modifying Herman Road without talking about Cheyenne doesn't make sense. A roundabout won't help.
- Improvements on east Herman Rd. won't make it more truck friendly, but more pedestrian friendly.
- Make the roundabout at "D" (shown on the map) and make it truck unfriendly so it will reduce the traffic. Trucks of certain lengths and number of axles should be limited.
- Reduce speeds to 30 mph on Tualatin Road through the curves, and then it picks up. Lowering speeds probably won't help, more signals will do a better job.
- Concerns about tree removal at 108<sup>th</sup>, don't remove entire tree grove.
- Concern about changes at Teton and impacts for the business community.
- These are small improvements to a larger problem; there won't be a big change.
- From a business owner's perspective it doesn't help, it's forcing it all the traffic downtown.
- Preserve the park but make the connection better.
- Concerns that this doesn't solve the problem west of the refinement area.
- Where is the truck traffic going to go once they get to the east end of Herman Road?

Theresa said there are several things on the table that will alleviate traffic in the downtown core; those changes just aren't on Herman Road.

Eryn asked what will make sense to those still opposed to moving this refinement area forward. Comments included:

- Make Teton part of this package.
- Opposed to widening to 3 lanes, maybe make 2 lanes and put culverts and sidewalks in (consultant team needs to look at how many driveways are within the stretch where the 3<sup>rd</sup> lane would be added).
- Taking off "C" (lowering speeds).
- More specificity on the roundabout and "G".
- Traffic modeling done on "E". (Letters refer to the map)

Theresa reminded the group that long range plans such as these don't include specifics, such as whether or not to do signals or roundabouts. Those decisions are made in the design phase.

The Task Force asked for more information. Theresa agreed to bring something back to the next Task Force meeting.

**Public Comment**

Kathy Newcomb said that the map for the refinement area only shows the east end of Tualatin Road. Why do people say there are so many trucks on Tualatin Road? We don't have that many trucks, just UPS and Frito Lay trucks and many single occupancy vehicles heading east. Get people onto buses. She has asked people on east end of Tualatin Road and they said they have a lot of buses that come from Herman Road. We need to sit at the corner and find out for sure where these trucks are headed and need to be moved. What happens after Herman Road ends and Tualatin Road heads east?

Brett Hamilton said it seems like reducing cars in one area will just increase traffic elsewhere, he'd like to see the bigger picture. We need to make it easier to get through, not off the road. Choke points are not on this map, they are on the east end. What route do we want them to take? He asked how much speeds will be reduced for letter C and Theresa said probably 5 MPH.

Eryn gauged Task Force reaction again based on the discussion with no changes actually being made to the refinement. There were still many yellow and red cards.

Eryn said that the topic will have to be left here because time has run out. She suggested that the team try to bring this topic back to the Task Force on August 23, 2012, if there is time.

**Next Meetings**

August 23, 2012 – Transportation System Plan

September 20, 2012 – Transportation Summit

Meeting adjourned.

# Linking Tualatin

## Tualatin Planning Commission

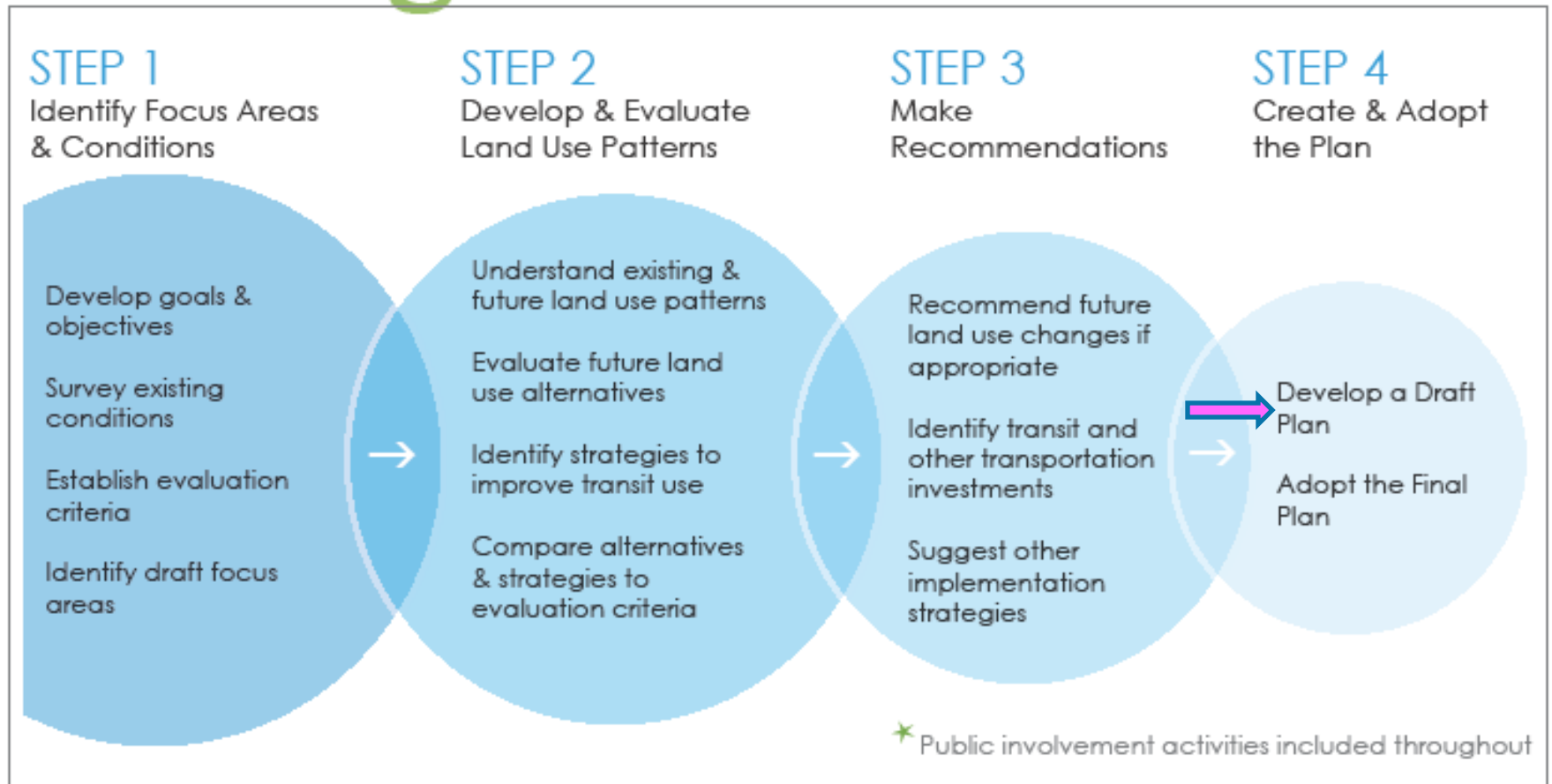
September 4, 2012

LOOKING AT THE RELATIONSHIPS  
BETWEEN LAND USE, EMPLOYMENT, AND TRANSIT



# Linking Tualatin

How today's work ends with a plan



Vision —————> Reality

## Linking Tualatin will:

- Look at the relationships between land use, employment, and transit
- Help employees and residents increase transit use in the future
- Recommend future high capacity transit options, inside and outside of the city
- Connect “focus areas” of high employment, commercial, or residential use to transit



# Your Role Tonight

- Receive Linking Tualatin Conceptual Plan
  - Comments due by Sept 15
- Hear about potential changes to Transit Ready Places
- **Review & comment on** implementation actions
- **Make a statement about linking public transit in Tualatin to the rest of the region**

# Linking Tualatin Conceptual Plan

## Contents

- Introduction & background
- Transit ready places overview
- Transit ready places recommendations
- Relationship to Southwest Corridor Plan
- Implementation actions and next steps



# Linking Tualatin Conceptual Plan

## Additions and refinements

- **Reflect** Task Force, PC , TPARK, Council, community **feedback**
- **Add list of transportation improvements**
- **Create phasing plan**
- **Clarify adoption approach**

# Transit Ready Places

## Comments and Potential Changes (Council)

- Clarify **“adoption”** process, impact on future land use decisions
- Ensure proposed land use changes **don’t preclude other city priorities**
- Concern about **controversial areas** (e.g., Meridian Park expansion)
- **Discuss** site-specific ideas **with property owners, others** (community college, parks)

# Implementation Actions

## Development Code Amendments Ideas

- **Expand Mixed Use Commercial Overlay District** to other areas
- Allow greater flexibility and variety of uses in manufacturing districts:
  - **Refine Industrial Business Park Overlay Planning District**
  - Use **Manufacturing Business Park Commercial Services Overlay**
  - **Relax restrictions on commercial uses** in manufacturing districts along **arterials roads** (T-S Road, 124th, Hwy 99)
  - **Expand uses allowed in manufacturing, other industrial districts**
  - **Rezone specific properties** to allow expanded types of development
- Adopt “**Planned Unit Development**” provisions in city’s Development Code

# Implementation Actions

- **Development Code Amendments**
- Task Force consensus
- Planning Commission?

# Implementation Actions

## Other Land Use and Development Strategies

- **Work with property owners, employers, residents** to better assess needs, desires:
  - Land assembly
  - Phased development
- Consider different **funding tools** to pay for public facilities:
  - Urban renewal
  - Local improvement districts (LIDs)
  - Bond measures
- **Explore specific ideas with prospective buyers, others:**
  - Community College concept
  - Design standards

# Implementation Actions

- **Other Land Use and Development Strategies**
- Task Force consensus
- Planning Commission?

# Implementation Actions

## Other Land Use and Development Strategies

- **Allow increased densities, density bonuses or transfers** to create higher employment densities
- **Improve communication and continuously review regulatory requirements related to: (TTF revision)**
  - permitting
  - review processes,
  - development fees
  - design standards
- **Promote** state, regional or federal programs that provide **tax incentives or subsidies**

# Implementation Actions

- **Other Land Use and Development Strategies**
- Task Force initially did not reach consensus but after discussion and revisions the group came to consensus
- Planning Commission?



# Implementation Actions

## Transit Services and Facilities

- Determine **type of transit service needed** in specific locations
  - Estimated number of residents and businesses in area
  - Coordination with local employers and institutions
  - Consideration of different transit models – e.g., flexible shuttles vs. fixed routes, TriMet vs. local system
- **Refine and prioritize plans and locations** for suggested transit facilities
- **Coordinate with TriMet, Metro**, other cities, **Advocate for city needs**
- Determine most **appropriate approaches to service provision** and funding

# Implementation Actions

- **Transit Services and Facilities**
- Task Force consensus
- Planning Commission?

# Implementation Actions

## Transportation Improvements

- Include **refined list of improvements in TSP**
- **Prioritize** suggested improvements
- **Coordinate with property owners, businesses, residents**, to refine proposed locations, other details
- **Construct selected improvements** as part of development process
- **Seek support and funding for improvements** in existing/  
developed areas

# Implementation Actions

- **Transportation Improvements**
- Task Force consensus
- Planning Commission?

# Southwest Corridor Plan

- **What message do you want to send to regional leaders?**
  - **Task force ideas summarized:**
    - **Better east west connections, not all travel is to and from Portland**
    - **Respect riders time, make transit convenient and reliable**
    - **It is imperative to Tualatin's economy and livability to improve transit in Tualatin.**
    - **Define a transit hub in Tualatin that connects the City**
    - **Improve WES, consider rail where appropriate but focus on providing bus service**

# Southwest Corridor Plan

## Planning Commission Message

What message do you want to send?