



TUALATIN CITY COUNCIL

Monday, June 24, 2013

CITY COUNCIL CHAMBERS
18880 SW Martinazzi Avenue
Tualatin, OR 97062

EXECUTIVE SESSION begins at 5:00 p.m.
WORK SESSION begins at 5:30 p.m.
BUSINESS MEETING begins at 7:00 p.m.

Mayor Lou Ogden

Council President Monique Beikman

Councilor Wade Brooksby Councilor Frank Bubenik

Councilor Joelle Davis Councilor Nancy Grimes

Councilor Ed Truax

Welcome! By your presence in the City Council Chambers, you are participating in the process of representative government. To encourage that participation, the City Council has specified a time for citizen comments on its agenda - *Item C*, following Announcements, at which time citizens may address the Council concerning any item not on the agenda with each speaker limited to three minutes, unless the time limit is extended by the Mayor with the consent of the Council.

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are available for review on the City website at www.tualatinoregon.gov/meetings, the Library located at 18878 SW Martinazzi Avenue, and on file in the Office of the City Manager for public inspection. Any person with a question concerning any agenda item may call Administration at 503.691.3011 to make an inquiry concerning the nature of the item described on the agenda.

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, you should contact Administration at 503.691.3011. Notification thirty-six (36) hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Council meetings are televised **live** the day of the meeting through Washington County Cable Access Channel 28. The replay schedule for Council meetings can be found at www.tvctv.org. Council meetings can also be viewed by live *streaming video* on the day of the meeting at www.tualatinoregon.gov/meetings.

Your City government welcomes your interest and hopes you will attend the City of Tualatin Council meetings often.

PROCESS FOR LEGISLATIVE PUBLIC HEARINGS

A **legislative** public hearing is typically held on matters which affect the general welfare of the entire City rather than a specific piece of property.

1. Mayor opens the public hearing and identifies the subject.
2. A staff member presents the staff report.
3. Public testimony is taken.
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When the Council has finished questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *deny*, or *continue* the public hearing.

PROCESS FOR QUASI-JUDICIAL PUBLIC HEARINGS

A **quasi-judicial** public hearing is typically held for annexations, planning district changes, conditional use permits, comprehensive plan changes, and appeals from subdivisions, partitions and architectural review.

1. Mayor opens the public hearing and identifies the case to be considered.
2. A staff member presents the staff report.
3. Public testimony is taken:
 - a) In support of the application
 - b) In opposition or neutral
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When Council has finished its questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *approve with conditions*, or *deny the application*, or *continue* the public hearing.

TIME LIMITS FOR PUBLIC HEARINGS

The purpose of time limits on public hearing testimony is to provide all provided all interested persons with an adequate opportunity to present and respond to testimony. All persons providing testimony **shall be limited to 3 minutes**, subject to the right of the Mayor to amend or waive the time limits.

EXECUTIVE SESSION INFORMATION

An Executive Session is a meeting of the City Council that is closed to the public to allow the City Council to discuss certain confidential matters. An Executive Session may be conducted as a separate meeting or as a portion of the regular Council meeting. No final decisions or actions may be made in Executive Session. In many, but not all, circumstances, members of the news media may attend an Executive Session.

The City Council may go into Executive Session for certain reasons specified by Oregon law. These reasons include, but are not limited to: ORS 192.660(2)(a) employment of personnel; ORS 192.660(2)(b) dismissal or discipline of personnel; ORS 192.660(2)(d) labor relations; ORS 192.660(2)(e) real property transactions; ORS 192.660(2)(f) information or records exempt by law from public inspection; ORS 192.660(2)(h) current litigation or litigation likely to be filed; and ORS 192.660(2)(i) employee performance of chief executive officer.



OFFICIAL AGENDA OF THE TUALATIN CITY COUNCIL MEETING FOR JUNE 24, 2013

A. CALL TO ORDER

Pledge of Allegiance

B. ANNOUNCEMENTS

1. Swearing-in of Reserve Police Officers Jacob Maher and Sam RadaKovich
2. Proclamation Declaring the Month of July 2013 as National Park and Recreation Month

C. CITIZEN COMMENTS

This section of the agenda allows citizens to address the Council regarding any issue not on the agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will first ask staff, the public and Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, I) Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

1. Consideration of Approval of the Minutes for the City Council Work Session and Regular Meeting on June 10, 2013.
2. Consideration of Resolution No. 5153-13 Awarding Historic Resource Markers to Historic Properties within the City of Tualatin
3. Resolution No. 5150-13 Authorizing Non-Represented Employee Personnel Services Updates for Fiscal Year 2013-14
4. Consideration of Resolution No. 5151-13 Authorizing Changes to the Adopted 2012-2013 Budget
5. Recommendations from the Council Committee on Advisory Appointments

E. SPECIAL REPORTS

F. PUBLIC HEARINGS – Legislative or Other

1. Consideration of Resolution No. 5152-13 Adopting the City of Tualatin Budget for the Fiscal Year Commencing July 1, 2013, Making Appropriations, Levying Ad-Valorem Taxes, and Categorizing the Levies

G. PUBLIC HEARINGS – Quasi-Judicial

H. GENERAL BUSINESS

1. Consideration of Ordinance No. 1355-13 General Communication Franchise Application for Qwest Corporation dba CenturyLink QC
2. Consideration of Resolution No. 5143-13 Acknowledging the Linking Tualatin Planning Process and Accepting the Linking Tualatin Final Plan
3. Consideration of Ordinance No. 1357-13 Adopting the Core Area Parking District Tax Rate and Credit for Fiscal Year 2013/14

I. ITEMS REMOVED FROM CONSENT AGENDA

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

J. COMMUNICATIONS FROM COUNCILORS

K. ADJOURNMENT

City Council Meeting

B. 2.

Meeting Date: 06/24/2013

ANNOUNCEMENTS: Proclamation Declaring the Month of July 2013 as National Park and Recreation Month

ANNOUNCEMENTS

Proclamation Declaring the Month of July 2013 as National Park and Recreation Month

SUMMARY

Parks and recreation have many important benefits to a community. Parks and recreation provide programs and places that help build healthy, active communities and are vitally important to establishing and maintaining our quality of life. Parks and recreation provide many other community benefits too including contributing to the economic, emotional, and environmental well-being of our community.

Tualatin has many beautiful parks for the community to explore and enjoy and many exciting recreation programs of all kinds and for all ages throughout the year. In recognition of the important role parks and recreation play in our community, Tualatin joins communities across the country in recognizing and celebrating July as National Park and Recreation Month.

Attachments

Proclamation

Proclamation

PROCLAMATION DECLARING THE MONTH OF JULY 2013 AS NATIONAL PARK AND RECREATION MONTH

WHEREAS parks and recreation programs are an integral part of communities throughout this country, including Tualatin, and provide a place for children and adults to connect with nature, recreate outdoors, and have fun participating in the world around them; and

WHEREAS our parks and recreation are vitally important to establishing and maintaining the quality of life in our communities, ensuring the health of all citizens, and contributing to the economic and environmental well-being of a community and region; and

WHEREAS parks and recreation programs build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, provide peaceful and rejuvenating spaces for the weary which improve the mental and emotional health of all citizens; and

WHEREAS parks and recreation programs increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and

WHEREAS parks and recreation areas are fundamental to the ecological and environmental well-being of our community by improving water quality, protecting groundwater, preventing flooding, improving the quality of the air we breathe, providing vegetative buffers to development, and producing habitat for wildlife; and

WHEREAS Tualatin residents recognize the benefits derived from parks and recreation resources and are dedicated and enthusiastic parks and recreation program users.

NOW, THEREFORE BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, that;

Section 1. All citizens are urged to celebrate our community's parks and recreation facilities and programs and learn more about how to support the places and programs that provide our community with so many benefits.

Section 2. The citizens of the City of Tualatin support the National Recreation and Park Association in their recognition of the value of parks and recreation by proclaiming the month of July as Parks and Recreation Month in Tualatin.

INTRODUCED AND ADOPTED this 24th day of June, 2013.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:
BY _____
City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Nicole Morris, Deputy City Recorder

DATE: 06/24/2013

SUBJECT: Consideration of Approval of the Minutes for the City Council Work Session and Regular Meeting on June 10, 2013.

ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve minutes from the City Council Work Session and Regular Meeting on June 10, 2013.

RECOMMENDATION:

Staff respectfully recommends that the Council adopt the attached minutes.

Attachments: City Council Work Session Minutes of June 10, 2013
City Council Meeting Minutes of June 10, 2013



OFFICIAL MINUTES OF TUALATIN CITY COUNCIL WORK SESSION FOR JUNE 10, 2013

Present: Mayor Lou Ogden; Council President Monique Beikman; Councilor Wade Brooksby; Councilor Frank Bubenik; Councilor Joelle Davis; Councilor Nancy Grimes

Absent: Councilor Ed Truax

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Assistant City Manager Alice Rouyer; Community Services Director Paul Hennon; Finance Director Don Hudson; Deputy City Manager Sara Singer; Planning Manager Aquilla Hurd-Ravich; Information Services Manager Lance Harris; Police Captain Larry Braaksma; Management Analyst Ben Bryant

CALL TO ORDER

Mayor Ogden called the meeting to order at 6:15 p.m.

1. ***Timeline for Chicken Ordinance***

Planning Manager Aquilla Hurd-Ravich presented a proposed timeline for bringing an ordinance to the City Council for consideration. The timeline is as follows:

June 10, 2013 City Council Work Session – Discuss timeline

August 12, 2013 City Council Work Session – Present research results and best practices

September 9, 2013 City Council Work Session – Policy Direction on Code Components

October 17, 2013 Planning Commission – Plan Text Amendment & Ordinance, Recommendation to City Council

November 12, 2013 City Council Hearing – Plan Text Amendment & Ordinance

The Council agreed that the timeline seemed appropriate and directed staff to move forward on the ordinance.

2. ***SW Corridor High Capacity Transit Recommendation for Additional Analysis***

Management Analyst Ben Bryant presented the Southwest Corridor Plan Update. He explained that Metro, in partnership with TriMet, Oregon Department of Transportation (ODOT), Washington County and the cities in the corridor, has developed a draft recommendation narrowing down the high capacity transit options to study further. This recommendation was presented to the SW Corridor Steering Committee earlier today, and tonight staff is presenting the information for the Council's consideration and discussion of next steps.

Management Analyst Bryant said that the Southwest Corridor Plan Steering Committee has drafted a timeline which shows what decisions need to be made in July, and what decisions will be made after more detailed analysis in 2014 through 2017. They are being asked currently to focus on five transit alignments and will need to narrow that down to two. The decisions which need to be made in July 2013 are: destination, which modes to carry forward for further study, policy direction on “level” of Bus Rapid Transit for further study and direction on Southwest (Transit) Service Enhancement Plan.

In mid-2014, the focus will be on refinement of: transit alignments, add a lane or convert a lane, potential station locations and funding strategies. Management Analyst Bryant provided a recap of capital costs.

The draft recommendation for transit provided options to remove from the study including: high capacity transit to Sherwood and “Hub and Spoke” option. It also included options to study more such as the TriMet local bus service enhancement study, Bus-Rapid Transit to Tualatin via Tigard, and Light-Rail to Tualatin via Tigard.

The Draft Recommendation for Roadway & Parks Projects are as follows:

- Roadway Projects: Tualatin-Sherwood Road Widening, Boones Ferry Road Bridge Widening, Cipole Road Widening and Herman Road Improvements.

- Parks/Trails Projects: Tualatin River Greenway, Nyberg Creek Greenway, North/South I-5 Parallel Path and Westside Trail.

The next step is to gain input from the Tualatin Parks Advisory Committee (TPARK) and the Tualatin Planning Commission (TPAC). The Transportation Task Force (TTF) is holding a meeting on June 25 to review and provide input on the draft recommendation. City Manager, Sherilyn Lombos suggested to wait to return this topic for discussion to the City Council Work Session on July 8th. This will give TPARK, TPAC and TTF the opportunity to hold meetings and discuss the draft recommendation. On July 8th, the Council will have input from all three groups. It was agreed that the SW Corridor High Capacity Transit Recommendations will be discussed on July 8th to review Task Force input and provide direction on the draft recommendation.

Mayor Ogden posed a few questions to think about during this process. Are these the right projects and do they reflect our needs? What are we trying to accomplish?

Mayor Ogden stated that we don’t have a downtown plan anymore. There will be development around where we plan transit. We need to pay attention to what downtown will look like in 30-40 years from now. He said he would like a broader discussion of how this affects Tualatin and future building sites. He would like to hear more from the committees.

Councilor Davis expected the cost of light rail to be greater. She asked for clarification whether travel times on the presentation reflected current time or future travel times. Management Analyst Bryant confirmed that the travel times reflect a projected travel time for the year 2035. Councilor Davis noted that it is important to consider Bus Rapid Transit. She would like to see light rail in Tualatin on a dedicated track and not on the roadway. This is more efficient and would not tie up traffic.

This item will come back to City Council Work Session on July 8, 2013.

3. *Council Meeting Agenda Review, Communications & Roundtable*

Councilor Davis said the Oregon Legislature is voting on a bill tomorrow regarding towing. She said the bill will impact cities regulations related to towing. The Legislation will implement a cap on towing companies fees, makes it illegal for tow companies to solicit within 1000ft of an accident, make it illegal for tow companies to patrol businesses within 1000ft of a parking facility, and require cities to consider number of miles and size of vehicle prior to towing. Tow companies would also be required to be licensed to tow on private properties, the bill. if passed would implement a complaint process for companies not complying with the law.

City Attorney Sean Brady recommended waiting to see the outcome of the proposed bill and postpone the Council's discussion of the proposed ordinance tonight. He said if the ordinance is enacted tonight and it does not comply with the new legislation, the City would need to amend the ordinance. City Manager Lombos inquired if our ordinance needs to include all that the state bill does or will Tualatin's ordinance be above and beyond the state requirements. Mayor Ogden asked if there were any objections to waiting until the Legislature makes a decision on the bill. The Council agreed to postpone the decision tonight on the Tow Ordinance.

Council President Beikman encouraged the involvement of the City Council in the outreach activities for the Tualatin Tomorrow Vision Plan update. The plan is to interview people and ask them 3 questions. She would like the councilors to sign up and interview people, as well as encourage the participation in the online discussion forum. She urged the councilors to be involved in the process. She said as council members, we can show the progress from the last vision and help motivate people to be a part of the new vision.

ADJOURNMENT

The work session adjourned at 6:48 p.m.

Sherilyn Lombos, City Manager

_____ / Merab Walker, Recording Secretary

_____ / Lou Ogden, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR JUNE 10, 2013

Present: Mayor Lou Ogden; Councilor Wade Brooksby; Councilor Frank Bubenik; Councilor Joelle Davis; Councilor Nancy Grimes

Absent: Council President Monique Beikman; Councilor Ed Truax

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Assistant City Manager Alice Rouyer; Community Services Director Paul Hennon; Finance Director Don Hudson; Deputy City Manager Sara Singer; Planning Manager Aquilla Hurd-Ravich; Information Services Manager Lance Harris; Associate Planner Cindy Hahn; Police Captain Larry Braaksma; Management Analyst Ben Bryant

A. CALL TO ORDER

Pledge of Allegiance

Mayor Ogden called the meeting to order at 7:02 p.m.

B. ANNOUNCEMENTS

1. Tualatin Youth Advisory Council Annual Report

Member of the Youth Advisory Council (YAC) presented a PowerPoint on their Annual Report with activities and accomplishments over the past year. The YAC takes pride in advocating healthy eating and active living. They hosted several activities for teens, which included TualaFest Battle of the Bands and a Haunted House. This coming year they have planned Tualapolooza a Battle of the Bands to celebrate the Centennial. The YAC was nationally recognized by the National League of Cities for their work on Project FRIENDS, an anti-bullying workshop. The members of the YAC thanked Mayor Ogden, the Tualatin City Council, Portland General Electric, Comcast and Allied Waste for their sponsorships and continued support.

Mayor Ogden congratulated the YAC for their accomplishments over the last school year and encouraged them to reach out to Hazelbrook Middle School for new members. Mayor Ogden also congratulated them on the national recognition through the National League of Cities.

Mayor Ogden presented Certificates of Appreciation to the YAC Members.

2. Announcing the 2013 Tualatin Science and Technology Scholarship Winner

Mayor Ogden presented the 2013 Tualatin Science and Technology Scholarship to Austin Green. The scholarship is awarded to a Tualatin student who will attend an Oregon four-year college or university and is pursuing a career in science or technology. Austin Green just graduated Tualatin High School. He was highly involved in the Christian Fellowship, team captain of the varsity football team and chapel leader at Rolling Hills Church.

Mayor Ogden expressed his appreciation for Austin's academic and personal behavior. Mayor Ogden handed Austin a letter of recognition and congratulations. A check will be sent to the school Austin is attending as a credit toward his tuition.

C. CITIZEN COMMENTS

This section of the agenda allows citizens to address the Council regarding any issue not on the agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

Mayor Ogden announced that a motion to remove H1 from the agenda this evening will come later in the meeting, but since there were citizens attending the meeting wanting to discuss the topic, he invited them to speak during the Citizen Comments.

Mike Porter, the CEO of Retriever Towing spoke regarding the proposed Towing Ordinance. He said he believes the ordinance is good, but he does not agree with a few of the clauses. He is opposed to the ordinance restricting the tow company's ability to patrol and not being able to hook up and tow offenders. He said with the proposed ordinance, they will no longer be able to monitor fire lanes, no parking signs and apartment complexes. He provided his address to staff to be informed of future discussions regarding the ordinance.

Minh, the owner of Royal Panda restaurant, spoke regarding the proposed Towing Ordinance. The Royal Panda has a large parking lot that has been utilized mainly by Bridgeport Village shoppers. There has been an issue with Royal Panda customers not having parking spaces available to park in. Minh is able to have vehicles towed on occasion to help with the issue. Minh is not able to monitor the parking lot while running his business. He appreciates the tow companies being able to monitor his parking lot. He has a good relationship with the tow companies and does not want to lose the ability to tow. Minh provided his email address to staff to receive future notice of meetings regarding this issue.

Linda Moholt from the Tualatin Chamber of Commerce gave the Council an update on the Tualatin Shuttle. The Chamber applied for a grant to receive funding for the shuttle service and they received twice the amount as prior years for a total of \$57,000 effective July 1st, 2013. The Chamber has asked for the assistance from City staff to work with TriMet to plot routes and calculate stops. This additional money will provide the Chamber with two new vans and equipment. They hope to have fixed routes in place within 3 months.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will first ask staff, the public and Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, I) Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

MOTION by Councilor Joelle Davis, SECONDED by Councilor Nancy Grimes to approve the consent agenda.

Vote: 5 - 0 MOTION CARRIED

1. Consideration of Approval of the Minutes for the City Council Work Session and Regular Meeting on May 28, 2013.
2. Consideration of Authorization for the 2013 Crawfish Festival
3. Consideration of Resolution No. 5147-13 Certifying City of Tualatin Municipal Services
4. Consideration of Resolution No. 5148-13 Amending Water, Sewer and Surface Water Management Rates Inside the City of Tualatin and Rescinding Resolutions 4819-08 and 5101-12

E. PUBLIC HEARINGS – Legislative or Other

1. Consideration of Resolution No. 5146-13 Declaring the City's Election to Receive State Revenue Sharing Funds During Fiscal Year 2013-14

Finance Director Don Hudson explained Resolution No. 5146-13. The City receives money from the Oregon Liquor License Commission for cigarette tax and liquor tax revenues. The amount is based on per capita income and allocates out. This will require a levy for property taxes on the prior tax year, have the resolution passed and hold two public hearings, the first on May 29th and tonight, June 10th. The City is estimated to receive \$294,300 which is utilized by the general fund.

Mayor Ogden asked if anyone wanted to testify in support or comment. No support.

Mayor Ogden asked if anyone wanted to testify in opposition or comment. No opposition.

Mayor Ogden closed the oral portion of the hearing

MOTION by Councilor Joelle Davis, SECONDED by Councilor Nancy Grimes to adopt Resolution No. 5146-13 Declaring the City's Election to Receive State Revenue Sharing Funds During Fiscal Year 2013-14.

Vote: 5 - 0 MOTION CARRIED

F. GENERAL BUSINESS

1. Consideration of Ordinance No. 1356-13 Relating to the Towing of Vehicles from Private Property

Mayor Ogden stated that it is in our best interest to delay implication of this Ordinance because the Legislature is scheduled to vote on an ordinance tomorrow, which may coincide or conflict with the proposed Ordinance.

A date was not selected for consideration of Ordinance No. 1356-13, but the understanding is that it will be within a reasonable time.

MOTION by Councilor Joelle Davis, SECONDED by Councilor Frank Bubenik to delay consideration of Ordinance No. 1356-13 Relating to Towing from Private Property.

Vote: 5 - 0 MOTION CARRIED

G. ADJOURNMENT

Mayor Ogden adjourned the meeting at 7:35 p.m.

Sherilyn Lombos, City Manager

_____ / Merab Walker, Recording Secretary

_____ / Lou Ogden, Mayor



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Colin Cortes, Assistant Planner
Alice Cannon Rouyer, Assistant City Manager

DATE: 06/24/2013

SUBJECT: Consideration of Resolution No. 5153-13 Awarding Historic Resource Markers to Historic Properties within the City of Tualatin

ISSUE BEFORE THE COUNCIL:

The issue before the City Council is consideration of awarding plaques related to historic landmarks selected by the Tualatin Historical Society from among those in the City landmark inventory as described in Attachment A.

RECOMMENDATION:

Staff recommends that the City Council consider the staff report and supporting attachments and adopt a resolution granting approval.

EXECUTIVE SUMMARY:

- The proposal by the [Tualatin Historical Society](#) (THS) is to place historic markers at select local historic landmarks as described in the attached proposal (Attachment A).
- Because Tualatin Development Code (TDC) [38.050](#)(1) allows that, "The following signs are exempt from the regulations of this Chapter, but may be subject to other regulations of the City. ... City-awarded plaques related to historic resources and heritage trees", the proposal comes to the City Council for approval.
- The City is awarding plaques, and THS is executing the proposal.
- The proposal opens with the statement that, "As part of the city's Centennial celebration, Tualatin Historical Society (THS) wants to ensure that the significance of remaining landmarks is not forgotten. The Society sees this as the beginning of a long-term effort to identify other significant legacies of bygone eras."
- The proposal addresses the goal and objectives, background, subject landmarks, property owner consent, and funding as well as sign design, placement, and maintenance.
- The proposal relates to thirteen (13) historic landmarks among those in the landmark inventory in TDC [68.040](#).

- The attached resolution (Attachment B) would enable the proposal.

Attachments: A. Proposal
 B. Resolution



Tualatin Historical Society

Tualatin Heritage Center

Established in 1986 to preserve, promote and interpret the rich and colorful history of Tualatin.

Colin Cortes
City of Tualatin
18876 SW Martinazzi Avenue
Tualatin, OR 97062

Dear Colin,

Tualatin Historical Society is pleased to submit these materials and prototype sign after several months of committee work and periodic discussions with you and other City staff. Please feel free to contact me or Kurt Krause who is our lead person from Tualatin Historical Society to move this project forward.

Sincerely,

Art Sasaki, President
503.682.1945
art_sasaki@msn.com

Kurt Krause, Vice President
503.228.6077
kkrause106@comcast.net

CITY OF TUALATIN
RECEIVED

MAY 10 2013

COMMUNITY DEVELOPMENT
PLANNING DIVISION



Tualatin Historical Society

Tualatin Heritage Center

Established in 1986 to preserve, promote and interpret the rich and colorful history of Tualatin.

Identification Signs for Historic Buildings: A Centennial Project of Tualatin Historical Society

As part of the city's Centennial celebration, Tualatin Historical Society (THS) wants to ensure that the significance of remaining landmarks is not forgotten. The Society sees this as the beginning of a long-term effort to identify other significant legacies of bygone eras.

This project began as part of very early discussions about CIOs and what kinds of community learning might serve as rallying points in neighborhoods. At the same time, Tualatin Historical Society agreed that posting signs on historic landmarks was compatible with its mission. It also made sense for THS to serve as the fiscal agent and long-term manager of the program. A team comprised of Jan Giunta, Kurt Krause, Larry McClure, Karen Riley and Chris Tunstall met over a year to plan the details and nail down costs and guidelines. Kelly Tunstall, a graphic artist and Tualatin native now living in San Francisco, offered her graphics skills adapting a model used in the Sellwood district of Portland (see image attached). Research found that the same company that makes City of Tualatin signs could also create these at a very reasonable price and might also provide the pole and attachment bolts. With an additional amount added for long-term rehabilitation, a \$75 per sign price was determined.

We started with the 30-some properties identified in the City of Tualatin Development Code (see www.tualatinoregon.gov/developmentcode). City staff advised that the committee should contact all the affected homeowners first before coming to Council for the final sign-off.

Response from homeowners was for the most part very positive. Only three did not choose to participate. The committee also made a determination that signs would not be placed where historic structures on the list no longer existed (the old brick elementary school, the original Nyberg home destroyed by fire, and the Nyberg Century Farm) or where the existing structure was in a dilapidated state with little prospect for restoration. (However, Tualatin Historical Society had earlier made a photographic record of these properties as it has done with all of those on the list.)

Our hope is to have these signs in place for the 100-year anniversary of Tualatin's incorporation in August 2013. The final list for this phase of the project follows:

Historic Name	Date Built	Today's Address
1. Avery Chicken Hatchery	1939	8385 SW Avery St.
2. Byrom House	1878	9385 SW Arikara
3. Elmer House	1914	11450 SW Elmer Ct.
4. Francis House	1885	8430 SW Avery St.
5. Luster House	1857	9030 SW Sagert
6. Richardson House	1910	20195 SW Boones Ferry Rd.

7. Robinson Store	1912	18810 SW Boones Ferry Rd.
8. Smith/Boone House	1895	18815 SW Boones Ferry Rd.
9. Sweek House	1858	18815 SW Boones Ferry Rd.
10. Wesch House	1890	188400 SW 86 th Ave.
11. Winona Grange #271	1940	8340 SW Seneca St.
12. Methodist Church	1926	8700 SW Sweek Dr.
13. Zeke Eddy House	1890	9005 SW Avery St.

Sign Acceptance and Placements

THS advised homeowners we would like the sign to be legible from the sidewalk or street so that owners would not be bothered by curiosity seekers who mistakenly think the dwelling is available for a closer look. Placement of the sign post must also conform to city rules for clear lines of sight at intersections which is one to two feet back from the sidewalk and not in the public right of way (ROW). A diagram is attached showing the typical placement. THS also assured property owners that acceptance of a sign would not obligate them to conform to any structural standards to their property but that we hoped they would seek to maintain the historical significance of their home.

Sign Approval and Ownership

THS will determine the wording and maintain ownership of the sign itself. We will work with owners on installation. Our intent is that the signs will be free standing, but one or two owners may request that the sign be attached to the building (e.g. the Robinson store). City staff will be called on to ratify location of each sign as appropriate.

Funding

We have received a positive response from most homeowners on providing the \$75 cost of their sign. Hearing about the idea at the very beginning of the project, one interested Tualatin resident immediately offered to pay for someone's sign and other voluntary donations have already been received. The most generous has come from Legacy Meridian Park Hospital where one of the historic houses is located in an undeveloped area. Vandals have removed the entire floor of the living room and the house is in disrepair, covered by moss and blackberries. Even though Legacy expressed willingness to accept a sign, this was one of the sites deemed unfit for restoration. Instead, Legacy has offered to provide a \$1500 donation to help fund other signs and support materials, such as a visitor's guide and map for historic landmarks. THS is also interested in dual historic signage along 65th Avenue, adding the historic Meridian Road name. In other words, this sign fund will likely be continually revolving and will be accounted for separately by the Society's treasurer.

May 7, 2013



TRAFFIC SAFETY SUPPLY COMPANY

2324 S.E. Umatilla St
Portland, Oregon 97202

800.547.8518
www.fssco.com

Your Traffic Sign & Supplies Resource Since 1956

Sign Specifications

size: 12" w X 18" h

.125" alum. sign blank

design digitally printed
on eng. grade sheeting
with clear overlamination

mounted by top and
bottom rear brackets
to 2 3/8" round OD pipe

6' h sign pole
48" to 52" above ground

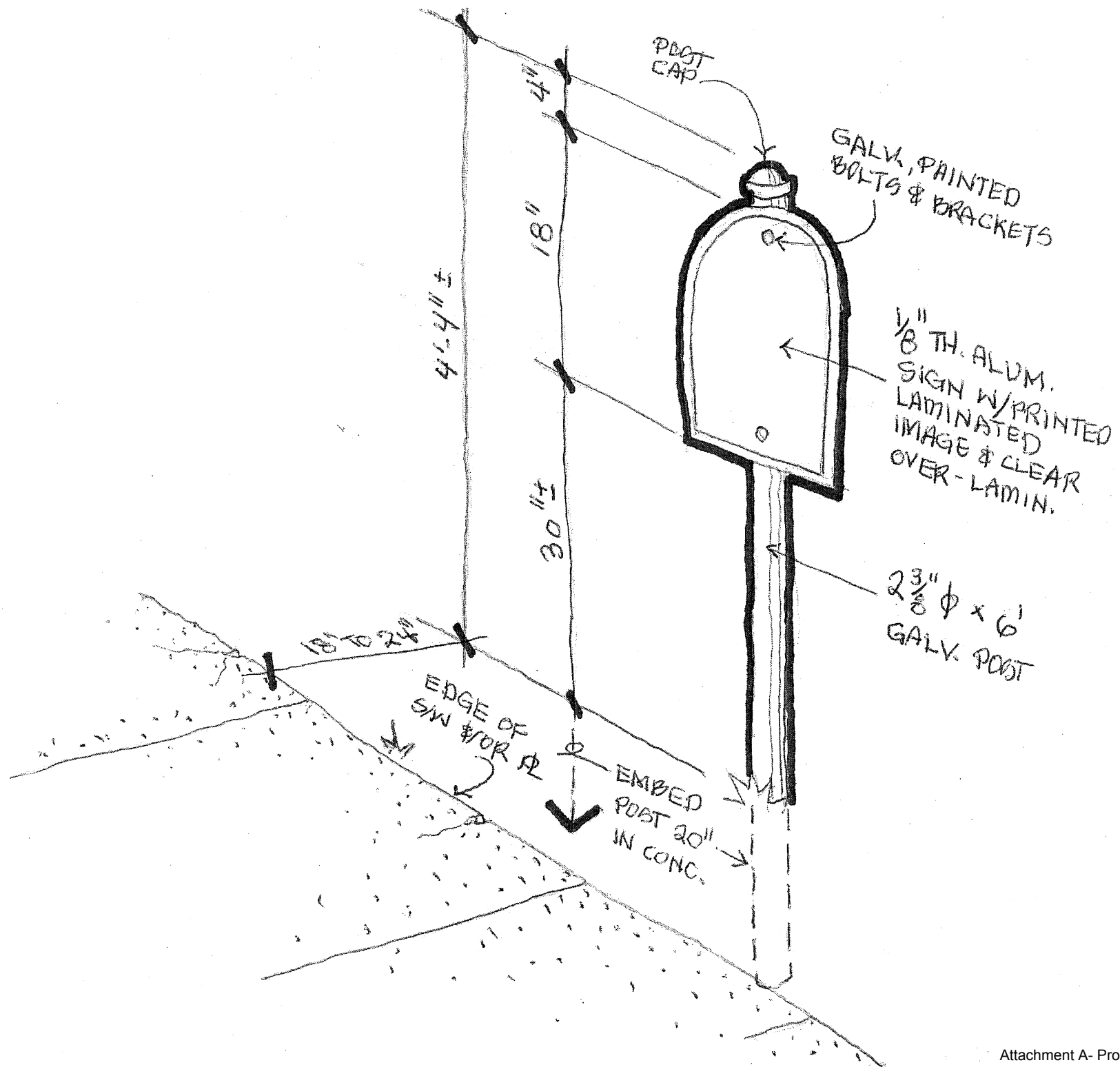
TUALATIN
HISTORICAL SOCIETY

Methodist
Church

est.

1926

HISTORIC SITE



RESOLUTION NO. 5153-13

A RESOLUTION AWARDING HISTORIC RESOURCE MARKERS TO
HISTORIC PROPERTIES WITHIN THE CITY OF TUALATIN.

WHEREAS, the City of Tualatin has designated certain properties as historic landmark properties under Tualatin Development Code (TDC) Chapter 68; and

WHEREAS, the Tualatin Historical Society seeks to preserve, promote, and interpret the rich and colorful history of Tualatin; and

WHEREAS, in carrying out its historic purpose, the Tualatin Historical Society has worked diligently with property owners to garner interest in installing historical markers on properties with historic value; and

WHEREAS, the Tualatin Historical Society has designed a historical marker to be placed on private property to inform the public of Tualatin's historic resources;

WHEREAS, the City Council is authorized to award historic resource markers; and

WHEREAS, pursuant to TDC 38.050, City-awarded plaques related to historic resources are exempt from the City's sign code

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City of Tualatin awards historic resource markers to the following properties:

<u>Historic Name</u>	<u>Date Built</u>	<u>Today's Address</u>
Luster House	1857	9030 SW Sagert
Sweek House	1858	18815 SW Boones Ferry Rd.
Byrom House	1878	9385 SW Arikara
Francis House	1885	8430 SW Avery St.
Wesch House	1890	18400 SW 86th Ave.
Zeke Eddy House	1890	9005 SW Avery St.
Smith/Boone House	1895	18815 SW Boones Ferry Rd.
Richardson House	1910	20195 SW Boones Feny Rd.
Robinson Store	1912	18810 SW Boones Ferry Rd.
Elmer House	1914	11450 SW Elmer Ct.
Methodist Church	1926	8700 SW Sweek Dr.
Avery Chicken Hatchery	1939	8385 SW Avery St.
Winona Grange #271	1940	8340 SW Seneca St.

Section 2. The City Manager shall establish the design and location of the historical markers in coordination with the Tualatin Historical Society.

Section 3. This Resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 24th day of June, 2013.

CITY OF TUALATIN, Oregon

By: _____
Mayor

Approved as to Form:

ATTEST:

City Attorney

City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Janet Newport

FROM: Janet Newport, Human Resources Manager

DATE: 06/24/2013

SUBJECT: Resolution No. 5150-13 Authorizing Non-Represented Employee Personnel Services Updates for Fiscal Year 2013-14

ISSUE BEFORE THE COUNCIL:

The City Council is to consider salary adjustments for non-represented staff.

RECOMMENDATION:

Staff recommends the City Council adopt the attached Resolution.

EXECUTIVE SUMMARY:

Section 1 of the Resolution proposes that the Salary Schedules for Exempt Management, Non Exempt Management, and Exempt and Non Exempt Police Management employees shall be increased by a 2% cost of living allowance with the pay rates for these employees adjusted accordingly. Selected Police Management positions will be eligible to also participate in various programs contained in the Tualatin Police Officers Association Collective Bargaining Agreement.

Section 2 of the Resolution proposes an update to the Salary Schedules for Temporary employees as shown in attached Exhibits A and B .

FINANCIAL IMPLICATIONS:

Provisions of the non-represented employee salary schedules adjustment are incorporated in the FY 2013-14 budget.

Attachments: Resolution
Exhibit A
Exhibit B

RESOLUTION NO. 5150-13

RESOLUTION AUTHORIZING PERSONNEL SERVICES UPDATES FOR NON-REPRESENTED EMPLOYEES FOR FISCAL YEAR 2013-14.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Effective July 1, 2013, the Salary Schedules for Exempt Management, Non Exempt Management and Exempt Police Management employees shall be increased by a 2% cost of living allowance with the pay rates for these employees adjusted accordingly. Selected Police Management positions will be eligible to also participate in various programs contained in the Tualatin Police Officers Association Collective Bargaining Agreement.

Section 2. Effective July 1, 2013, the Salary Schedule for Temporary employees shall be updated as shown in Exhibits A and B attached.

INTRODUCED AND ADOPTED this 24th day of June, 2013.

APPROVED AS TO FORM

CITY OF TUALATIN, OREGON

BY _____
City Attorney

BY _____
Mayor

ATTEST:

BY _____
City Recorder

Exhibit A

TEMPORARY EMPLOYEES - SCHEDULE A
FY 2013/14 SALARY SCHEDULE
EFFECTIVE 7/1/2013

Grade	TITLE	RATE	MINIMUM REGULAR WAGE FY 13/14	MINIMUM PERS WAGE FY 13/14	MAXIMUM REGULAR WAGE FY 13/14	MAXIMUM PERS WAGE FY 13/14
T4	TEMP PARKING ENFORCE OFF	Hourly	13.78	14.61	17.45	18.50
T6	TEMP LIBRARY ASST TEMP OFFICE ASST I	Hourly	15.59	16.53	19.77	20.96
T8	TEMP OFFICE ASSIST II	Hourly	17.19	18.22	21.78	23.09
T9	TEMP POLICE SERVICES TECH TEMP PUBLIC SERVICE ASST TEMP SPECIAL EVENTS COORD TEMP VOLUNTEER SPEC	Hourly	18.07	19.15	22.90	24.27
T11	TEMP FINANCE/ACCTG TECH TEMP OFFICE COORD TEMP PROP EVIDENCE TECH TEMP REC PROG SPEC	Hourly	20.37	21.59	25.82	27.37
T12	TEMP FLEET TECH I	Hourly	21.39	22.67	27.08	28.71
T13	TEMP LIBRARIAN I	Hourly	22.46	23.81	28.44	30.15
T14	TEMP LIBRARIAN II	Hourly	23.83	25.26	30.17	31.98
T16	TEMP BLDG CONST INSPT II	Hourly	26.56	28.15	33.65	35.67

TEMPORARY EMPLOYEES - SCHEDULE B
FY 2013/14 SALARY SCHEDULE
EFFECTIVE 7/1/2013

Grade	TITLE	RATE	MINIMUM REGULAR WAGE FY 13/14	MINIMUM PERS WAGE FY 13/14
U1	TEMP LIBRARY PAGE	Hourly	Oregon Minimum Wage	Oregon Minimum Wage +6%
U5	TEMP RECREATION LEADER I	Hourly	10.30	10.92
U9	TEMP HOMEWORK LEADER TEMP LIBRARY SENIOR PAGE TEMP RECREATION AIDE TEMP FILE CLERK TEMP OPS MAINT WORKER	Hourly	12.58	13.33
U10	TEMP INTERN TEMP PARK RANGER TEMP REC LEADER II/GREAT	Hourly Hourly Hourly	13.23	14.02
U12	TEMP YOUTH LEADERSHIP	Hourly	14.72	15.60
U16	TEMP TECHNOLOGY SPEC	Hourly	18.14	19.23
U30	TEMP REC. COUNSELOR I	Hourly	31.49	33.38
J1	JUDGE	Hourly	N/A	79.98



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Don Hudson, Finance Director

DATE: 06/24/2013

SUBJECT: Consideration of Resolution No. 5151-13 Authorizing Changes to the Adopted 2012-2013 Budget

ISSUE BEFORE THE COUNCIL:

Whether or not to approve changes to the adopted 2012–2013 budget.

RECOMMENDATION:

Staff recommends adopting the attached Resolution.

EXECUTIVE SUMMARY:

Occasionally, it becomes necessary after the budget is adopted to increase the total expenditures of a category within a fund. Oregon Revised Statutes (ORS) 294.480 dictates the process for a supplemental budget when an occurrence or condition which had not been ascertained at the time of the preparation of the current budget requires a change in financial planning.

During FY 2012-2013, the part-time Volunteer Specialist in the Parks Maintenance Division left the City and was replaced. The new Volunteer Specialist reports to the Volunteer Coordinator in the Administration Division and her salary and benefits are now being charged to Administration instead of Parks Maintenance. The adjustment to the adopted budget is to move the budgeted dollars from the Parks Maintenance budget into Administration to cover the expenses.

Two other changes to the Administration budget are needed. First, the City is represented by outside legal counsel from the Local Government Personnel Institute for a unit clarification filing by the Tualatin Employees Association, causing unanticipated legal expenses. Second, the City does not set aside budget dollars for pay out of accrued vacation balances when an employee leaves employment with the City. In most cases, salary savings related to the open position are sufficient to cover the pay out. With the retirement of the long time Deputy City Recorder during the year, there was not sufficient salary savings in FY 2012-2013 to cover this unfunded liability.

When the Fiscal Year 2012-2013 budget was prepared, the City Attorney's position was being recruited at a 0.75 FTE. Following the recruitment, it was determined that the needs of the position were full-time and a new full-time City Attorney was hired. The proposed adjustment is to reflect the proper budget for the full-time position.

Lastly, in the Information Services Department, the City experienced higher overtime costs than were estimated when the budget was put together related to creation of a virtual server environment that ultimately created significant efficiencies in our network environment. The department also upgraded the City's financial system that became necessary, but was not anticipated during the budget process.

There are sufficient contingency dollars available for these adjustments.

Local Budget Law also allows for an appropriation for pass through payments that are made to another organization from taxes, fees or charges to be increased by resolution if the actual amount collected exceeds the budgeted estimate (ORS 294.466). During the fiscal year, Sewer Systems Development Charges were received in excess of the estimated amount. The majority of these charges are passed through to Clean Water Services (CWS), so the budget needs to be increased to cover the additional payment to CWS.

All proposed changes to the adopted budget are included in Exhibit A, attached to the Resolution that follows.

OUTCOMES OF DECISION:

Failure to pass the resolution puts the City in danger of not complying with Local Budget Law.

FINANCIAL IMPLICATIONS:

The net effect to the adjustments is zero, as the resolution transfers existing appropriations from one account to another.

Attachments: Resolution Authorizing Changes to Adopted 12/13 Budget
Exhibit A - Resolution 5151-13

RESOLUTION NO. 5151-13

RESOLUTION AUTHORIZING CHANGES TO THE ADOPTED 2012 - 2013
BUDGET

WHEREAS after the budget process for the 2012-2013 fiscal year was completed, an occurrence or condition arose that could not have been ascertained at the time of the budget preparation; and

WHEREAS in order to lawfully comply with the requirements of Local Budget Law, increases in budgeted resources and requirements are necessary; and

WHEREAS Oregon Revised Statutes (ORS) 294.480 allows for the preparation and adoption of a supplemental budget.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Council wishes to comply with Local Budget Law, and authorize spending of additional resources; and

Section 2. Increased resources and requirements should be made as detailed in Exhibit A to this Resolution.

INTRODUCED AND ADOPTED this 24th day of June, 2013.

APPROVED AS TO FORM

CITY OF TUALATIN, OREGON

BY _____
City Attorney

BY _____
Mayor

ATTEST:

BY _____
City Recorder

Exhibit A-Resolution Jun 2013

City of Tualatin
Fiscal Year 2012 - 2013
Budget Changes, June 2013

Existing Appropriation Transfer:

<u>To</u>		<u>Amount</u>	<u>From</u>		<u>Amount</u>	<u>Notes</u>
Part-Time Salaries	001-1020-511.10-02	\$ 9,700	Part-Time Salaries	001-1520-553.10-02	\$ 9,700	Volunteer Specialist
FICA	001-1020-511.11-02	\$ 800	FICA	001-1520-553.11-02	\$ 800	Volunteer Specialist
Legal	001-1020-511.49-03	\$ 40,000	Contingency	001-1990-511.97-01	\$ 100,100	Outside Legal
Vacation Buy-back	001-1020-511.11-10	\$ 9,000				M. Smith Retirement
Full-time Salaries	001-1040-511.10-01	\$ 30,000				City Attorney - FT from PT
Overtime	001-1080-511.10-04	\$ 21,100				IS Overtime

Appropriation of Increased Revenues:

<u>Increase - Revenue</u>		<u>Amount</u>	<u>Increase - Expenditure</u>		<u>Amount</u>	<u>Notes</u>
Sewer Development Fund						
System Development Charges	033-0000-462.03-01	\$ 1,349,450	System Development Charges - CWS	033-0000-611.45-02	\$ 1,349,450	Excess SDC to CWS



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Nicole Morris, Deputy City Recorder

DATE: 06/24/2013

SUBJECT: Recommendations from the Council Committee on Advisory Appointments

ISSUE BEFORE THE COUNCIL:

Consideration of re-appointments to the Architectural Review Board.

RECOMMENDATION:

Staff recommends the City Council approve the recommendations from the Council Committee on Advisory Appointments (CCAA) and appoint the below listed individuals.

EXECUTIVE SUMMARY:

The Council Committee on Advisory Appointments met and interviewed citizens interested in participating on City advisory committees and boards. The Committee recommends reappointing the following individuals:

<i>Individuals</i>	<i>Board</i>	<i>Term</i>
Skip Stanaway	Architectural Review Board	Reappointment Term Expiring 6/30/15
John Howorth	Architectural Review Board	Reappointment Term Expiring 6/30/15
Robert Perron	Architectural Review Board	Reappointment Term Expiring 6/30/15
Chris Goodell	Architectural Review Board	Reappointment Term Expiring 6/30/15

Attachments:



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Don Hudson, Finance Director

DATE: 06/24/2013

SUBJECT: Consideration of Resolution No. 5152-13 Adopting the City of Tualatin Budget for the Fiscal Year Commencing July 1, 2013, Making Appropriations, Levying Ad-Valorem Taxes, and Categorizing the Levies

ISSUE BEFORE THE COUNCIL:

Adoption of the Fiscal Year 2013–2014 budget, after conducting a public hearing to consider public input on the Fiscal Year 2013–2014 Budget. The City of Tualatin Budget Advisory Committee approved the proposed budget on May 29, 2013. The total of the Fiscal Year 2013-2014 Budget is \$69,829,620 and includes changes proposed this evening.

The tax rate for general government would be approved at \$2.2665 per \$1,000 taxable assessed value, with \$995,000 to be levied for bonded debt. The bond levy is excluded from limitation for local government operations.

Oregon State law requires the City Council adopt a budget prior to July 1, 2013.

RECOMMENDATION:

Staff recommends adoption of the attached resolution, which includes the Budget Committee Approved Fiscal Year 2013-2014 Budget, with additional changes as outlined below.

EXECUTIVE SUMMARY:

The City of Tualatin budget is made up of 21 funds, divided among five different categories: General Fund, Special Revenue Funds, Debt Service Funds, Capital Projects Funds and Enterprise Funds. Urban Renewal Funds are presented in the Tualatin Development Commission budget, which will be heard in a separate public hearing later this evening.

The General Fund is the primary operating fund of the City and supports general government services. Special Revenue Funds account for the proceeds of specific revenue sources that are legally restricted to expenditure for specific purposes, including the Building Fund, Operations Fund, street funds, as well as miscellaneous funds such as Core Area Parking and the Tualatin Science and Technology Scholarship Fund. Debt Service Funds record revenues and expenditures for our general obligation and Bancroft bond debt. Capital Project Funds record capital projects that are funded from restricted funds, such as local improvement districts, park

development funds, as well as the Infrastructure Reserve Fund. The Enterprise Funds include all funds related to the following systems: Water, Sewer, Storm Drain. These funds account for the infrastructure systems covering water, sewer and storm drain and their revenues are derived from sources that are specifically earmarked, or restricted for these specific purposes.

Despite continuing tough economic times facing the State of Oregon and our region, the City is once again presenting a fiscally responsible budget, while continuing to provide the services our residents desire, at the levels they have come to enjoy and expect from the City. The City budget is seeing an increase in operating costs due to increases in fuel and utility costs, as well as existing contractual obligations, though the City departments did an outstanding job holding their budgets tight while addressing the increases that were out of the City's control. While continuing to provide quality services, the City is able to fund one-time expenditures, address Council priorities, continue the transition at the Juanita Pohl Center and focus on economic development to provide services to the existing business community, as well as assist in bringing jobs and development to the community. The City has seen a slight rise in development beginning in FY 2012-2013 and it is anticipated this trend will continue.

While some revenues are increasing and some are decreasing, overall, the City's total revenues for Fiscal Year 2013-2014 are stable. Given the economic environment of the past few years, the City is pleased with a stable revenue stream that continues to allow for prudent financial management.

In addition to the budget approved by the budget committee, the City Council has the ability to change the approved budget in each fund by no more than 10% of the total budget. Typical changes that the Council may make are related to unanticipated lags in completion of projects, or delays in receiving budgeted products or services, that necessitate adjustments to future year budget(s). The majority of the adjustments included in the attached resolution fall into this category.

The carry-forward changes are "self-funding" because the beginning fund balance for 2013-2014 is increased by the amount budgeted and not spent in the current fiscal year (2012-2013). Other adjustments proposed this evening have a corresponding increase in revenues to cover the expense. These items increase both the revenue and the expenditure appropriations in the affected fund.

Changes proposed this evening are in the General Fund and the Road Gas Tax Fund. None of the carry-forwards exceed 10% of the approved budget and are, therefore, allowed to be added by the City Council at the public hearing.

- General Fund
 - With the City of Tualatin celebrating its centennial during 2013, portions of the budgeted celebration programs (\$22,200), as well as centennial themed art, were not completed prior to June 30, 2013. With these expenses occurring after the new fiscal year begins, the previously budgeted amounts need to be carried over into the FY 2013-2014 budget. The centennial art expenses have corresponding revenues (\$30,000) that will be carried forward, as well.
 - Two planning studies, being funded by Metro Construction Excise Tax (CET) Grant dollars, will not be completed before June 30, 2013 and will carry into the new fiscal year. Linking Tualatin and the SW Concept Plan Infrastructure studies, totalling \$60,000, will be completed in FY 2013-2014 and will be reimbursed through CET reimbursement.

- The Ice Age Tourism project is continuing, with \$14,000 of expenses yet to be incurred. The City received grant funding and donations in FY 2012-2013 to cover this project.
 - The Tualatin Tomorrow vision plan update kicked off towards the end of FY 2012-2013. A majority of the expenditures related to the update of this plan will occur after July 1st, resulting in a \$26,000 carry-over.
 - The City's new website has provided many positive changes and a few of the planned changes are continuing into the new year, resulting in a \$4,000 carry-over.
 - Two other projects that were anticipated in the Fiscal Year 2012-2013 budget, but will not be completed prior to June 30th, are improvements to the lighting system in the Library (\$12,000) and the replacement of the playground equipment in Lafky Park (\$71,500).
 - Other changes in the General Fund budget include a wall display for Community Services, a space study for a portion of the Library, organization-wide training and an increase in the City's excess earthquake insurance. The total of these changes are \$13,400.
- Road Gas Tax Fund
 - The timing of the Martinazzi Ave project and some pedestrian friendly projects require a carryover of \$170,000.

For more detailed information, the City's Proposed 2013-2014 Budget can be found at <http://www.tualatinoregon.gov/finance/city-tualatin-budget>. The final adopted budget document will be posted to the website in early July.

OUTCOMES OF DECISION:

By adopting the budget before July 1st, the City will be able to operate, expend money and incur liabilities for fiscal year 2013-2014.

Attachments: Resolution 5152-13. Adopting the FY 13/14 Budget

RESOLUTION NO. 5152-13

A RESOLUTION ADOPTING THE CITY OF TUALATIN'S BUDGET FOR THE FISCAL YEAR COMMENCING JULY 1, 2013, MAKING APPROPRIATIONS, LEVYING AD VALOREM TAXES, AND CATEGORIZING THE LEVIES

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Council of the City of Tualatin hereby adopts the Budget as approved by the Budget Committee and adjusted by the Council. The total sum of the budget is \$69,829,620 (including \$10,932,190 of unappropriated fund balance and reserves) and is now on file at the City Offices.

Section 2. The amounts for the fiscal year beginning July 1, 2013, and for the purposes shown below, are hereby appropriated as follows:

GENERAL FUND

City Council	\$	169,030	
Administration		898,970	
Finance		913,310	
Legal Services		248,110	
Municipal Court		356,675	
Planning		880,285	
Engineering		1,132,260	
Information Systems		912,335	
Police		6,818,305	
Fleet		474,480	
Building Maintenance		859,755	
Parks Maintenance		1,324,345	
Community Services		952,800	
Library		1,778,115	
Non-Departmental		614,050	
Contingency		2,710,230	
Total GENERAL FUND Appropriations			\$21,043,055
Reserves		830,000	
Unappropriated		<u>2,164,040</u>	
Total GENERAL FUND			<u>\$24,037,095</u>

BUILDING FUND

Personal Services	\$ 639,430
Material & Services	62,480
Capital Outlay	50,000
Transfers	260,260
Contingency	129,410
Total BUILDING FUND Appropriations	\$ 1,141,580
Reserved Funds	<u>930,255</u>
Total BUILDING FUND	\$ 2,071,835

OPERATIONS FUND

Administration	\$ 512,940
Water Division	909,165
Sewer Division	345,385
Street Division	552,770
Non-Departmental	987,265
Contingency	334,000
Total OPERATIONS FUND	\$ 3,641,525

WATER FUND

Material & Services	\$ 1,675,000
Capital Outlay	1,297,000
Transfers	2,861,555
Contingency	649,960
Total WATER FUND Appropriations	\$ 6,483,515
Reserved Funds	<u>4,063,045</u>
Total WATER FUND	\$ 10,546,560

SEWER FUND

Material & Services	\$ 5,787,595
Capital Outlay	255,000
Transfers	1,141,495
Contingency	616,930
Total SEWER FUND Appropriations	\$ 7,801,020
Reserved Funds	<u>1,670,735</u>
Total SEWER FUND	\$ 9,471,755

STORM DRAIN FUND

Material & Services	\$ 731,455	
Capital Outlay	85,000	
Transfers	950,145	
Contingency	252,240	
Total STORM DRAIN FUND Appropriations		\$ 2,018,840
Reserved Funds	<u>217,475</u>	
Total STORM DRAIN FUND	\$ 2,236,315	

ROAD UTILITY FEE FUND

Material & Services	\$ 1,108,380	
Transfers	333,465	
Contingency	25,000	
Total ROAD UTILITY FEE FUND Appropriations.....		\$ 1,466,845
Reserved Funds	<u>163,195</u>	
Total ROAD UTILITY FEE FUND	\$ 1,630,040	

ROAD GAS TAX FUND

Material & Services	\$ 596,640	
Capital Outlay	755,000	
Transfers	702,940	
Contingency	265,105	
Total ROAD GAS TAX FUND		\$ 2,319,685
Reserved Funds	<u>67,450</u>	
Total ROAD GAS TAX FUND	\$ 2,387,135	

CORE AREA PARKING DISTRICT

Material & Services	\$ 22,100	
Capital Outlay	11,000	
Transfers	24,030	
Contingency	10,000	
Total CORE AREA PARKING DISTRICT Appropriations		\$ 67,130
Reserved Funds	<u>92,660</u>	
Total CORE AREA PARKING DISTRICT	\$ 159,790	

TUALATIN SCIENCE AND TECHNOLOGY SCHOLARSHIP FUND

Material & Services	\$	300	
Total TUALATIN SCHOLARSHIP FUND Appropriations	\$		300
Principal Reserves		<u>50,485</u>	
Total TUALATIN SCHOLARSHIP FUND	\$	50,785	

GENERAL OBLIGATION BOND FUND

Debt Service	\$	962,870	
Total GO BOND DEBT FUND Appropriations	\$		962,870
Reserves		<u>57,140</u>	
Total GO BOND DEBT FUND	\$	1,020,010	

BANCROFT BONDED DEBT FUND

Material & Services	\$	300	
Total BANCROFT BONDED DEBT FUND Appropriations	\$		300
Reserved Funds		<u>181,250</u>	
Total BANCROFT BONDED DEBT FUND	\$	181,550	

ENTERPRISE BOND FUND

Material & Services	\$	225	
Debt Service		536,265	
Total ENTERPRISE BOND FUND Appropriations	\$		536,490
Reserved Funds		<u>444,460</u>	
Total ENTERPRISE BOND FUND	\$	980,950	

LOCAL IMPROVEMENT DISTRICT

Contingency	\$	476,210	
Total LOCAL IMPROVEMENT DISTRICT	\$		476,210

WATER DEVELOPMENT FUND

Capital Outlay	\$ 810,000
Transfers	17,600
Contingency	135,010

Total WATER DEVELOPMENT FUND\$ 962,610

SEWER DEVELOPMENT FUND

Material & Services	\$ 192,000
Capital Outlay	200,000
Transfers	16,080
Contingency	4,228,415

Total SEWER DEVELOPMENT FUND\$ 4,636,495

ROAD DEVELOPMENT FUND

Contingency	\$ 1,072,075
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Total ROAD DEVELOPMENT FUND\$ 1,072,075

STORM DRAIN DEVELOPMENT FUND

Contingency	\$ 449,410
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Total STORM DRAIN DEVELOPMENT FUND Appropriations\$ 449,410

PARK DEVELOPMENT FUND

Material & Services	\$ 10,300
Capital Outlay	742,660
Transfers	17,790
Contingency	100,000

Total PARK DEVELOPMENT FUND.....\$ 870,750

TRANSPORTATION DEVELOPMENT TAX FUND

Contingency \$ 918,200

Total TRANSPORTATION DEVELOP TAX FUND.....\$ 918,200

INFRASTRUCTURE RESERVE FUND

Transfers \$ 2,028,525

Total INFRASTRUCTURE RESERVE FUND Appropriations\$ 2,028,525

TOTAL\$ 58,897,430

TOTAL RESERVES 8,768,150

TOTAL APPROPRIATED ALL FUNDS\$ 67,665,580

TOTAL UNAPPROPRIATED ALL FUNDS\$ 2,164,040

TOTAL BUDGET\$ 69,829,620

Section 3. The City Council of the City of Tualatin hereby imposes the taxes provided for in the adopted budget at the rate of \$2.2665 per \$1,000 assessed value for operations and in the amount of \$995,000 for bonds; and that these taxes are hereby imposed and categorized for tax year 2013-14 upon the assessed value of all taxable property within the district.

General Government Limitation
General Fund...\$2.2665/\$1,000

Excluded from Limitation
Debt Service Fund...\$995,000

Section 4. The Finance Director shall certify to the County Assessors of Washington County and Clackamas County, Oregon, the tax levy made by this resolution; and file with the County Clerks a true copy of the Budget as finally adopted.

INTRODUCED AND ADOPTED this 24th day of June, 2013.

CITY OF TUALATIN, OREGON

APPROVED AS TO FORM

CITY OF TUALATIN, OREGON

BY _____
City Attorney

BY _____
Mayor

ATTEST:

BY _____
City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Linda Odermott, Paralegal
Sean Brady, City Attorney

DATE: 06/24/2013

SUBJECT: Consideration of Ordinance No. 1355-13 General Communication Franchise Application for Qwest Corporation dba CenturyLink QC

ISSUE BEFORE THE COUNCIL:

Council will consider a General Communication Franchise Application submitted by Qwest Corporation dba CenturyLink QC ("CenturyLink").

RECOMMENDATION:

Staff recommends Council approve the General Communication Franchise application submitted by CenturyLink QC.

EXECUTIVE SUMMARY:

CenturyLink wishes to place, erect, lay, maintain and operate poles, wires (whether copper or fiber optic) or other technology for the transmission of communication services for telephone, telegraph and other communications purposes in the City of Tualatin public right-of-way. The Tualatin Municipal Code (TMC) 10-1-010(7) requires a valid franchise agreement in order to use the City's public right-of-way and that all telecommunications carriers providing facilities or services within the City, or passing through the City, register and comply with the requirements noted in TMC 10-1-050 - 10-1-630. A franchise agreement is passed by special ordinance.

TMC 10-1 defines the registration and application process used for Telecommunications Franchises. CenturyLink has complied with this process by submitting the required documents

and information as noted in *Exhibit A* attached. The application documents include: the identity of the Applicant; a description of the telecommunications services that are to be offered or provided by the applicant over its communications facilities; engineering plans, specifications, and a network map of the facilities to be located within the public right-of-way in the City; the areas of the City the applicant desires to serve, and a preliminary construction schedule for buildout of the entire franchise area; information to establish that the applicant has obtained all other governmental approvals and permits to construct and operate the facilities; and an accurate map showing the location of any existing facilities. CenturyLink has submitted the appropriate franchise application fees, business license fees and Certificates of Insurance as outlined in the TMC. Additionally, CenturyLink has completed negotiations with the City regarding a Franchise Agreement as noted in *Exhibit B* attached.

Conditions:

The Franchise Agreement with CenturyLink would be effective on June 24, 2013 and be in effect until August 1, 2022; coinciding with the termination date of the Verizon Northwest Inc./Frontier Franchise for General Communication. Whenever there is cause for CenturyLink to disrupt City streets for the maintenance of its services, CenturyLink will restore City Streets to at least the condition which existed prior to construction. CenturyLink will pay a Franchise Fee of 7% of its gross revenues as defined in ORS 221.515 and 401.710, less net uncollectibles, on or before March 15 of each calendar year preceding. If Oregon State Law is changed to allow a different or greater franchise fee than currently allowed by law, the City shall have sixty (60) days from the date the law is effective to provide written notice to CenturyLink that the City wishes to change the Franchise fee in this Franchise.

Attachments: A. Exhibit A. CenturyLink Supporting Documents
 B. Exhibit B. Ordinance No. 1355-13 Granting Franchise



**FRANCHISE
PUBLIC WORKS CONSTRUCTION PERMIT
CITY OF TUALATIN
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092**



CenturyLink™

**Kenneth Sciulli
Engineer III**

8021 SW Capitol Hill
Portland, OR 97219
Tel: 503.242.0304
Fax: 503.242.7513
Cell: 503.309.0330

kenneth.sciulli@centurylink.com

FILE NAME: 7111 SW Nyberg St Pacific Continental Bank ADCB E.366336

APPLICANT: CenturyLink Communications PHONE: 503-242-0304

ADDRESS: 8021 SW Capitol Hill Rd

LOCATION & DESCRIPTION OF WORK: Bore to place conduit for Pacific Continental
BANK 2,282' from 7111 SW Nyberg Rd

TYPE OF CONSTRUCTION:

☒ Bore ☐ PGE ☐ NW Natural
☒ Open Cut (AC/Concrete) ☐ Verizon ☐ AT&T Broadband
☒ Other: Pre Con required - contact Darby

STARTING DATE: He is going to call me - m COMPLETION DATE: _____

(NOTE: Permit will not be processed without tentative starting date.)

- ✓ Call for "locates". Do Not Commence Work until you are satisfied with the "locates".
- ✓ Potholing to verify "locates" shall be by "Vac X" method. *
- ✓ 24-HR MINIMUM NOTICE TO MIKE DARBY, 503-691-3038. Also, 24-hour minimum notice to adjacent property owners (use "door hangers").
- ✓ Report any damage to the utilities, AC, sidewalks, etc. immediately to the City at the above noted number.
- ✓ 9 a.m. to 3 p.m. work hours only if impacting traffic. Copy of Permit to be on job site.

[Signature]
APPLICANT'S SIGNATURE

Date

5-29-2013

PERMIT APPROVED BY: [Signature]

Date: 5-29-13

**NOTE: ALL EXCAVATION WORK MUST HAVE
APPROVED EROSION CONTROL IN PLACE**



CITY OF TUALATIN
18880 SW Martinazzi Avenue
Tualatin, OR 97062-7092
Phone: (503) 692-2000
Fax: (503) 692-0147

**PUBLIC WORKS
CONSTRUCTION:
PERMIT APPLICATION**

For decision (circle one):

AR PAR SUB

_____ - _____

PW Permit # _____

WQ Permit # _____

File Name: 7111 SW Nyberg St Pacific Continental Bank AQCB E.366336

Location of Work: 7111 SW Nyberg Rd

Permittee's Name: CenturLink Communications

Address: 8021 SW Capitol Hill Rd

Phone Number: 503-242-0304 ✓ Fax Number: 503-242-7513 E-Mail: Kenneth.Sciulli@CenturyLink.com

Permittee's Signature: Kenneth Sciulli Digitally signed by Kenneth Sciulli
DN: cn=Kenneth Sciulli, o=CL,
email=kenneth.sciulli@centurylink.com, c=US
Date: 2013.04.12 07:51:00 -0700 Date: 04/12/2013

Type of Construction:

- | | |
|--|--|
| <input type="checkbox"/> Road | <input type="checkbox"/> Portland General Electric |
| <input type="checkbox"/> Water | <input type="checkbox"/> Verizon |
| <input type="checkbox"/> Sanitary sewer | <input type="checkbox"/> NW Natural |
| <input type="checkbox"/> Storm Drain | <input type="checkbox"/> AT&T Broadband |
| <input type="checkbox"/> Grading | <input type="checkbox"/> Comcast |
| <input checked="" type="checkbox"/> Other: <u>CentruryLink</u> | |

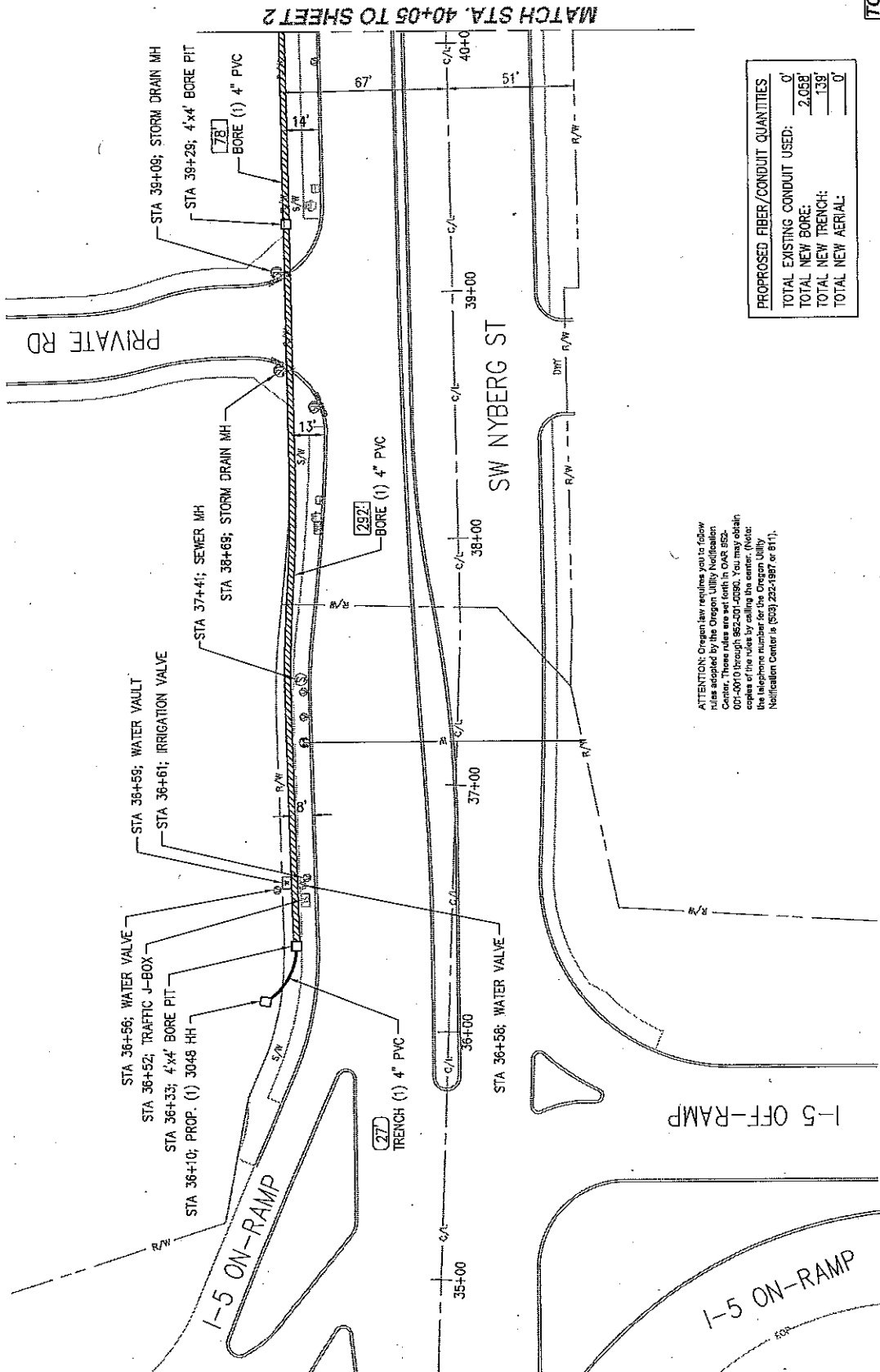
NOTE: ALL EXCAVATION WORK MUST HAVE AN APPROVED EROSION CONTROL PLAN IN EFFECT

Description Of Work: Bore to place conduit for Pacific Continental Bank 2,282' from 7111 SW Nyberg Rd to Centrury

Projected Start Date: 05/17/2013 Projected End Date: 06/03/2013

Estimated Cost of Construction: \$70,000

Fee	\$	Receipt #	By	Date
-----	----	-----------	----	------

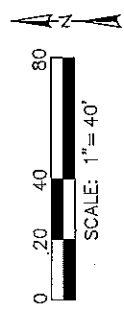


PROPOSED FIBER/CONDUIT QUANTITIES	
TOTAL EXISTING CONDUIT USED:	0'
TOTAL NEW BORE:	2,058'
TOTAL NEW TRENCH:	139'
TOTAL NEW AERIAL:	0'

ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. These rules are set forth in OAR 850-001-0010 through 850-001-0080. You may obtain copies of the rules by contacting the Oregon Utility Notification Center for the Oregon Utility Notification Center is (503) 222-1987 or 811.

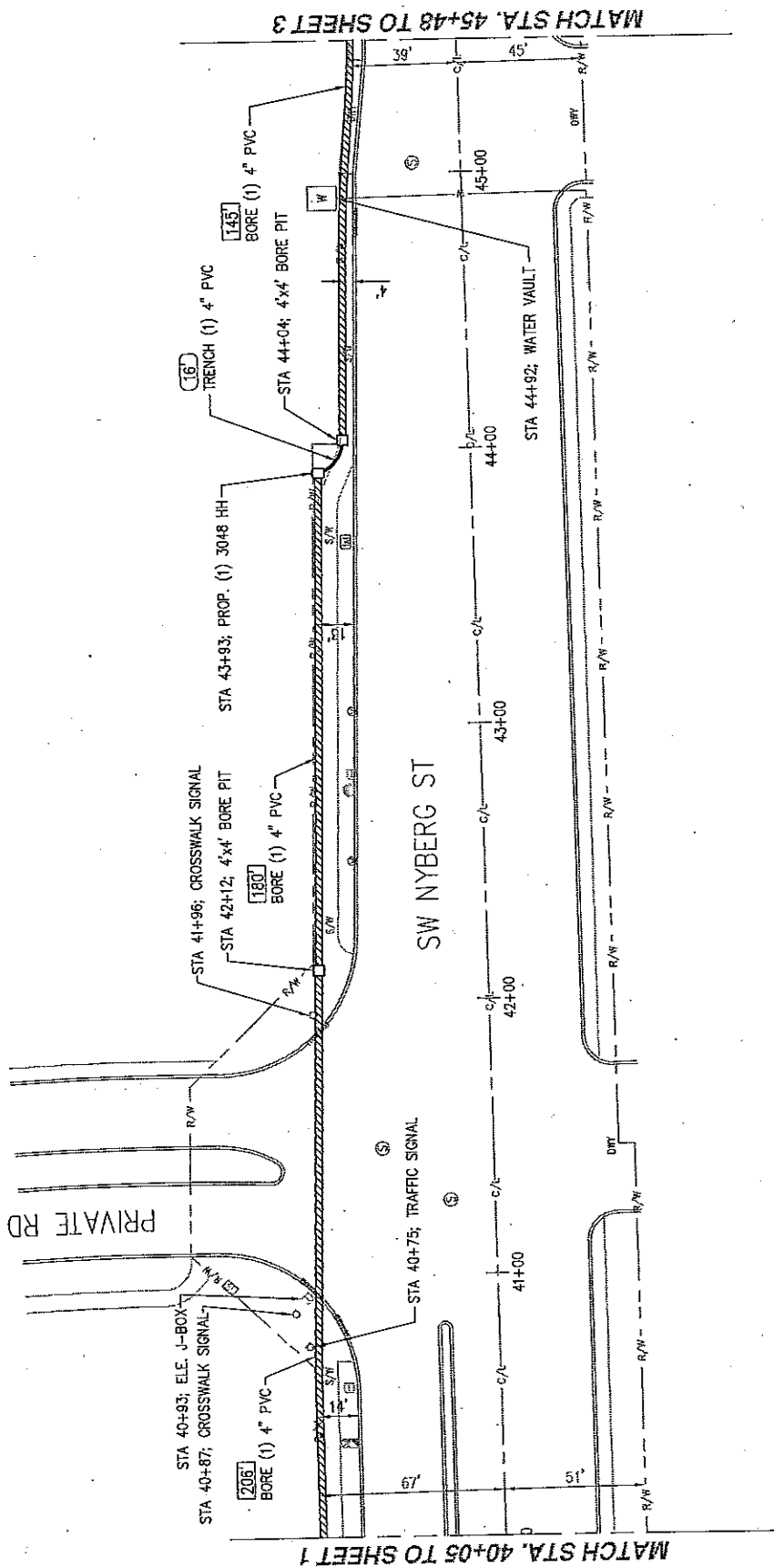
CALL TWO WORKING DAYS BEFORE YOU DIG

811



TOWN:	RNGE:	SECT:
2S	1W	24

JOB: E.366336	
GEO CODE:	
WC CLLI: LKOSOR62	
SH 1 OF 5	
NOTICE-NOT FOR DISCLOSURE OUTSIDE OF CENTURYLINK AND AFFILIATES EXCEPT UNDER WRITTEN AGREEMENT	
7111 SW NYBERG ST	
TUALATIN, OR	
drafted by: Engineering Associates, Inc.	

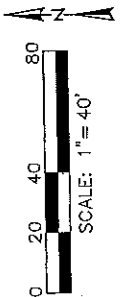


TOWN: RANGE: SEC:
2S 1W 24

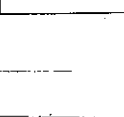
NOTICE: NOT FOR DISCLOSURE OUTSIDE OF CENTURYLINK AND AFFILIATES EXCEPT UNDER WRITTEN AGREE

JOB: E.366336
GEO CODE:
WC CLLI: LKOSOR62
SH 2

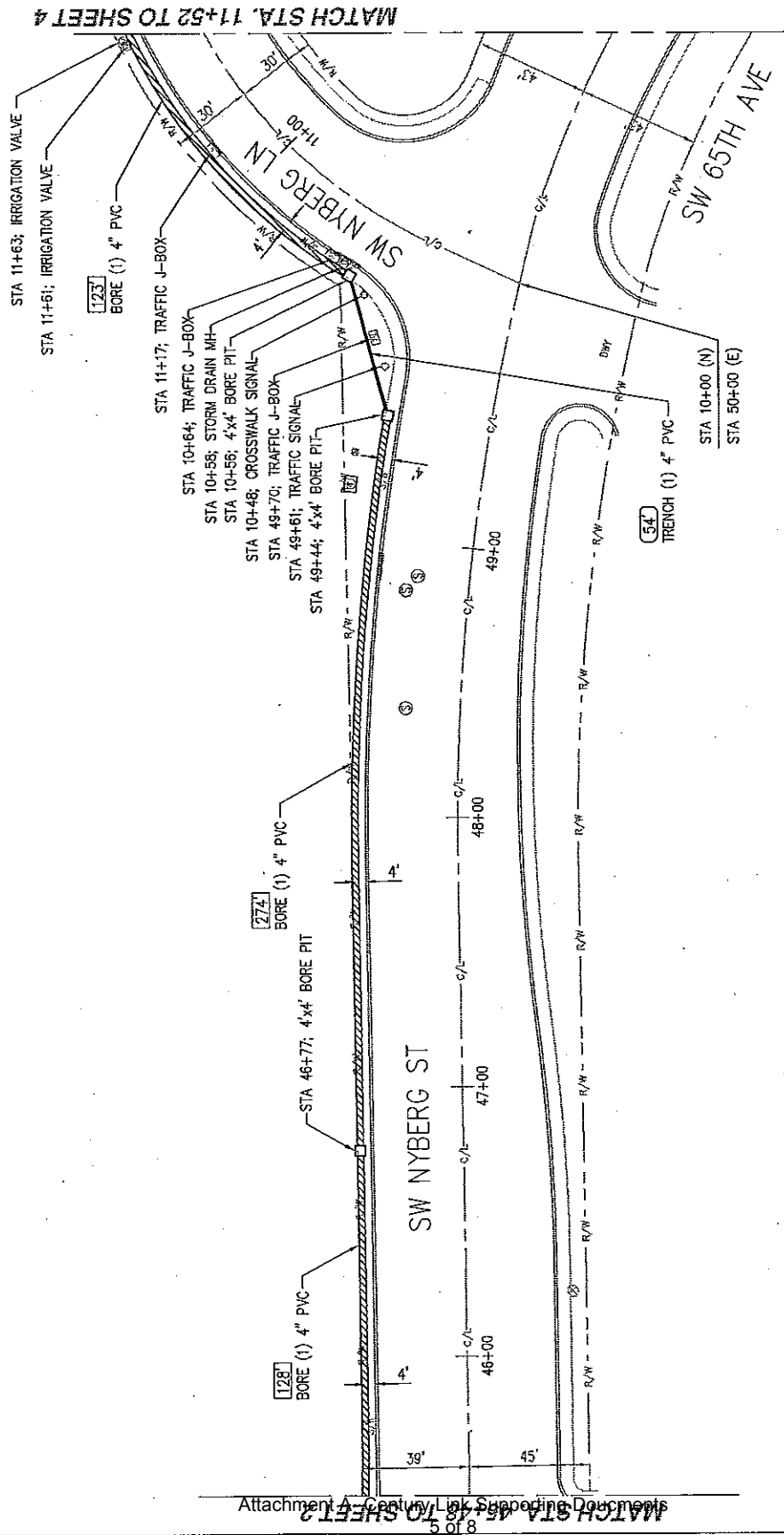
CALL TWO WORKING DAYS
BEFORE YOU DIG
811



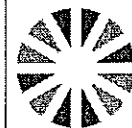
CenturyLink



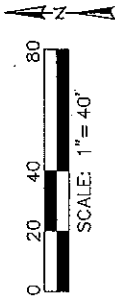
7111 SW NYBERG ST
TUALATIN, OR
drafted by: Engineering Associates, Inc.



Attachment A - CenturyLink Supporting Documents
5 of 8



CenturyLink



7111 SW NYBERG ST
TUALATIN, OR

JOB: E.366336
GEO CODE:
WC CLLI: LKOSOR62

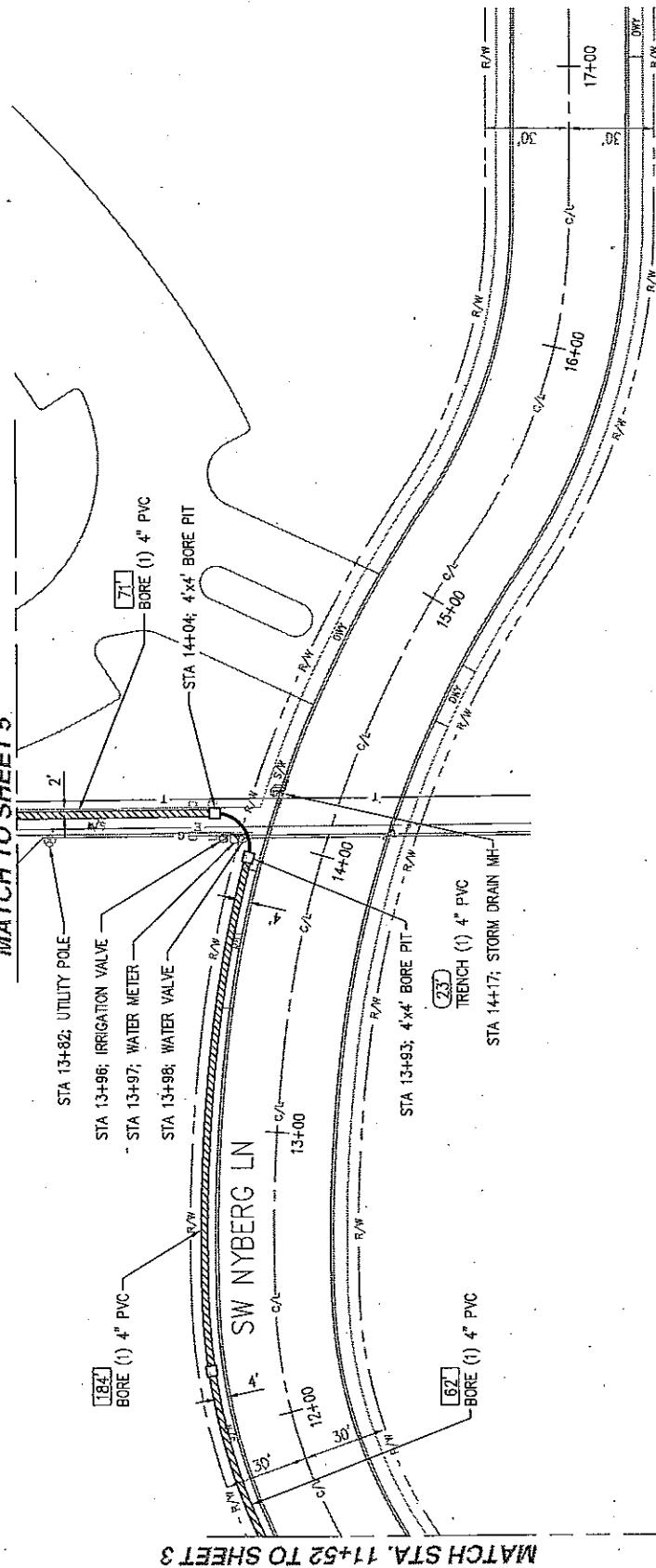
drafted by: Engineering Associates, Inc.

SH 3 OF 5

TOWN: 2S RANGE: 1W SECT: 24

NOTICE: NOT FOR DISCLOSURE OUTSIDE OF CENTURYLINK AND AFFILIATES EXCEPT UNDER WRITTEN AGREEMENT

MATCH TO SHEET 5



MATCH STA. 11+52 TO SHEET 3

TOWN:	RANGE:	SECT:
2S	1W	24

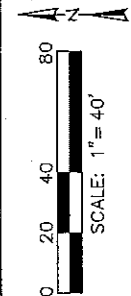
NOTICE-NOT FOR DISCLOSURE OUTSIDE OF CENTURYLINK AND AFFILIATES EXCEPT UNDER WRITTEN AGREEMENT

JOB: E-366336	7111 SW NYBERG ST
GEO CODE:	TUALATIN, OR
WC CLLI: LKOSOR62	
SH 4 OF 5	

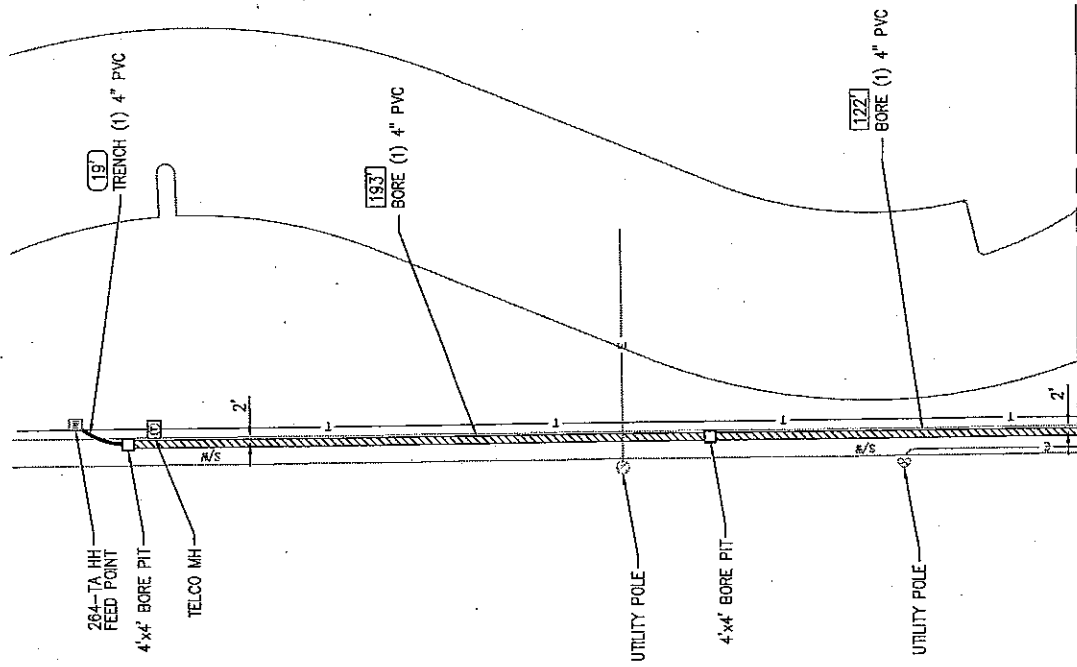
drafted by: Engineering Associates, Inc.

CALL TWO WORKING DAYS
BEFORE YOU DIG

811




CenturyLink



TOWN: 2S RANGE: 1W SECT: 24

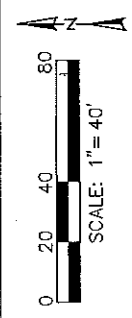
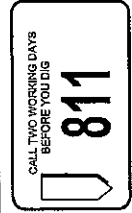
NOTICE: NOT FOR DISCLOSURE OUTSIDE OF CENTURYLINK AND AFFILIATES EXCEPT UNDER WRITTEN AGREEMENT

JOB: E.366336
GEO CODE:
WC CLLI: LKOSOR62

7111 SW NYBERG ST
TUALATIN, OR

drafted by: Engineering Associates, Inc.

SH 5 OF 5





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
06/06/2013

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Marsh USA Inc. CA License #0437153 1301 5th Avenue, Suite 1900 Seattle, WA 98101-2682 Attn: Seattle.certrequest@marsh.com / Fax: 212-948-4326 J13913-CTL-GAW-12-13	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A: Greenwich Insurance Company INSURER B: XL Insurance America, Inc. INSURER C: XL Specialty Insurance Company INSURER D: INSURER E: INSURER F:	NAIC # 22322 24554 37885
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COVERAGES	CERTIFICATE NUMBER: SEA-002410240-02	REVISION NUMBER: 5
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.		

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC	X		RGD5000333	09/01/2012	09/01/2013	EACH OCCURRENCE \$ 3,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 3,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 3,000,000 GENERAL AGGREGATE \$ 3,000,000 PRODUCTS - COMP/OP AGG \$ 3,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS			RAD5000334 - AOS RAD5000335 - MA Auto Physical Damage - Self Insured	09/01/2012 09/01/2012	09/01/2013 09/01/2013	COMBINED SINGLE LIMIT (Ea accident) \$ 3,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB EXCESS LIAB DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory In NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	RWD5000329 AOS RWR5000330 WI	09/01/2012 09/01/2012	09/01/2013 09/01/2013	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
C	XS Workers' Compensation/EL			RWE5000331 - WA	09/01/2012	09/01/2013	Excess of \$1,000,000 SIR \$1,000,000
C	XS Workers' Compensation/EL			RWE5000332 OH	09/01/2012	09/01/2013	Excess of \$1,000,000 SIR \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
Re: Completion of work in the City of Tualatin; Start Date: 06/05/2013, End Date: 06/04/2014
City of Tualatin and its elected and appointed officers, officials, agents and employees are Additional Insured as respects their interest in the operations of the Named Insured as required by written contract regarding General Liability. This policy insures all operations, premises and activities of the Named Insured, including operations by independent contractors, contractual liability, and XCU Hazards.

CERTIFICATE HOLDER City of Tualatin Attn: Mike Darby 18880 SW Martinazzi Ave. Tualatin, OR 97062	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE of Marsh USA Inc. Cheryll L. Koch <i>Cheryll L. Koch</i>
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ORDINANCE NO. 1355-13

AN ORDINANCE GRANTING A NON-EXCLUSIVE TELECOMMUNICATIONS FRANCHISE TO QWEST CORPORATION dba CENTURYLINK QC; AND DECLARING AN EMERGENCY

WHEREAS the City of Tualatin ("City"), and Qwest Corporation dba CenturyLink, ("CenturyLink") have reached final agreements on the terms and conditions of a nine-year Franchise for CenturyLink to use City streets to provide general communications services.

WHEREAS Century Link has applied for a franchise and deposited the review fee as provided by Tualatin Municipal Code ("TMC") 10-1-250 through 270.

City OF TUALATIN ORDAINS AS FOLLOWS:

Section 1.

The City of Tualatin, Oregon ("City") grants to Qwest Corporation dba CenturyLink QC, its successors and assigns, ("Grantee"), the right and privilege to conduct a general communications business within the City and to place, erect, lay, maintain, and operate in, upon, over and under the streets, alleys, avenues, thoroughfares, and public highways, places and grounds within the City poles, wires, whether copper, fiber optic or other technology and other appliances, appurtenances, conductors and facilities for the transmission of communication services for all telephone, telegraph and other communications purposes. In locations where aerial or above ground utility facilities (including aerial cable supports) exist as of the effective date of this Franchise, Grantee shall be allowed to overbuild, upgrade, maintain, replace or add to its existing aerial facilities and supporting structures unless all facilities, except for facilities used for the transmission of electricity at nominal voltages in excess of 35,000 volts, in such area have been mandated to be placed underground per a plan as outlined by the City in accordance with ORS 758.210 — ORS 758.270. In areas where Grantee does not currently have or use existing aerial or above ground utility facilities, such wires and appurtenant equipment may be laid underground or at Grantee's option and subject to City approval, may be strung upon poles or other fixtures above ground. Grantee shall be allowed to place above ground, in locations approved by the City, its fiber distribution hubs, cross connect/digital subscriber line boxes and other cabinet type facilities that are normally placed above ground.

Section 2.

It is lawful for Grantee to make all needed and necessary excavations in the streets, alleys, avenues, thoroughfares and public highways, in the City for the purpose of placing, erecting, laying and maintaining poles, other supports, or

conduits for the wires, whether copper, fiber optic or other technology, appliances, and auxiliary apparatus or repairing, renewing or replacing such equipment. The work shall be done in compliance with the rules, regulations, ordinances, or orders now in effect. City will enter discussions with CenturyLink to achieve acceptable solutions to issues identified by CenturyLink regarding proposed changes to City ordinances, resolutions, rules or orders whenever such discussions are practicable. CenturyLink must comply with future City ordinances, resolutions, rules and orders that generally apply to the reasonable management of the safety and use of public rights of way within the City. However, by entering this Agreement CenturyLink is not waiving its right to challenge or otherwise dispute the legality, validity, or enforceability of any changes to City ordinances, resolutions, rules or orders enacted after the effective date of this ordinance. In addition, this ordinance does not require CenturyLink to comply with future ordinances, resolutions, rules or orders that conflict with any specific provision of this ordinance or that apply only to CenturyLink.

Section 3.

Prior to commencing ordinary construction, extension, or relocation of any of the Grantee's conduit facilities or pole leads in the streets or public places within the City, the Grantee shall give the City reasonable advance notice by advising the City's Engineering and Building Department of the location of the proposed construction, extension or relocation. Grantee shall obtain approval from the City Engineer prior to commencement of such work. Prior to commencement of work, which might affect City utilities, Grantee shall give notice to City's Operations Department for purposes of utility location in accordance with the Call Before You Dig requirements of ORS. The location of the Grantee's facilities shall be approved by the City. Grantee shall not be required to obtain prior approval for 1) Customer service connections/drops, repairs or maintenance that does not require cutting or breaking of the roadway, curb or sidewalk, and 2) Routine maintenance or repair of Equipment, and the installation of new replacement cables or wires on existing aerial facilities, when the installation, maintenance or repair will not impact vehicular traffic by closing or blocking a lane of vehicular travel for more than two (2) hours if these hours are between 9:00 a.m. and 3:00 p.m. or after 7:00 p.m. and before 5:00 a.m. on arterial or collector streets.

Section 4.

Whenever the Grantee disturbs a street, alley, thoroughfare or public highway for the purposes stated above, Grantee shall restore it to at least the condition which existed prior to construction as soon as practicable without unnecessary delay. If Grantee fails to do so, the City has the right to fix a reasonable time after providing written notice and an opportunity to cure within which such repairs and restoration of the streets shall be completed, and upon Grantee's failure to make such repairs, the City shall cause such repairs to be made at the expense of the Grantee, after having provided Grantee, its successors or assigns, with written notice and an opportunity to cure. Grantee agrees and covenants to indemnify, defend, and hold harmless the City, its officers, and agents from any and all damages, costs, or claims of whatsoever kind or nature to which it or they may

be subjected as a consequence or result of the negligence of the Grantee or its agents or servants in any manner arising from the Grantee's exercise of the rights and privileges granted in this franchise. Restoration to the condition that existed before excavation or construction does not require CenturyLink to restore areas larger than the areas of excavation and construction; other than a reasonable area contiguous with the excavated area which is necessary to properly restore the area of construction to at least the condition which existed prior to such construction in accordance with City restoration requirements.

Section 5.

Nothing in this Ordinance shall be construed in any way to prevent the proper City authorities from sewerage, grading, planking, rocking, paving, repairing, altering, or any street, alley, avenue, thoroughfare and public highway, places and grounds within the City in or upon which the poles, wires, or other conductors of the Grantee shall be placed, but all work or improvements shall be done, if possible, so as to not obstruct or prevent the free use of the poles, wires, conductors, conduits, pipes, or other apparatus.

The City shall not require the Grantee to remove or relocate its facilities or vacate a street, alley, or other public way incidental to a public housing or renewal project that is instituted under ORS Chapters 456 or 457 which will allow relocation assistance to be provided or new developments, without reserving the Grantee's right therein or without requiring Grantee to be compensated for the costs thereof.

Section 6.

Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial cables, wires, or other apparatus of the Grantee to permit the passage of a building, machinery, or other object moved over the roads, streets, alleys, avenues, thoroughfares and public highways within the City, the Grantee shall temporarily rearrange, remove, lower, or raise its wires, cables, or other plant so as to permit passage; provided that the person desiring to move such buildings, machinery or other objects shall pay the entire actual cost to Grantee of changing, altering, moving, removing, or replacing the wires, cable or other plant, except as may be incurred through the sole negligence of Grantee. Grantee shall be given not less than fourteen (14) days written notice by the party desiring to move such building or other objects. In an emergency, Grantee shall make a reasonable effort to accommodate requests made under such extraordinary circumstances. The notice shall bear the approval of the City Engineer of the City; and shall detail the route of movement of the building, machinery, or other objects. If required by the Grantee, the notice shall be accompanied by a cashier's check, bank letter of credit, or a good and sufficient bond to pay all such costs as estimated by the Grantee. The moving shall occur with as much haste as possible and shall not be unnecessarily delayed or cause Grantee unnecessary expense or waste of time.

Section 7.

The City may cause the Grantee to relocate, in a like manner, any pole, underground conduit or equipment belonging to the Grantee whenever the relocation is for public necessity, and the cost shall be borne by the Grantee unless such cost is chargeable by law or tariff to another party, necessitated for the benefit of a third party other than the City or for a commercial purpose of the City. Whenever it is a public necessity to remove a pole, underground conduit, or equipment belonging to the Grantee or on which a wire or circuit of the Grantee is stretched or fastened, the Grantee, shall, upon 30 days written notice from the City, meet with City representatives and agree in writing to a plan and date certain to remove such poles, underground conduit, equipment, wire, or circuit at Grantee's expense. If Grantee fails, neglects, or refuses to do so, the City, may remove it at Grantee's expense. When facilities are relocated for a commercial purpose of the City or for the benefit of a third party other than the City, the cost shall be borne by the party requesting relocation. "Third party activity" includes any activity conducted under a site/building development permit issued to a private party pursuant to the city code.

Section 8.

In consideration of the rights, privileges, and franchise granted, Grantee, its successors, and assigns, shall pay to the City annually, seven percent (7%) per annum of its gross revenues as defined in ORS 221.515 and 401.710, less net uncollectibles, for local exchange services rendered subscribers within the city limits. The payments shall be made by Grantee on or before March 15 of each year for the calendar year preceding. Such payments made by the Grantee will be accepted by the City from the Grantee, also as payment for any license, privilege or occupation tax or fee for revenue or regulation, and in lieu of the free use or construction of telecommunications facilities and equipment or provision of other in-kind facilities or services, or any permit or inspection fees or similar charges for street openings, installations, construction or for any other purpose now or hereafter to be imposed by the City upon the Grantee during the term of this franchise.

All costs and charges associated with a review or audit or the privilege tax payments as specified in this agreement shall be the responsibility of the City. Any audit finding(s) that are mutually agreed to by the parties shall be corrected within 180 days after mutual agreement. Written notice with reasonable justification for any audit review or other claim shall be provided within three (3) years after the payment has been remitted by CenturyLink to the City.

Section 9.

City may suspend and maintain wires and necessary control boxes on poles place by the Grantee in the streets and other places, or if such wires are placed underground, to place and maintain in the ducts or conduits of Grantee, if space is available, wires which City may require for fire, police and emergency purposes. Utilizing Grantees poles, ducts or conduits shall require the execution

of CenturyLink's pole/conduit attachment agreement prior to the city placing any wires for such purposes. All such wire shall be placed on the poles, ducts or in conduits so as not to interfere with the communication service of Grantee and shall not carry currents or voltage dangerous to telephone plant or telephone users. All installations, maintenance and repairs are subject to the rules, regulations, and supervision of Grantee. In consideration of the establishment of this service and the furnishing of the facilities, City agrees to hold Grantee entirely free and harmless from all claims or liability for damage that arise out of the operation of these wires and control boxes.

Section 10.

The rights, privileges and franchise granted shall continue and be in force until August 1, 2022, which shall begin on the effective date of this ordinance. This ordinance shall be subject to any and all State or Federal legislative enactments.

Section 11.

This ordinance shall take effect on June 24, 2013 and the Grantee shall, within sixty (60) days of the passage and approval of this ordinance file with the Recorder of the City of Tualatin its written acceptance of all the terms and conditions of this ordinance.

Section 12.

If Oregon State law is changed to allow a different or greater franchise fee than is currently allowed by law, the City shall have sixty (60) days from the date the law is effective to provide written notice to Franchisee that the City wishes to change the franchise fee in this Franchise. Upon the City giving written notice, the parties shall negotiate an amendment to this Franchise as may be necessary to implement the new law. Notwithstanding the above, Grantee expressly reserves all rights to challenge any provision in this Franchise or any relevant existing or change in Oregon State Law to the extent inconsistent with federal or other applicable law, including but not limited to Section 253 of the Telecommunications Act.

INTRODUCED AND ADOPTED THIS 24th DAY OF June, 2013.

CITY OF TUALATIN

BY: _____

Lou Ogden
Mayor

Approved as to Form:

ATTEST:

BY: _____

City Recorder

Sean T. Brady
City Attorney

WRITTEN ACCEPTANCE OF ORDINANCE NO. 1355-13
CITY OF TUALATIN, OREGON

TO THE MAYOR AND COUNCIL OF THE CITY OF TUALATIN:

WHEREAS on the 24th day of June, 2013, the Tualatin City Council passed Ordinance No. 1355-13 entitled:

AN ORDINANCE GRANTING A FRANCHISE FOR A GENERAL
COMMUNICATIONS BUSINESS TO QWEST CORPORATION dba
CENTURYLINK QC; AND DECLARING AN EMERGENCY

WHEREAS, the ordinance was duly signed and approved on the 24th day of June, 2013, by the Mayor of the City of Tualatin, and attested by the City Recorder.

NOW, THEREFORE, the undersigned, QWEST CORPORATION dba CENTURYLINK QC, the Franchisee named in said ordinance, does hereby for itself and its successors and assigns accepts the terms, conditions and provisions of Ordinance No. 1355-13 and all the terms and conditions of the ordinance.

IN WITNESS WHEREOF, QWEST CORPORATION dba CENTURYLINK QC has caused this acceptance to be duly executed this ____ day of _____ 2013.

QWEST CORPORATION dba
CENTURYLINK QC

By: _____

Title: _____

CITY OF TUALATIN, OREGON

City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Cindy Hahn, Associate Planner
Alice Rouyer, Assistant City Manager

DATE: 06/24/2013

SUBJECT: Consideration of Resolution No. 5143-13 Acknowledging the Linking Tualatin Planning Process and Accepting the Linking Tualatin Final Plan

ISSUE BEFORE THE COUNCIL:

Consider adopting Resolution No. 5143-13 acknowledging the Linking Tualatin planning process and accepting the Linking Tualatin Final Plan.

RECOMMENDATION:

Staff recommends Council adopt Resolution No. 5143-13 acknowledging the Linking Tualatin planning process and accepting the Linking Tualatin Final Plan.

EXECUTIVE SUMMARY:

The Linking Tualatin project began as a land use planning process to explore ways to make the city more transit ready over a 20-year planning horizon or longer. The need for transit readiness originated with the Southwest Corridor Plan and its focus on transit use in a corridor that includes a large area of Tualatin from Bridgeport Village and Meridian Park Hospital on the east, west along the Tualatin River and SW Tualatin-Sherwood Road to OR 99W and SW Cipole Road. The Southwest Corridor Plan integrates multiple efforts by cities in the corridor, including preparation of local land use plans such as Linking Tualatin; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. Future high capacity transit options include bus rapid transit, commuter rail, light rail, and enhanced local bus, as well as parking and congestion management strategies.

Tualatin residents, workers, and visitors have few options to travel by bus or other transit services to the places they live, work, shop, and play. Over 11,000 workers and over 5,000 residents lack regular transit service within one-quarter mile of where they live and work. Of particular concern are east-west connections for residents and workers, travel options during more hours of the day and night, and improved transit connections to the rest of the Portland Metropolitan region. Because the Southwest Corridor Plan study area includes the majority of

the city's employment areas and several thousand workers lack regular transit service, Linking Tualatin focused on seven key areas in an effort to make them more transit ready. These "Transit Ready Places" include:

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

As the Linking Tualatin process evolved it became a project both about land use change that would result in increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. In parallel, through partnerships developed as part of the Linking Tualatin planning process, the Transportation System Plan (TSP) Update process, and the Southwest Corridor Plan process, a transit strategy for the city began to emerge focused on innovative transit solutions. The Linking Tualatin Final Plan tells the story of this evolution and provides recommendations for next steps in the implementation process.

Community Involvement

Community members were involved in the Linking Tualatin process through meetings of a Transportation Task Force and Transit Working Group, public open houses, a four-day community workshop, briefings with the Tualatin Parks Advisory Committee (TPARK), Tualatin Planning Commission (TPC), Citizen Involvement Organizations (CIOs), and Chamber of Commerce, meetings with local business and property owners, and distribution of a variety of information via the city's Web site, newsletter, and social media accounts.

Updates on the Linking Tualatin project were presented to the City Council in April, June and December 2011; January, March, April, August and October 2012; and January and April 2013.

Linking Tualatin Acceptance

Adoption of Resolution 5143-13 would result in the following City Council actions:

- Accept the 2013 Linking Tualatin Final Plan and acknowledge the efforts of the community.
- Direct staff to submit the accepted Linking Tualatin Final Plan to Metro.
- Direct staff to review the accepted Linking Tualatin Final Plan and propose code changes that will allow for greater flexibility and support transit use.
- Direct staff to review the list of recommended local street connections in the accepted Linking Tualatin Final Plan and recommend those to be included in a future Capital Improvement Plan as funding becomes available.
- Direct staff to review paths and trails unique to the accepted Linking Tualatin Final Plan and recommend those to be included in the Parks and Recreation Master Plan Update process.
- Direct staff to continue to provide input reflecting the accepted Linking Tualatin Final Plan to the Southwest Corridor Plan and the TriMet Southwest Service Enhancement Study processes.

OUTCOMES OF DECISION:

Adopting Resolution No. 5143-13 would result in the following:

1. Acknowledgment of the Linking Tualatin planning process and acceptance of a Final Plan document that reflects the evolution of the Linking Tualatin planning process and provides recommendations for actions and next steps in the implementation process.
2. Fulfillment of our commitment to Metro to complete the seventh milestone of our 2011 Intergovernmental Agreement for the Construction Excise Tax Planning Grant.
3. Allow staff to begin the implementation process through Plan Text Amendments to the Tualatin Development Code.

Not accepting the Linking Tualatin Final Plan would result in the following:

1. If the Linking Tualatin planning process is not acknowledged and the Final Plan is not accepted, staff would seek further direction from Council about how to proceed.
2. Staff will not be directed to submit the Final Plan to Metro and, therefore, we will not comply with our seventh milestone agreed to in the 2011 Intergovernmental Agreement and will not receive \$27,150 by the date agreed to by the City and Metro. Through provisions in the Intergovernmental Agreement staff and Metro can renegotiate the milestone dates.
3. Staff will not be directed to begin implementation of Plan Text Amendments to the Tualatin Development Code.

ALTERNATIVES TO RECOMMENDATION:

The alternative to the staff recommendation is:

- Recommend specific changes for staff to include and return to the matter at a later date.

FINANCIAL IMPLICATIONS:

The City was awarded a Construction Excise Tax Planning Grant in the amount of \$181,000 from Metro in September 2011. The grant funds are distributed when deliverables are submitted to Metro. The first deliverable was the execution of the Intergovernmental Agreement in 2011 and resulted in a payment of \$4,525. Subsequent deliverables, corresponding with the second through sixth milestones, have been submitted to Metro and resulted in payments totaling \$149,325. The seventh and final milestone is an accepted Linking Tualatin Final Plan, which will result in a payment of \$27,150. Our grant funding is dedicated to pay consultants for their work. A portion of the work is being completed from funds budgeted in the 2012-13 FY budget.

Attachments:

- A. Resolution to Council Final
- B. Linking Tualatin Final
- C. Refinement & Broad Concepts - Council Staff Reports
- D. Metro Memo to SW Corridor Steerin Committee
- E. Revised Citizen Involvement Ideas Report
- F. PowerPoint

RESOLUTION NO. 5143-13

RESOLUTION ACKNOWLEDGING THE LINKING TUALATIN PLANNING
PROCESS AND ACCEPTING THE LINKING TUALATIN FINAL PLAN

WHEREAS, the Linking Tualatin project is funded through a Construction Excise Tax Planning Grant from Metro (Contract #930815); and

WHEREAS, the Linking Tualatin project began as a land use planning process to explore ways to make the city more transit ready over a 20-year planning horizon or longer; and

WHEREAS, the need for transit readiness originated with the Southwest Corridor Plan and focused on transit use in a corridor that includes a large area of Tualatin from Bridgeport Village and Meridian Park Hospital on the east, west along the Tualatin River and SW Tualatin-Sherwood Road to OR 99W and SW Cipole Road; and

WHEREAS, over 11,000 workers and over 5,000 residents in Tualatin lack regular transit service within one-quarter mile of where they live and work; and

WHEREAS, the Linking Tualatin planning process evolved to include proposed land use changes to increase transit readiness in employment areas and public investments to enhance transit access to employment areas and the region as a whole; and

WHEREAS, community members were involved in the Linking Tualatin process through meetings of a Transportation Task Force and Transit Working Group, public open houses, a four-day community workshop, briefings with the Tualatin Parks Advisory Committee (TPARK), Tualatin Planning Commission, Citizen Involvement Organizations (CIOs) and Chamber of Commerce, meetings with local business and property owners, and distribution of a variety of information via the city's Web site, newsletter, and social media accounts; and

WHEREAS, updates on the Linking Tualatin project were presented to the City Council in April, June and December 2011; January, March, April, August and October 2012; and January and April 2013.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Council accepts the 2013 Linking Tualatin Final Plan.

Section 2. The City Council directs staff to submit the accepted Linking Tualatin Final Plan to Metro.

Section 3. The City Council directs staff to review the Linking Tualatin Final Plan and propose code changes that will allow for greater flexibility and support transit use.

Section 4. The City Council directs staff to review the list of recommended local street connections in the accepted Linking Tualatin Final Plan and recommend those to be included in a future Capital Improvement Plan as funding becomes available.

Section 5. The City Council directs staff to review paths and trails unique to the accepted Linking Tualatin Final Plan and recommend those to be included in the Parks and Recreation Master Plan Update process.

Section 6. The City Council directs staff to continue to provide input reflecting the accepted Linking Tualatin Final Plan to the Southwest Corridor Plan and the TriMet Southwest Service Enhancement Study processes.

Section 7. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 24th day of June, 2013.

APPROVED AS TO FORM

CITY OF TUALATIN, OREGON

BY _____
City Attorney

BY _____
Mayor

ATTEST:

BY _____
City Recorder

Linking Tualatin

Final Plan

June 2013



Acknowledgements

Tualatin Transportation Task Force

Regular Members

Alan Aplin *TPAC Representative*
Bruce Andrus-Hughes *TPARK Representative*
Brian Barker *TVF&R*
Bill Beers *TPAC Representative*
Monique Beikman *City Councilor*
Charlie Benson *Citizen Representative*
Kelly Betteridge *TriMet*
Ryan Boyle *Citizen Representative*
Wade Brooksby *City Councilor*
Karen Buehrig *Clackamas County*
Joelle Davis *City Councilor*
Cheryl Dorman *Business Rep/Chamber of Commerce*
Travis Evans *Citizen Representative*
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Member Alternates

Gail Hardinger *Alternate Business*
Nic Herriges *Alternate Citizen*
John Howorth *Alternate Citizen*
Candice Kelly *Alternate Tualatin Tomorrow*
Lou Ogden *Mayor*
Ray Phelps *Alternate Business/Chamber*
Valerie Pratt *Alternate TPARK*
Mike Riley *Alternate CIO*

Tualatin Planning Commission

Mike Riley *Chair*
Alan Aplin
Bill Beers
Jeff DeHaan
Nic Herriges
Steve Klingerman
Cameron Grille



This project is funded through a Construction Excise Tax Planning Grant from Metro, Portland's Regional Planning Agency. Contract #930815

Tualatin Parks Advisory Committee (TPARK)

Dennis Wells *Chair*
Bruce Andrus-Hughes
Kay Dix
Connie Ledbetter
Dana Paulino
Valerie Pratt
Steve Ricker

City Staff

Cindy Hahn *City Project Manager*
Kaaren Hofmann *Engineering Manager*
Aquilla Hurd-Ravich *Planning Manager*
Alice Cannon Rouyer *Assistant City Manager*
Ben Bryant *Management Analyst*

Tualatin City Council

Mayor Lou Ogden
Council President Monique Beikman
Councilor Wade Brooksby
Councilor Frank Bubenik
Councilor Joelle Davis
Councilor Nancy Grimes
Councilor Ed Truax

Members of the Transit Working Group

Tualatin Job Access Mobility Institute Team

Linda Moholt *Chief Executive Officer, Tualatin Chamber of Commerce, Team Leader*
Cora Lee Potter, *Service Specialist, Ride Connection*
Dan Marchand, *Service Planner & JARC Administrator, TriMet*
Heather McCarey, *Executive Director, Westside Transportation Alliance*
Joe Lipscomb, *Retired Architect and Urban Planner*
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Introduction and Background

Project Overview

The Linking Tualatin project began as a land use planning process to explore ways to make the city more transit ready over a 20-year planning horizon or longer. The need for transit readiness originated with the Southwest Corridor Plan and its focus on transit use in a corridor that includes a large area of Tualatin from Bridgeport Village and Meridian Park Hospital on the east, west along the Tualatin River and SW Tualatin-Sherwood Road to OR 99W and SW Cipole Road. The Southwest Corridor Plan integrates multiple efforts by cities in the corridor, including preparation of local land use plans such as Linking Tualatin; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. Future high capacity transit options include bus rapid transit, commuter rail, light rail, and enhanced local bus, as well as parking and congestion management strategies.

Tualatin residents, workers, and visitors have few options to travel by bus or other transit services to the places they live, work, shop, and play. Over 11,000 workers and over 5,000 residents lack regular transit service within one-quarter mile of where they live and work. Of particular concern are east-west connections for residents and workers, travel options during more hours of the day and night, and improved transit connections to the rest of the Portland Metropolitan region. Because the Southwest Corridor Plan study area includes the majority of the city's

employment areas and several thousand workers lack regular transit service, Linking Tualatin focused on seven key areas in an effort to make them more transit ready. These "Transit Ready Places" include:

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

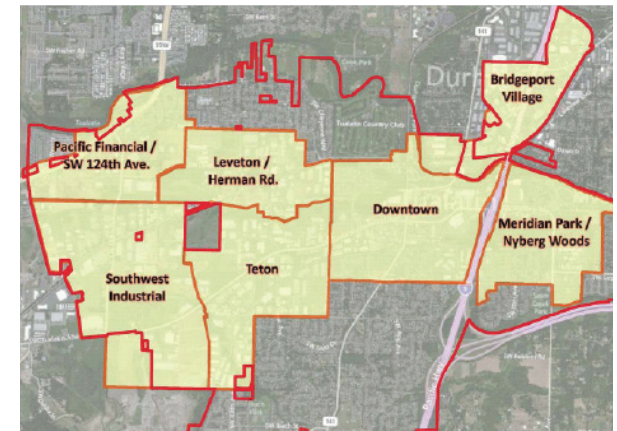


Figure 1. Transit Ready Places

As the Linking Tualatin process evolved it became a project both about land use change that would result in increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. In parallel, through partnerships developed as part of the Linking Tualatin planning process, the Transportation System Plan (TSP) Update process, and the Southwest Corridor Plan process, a transit strategy for the city began to emerge focused on innovative transit

solutions. This Linking Tualatin Final Plan tells the story of this evolution and provides recommendations for next steps in the implementation process.

This Introduction and Background section of the Final Plan provides more discussion of transit conditions in Tualatin, project goals and objectives, and a more detailed overview of the planning process. Subsequent sections discuss refinement and implementation actions, innovative transit solutions, and next steps.

Linking Tualatin Acceptance

The planning process will be complete when the City Council adopts a resolution accepting this Linking Tualatin Final Plan, including acknowledging completion of key documents included in the process. Acceptance of this Final Plan will not result in any immediate changes to the Tualatin Development Code (TDC) or additions to the Capital Improvements Plan (CIP). However, it will enable future actions to implement some of the ideas formulated in the Linking Tualatin Community Involvement Ideas Report and refined in the second phase of planning discussed in this Final Plan. Such implementation is envisioned to occur both in the next 1-2 years and in the longer term as the Southwest Corridor Plan analysis and implementation proceeds over the next 2-5 years. Specific actions are outlined in the Conclusions and Next Steps section of this Final Plan.

Acceptance of this plan by the Tualatin City Council will allow the City to move forward with the following actions:

- ▶ Draft Plan Text Amendments to implement specific land use planning implementation strategies identified in the Final Plan. The amendments will be adopted at a later date in combination with additional public and stakeholder outreach and review.
- ▶ Incorporate selected street connections or improvements identified in the Implementation section of this Final Plan into the Transportation System Plan (TSP) and City's Capital Improvement Plan (CIP).
- ▶ Conduct additional master planning for parks, trails and bicycle/pedestrian connections identified in the Final Plan. This will be conducted as part of future master planning effort

Additional planning processes are expected to include:

- ▶ Refinement planning for specific locations, including the Downtown.

- ▶ TriMet Service Enhancement Study planning and implementation.
- ▶ Southwest Corridor Planning efforts by Metro, including continued coordination between the City, Metro and other regional partners.

Transit Conditions in Tualatin

Tualatin has very limited transit service today. It is particularly lacking in local transit service and east-west transit connections, which would help residents and workers get to and from their homes and jobs, as well as to and from other parts of Tualatin to meet daily shopping, service or other needs. Current service within Tualatin includes:

- ▶ TriMet bus lines that serve the Tualatin and Mohawk Park & Ride facilities and bus lines along SW Boones Ferry Road and to Meridian Park Hospital.
- ▶ Westside Express Service (WES) commuter rail line, with one stop in Tualatin, providing connections to Tigard, Beaverton and Wilsonville during peak commuting times.
- ▶ The Tualatin Shuttle, funded by TriMet and operated by the Tualatin Chamber of Commerce, which provides weekday service intended primarily for employment purposes and serves about 85 riders per day.
- ▶ A vanpool from the Gateway transit center in Portland to Bridgeport Village. The vanpool is run by Enterprise Rideshare and includes one morning and one evening trip with an intermediate stop at Clackamas Town Center.
- ▶ South Metro Area Regional Transit (SMART) provides daily bus service to the Tualatin Park and Ride adjacent to Bridgeport Village.
- ▶ Paratransit services are provided by TriMet's LIFT services, an on-call service for people with disabilities.

There is minimal or no service to much of the Linking Tualatin study area. There is no transit service available on SW Tualatin-Sherwood Road, for example, and most residents in the western part of the city live over a mile from the nearest transit stop. Because of the limitations of service during non-commuting hours, non-commuting trips may be more difficult to complete using transit in Tualatin. As Figures 2 and 3 illustrate, large sections of Tualatin are not served by regular transit service (with the

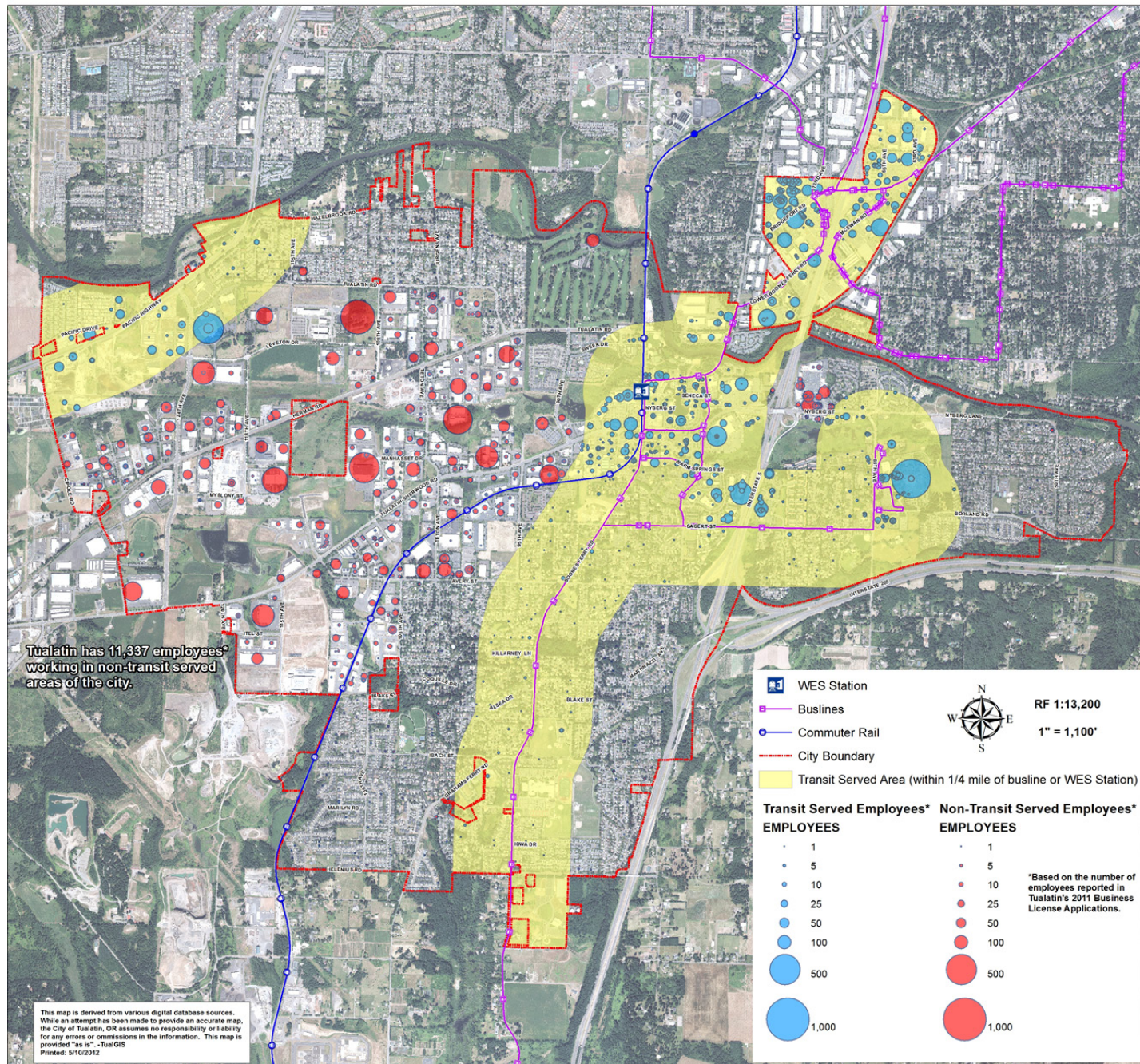


Figure 2. Employment and Transit Within Tualatin

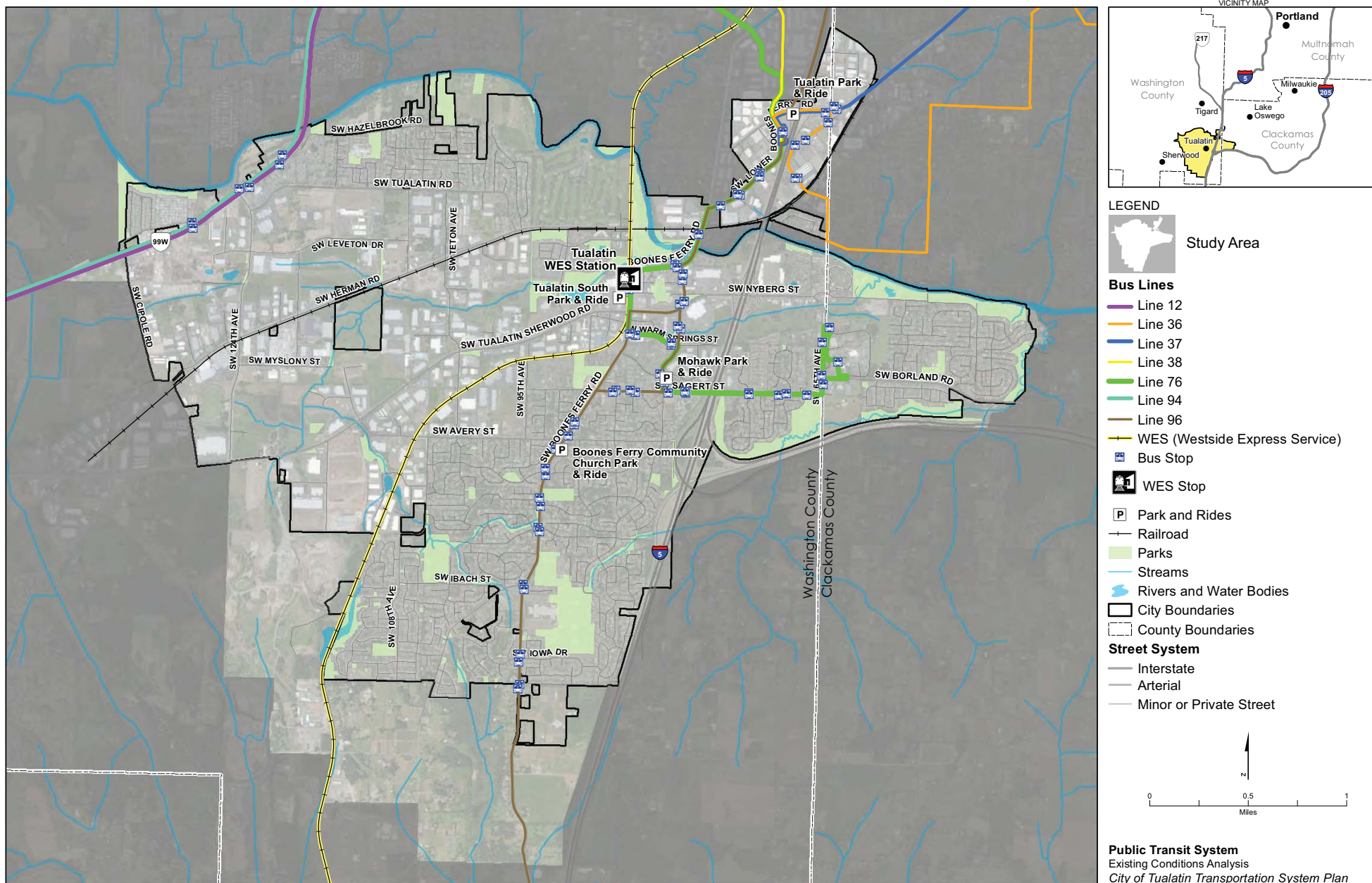


Figure 3. TriMet Service Map in the City of Tualatin

exception of the Tualatin Shuttle). Over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Providing or improving transit service to these areas, including connections to high capacity transit when it is provided in the future, is a priority for the city.

Project Purpose

The purpose of Linking Tualatin is to create “Transit Ready Places” – areas and neighborhoods that will benefit from and support future transit use. People need a number of things to allow them to effectively use transit services including the following:

- ▶ Relatively short distances from where they live or work to a nearby transit stop.
- ▶ Adequate, safe and well-maintained pedestrian and bicycle facilities and connectivity.
- ▶ Areas where people can live and also can easily walk, bicycle or use transit to shop and get other services that they need on a daily basis.
- ▶ Nearby services in employment areas that can be accessed during the workday by walking or bicycling to avoid needing to drive to work.
- ▶ Relatively fast, direct and convenient transit service to or from their home and place of work.

In addition, for transit service to be economically viable in a given area from a transit provider’s perspective, there needs to be a market for a certain level of transit use. This generally translates into creating a certain level of density or concentration of residential development or employment.

The Linking Tualatin Plan includes a number of approaches aimed at achieving these goals for transit readiness. They are related to land use and development, transportation improvements and transit programs and strategies.

The innovative transit solutions aspect of Linking Tualatin focuses on near- and long-term transit strategies and partnerships to improve travel options in Tualatin. Both aspects of Linking Tualatin’s purpose are consistent with the goals and objectives developed early in the planning process.

Project Goals and Objectives

One of the first steps in the Linking Tualatin process was to identify project goals and objectives to guide the process and provide a basis for the evaluation criteria. Project goals are listed below. Some of these goals are more product-oriented (e.g., land use, economy and transportation) and were more directly incorporated in evaluation criteria. Others are more process-oriented and helped guide the process for preparing the plan (e.g., community involvement, consistency and coordination, and implementation).

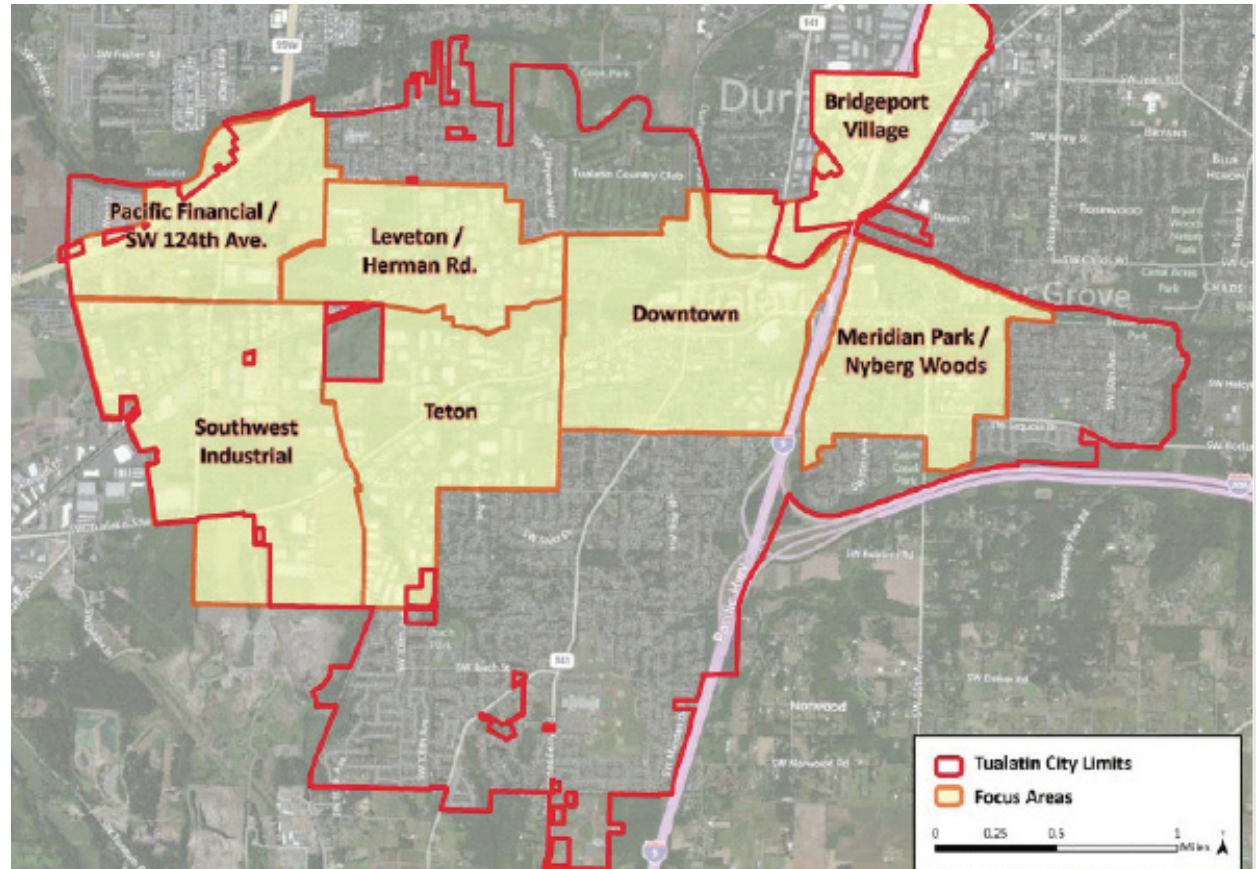


Figure 4. Transit Ready Places

Goal 1 – Community Involvement. Provide meaningful opportunities for citizens to be involved in the Linking Tualatin planning process, including those most directly affected by the outcomes, as well as the community at large.

Objectives

- ▶ Involve major employers, other business owners, institutions and business groups that will benefit from enhanced transit linkages to employment areas.
- ▶ Inform and involve the city's Citizen Involvement Organizations and other established community groups.
- ▶ Provide a variety of tools to allow all citizens of Tualatin the opportunity to learn about and participate in the planning process, including at events or locations they already attend and through the project Task Force and Transit Working Group.
- ▶ Reach out to people and groups that have not traditionally been involved in local planning processes.

Goal 2 – Economy. Enhance transit connections for employers and employees to strengthen Tualatin's economy.

Objectives

- ▶ Identify transit-related improvements that enhance services to Tualatin's businesses, build the local economy, and save businesses, employees and residents' time and money.
- ▶ Create transit connections that provide linkages to and support for other employers in the region and the regional economy.
- ▶ Recommend land use patterns that will result in higher levels of employment and efficiency for local businesses.

Goal 3 – Land Use. Develop land use plans for Transit Ready Places that support future use of transit as part of a multi-modal, convenient, safe, and well-connected transportation system and enhance community vitality and livability.

Objectives

- ▶ Create plans that support existing and planned future industrial/manufacturing, commercial, retail, institutional and other employment uses, including schools and medical facilities.
- ▶ Build on and incorporate objectives from existing community or neighborhood plans, including providing access to commercial and retail services and adequate community facilities and services for residents and workers.

- ▶ Create opportunities for a complementary or supportive mix of land uses in Transit Ready Places, where appropriate, while minimizing conflicts between uses.
- ▶ Preserve the identity and values of single-family neighborhoods while enhancing local transit service to them.
- ▶ Foster types and patterns of development that are conducive to bicycling and walking and will support future high capacity and other transit use and help create healthy, livable employment areas and neighborhoods.
- ▶ Incorporate sustainable development and design practices in proposed land use planning recommendations for Transit Ready Places.

Goal 4 – Transportation Choice and Mobility. Provide a full range of safe, efficient transportation options within and between Transit Ready Places, and to other parts of the city and region, particularly linkages between transit and other modes of transportation, including bicycling, walking and driving.

Objectives

- ▶ Implement transportation projects identified in the city's Transportation System Plan, particularly those that increase transit use and reduce travel times.
- ▶ Improve transit connections and services between residential neighborhoods and Transit Ready Places, including east-west connections.
- ▶ Strengthen Tualatin's linkages with the regional transit system (bus, rail, etc.), creating safe, reliable transit service and connections within the city and to other parts of the region for residents, workers and visitors.
- ▶ Improve the ability to access transit services by people walking, bicycling and driving.

Goal 5 – Consistency and Coordination. Coordinate with regional partners to leverage regional resources, while building on and furthering local planning and other community objectives.

Objectives

- ▶ Assess consistency with state and regional policies, goals and objectives, including those for the Southwest Corridor Plan, in Linking Tualatin.
- ▶ Ensure consistency between Linking Tualatin and other local plans and planning processes, including citywide and local area plans.

- Protect natural resources and promote sustainability, livability and social equity.

Goal 6 – Implementation. Develop common sense, cost-effective and efficient tools and strategies to ensure implementation of project recommendations.

Objectives

- ▶ Identify and prioritize needed public and private investments that will help enhance transit facilities and services and stimulate transit ridership in Transit Ready Places.
- ▶ Develop a phasing plan that provides for a realistic and timely approach to improving transit and related facilities and services.
- ▶ Revise or establish city plans, policies or regulations needed to allow for or encourage transit use and investment.



Public Involvement and Planning Process

The Linking Tualatin public involvement and planning process included several key components:

- ▶ Linking Tualatin Community Involvement Ideas Report
- ▶ Southwest Corridor Planning Process Coordination
- ▶ Transportation Project Implementation
- ▶ Land Use Implementation

The following sections discuss each component in more detail

Linking Tualatin Community Involvement Report. The project team prepared a report which will serve as a toolbox of ideas for future planning activities. The process incorporated the following:

- ▶ **Community Outreach and Involvement.** The project team worked closely with community members throughout the process of creating the Linking Tualatin Community Involvement Ideas Report and Final Plan. Activities included meetings of a Transportation Task Force and Transit Working Group, public open houses, a four-day community workshop, briefings with city boards and commissions, including the Tualatin Parks Advisory Committee (TPARK), the Tualatin Planning Commission and City Council, briefings with citizen involvement organizations (CIOs), the Chamber of Commerce and other organizations, meetings with local business and property owners and distribution of a variety of information via the city's Web site, the Tualatin Today newsletter, Facebook and Twitter accounts, and coordination with local media and other means.
- ▶ **Plan & Policy Review.** The project team reviewed and summarized state, regional and local policies and regulations that are relevant to Linking Tualatin and identified areas where coordination is needed to ensure consistency between documents and planning processes.
- ▶ **Key Transit Connections.** The project team worked with community members to identify key transit connections between the Transit Ready Places and beyond (regional linkages), as well as needed connections to and between other neighborhoods in Tualatin.
- ▶ **Existing Conditions, Constraints & Opportunities Analysis.** The team reviewed and summarized existing conditions, opportunities and

constraints related to land use, transit, transportation, infrastructure, development considerations and natural resources for the Tualatin community as a whole and for the specific Transit Ready Places. The summary provided a starting point that informed subsequent Linking Tualatin analysis.

- ▶ **Transit Ready Place Types.** The team described the character, role and function of Transit Ready Places. The Transit Ready Place Types were developed to help visualize the possibilities for each area, including mix of land uses and activities, transit service and function, type and scale of development, and approach toward the design of public spaces and transportation facilities.
- ▶ **INDEX Analysis.** The INDEX software program was used to assess the Transit Ready Places in terms of their current ability to achieve the project's goals and objectives. The INDEX program uses a combination of mapping and calculations to determine how well an area does in providing opportunities for employment, use of transit, ability to walk and bicycle, access to parks and open space and other measures associated with the project goals and objectives.
- ▶ **Transit Ready Place Ideas and Linking Tualatin Community Involvement Ideas Report.** The project team facilitated a four-day community workshop to identify land use, transit and other transportation options for each Transit Ready Place. These will serve as a menu of ideas for future planning activities.

Southwest Corridor Planning Process Coordination. City staff and consultants coordinated closely with the this process, including through the following activities:

- ▶ **Participated in Southwest Corridor meetings.** City representatives attended Southwest Corridor coordinating meetings. The Southwest Corridor Project Team Leaders ultimately will recommend one or more proposed alignments and modes of transit for the Southwest Corridor area. Metro also conducted several community meetings in Tualatin and other communities to obtain feedback on Southwest Corridor ideas and concepts. City staff and other community members regularly attended these meetings.
- ▶ **Refined Focus Areas/Transit Ready Place Boundaries.** In the initial stages of the Southwest Corridor process, city staff worked closely

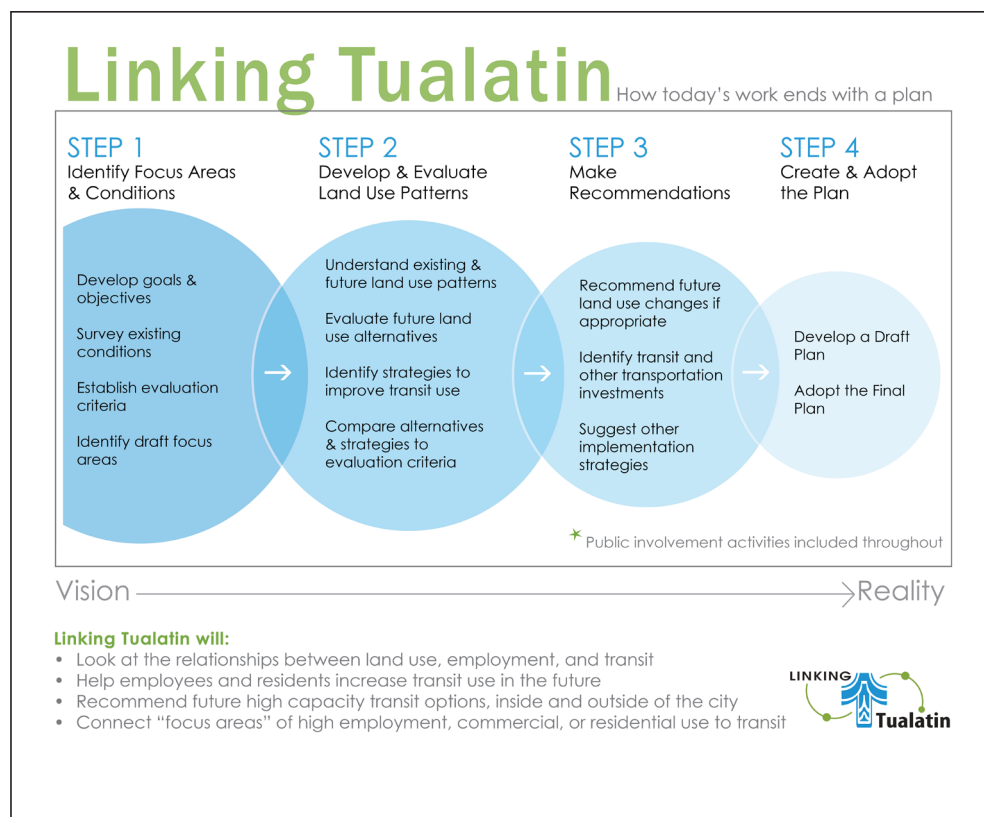


Figure 5. Linking Tualatin Process Diagram

with Metro to identify and refine the boundaries of Transit Ready Places to reflect the results of the Linking Tualatin project.

- ▶ **Included Southwest Corridor Transportation Staff in Linking Tualatin Meetings.** Staff from Metro participated in Tualatin Task Force meetings and the Linking Tualatin multi-day community workshop. City staff also provided regular briefings to Metro regarding progress on the Linking Tualatin project.
- ▶ **Provided INDEX Evaluation Results to Metro.** The city provided this information to Metro for use in mapping and analyzing the Southwest Corridor using the Envision software program. Metro staff used this information in evaluating different alignments and options for implementing high capacity transit and other infrastructure investments in the Southwest Corridor planning area.

Transportation Project Implementation. The project team conducted the following activities to guide future implementation of transportation projects.

- ▶ **Integrated Linking Tualatin transportation projects into the city's Transportation System Plan (TSP).** Concurrently with the Linking Tualatin process, the city updated its TSP. The updated TSP was adopted by City Council in February 2013. The TSP identifies proposed transit facility and service improvements for the entire community, both within and outside the Linking Tualatin Transit Ready Place areas. These recommendations, along with similar proposals for future improvements related to freight, major transportation corridors, bicycle and pedestrian facilities and Tualatin's downtown area were considered and incorporated in Linking Tualatin. Conversely, the TSP includes several proposed future transportation projects identified during the Linking Tualatin process. Specifically, key short-term priority projects (within 5 years) include:

- ▶ Provide bus transit service on SW Tualatin Road between downtown and OR 99W
- ▶ Look for potential park-and-ride locations in west Tualatin
- ▶ Expand the shuttle for industrial and manufacturing workers during the day
- ▶ Extend service hours for all transit, especially the No. 96 bus line

These projects provide a solid basis for implementing key elements of Linking Tualatin. Medium-term priority projects (within 5-10 years) also reflect elements of Linking Tualatin:

- ▶ Provide bus transit service on SW 124th Avenue
- ▶ Extend bus service to east Tualatin
- ▶ Provide bus transit service on SW Herman Road
- ▶ Add parking capacity at the Tualatin park-and-ride (by Bridgeport Village)

The long-term project in the TSP, which would make the WES station a central focus of downtown and the main transit center, also would implement an aspect of Linking Tualatin.

In addition, public and private projects that focus on improved bicycle and pedestrian connections and road crossings, new local street connections, and new transit service or facilities unique to Linking

Tualatin, which will be studied further through the planning process, are included in the TSP Update.

The TSP update process also provided an opportunity to evaluate the impact of land use changes proposed as part of Linking Tualatin on the city's overall transportation system.

- ▶ **Identified Tualatin Goals for the Southwest Corridor Plan.** A second component of transportation project implementation for the Linking Tualatin project was developing a message about the Southwest Corridor Plan process and high capacity transit options that the Transportation Task Force, TPARK, and the Tualatin Planning Commission wanted to send to regional leaders. Key themes, which were conveyed to the Southwest Corridor Steering Committee in September 2012, included the following:

- ▶ Tualatin needs better transit 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
- ▶ Improve accessibility to and from transit for bicyclists and pedestrians throughout Tualatin
- ▶ Keep in mind that people take transit to other destinations than local employment, such as parks, entertainment, local events

In addition, the Linking Tualatin Final Plan includes information, recommendations and implementation strategies intended to help



guide the Southwest Corridor Planning process in terms of how high capacity transit could help serve the City of Tualatin in the future.

Land Use Implementation. This component of the Linking Tualatin process consisted of three areas:

- ▶ Refine transit ready place ideas
- ▶ Conduct business and property owner outreach
- ▶ Coordinate with local and regional partners

- ▶ **Refine Transit Ready Place Ideas.** The project team translated specific land use, transportation and other ideas for Transit Ready Places from the Linking Tualatin Community Involvement Ideas Report into a broader set of concepts. These “broad concepts” have been grouped into two categories: land use code changes, and land use public investments.

Code changes would enable new or expanded land uses, while public investments are capital improvement projects that would occur within specific Transit Ready Places. These broad concepts are discussed in more detail in the Refinement and Implementation Actions section.

- ▶ **Business and Property Owner Outreach.** As part of land use implementation, the project team conducted extensive outreach efforts to encourage business and property owners to review and discuss ideas for Transit Ready Places. These efforts included:
 - ▶ Contacted over 130 property and business owners with potential direct impacts by mail, phone and e-mail to further inform them about the planning process and encourage them to attend a series of property and business owner meetings.
 - ▶ Conducted four small group meetings with business and property owners to talk about the impacts of and potential support for specific land use and public investment ideas.
 - ▶ Followed up the small group meetings with additional phone, e-mail and other contacts with individual property owners.
 - ▶ Worked with Tualatin Citizen Involvement Organizations (CIO) to provide additional information to business and property owners and others via CIO newsletters and meetings.

These meetings resulted in affirmation of Transit Ready Place ideas.

- ▶ **Local and Regional Coordination.** Land use implementation also included coordination with local and regional partners in two processes.

- ▶ **Job Access Mobility Institute (JAMI).** This study, which is discussed in detail in the Innovative Transit Solutions section, grew from partnerships developed during the Linking Tualatin and TSP Update processes and has resulted in specific strategies for programs that will help achieve Linking Tualatin goals and objectives.

- ▶ **Southwest Corridor Plan.** Coordination with the Southwest Corridor Plan process is ongoing. As the high capacity transit alternatives are narrowed for additional study, Tualatin is well positioned to react, adapt and further refine the Transit Ready Place strategies in the Linking Tualatin Final Plan accordingly. More discussion of this process is included in the Innovative Transit Solutions section.

Refinement and Implementation Actions

The city went through an iterative, multi-step process to identify and then refine ideas for Transit Ready Places. Steps included initial meetings with city staff and stakeholders, refinement by the Transportation Task Force and Transit Working Group, development of alternatives through a community workshop process, and continued refinement through discussion with business and property owners.

Refinement and Broad Concepts

Ideas contained in the Linking Tualatin Community Involvement Ideas Report were refined into broad concepts in the second phase of the planning process. The broad concepts were divided into three categories: land use code changes, land use public investments, and trails and pathways.

These concepts are aimed at creating mixed use development opportunities (areas that combine housing, shopping, service and recreational opportunities); increasing the density of future employment; allowing a more diverse set of businesses in Tualatin's employment area; providing the opportunity for small shopping or service uses in employment areas; and improving local street, bicycle and pedestrian facilities and connections.

These concepts are consistent with the overall goal of Linking Tualatin, which is to explore ways to increase transit use, improve transit connections to the rest of the region, and make Tualatin more "transit ready" over the 20-year planning horizon or longer.

Land Use. Specific concepts and Transit Ready Places where they could apply include:

- ▶ **Mixed use development.** This type of development would meet a number of objectives of the Linking Tualatin process, including intensifying land uses in certain areas, improving opportunities for people to live or work close to where they shop and meet other day-to-day needs and improve opportunities to walk and bicycle. Potential mixed use development opportunity areas are found in Bridgeport Village, Meridian Park/Nyberg Woods and Pacific Financial/124th Avenue.
- ▶ **Office use.** The portion of the Bridgeport Village area to the east of Interstate 5 is identified as an opportunity area for transition to office use. Transition to this type of use over time would help improve opportunities for transit use or service.
- ▶ **Personal services.** Allowing for development of personal service uses in Tualatin's industrial areas will improve opportunities for workers to meet their day-to-day needs without driving, increasing their ability to use transit to commute to work. This concept has potential in the Teton, Herman Road, Southwest Industrial and Pacific Financial/124th Avenue areas.
- ▶ **Business employment.** Allowing for more intensive employment uses in Tualatin's major employment areas will provide landowners with flexibility and increase the potential market for and provision of transit services in these areas. This concept has potential in the

Teton, Herman Road, Southwest Industrial and Pacific Financial/124th Avenue areas.

Public Investments. Specific concepts and Transit Ready Places where they could apply include:

- ▶ **Community and open space facilities.** There is potential for new or upgraded park or recreational facilities in the Teton and Pacific Financial/124th Avenue areas to improve opportunities for workers and residents to access amenities and meet daily needs without driving.
- ▶ **Local street connections.** New local street connections are suggested in various Transit Ready Places to improve local access and connectivity, including providing better access to future potential fixed route transit lines and/or supporting personal service businesses. Specific improvements are suggested in Herman Road, Southwest Industrial and Pacific Financial/124th Avenue areas.

- ▶ **Park and ride facilities.** A parking structure is suggested to be built at the existing Tualatin Park and Ride site in the Bridgeport Village area to expand the capacity of this facility. A new park and ride or “transit hub” facility has potential in West Tualatin. This facility would facilitate connections to future shuttle or fixed route transit service from Highway 99 to other areas within Tualatin. The region will be considering different High Capacity Transit (HCT) options and investments between 2013-2015. These decisions will influence the location for a suitable park and ride facility in West Tualatin.
- ▶ **Parkway Treatment.** A “parkway” design is suggested for future improvements to Tualatin-Sherwood Road in the Southwest Industrial area. The road could include a planted median and improved bicycle and pedestrian facilities. The design would improve the appearance and function of the road particularly for walking and bicycling. The

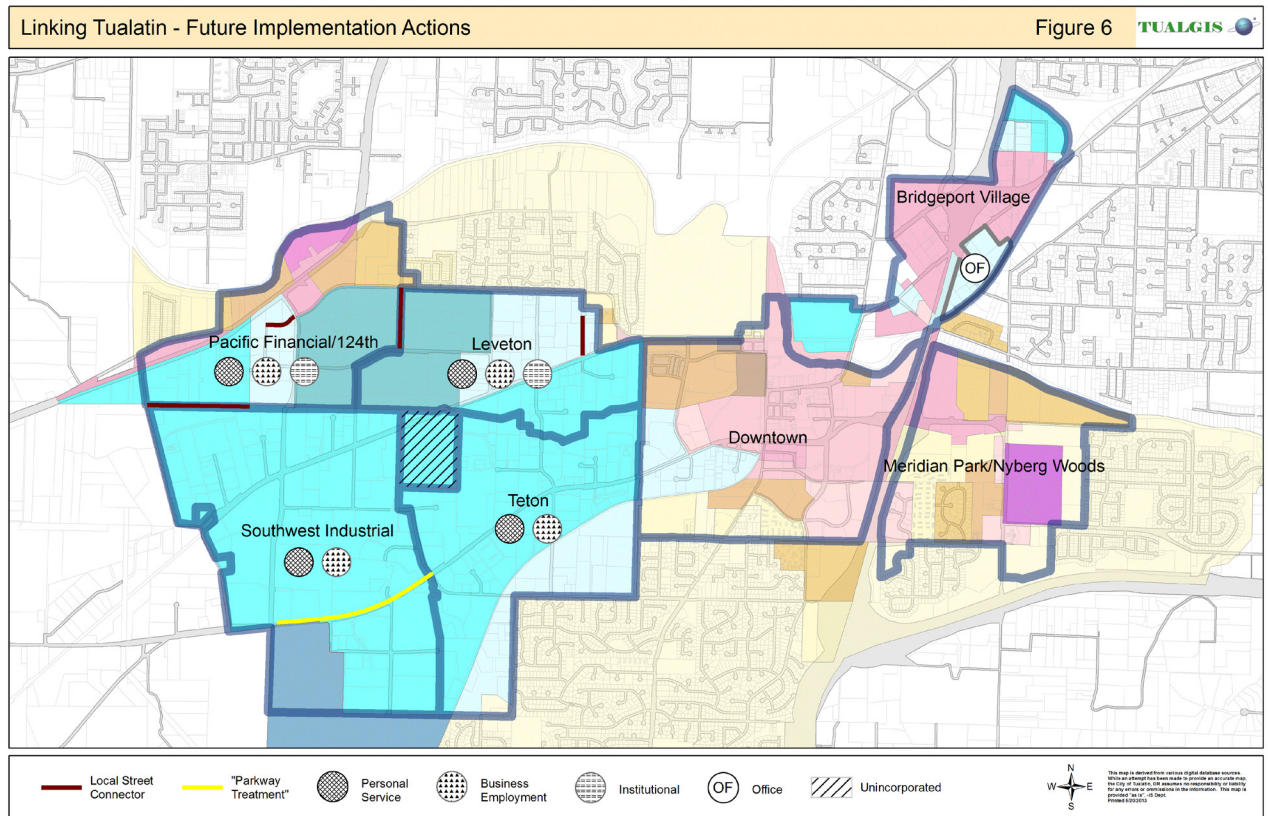


Figure 6. Future Implementation Actions

parkway would need to balance the objectives with mobility and access requirements for property and business owners along the road and the community as a whole.

Trails and Pathways. Trails and/or paths are identified in all Transit Ready Places maps in the Linking Tualatin Community Involvement Ideas Report, with the majority in the western industrial area. Some of these walking and bicycling connections are unique to Linking Tualatin, creating new walking and bicycling connections in many locations and providing access to the future Ice Age Tonquin Trail (see Figure 7 and Community Involvement Ideas Report Figure 23).

These trails and/or paths reflect the community’s desire for better bicycling and walking connections for commuting, recreation, and overall public

health. They also are consistent with several policies in the Transportation System Plan Update including:

- ▶ **Bicycle and Pedestrian Policy 7.** Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes
- ▶ **Bicycle and Pedestrian Policy 8.** Ensure that there are bicycle and pedestrian facilities at transit stations
- ▶ **Bicycle and Pedestrian Policy 9.** Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools
- ▶ **Bicycle and Pedestrian Policy 10.** Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

Because these connections would, in most cases, be accomplished through easements or possibly accessway agreements with private property owners when redevelopment occurs, they were not discussed in the broad concepts phase of the project. However, these connections are shown on Figure 7 of this Linking Tualatin Final Plan and will be addressed during the Parks and Recreation Master Plan Update process.

Implementation Actions

Some of the broad concepts for land use code changes, public investments, and trails and pathways will be translated into implementation strategies to be accomplished through such actions as text amendments to the Tualatin Development Code (TDC), inclusion in the Capital Improvement Plan

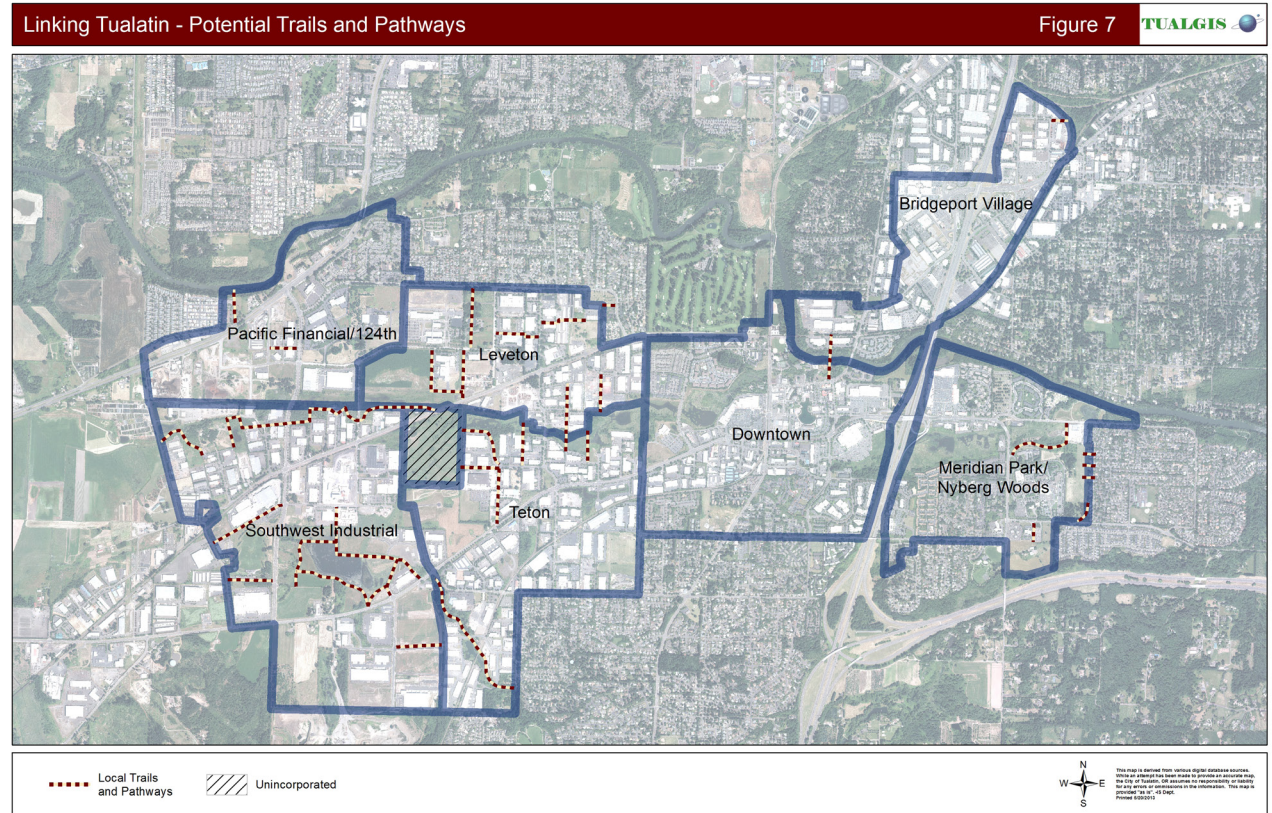


Figure 7. Potential Trails and Pathways

(CIP), and consideration in the Parks and Recreation Master Plan Update. These actions have been categorized as near-term and long-term actions and include the following.

Near-term Actions. Specific recommendations as shown on Figure 6 and Figure 7 include:

- ▶ **Land Use.** The primary near-term actions are to update the TDC to allow for a broader set of uses in the western industrial areas of the City and to emphasize a transition to office use in the light manufacturing area north of the Tualatin River east of I-5 (Figure 6). In the western industrial area this would allow personal service or small-scale retail uses, as well as uses with a greater number of workers such as tech/flex space, research and development or business industrial park. In the area east of I-5 this would encourage a transition to more compact

development with a mixture of tenants. Both of these land use changes likely can be accomplished through modifications to the existing Industrial Business Park Overlay District.

- ▶ **Public Investments.** In the near-term, selected local street improvements that would provide a combination of benefits for local businesses and property owners, as well as a larger surrounding area, (Figure 6) will be incorporated into the City's 2013 TSP and ultimately will be included in the City's CIP and prioritized as funds become available.
- ▶ **Trails and Pathways.** Many of the improvements identified in Linking Tualatin Transit Ready Places are already incorporated and identified in a variety of local and regional trails and other bicycle and pedestrian plans. These improvements are consistent with the bicycle and pedestrian element of the City's TSP. Connections unique to Linking Tualatin (Figure 7) will be directed to the Community Services department to review as part of the Parks and Recreation Master Plan Update.

Long-term Strategy. Specific recommendations include:

- ▶ **Land use, public investments, and trails and pathways.**
 - ▶ Conduct refinement planning processes in selected Transit Ready Places as needed to more specifically define land use changes, public investments, and walking and bicycle connections based on outcomes of the Southwest Corridor Planning process
 - ▶ Look at using site-specific redevelopment proposals to achieve land use changes identified in Linking Tualatin, including areas proposed for mixed use development or business industrial development. New or redevelopment proposals also could incorporate or help achieve public investments, particularly local street connections, as well as walking and bicycling improvements.

Innovative Transit Solutions

A key outcome of the Linking Tualatin process is a community-based transit strategy. This transit strategy focuses on the developing innovative transit solutions through partnerships with business and property owners, residents, other community members, agencies at all levels, and interested stakeholders. Key elements include:

- ▶ Near-term Transit Strategy with projected implementation within the next 1-2 years.
- ▶ Long-term Transit Strategy projected to occur as the Southwest Corridor Plan analysis proceeds over the next 2-5 years.

Near-term Transit Strategy

There are four main components to Tualatin's near-term transit strategy:

- ▶ Improve the Tualatin Shuttle to provide fixed route service in the western industrial area of the City
- ▶ Advocate for a new local bus service on SW 72nd Avenue between downtown Tualatin and the Tigard Transit Center
- ▶ Identify new park-and-ride locations and partner to enhance existing facilities in Tualatin
- ▶ Actively participate in TriMet's Southwest Service Enhancement Study.

Each element is discussed in more detail in the following sections.

Fixed Route Shuttle Service. The Tualatin Chamber of Commerce has operated the Tualatin Shuttle since 1997 as an on-demand, weekday service transporting employees between public transit and employment centers in the city. Both the Linking Tualatin planning process as well as the TSP Update determined that expansion of the Tualatin Shuttle service and establishment of a new "pilot" fixed route service would improve access to employment in the western industrial area and make the service more reliable and convenient for riders.

- ▶ **Job Access Mobility Institute (JAMI).** In large part because residents and others during the Linking Tualatin and TSP processes expressed a need for better transit service in Tualatin, the City was selected to participate in the 2012-2013 Job Access Mobility Institute (JAMI) for designing job connection solutions. This program was sponsored by the Joblinks Employment Transportation Center of the Community Transportation Association of America (CTAA).

Led by the Tualatin Chamber of Commerce, Tualatin's eight-member team included representatives of the Westside Transportation Alliance, TriMet, Ride Connection and Portland Community College Worksource Portland Metro-Tualatin, community volunteers, and the City's Community Development Department. The team focused on creating transit options for residents, employees, and employers in the western industrial area of Tualatin. This area includes over 3,000 employees and has the highest percentage of people over age 50 in the city.

The primary focus of this pilot project is a fixed route transit program which would ultimately replace the existing on-demand Tualatin



Shuttle service, and would serve the western industrial area of the city. The fixed route will be developed and refined using statistical data collected by the team, input from the Tualatin business community, and professional expertise from TriMet. In many ways, it will be similar to the existing Shuttle service. However, the enhanced service is expected to use larger vehicles such as a 23-person mini-bus with lift and a 10-person van with center aisle and will be operated by a third party.

In the longer-term, the City envisions TriMet extending local bus service between Tualatin and Sherwood and eventually replacing the Shuttle service with local fixed route transit service. Through the pilot program, the Tualatin Chamber of Commerce and City intend to demonstrate a potential new service model that could be administered by TriMet in the future.

- ▶ **Job Access Reverse Commute (JARC).** The Job Access Reverse Commute (JARC) program was established nationally to address the unique transportation challenges faced by low-income persons seeking employment. Many entry-level jobs are in suburban areas and these individuals find it difficult to access jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night, early in the morning, on weekends, or during long shifts when conventional transit services are limited or non-existent. Many employment-related trips are complex and involve multiple destinations, including reaching childcare facilities and other services.

TriMet identifies the western industrial area of Tualatin as a “Target Employment Area” for JARC funded projects. To receive funding, applicants are required to demonstrate consistency with JARC’s seven guiding principles of program planning and development, as well as address five criteria related to service improvement, transportation gaps, access to job-related social services and educational/vocational programs, coordination and partnerships, and long-term funding.

The Tualatin Chamber of Commerce in partnership with the City of Tualatin were awarded a \$157,000 grant for Fiscal Year 2014 to fund operation of the fixed route transit program as envisioned by JAMI.

- ▶ **Regional Travel Options (RTO).** To be successful, the fixed route transit program as envisioned in the JAMI pilot project would benefit from a marketing and outreach program to provide information about and promote awareness of all available travel options in the City as well as to enhance provider coordination. With this goal in mind, the Tualatin Chamber of Commerce also applied for a 2013-2015 Metro Regional Travel Options (RTO) Grant. Although the Chamber was not awarded this grant, it continues to look for sources of funding to implement this program and may pursue a RTO grant in the next funding cycle.
- ▶ **Transportation System Plan (TSP) Update.** The Transit Modal Plan in the Tualatin TSP Update also includes a project (T9), to expand the Tualatin Shuttle and consider a deviated fixed route service. The route suggested in the Transit Modal Plan (Figure 8) is more ambitious than that being considered by the JAMI team in that it would include the Bridgeport Village area as well as the Meridian Park Hospital area and it would expand over time as demand increases, with a long-term (10-20 year) goal of providing service to all the City’s major employment districts.

Bus Route on SW 72nd Avenue. Numerous local planning and transportation documents identify SW 72nd Avenue as a transit priority including the 1997 Lake Oswego Transportation System Plan, which identifies increased service on SW Bonita Road and SW 72nd Avenue connecting to a future planned Kruse Woods Transit Center. In the 2004 TriMet Transit Investment Priorities (TIP) Update, Tigard proposed a new route along SW 72nd Avenue between Tigard Transit Center and Tualatin to connect businesses on SW 72nd with commuter rail. In the same plan, Lake Oswego recommended an extension of Line 44 along Lower Boones Ferry Road to Tualatin, with a priority of servicing the Lake Grove Town Center. In addition, the 2009 Coordinated Human Services Transportation

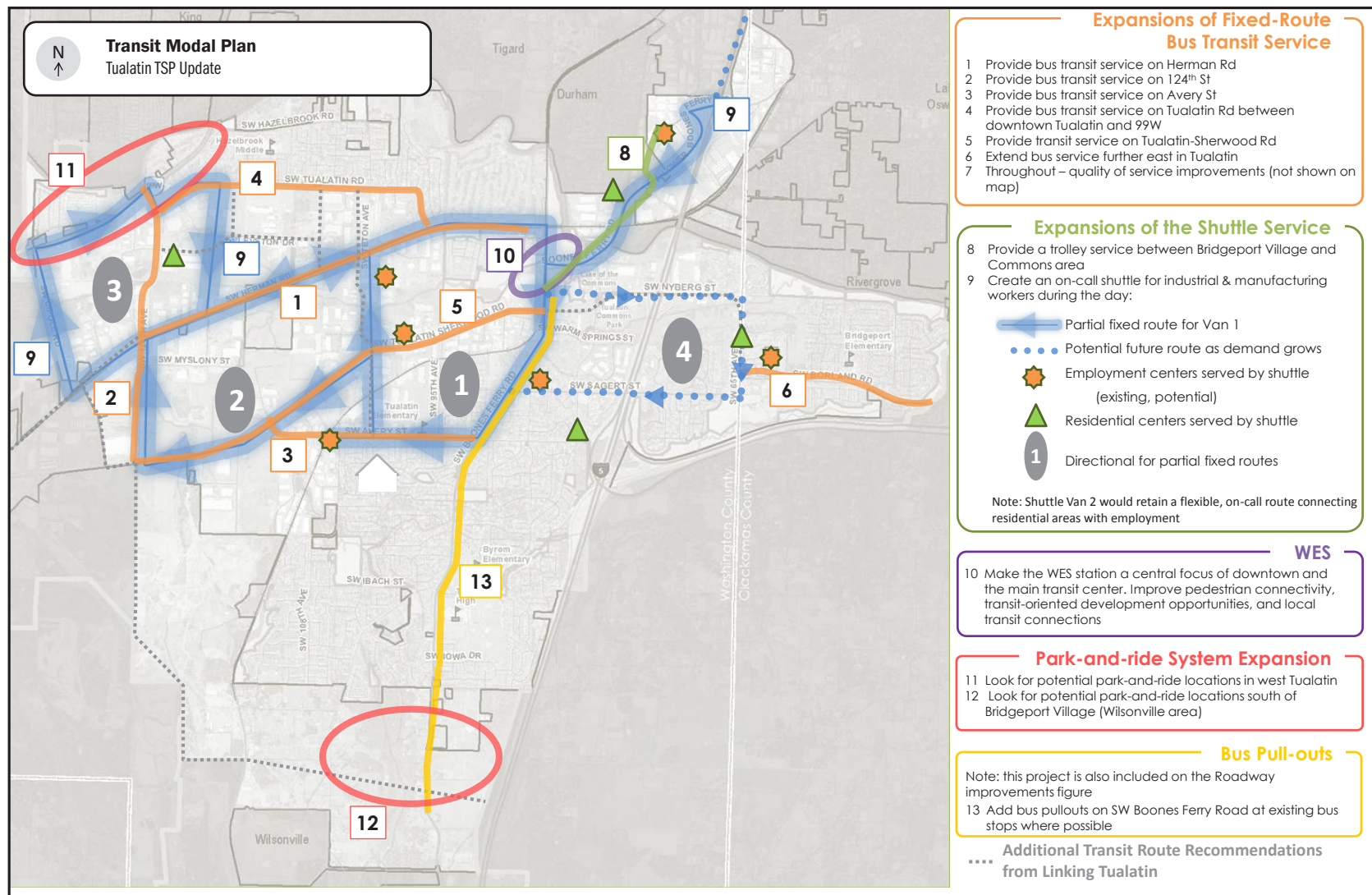


Figure 8. Transit Modal Plan

Plan (CHSTP) features a detailed analysis of Tigard/North Tualatin, which is ranked as the largest employment area in the region with significant needs for improved transit service.

The City of Tigard in partnership with TriMet was awarded a grant for Fiscal Year 2014 to fund operation of fixed route transit service on SW 72nd Avenue via SW Dartmouth Street between Tigard Transit Center and downtown Tualatin.

Park-and-Ride Locations. There are very limited park-and-ride options in West Tualatin for residents or others from outlying areas wanting to access alternative transportation options with connections in the city. The closest park-and-rides to Tualatin on OR 99W are in Sherwood to the south and in Tigard to the north. In addition, the TriMet Route 12 bus discontinued service in 2012 to Sherwood and now terminates at the Tigard Transit Center to the north. The one route along OR 99W through Tualatin is TriMet Route 94, which does not stop between Sherwood and Tigard.

This limits the ability of Tualatin workers and residents to access transit along OR 99W. The Linking Tualatin study identified the potential need for a park-and-ride coupled with a transit center in West Tualatin to serve as a western transit hub that would complement the central hub at the WES station in downtown Tualatin and an eastern hub at the Tualatin Park-and-Ride in the Bridgeport Village area.

The Transit Modal Plan in the TSP Update also includes two projects to enhance or expand the park-and-ride system in Tualatin. Both are considered medium-term projects, which means that their priority for funding is within the next 5-10 years. The first project (T11), would add a transit stop near SW Tualatin Road and OR 99W for the TriMet Route 94 bus and future fixed route transit, and look for potential shared use park-and-ride locations in this vicinity. The second project in the TSP (T12) would look for potential shared use park-and-ride locations in south Tualatin near the terminus of the TriMet Route 96 bus to improve access to transit for workers and residents of that area.

Southwest Service Enhancement Study. TriMet's Service Enhancement Studies are a multi-year effort to plan for new and improved transit service in the Portland metropolitan region. In 2013, TriMet will conduct the Southwest Service Enhancement Study, which will focus on southwest Portland and cities of Washington County. The process will involve local communities in determining where new transit service should be located, how to improve existing services to support future growth, help guide and outline TriMet's priorities for where to make future transit investments, and identify for Tualatin and other cities where pedestrian and bicycle improvements will best support access to transit.

The Southwest Service Enhancement Study will consider current plans and programs, new data including the most recent Census, plans for residential and commercial growth, infrastructure improvements, and demographic changes and equity considerations. The planning process will include a series of conversations with cities, employers, institutions, and neighborhood and community groups. Additional opportunities to provide input will occur at outreach meetings and via online channels.

These initiatives will result in a new long-term service plan that will inform TriMet's Transit Investment Priorities (TIP) program, identifying areas for future service and opportunities to partner with cities and the private sector for access to transit improvements. The process will identify:

- ▶ Near-term bus service improvements that can be made with limited or no additional cost.
- ▶ Longer-term improvements with expanded service in all areas of the region.
- ▶ Immediate and future partnership opportunities with the private sector and with ODOT, cities and counties to improve access to transit (including walking and biking to bus stops, WES, and MAX stations).

The JAMI project identified several near-term local bus service and WES improvements that would increase availability and convenience for workers, residents, and visitors in Tualatin. These ideas will be considered in the Southwest Service Enhancement Study and include:

- ▶ Adjust bus and WES service so that it arrives in Tualatin one hour earlier in the morning (at 5:15 a.m. rather than 6:15 a.m.) so that earlier work shifts in the industrial area that start at 5:30 a.m. and 6:00 a.m. can be served by the Tualatin Shuttle service.
- ▶ Expand TriMet Route 154 from the West Linn Veterans Administration Clinic to terminate in King City and travel via SW Borland Road, Legacy Meridian Park Hospital, the WES station, and SW Tualatin Road.
- ▶ Expand TriMet Route 76 to include a loop through east Tualatin in the vicinity of Browns Ferry Park, SW 50th Avenue, and SW Borland Road.

Long-term Transit Strategy

Tualatin's long-term transit strategy is comprised of four main components:

- ▶ Continue to actively participate in the Southwest Corridor Plan process.
- ▶ Advocate for expanded local bus service offered by TriMet, including the Tualatin Shuttle, in the Tualatin area.
- ▶ Partner with Ride Connection to provide local "RideAbout" service for older and disabled residents.
- ▶ Collaborate with neighboring jurisdictions and interested agencies (such as Wilsonville SMART, Yamhill County Transit, and Portland Community College Shuttle) to provide transit choices for Tualatin residents, workers and visitors.

Each element is discussed in more detail in the following sections.

Southwest Corridor Plan Process. In February 2010, the Metro Council selected the corridor connecting Portland, Tigard, and Sherwood for a study of potential transportation improvements. Partners in the Southwest Corridor Plan include the cities and counties in the corridor, Oregon Department of Transportation (ODOT) and TriMet.

In Phase One of the Southwest Corridor Plan study, the focus was on broad evaluation of and planning for housing, employment and land use as well as auto, freight, local bus, high capacity transit, bicycle and pedestrian access and facilities. In Tualatin this effort is being accomplished through Linking Tualatin and the TSP Update.

Based on extensive analysis and input from project partners as well as citizens in the corridor in Phase One, the Southwest Corridor Steering Committee, in January 2013, recommended the study and evaluation of five potential high-capacity transit alignments coupled with supporting transportation projects called preliminary project “bundles.”

Phase Two of the Southwest Corridor Plan study will focus on developing high capacity transit improvements in the corridor. These will be supported by the housing, employment, and land use plans prepared by the project partners and will be completed in concert with other transportation plans and improvements. Much work is still needed to determine the type of high capacity transit (i.e. light rail or bus rapid transit) that would best meet the needs of the corridor.

The two-phase approach will identify potential land use and transportation improvements that could lead to further study of environmental, community and transportation costs, benefits and trade-offs. Only after the project partners identify alternatives, study benefits and trade-offs, and gather input from residents in the corridor, will decision-makers determine the final recommended project or projects and the final mode and route for high capacity transit. These decisions could potentially happen in 2014-2017, laying the foundation for project development and construction as early as 2017-2023.

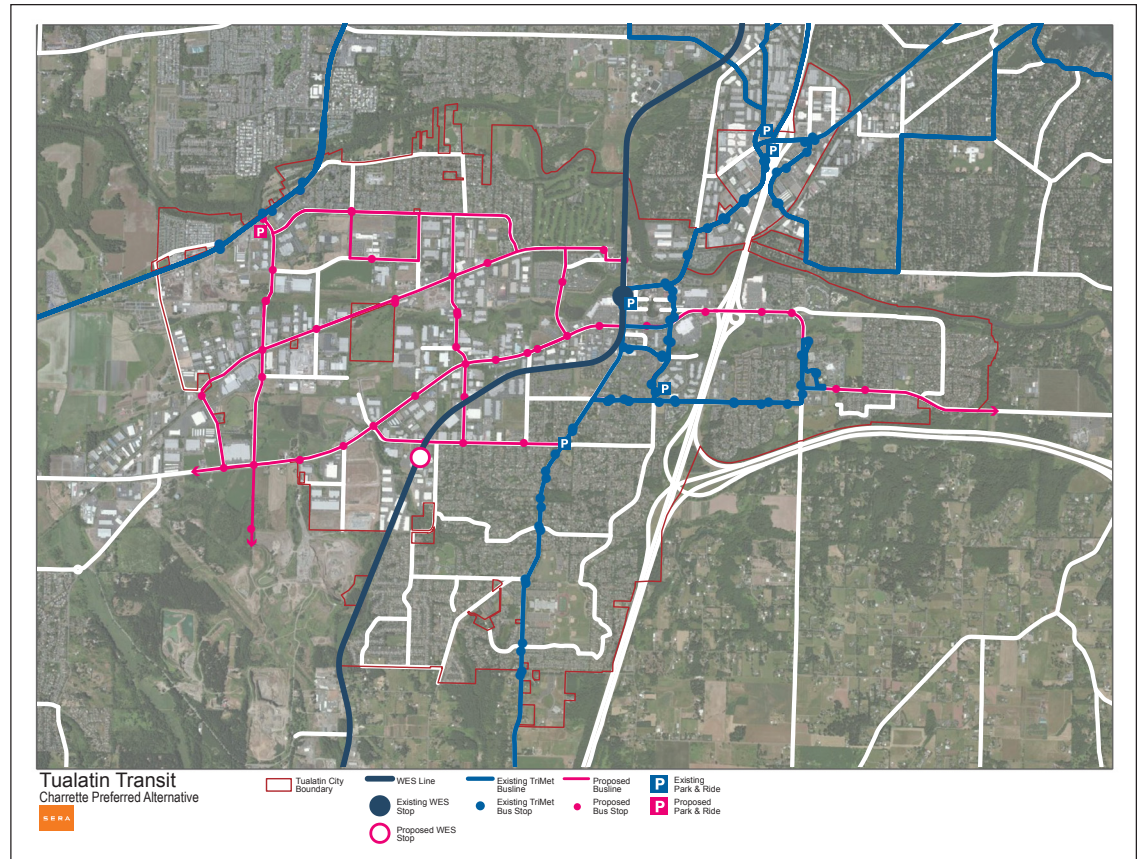


Figure 9. Transit Route Map

Local Bus Service. Part of Tualatin’s long-term transit strategy is to advocate for expanded local bus service from TriMet. The Transit Modal Plan in the Tualatin TSP Update includes several projects that reflect this desire. All are considered medium-term projects which means that their priority is within the next five to ten years. The projects include:

- ▶ T1: Provide transit service on SW Herman Road.
- ▶ T2: Provide transit service on SW 124th Avenue.
- ▶ T3: Provide transit service on SW Avery Street.
- ▶ T5: Provide transit service on SW Tualatin-Sherwood Road.
- ▶ T6: Extend transit service to east Tualatin (east of Meridian Park Hospital).

- ▶ T7: Extend service hours for all transit, with a focus on the No. 96 bus line.
- ▶ T8: Trolley service between Bridgeport Village and the Tualatin Commons.

These projects would implement parts of the transit component of Linking Tualatin. They will likely be discussed as part of the Southwest Service Enhancement Study.

Ride Connection. Ride Connection is a non-profit organization that works with community partners to provide and coordinate transportation options primarily for older adults and people with disabilities in Clackamas, Multnomah, and Washington counties. Ride Connection provides direct service and also coordinates the transportation services of over 30 community service partners. This network includes over 600 drivers, two-thirds of whom are volunteers. Some examples of partners in the Ride Connection network are American Red Cross, Metropolitan Family Service's Project Linkage Program, American Cancer Society, and Transportation Reaching People.

RideAbout is a Ride Connection program. This is a free service for older adults (age 60+) and people with disabilities who need a little extra help getting around. Each RideAbout is unique and designed with feedback from local neighbors and the community. The RideAbout service makes regular visits to grocery stores and local neighborhood centers in the community served. RideAbout drivers and concierges also are available to assist riders with carrying their shopping bags. The regular King City RideAbout route service is open to the public.

Tualatin is collaborating with Ride Connection to look for funding for a RideAbout program in the city.

Other Collaborations and Partnerships. In an effort to provide transit choices for Tualatin residents, workers and visitors the City is exploring opportunities to collaborate with neighboring jurisdictions and interested agencies such as Wilsonville SMART, the Yamhill County Transit Area, and Portland Community College Shuttle.

- ▶ **South Metro Area Regional Transit (SMART).** SMART is operated by the City of Wilsonville and is funded primarily by local businesses and grants. SMART's fleet includes over 35 vehicles ranging from 40-foot buses to minivans and a trolley-bus. Services are free within Wilsonville,

but SMART charges a fee for intercity services. Over time, SMART has evolved into a full service, alternative transit system, offering a convenient and easy way to travel within Wilsonville and outlying areas, including Charbonneau/Canby, Salem and the south end of Portland. SMART operates most services Monday through Friday from 5:30 a.m. to 8:30 p.m., with Routes 4 and 2X operating on Saturday as well. No SMART buses run on Sunday.

As previously noted in this Final Plan, the JAMI project identified some near-term local bus service improvements that would increase availability and convenience for workers, residents, and visitors in Tualatin. These ideas will be examined in the Southwest Service Enhancement Study and might involve SMART. In addition, the JAMI study found that a high percentage of Tualatin workers live in cities along the I-5 and I-205 corridor, such as Woodburn, Salem, Oregon City and Clackamas. Because these areas either already are served or potentially could be served by SMART in the future, it would be in Tualatin's interest to collaborate with this service provider to explore options for providing more transit choices for these workers.

- ▶ **Yamhill County Transit.** The Yamhill County Transit Area (YCTA) is a public transit network, contracting with First Transit to provide bus service for riders throughout Yamhill County. It also offers Link Routes to Hillsboro/MAX, Sherwood/TriMet, and Salem/SAMT. Dial-a-Ride curb-to-curb transportation service is available for anyone unable to access YCTA's fixed route service. YCTA Route 44, McMinnville – 99W, provides fixed route service on weekdays (express) and Saturdays (regular) between McMinnville and the Tigard Transit Center via Lafayette, Dayton, Dundee, Newberg, Sherwood, and King City.

The JAMI study found that a high percentage of Tualatin workers live in cities along the corridor served by TriMet Route 44, such as McMinnville, Newberg and Sherwood. Because these areas already are served by the YCTA, it would be in Tualatin's interest to collaborate with this service provider to explore options for providing more transit choices for these workers within Tualatin. For example, this could include service similar to the Route 44 that would stop at SW 124th Avenue/OR 99W, the WES station in downtown Tualatin, and the Tualatin Park-and-Ride in Bridgeport Village, rather than or in addition to the Tigard Transit Center.

- ▶ **Portland Community College (PCC) Shuttle.** As discussed earlier in this Final Plan, the 2004 TriMet TIP Update Lake Oswego identified an

extension of TriMet Route 44 along SW Lower Boones Ferry Road to Tualatin servicing the Lake Grove Town Center as a priority. Route 44 provides service from Pier Park in north Portland through downtown Portland to the PCC Sylvania Campus in northeast Tigard. An extension of Route 44 from the PCC Sylvania Campus through Lake Grove Town Center to the Tualatin Park-and-Ride and continuing to the WES station in downtown Tualatin would be beneficial for Tualatin residents and workers attending classes at PCC as well as traveling to Lake Grove and downtown Portland. PCC is interested in this extension to complement its campus shuttle program and to provide transportation options for students.

In summary, Linking Tualatin has spurred significant progress in partnering with local and regional transit providers and other community organizations to improve transit service to and within Tualatin and meet key goals of the project. These partnerships to identify and implement innovative and cost-effective transit service improvements, coupled with long-term land use and public investment strategies, are helping move the city down the path towards making Linking Tualatin a reality.

Conclusion and Next Steps

This Final Plan reflects the evolution of Linking Tualatin from a long-term land use plan centered on making Tualatin more transit ready, to a set of action-oriented land use and public investment strategies, as well as innovative transit solutions that will improve transit service and transit-readiness in the short and long-term.

Ideas formulated in a multi-day community workshop to develop the Linking Tualatin Community Involvement Ideas Report will serve as a source of ideas, to be referred to and built upon in future planning efforts within specific Transit Ready Places.

This Final Plan identifies broad concepts for land use changes that would result in increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. Some of the broad concepts, vetted through meetings and discussion with affected business and property owners, are translated into implementation strategies to be accomplished through such actions as amendments to the Tualatin Development Code (TDC), inclusion in the Capital Improvement Plan, and consideration in the City's Parks and Recreation Master Plan Update.

This Final Plan also outlines innovative transit solutions comprised of near-term and long-term transit strategies that reflect partnerships developed as part of the Linking Tualatin, TSP Update, and Southwest Corridor Plan processes. Some components of the overall transit strategy

can be implemented immediately in the next 1-2 years, while longer-term elements can occur as the Southwest Corridor Plan analysis and implementation proceeds over the next 2-5 years.

Next steps in the Linking Tualatin planning process are envisioned to include:

- ▶ Complete the Linking Tualatin planning process with City Council adoption of a resolution accepting the Linking Tualatin Final Plan, including acknowledging completion of key documents included in that process, such as the Linking Tualatin Community Involvement Ideas Report.
- ▶ Prepare a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC) with proposed code changes that will allow for greater flexibility and support transit use.
- ▶ Review local street connections and recommend those to be included in a future Capital Improvement Plan (CIP) as funding becomes available.
- ▶ Review paths and trails unique to the Linking Tualatin Final Plan as part of the Parks and Recreation Master Plan Update process.
- ▶ Continue to provide input reflecting the Linking Tualatin Final Plan to the Southwest Corridor Plan and the TriMet Southwest Service Enhancement Study processes.
- ▶ Conduct refinement planning for specific Transit Ready Places as needed based on outcomes of the Southwest Corridor Plan process and future high capacity transit (HCT) in Tualatin or adjacent communities.





MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Cindy Hahn, Associate Planner
Alice Rouyer, Community Development Director
DATE: 10/22/2012
SUBJECT: Linking Tualatin: Discussion and Follow-up about Next Steps in the Project

ISSUE BEFORE THE COUNCIL:

The purpose of tonight's meeting is to discuss next steps in the project as a result of Council feedback at the August 13 work session and changes in the Southwest Corridor Plan schedule.

EXECUTIVE SUMMARY:

The Draft Linking Tualatin Plan includes actions to implement the recommendations for creating transit ready places. The actions incorporate transportation projects and land use/zoning recommendations. Based on Council feedback at the August 13 work session and changes in the Southwest Corridor Plan schedule, staff is proposing to move the Linking Tualatin project forward in two phases:

- 1. Phase I: Transportation Project Implementation, October – December 2012.** This phase consists of incorporating the message about the Southwest Corridor Plan developed by the Task Force, Tualatin Planning Commission, and Tualatin Parks Advisory Committee (TPARK) into the Linking Tualatin Plan; and integrating the east-west connection emphasized in Linking Tualatin into the public transportation projects in the proposed Transportation System Plan (TSP) as part of the Transit Modal Plan.
- 2. Phase II: Land Use Implementation, January - June 2013.** This phase is comprised of several components including conducting outreach to property owners, business owners, and potential partners about the Linking Tualatin project recommendations; and refining the transit ready place recommendations in the Linking Tualatin Plan. The timing of this phase will allow us to integrate this work closely with the Southwest Corridor efforts, as options and alignments for future high capacity transit in the region become clearer. We will also continue our important work with the Chamber of Commerce and Job Access Mobility Institute (JAMI).

More information is provided about these phases in the Discussion section of this memorandum.

Next Steps

Staff will present this phased approach to the Task Force, Planning Commission, and TPARK in November. The next presentation to Council will be at the January 28, 2013 work session.

DISCUSSION:

Staff is proposing to move the Linking Tualatin project forward in two phases. This section provides more information about these phases.

Phase I: Transportation Project Implementation, October – December 2012

Message on Southwest Corridor Plan

At the August 16, 2012 meeting, the Task Force was asked to develop a message the group wanted to send to regional leaders about the Southwest Corridor Plan process and high capacity transit options. Key themes can be summarized as follows:

- 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

The Tualatin Planning Commission at its September 4, 2012 meeting supported the messages put forward by the Task Force. The Tualatin Parks Advisory Committee (TPARK) at its September 6, 2012 meeting also supported the messages of the Task Force, and added the following:

- Improve accessibility to and from transit for bicyclists and pedestrians throughout Tualatin
- Keep in mind that people take transit to other destinations than local employment, such as parks, entertainment, local events

Mayor Ogden conveyed these messages to the Southwest Corridor Plan Steering Committee at a meeting on September 24, 2012; the messages will be incorporated in the updated Linking Tualatin Plan.

Projects in Transportation System Plan

The Transit Modal Plan of the proposed Transportation System Plan (TSP) includes several elements of the Linking Tualatin Plan. Specifically, key short-term priority projects (within 5 years) include:

- Provide bus transit service on SW Tualatin Road between downtown and OR 99W
- Look for potential park-and-ride locations in west Tualatin
- Expand the shuttle for industrial and manufacturing workers during the day
- Extend service hours for all transit, especially the No. 96 bus line

These projects provide a crucial east-west transit connection between OR 99W and downtown Tualatin via SW Tualatin Road, which is easily accessible to both residents and employees. When combined with a park-and-ride location in west Tualatin, expansion of the existing shuttle operated by the Tualatin Chamber of Commerce, and extended service hours for all transit in the City, the short-term projects provide a solid basis for implementing key elements of the Linking Tualatin Plan.

Medium-term priority projects (within 5-10 years) also reflect elements of the Linking Tualatin Plan:

- Provide bus transit service on SW 124th Avenue
- Extend bus service to east Tualatin
- Provide bus transit service on SW Herman Road
- Add parking capacity at the Tualatin park-and-ride (by Bridgeport Village)

The long-term project in the TSP, which would make the WES station a central focus of downtown and the main transit center, including improved pedestrian connectivity, transit-oriented development opportunities, and local transit connections, also would implement an aspect of the Linking Tualatin Conceptual Plan.

Phase II: Land Use Implementation, January – June 2013

Southwest Corridor Plan

The Southwest Corridor Plan process has been extended from December 2012 to June 2013. As a result, the Linking Tualatin project is tracking very closely with the Southwest Corridor Plan and is in an excellent position to provide valuable input as shared investment strategies are developed, evaluated, and refined in the next six to eight months. In addition, as the high capacity transit alternatives are narrowed to the preferred options in the next few months, we are well positioned to react, adapt, and further refine the transit ready place recommendations in the Linking Tualatin Plan accordingly.

Property Owner and Business Outreach

At the August 13 Work Session, City Council identified the need to discuss potential land use changes contained in the Linking Tualatin Plan with property owners, business owners, and potential partners. With this in mind, staff is developing an outreach plan to inform these parties about the project recommendations and potential future impacts associated with implementing the plan, as well as to involve them in the process and encourage their future participation as implementation occurs. The goal is to partner with property owners, business owners, and others to refine the Linking Tualatin Plan so it is consistent with the future vision and desires of these parties for what is possible to support transit in Tualatin. The outreach plan will start in early 2013.

Job Access Mobility Institute

From September 2012 through March 2013, the City is participating in the Job Access Mobility Institute (JAMI) on an eight-member team that includes, among others, the Chamber of Commerce, Westside Transportation Alliance, and TriMet. The study focuses on connecting major employment areas and human services to available public transit using community-based transportation services and strategies. By leveraging the resources and talents of the team and organizations involved, the team hopes to create a coordinated transit system to serve the needs of a broad range of job seekers and employees in Tualatin, both during traditional commute hours and during the rest of the day. Preliminary meetings and research occurs during October and November 2012, a 3.5-day conference in Washington, DC, convenes in late November, then implementation follows in December 2012 through March 2013.

A recent change in local transit services deserves mention here. As a result of coordination

among Linda Moholt (Tualatin Chamber of Commerce), Donald Rhodes (TriMet), Karen Johnson (Veris Industries), and Yamhill County Transit, Yamhill's McMinnville – 99W Link bus, which runs from McMinnville to Tigard Transit Center, will now be stopping at the two TriMet stops on OR 99W at SW 124th Avenue. This is an excellent start to the JAMI work.

Refinement of Transit Ready Place Recommendations

As the Southwest Corridor Plan high capacity transit alternatives are narrowed to the preferred options in the next few months and as City staff proceeds with outreach to property owners, business owners, and other partners about potential land use changes that might occur, the recommendations in the Linking Tualatin Plan for transit ready places might need to be modified. The proposed schedule has the flexibility to adapt to any changes that might be needed, while still maintaining the goal of finishing the planning process by June 2013.

Attachments: [A PowerPoint](#)

Linking Tualatin

City Council

October 22, 2012

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



Your Role Tonight

- Hear about and discuss next steps in the Linking Tualatin project



Two Project Phases

- Phase I: Transportation Project Implementation
October – December 2012
 - Incorporate message on Southwest Corridor Plan into Linking Tualatin Plan
 - Integrate Linking Tualatin transportation projects in Transportation System Plan



Two Project Phases

- Phase II: Land Use Implementation
January – June 2013
 - Contribute to and integrate components of Southwest Corridor Plan into Linking Tualatin Plan
 - Conduct property owner and business outreach
 - Participate in and reflect results of Job Access Mobility Institute work in Linking Tualatin Plan
 - Refine transit ready place recommendations



Next Steps

- November: Present phased approach to Task Force, Planning Commission, TPARK
- January: Return to Council and begin Phase II work



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cindy Hahn, Associate Planner
Alice Rouyer, Community Development Director

DATE: 01/28/2013

SUBJECT: Linking Tualatin Phase II: Broad Concepts and Next Steps

ISSUE BEFORE THE COUNCIL:

Tonight's meeting has two purposes:

1. Refine the transit ready places, and
2. Discuss targeted outreach to business and property owners.

EXECUTIVE SUMMARY:

At the October 22, 2012 work session, staff proposed two phases for moving the Linking Tualatin project forward: Phase I: Transportation Project Implementation, and Phase II: Land Use Implementation. This phased approach was also presented to the Transportation Task Force, Tualatin Planning Commission (TPC), and Tualatin Parks Advisory Committee (TPARK).

Phase I: Transportation Project Implementation

Phase I was completed in December 2012 with incorporation of the Southwest Corridor Plan message developed by the Transportation Task Force, TPC, and TPARK into the Linking Tualatin Plan; and integrating an east-west transit connection from Pacific Highway 99W to downtown Tualatin that is emphasized in Linking Tualatin into the proposed Transportation System Plan (TSP) as part of the Transit Modal Plan.

Phase II: Land Use Implementation

Phase II consists of four areas:

- Refine the transit ready place recommendations,
- Conduct property owner and business outreach,
- Participate in and reflect results of the Job Access Mobility Institute (JAMI) work in the Linking Tualatin Plan, and
- Contribute to and integrate components of the Southwest Corridor Plan into the Linking Tualatin Plan.

Tonight's discussion focuses on the broad concepts for land use changes in the Linking Tualatin Plan area that were suggested through public outreach and planning work completed in Phase I of the project. City Council input on these broad concepts will help inform and direct staff work in Phase II as we further refine the Plan's transit ready place recommendations and conduct property owner and business outreach.

DISCUSSION:

Refine Transit Ready Places

Transit ready places defined in the Linking Tualatin Plan include:

- Bridgeport Village,
- Downtown Tualatin,
- Meridian Park/Nyberg Woods,
- Leveton,
- Teton,
- Pacific Financial/124th, and
- Southwest Industrial.

One way to refine these transit ready places is by identifying "broad concepts" for changes that would occur in the planning area with implementation of the Linking Tualatin Plan. These broad concepts generally are recommended to:

- Create a higher concentration of jobs in the transit ready places to make them more attractive to transit service,
- Provide a mixture of uses within employment districts to encourage commuters to travel to work by transit, and
- Improve pedestrian accessibility and comfort related to transit use.

This is consistent with the overall goal of the Linking Tualatin project, which is to explore ways to increase transit use, improve transit connections to the rest of the region, and make Tualatin more "transit ready" over the 20-year planning horizon or longer.

The broad concepts can be grouped into two categories:

1. Land use code changes, and
2. Land use public investments.

Land use code changes would enable new or expanded land uses, which can be general or site-specific, within the transit ready places. Land use public investments are capital improvement projects that would occur within the various transit ready places. A table and figures that graphically illustrate these broad concepts are included as Attachments A through C. Although Downtown Tualatin is a transit ready place, no broad concepts are shown to occur in it based on the Linking Tualatin Plan because separate planning is expected to occur for this area at City Council direction. The broad concepts are explained in more detail below.

Land Use Code Changes

Mixed-Use:

Mixed-use development is a property or building with two or more different uses, such as housing, office, retail, manufacturing, public, or entertainment, in a compact space. The uses

can be combined horizontally – two or more buildings with a different use in each building – or vertically – one or more buildings with more than one use in each building. Mixed-use development is beneficial from a transit perspective because a greater array of uses, particularly housing and employment, often results in an additional source of transit ridership.

As shown in Attachments A and B, mixed-use is proposed in the Bridgeport Village, Meridian Park/Nyberg Woods, and Pacific Financial/124th Avenue transit ready places. The most feasible way to accomplish this land use code change would be to expand the Mixed Use Commercial Overlay District (MUCOD) which already exists in the Tualatin Development Code (TDC) and allow it to be applied to the identified areas or properties at the property owner's discretion.

Office:

Office development can range in size from small buildings with one or two tenants to large complexes which house business headquarters. While single-story office and light manufacturing uses provide some employment-based transit ridership, there is a potential opportunity to redevelop these low-rise uses with multi-story, more compact development with a mixture of tenants.

As shown on Attachments A and B, one site-specific area in the Bridgeport Village transit ready place is identified as having potential to transition to office use. This area is in the Light Manufacturing (ML) Planning District, and the most likely way to accomplish this land use code change would be to expand the area where additional Commercial Office (CO) uses are already permitted in ML in the TDC to include this area.

Personal Services:

Personal service uses include branch banks and ATM banking kiosks, small restaurants and delis, medical and healing arts offices and clinics, dry cleaners, printing, copying and office services, small food stores, child care centers, and other similar uses that create opportunities for workers to meet daily shopping needs. When personal services are allowed on a limited basis in manufacturing areas, there is opportunity to introduce a wider array of uses, create a more self-sustaining employment district, and allow employees to commute to work by transit without compromising their access to services during the day.

Attachments A and B show that the Leveton, Teton, Southwest Industrial, and Pacific Financial/124th Avenue transit ready places in the City's industrial area are identified as needing to offer more personal services generally as a way to improve transit ridership throughout the area, as well as make the employment district more self-sustaining. There are several ways to accomplish this land use code change including: applying the Industrial Business Park Overlay District (IBPOD) which already exists in the TDC to some or all areas; applying the existing Manufacturing Business Park Commercial Services Overlay District to some or all areas; expanding conditional uses within existing Planning Districts to allow personal service uses; experimenting with food carts or food pods; or some combination of methods.

Business Employment:

Business employment provides an array of uses primarily characterized by small and large light and tech manufacturing (including tech-flex space), offices, and corporate headquarters. In addition, there might be some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners).

As shown in Attachments A and B, the Leveton, Teton, Southwest Industrial, and Pacific Financial/124th Avenue transit ready places in the City's industrial area are identified as having potential to generally expand allowed uses to include business employment. The most feasible way to accomplish this land use code change might be to apply the Industrial Business Park Overlay District (IBPOD) to some or all areas within these transit ready places; however, there may be a more expedient method yet to be explored.

Institutional:

In the context of the Linking Tualatin Plan, institutional use is intended as educational facilities owned and operated by governmental, private or non-profit entities that benefit and serve the community. These might include a community college branch site, a trade or industrial school, or a similar educational or technical facility. The location of this type of facility usually is determined by the owner or operator, not by the city in which it is located.

Attachments A and B show the Leveton and Pacific Financial/124th Avenue transit ready places as having general potential for institutional use. This land use code change likely would be accomplished by expanding the conditional uses in the ML and Manufacturing Park (MP) Planning Districts to include an institutional use of this type.

Public Investments

The Linking Tualatin efforts highlighted some land use public investments that would enhance transit use in the City.

Community Space/Open Space:

In the context of the Linking Tualatin Plan, community space or open space is intended as land for recreational facilities owned and operated by governmental, private or non-profit entities that benefit and serve the community. These might include a community center, ball fields, an RV park, or similar facility.

As shown on Attachments A and C, sites identified to transition to community space/open space in the Linking Tualatin Plan are located in the Teton and Pacific Financial/124th Avenue transit ready places. Both sites are intended to provide more recreational/open space amenities for workers in the industrial area, as well as surrounding residential areas. These land use public investments would require discussion with the current owners, coordination with regulatory agencies, and financing to accomplish.

Parking Structure:

The Tualatin Park-and-Ride, in the Bridgeport Village transit ready place, is a regional facility. It is currently full over 80 percent of the time and is 100 percent surface-parked. Because Bridgeport Village and the surrounding retail uses are a major regional draw and potential transit destination, adding a parking structure to replace some or all of the surface parking at the Tualatin Park-and-Ride would provide more parking space. In addition, including small-scale commuter-oriented retail uses on the ground floor (e.g., coffee shop) as proposed in the Linking Tualatin Plan would be an added amenity for transit users and potentially reduce commuter trips in the area.

This land use public investment is shown on Attachments A and C. It would require discussion with TriMet, coordination with regulatory agencies, and financing to accomplish.

Park-and-Ride:

Both the Linking Tualatin Plan and the Transportation System Plan identified a need for a new Park-and-Ride in west Tualatin in the vicinity of Pacific Highway 99W. The Linking Tualatin Plan indicates that this facility, which would be located in the Pacific Financial/125th Avenue transit ready place, also would be a "transit hub" serving the western part of the city, with the other two hubs being the WES station in downtown and the Tualatin Park-and-Ride in the Bridgeport Village area. Locating a Park-and-Ride and transit hub in this location would help reduce single-occupancy vehicle trips on east-west roads in the city as well as encourage transit ridership both on 99W and throughout Tualatin when expanded transit services are available.

This land use public investment is shown on Attachments A and C. It would require discussion with TriMet and property owners, coordination with regulatory agencies, and financing to accomplish.

Local Street Connections:

Manufacturing areas tend to have large blocks with few local street connections and, consequently, one must walk a long way to find a way through a business campus or around a sprawling industrial complex. Adding local street connections helps create a more structured block system, which enables better wayfinding and makes pedestrian routes safer. With improved connectivity, one is able to get to a transit stop more easily, and there are more options for cars, bicycles and pedestrians to take alternate routes.

As shown on Attachments A and C, local street connections, which are land use public investments, are indicated in all the transit ready places except for Meridian Park/Nyberg Woods. One of these improvements, the extension of Cummins Drive from about 127th Place west to Cipole Road, is included as a future connector in the Transportation System Plan (TSP; December 2012). The new local street between Lower Boones Ferry Road and Bridgeport Road in the Bridgeport Village area and the parkway treatment along Tualatin-Sherwood Road between 124th and 112th Avenues (discussed below) are included in the Transit Modal Plan of the TSP under Regional Coordination; this section discusses Linking Tualatin and includes a list of potential public projects unique to the Linking Tualatin Plan that will be studied further through the planning process. These improvements have not been discussed with property owners and would require coordination with them and regulatory agencies, as well as financing to accomplish.

"Parkway Treatment":

A parkway generally is defined as a roadway with landscaping on both sides, often divided by a landscaped median, which is more comfortable for pedestrians as well as bicyclists to travel than a conventional major arterial or highway. An example would be the part of Tualatin-Sherwood Road from Boones Ferry Road east to the Fred Meyer intersection that was recently improved and landscaped. Parkway treatment improves transit readiness by making the roadway safer for pedestrians who may be waiting at transit stops or walking to their place of work.

As shown on Attachments A and C, the part of Tualatin-Sherwood Road between 124th and 112th Avenues in the Southwest Industrial transit ready place is identified for "parkway treatment", a land use public investment. To accomplish this improvement, coordination with property owners, Washington County and other regulatory agencies, as well as financing would be required.

Targeted Outreach to Businesses and Property Owners

















The outreach plan for Phase II builds on the City's relationships that have been developed during earlier stages of the Linking Tualatin and Transportation System Plan (TSP) projects. The intent is to inform business and property owners about the broad concepts being used to refine the transit ready places and to seek their feedback and further involvement. Outreach will be targeted by transit ready place and will involve phone calls, direct mail, and small group meetings. An open house to present the results of the outreach effort also might be scheduled if this seems necessary based on the outcome of the outreach efforts.

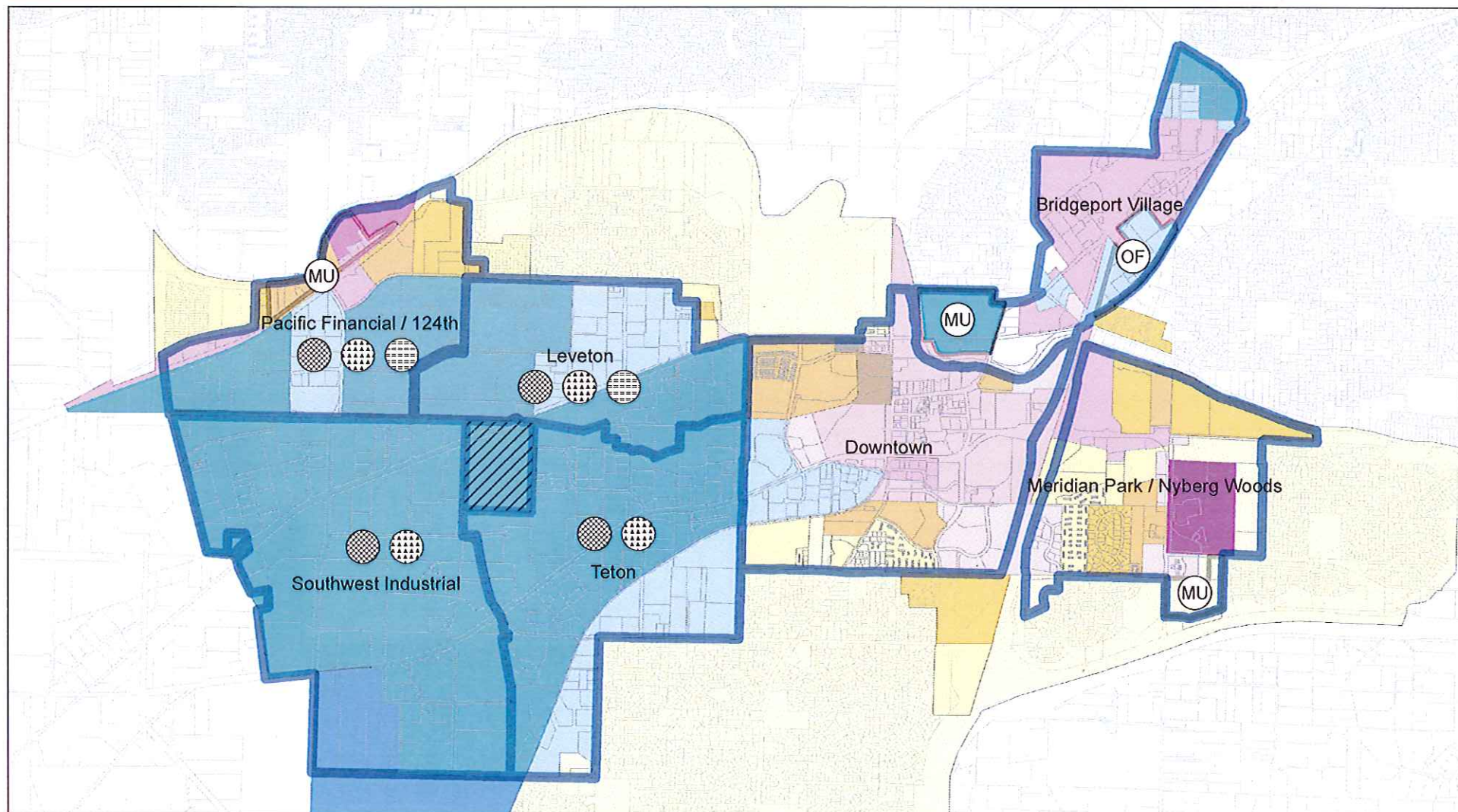
Next Steps

Staff will present the broad concepts for land use changes to the TPC and TPARK in February. Based on Council's input tonight, and subsequent input from TPC and TPARK, staff will conduct property owner and business outreach in February-April. Staff will return to Council work session in April to present results of the outreach efforts.

Attachments: [A. Table - Broad Concepts](#)
 [B. Figure - Land Use Code Changes](#)
 [C. Figure - Land Use Public Investments](#)
 [D. Powerpoint Presentation](#)

LINKING TUALATIN Broad Concepts in Transit Ready Places

Broad Concept		Bridgeport Village	Meridian Park/Nyberg Woods	Leveton	Teton	Southwest Industrial	Pacific Financial/124 th Avenue
Land Use Code Changes	Mixed-use	(MU)	(MU)				(MU)
	Office	(OF)					
	Personal Service						
	Business Employment						
	Institutional						
Land Use Public Investments	Community Space/Open Space				(CS)		(CS)
	Parking Structure	(PG)					
	Park-and-Ride						(PR)
	Local Street Connections						
	"Parkway Treatment"						



Personal Service



Business Employment



Institutional



Mixed Use



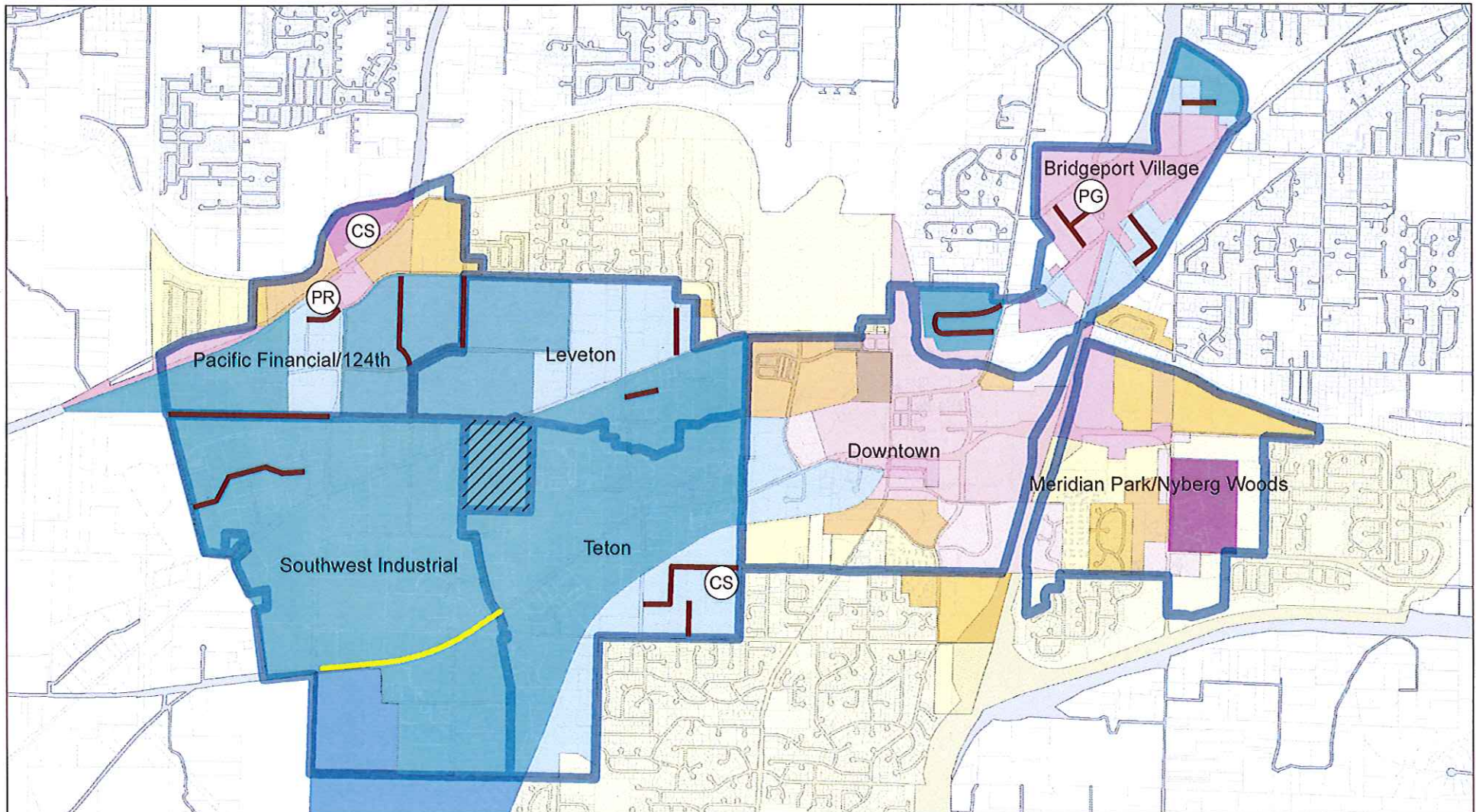
Office



Unincorporated



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".
Printed 1/18/2013



CS Community Space/ Open Space
 PG Parking Structure
 PR Park-and-Ride
 Local Street Connector
 "Parkway Treatment"
 Unincorporated



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".
 Printed 1/15/2013

Linking Tualatin

City Council

January 28, 2013

PHASE II: BROAD CONCEPTS AND NEXT STEPS



Two Project Phases

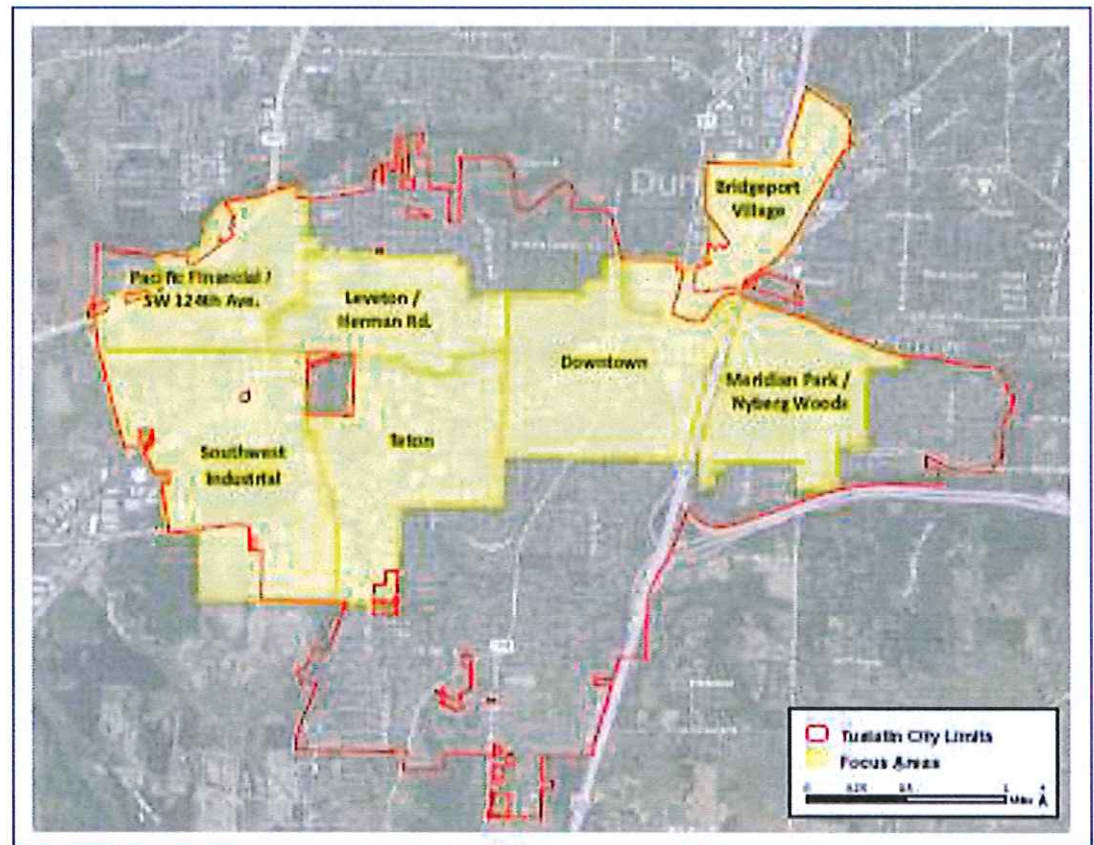
- Phase I: Transportation Project
Implementation October – December 2012
 - Incorporated message on SW Corridor Plan
 - Integrated Linking Tualatin transportation projects into TSP

Two Project Phases

- Phase II: Land Use Implementation
January – June 2013
 - Refine transit ready place recommendations
 - Conduct property owner and business outreach
 - Participate in and reflect results of Job Access Mobility Institute
 - Integrate components of SW Corridor Plan

Tonight's Focus

- Refine transit ready place recommendations
- Discuss property owner and business outreach



Goal of Linking Tualatin

- Explore ways to increase transit use
- Improve transit connections to rest of region
- Make Tualatin more “transit ready” over the 20-year planning horizon or longer

Broad Concepts

- Allow for higher concentration of jobs
- Provide mix of uses in employment area
- Improve pedestrian access

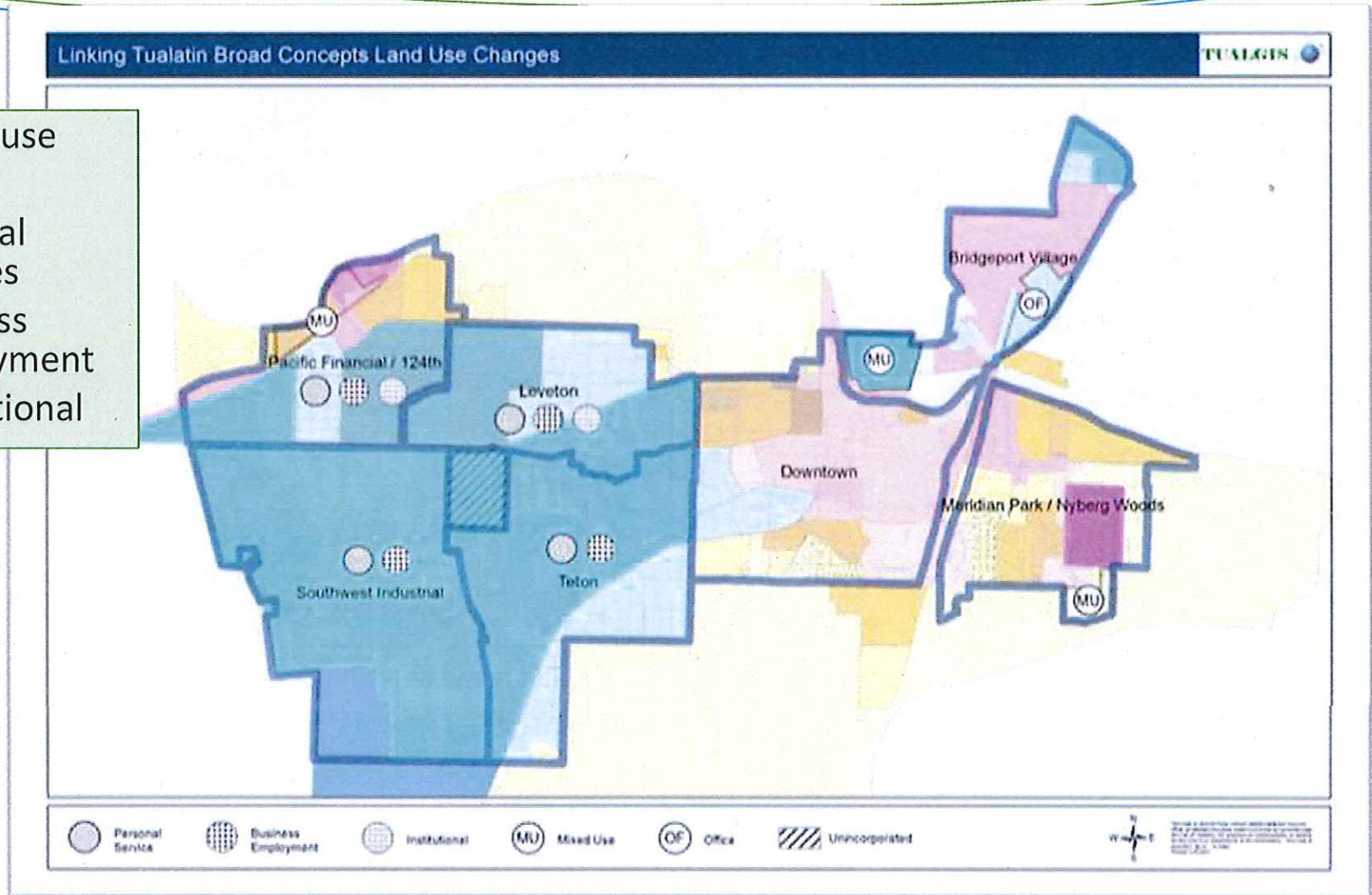
Broad Concepts

- Two categories of broad concepts:
 - Land Use Code Changes
 - Land Use Public Investments

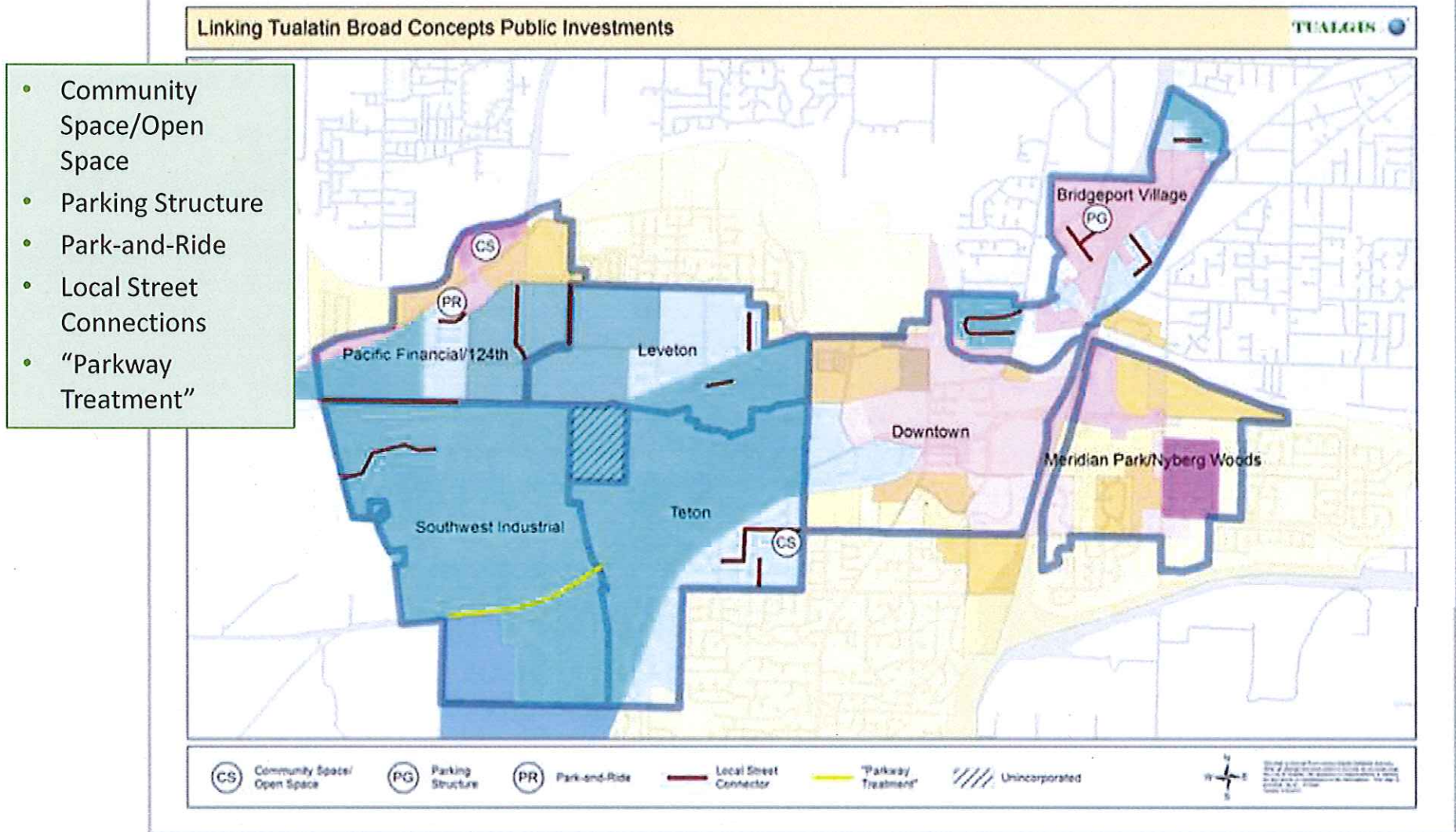
Broad Concept		Bridgeport Village	Meridian Park/ Nyberg Woods	Leveton	Teton	Southwest Industrial	Pacific Financial/ 124 th Avenue
Land Use Code Changes	Mixed-use	(MU)	(MU)				(MU)
	Office	(OF)					
	Personal Service			●	●	●	●
	Business Employment			▒	▒	▒	▒
	Institutional			▒			▒
Land Use Public Investments	Community Space/Open Space				(CS)		(CS)
	Parking Structure	(PG)					
	Park-and-Ride						(PR)
	Local Street Connections	—		—	—	—	—
	"Parkway Treatment"					—	

Land Use Code Changes

- Mixed-use
- Office
- Personal Services
- Business Employment
- Institutional



Land Use Public Investments



Targeted Outreach

- Inform business and property owners about broad concepts
- Seek feedback
 - Target by transit ready place
 - Phone calls, direct mail, small group meetings
 - Open house, depending on outcome of above efforts

Next Steps

- **February:** Present broad concepts and next steps to TPARK, Planning Commission
- **February-April:** Conduct outreach
- **April:** Present outreach results to Council



Questions/Feedback?





MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Cindy Hahn, Associate Planner
Alice Rouyer, Assistant City Manager

DATE: 04/22/2013

SUBJECT: Review and Discuss Linking Tualatin Targeted Outreach

ISSUE BEFORE THE COUNCIL:

Tonight's meeting has two purposes:

1. Discuss results of targeted outreach to business and property owners.
2. Review next steps in the Linking Tualatin planning process.

EXECUTIVE SUMMARY:

At the January 28, 2013 work session, staff presented broad concepts for refining the transit ready place recommendations in the Linking Tualatin Plan. This information was presented to the Tualatin Planning Commission (TPC) on March 21, 2013, and the Tualatin Parks Advisory Committee (TPARK) on April 9, 2013.

The broad concepts are grouped into two categories:

1. Land use code changes, and
2. Land use public investments

Land use code changes would allow additional land uses within the transit ready places. Land use public investments are capital improvement projects that would occur within the various transit ready places. A table and figures graphically illustrating the broad concepts and detailed examples for each category were presented in the work session. Transit ready places include Bridgeport Village, Meridian Park/Nyberg Woods, Teton Avenue, Leveton Drive, Southwest Industrial, and Pacific Financial/124th Avenue. Although Downtown Tualatin is a transit ready place, no broad concepts were shown to occur in it based on the Linking Tualatin Plan because separate planning is expected to occur for this area at City Council direction.

Staff also discussed the outreach plan for Phase II that builds on the City's relationships developed during earlier stages of the Linking Tualatin and Transportation System Plan (TSP) projects. The intent of targeted outreach is to inform business and property owners about the broad concepts being used to refine the transit ready places and to seek their feedback and further involvement.

Tonight's discussion focuses on the results of targeted outreach during March and April and how these efforts will help inform staff work in Phase II as we further refine the Linking Tualatin Plan's transit ready place recommendations. Staff also will present next steps in the Linking Tualatin planning process.

DISCUSSION:

Targeted Outreach to Business and Property Owners

Business and property owners in the transit ready places received mailed letters and phone calls to invite them to four meetings scheduled for March 12 and 14. The meetings also were announced through a press release posted on the Linking Tualatin page of the City's website and sent to the Commercial Citizen Involvement Organization (CIO) for distribution to its members. In addition, City staff conducted a field survey of each of the sites where local street connections are proposed to identify any potential issues or concerns.

Staff and the consultant team hosted two meetings each day on March 12 and 14, over the lunch hour and in the early evening, to inform business and property owners about the Linking Tualatin Plan and invite their feedback. The first set of meetings were held at the City Operations Center while the second set was held at Legacy Meridian Park Hospital's Education Center. A total of 17 business owners, property owners, and other interested stakeholders attended the meetings to discuss the proposed recommendations in the Linking Tualatin Plan. The presentation from the meetings was made available on the Linking Tualatin page of the City's website.

Attendees were generally satisfied with proposed land use code changes which will allow for more compact development as well as greater flexibility during development, coupled with capital improvements that will support transit use. There was some concern that the industrial uses in the west should be preserved for high paying jobs and that future development should reflect those goals; however, the attendees were not opposed to daily services catering to local workers being located in these areas (particularly along the edges). They were also open to greater transportation connections for vehicles, pedestrians, and bicycles, as well as enhancements to transit service. A summary of the meetings is included as Attachment A to this report.

Subsequent to the meetings and based on the field survey by City staff, internal discussion regarding feasibility, appropriateness, need, and feedback from meeting attendees, some of the local street connections were determined to be unnecessary or impractical while others have been identified as meriting further consideration (as shown in Attachment B).

In follow-up to the outreach meetings, a flier summarizing input received has been prepared for distribution at the Citizen Involvement Organization (CIO) annual meetings occurring in April 2013 (Attachment C). In addition, City staff is making follow-up calls to 16 business and property owners directly affected by proposed recommendations in the Linking Tualatin Plan who were not represented at the March 12 and 14 meetings and who did not provide comments in response to the letter or telephone requests. A verbal update on these efforts will be provided to Council at the April 22 work session.

Next Steps

Business and property owner comments and concerns will help inform staff work in Phase II as we further refine the Linking Tualatin Plan's transit ready place recommendations and begin work on the final Plan. We envision completion of the planning process will include the following components:

- Resolution accepting or acknowledging the Linking Tualatin planning process and completion of key documents included in that process, including the draft Conceptual Linking Tualatin Plan and the final Plan;
- Plan Text Amendment with land use code changes implementing some of the recommendations in the Linking Tualatin Plan that will allow for greater flexibility during development and support transit use; and
- List of local street connections to be considered for inclusion in the 2014-15 Capital Improvement Plan (CIP).

Next steps in the Linking Tualatin planning process include:

- Complete individual outreach to all associated property owners whose land is adjacent to proposed public investments, April 2013
- Update draft Linking Tualatin Conceptual Plan, April-July 2013
- Complete final Linking Tualatin Plan, May-July 2013
- Planning Commission and City Council meetings, May-July 2013
- Draft amendments to City's Comprehensive Plan and Development Code, May-July 2013
- Plan acceptance by City Council, anticipated July 2013

Attachments: [A. Outreach Summary](#)
[B. Public Investment Update](#)
[C. CIO Flier](#)

LINKING Tualatin



Business & Property Owner Meetings

Overview

Over a series of four meetings, 17 business owners, property owners, and other interested stakeholders discussed the proposed recommendations in the Linking Tualatin plan.

Owners were generally satisfied with the recommendations proposed, including possible land use code changes that would allow for greater flexibility during development. There was a concern that the industrial uses in the west should be preserved for high paying jobs and that future development should reflect those goals; however, the attendees were not opposed to daily services catering to local workers being located in these areas (particularly along the edges). They were also open to greater transportation connections for vehicles, pedestrians, and bicycles, as well as enhancements to transit service. The Linking Tualatin Plan outlines land use and transportation changes in key areas in Tualatin. The plan focuses in large part on the city's employment areas such as Bridgeport, industrial areas in the west, and Meridian Park Hospital east of I-5 but also includes recommendations for "mixed use" (residential/commercial/retail) areas and includes transit-related recommendations that will affect and benefit Tualatin residents, neighborhoods and visitors.

Attendees reviewed the draft recommendations and provided input on the impacts to their properties/businesses over the next 20 years as the City plans for ways to encourage transit use through more concentrated land use and development, coupled with infrastructure investments that will support transit use. None of the recommendations would make immediate changes to the land use designations or transportation system in Tualatin.

Announcements

The four meetings were announced through a press release posted on the project website and sent to the Commercial Citizen Involvement Organization (CIO) for distribution to its members. Three weeks before the first meeting, City staff mailed letters to property and business owners in the areas examined by the plan. Follow up phone calls were made to invite those same property and business owners to the meetings.

Meeting Format

The same format was used for each of the four property and business owner meetings. Cindy Hahn (City staff) thanked the group for attending and began introductions of staff before the attendees introduced themselves; she then provided an overview of the project, including the main objectives of the meetings. Cindy also discussed the relationships between the Transportation System Plan, SW Corridor Study, and Linking Tualatin Project.

Matt Hastie (Angelo Planning Group) then provided detailed information about the draft plan recommendations for land use and infrastructure investments. Brandy Steffen (CH2M Hill) then facilitated questions and answers, both on the plan recommendations and other related topics. The meeting concluded with the next steps involved in the process and Cindy thanked everyone for attending.

The following sections include information specific to each meeting.



Tuesday, March 12, 2013 - 12:00-1:30 pm

Ten people attended focusing on the plan recommendations on the west side of Tualatin. Only a few attendees were familiar with the project and only one had been involved with previous outreach activities.

Questions about the project or past work:

- Attendees asked about the SW Corridor project. How does it relate to the Transportation System Plan and this project?
 - Staff replied that the SW Corridor Project has taken place at the same time as this project and is expected to finish in August 2013. The SW Corridor focuses on potential high capacity transit service from Portland to Tigard, Tualatin, and/or Sherwood. The project is examining a number of alternative routes and types of transit (e.g., bus rapid transit and light rail)
- Attendees asked whether high capacity transit is expected to go to Newberg.
 - Staff replied that this is not the plan, to the best of our knowledge, but the city will look into that.
- Attendees asked how closely the city is working with ODOT on the Linking Tualatin project.
 - Staff replied that ODOT was on the project's advisory committee and most of the local agencies have been involved in the project.
- Attendees requested that the PowerPoint Presentation from the meeting be posted on the website.
 - Yes, staff will post the presentation
- Attendees asked how the transit ready places/areas were determined.
 - Staff replied that these places/areas were based on property lines and existing roads as a way to divide the City into smaller, more manageable areas for study. They tend to have different characteristics and functions in terms of types of land use and transportation facilities and needs.
- Participants would like to see greater coordination between projects and jurisdictions; now it is not clear who is in charge of which project or when things will be decided.

Questions about the land use and transportation projects:

- Attendees asked whether these land use changes would be overlays.
 - Staff replied that most likely the changes would be implemented either by applying an overlay such as the city's Business Industrial Overlay or Mixed Use Overlay or language changes to expand the list of allowed uses in specific areas, as a way to allow more options than what exists there now. However, if a property owner wants to change the land use now or in the near future, there could be map changes (in the Comprehensive Plan) at their request.
- Attendees wanted to know what impacts there would be on 124th. How will that affect my property along with the ODOT Pacific Hwy project?
 - Staff replied that the current codes for the greenway and ODOT projects will be reviewed to see what is planned and asked of property owners. The types of impacts of concern are typically addressed during a detailed design process.
- Some attendees expressed an overall concern with access to properties in this area. Many were willing to consolidate access, but some had been told in the past that all access points would be removed upon redevelopment of their properties.



- Attendees asked whether the City of Tualatin could change the Greenway plans and frontage road requirements (for the ODOT project on Pacific Hwy) to make it more feasible for property owners to sell or redevelop in the future.
- Attendees expressed other concerns about this location (124th and Pacific Highway) including:
 - Property owners have been told in the past that there would not be an entrance to their properties from 124th or Pacific Hwy. They commented at the meeting that if there is to be any development in this area, then the city needs to work with ODOT to figure out the access issues.
 - For the Greenway Plan, some attendees felt that a survey about where a *good* greenway should be placed was still needed. The south side of the river has very steep areas but it is all flat on north side and this would be a good greenway area.
 - Attendees added that it would be nice to have set plans for access to hand to prospective buyers; to have certainty for the possibilities of redevelopment or even just to sell the property.
 - Attendees added that someone should be able to develop their land without undue restrictions that are taking so much land. There should be exceptions to make it easier to develop in the future (one property owner would lose over 40% of his land to set backs required for Pacific Highway and the river greenway).
- The City asked property owners if mixed-use zoning (allowing for a combination of residential, retail and other commercial uses) would be ok in areas identified on the maps provided at the meeting. There was general agreement that this type of development would be fine, though the most important aspect was certainty of a decision, to allow development.
- Owners were open to greater transportation connectivity, particularly because of the congestion on the major roads.
- Some attendees said that they would love to see shuttle improvements; it is hard to get employees from Portland to work in Tualatin because of the lack of transit options.
 - One person said that some development has been driven away from Tualatin because of the lack of transit options.
 - Attendees added that there is a need for better, more frequent outreach between the Tualatin Shuttle and employers to increase ridership. Employers could promote use, but lack the marketing materials. One attendee noted that currently the shuttle is at/nearing ridership capacity (which is being studied now as part of the Job Access Mobility Institute project).
- Some attendees suggested the city consider something like SMART. They have heard that people love it.
 - Staff replied that it is something that has been considered by Linking Tualatin and the Transportation System Plan (TSP).
 - Staff continued that the City is looking at different transit options in the future; but a positive result of the Linking Tualatin project is the increased discussions with TriMet regarding transit options. TriMet will be starting a Service Enhancement Study for Tualatin over the spring/summer of 2013.

Tuesday, March 12, 2013 - 5:30-7:00 pm

Five people attended the meeting and most of the group has been involved with the project and previous outreach activities.



Questions about the project or past work:

- Attendees asked if the traffic/land use scenarios look at employment and high density apartments around the industrial areas.
 - Staff replied yes, if there were both residential and employment located in the area, then they were both examined. If there was currently only employment, only that land use was examined. The project is not just about employment, but also about residents and visitors using transit.
 - Staff stated that land use recommendations in the plan only apply to areas that had potential or proposed redevelopment. While the plan mostly focuses on employment areas, mixed use would include some residential units. The project wanted to make it clear that changes will not be made to established residential neighborhoods.
- Attendees noted that low-income/section 8 housing transportation needs should be considered in the plan.
- Attendees wanted to know if there will be an opportunity to take the plan back out to the public and have another task force meeting.
 - Staff replied that it is possible, but not decided at this point.
- One attendee stated that the Tualatin Shuttle is looking at improvements, including a fixed route/schedule to reach more riders. However, it will not be able to serve the first four shifts of the morning, which take place before transit service is offered.
- Attendees reported on the JAMI (Job Access Mobility Institute) work:
 - The JAMI grant work has identified four existing transit routes, which could be viable based around where employees live. Large employers have been interviewed revealing the following information:
 - Shifts are typically from 5:00 am to 5:00 pm and 5:00 pm to 5:00 am, with a big rush on the roads at 4:00 am, 12:00 pm, and 2:00 pm (with most of these trips heading to the airport, in order to make deliveries on time).
 - 10% of employees live in the city and all are driving; many could bike/walk if there was infrastructure.
- Some attendees suggested including some JAMI information in the final Linking Tualatin plan.
- Attendees wondered, if people are coming into the Tualatin area, why would they park at a Park and Ride on Hwy 99, when they could drive a few more miles to their work (campus)? You may be more likely to have people use the Park and Ride if they are traveling outside the city limits.
- Attendees commented that the Tualatin Shuttle needs to link into other transit systems; that the Park and Ride would also be a transit hub.
- One attendee noted that vanpool was key to reach employees who live outside the area (including Lents/Woodburn/Beaverton/Clackamas) and that it would be beneficial to put parking in those areas and then have vanpool locations there.

Questions about the land use and transportation projects:

- Attendees expressed some concerns about the allowable land use in the industrial areas. Some items were:
 - A hotel might be good in this area since there is a lot of international travel heading here.
 - The development around the Hillsboro airport is a good example of mixed use that could take place on Hwy 99, but not in the middle of the industrial area.



- They were concerned about replacing high paying industrial jobs with low paying retail jobs; however, some said that daily use retail/services should be permitted and not conditional.
- Attendees wondered if you update the code to allow other uses will it take away from the industrial zoning/opportunity.
 - Staff replied that these changes would not diminish the industrial opportunities available in those areas.
- One attendee commented that the project is trying to reduce single occupant vehicle use by 5% (which is not in line with state average, but there is little opportunity to bike/walk now).
- An attendee noted that city standards do not require pedestrian-scale lighting for sidewalks or wide bike paths, which is important to the feeling of safety. Since shifts end during the dark, lighting and wide paths are important in these industrial areas.
- Attendees asked about the parking structure/Park and Ride in the Pacific-Financial transit ready place. Who is the target user?
 - Staff replied that it depends on what happens with the SW Corridor project. Part of the idea was to provide a transit hub here for travelers headed further north into Tualatin, Tigard or Portland.
 - It was suggested by attendees that increased vanpool service either through the city or to individual employers would be much less expensive and just as effective as building a park and ride structure.
- Many of the attendees wanted to see a park and ride structure on I-5.
- Attendees commented that Tualatin has many people that just drive through. If they had a way to link to transit in southern cities then head into Tualatin or northern cities, or even to travel to the casino or beach, that would be better. Some suggested a bypass as a way to distribute these trips outside of the city.
- One attendee said that they are hearing concern or fear from residents about the prospect of the SW Corridor/transit increasing service to Tualatin.
- Some of the attendees liked the concept of an overlay zone, which would provide more land use options.
 - An attendee said that if people understand there is a higher value land use available over time then they may use the overlay to develop something with more value in the future.

Thursday, March 14, 2013 – 12:00-1:30 pm

One person attended this meeting. He represents Legacy Meridian Park Hospital and has been involved throughout the Linking Tualatin project. He did not have any concerns about the proposed information, but had additional information to share about the hospital's future growth and long range planning, as the area's largest employer. He mentioned that the medical offices are currently 98% full so there would be potential opportunities for mixed use/retail uses.

Meridian Park Hospital is looking at growth of the hospital and medical offices (in the immediate surrounding area), as more people come to the hospital and city. Most of the employees at the hospital work 12-hour shifts from 7:00 am to 7:00 pm, though most of the employees at the medical offices work 8:00 am to 5:00 pm and could benefit from vanpooling or transit improvements. There might be space and opportunity for a park and ride at the hospital as it expands. Not many people bike to work or the hospital, but bike paths and other options would be appreciated for walking during breaks. They will be coordinating with TriMet during expansion to make it easier for buses to access the site. The hospital



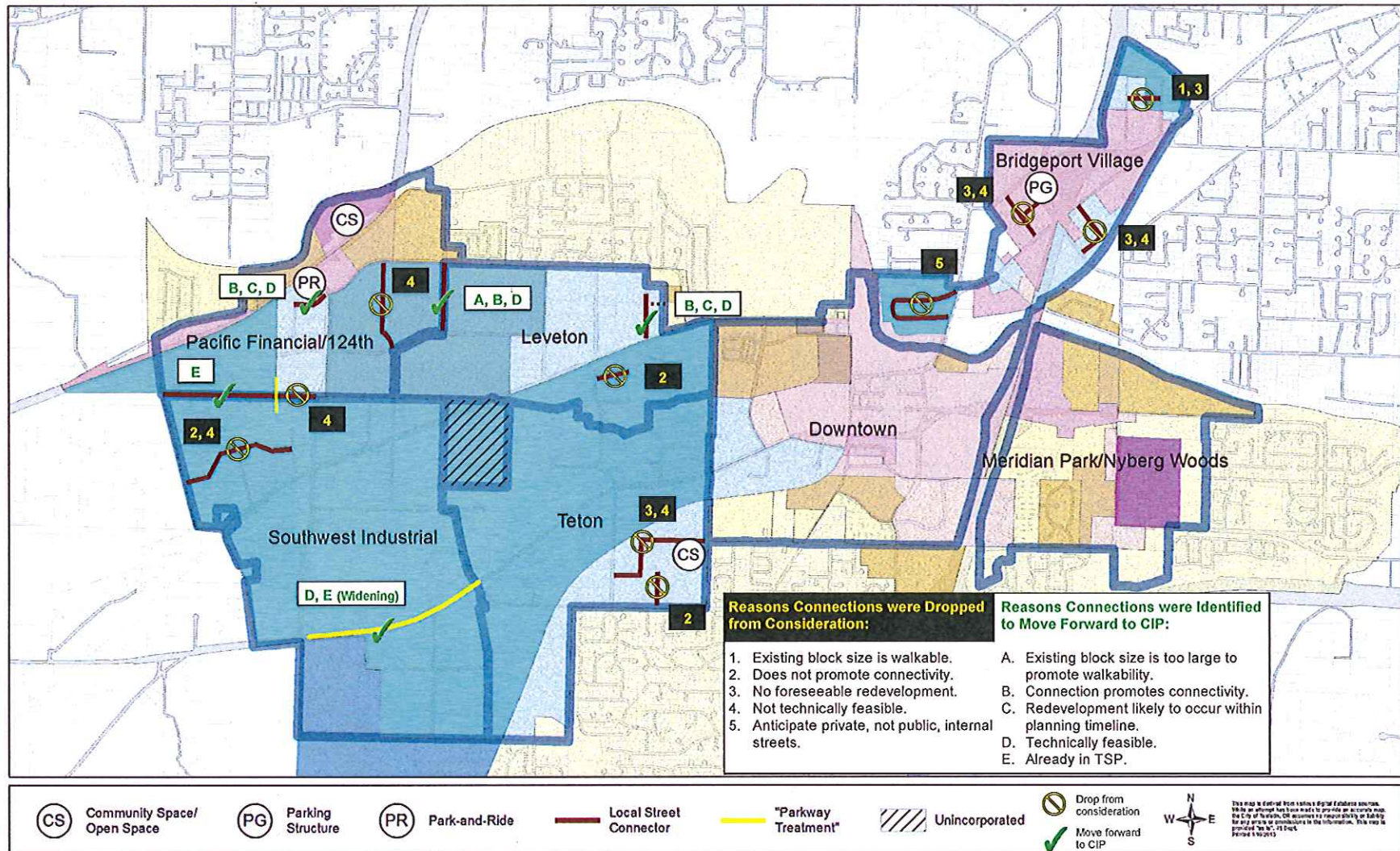
may need another parking structure in the future. The hospital is interested in helping meet community transportation needs in the area, particularly for transit.

Thursday, March 14, 2013 - 5:30-7:00 pm

One person attended the meeting. While his wife owns and operates a business in the Bridgeport area, he did not have any concerns about the Linking Tualatin Plan; he was mostly concerned about the Basalt Creek area where he owns a house. He said he could see the possibility of mixed use development in that area that could provide for some small scale retail services, with careful consideration.

Linking Tualatin Public Investments

TUALGIS



Attachment B

Linking Tualatin Update

April 2013



MEETINGS HELD WITH BUSINESS AND PROPERTY OWNERS

Over a series of four meetings in mid-March, 17 owners and other interested stakeholders expressed their comments and concerns about impacts to their businesses and properties over the next 20 years as the City plans for ways to encourage transit use based on recommendations in the Linking Tualatin plan.

Attendees were generally satisfied with proposed land use code changes which will allow for more compact development as well as greater flexibility during development, coupled with capital improvements that will support transit use. There was some concern that the industrial uses in the west should be preserved for high paying jobs and that future development should reflect those goals; however, the attendees were not opposed to daily services catering to local workers being located in these areas (particularly along the edges). They were also open to greater transportation connections for vehicles, pedestrians, and bicycles, as well as enhancements to transit service.

The Linking Tualatin plan outlines land use and transportation changes in key areas in Tualatin to improve transit connectivity. The plan focuses in large part on the city's employment areas such as Bridgeport, industrial areas in the west, and Meridian Park Hospital. It also identifies areas with potential for "mixed use" (residential/commercial/retail) and includes transit-related recommendations that benefit Tualatin residents, neighborhoods, and visitors. None of the ideas proposed in the Linking Tualatin plan will result in immediate changes to land use designations or the transportation system in Tualatin.

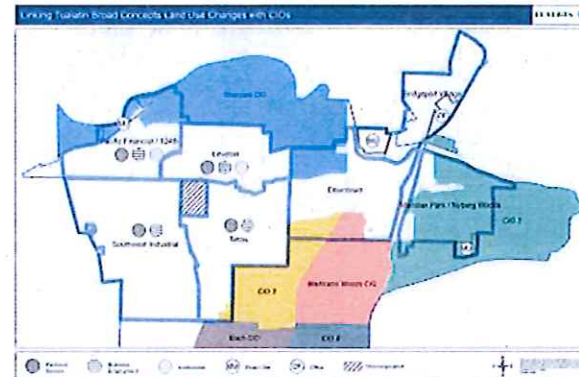
The presentation from the meetings is available on the Linking Tualatin page on the City's website (www.tualatinoregon.gov/planning/linking-tualatin). Attendees input will be reflected in the final Linking Tualatin plan and discussed with the City Council and Planning Commission at work sessions starting this month. Other next steps in the Linking Tualatin planning process include:

- Update draft Linking Tualatin Conceptual Plan, March – July 2013
- Planning Commission and City Council meetings, May – July 2013
- Draft amendments to City's Comprehensive Plan and Development Code, May – July 2013
- Plan acceptance by City Council and Planning Commission, anticipated August 2013

Attachment C 1

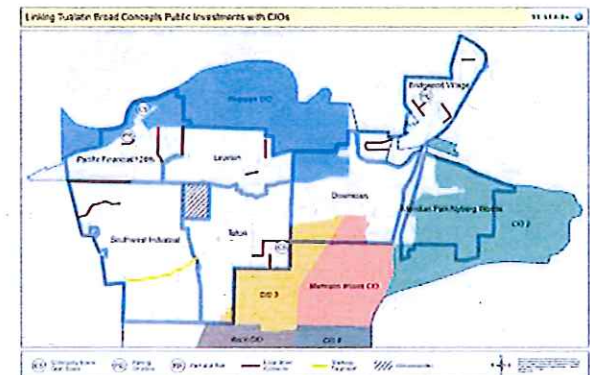
Transit Ready Places:

- Bridgeport Village
- Meridian Park/Nyberg Woods
- Downtown
- Leveton Drive/Herman Road
- Teton Avenue
- Southwest Industrial
- Pacific Financial/SW 124th Avenue



Land Use Code Changes would allow additional land uses within transit ready places. Examples include mixed-use, office, personal service uses, business employment and institutional.

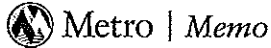
Land Use Public Investments are capital improvement projects that would occur within the various transit ready places. Examples include community space/open space, parking structure, park-and-ride, local street connections and "parkway treatment".



More information about the Linking Tualatin project, along with the draft plan and maps showing greater detail about the recommendations, can be found on the Linking Tualatin page on the City's website (www.tualatinoregon.gov/planning/linking-tualatin).

If you have specific questions or concerns about the project please contact Cindy Hahn at chahn@ci.tualatin.or.us or 503-691-3029.

Attachment C 2



Date: February 5, 2013
To: Southwest Corridor Plan Steering Committee members
From: Malu Wilkinson, Southwest Corridor Plan Project Manager
RE: Project bundles

On February 11, the Southwest Corridor Steering Committee is scheduled to consider approving five preliminary project "bundles" as the first step in creating a shared investment strategy to support the Southwest Corridor land use vision. Each of the five bundles contains a representative transit alignment and a set of roadway and active transportation projects to be modeled and further evaluated by Southwest Corridor project partners and shared with the public for review and input.

The five bundles developed at this point in the Southwest Corridor process have narrowed around \$4 billion in projects to a much smaller set of potential investments, with the estimated roadway and active transportation costs ranging from \$220 to about \$500 million depending on the bundle. (The cost of all the projects to be evaluated is close to \$800 million). Based on past funding allocated to the corridor and current fiscal trends, the corridor could reasonably expect to see \$45-60M in regional and state transportation dollars invested over the next 15 years. The total cost of the roadway and active transportation projects included for study in these bundles is still more than 13 times the projected funding. The cost estimates for the representative transit alignments will be developed as part of the evaluation phase. On the revenue side, federal funds will likely cover no more than half the cost of a high capacity transit project, with the remainder to be funded locally.

To narrow these five project sets to a single list that can realistically be implemented in the next 15 years, the Southwest Corridor project partners will need to focus on the highest priorities, identify new funding sources, and make local funding commitments. This is the work we will undertake together over the next five months.

Creating the five project bundles

To create the five draft roadway/active transportation project bundles, Metro staff worked with project partners to develop and apply a set of criteria to narrow more than 500 projects to a set of 48 roadway projects and 84 active transportation projects. The criteria were designed to identify the projects that best advance the agreed-upon goals of the Southwest Corridor Plan, support the Land Use Vision for the corridor, and ensure the success of a possible future High Capacity Transit Investment. See the attached technical memo, "Creating the Five Project Bundles" for a detailed description of the criteria and the process used to apply them.

Application of these criteria to the initial 500+ project list resulted in a much smaller list of projects, which were prioritized to be consistent with the RTP Functional Plan, focusing first on operations, management and multimodal access to transit before adding roadway capacity. Metro staff shared this with local jurisdictional partners. The partners gave input and feedback on the initial list, and the resulting additions (and in some cases deletions) are reflected in the five project bundles described in the attached map book.

Next steps

When the Southwest Corridor Steering Committee considers the five project bundles on February 11, their decision to advance the five for further analysis will represent the first step in a process designed to ensure our collective resources are targeted strategically to support the vision. Approval of the five project bundles is not a decision to proceed on any one alignment or set of projects, but will serve as a starting point for further refinement.

Evaluation and refinement of project bundles

Once the Southwest Corridor Steering Committee has confirmed the initial five project bundles, the ensuing evaluation phase will provide information on project impacts to help further narrow and refine the project lists. The evaluation criteria (see attached list) were developed over the past several months and will use a variety of tools to assess how well the project bundles address the vision, goals and objectives. It is important to note that each bundle includes a varying set of roadway and active transportation projects designed to complement the transit alignment. Each bundle represents a different level of investment, and evaluation results will provide more in-depth information about the bundles.

The purpose of the evaluation and additional analysis is to better understand impacts on the transportation network as well as each bundle's potential to advance the Land Use Vision shared by SW Corridor partner jurisdictions. The evaluation will set the framework to develop a set of projects based around high capacity transit that will be the foundation for the Shared Investment Strategy. During the evaluation phase we will also identify complementary parks and nature projects, policy changes and programs that support development in the Southwest Corridor's key places.

The 15-year Shared Investment Strategy

The result of the evaluation and refinement will be a single Shared Investment Strategy upon which all of the Southwest Corridor partners agree. The Strategy will be developed through a collaborative process with ODOT, TriMet, and partner jurisdictions.

The Shared Investment Strategy will contain a prioritized list of agreed-on projects, including a representative transit alignment. It will also identify a funding strategy to direct project implementation. This funding strategy will be based on existing resources -- but, to the extent that the Shared Investment Strategy exceeds those resources, it will also include approaches for additional funding resources. The expected outcome is a 15-year, implementation-focused Shared Investment Strategy that includes projects that have been prioritized based on their potential to support the Land Use Vision for the corridor and the selected high capacity transit line -- and have identified an existing or potential funding source.

Southwest Corridor Plan Key Measures

No	Measure
1	Capital costs of all projects
2	Transit operating costs
3	Development potential
4	Distribution of jobs (by type and location)
5	Distribution of housing (by type and location)
6	Residential and business displacements
7	Transportation and housing costs by household
8	Increased tree canopy and other desirable vegetation
9	Improvements in fish passage and wildlife connectivity
10	Water quality
11	People (jobs and residents) within ½ mile of a bikeway, natural area, public park or trail
12	People (jobs and residents) within ½ mile of potential high capacity transit stations
13	Traffic safety (reduction in serious crashes)
14	Sidewalk connectivity on major roads within ½ mile of potential high capacity transit stations and within ¼ mile of other transit routes
15	Motor vehicle mobility
16	Transit travel time between specific locations (peak and off-peak)
17	Projected transit ridership
18	Projected bike trips
19	Vehicle miles traveled
20	Mode share



Metro | Memo

Date: Wednesday, January 30, 2013

To: SW Corridor Plan, Project Team Leaders

From: Leila Aman, Metro

Re: Creating the 5 Project Bundles

The purpose of this memo is to outline the draft methodology for identifying and prioritizing projects for the 5 project bundles that will be recommended for adoption by the SWCP Steering Committee in February. The methodology takes two step approach to project selection:

1. A transparent project selection using a GIS based method that identifies projects based on location and then prioritization based on a classification system approach.
2. Collaborative refinement of projects with project partners to review and refine the project list to best fit with community goals and plans that support a given HCT alternative.

This memo focuses primarily on the Roadway and Active Transportation projects.

Step 1 – GIS Location Screen and Project Classification

In this step each project in the wide range was assigned a score based on a classification methodology to help assess how each individual project best fit with the land use and transit options and to provide a framework to prioritize the investments. Approaches for Roads, Natural Areas and Active Transportation were developed by project leads. The classification allowed for evaluation of projects based on their merits to support the land use vision and transit alternative. The following describes the approaches to classification by each project group. All are guided by the SWCP vision, goals and objectives and the needs identified from the existing conditions. Local partners were also asked to identify catalyst projects for both Roadway and Active Transportation.

Roadway Approach

Each roadway project was classified and scored based on the following:

1. Project supports safe access to HCT
2. Project strengthens connections to or between essential and priority places
3. Project catalyzes/supports land use goals in essential and priority places
4. Project addresses freight routes with reliability problems

Projects that met 3 or more of the 4 classifications or were identified by a local partner as a catalyst project were selected out for further review. There were also a small number of projects that were considered that met only 2 of the classifications but were considered critical for safe HCT access (i.e. Barbur pedestrian crossings). Finally, staff approached the refinement by taking a "fiscally constrained" approach to develop a short list to focus priorities with limited future revenues. Projects were then placed into one of the following three tiers:

- Tier 0 (transit baseline): Projects that were determined to be necessary for the HCT alignment
- Tier 1: Projects that support the first priority of the Regional Transportation Plan Functional Plan (RTPFP) by addressing Management/Operations or Multimodal access solutions
- Tier 2: Lower priority of RTPFP is focus on adding new roadway capacity

Active Transportation Approach

Active Transportation (AT) Projects were evaluated using a similar approach as the roadway projects. AT Projects could achieve a total score of 10 and used the following classifications:

1. Project supports safe access to transit
2. Project strengthens connections to or between key places
3. Project catalyzes/supports land use goals in key places
4. Improves access within key places
5. Improves access along the HCT route

Forty (40) Active Transportation Projects were then placed into one of the following two tiers:

- Tier 1 – Projects that received 10 points from the technical analysis
- Tier 2 – Projects that received 8 or 9 points from the technical analysis

In addition projects that received a technical score of 7 were also included for discussion with project partners.

Jurisdictional staff recommended adjustments based on local priorities and geographic equity. Local jurisdictional staff identified forty-four (44) additional active transportation projects as catalyst projects before, during and after the meetings held January 16 – 25, 2013.

Natural Areas Approach

Natural Areas projects were also evaluated using the following classification approach:

1. Important for overall natural resource health
2. Can serve as a catalyst to future economic development
3. Enhances community livability
4. Project creates the interconnected network that supports mobility

The refinement and bundling of these projects will be discussed separately.

Step 2 – Review and Refine

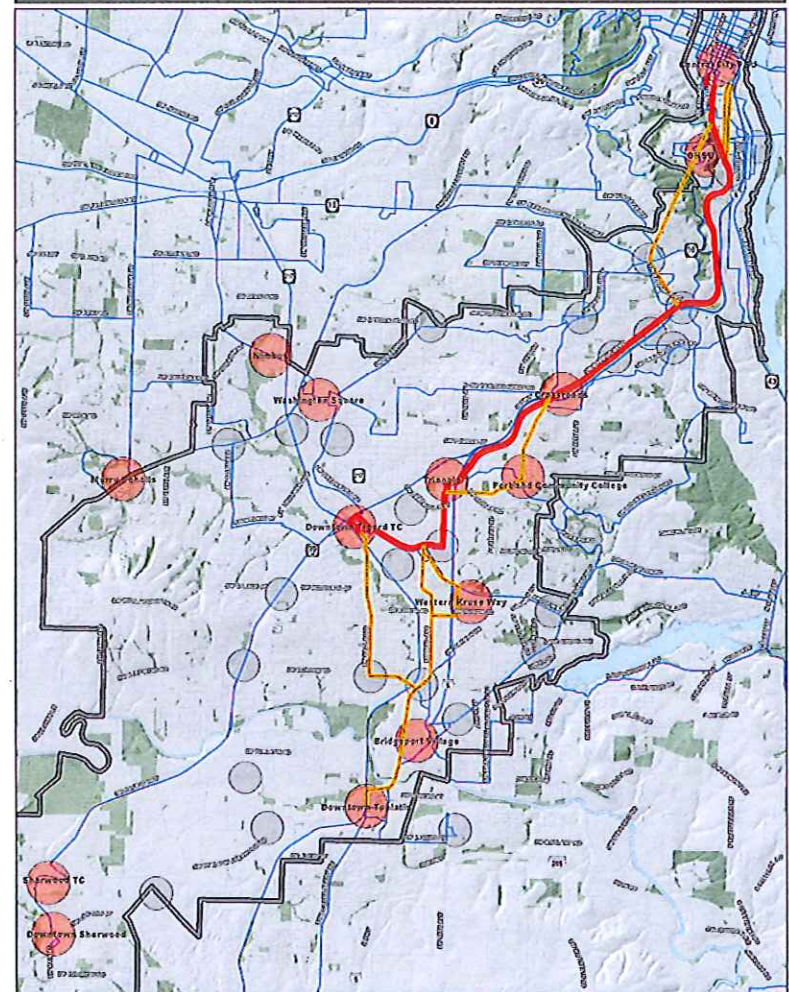
Metro staff met with local partners (by jurisdiction) to review and refine Roadway and Active Transportation projects to align with local needs. Metro staff brought comprehensive lists of all projects and reviewed the selected projects and catalyst project identified by project partners. Local partners reviewed these lists, and were provided an opportunity to give feedback to Metro staff that included:

- Confirmation of projects identified through the technical analysis. This included removing projects or re-prioritizing based on local input.
- Discuss importance of catalyst projects that did not meet the technical classification but were considered critical to local partners.
- Identify projects that should be tested in some of the model runs but not others.
- Refine project descriptions, cost estimates and other information.

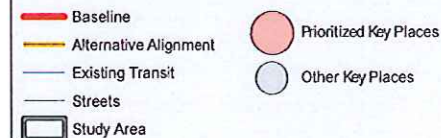
Metro staff reviewed input from local partners and incorporated the information into a final draft list. This final draft of the 5 project bundles is what is being recommended to move forward for the Steering Committee for adoption in February.

Southwest Corridor

LRT to Tigard Alignment Options

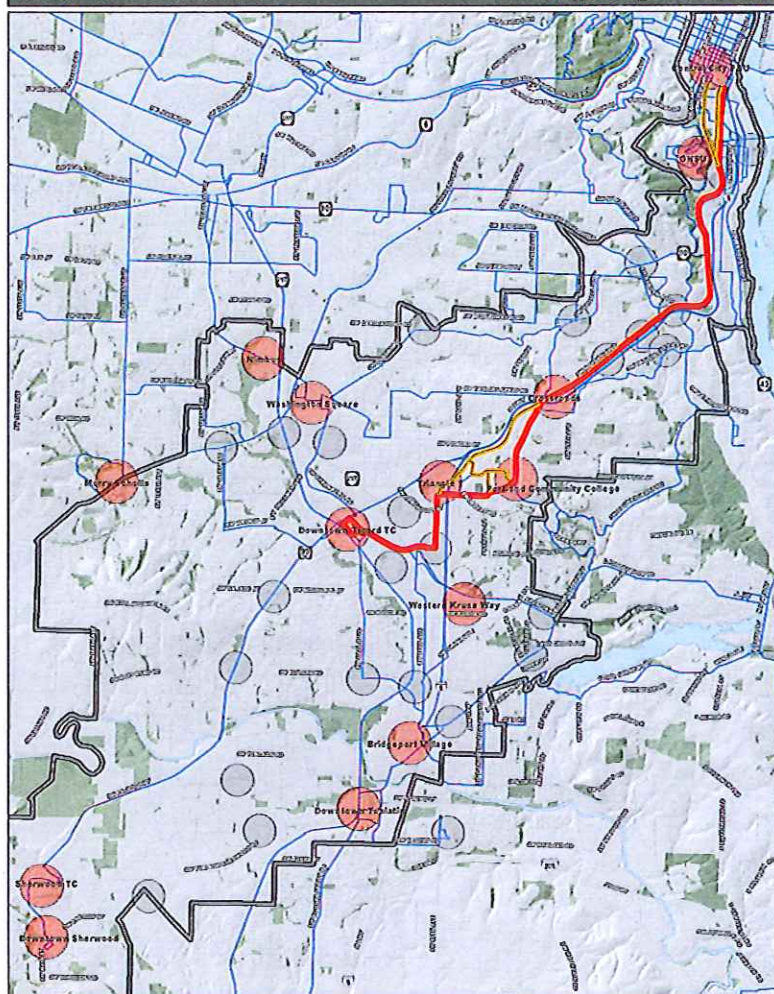


A: LRT to Tigard Representative Alignment Options



Southwest Corridor

BRT to Tigard Alignment Options



B: BRT to Tigard Representative Alignment Options

- Baseline
- Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places

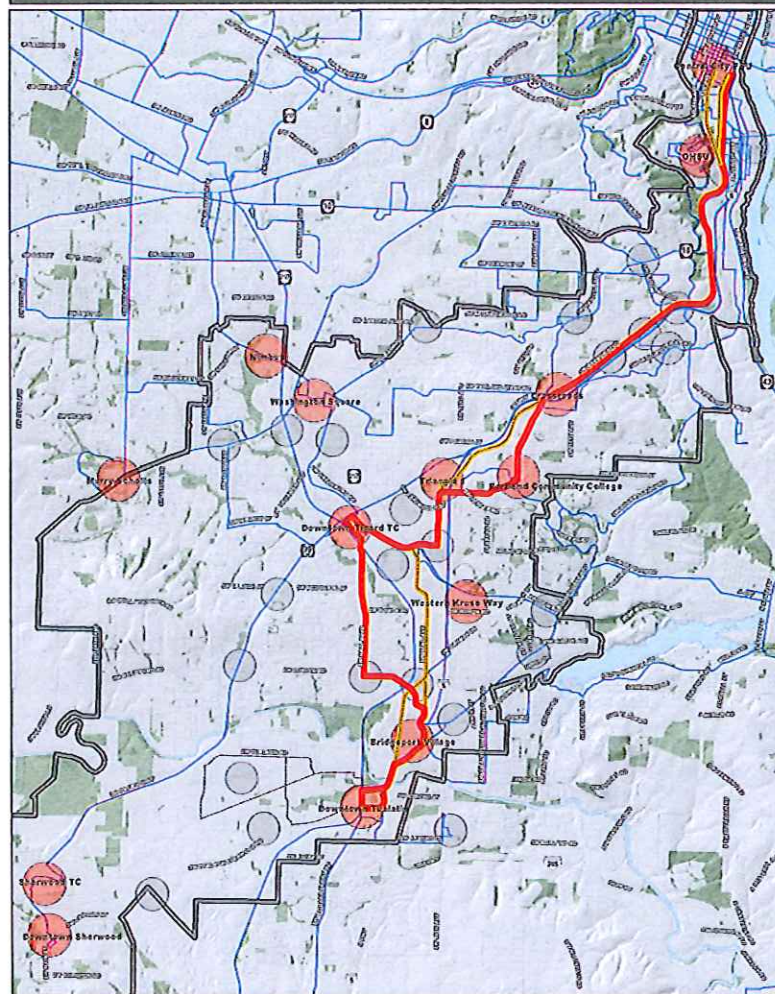


0 0.5 1 Miles



Southwest Corridor

BRT to Tualatin Alignment Options



C: BRT to Tualatin Representative Alignment Options

- Baseline
- Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Prioritized Key Places
- Other Key Places

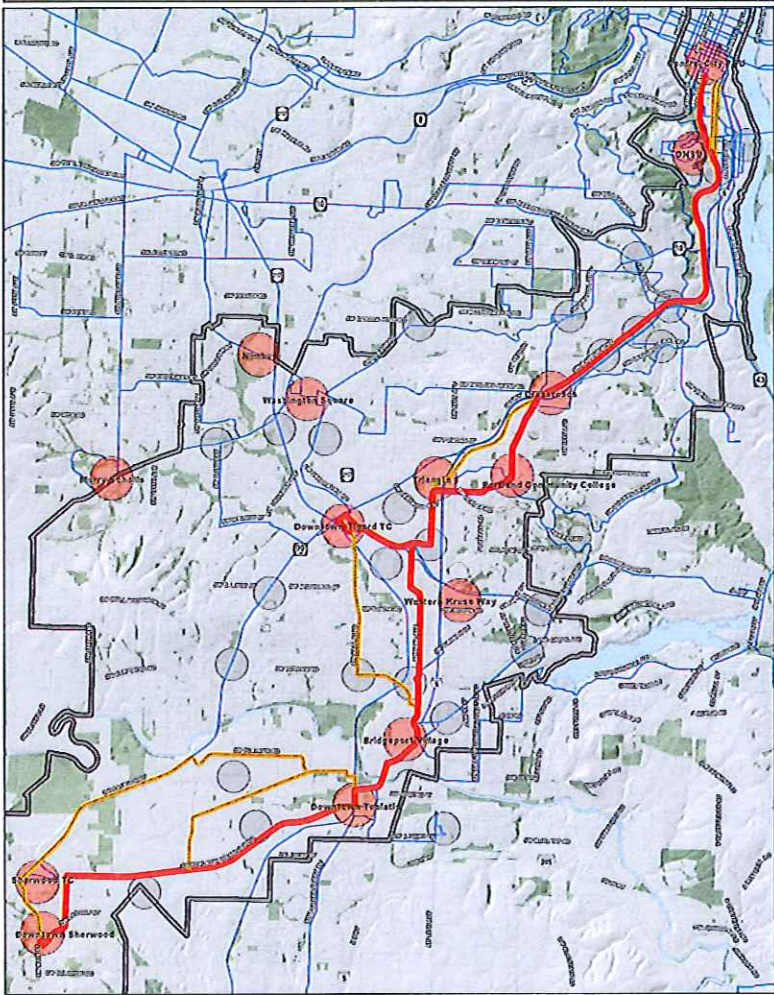


0 0.5 1 Miles

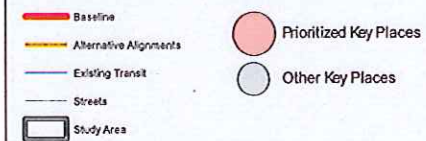


Southwest Corridor *BRT to Sherwood Alignment Options*

BRT to Sherwood Alignment Options

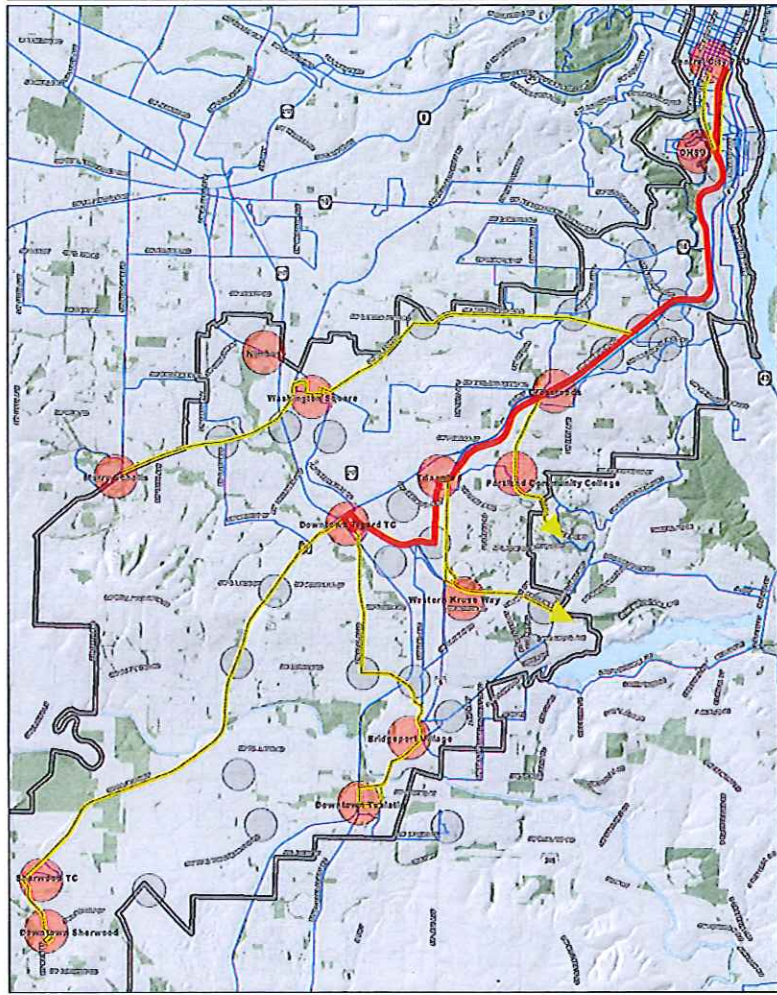


D: BRT to Sherwood Representative Alignment Options

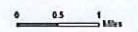
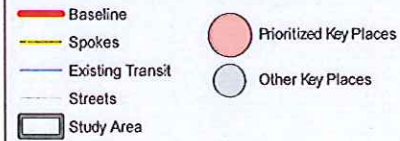


Southwest Corridor *BRT Hub and Spoke Alignment Options*

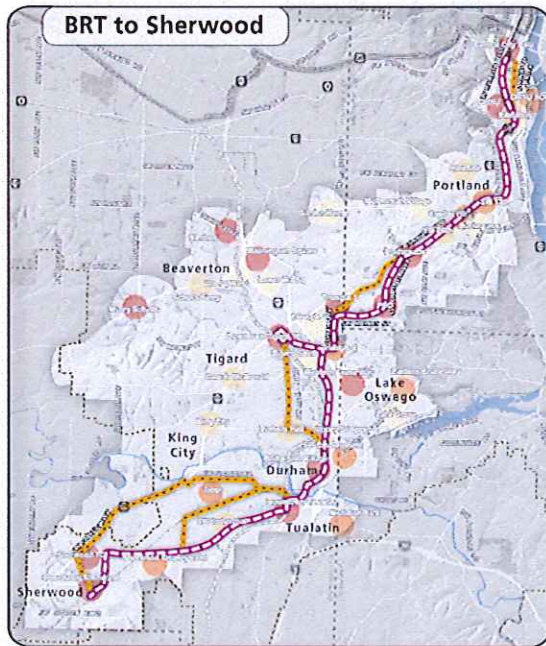
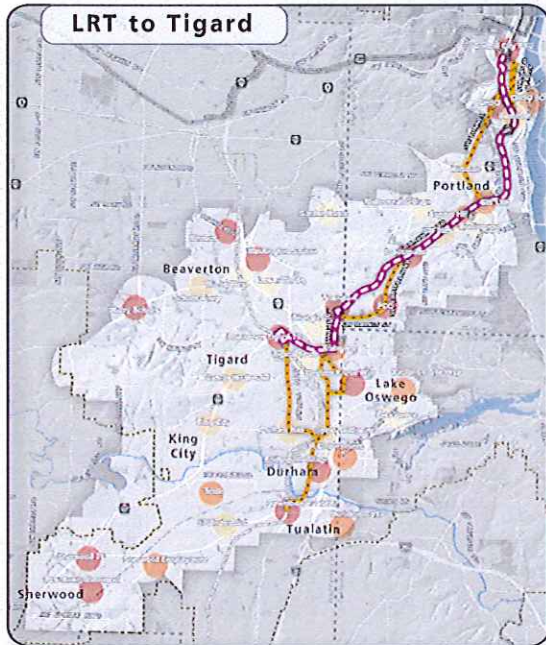
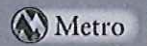
BRT Hub and Spoke Alignment Options



E: BRT Hub and Spoke Representative Alignment Options



Southwest Corridor - High Capacity Transit Alternatives



High Capacity Transit (HCT)
HCT Alternatives
HCT Option

Key Places
Essential
Priority
Opportunity
Neighborhood

Data Collection Area
Urban Growth Boundary
County Boundaries

Local Transit
2010 modeled transit lines
2035 conceptual local transit additions



0 1 2 Miles

April 24, 2013



Linking Tualatin

Community Involvement Ideas Report

June 2013



Attachment E - Page 1

Acknowledgements

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This project was funded through a Construction Excise Tax Planning Grant from Metro, Portland's Regional Planning Agency. Contract #930815



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Preface

This report describes the Linking Tualatin process from its beginning in November 2011 through completion of a multi-day community workshop in June 2012 and formulation and review of draft implementation actions in August 2012. The Linking Tualatin planning process will be complete when the City Council adopts a resolution accepting the Linking Tualatin Final Plan, including acknowledging completion of key documents included in the process, such as this report.

Some of the ideas discussed and illustrated in this report have been brought forward into the Linking Tualatin Final Plan. These broad concepts for land use changes would enable increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs and creating linkages between Tualatin and the rest of the region.

Ideas in the Linking Tualatin Final Plan that were vetted through meetings and discussion with affected business and property owners are translated into implementation strategies to be accomplished through such actions as amendments to the Tualatin Development Code (TDC), inclusion in the City's Capital Improvement Plan (CIP), and consideration in the City's Parks and Recreation Master Plan Update. Acceptance of the Final Plan will not result in any immediate changes to the TDC or CIP but will enable future actions to implement some of the ideas formulated in this report and refined in the second phase of planning discussed in the Final Plan. Such implementation is envisioned to occur both in the

next 1-2 years and in the longer term as the Southwest Corridor Plan analysis and implementation proceeds over the next 2-5 years.

Other ideas formulated in the community workshop that were not brought forward into the Linking Tualatin Final Plan are preserved in this report. These ideas are presented without modification as they were formulated in the community workshop so that they might serve as inspiration for, and be referred to and built upon in future planning efforts.

As with all untested concepts, the Transit Ready Place ideas presented in this report that were not further refined in the Linking Tualatin Final Plan will need to undergo further evaluation at a later date if they are considered for implementation. This evaluation is expected to include discussion with business and property owners, detailed planning, and additional community conversation.



Introduction and Background

Project Overview

Tualatin residents and workers have few options to travel to the places they live, work, shop and play by bus or other transit services. Over 11,000 workers and over 5,000 residents lack regular transit service within one-quarter mile of where they live and work. Linking Tualatin is about helping better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. The process addresses concerns raised by people who live and work in Tualatin about the lack of these connections, including east-west transit connections for residents and workers.

The Linking Tualatin process brings together city staff, community members, local business owners, and employees to explore ways to increase transit use over the 20-year planning horizon or longer. While local transit service is important, many people also need improved transit connections to the rest of the Portland Metropolitan region. Linking Tualatin helps address this need by recommending future high capacity transit (HCT) options, which could include bus rapid transit, commuter rail, light rail, and enhanced local bus, as well as parking and congestion management strategies.

Because Linking Tualatin is part of a regional planning effort called the Southwest Corridor Plan, it focuses primarily on transit use in the corridor that includes Barbur Boulevard/OR 99W and I-5 (see Figure 8). In Tualatin, this includes a large area from Bridgeport Village and

Meridian Park Hospital on the east, west along the Tualatin River and SW Tualatin-Sherwood Road to OR 99W and SW Cipole Road. The Southwest Corridor Plan integrates multiple efforts by cities in the corridor, including preparation of local land use plans; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor.

Linking Tualatin focuses on seven key areas in an effort to make them more transit ready. Most are located in key employment or commercial areas in the city and within the Southwest Corridor planning area. The Transit Ready Places are:

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



Figure 6 shows the boundaries of the Transit Ready Places. Improving transit connections, including local transit service, for Tualatin residents and visitors is important and is considered in this project as well as in the city's Transportation System Plan (TSP) Update, which was adopted in February of 2013. More information about how these areas and their boundaries were identified and refined is found in subsequent sections of this report.

This Linking Tualatin report provides a detailed description of the Linking Tualatin process, providing a comprehensive look at the key steps involved, including identification of project goals and evaluation criteria, assessment of existing conditions, evaluation of strategies, and ideas for future land use and transportation options. This report has undergone review and refinement by city staff, members of the city's Transportation Task Force, Transit Working Group, Park and Recreation Advisory Committee, Planning Commission, City Council and other community members. Page 8 shows a general overview of the Linking Tualatin process. In addition, a variety of future actions will need to be undertaken to implement the Plan (see pages 74-78.)

The Linking Tualatin process was conducted concurrently with an update of the City's Transportation System Plan (TSP) and both processes have included extensive community involvement, including the following:

- ▶ Meetings of a Transportation Task Force which has provided guidance for both processes
- ▶ Meetings of multiple Working Groups to address specific transportation topics in more detail, including identifying specific project ideas. The Transit Working Group provided guidance to Linking Tualatin and the TSP project while other working groups primarily supported the TSP process. However, their ideas also were used in the process of developing options for Transit Ready Places.
- ▶ Public open houses. A total of four public open houses were held for the two projects, including the multi-day workshop described in this Plan.
- ▶ Meetings with community groups and businesses. Tualatin City staff have met with a variety of community groups, including Citizen Involvement Organizations, the Chamber of Commerce and representatives of individual businesses and institutions and has also conducted outreach to members of the Latino/Hispanic community.
- ▶ Extensive public information. The City has provided information to community members throughout the project via the City's Web site,

the Tualatin Today newsletter, Facebook and Twitter accounts and information provided via community group publications.

- ▶ Linking Tualatin Final Plan. When the Final Plan is accepted by the Tualatin City Council, this report will continue to serve as a source of ideas and options for future planning based on the Linking Tualatin project.



Linking Tualatin

How today's work ends with a plan

STEP 1

Identify Focus Areas
& Conditions

Develop goals &
objectives

Survey existing
conditions

Establish evaluation
criteria

Identify draft focus
areas



STEP 2

Develop & Evaluate
Land Use Patterns

Understand existing &
future land use patterns

Evaluate future land
use alternatives

Identify strategies to
improve transit use

Compare alternatives
& strategies to
evaluation criteria



STEP 3

Make
Recommendations

Recommend future
land use changes if
appropriate

Identify transit and
other transportation
investments

Suggest other
implementation
strategies



STEP 4

Create & Adopt
the Plan

Develop a Draft
Plan

Adopt the Final
Plan

★ Public involvement activities included throughout

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



Current Transit Conditions in Tualatin

Tualatin has very limited transit service today. It is particularly lacking in local transit service and east-west transit connections, which would help residents and workers get to and from their homes and jobs, as well as to and from other parts of Tualatin to meet daily shopping, service or other needs. Current service within Tualatin includes:

- ▶ TriMet bus lines that serve the Tualatin and Mohawk Park & Ride facilities and bus lines along SW Boones Ferry Road and to Meridian Park Hospital.
- ▶ Westside Express Service (WES) commuter rail line, with one stop in Tualatin, providing connections to Tigard, Beaverton and Wilsonville during peak commuting times.
- ▶ The Tualatin Shuttle, funded by TriMet and operated by the Tualatin Chamber of Commerce, which provides weekday service intended primarily for employment purposes and serves about 85 riders per day.
- ▶ A vanpool from the Gateway transit center in Portland to Bridgeport Village. The vanpool is run by Enterprise Rideshare and includes one morning and one evening trip with an intermediate stop at Clackamas Town Center.

This represents a very limited set of transit services within Tualatin, with minimal or no service to much of the Linking Tualatin study area. There is no transit service available on SW Tualatin-Sherwood Road, for example, and most residents in the western part of the city live over a mile from the nearest transit stop. Because of the limitations of service during non-commuting hours, non-commuting trips may be more difficult to complete using transit in Tualatin. As Figures 1 and 2 illustrate, large sections of Tualatin are not served by regular transit service (with the exception of the Chamber Shuttle). Over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Providing or improving transit service to these areas, including connections to high capacity transit if it is provided in the future, is a priority for the city.



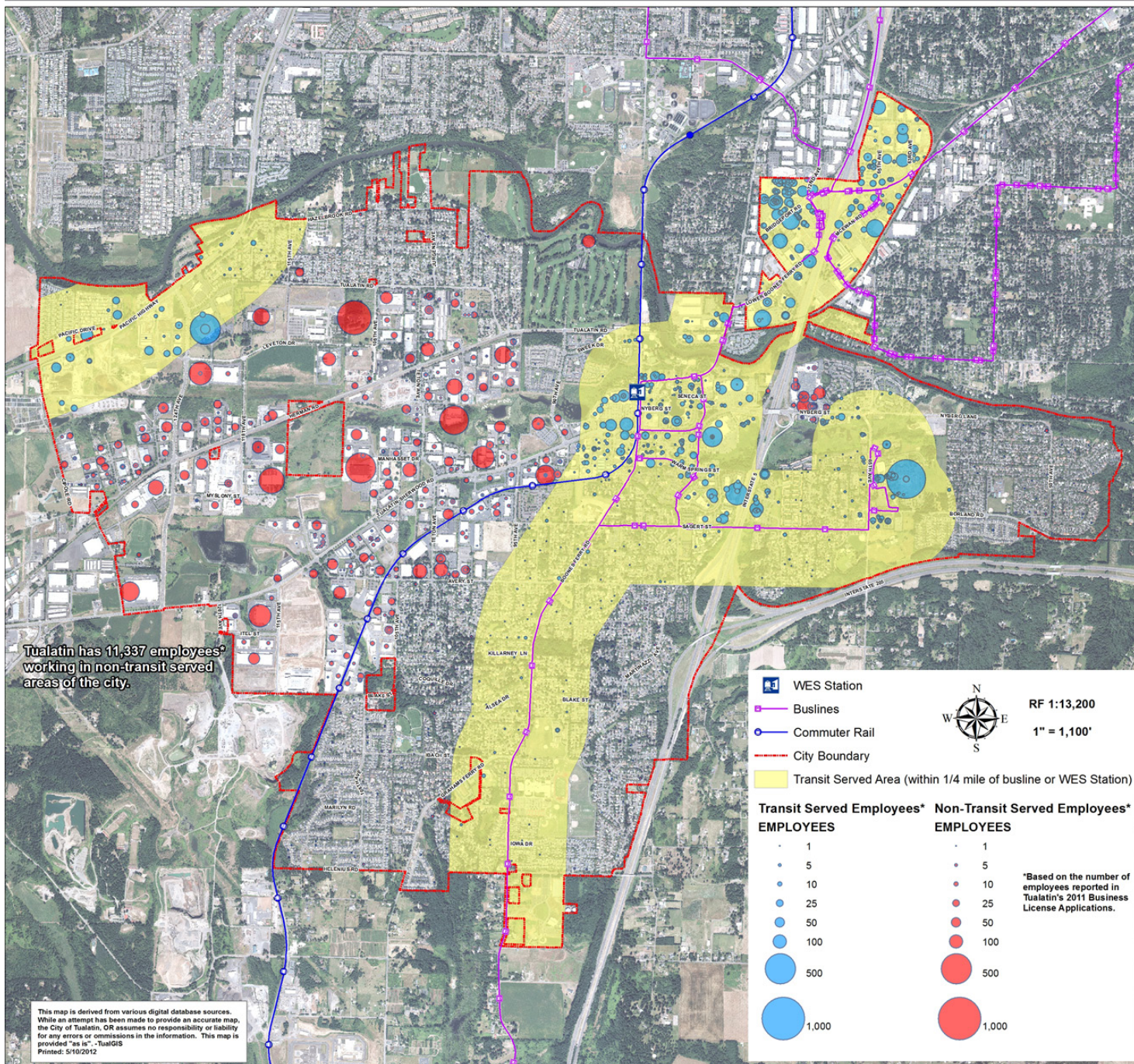
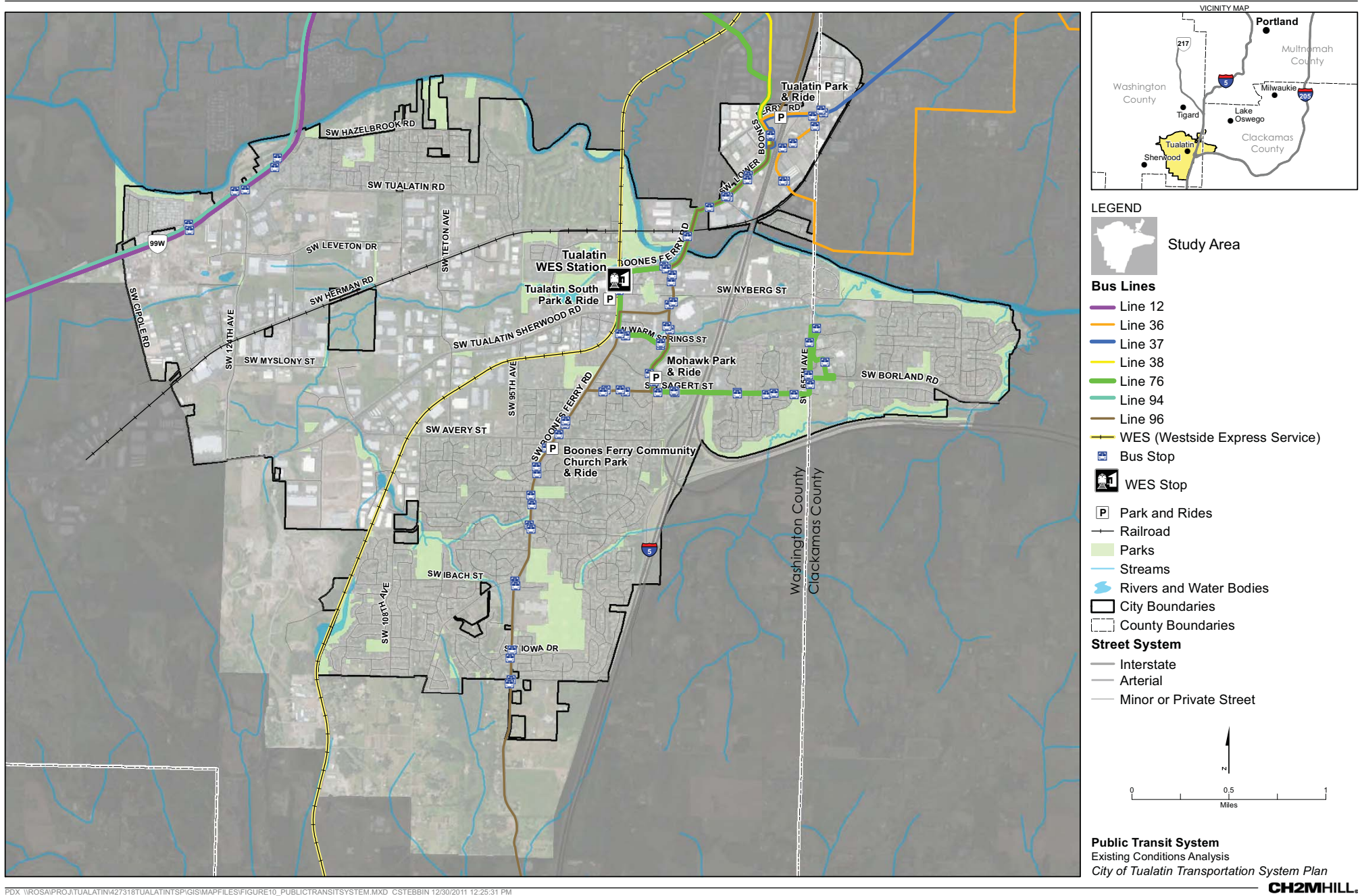


Figure 1. Employment and Transit within Tualatin



PDX:\ROS\PROJ\TUALATIN\427318\TUALATIN\SP\GIS\MAPFILES\FIGURE10_PUBLICTRANSITSYSTEM.MXD CSTEBBIN 12/30/2011 12:25:31 PM

Figure 2. TriMet Service Map in the City of Tualatin

Contents and Purpose of Report

The purpose of this Linking Tualatin report is to document the planning process and provide ideas for land use and transportation options for each of the seven Transit Ready Places. The options (which are the preferred alternatives from the community workshop) suggest changes to future land uses, bicycle and pedestrian connections, road connections, and transit facilities intended to improve local and regional transit service.

The Plan includes an overview of Linking Tualatin work that has been completed to date, including:

- ▶ **Project goals and objectives**
- ▶ **Evolution of the Transit Ready Place boundaries**
- ▶ **Assessment of existing conditions, constraints and opportunities, including market conditions**
- ▶ **Coordination with transit improvements recommended in the city's Transportation System Plan update**
- ▶ **Evaluation criteria and indicators used in the INDEX model for comparing land use alternatives**
- ▶ **Suggested future land use and transportation options for each Transit Ready Place**

This report also includes a discussion of the relationship between Linking Tualatin and the Southwest Corridor Plan, and provides initial suggestions for actions and strategies that may be used to implement ideas in this report in the future.

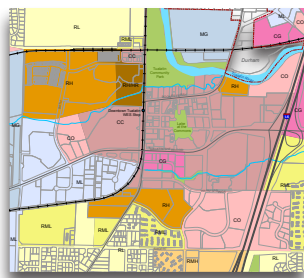
Report Development Process and Supporting Documents

Background Documents

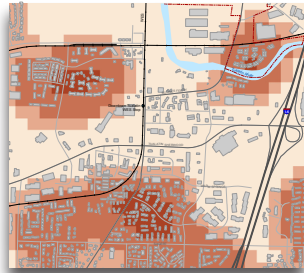
Work leading up to this report included development of several reports and maps, which are briefly summarized below. Information from some of these documents is described further later in this section and complete copies of these documents are found on the Linking Tualatin Web page (www.tualatinoregon.gov/planning/linking-tualatin).

- ▶ **Plan & Policy Review** - provides a summary of state, regional and local policies and regulations that are relevant to Linking Tualatin and identifies areas where coordination is needed to ensure consistency between documents and planning processes.
- ▶ **Project Goals, Objectives & Evaluation Criteria** - outlines project goals and objectives and lists criteria used to compare and evaluate alternative scenarios during the community workshop (see pages 16-21.)
- ▶ **Key Transit Connections Map** - identifies key transit connections between the Transit Ready Places and beyond (regional linkages), as well as needed connections to and between other neighborhoods in Tualatin. The map was developed based on information in the Existing Conditions Report and discussions with city staff and advisory committees.
- ▶ **Existing Conditions Report** - provides a summary of existing conditions related to land use, transportation, infrastructure, development considerations and natural resources for the Tualatin community as a whole and for the specific Transit Ready Places. The information presented is focused on key conditions that are relevant to high capacity transit and to the project purpose. The summary provides a starting point that informs future stages of the Linking Tualatin project.

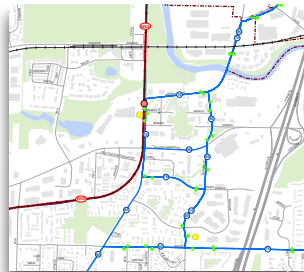
- | | |
|-----------------------------|-------------------------------|
| ▶ Land Use | ▶ Plans & policies |
| ▶ Demographics | ▶ Housing & employment |
| ▶ Market conditions | ▶ Neighborhood amenities |
| ▶ Transportation facilities | ▶ Constraints & opportunities |



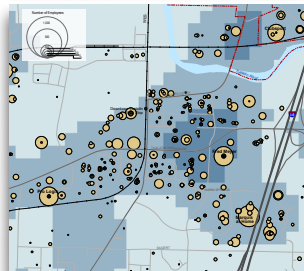
planning districts



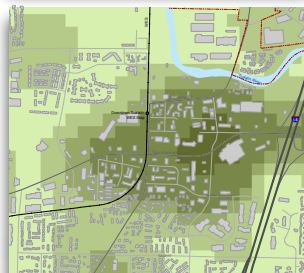
residential density



transit service



employment density



amenity density

- **Constraints & Opportunities Analysis** - describes constraints and opportunities associated with increasing transit services and types of development that will support it in Tualatin's Transit Ready Places. The constraints and opportunities analysis served as the starting point for identification of land use and other recommendations during the community workshop.
- **Transit Ready Place Types** - identifies and describes the character, role and function of a Transit Ready Place. The Transit Ready Place Types were developed to help visualize the possibilities for each area. Each place type has its own distinct character, mix of land uses and activities, transit service and function, type and scale of development, and approach toward the design of public spaces and transportation facilities. Place types include mixed-use center, town center, industrial employment center, business employment district and mixed-use institutional employment.
- **Transportation System Plan (TSP) work** – identifies proposed transit facility and service improvements for the entire community, both within and outside the Linking Tualatin Transit Ready Place areas. These recommendations, along with similar proposals for future improvements related to freight, major transportation corridors, bicycle and pedestrian facilities and Tualatin's downtown area also are being considered and incorporated in Linking Tualatin recommendations. In addition, the TSP update process provides an opportunity to evaluate the impact of land use changes proposed as part of Linking Tualatin on the city's overall transportation system.
- **Existing Conditions INDEX Analysis** – The INDEX software program was used to assess the Transit Ready Places in terms of their current ability to achieve the project's goals and objectives. The INDEX program uses a combination of mapping and calculations to determine how well an area does in providing opportunities for employment, use of transit, ability to walk and bicycle, access to parks and open space and other measures associated with the project goals and objectives. This process is described in more detail on pages 39-40.

This information is described in more detail in the following section of this report. It was incorporated in a multi-day planning workshop conducted from June 4 to June 7 to develop alternatives and recommendations for each Transit Ready Place. These ideas are related to development, transit and other transportation facilities in each area, as well as preliminary implementation strategies

Transit Ready Places Overview



Introduction

Linking Tualatin focuses on land use, transit and supporting transportation recommendations for seven Transit Ready Places within the city. These places are located in key employment or commercial areas in the city and are generally located within the regional Southwest Corridor planning area. These include Bridgeport Village, the Downtown, Meridian Park Hospital and Nyberg Woods, Leveton/Herman Road, Teton, Southwest Industrial and Pacific Financial/124th Avenue areas. The process and criteria used to identify and refine the boundaries for these areas is described in more detail in subsection 3 of this section of this report. The section also summarizes the following:

- ▶ Project goals and objectives, particularly those related to project outcomes associated with land use, transportation and the economy;
- ▶ Existing conditions, opportunities and constraints within Transit Ready Places;
- ▶ Future visions for each area; and
- ▶ Evaluation criteria used to assess how well different alternative recommendations for these areas achieve project goals and objectives.

Project Goals and Objectives

One of the first steps in the Linking Tualatin process was to identify project goals and objectives to guide the process and provide a basis for the evaluation criteria. Project goals are listed below. Some of these goals are more product-oriented (e.g., land use, economy and transportation) and were more directly incorporated in evaluation criteria. Others are more process-oriented and helped guide the process for preparing the report (e.g., community involvement, consistency and coordination, and implementation).

Goal 1 – Community Involvement. Provide meaningful opportunities for citizens to be involved in the Linking Tualatin planning process, including those most directly affected by the outcomes, as well as the community at large.

Objectives

- ▶ Involve major employers, other business owners, institutions and business groups that will benefit from enhanced transit linkages to employment areas.
- ▶ Inform and involve the city's Citizen Involvement Organizations and other established community groups.
- ▶ Provide a variety of tools to allow all citizens of Tualatin the opportunity to learn about and participate in the planning process, including at events or locations they already attend and through the project Task Force and Transit Working Group.
- ▶ Reach out to people and groups that have not traditionally been involved in local planning processes.

Goal 2 – Economy. Enhance transit connections for employers and employees to strengthen Tualatin's economy.

Objectives

- ▶ Identify transit-related improvements that enhance services to Tualatin's businesses, build the local economy, and save businesses, employees and residents' time and money.
- ▶ Create transit connections that provide linkages to and support for other employers in the region and the regional economy.
- ▶ Recommend land use patterns that will result in higher levels of employment and efficiency for local businesses.



Goal 3 – Land Use. Develop land use plans for Transit Ready Places that support future use of transit as part of a multi-modal, convenient, safe, and well-connected transportation system and enhance community vitality and livability.

Objectives

- ▶ Create plans that support existing and planned future industrial/manufacturing, commercial, retail, institutional and other employment uses, including schools and medical facilities.
- ▶ Build on and incorporate objectives from existing community or neighborhood plans, including providing access to commercial and retail services and adequate community facilities and services for residents and workers.
- ▶ Create opportunities for a complementary or supportive mix of land uses in Transit Ready Places, where appropriate, while minimizing conflicts between uses.
- ▶ Preserve the identity and values of single-family neighborhoods while enhancing local transit service to them.
- ▶ Foster types and patterns of development that are conducive to bicycling and walking and will support future high capacity and other transit use and help create healthy, livable employment areas and neighborhoods.
- ▶ Incorporate sustainable development and design practices in proposed land use planning recommendations for Transit Ready Places.

Goal 4 – Transportation Choice and Mobility. Provide a full range of safe, efficient transportation options within and between transit Transit Ready Places, and to other parts of the city and region, particularly linkages between transit and other modes of transportation, including bicycling, walking and driving.

Objectives

- ▶ Implement transportation projects identified in the city's Transportation System Plan, particularly those that increase transit use and reduce travel times.
- ▶ Improve transit connections and services between residential neighborhoods and Transit Ready Places, including east-west connections.
- ▶ Strengthen Tualatin's linkages with the regional transit system (bus, rail, etc.), creating safe, reliable transit service and connections within the city and to other parts of the region for residents, workers and visitors.
- ▶ Improve the ability to access transit services by people walking, bicycling and driving.



Goal 5 – Consistency and Coordination. Coordinate with regional partners to leverage regional resources, while building on and furthering local planning and other community objectives.

Objectives

- ▶ Assess consistency with state and regional policies, goals and objectives, including those for the Southwest Corridor Plan, in Linking Tualatin.
- ▶ Ensure consistency between Linking Tualatin and other local plans and planning processes, including citywide and local area plans.
- ▶ Protect natural resources and promote sustainability, livability and social equity.

Goal 6 – Implementation. Develop common sense, cost-effective and efficient tools and strategies to ensure implementation of project recommendations.

Objectives

- ▶ Identify and prioritize needed public and private investments that will help enhance transit facilities and services and stimulate transit ridership in Transit Ready Places.
- ▶ Develop a phasing plan that provides for a realistic and timely approach to improving transit and related facilities and services.
- ▶ Revise or establish city plans, policies or regulations needed to allow for or encourage transit use and investment.



Transit Ready Place Locations and Boundaries

The city went through an iterative, multi-step process to identify and then refine proposed boundaries for the Transit Ready Places evaluated through Linking Tualatin. These steps included the following:

- ▶ Identified a preliminary set of Transit Ready Places (also called focus areas during earlier stages of the project) based on conversations with city and Metro staff (see Figure 3)
- ▶ Articulated the following criteria for identifying and further refining the boundaries of these areas:
 - ▶ Represent key activity centers for employment, housing or other uses within the Southwest Corridor Planning Area (Figure 8)
 - ▶ Include land uses that support existing or more intense or efficient use of land in the future for housing or employment
 - ▶ Include employment areas not currently well-served by transit
 - ▶ Have potential for improving east-west transit connections, particularly for businesses and their workers, as well as for residents and visitors traveling to destinations within and outside Tualatin
 - ▶ Include existing or potential for transit-supportive transportation facilities, including bicycling, walking or use of shuttles to access transit stations or destinations
 - ▶ Provide access to or potential to connect to existing or planned transit systems such as WES
 - ▶ Preserve and protect existing stable neighborhoods
 - ▶ Optimize public investment

- ▶ Refined and consolidated selected areas for the purpose of describing existing conditions, constraints and opportunities within them (see Figure 4)
- ▶ Reviewed potential boundaries with the Transportation Task Force and Transit Working Group and recommended further refinements (see Figure 5)

Figure 6 shows the Transit Ready Places that were evaluated during the Linking Tualatin multi-day workshop. The boundaries of these areas are consistent with the criteria described above and represent significant input from project advisory groups and citizens in Tualatin.

In addition to developing and refining the Transit Ready Place boundaries, the team worked with community members at the outset of the process to identify a set of key transit connections within Tualatin and between the city and other parts of the region. Figure 7 illustrates these connections. A preliminary draft of this map was developed after an initial meeting with city staff, other members of the project team, local business leaders and representatives of Metro, Tri-Met, the Tigard-Tualatin School District and others. The map was subsequently refined based on feedback from the Transportation Task Force and Transit Working Group. This map was further updated as part of the Linking Tualatin and Transportation System Plan update processes to identify more specific ideas for future transit facilities and services which have been incorporated in this report.

Finally, Figure 8 shows the location of the regional Southwest Corridor Planning area, including the area that is within the City of Tualatin. This location is important in understanding how ideas for the Linking Tualatin project focus primarily on this area, as opposed to portions of the community outside of it.

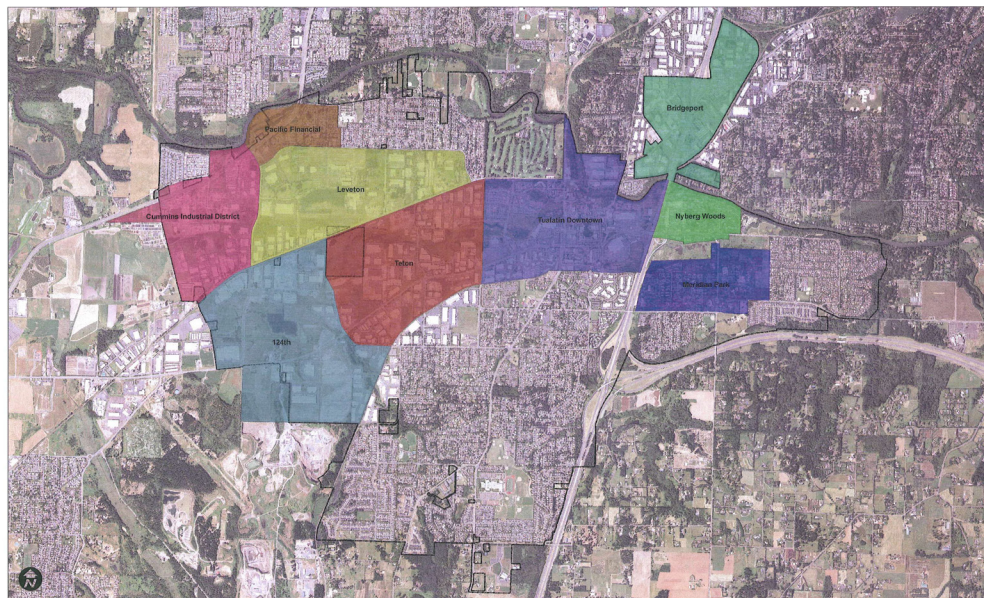


Figure 3. Initial Transit Ready Places

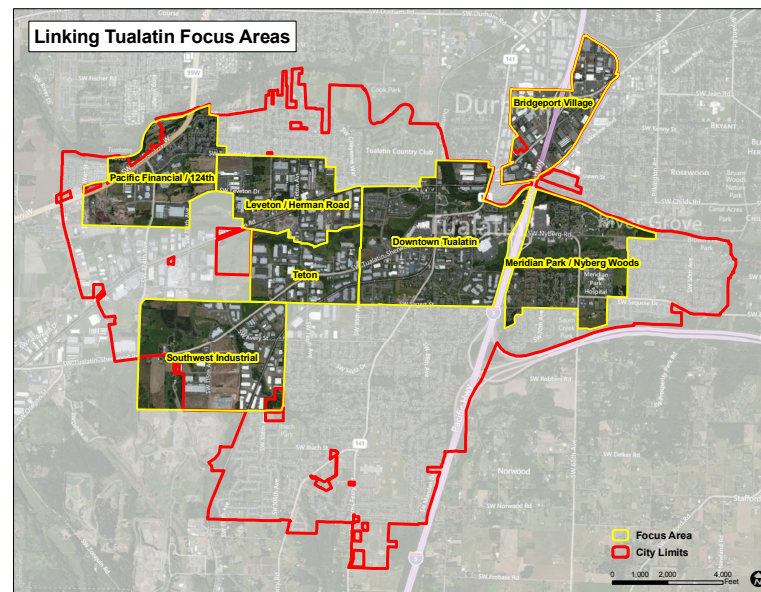


Figure 5. Third version of Transit Ready Places

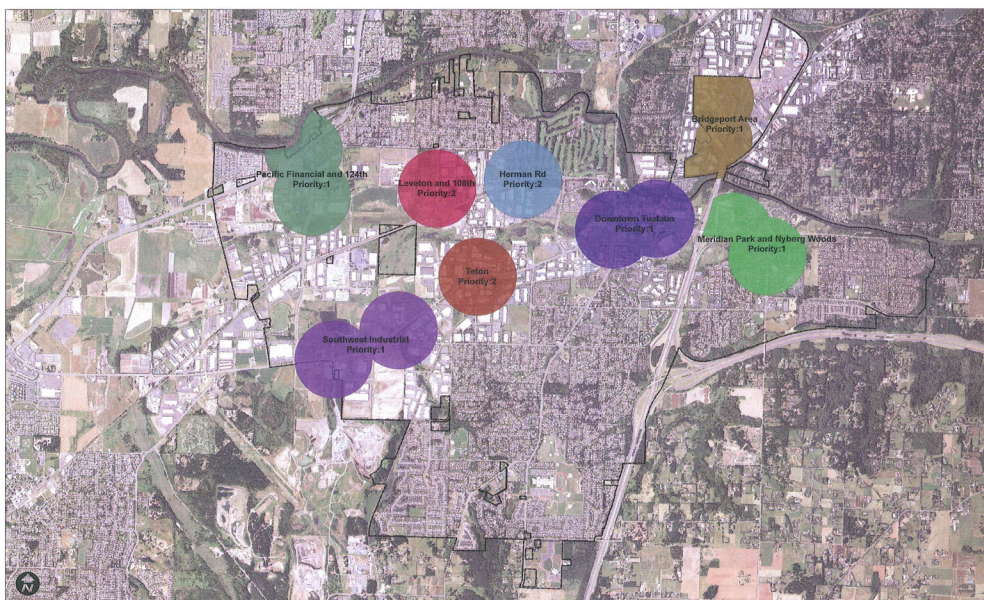


Figure 4. Second version of Transit Ready Places

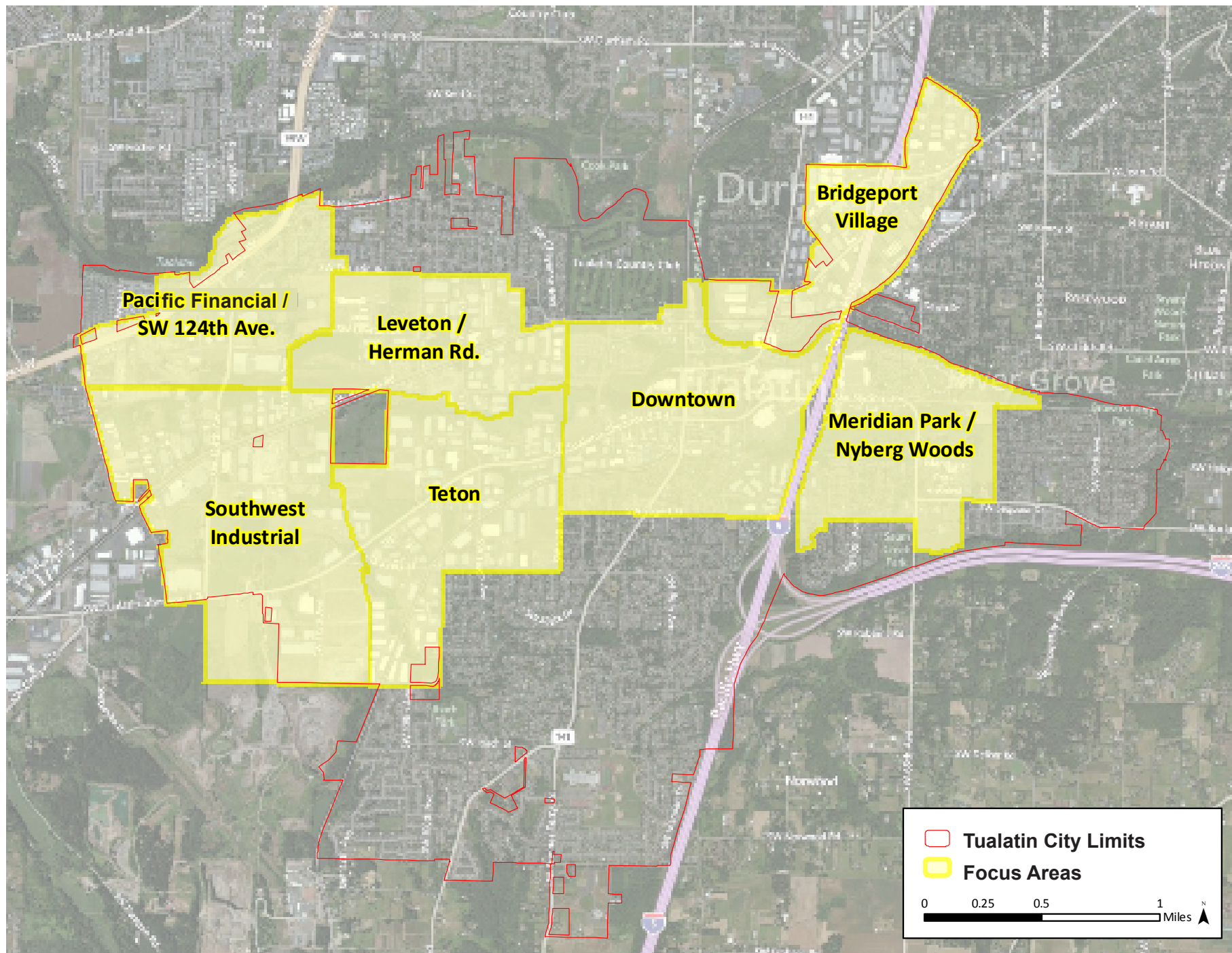


Figure 6. Final Transit Ready Places

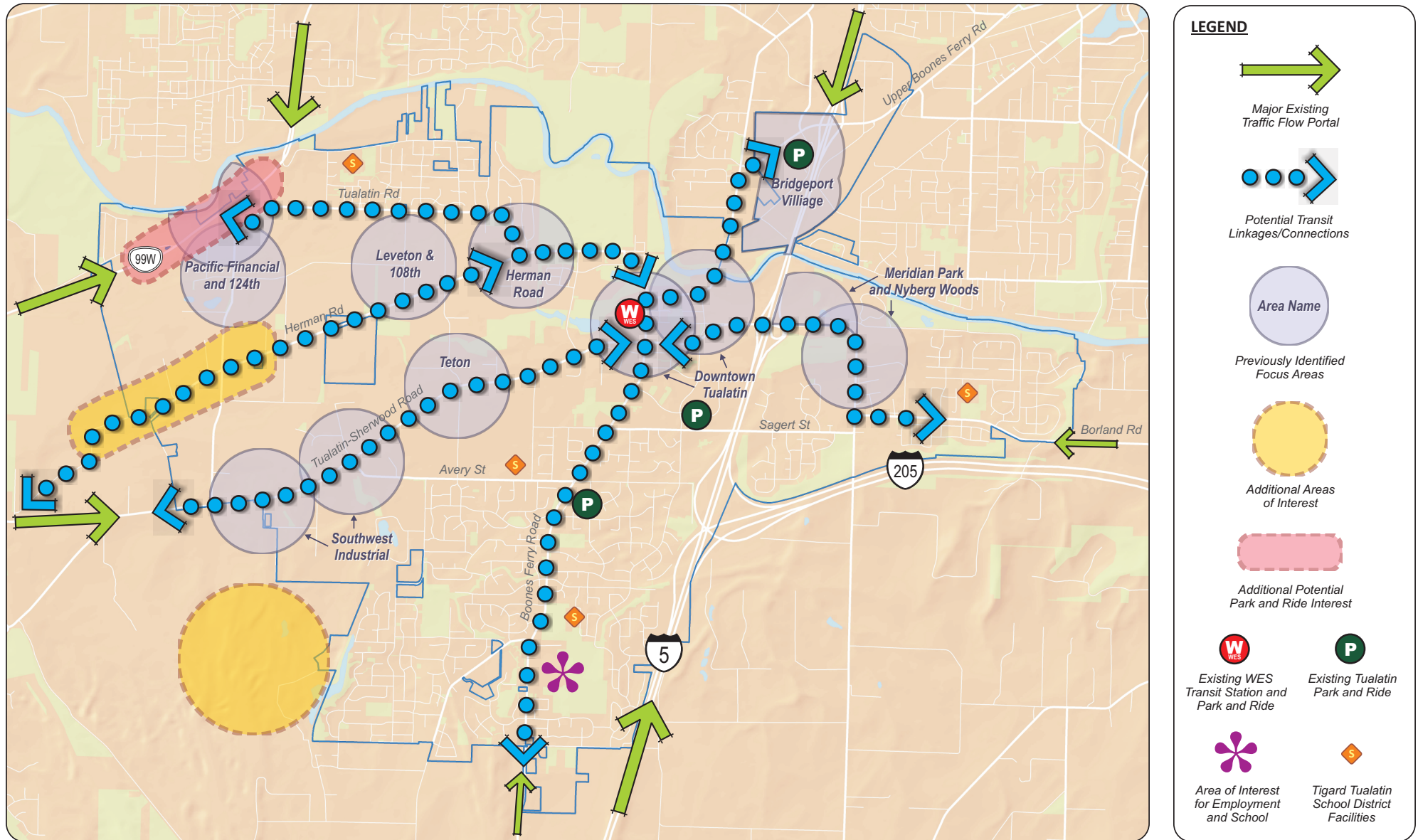
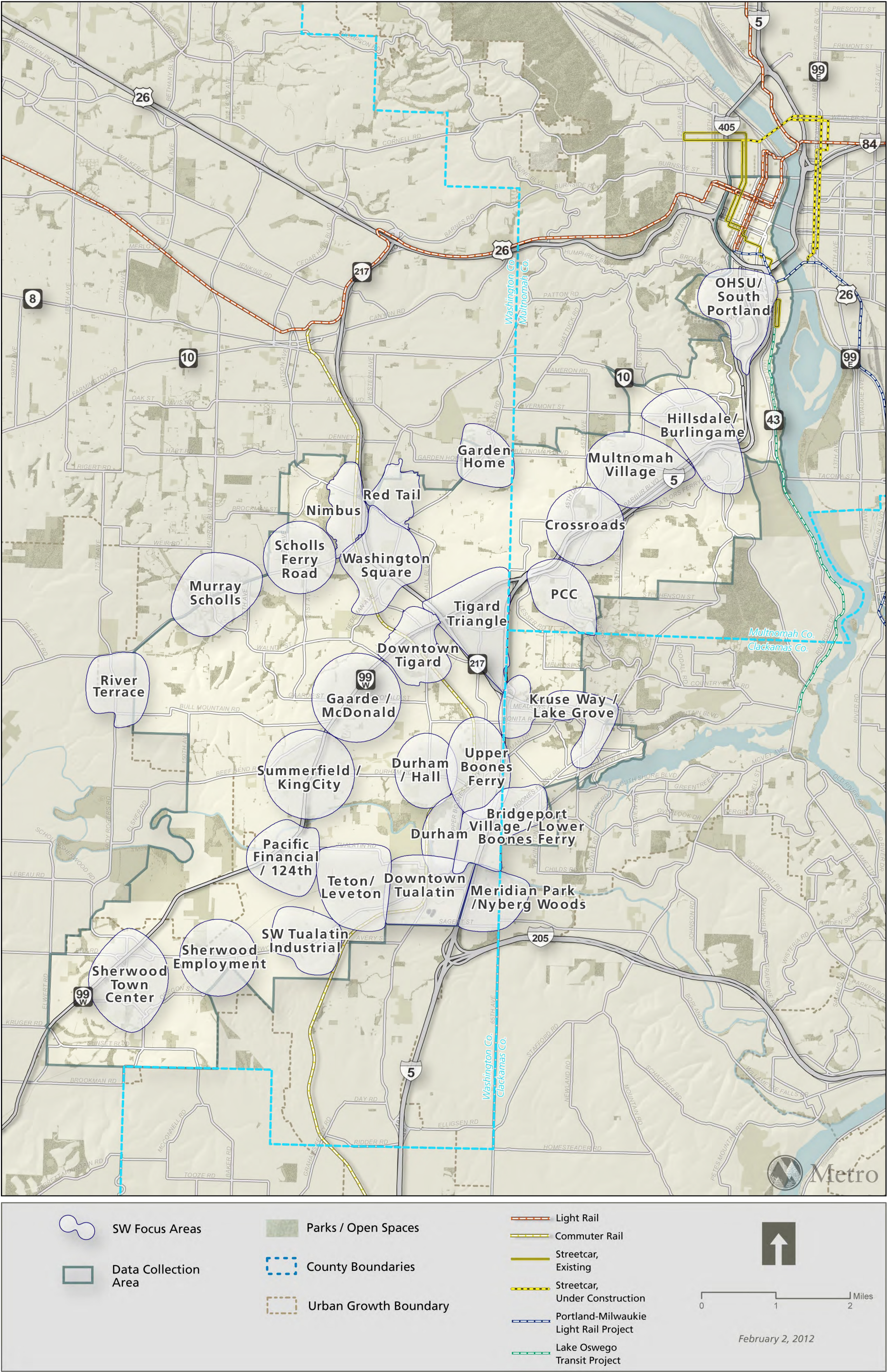


Figure 7. Transit Connections Map

Southwest Corridor



Existing Conditions, Constraints and Opportunities



As mentioned previously, an early step in the Linking Tualatin process included an assessment of existing conditions in Tualatin as a whole and in the individual Transit Ready Places. The Existing Conditions Report provides a summary of existing conditions related to land use, infrastructure, demographics, market conditions, transportation facilities, neighborhood amenities, housing and employment and natural resources. The information presented in that report is focused on key conditions that are relevant to high capacity transit and the project goals and objectives. The report provides a baseline of information about the community and the Transit Ready Places that informed future stages of the Linking Tualatin project, including the constraints and opportunities analysis and development and refinement of alternatives for Transit Ready Places. Because existing conditions information at the community level was recently gathered and summarized as part of the Tualatin TSP update, that information was relied upon and incorporated into the Linking Tualatin Existing Conditions Report where appropriate.

The Constraints and Opportunities Report prepared for Linking Tualatin describes each Transit Ready Place in terms of its potential barriers to and prospects for increasing transit service in the area. Because work-related trips comprise the largest share of all trips by transit (59 percent), creating a higher concentration of jobs in the Transit Ready Places is a key emphasis of the report. In addition to employment density, providing a mixture of uses within employment districts is also vital to encouraging commuters to travel to work by transit. The report also focuses on the importance of pedestrian accessibility and comfort, and building and site design for improving transit-readiness. Figures 9 through 14 show the key constraints and opportunities for each Transit Ready Place as identified in the report. A complete copy of the report can be found on the Linking Tualatin Web site (www.tualatinoregon.gov/planning/linking-tualatin).

Bridgeport Village

The Bridgeport Village area is a major regional draw, and as such, has the potential to serve as a key transit destination. Though the area is largely built out, it may attract additional development and redevelopment as the economy improves. In particular, rising land values may incentivize the redevelopment of older, low-rise office and light industrial areas to the north and south of the retail district.

More intensive residential development in the area would provide a greater array of uses and an additional source of transit ridership. However, the relatively low amount of currently developable land will present a challenge for introducing more residential uses to the area, to some degree. Consequently, new development may rely upon redeveloping existing low-intensity parcels.

Large parcels characterized by surface parking lots create a challenge in terms of providing pedestrian connectivity and comfort. There may be an opportunity to create a more structured block system with well-defined streets and sidewalks both within and between surface parking lots. This would result in smaller blocks, improved wayfinding, and safer pedestrian routes (as opposed to vehicle-only aisles and driveways).

An additional challenge to creating a pedestrian-friendly transit district is the wide, 5-lane design of Bridgeport Road and Lower Boones Ferry, the major east-west arterial in the area. The wide roadway creates a potentially uncomfortable environment for pedestrians.

Constraints

Development / Physical Conditions

- 1 I-5 creates a physical and psychological barrier, separating east from west.

Connectivity / Pedestrian Realm

- 2 5-lane road design along Bridgeport Road and Lower Boones Ferry potentially uncomfortable for pedestrians (though sidewalk-oriented commercial helps to mitigate).
- 3 Existing retail east of I-5 somewhat auto-oriented, and not conducive to pedestrian activity.

Opportunities

Land Use

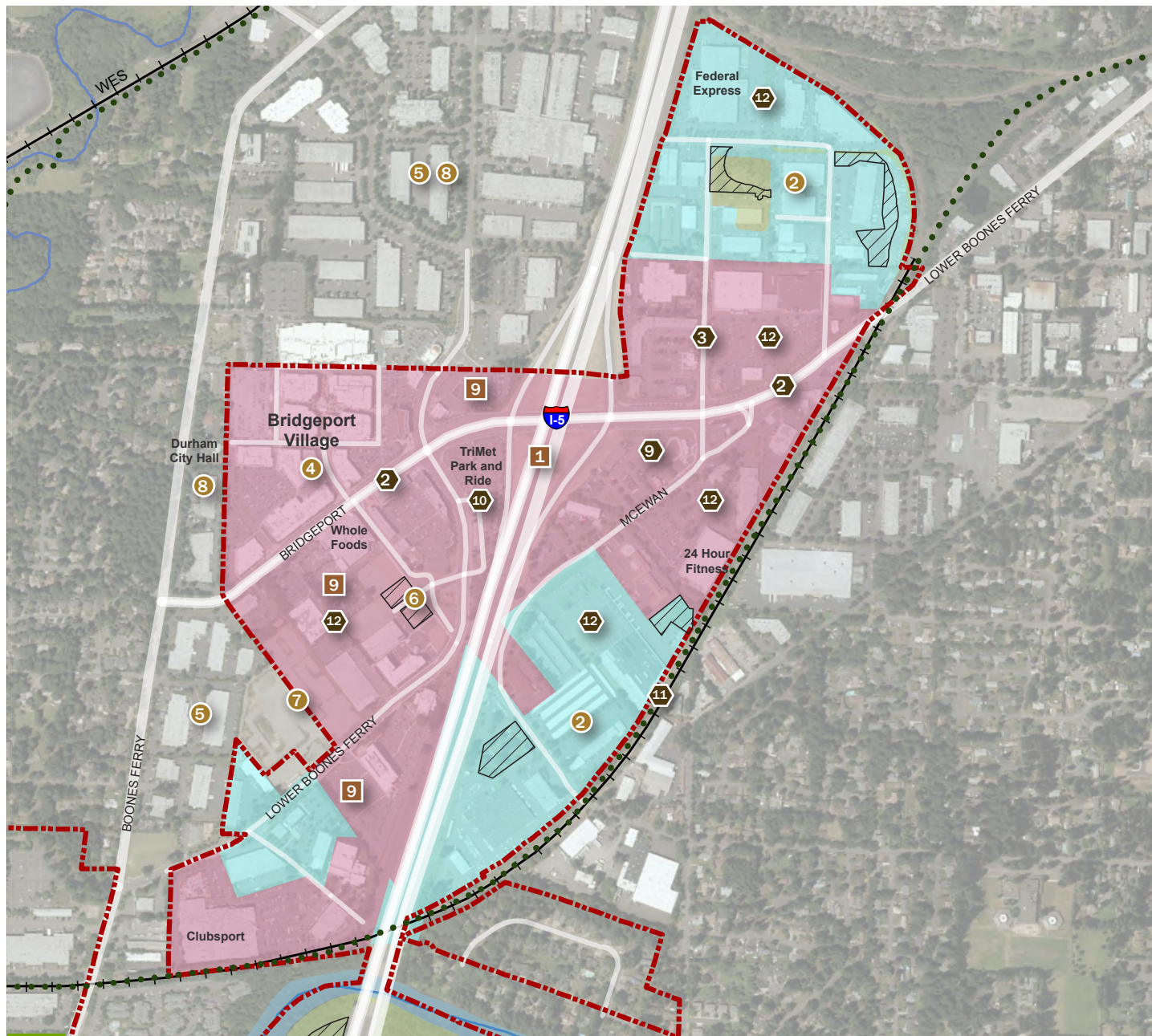
- 4 Bridgeport Village and surrounding retail is a major regional draw, and potential transit destination. Provides an array of services for nearby workers.
- 5 Single-story office and industrial parks may provide some employment-based transit ridership. Potential opportunity to redevelop these low-rise office and light industrial areas with higher densities and more compact development (with a mixture of uses) as the economy improves.
- 6 Opportunity to capitalize on the success of Bridgeport Village, and introduce additional high density residential uses (existing zoning allows multifamily residential and townhomes in parts of the focus area).
- 7 Proposed Alexan development will include apartments as well as live/work units, increasing residential uses in the district.
- 8 Opportunity to coordinate with the Cities of Tigard and Durham in planning for future high capacity transit.

Development / Physical Conditions

- 9 Good access to site from Interstate.
- 10 Opportunity to densify and create new development opportunities by replacing existing surface parking lots with structured parking when financially feasible.

Connectivity / Pedestrian Realm

- 11 Potential to capitalize on existing TriMet facilities and SMART connection.
- 12 Opportunity to connect to planned regional trail.
- 13 Opportunity to improve multi-modal connectivity through large blocks / parcels.



- | Potential Transit Origins / Destinations | Development / Physical Conditions | |
|--|---|---|
| existing commercial | vacant / developable parcels | city limit |
| existing employment / institutional | wetland / natural area | ugb |
| existing med-high density residential | park | railroad |

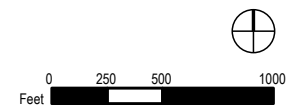


Figure 9. Bridgeport Village Constraints and Opportunities Map

Downtown Tualatin

Downtown Tualatin is home to an array of smaller office and commercial businesses, as well as key civic institutions and several apartment and condominium buildings. The downtown area is zoned to provide a range of retail and services, and as the heart of the community, it is a key destination and potential transit generator. The area is currently served by TriMet bus lines and WES commuter rail. However, many of the commercial uses in the downtown area are currently surrounded by surface parking. There may be an opportunity to improve multi-modal connectivity into and through large blocks and parking areas by creating well-defined streets and sidewalks and/or pedestrian and bicycle paths within and between surface parking lots. This would result in smaller blocks and a well marked and safe pedestrian route (as opposed to vehicle-only aisles and driveways).

Radiating out from the downtown core are office and industrial lands that may provide an employment-based transit destination. However, these employment areas are typically poorly connected to the surrounding street grid, and are surrounded by surface parking. Improving pedestrian connectivity into and through these large blocks and parcels may help to render these areas more transit-friendly.

The perimeter of the downtown area currently provides some medium to high density residential uses, potentially offering another source of transit ridership. However, high-density residential areas in the northwest portion of the focus area are physically separated from the remainder of the area by a creek and protected wetland. Introducing a larger degree of residential and mixed use developments within the downtown core may help to provide ridership for high capacity transit in the future while implementing the strategies within the Tualatin Town Center Plan calling for greater mixed-use development in the town center.

The supply of smaller parcels in the downtown area lends itself to smaller-scaled, pedestrian-oriented development. However, the supply of vacant or developable land is somewhat limited. Furthermore, the auto-oriented nature of the major arterials in the area may disincentivize pedestrian activity.

Constraints

Land Use

- 1 Some existing medium to high density residential, but many developments are poorly connected to the surrounding street grid.

Development / Physical Conditions

- 2 Few vacant / developable parcels.

Connectivity / Pedestrian Realm

- 3 Wide arterials potentially uncomfortable for pedestrians (though sidewalk-oriented commercial helps to mitigate).

Opportunities

Land Use

- 4 Downtown Tualatin and its associated commercial and civic uses may serve as a potential transit destination.
- 5 Surrounding employment areas may serve as a potential transit destination (with improved connectivity).
- 6 Support for development and redevelopment of mixed-use and higher-density housing in the Downtown (including along Boones Ferry Road) per the Tualatin Tomorrow and Tualatin Town Center Plans.

Connectivity / Pedestrian Realm

- 7 Potential to capitalize on existing transit facilities, including WES commuter rail, regional bus service, and local vanpool and shuttle services.
- 8 Potential to improve multi-modal connectivity into and through large blocks / developments.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail and other existing / planned paths.
- 10 Bridge over wetland area helps to connect multi-family development to commercial areas and WES stop.

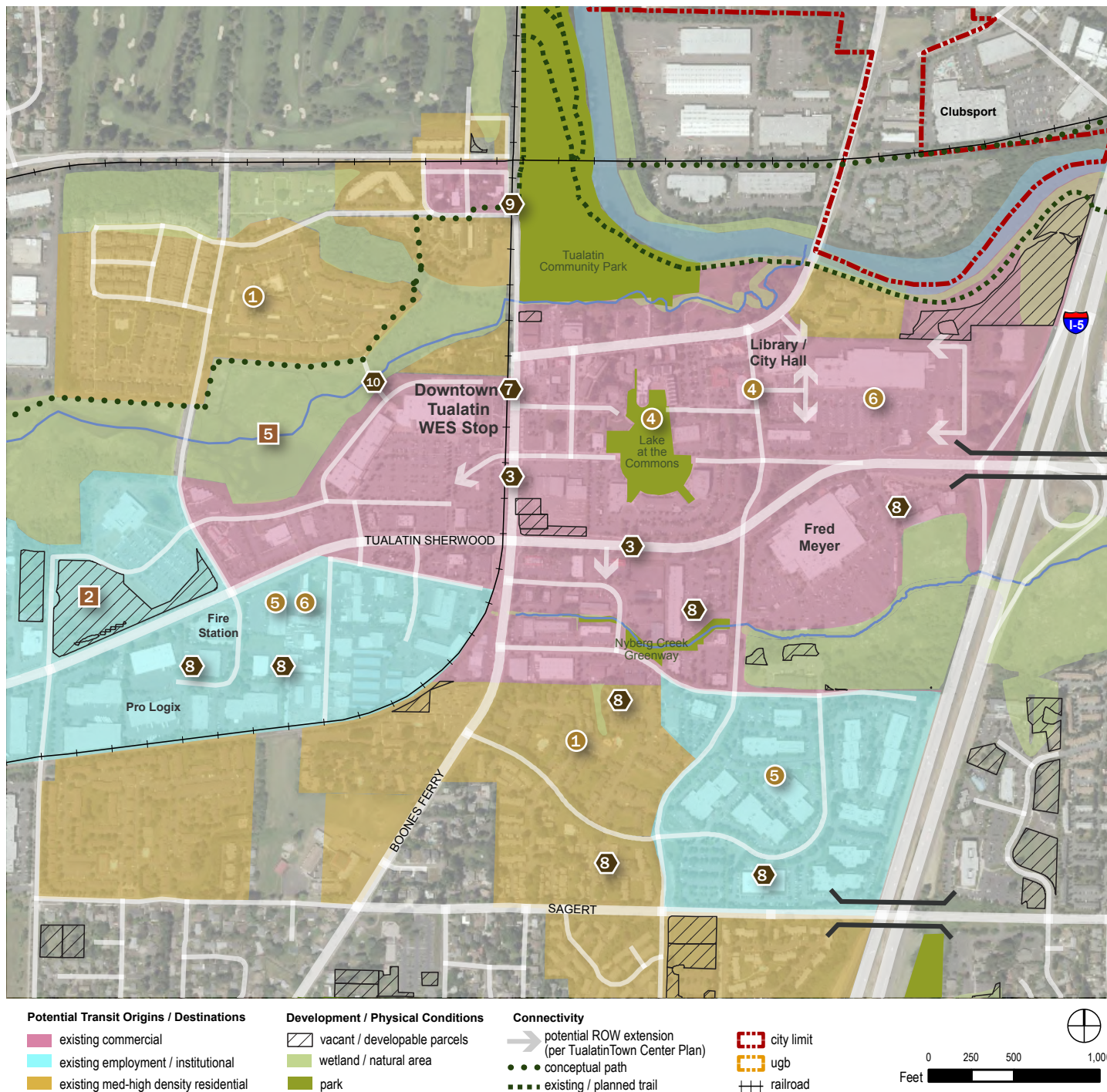


Figure 10. Downtown Constraints and Opportunities Map

Meridian Park / Nyberg Woods

The Meridian Park / Nyberg Woods focus area includes the Legacy Meridian Park Hospital complex, and its associated ancillary medical office uses. As the city's largest employer, the hospital and surrounding medical uses have the potential to serve as a major transit destination. However, commercial uses that might provide amenities and services to these health care workers (and potential transit riders) are somewhat limited at present. While there is a cluster of commercial uses along Nyberg Road located within 1/4 mile of the employment uses, connectivity to this commercial area is minimal due in part to a large wetland that divides the focus area. Furthermore, the 5-lanes of traffic along Nyberg Road renders the area somewhat uncomfortable for pedestrians. Encouraging workers to commute by transit, therefore, may rely upon providing a greater array of commercial services within a safe and comfortable walking distance of the job center.

While there is a significant amount of medium to high density residential uses within the focus area that may potentially provide ridership for transit, these developments are located within large parcels with limited pedestrian connectivity (many provide only one point of access into and out of the block or parcel).

Constraints

Land Use

- ① Existing commercial development along Nyberg primarily auto-oriented, and a potential deterrent to pedestrian activity

Development / Physical Conditions

- ② Large, undevelopable wetland creates a physical barrier and divides the focus area.
- ③ Steep terrain may create difficult walking conditions.
- ④ I-5 creates a physical and psychological barrier, separating east from west.

Connectivity / Pedestrian Realm

- ⑤ 5-lane design of Nyberg Road potentially uncomfortable for pedestrians.
- ⑥ Limited pedestrian connectivity into and / or through large blocks / development parcels.

Opportunities

Land Use

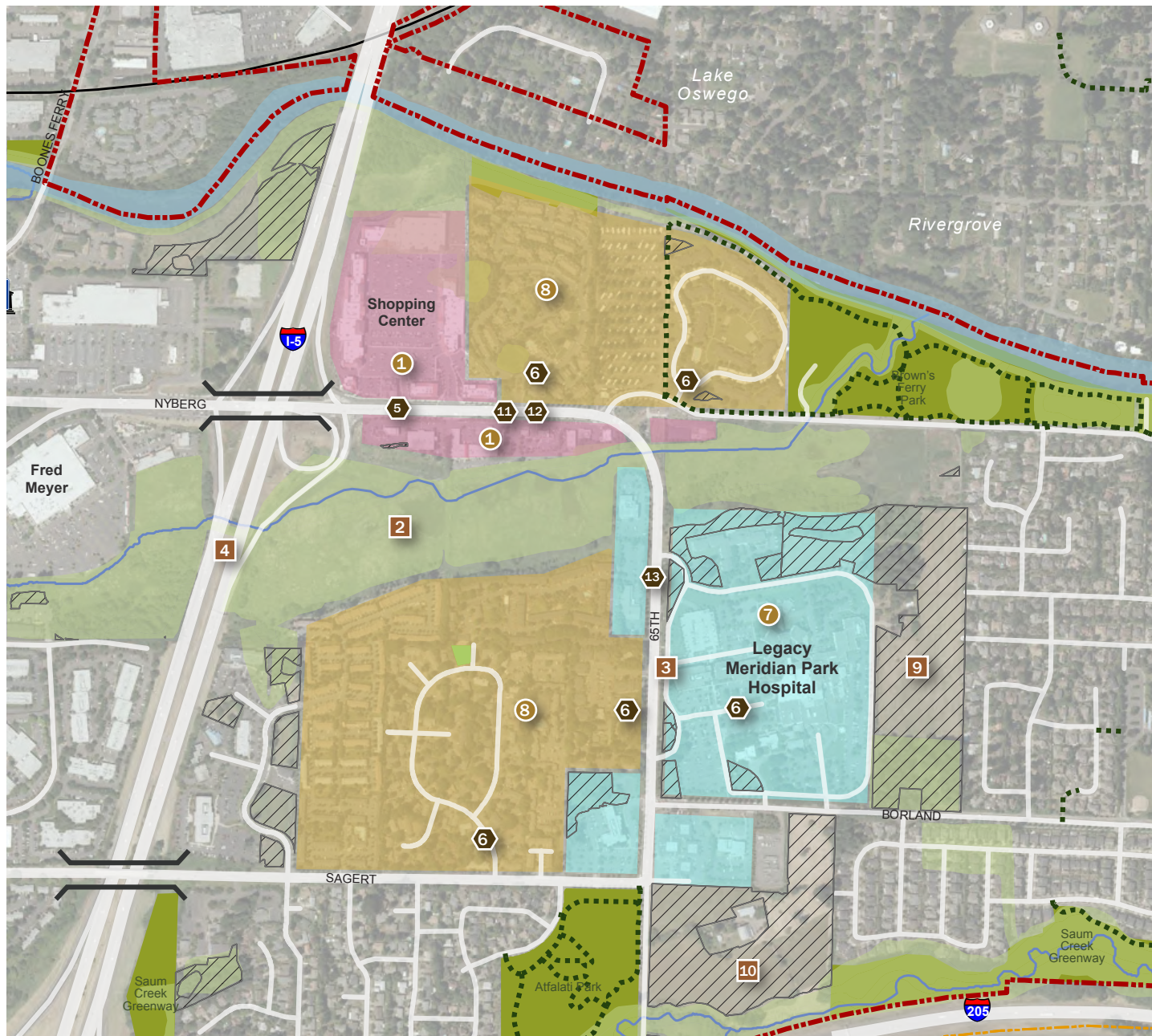
- ⑦ Legacy Meridian Hospital (and ancillary medical uses) a major employment generator, and potential transit destination.
- ⑧ Existing medium-high density residential may help provide transit ridership.

Development / Physical Conditions

- ⑨ Opportunity for future hospital expansion to provide good multi-modal connections to surrounding street grid and adjacent developments (parcel owned by Meridian Park Hospital).
- ⑩ Large developable parcels south of the medical center (potentially suited for medical, office, or multi-family uses).

Connectivity / Pedestrian Realm

- ⑪ Good automobile access from I-5 and along Nyberg Road
- ⑫ Area currently served by TriMet bus
- ⑬ Narrower, 3-lane design of 65th relatively pedestrian-friendly.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- existing / planned trail

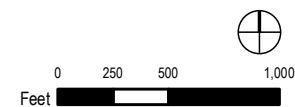


Figure 11. Meridian Park / Nyberg Woods Constraints and Opportunities Map

Teton / Leveton

The Teton / Leveton area is primarily characterized by employment-based land uses with an array of relatively low-density business and industrial users. The district is largely single-use, with few retail or commercial services that cater to the needs of the area's employees. An opportunity may exist to introduce a wider array of uses, in order to create a more self-sufficient employment district and allow employees to commute to work by transit without compromising their access to services during the day. The focus area currently has several large, developable parcels that might accommodate new development.

The Teton / Leveton area is somewhat constrained in terms of multi-modal connectivity. Opportunities may exist to improve multi-modal connectivity into and through large blocks in order to create a smaller street grid or improved system of paths that is more navigable and hospitable to pedestrians and bicyclists.

Opportunities

Development / Physical Conditions

- 1 Creek and wetland area bifurcates the focus area, physically separating north from south.
- 2 Railroad tracks limit connectivity north and south.

Connectivity / Pedestrian Realm

- 3 Wide design of Tualatin-Sherwood Road potentially uncomfortable for pedestrians.

Constraints

Land Use

- 4 The concentration of employment uses may serve as a potential transit destination
- 5 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.

Development / Physical Conditions

- 6 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 7 Narrow cross section of Teton well-suited for multi-modal users.
- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail.

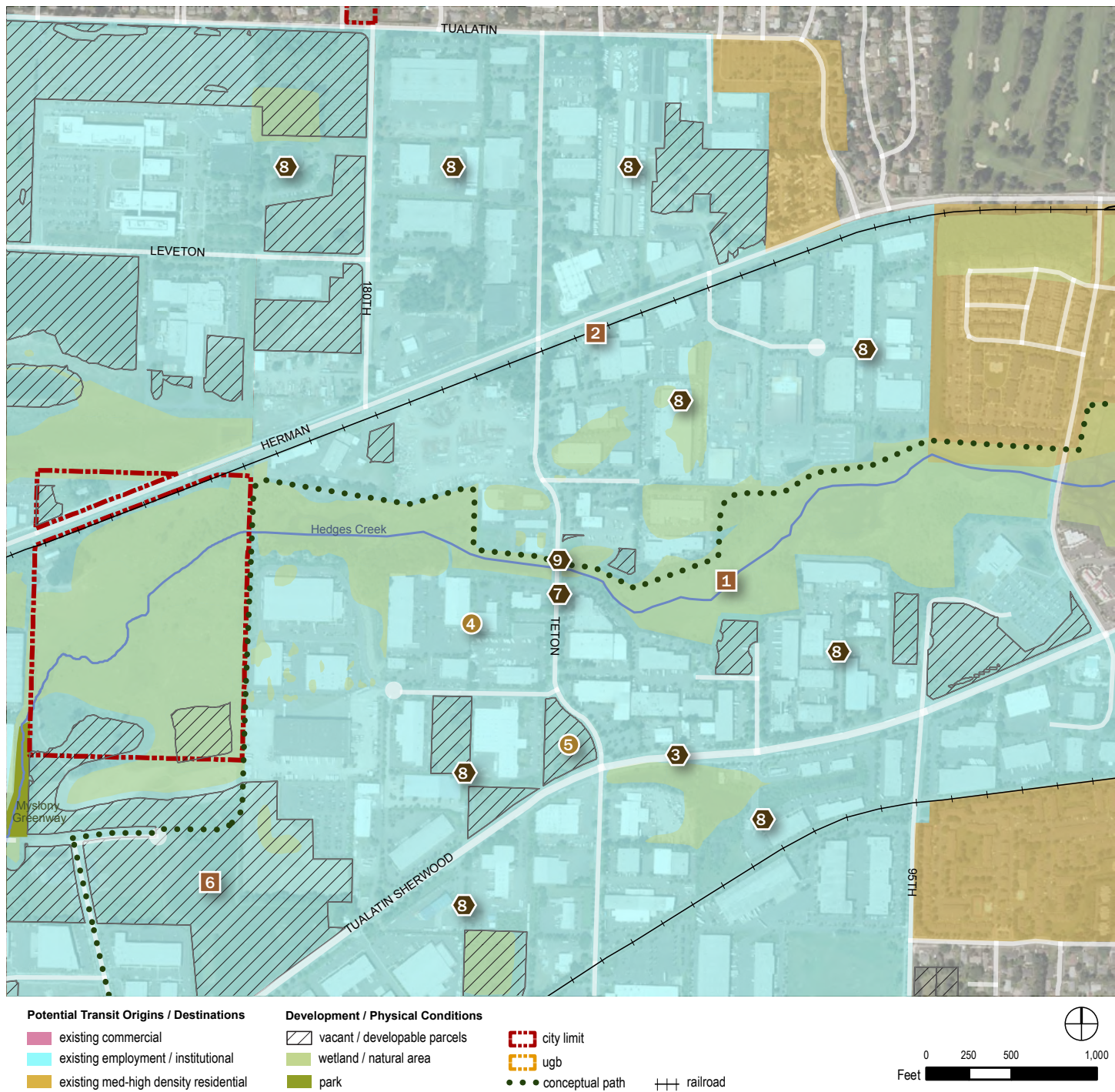


Figure 12. Teton / Leveton Constraints and Opportunities Map

Southwest Industrial

Like other west-side focus areas, the Southwest Industrial area is primarily characterized by employment-based uses, with an array of low-density business and industrial users. Like other employment-based focus areas, an opportunity may exist to introduce a wider array of uses in order to allow employees to commute to work by transit without compromising their access to services during the day. The focus area does have several large, developable parcels that might accommodate new development.

The Southwest Industrial area is characterized by large blocks and development parcels. Opportunities may exist to improve connectivity into and through large blocks in order to create a smaller street grid that is more navigable and hospitable to pedestrians. Furthermore, the auto-oriented, high volume nature of Tualatin-Sherwood Road may be potentially uncomfortable for pedestrians. Opportunities may exist to calm traffic along side streets in order to create a more hospitable environment for pedestrians and bicyclists.

Constraints

Development / Physical Conditions

- 1 Large, protected wetland areas will limit development opportunities.

Connectivity / Pedestrian Realm

- 2 Wide design of Tualatin-Sherwood Road potentially uncomfortable for pedestrians.

Opportunities

Land Use

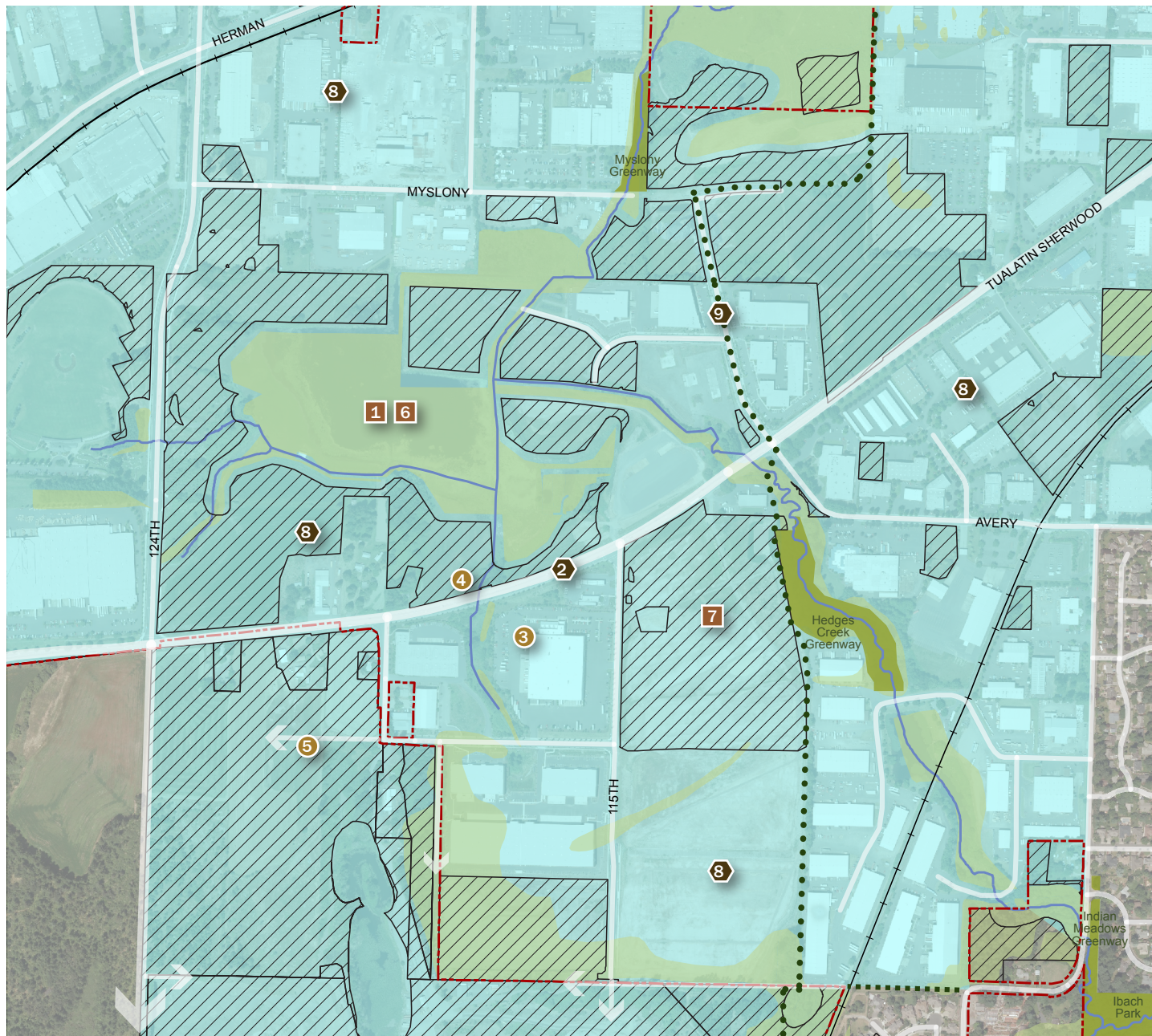
- 3 The concentration of employment uses may serve as a potential transit destination.
- 4 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.
- 5 Proposed commercial service area per the Southwest Concept Plan will help to provide needed services in the area.

Development / Physical Conditions

- 6 Protected wetland areas a potential natural amenity.
- 7 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

Connectivity

- potential ROW extension (per Southwest Concept Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad

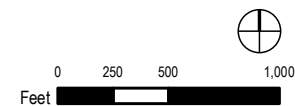


Figure 13. Southwest Industrial Constraints and Opportunities Map

Pacific Financial / 124th

Like other western focus areas, the Pacific Financial 124th area is primarily characterized by employment uses, with an array of dispersed business and industrial users, including a few commercial uses along Highway 99. Like other employment areas, an opportunity may exist to introduce a wider array of uses in order to allow employees to commute to work by transit without compromising their access to services during the day. The focus area does have several large, developable parcels that might accommodate new development.

The wide, auto-oriented nature of Highway 99 may present a challenge in terms of encouraging pedestrian activity. However, 99W is a major focus for future regional transit investments. Furthermore, like other west-side focus areas, the Pacific Financial / 124th area is characterized by large blocks and parcels with limited or ill-defined pedestrian connections into and through developments. Opportunities may exist to improve connectivity into and through large blocks in order to create a smaller street grid or improved system of paths that is more navigable and hospitable to pedestrians and bicyclists.

The area does have some medium-high density residential uses that could also provide a source of transit ridership. However, these developments have limited connectivity to the surrounding street grid. An opportunity may exist to improve connectivity into and through these developments.

Constraints

Development / Physical Conditions

- 1 Protected wetland area will limit development opportunities.

Connectivity / Pedestrian Realm

- 2 Wide design of Highway 99 potentially uncomfortable for pedestrians.

Opportunities

Land Use

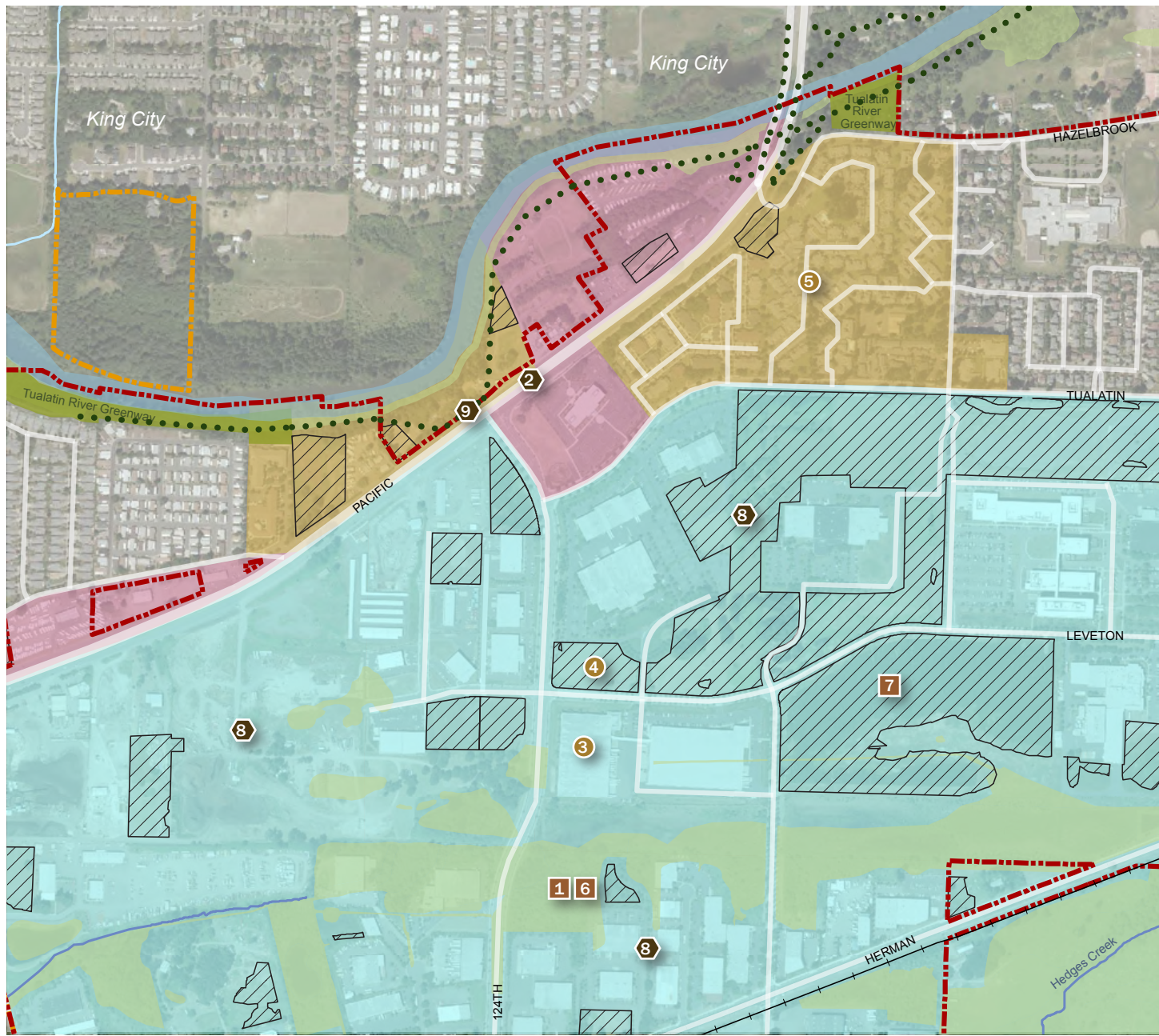
- 3 The concentration of employment uses may serve as a potential transit destination.
- 4 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.
- 5 Existing multi-family developments may provide ridership for future high capacity transit.

Development / Physical Conditions

- 6 Protected wetland areas a potential natural amenity.
- 7 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to planned Westside Trail.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- conceptual path
- railroad

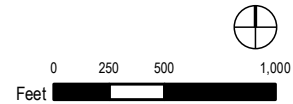


Figure 14. Pacific Financial / 124th Constraints and Opportunities Map

Transit Ready Place Types

In addition to describing existing conditions, constraints and opportunities within Transit Ready Places, the project team developed a set of future visions for how these areas could develop in the future. These visions describe the character and size of new buildings, how transit could serve the area, and the types of roads, walkways and bicycle facilities that would be needed to help people drive, walk and bike within these areas, including helping make connections to future transit. Five different visions were developed. Three of the types represent a mix of housing and businesses, i.e., “mixed use” development. These are similar in some respects to land use types or visions developed for other transit-oriented areas in the region and elsewhere. The other two types represent employment areas without a housing component. The employment place types represent a unique direction, compared to other transit-oriented planning efforts in this region.

In some cases one vision may describe an entire Transit Ready Place. In other cases, particularly in larger or more diverse areas, multiple visions might apply. The process of developing these visions included a consultation with Michael Freedman, a renowned urban designer and planner, who provides cities across the country with advice on how to revitalize downtowns, mixed use centers and commercial strips. Mr. Freedman’s ideas about creating activity centers, gathering places and other locations to spur creativity and community vitality have been incorporated in this planning process.

The following table and images summarize these future visions and were used as a reference for participants and project team members during the multi-day workshop.

Category	Potential Location
Mixed Use Center (Figure 15)	<ul style="list-style-type: none">• Bridgeport Village• Portions of Downtown• Meridian Park/Nyberg Woods
Town Center (Figure 16)	<ul style="list-style-type: none">• Downtown
Industrial Employment Center (Figure 17)	<ul style="list-style-type: none">• Teton• Southwest Industrial Area
Business Employment District (Figure 18)	<ul style="list-style-type: none">• Leveton/Herman Road
Mixed Use Institutional Employment (Figure 19)	<ul style="list-style-type: none">• Meridian Park/Nyberg Woods• Pacific Financial/124th



Figure 15. Mixed Use Center



Figure 16. Town Center



Figure 18. Business Employment District



Figure 17. Industrial Employment Center



Figure 19. Mixed Use Institutional Employment

Evaluation Criteria and INDEX Indicators

Two types of evaluation criteria were developed for use in the Linking Tualatin project: quantitative and qualitative. The quantitative criteria are measurable and tied to specific indicators used in the INDEX software model. One example of a quantitative criteria is the average walking distance or time to a transit stop within a given area. The INDEX model is an assessment program developed by Criterion Planners to compare planning alternatives against a variety of indicators that are quantitative measures of different evaluation criteria. The result of the INDEX assessment is a number on a scale of 1 - 100 that indicates how well the alternative meets the criteria. The qualitative criteria are not strictly measurable but are equally as important in meeting project objectives. An example of a qualitative criteria is whether the report includes feasible strategies for implementation. The qualitative criteria were assessed using a more discretionary approach and based on the experience and knowledge of the project team and public workshop participants.

Some criteria and indicators were weighted differently in different Transit Ready Places. For example, criteria related to the economy goal and objectives had greater weight when applying them to employment-based areas, while indicators related to neighborhood preservation received more emphasis in areas within or adjacent to single-family residential areas. Generally, the evaluation criteria call for a process that achieves the following:

- ▶ Establishes transit-supportive levels of employment (i.e., there are enough projected jobs per acre in a given area to warrant bus or other transit service)
- ▶ Establishes transit connections linking local and regional employment centers
- ▶ Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services
- ▶ Preserves identity of existing residential neighborhoods while enhancing transit service to them
- ▶ Establishes land use patterns that are conducive to walking and biking and support high-capacity transit
- ▶ Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability
- ▶ Implements transportation projects identified in the city's Transportation System Plan
- ▶ Improves east-west transit connections between residential areas and focus areas
- ▶ Creates plans that are consistent with state, local and regional policies, goals and objectives
- ▶ Identifies feasible strategies for implementation

Table 1 shows the INDEX indicators (quantitative criteria) that were used, along with the specific thresholds that were established for this project.

Table 1. Linking Tualatin INDEX Indicator Application Overview

Indicator	Where is it applied?	
	Bridgeport Village Downtown Meridian Park/Nyberg Woods Pacific Financial/124th	Leveton/Herman Teton Southwest Industrial Pacific Financial/124th
Establishes transit-supportive levels of employment.		
Employment (total employees)	X	X
Employment density (employees per acre)	X	X
Non-Residential building density (floor area ratio)	X	X
Establishes transit connections linking local and regional employment centers.		
Average walking distance to the closest transit stop (for employees)	X	X
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services		
Diversity of uses (differences between nearby uses)		X
Average walking distance to grocery stores (for residents)	X	
% of employees within 1/8 mile of a restaurant	X	X
Average walking distance to parks / school yard (for residents)	X	
Preserves identity of existing residential neighborhoods while enhancing transit service to them.		
Population	X	
Housing units	X	
Share of housing that is multi-family	X	
Multi-Family housing density (housing units per acre)	X	
Average walking distance to closest transit stop (for residents)	X	
Jobs/Housing balance (ratio of people to jobs)	X	
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.		
Average block length	X	X
% of streets with sidewalks	X	X
% of streets with bike lanes	X	X
Employees within a 1/4 mile of transit stops		X
% of dwellings within an 1/8 mile of street, bus, bike, or pedestrian facilities	X	
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.		
% of land dedicated to Open Space	X	X
Residential total CO2 emissions (Houses + Vehicle Travel)	X	
Non-Residential total CO2 emissions (Buildings + Vehicle Travel)		X

Transit Ready Place Ideas

Planning Process

Background analysis and planning for Transit Ready Places were described in the previous section of the report. This work served as the starting point for a multi-day community workshop held in early June at the Tualatin Public Library. The intent of the workshop was to work closely with city staff, affected agencies, community members, business owners, and members of the advisory committees to develop and evaluate alternative land use and other scenarios for the Transit Ready Places. The ultimate goal of the workshop was to produce a set of ideas related to development, transit and other transportation facilities in each Transit Ready Place. The workshop program is shown on page 41 and summarized below.

Day One. The project team set up in preparation for the week's activities. They also met with city staff and affected agencies to review and discuss opportunities, constraints and evaluation criteria. An evening open house was conducted to review materials with Tualatin's Citizen Involvement Organizations, Transportation Task Force, Transit Working Group, Park and Recreation Advisory Committee (TPARK), Planning Commission and City Council.

Day Two. Small group focus sessions for each Transit Ready Place to develop preliminary alternative options. The project team evaluated alternatives using INDEX model. The Transit Working Group met to review and discuss alternatives.

Day Three. Small groups worked to refine alternatives for each Transit Ready Place prepared on Day Two and select a preferred alternative. The evening open house was conducted to present and discuss evaluation process and preferred alternatives. On this and the previous day, a transportation planner and market analyst also reviewed preliminary and refined options to ensure they were consistent with transportation and market analysis work conducted earlier in the planning process and would be feasible from those points-of-view.

Day Four. The team worked to document and prepare a summary presentation of the workshop process and results. Evening open house was conducted to present results to Citizen Involvement Organizations, Transportation Task Force, Tualatin Planning Commission, TPARK, and City Council.



Community Workshop

Community members are welcome to attend any of the events below. Best times for general information listed in **blue**.^{*} All events will be held at the Tualatin Library (18878 Southwest Martinazzi).



	Monday, June 4 Review Work to Date	Tuesday, June 5 Develop Land Use Alternatives	Wednesday, June 6 Recommend Preferred Alternatives	Thursday, June 7 Document & Present Workshop Results	
Morning 8:00 to 8:30 am	Targeted input from interested community members on the areas below, covering land use alternatives identification, ranking, & suggested refinements.		Targeted input from interested community members on the areas below, to create/refine preferred alternatives.		Morning 8:00 to 8:30 am
8:30 to 10:00 am		Focus area 1: Bridgeport Village	Focus area 1: Bridgeport Village		8:30 to 10:00 am
10:00 to 11:30 am		Focus area 2: Downtown	Focus area 2: Downtown		10:00 to 11:30 am
Afternoon 12:00 to 1:30 pm	Agency/Technical Staff Review & discuss focus area boundaries & transit oriented place types with public agency partners . Review & discuss opportunities & constraints, evaluation criteria weighting.	Focus area 3: Leveton/ Herman Road	Focus area 3: Leveton/ Herman Road		Afternoon 12:00 to 1:30 pm
1:30 to 3:00 pm		Focus area 4: Teton	Focus area 4: Teton		1:30 to 3:00 pm
3:00 to 4:30 pm		Focus area 5: Southwest Industrial	Focus area 5: Southwest Industrial		3:00 to 4:30 pm
4:30 to 6:00 pm		Focus area 6: Meridian Park/ Nyberg Woods	Focus area 6: Meridian Park/ Nyberg Woods		4:30 to 6:00 pm
Evening 6:00 to 7:30 pm	Open House/ Welcome Workshop Review focus areas, transit oriented place types, & evaluation criteria with CIOs, Task Force, TPC, TPARK, & City Council (6-8 pm). Informal presentations at 6 & 7 pm to review work & answer questions.	Transit Working Group Meeting (6-8 pm) to discuss focus area alternatives.	Agency/ Technical Staff Review & discuss work on focus areas (6-8 pm).	Workshop Check In Post results of work on focus areas. (6-8 pm)	Evening 6:00 to 7:30 pm
7:30 to 8:00 pm					7:30 to 8:00 pm
		Focus area 7: Pacific Financial/ 124th	Focus area 7: Pacific Financial/ 124th	Workshop Results Presentation of workshop results & next steps to CIOs, Task Force, TPC, TPARK, & City Council (6-8 pm).	

Best times for general information listed in **blue**. Public also invited to attend meetings in **green** that are of interest.

The workshop was widely advertised in order to encourage as much participation as possible. Methods of advertising included:

- ▶ Press release to local newspapers
- ▶ Announcements in the city's Year of Transportation newsletter and on the city's Web site, including pages for Linking Tualatin and the Year of Transportation and on the city's Facebook and Twitter sites
- ▶ Emails to interested parties list, including to members of the Tualatin Transportation Task Force, Transit Working Group, Tualatin Park and Recreation Advisory Committee (TPARK), Planning Commission City Council, Citizen Involvement Organizations (CIOs), city volunteer list (over 800 people), Chamber of Commerce and other groups and individuals who have expressed an interest and/or participated in the project to date
- ▶ Publication of an article in the Tualatin Life newsletter
- ▶ Invitations provided at meetings conducted with several local business representatives interviewed by the project team
- ▶ Notices about the project and workshop posted in the Tualatin Public Library

In addition, city staff and representatives of Commercial Citizen Involvement Organization met with and provided pre-workshop questionnaires to a number of local businesses to get advance and feedback about current commuting habits and needs of employees and ideas about how Transit Ready Places could be developed in the future to better meet the needs of local employers. Staff met with or received questionnaires from the following businesses and groups:

- ▶ Crowley's Granite Concepts
- ▶ Legacy Meridian Park Hospital
- ▶ Lam Research
- ▶ Oregon Nurses Association
- ▶ Portland General Electric
- ▶ Pacific Natural Foods

▶ Precision Wire Components

The workshop was successful, with a committed group of community participants helping to develop, refine and evaluate the alternatives, and ultimately recommend a preferred alternative for each Transit Ready Place. The final presentation on Day Four provided an overview of the entire workshop and documented the evaluation process, including the results of the INDEX model, that led to selection of each preferred alternative.



Summary of Ideas

This section of the report identifies preferred options for each Transit Ready Place, which were developed during the community workshop. Ideas focus on specific topics and relate back to the project goals and objectives established early in the process, as follows:

- ▶ Land use ideas that result in higher levels of employment and efficiency, create opportunities for a mix of appropriate uses, preserve single-family neighborhoods, foster development that is conducive to bicycling and walking, support future high capacity and other transit types and are feasible from a market perspective.
- ▶ Ideas for bicycle and pedestrian facilities that improve the ability to access transit services by people walking and bicycling.
- ▶ Open space ideas that protect natural resources and help create healthy, livable employment areas and neighborhoods.
- ▶ Concepts for city streets that improve the ability to access transit by driving and improve connections with, and access to, the regional transit system.
- ▶ Options for transit facilities and services that implement transit projects identified in the city's TSP, improve transit connections and services between residential neighborhoods and Transit Ready Places, including east-west connections, and create safe, reliable transit service and connections within the city and to other parts of the region.

Following is a summary of specific ideas for each Transit Ready Place, including the following information:

- ▶ Process of developing one or more options for each area
- ▶ Map of proposed alternative summarizing proposed ideas
- ▶ Bulleted summary of key ideas
- ▶ Results of INDEX analysis

Some of the ideas discussed and illustrated in this report have been brought forward into the Linking Tualatin Final Plan. Other options formulated in the community workshop that were not brought forward into the Linking Tualatin Final Plan are preserved in this report. These ideas are presented without



modification as they were developed in the community workshop so that they might serve as inspiration for, and be referred to and built upon in future planning efforts.

As with all untested concepts, the Transit Ready Place ideas presented in this report that were not further refined in the Linking Tualatin Final Plan will need to undergo further evaluation at a later date if they are considered for implementation. This evaluation is expected to include discussion with business and property owners, detailed planning, and additional community conversation.

Bridgeport Village

For the Bridgeport Village area, two initial options were developed during Day Two of the community workshop. On Day Three, selected elements of the two options were combined and refined to form the preferred option, which is shown in Figure 20.

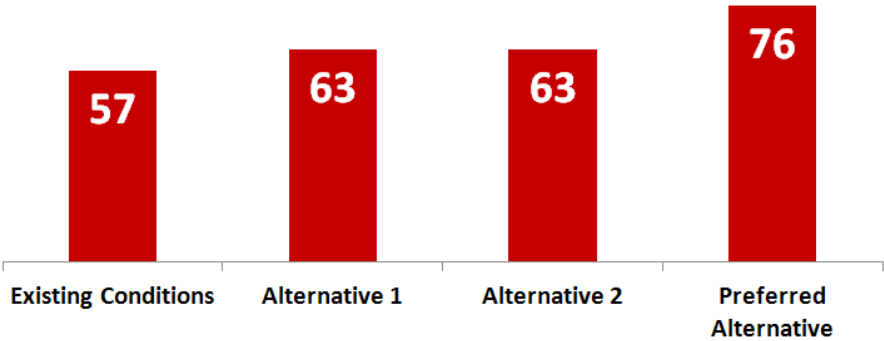
The preferred Bridgeport Village option includes the following ideas:

- ▶ Improve walking and bicycling connections, including a new signal and improved pedestrian crossings on Lower Boones Ferry Road and a new bike/pedestrian crossing over the Tualatin River near the southwest corner of the site.
- ▶ Expand local street system, especially through the new mixed-use area in the southwest corner of the area (PacTrust site).
- ▶ Expand the existing Tualatin park and ride facility and build a structure on the site, including small scale commuter-oriented retail uses on the ground floor (e.g., coffee shop).
- ▶ Create mix of housing, shopping and eating, including PacTrust site, through new mixed-use land use designations.
- ▶ Create commercial development opportunities east of I-5 through new commercial/office land use designations.
- ▶ Create a new park in the northeast corner of the site and a pocket park just north of the new mixed-use (Bridgeport Apartments) development in Tualatin and Durham.

Table 2 shows the results of the INDEX analysis and compares the preferred alternative to existing conditions. As shown, the preferred alternative results in a 20 point increase over the existing conditions score, indicating that 76 percent of project objectives will be achieved.

Bridgeport's relatively high score, compared to other areas including the Downtown, is in part a function of the relatively higher number and density of projected future residents and workers in this area, as well as the relatively short average distance from workers to existing or future potential transit facilities.

Bridgeport Goal Achievement
(% of Objectives Achieved)



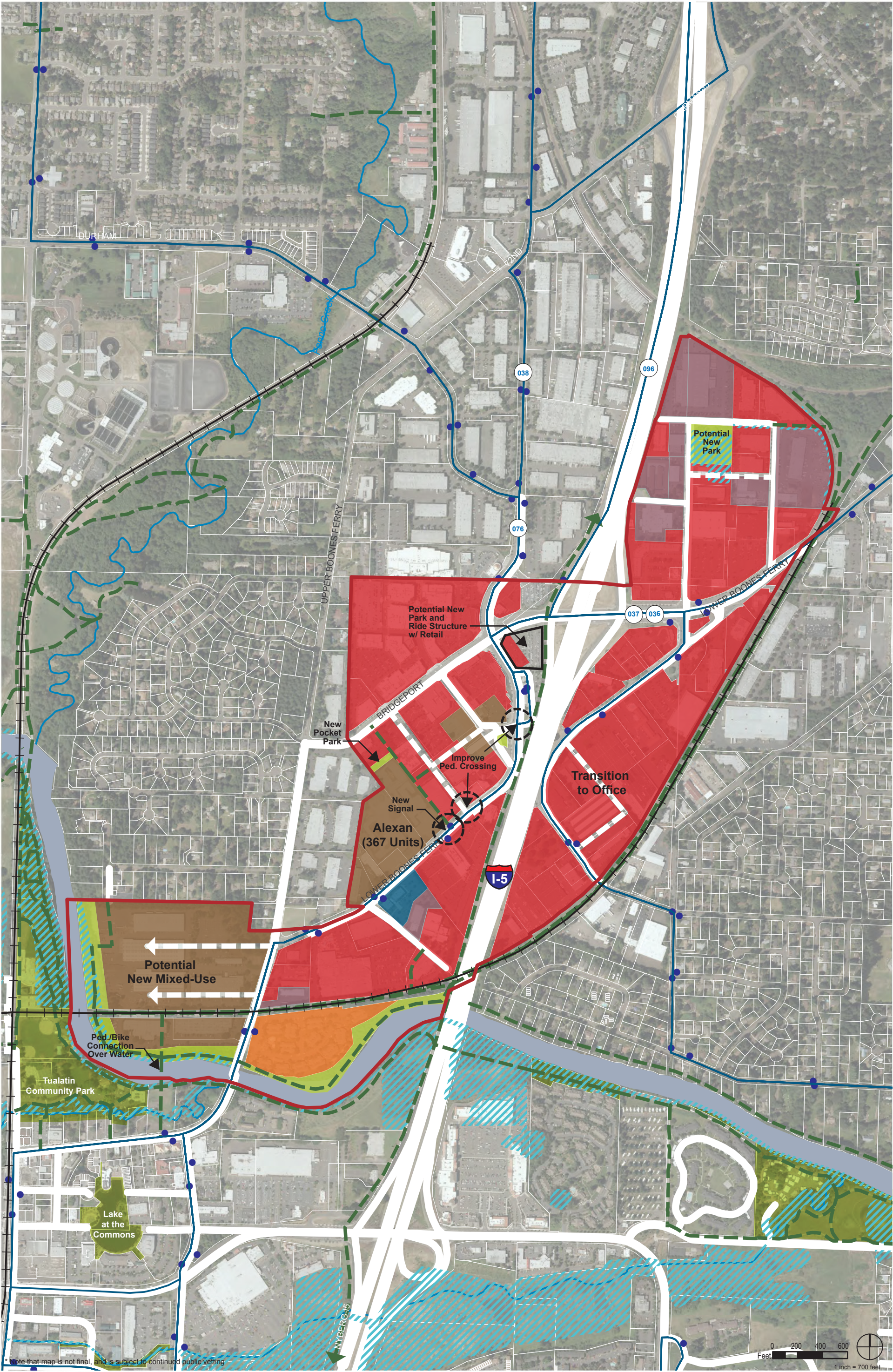


Figure 20. Bridgeport Village Workshop Preferred Alternative



Table 2. Bridgeport Village Preferred Option INDEX Indicator Result Score

Bridgeport Village - Mixed Use Center					
Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2	Scenario 3 (Preferred)
Establishes transit-supportive levels of employment.					
Employment	None	4,216	5,231	5,472	6,136
Employment Density	25+ (employees per net acre)	22.32	27.49	28.54	31.81
Non-Residential Building Density	0.50 + (floor to area ratio)	0.34	0.45	0.51	0.57
Establishes transit connections linking local and regional employment centers.					
Transit Proximity to Employment	Less than 1,000 (feet)	1,208	1,166	1,182	1,031
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services					
Residential walk distance to grocery stores	Less than 1,000 (feet)	2,930	2,783	3,131	2,802
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	87.7	80.6	81.4	97.4
Residential walk distance to park / schoolyard	Less than 1,000 (feet)	3,028	2,530	2,767	988
Preserves identity of existing residential neighborhoods while enhancing transit service to them.					
Population	None	1,248	3,138	2,730	2,994
Dwelling Unit Count	None	577	1,522	1,318	1,450
Multi-Family Dwelling Share	70 to 90 (% of dwelling units)	100	100	100	100
Multi-Family Dwelling Density	20 + (dwelling units per gross acre)	31.46	27.83	26.29	28.09
Transit Proximity to Housing	Less than 1,000 (feet)	546	990	1,145	871
Jobs/Housing Balance	0.80 to 1.20 (employees / dwelling unit)	7.31	3.44	4.15	4.23
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.					
Street Segment Length	300 or less (feet)	841	679	743	697
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	70.2	78.7	73.7	74.8
Bicycle Network Coverage	50% + (% of streets with bike lanes)	40.78	48.54	37.51	66.68
Residential Multi-Modal Access	75% + (% of dwellings w/i 1/8 mile of 3 modes)	90.1	66.9	61	96.8
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.					
Open Space Share	5 + (% of total net area)	3.1	11.4	6.6	5.5
Residential Total CO2 Emissions	None	14,392	14,420	14,389	14,399
KEY		INDEX Rating and Weighting Score			
Score improved		56.9	63.3	63.1	76.1
Score decreased marginally					
Score decreased					

Downtown

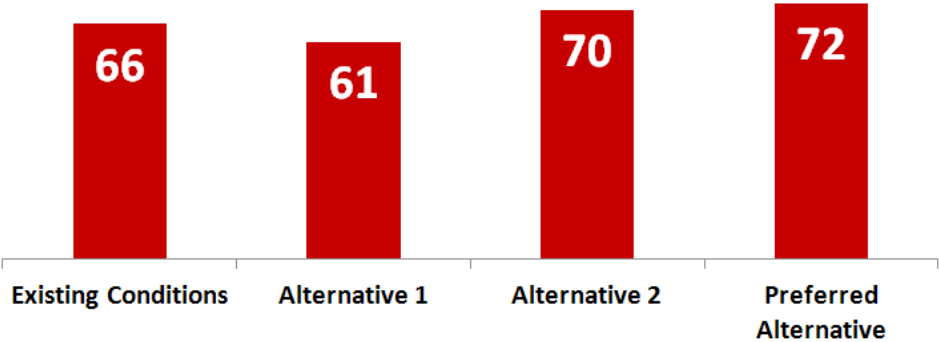
Similar to Bridgeport Village, the workshop process for the Downtown area involved development of two different options on Day Two that were then combined and refined to produce the proposed preferred option. The preferred Downtown option is shown in Figure 21.

Ideas for the Downtown Transit Ready Place include:

- ▶ Improve visibility and vitality of the Commons/Downtown core through the use of a gateway structure, building orientation, and possible new parking structures.
- ▶ Extend commercial uses south of Tualatin-Sherwood Road (west of SW Boones Ferry Road) through new commercial land use designations.
- ▶ Create new walking, bicycling connections, including an improved pedestrian crossing of Boones Ferry Road just west of the Commons.
- ▶ Create local transit service with a potential hub at the WES light rail station.
- ▶ Create walking and bicycling connections to the new mixed-use area to the north (PacTrust property) to improve the downtown's economy and provide more potential transit ridership in the downtown.

INDEX results show that the preferred alternative provides an improvement over existing conditions. The detailed INDEX results are shown in Table 3.

Tualatin Town Center Goal Achievement
(% of Objectives Achieved)



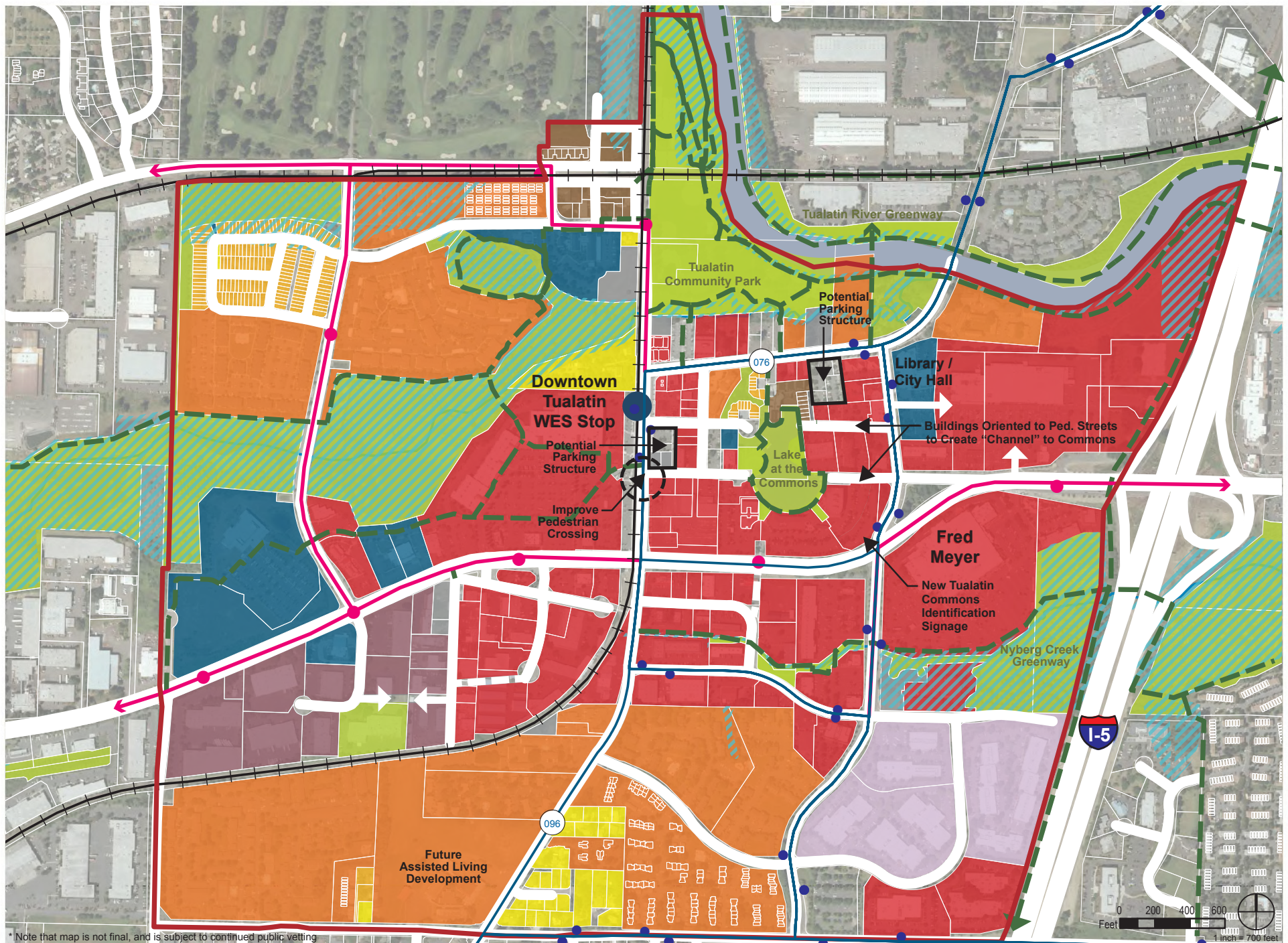


Figure 21. Downtown Tualatin Workshop Preferred Alternative

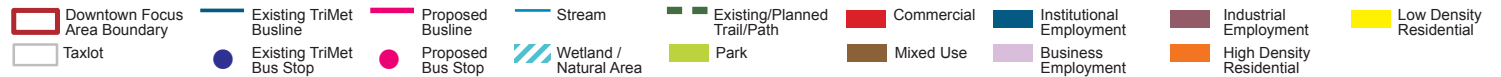


Table 3. Downtown Preferred Option INDEX Indicator Result Score

Tualatin Town Center - Mixed Use Center					
Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2	Scenario 3 (Preferred)
Establishes transit-supportive levels of employment.					
Employment	None	3,682	4,027	5,017	5,324
Employment Density	25+ (employees per net acre)	15.29	16.64	20.23	20.01
Non-Residential Building Density	0.50 + (floor to area ratio)	0.24	0.32	0.46	0.47
Establishes transit connections linking local and regional employment centers.					
Transit Proximity to Employment	Less than 1,000 (feet)	1,126	1,298	840	838
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services					
Residential walk distance to grocery stores	Less than 1,000 (feet)	2,341	2,366	2,539	2,530
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	99.2	99.3	99.4	99.5
Residential walk distance to park / schoolyard	Less than 1,000 (feet)	2,042	2,055	2,364	2,297
Preserves identity of existing residential neighborhoods while enhancing transit service to them.					
Population	None	3,680	6,341	4,599	4,662
Dwelling Unit Count	None	1,945	3,275	2,404	2,435
Multi-Family Dwelling Share	70 to 90 (% of dwelling units)	89.6	93.8	91.6	91.7
Multi-Family Dwelling Density	20 + (dwelling units per gross acre)	17.27	20.24	18.46	18.57
Transit Proximity to Housing	Less than 1,000 (feet)	1,767	1,742	943	1,026
Jobs/Housing Balance	0.80 to 1.20 (employees / dwelling unit)	1.89	1.23	2.09	2.19
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.					
Street Segment Length	300 or less (feet)	529	534	534	507
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	83.3	84.5	83.5	83.8
Bicycle Network Coverage	50% + (% of streets with bike lanes)	43.09	58.2	42.7	69.16
Residential Multi-Modal Access	75% + (% of dwellings w/i 1/8 mile of 3 modes of transit)	90.5	94.8	89	92.5
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.					
Open Space Share	5 + (% of total net area)	11.9	16.9	11.9	15.4
Residential Total CO2 Emissions	None	15,456	15,464	15,421	15,439
INDEX Rating and Weighting Score		65.8	60.7	69.7	71.6

KEY

Score improved

Score decreased marginally

Score decreased

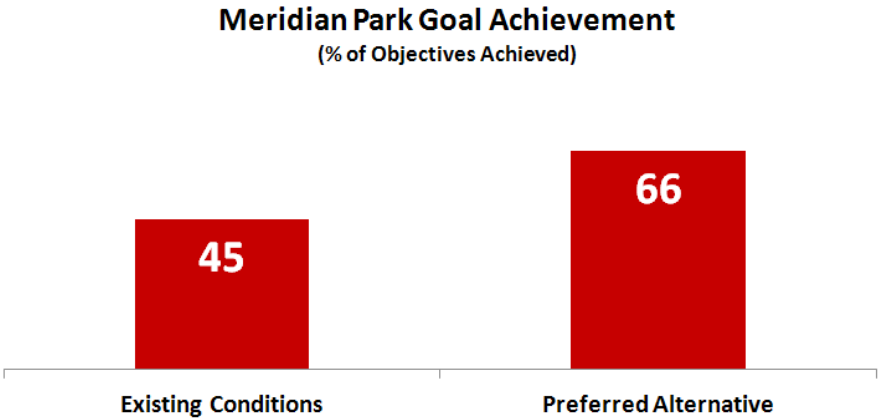
Meridian Park/Nyberg Woods

The workshop process for this Transit Ready Place included development of just one scenario on Day Two. That scenario was then refined and revised during Day Three to form the preferred option. The preferred Meridian Park/Nyberg Woods alternative is shown in Figure 22.

Ideas for this area include:

- ▶ Extend sidewalks and bicycle lanes, particularly on 65th and Nyberg Roads and on the Sagert Bridge.
- ▶ Provide improved pedestrian crossings along 65th near the Meridian Park Hospital.
- ▶ Connect people to existing and planned trails, including new bicycle and pedestrian access at the eastern edge of the area to connect to the existing residential neighborhood.
- ▶ Provide housing, shopping, lodging, and eating opportunities south of Meridian Park Hospital through new commercial and mixed-use land use designations.
- ▶ Provide additional bus service along Nyberg Road and Borland Road to connect to the Tualatin Food Pantry at Rolling Hills Community Church.
- ▶ Create a landscape buffer between the Meridian Park Hospital uses and residential neighborhoods to east and create a looped trail around the site.

INDEX results indicate a significant improvement over the existing conditions baseline, achieving approximately 66 percent of project objectives (compared with 45 percent for the baseline). Detailed INDEX results are shown in Table 4.



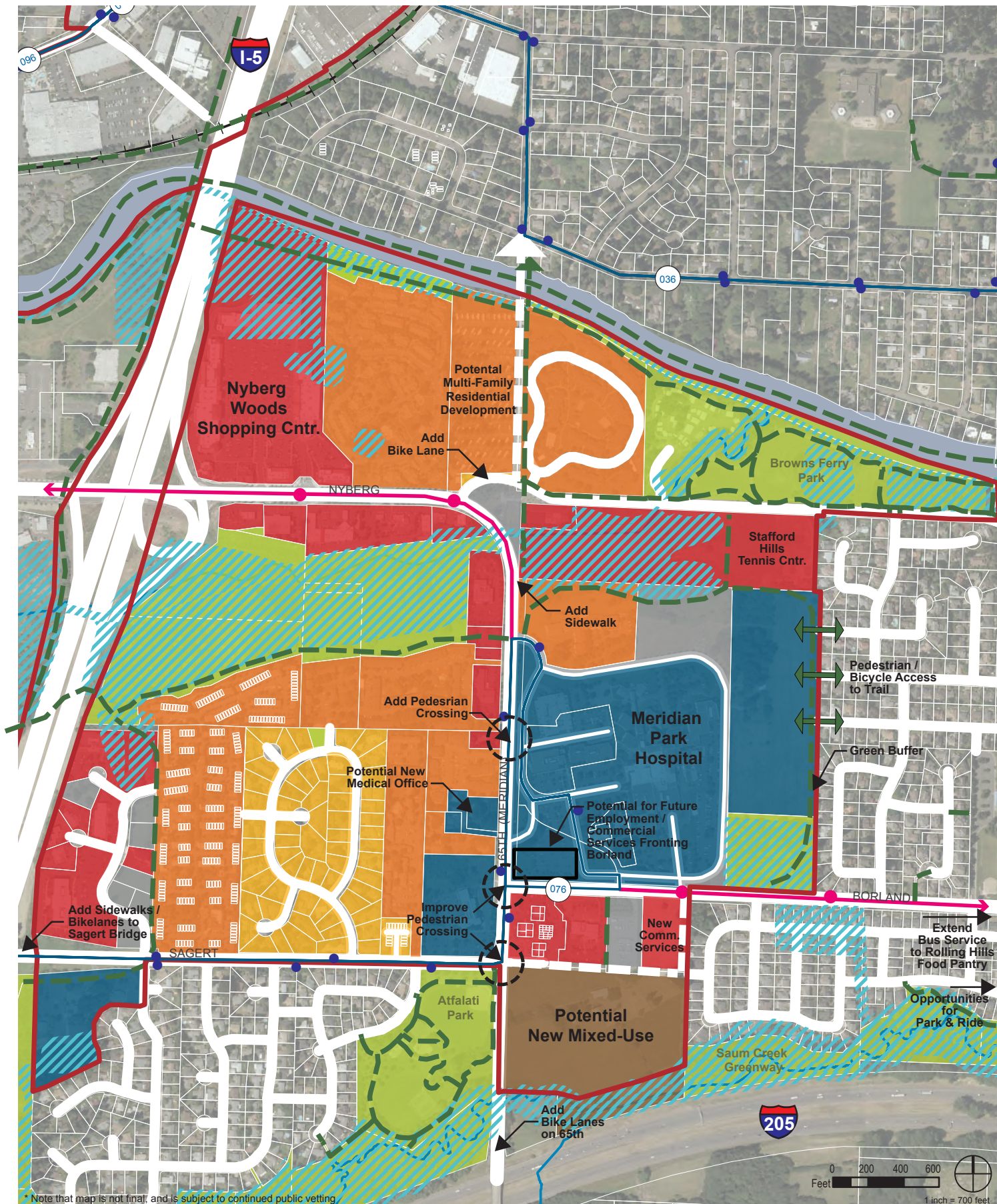


Figure 22. Meridian Park / Nyberg Woods Workshop Preferred Alternative



Table 4. Meridian Park / Nyberg Woods Preferred Option INDEX Indicator Result Score

Meridian Park / Nyberg Woods - Mixed Use Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1 (Preferred)
Establishes transit-supportive levels of employment.			
Employment	<i>None</i>	2,415	3,810
Employment Density	<i>25+ (employees per net acre)</i>	11.94	16.76
Non-Residential Building Density	<i>0.50 + (floor to area ratio)</i>	0.38	0.59
Establishes transit connections linking local and regional employment centers.			
Transit Proximity to Employment	<i>Less than 1,000 (feet)</i>	1,543	1,659
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services			
Grocery Proximity to Housing	<i>Less than 1,000 (feet)</i>	6,561	6,338
Restaurant Adjacency to Employment	<i>75% + (% of employees w/i 1/8 mile)</i>	51	77.6
Park/Schoolyard Proximity to Housing	<i>Less than 1,000 (feet)</i>	1,980	2,029
Preserves identity of existing residential neighborhoods while enhancing transit service to them.			
Population	<i>None</i>	3,521	4,501
Dwelling Unit Count	<i>None</i>	1,858	2,324
Multi-Family Dwelling Share	<i>70 to 90 (% of dwelling units)</i>	88.2	90.6
Multi-Family Dwelling Density	<i>20 + (dwelling units per gross acre)</i>	18.97	20.35
Transit Proximity to Housing	<i>Less than 1,000 (feet)</i>	1,606	1,170
Jobs/Housing Balance	<i>0.80 to 1.20 (employees / dwelling unit)</i>	1.3	1.64
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.			
Street Segment Length	<i>300 or less (feet)</i>	486	501
Pedestrian Network Coverage	<i>90% + (% of streets with sidewalks)</i>	55.5	60.7
Bicycle Network Coverage	<i>50% + (% of streets with bike lanes)</i>	24.97	62.02
Residential Multi-Modal Access	<i>75% + (% of dwellings w/i 1/8 mile of 3 modes of transit)</i>	65.6	83.3
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.			
Open Space Share	<i>5 + (% of total net area)</i>	11.3	10.7
Residential Total CO2 Emissions	<i>None</i>	15,687	15,670
INDEX Rating and Weighting Score		45.2	65.6

KEY

Score improved

Score decreased marginally

Score decreased

Leveton/Herman Road

The workshop process for the Leveton/Herman Road area included development of one scenario on Day Two which was then refined and revised during Day Three to form the preferred option. The preferred Leveton/Herman Road alternative is shown in Figure 23.

Ideas for this area include:

- ▶ Create opportunities for workers and residents to meet daily shopping needs by creating some commercially zoned land at key locations.
- ▶ Provide more local street connections throughout the area.
- ▶ Create new walking and bicycling connections throughout the area, including connections to Tonquin Trail.
- ▶ Add bike lanes and pedestrian facilities to Herman Road.
- ▶ Expand the types of businesses and employers allowed in area through either new land use designations in selected areas or changes to the existing development code
- ▶ Create local bus service along Leveton, Teton and Tualatin, as well as other major streets in the area.
- ▶ Consider the potential for a new community college campus north of Novellus.

Results from the INDEX analysis indicate a significant improvement over the existing conditions baseline, achieving approximately 66 percent of project objectives (compared with 31 percent for the baseline). Detailed INDEX results are provided in Table 5.



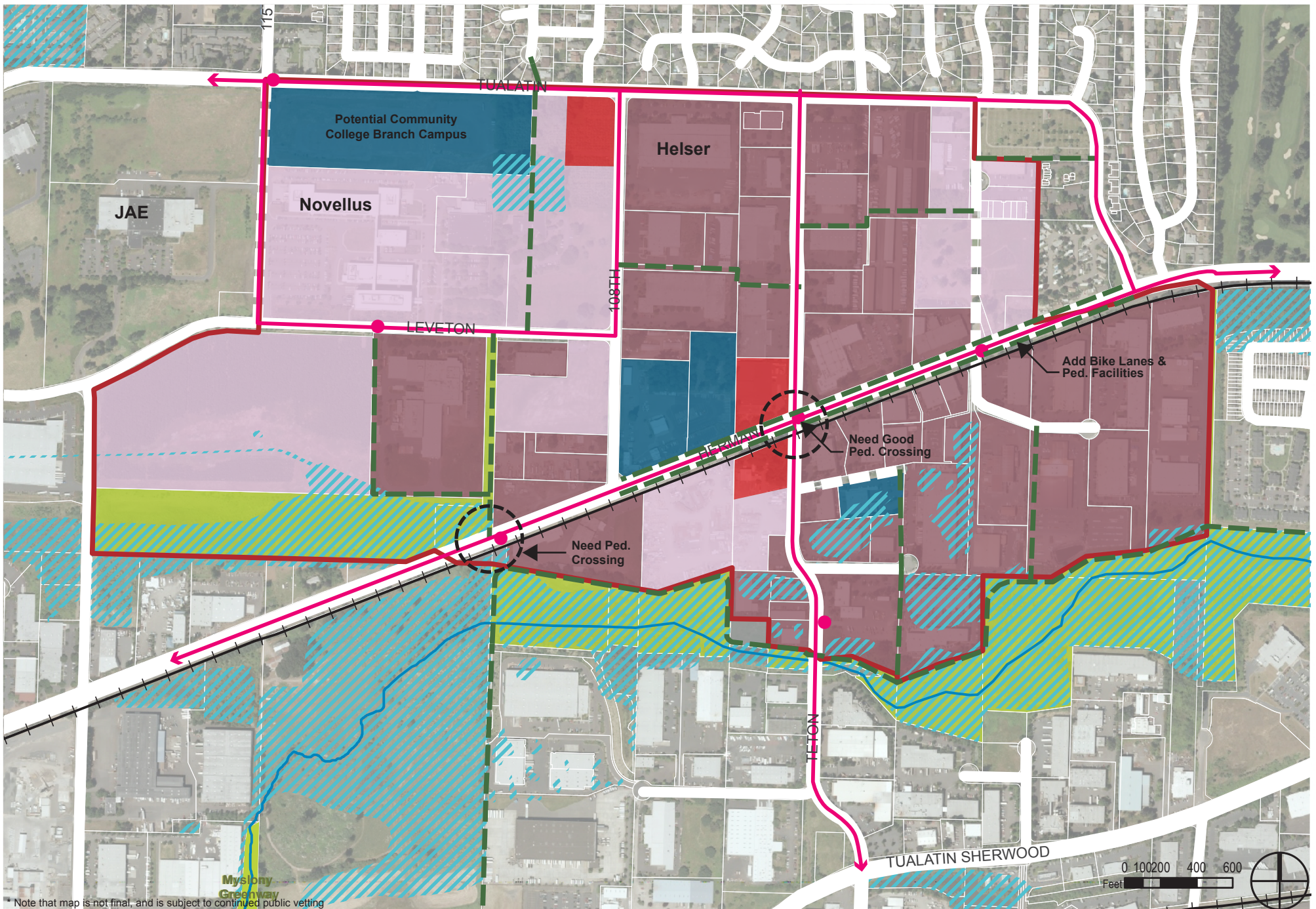


Figure 23. Leveton Workshop Preferred Alternative

- | | | | | | | | | |
|--|--|--|--|---|--|--|--|---|
| Downtown Focus Area Boundary | — Existing TriMet Busline | — Proposed Busline | — Stream | - - - Existing/Planned Trail/Path | Commercial | Institutional Employment | Industrial Employment | Low Density Residential |
| Taxlot | ● Existing TriMet Bus Stop | ● Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |

Table 5. Leveton Preferred Option INDEX Indicator Result Score

Leveton / Herman Rd. - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	<i>None</i>	2,793	3,538	4,907
Employment Density	<i>25+ (employees per net acre)</i>	13.76	15.51	18.63
Commercial Building Density	<i>0.50 + (floor to area ratio)</i>	0.28	0.36	0.48
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	<i>Less than 1,000 (feet)</i>	6,640	1,427	1,134
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	<i>0.60 + (diversity of uses)</i>	0.61	0.61	0.72
Restaurant Adjacency to Employment	<i>75% + (% of employees w/i 1/8 mile)</i>	0	74.3	62.2
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	<i>300 or less (feet)</i>	1,185	1,142	1,062
Pedestrian Network Coverage	<i>90% + (% of streets with sidewalks)</i>	71.4	80.6	83.6
Bicycle Network Coverage	<i>50% + (% of streets with bike lanes)</i>	70.48	99.52	100
Transit Oriented Employment Density	<i>30 + (Employees / net acre w/i 1/4 mile transit stops)</i>	0	15.32	18.72
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	<i>None</i>	26,896	26,892	26,946

KEY

Score improved

Score decreased marginally

Score decreased

INDEX Rating and Weighting Score**31****52.8****65.6**

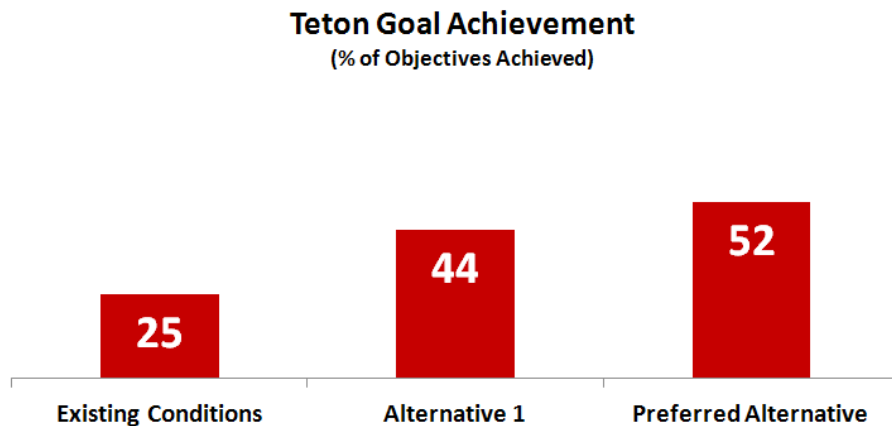
Teton

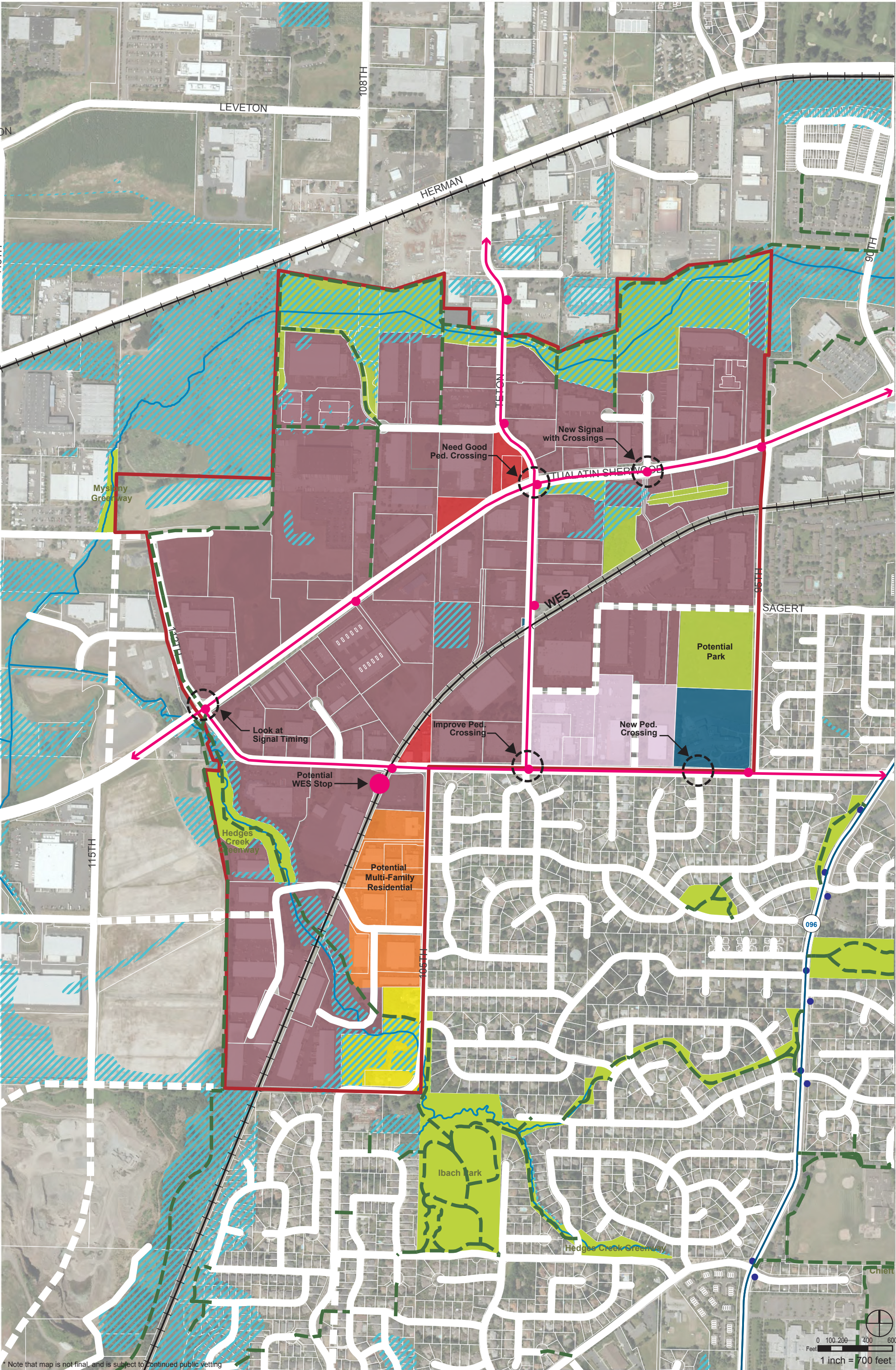
The workshop process for the Teton area involved development of one scenario on Day Two which was then refined and revised during Day Three to create the preferred option. The preferred Teton scenario is shown in Figure 24.

Ideas for this area include:

- ▶ Create opportunities for workers and residents to meet daily shopping needs through new commercial zoning designations at key locations.
- ▶ Provide more local street connections, particularly by extending Sagert west across 95th Avenue to intersect with Teton.
- ▶ Create new walking and bicycling connections throughout the area, including connections to Tonquin Trail.
- ▶ Create new and/or improved pedestrian crossings along Tualatin Sherwood Road and 112th Avenue.
- ▶ Expand the businesses and employers allowed in area through either new land use designations in selected areas or changes to the existing development code.
- ▶ Create local bus service along major roads in the area, including Tualatin Sherwood Road, Teton and Avery.
- ▶ Create housing opportunities south of Avery and west of 105th Avenue through new high density residential designations.

Results from the INDEX analysis show a notable improvement over the existing conditions baseline, achieving approximately 52 percent of project objectives (compared with 25 percent for the baseline). Detailed INDEX results are provided in Table 6.





* Note that map is not final, and is subject to continued public vetting

Figure 24. Teton Workshop Preferred Alternative

- | | | | | | | | | |
|------------------------------|--------------------------|-------------------|------------------------|-----------------------------|------------|--------------------------|--------------------------|-------------------------|
| Downtown Focus Area Boundary | Existing TriMet Busline | Proposed Busline | Stream | Existing/Planned Trail/Path | Commercial | Institutional Employment | Industrial Employment | Low Density Residential |
| Taxlot | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |

Table 6. Teton Preferred Alternative INDEX Indicator Result Score

Teton - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	<i>None</i>	3,700	4,882	4,425
Employment Density	<i>25+ (employees per net acre)</i>	12.06	14.29	13.73
Commercial Building Density	<i>0.50 + (floor to area ratio)</i>	0.29	0.39	0.37
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	<i>Less than 1,000 (feet)</i>	5,292	1,308	1,004
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	<i>0.60 + (diversity of uses)</i>	0.19	0.45	0.46
Restaurant Adjacency to Employment	<i>75% + (% of employees w/i 1/8 mile)</i>	4.6	53.1	57
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	<i>300 or less (feet)</i>	1,111	1,166	1,072
Pedestrian Network Coverage	<i>90% + (% of streets with sidewalks)</i>	70	73.4	81.2
Bicycle Network Coverage	<i>50% + (% of streets with bike lanes)</i>	68.06	100	100
Transit Oriented Employment Density	<i>30 + (Employees / net acre w/i 1/4 mile transit stops)</i>	0	16.6	16.83
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	<i>None</i>	28,484	28,492	28,525

KEY

Score improved

Score decreased marginally

Score decreased

INDEX Rating and Weighting Score

25

44.2

52.4

Southwest Industrial

For the Southwest Industrial area, workshop participants created one alternative scenario on Day Two, which was then refined and revised on Day Three to form the preferred alternative. The preferred alternative for this area is shown in Figure 25.

Ideas for the Southwest Industrial area include:

- ▶ Create opportunities for workers and residents to meet daily shopping needs through new commercial zoning designations at key locations.
- ▶ Provide more local street connections throughout the area and connecting to areas to the south.
- ▶ Create new walking and bicycling connections throughout the area, including connections to Tonquin Trail.
- ▶ Create business development around the wetland areas north of Tualatin Sherwood Road through new business employment designations.
- ▶ Consider implementing a “parkway treatment” along Tualatin Sherwood Road through the area
- ▶ Create local bus service, particularly along Tualatin Sherwood Road, Leveton, and 124th Avenue.

Results from the INDEX analysis showed a relatively lower gain in achieving project objectives compared to some of the other Transit Ready Places, but did show an improvement over the existing conditions baseline, achieving approximately 42 percent of project objectives (compared with 24 percent for the baseline). Detailed INDEX results are provided in Table 7.

Southwest Industrial Goal Achievement
(% of Objectives Achieved)



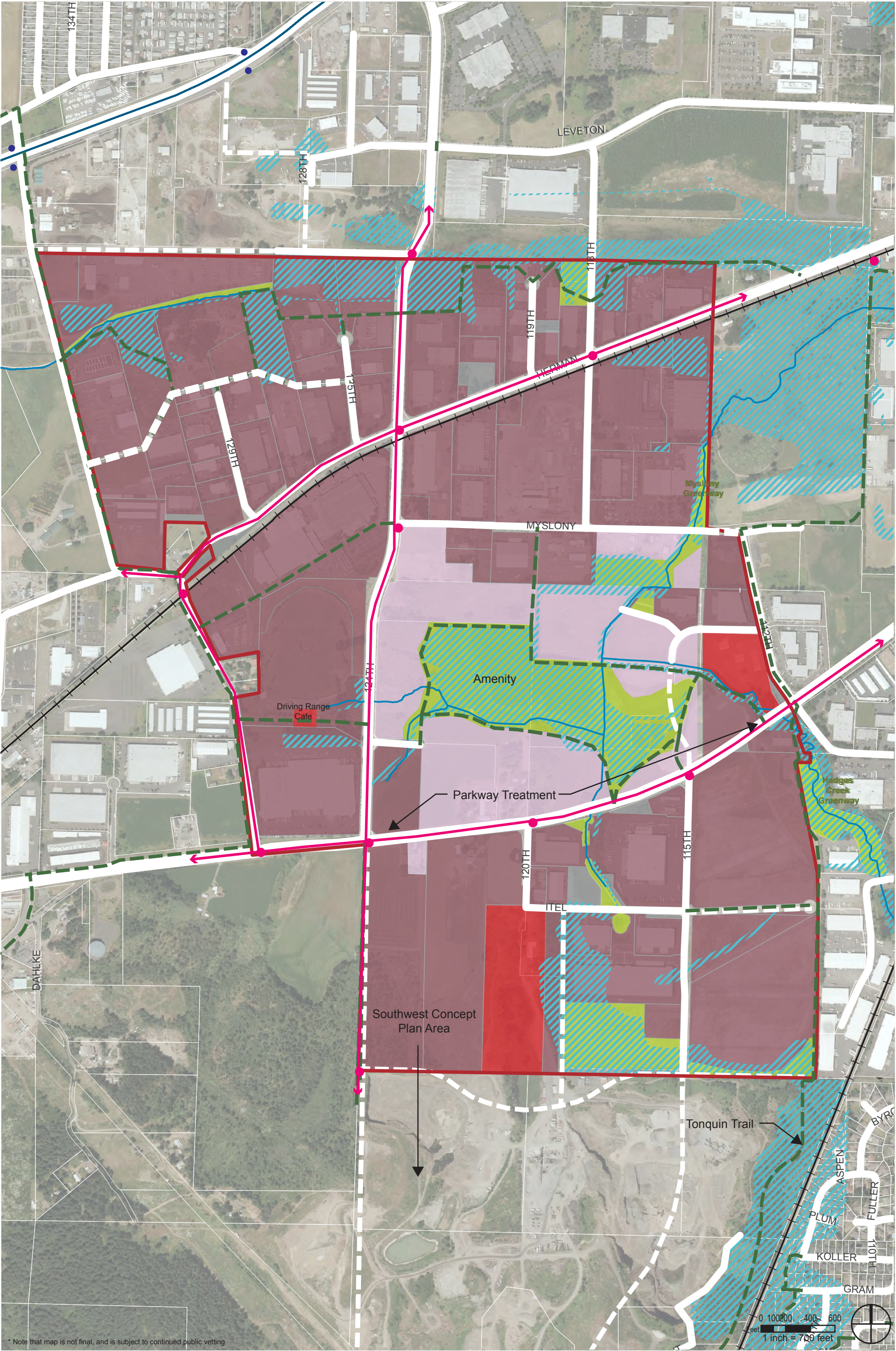


Figure 25. Southwest Industrial Workshop Preferred Alternative



Table 7. Southwest Industrial Preferred Option INDEX Indicator Result Score

Southwest Industrial - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	<i>None</i>	2,779	5,535	6,762
Employment Density	<i>25+ (employees per net acre)</i>	8.53	10.89	13.27
Commercial Building Density	<i>0.50 + (floor to area ratio)</i>	0.19	0.41	0.48
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	<i>Less than 1,000 (feet)</i>	6,958	2,265	1,573
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	<i>0.60 + (diversity of uses)</i>	0.03	0.24	0.51
Restaurant Adjacency to Employment	<i>75% + (% of employees w/i 1/8 mile)</i>	0	34.1	40.9
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	<i>300 or less (feet)</i>	1,237	1,151	1,027
Pedestrian Network Coverage	<i>90% + (% of streets with sidewalks)</i>	71	88	77.1
Bicycle Network Coverage	<i>50% + (% of streets with bike lanes)</i>	54.69	100	100
Transit Oriented Employment Density	<i>30 + (Employees / net acre w/i 1/4 mile transit stops)</i>	0	11.59	11.83
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	<i>None</i>	23,570	23,586	23,574

KEY

Score improved

Score decreased marginally

Score decreased

INDEX Rating and Weighting Score

24.2

31.4

42

Pacific Financial/124th

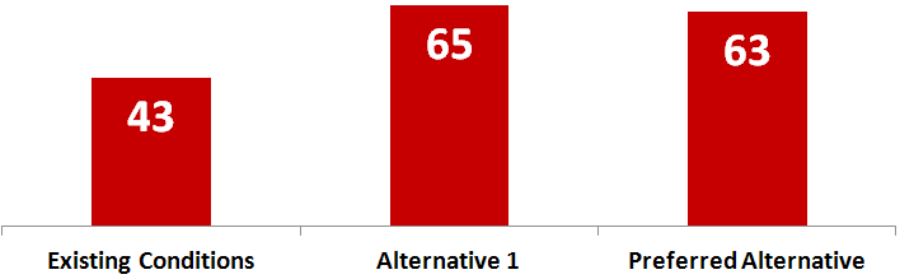
For the Pacific Financial area, workshop participants created one scenario on Day Two, which was then refined and revised on Day Three to form the preferred option. The preferred scenario for this area is shown in Figure 26.

Ideas for this area include:

- ▶ Create mix of housing, shopping and eating opportunities north of OR 99W through new mixed use designations and development of a new park.
- ▶ Create new road connections to break up large blocks.
- ▶ Create new pedestrian and bicycle connections, including connections to the Tualatin River Greenway and along OR 99W.
- ▶ Create opportunities for workers and residents to meet daily shopping needs through new commercial zoning designations at key locations.
- ▶ Consider a new community college campus south of Tualatin Road.
- ▶ Create a park and ride and transit center near the intersection of OR 99W and 124th Avenue.
- ▶ Consider government services to meet the needs of city and county residents through institutional designations near the proposed transit center.

Per the INDEX results, the preferred alternative provides a moderate improvement over the existing conditions baseline, achieving approximately 63 percent of project objectives (compared with 43 percent for the baseline). This is slightly less than the 65 percent achieved by Alternative 1 due to some minor modifications and refinements between it and the Preferred Alternative. Detailed INDEX results are provided in Table 8.

Pacific Financial Goal Achievement
(% of Objectives Achieved)



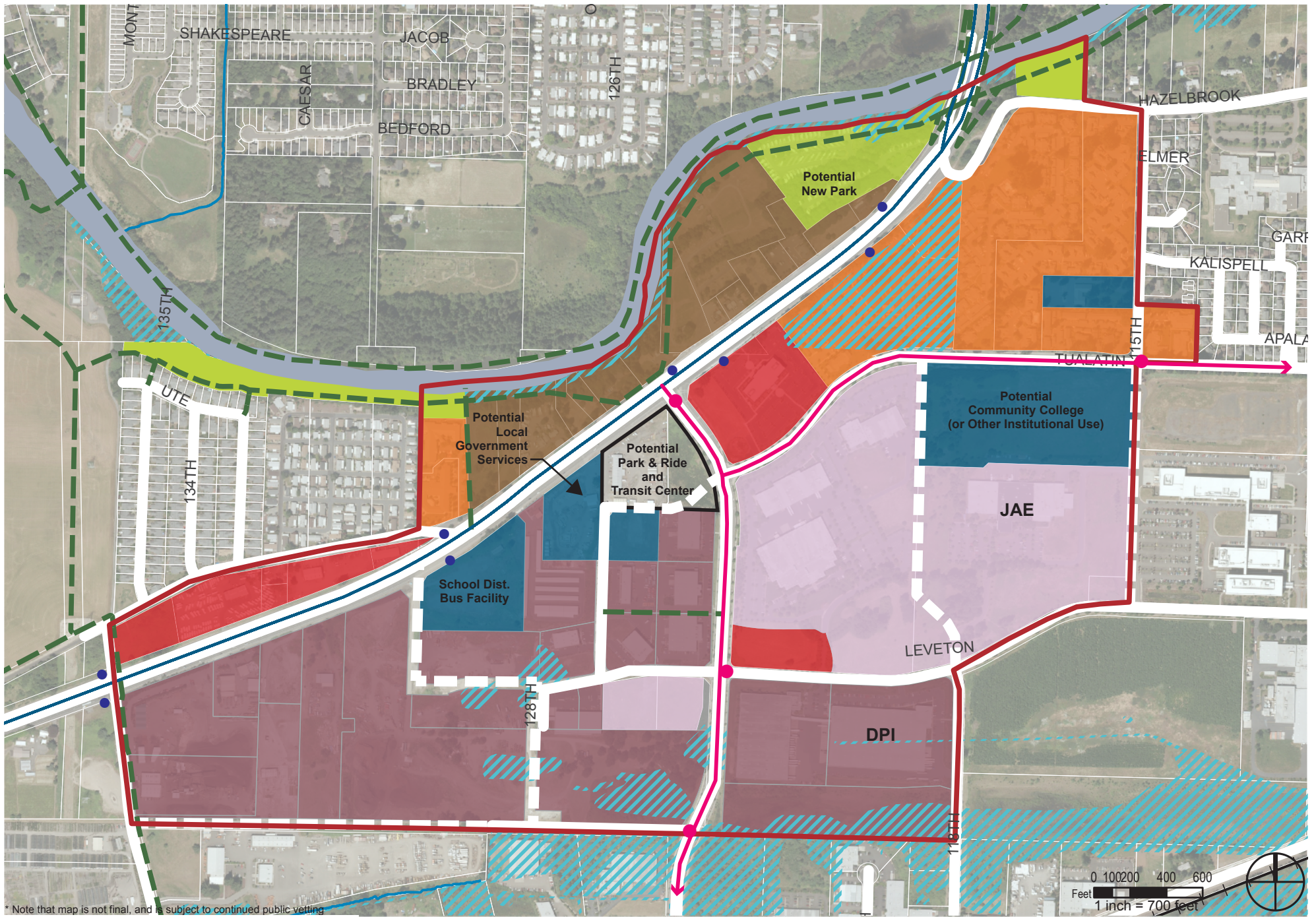


Figure 26. Pacific Financial / 124th
Workshop Preferred Alternative



Table 8. Pacific Financial / 124th Preferred Option INDEX Indicator Result Score

Pacific Financial / SW 124th Ave. - Mixed Use / Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	<i>None</i>	1,657	3,889	3,724
Employment Density	<i>25+ (employees per net acre)</i>	9.85	17.56	16.72
Commercial Building Density	<i>0.50 + (floor to area ratio)</i>	0.16	0.58	0.59
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	<i>Less than 1,000 (feet)</i>	2,629	1,214	1,202
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	<i>0.60 + (diversity of uses)</i>	0.81	0.84	0.85
Restaurant Adjacency to Employment	<i>75% + (% of employees w/i 1/8 mile)</i>	18.8	51.8	55.8
Preserves identity of existing residential neighborhoods while enhancing transit service to them.				
Population	<i>None</i>	1,707	1,838	1,863
Dwelling Unit Count	<i>None</i>	897	997	1,010
Multi-Family Dwelling Share	<i>70 to 90 (% of dwelling units)</i>	87.1	100	100
Multi-Family Dwelling Density	<i>20 + (dwelling units per gross acre)</i>	17.29	14.02	13.9
Jobs/Housing Balance	<i>0.80 to 1.20 (employees / dwelling unit)</i>	1.85	3.9	3.69
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	<i>300 or less (feet)</i>	1,346	1,181	1,231
Pedestrian Network Coverage	<i>90% + (% of streets with sidewalks)</i>	50.6	80.5	84
Bicycle Network Coverage	<i>50% + (% of streets with bike lanes)</i>	57.49	75.26	100
Residential Multi-Modal Access	<i>75% + (% of dwellings w/i 1/8 mile of 3 modes of transit)</i>	89.9	98	98
Transit Oriented Employment Density	<i>30 + (Employees / net acre w/i 1/4 mile transit stops)</i>	9.79	19.51	18.51
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	<i>None</i>	21,701	21,530	21,626
Residential Total CO2 Emissions	<i>None</i>	16,486	16,360	16,431

KEY

Score improved

Score decreased marginally

Score decreased

INDEX Rating and Weighting Score**43.4****64.5****62.8**



Overall Achievement of Project Goals and Objectives

Based on the INDEX analysis, the preferred alternatives for the Transit Ready Places make significant progress towards achieving project goals and objectives in comparison to current conditions in these areas. Summary observations include:

- ▶ In the Leveton and Teton areas, INDEX scores nearly doubled in comparison to existing conditions. This is in large part due to providing transit service in these areas, as well as improving walking, bicycling and road connectivity.
- ▶ INDEX scores for Bridgeport Village, the Downtown area, Meridian Park/ Nyberg Woods and Leveton range from 66 to 72. These are very strong scores for an area outside of the Downtown Portland area in terms of meeting goals related to development, bicycling, walking and transit.
- ▶ In some areas, notably the Teton, Pacific Financial/124th and Southwest Industrial areas, INDEX scores appear to be relatively low (compared to other areas). This is a function of relatively low densities of employment assumed for these areas given assumed land use types and a significant number of properties which are constrained by environmental resources (e.g., wetlands) and therefore not considered developable in the future. However, as noted above, these areas also saw significant increases in the future ability to achieve project goals and objectives related to land use, transportation and the economy. In particular, walking distance to transit will be reduced substantially in these areas if local transit service is provided in suggested areas. The INDEX analysis indicates enough future development to support bus transit service.
- ▶ Average walking distance to transit for residents decreased substantially for areas with existing and/or proposed future housing.

The following graphs (Figures 27 through 32) provide a more detailed look at the results of the INDEX analysis by zooming in on specific indicators and showing INDEX results compared among areas and with the target (where a specific numerical target was established).

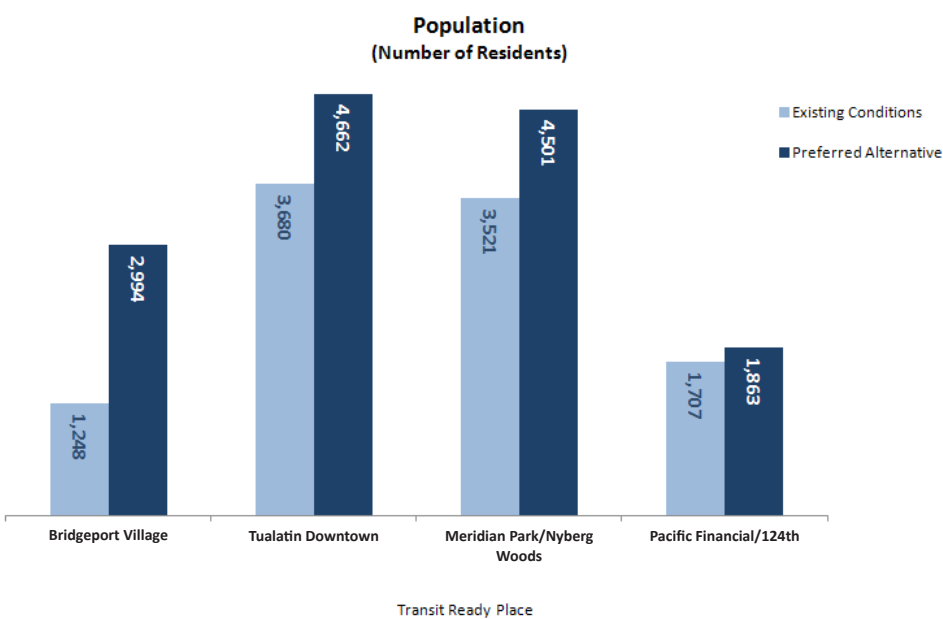


Figure 27. Population in total number of residents (this indicator was only applied to those areas where residential development occurs or will occur).

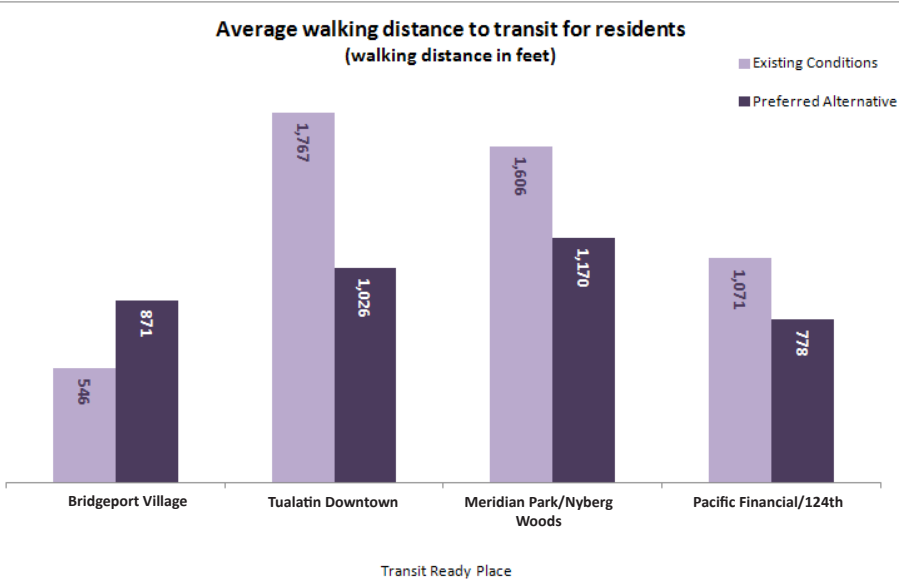


Figure 28. Average walking distance to transit (in feet) for residents. Again, this indicator only applies in areas where there are residential uses. This figure also indicates the five-minute walk target.

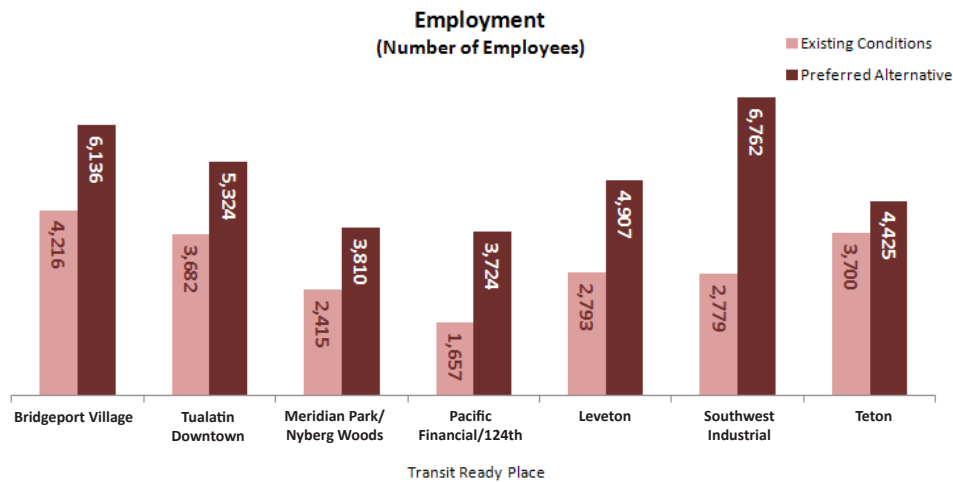


Figure 29. Employment in total number of employees.
This indicator applies to all of the Transit Ready Places.

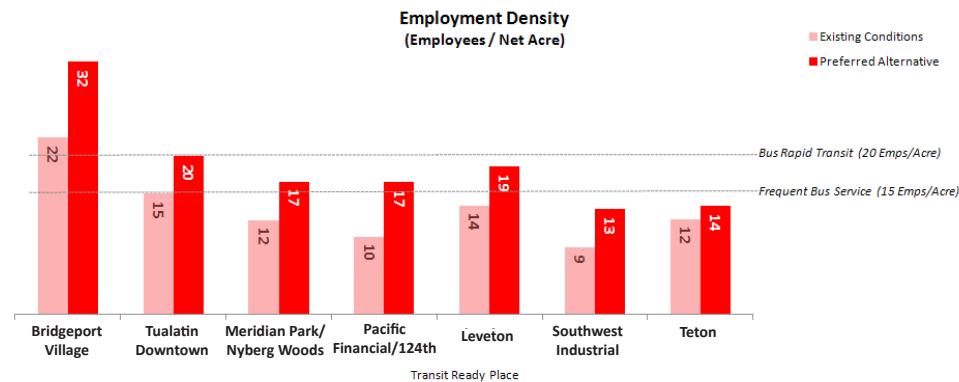


Figure 30. Employment density in number of employees per net acre and targets to support bus rapid transit and frequent bus service.

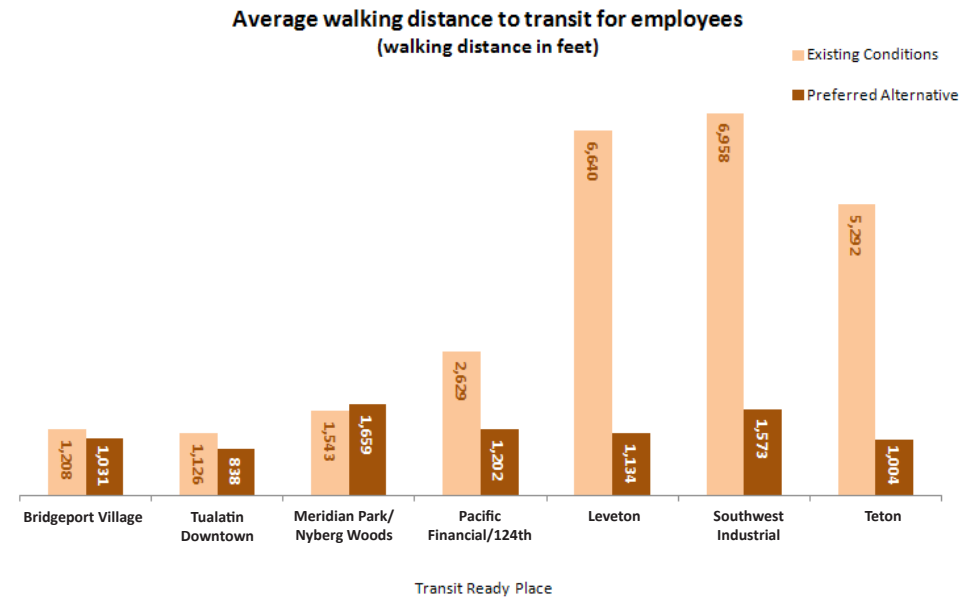


Figure 31. Average walking distance to transit (in feet) for employees.
This graph also shows the five, ten and twenty minute walk thresholds.

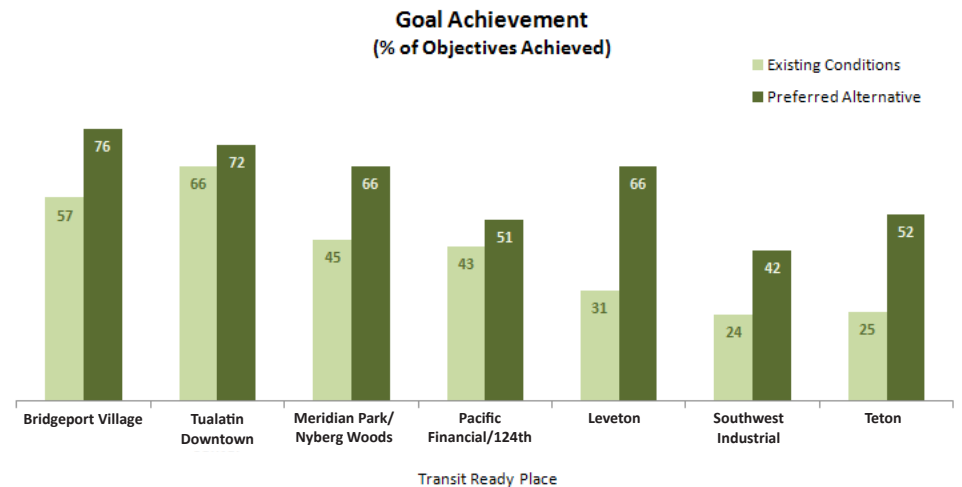


Figure 32. Overall comparison of all Transit Ready Places, including both their existing conditions and preferred alternative INDEX results.

New Transit Facilities and Services

Figure 33 summarizes potential transit facilities and services within all of the Transit Ready Places, combining the ideas from individual areas. This includes potential transit “routes” and possible park and ride and/or transit stop locations. This map is generally consistent with the “Transit Ideas” map produced as part of the Linking Tualatin and Transportation System Plan update process.

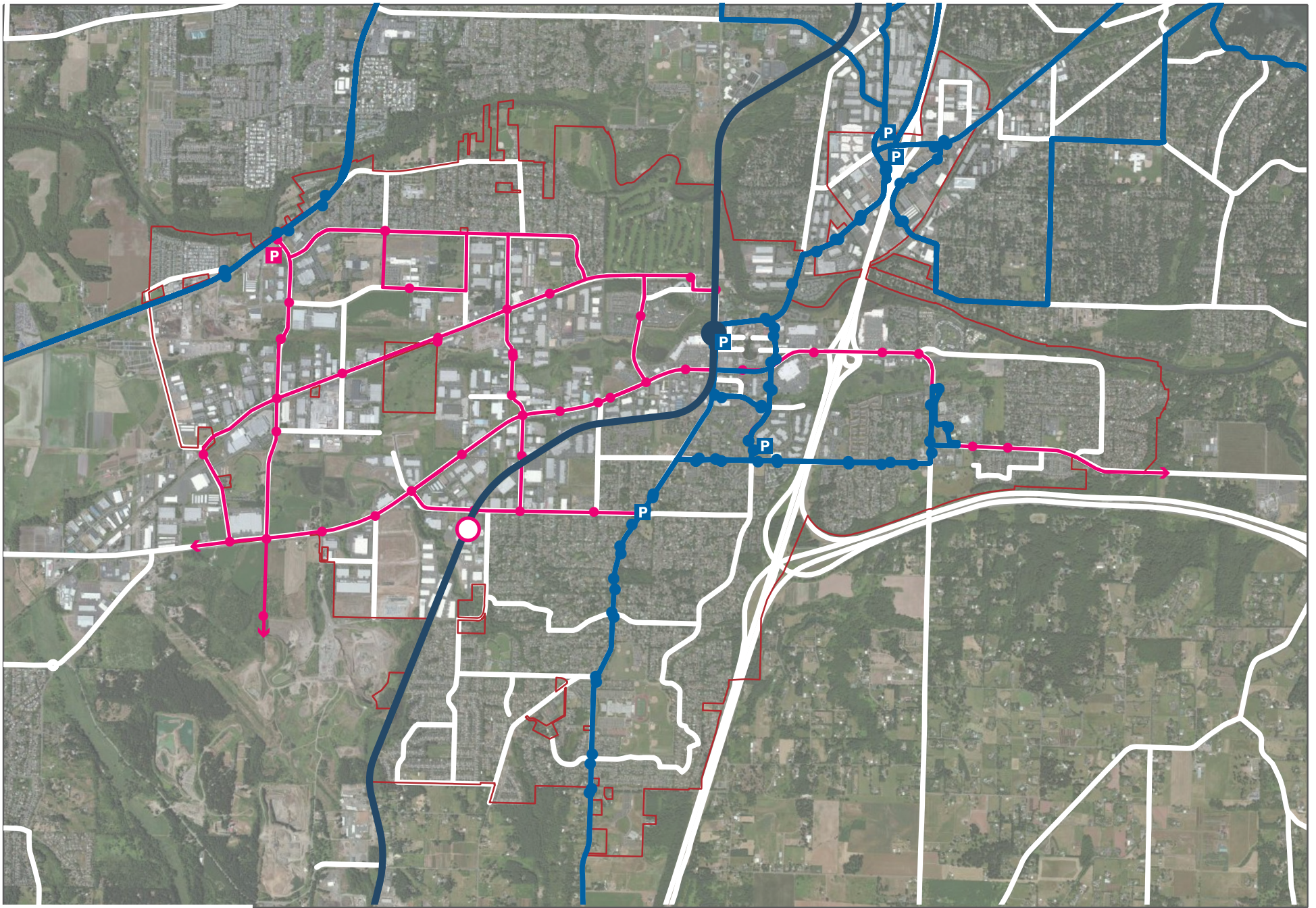
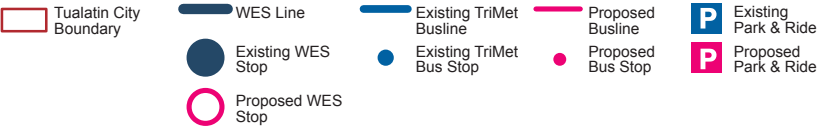


Figure 33. Tualatin Transit
Charrette Preferred Alternative

SERA



Relationship to Southwest Corridor Plan

Overview

The Southwest Corridor Plan addresses the Barbur Boulevard/OR 99W/I-5 corridor between Portland and Sherwood. The plan is being developed through a partnership of the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin, Washington and Multnomah counties, ODOT, TriMet, and Metro.

The Southwest Corridor is identified as Metro's next priority for a regional high capacity transit corridor in Metro's Regional High Capacity Transit Plan. According to Metro, it shows the greatest ridership projections for potential high capacity transit corridors in the region. In December 2010, Metro received a grant from the Federal Transit Administration to analyze alternatives for improving transit in the corridor. Metro narrowed the range of transit alternatives in 2012, and will identify one or more preferred alignments and modes of high capacity transit in Fall 2013. The transit alternatives analysis is part of a larger planning process, which will also take into consideration improvements to the roadway, bicycle, pedestrian, and freight systems in the corridor. Several alignments are currently being considered within the larger corridor and no final decisions about the alignment or type of transit service have been made as of the preparation of this report.

The Linking Tualatin project is Tualatin's local contribution to the Southwest Corridor Plan and considers high capacity transit areas throughout Tualatin, in addition to those on the OR 99W corridor and in the vicinity of Interstate 5. The Linking Tualatin recommendations are expected to

be consistent with Southwest Corridor Plan goals and guidelines. The City of Tualatin's efforts are being conducted in coordination with the regional framework. At the same time, the City of Tualatin is also using Linking Tualatin as an opportunity to identify specific transit needs for the community, including both local transit service and potential links to regional high capacity transit. Tualatin's local efforts should provide the basis for and guide regional plans as they relate to Tualatin.



Southwest Corridor

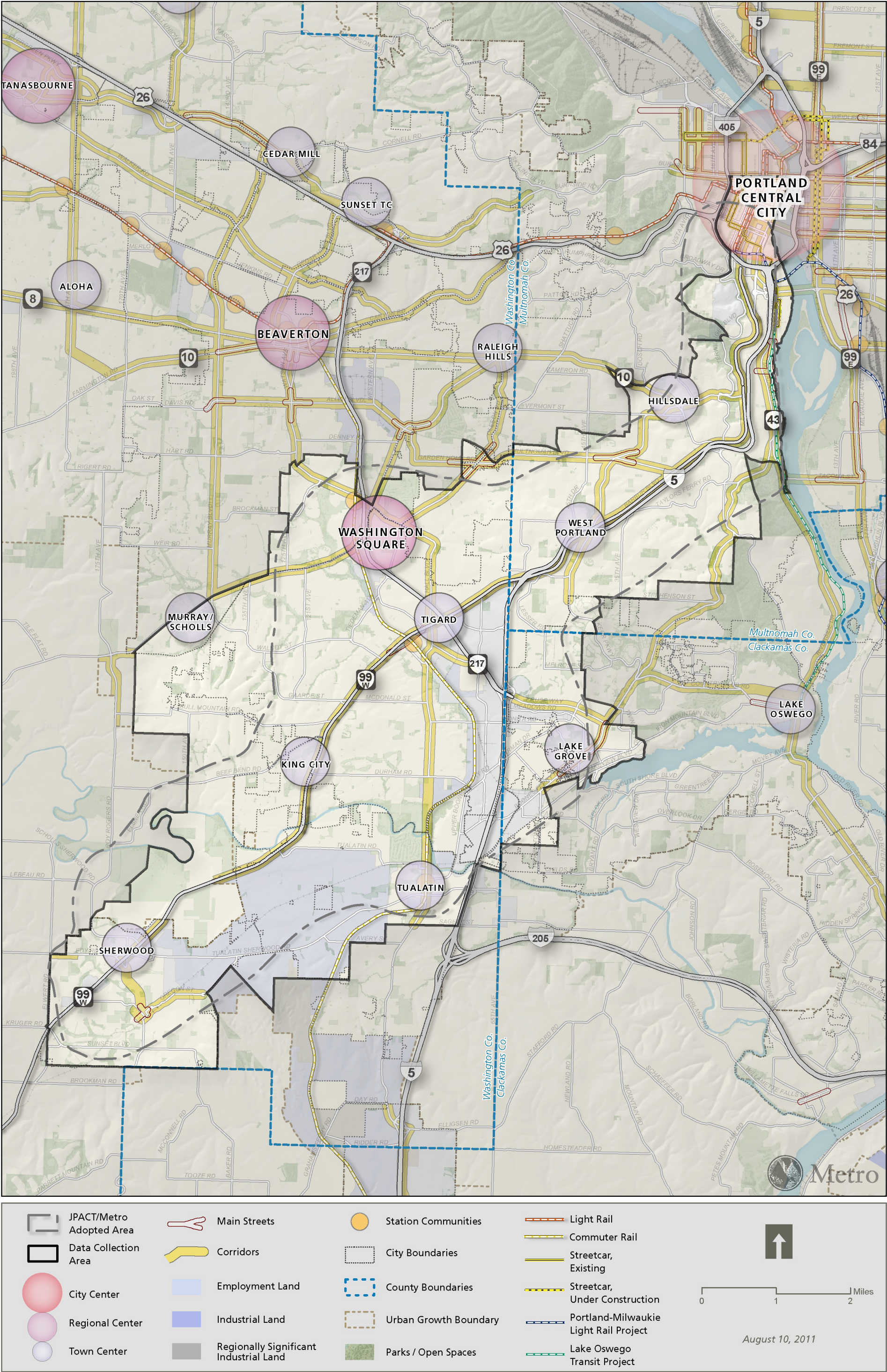


Figure 34. Southwest Corridor Study Area

Potential Linking Tualatin

Connections to Future Regional Transit Facilities or Services

Linking Tualatin represents an opportunity for the City of Tualatin to recommend how high capacity transit could best serve the community's needs in the future. It also has created an opportunity to evaluate how areas in Tualatin may or may not have enough jobs or households in the future to be served either directly or indirectly by high capacity transit. The ability to provide high capacity transit service typically depends on having enough workers or residents within a given area to provide enough riders to warrant investments in high capacity transit facilities and services. This is measured by the number of housing units or jobs per acre within a given area. Measurements are for each entire Transit Ready Place. Selected areas within these places could have higher or lower development densities. General rules-of-thumb used by Metro and other regions indicate that approximately 20-50 jobs per acre (or higher) or 20-40 (or more) housing units per acre are needed to support high capacity transit although these numbers can vary depending on a variety of other factors.

In this discussion of conclusions, "direct" benefits refer to those areas that are very close to a potential high capacity transit stop or station (e.g., within one-quarter to one-half mile). "Indirect" benefits refer to those areas that are farther away from such a facility but could access it by another transit connection or via driving or bicycling (assuming most people would not walk more than one-half mile to access transit). Based on the preliminary alternatives and ideas for Transit Ready Places in Tualatin, the project team has developed the following preliminary findings associated with planning for regional transit facilities and services:

- ▶ No matter what alignment or service type for high capacity transit is ultimately recommended by the region, providing connections to it and creating local transit service to Tualatin's employment areas, commercial, mixed use and residential areas is essential. A variety of ideas have been identified to date during the Linking Tualatin process to meet this goal. Many of them are summarized elsewhere in this report and in recommendations from the city's TSP process. In general, they include the following:
 - ▶ Connections from high capacity transit (if it is built) to other parts of Tualatin such as the residential neighborhoods and less dense employment areas such as Teton, Leveton, Southwest Industrial,

Meridian Park and Pacific Financial/124th to create opportunities for workers, residents, and visitors to travel between Tualatin and other parts of the region

- ▶ An enhanced local transit system within Tualatin along Tualatin-Sherwood Road, Tualatin Road, Herman Road, and 124th Avenue, with an emphasis on improved east-west connections and adequate service for all residents and workers
- ▶ Improved or expanded park and ride facilities and transit centers or hubs in key locations, including Bridgeport Village, the Downtown, OR 99W and the southeastern portion of the city
- ▶ Study of different alternatives for providing future transit service, with recommendations that result in a cost-effective method for providing local transit service in a way that maximizes investments and ongoing funding by the city and its businesses and residents
- ▶ Preliminary analysis indicates that, on average, only the Bridgeport Village area and possibly Tualatin's Downtown are expected to have sufficient employees and housing units to support direct service by high capacity transit within a 10-20 year planning horizon. This is based on a threshold of 20 or more jobs per acre and 20 or more housing units per acre needed to support high capacity transit (bus rapid transit.) Based on land use and development assumptions, only these two areas would meet these thresholds. This may argue for an alignment, type and frequency of service for high capacity transit that directly serves these areas. This could be an I-5 alignment or some other route from Tigard that would directly serve these areas.
- ▶ Businesses and workers within the Teton, Leveton/Herman Road and Southwest Industrial areas also would benefit from connections to high capacity transit, as would residents in nearby residential areas. The analysis indicates that, on average, these areas would have enough jobs to support regular or in some cases frequent bus service in the future. Participants in the Linking Tualatin and Tualatin Transportation System Planning processes have identified some type of transit service along Tualatin-Sherwood Road as a high priority future transit recommendation.
- ▶ If high capacity transit were located along Highway 99, the only Transit Ready Place which would directly benefit from this service would be the Pacific Financial/124th area. Based on preliminary land use alternatives for this area and the thresholds described above, it is not expected, on

average, to have enough workers and housing units to directly support high capacity transit service. However, nearby employment areas (Leveton/Herman Road, Teton and the Southwest Industrial area) could indirectly benefit, as would residents in nearby residential areas.¹

This discussion of conclusions related to high capacity transit service should be considered as a preliminary set of ideas only. These and other ideas associated with future regional transit service will be discussed in more detail during subsequent stages of the SW Corridor Planning process and as planning actions based on Linking Tualatin occur in the future.

Next steps for Integration of Southwest Corridor Plan and Linking Tualatin

Next steps in the Southwest Corridor Plan to be undertaken by Metro in coordination with their regional partners include the following, as documented by Metro on its Southwest Corridor Plan web site:

- ▶ Evaluate and prioritize strategies for the corridor to implement proposed alternatives
- ▶ Identify, evaluate and agree on commitments for pursuing an implementation strategy and public investments

The City of Tualatin will continue to coordinate its Linking Tualatin planning efforts with these regional efforts. In turn, the region will review and incorporate the City's efforts in its land use analysis and development of alternatives and associated strategies. The City also will use the results of Linking Tualatin to continue to advocate for improved local transit service from the region (i.e. TriMet) and/or explore other methods for providing local transit service.

¹ The Transit Working Group recommends that the City be open to high density zoning in the area south of 99W in the Pacific Financial area. This reflects the group's support of modifying zoning/land use in this area if high capacity transit is ultimately recommended along 99W.

Implementation Actions and Next Steps

Overview

This report provides a summary of potential strategies and actions that may be used by the city to implement the ideas 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. Implementation strategies are organized by the following categories:

- ▶ **Acceptance of the Linking Tualatin Final Plan.** The Final Plan is expected to be accepted by the City as documentation of the analysis and planning undertaken in the Linking Tualatin process, including acknowledgement of completing key documents included in the process, such as this report.
- ▶ **Development Code amendments.** A number of amendments to the city's Development Code are suggested to help implement the land use and transportation ideas in this report. Some of the amendments may be proposed for adoption following acceptance of the Linking Tualatin Final Plan. Others may be deferred until a later date, particularly those that require more time and community

conversation than is feasible within the Linking Tualatin project time frame or those that might be needed to support specific proposals for high capacity transit in Tualatin.

- ▶ **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 ideas are generally oriented to providing local transit to support Tualatin's businesses, workers and residents. Some also may be linked to potential future high capacity transit service to Tualatin. All of them will require more detailed planning and analysis, as well as coordination with a variety of local and regional stakeholders.
- ▶ **Other transportation ideas.** These include possible improvements to local streets, bicycle or pedestrian facilities to support future transit use and associated land use ideas. These will need to be evaluated further in conjunction with the city's Transportation System Planning and Capital Improvement Planning efforts.

Development Code Amendments

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



creating mixed use developments in other areas. Many of these ideas 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 ideas are expected to undergo further consideration for possible implementation 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. This approach may or may not be appropriate in all areas where a mix of uses is proposed and will be evaluated as a potential implementation strategy on a case-by-case basis.
- ▶ Refine the city's Industrial Business Park Overlay 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 could also 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 types of developments allowed. Changes to existing land use designations

in some areas would require 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 Map Amendments would be implemented as part of a separate planning process, conducted after the Linking Tualatin process is completed.

- ▶ 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 process. The City does not currently have PUD provisions but could adopt them if deemed suitable.
- ▶ 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. Improve opportunities for development by better communicating permitting or review processes and requirements with potential development applicants.

Other Land Use Development Actions

In addition to amending the City's Development Code, a number of other strategies could be undertaken to implement some of this report's land use ideas. 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 will likely 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 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, citizen 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.
- ▶ Advocate for needed transit service in Tualatin and work to build community support.
- ▶ Implement transit-supportive land use and connectivity actions as identified in Linking Tualatin.

Other Transportation Improvements

This report includes several 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. 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.
- ▶ Further evaluate the feasibility of new connections in light of property specific conditions and plans in coordination with property and business owners.
- ▶ 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 locations for transportation improvements.
- ▶ Require dedication of right-of-way needed for transportation improvements, as appropriate, as new development occurs. Linking Tualatin 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 report serves as a supporting document to a Linking Tualatin Final Plan, which outlines specific strategies for implementing Linking Tualatin. As such, it presents ideas and options for achieving land use and transportation objectives that will enhance opportunities for improving future transit services and facilities in the City.

Linking Tualatin

City Council

June 24, 2013

Resolution No. 5143-13: Acknowledging the Planning Process Accepting the Final Plan



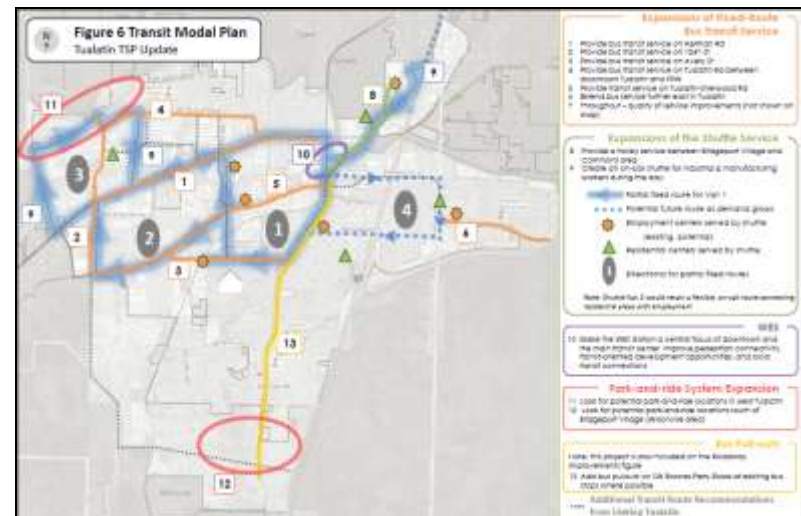
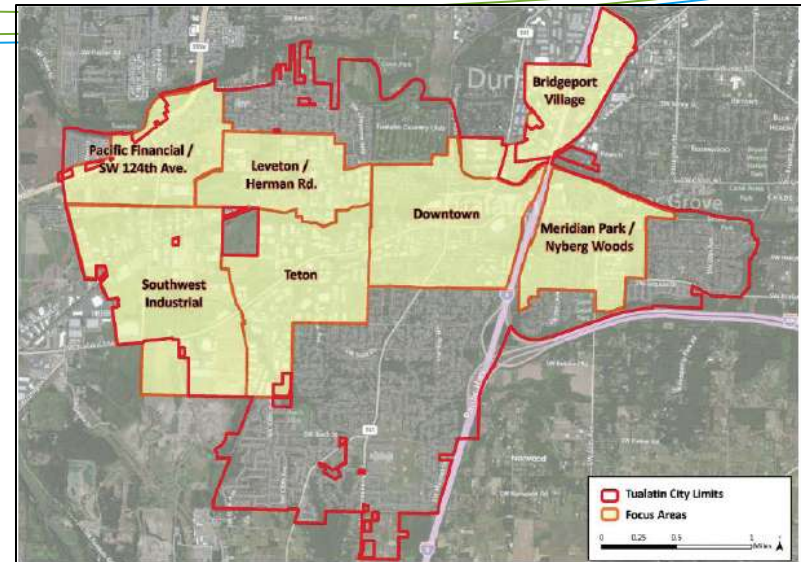
Tonight's Focus

- Consider adopting Resolution No. 5143-13:
 - Acknowledging the Linking Tualatin planning process
 - Accepting the Linking Tualatin Final Plan



Linking Tualatin Final Plan

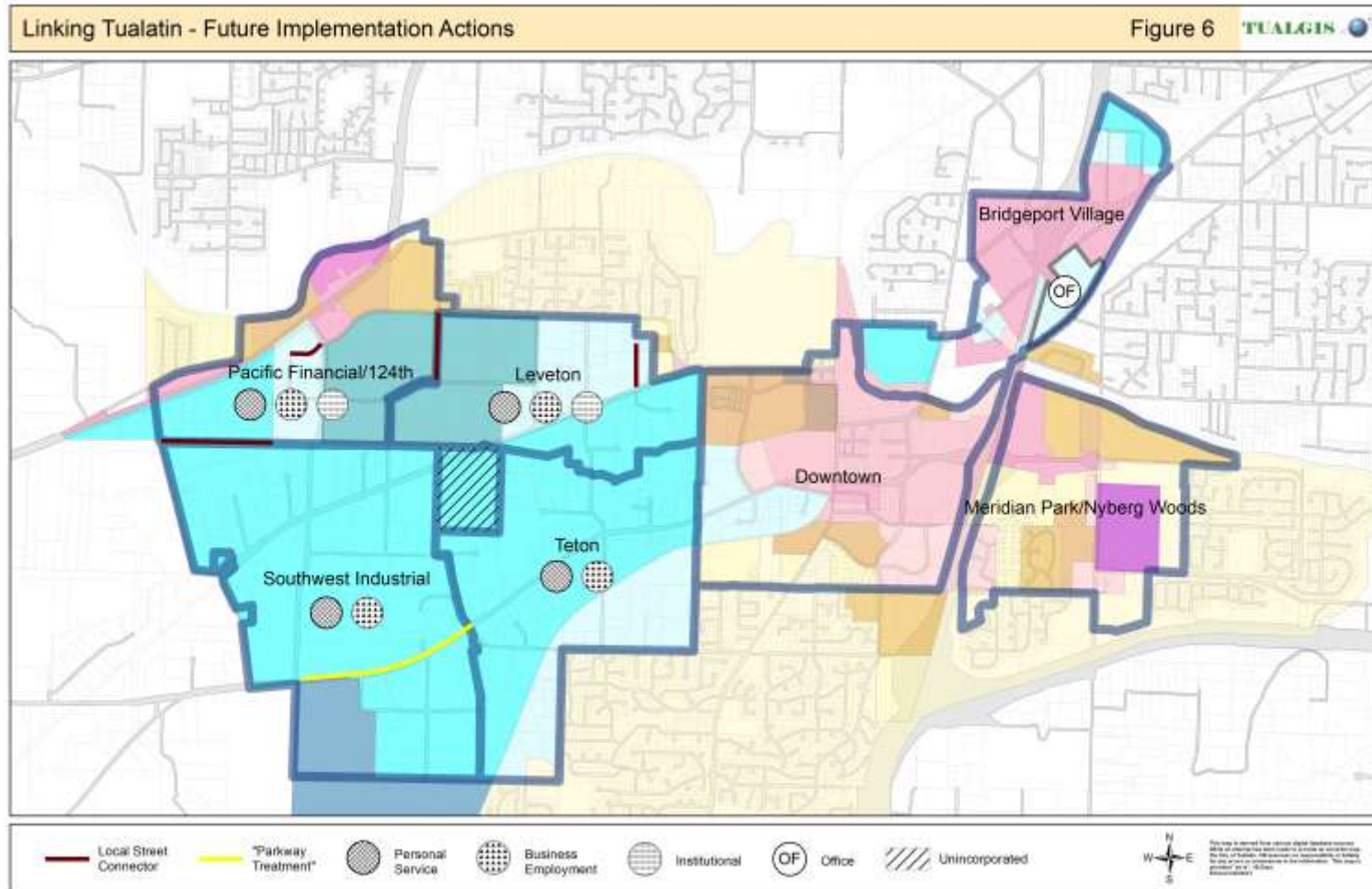
- Introduction & Background
- Recommendations & Implementation Actions
- Innovative Transit Solutions
- Conclusion & Next Steps



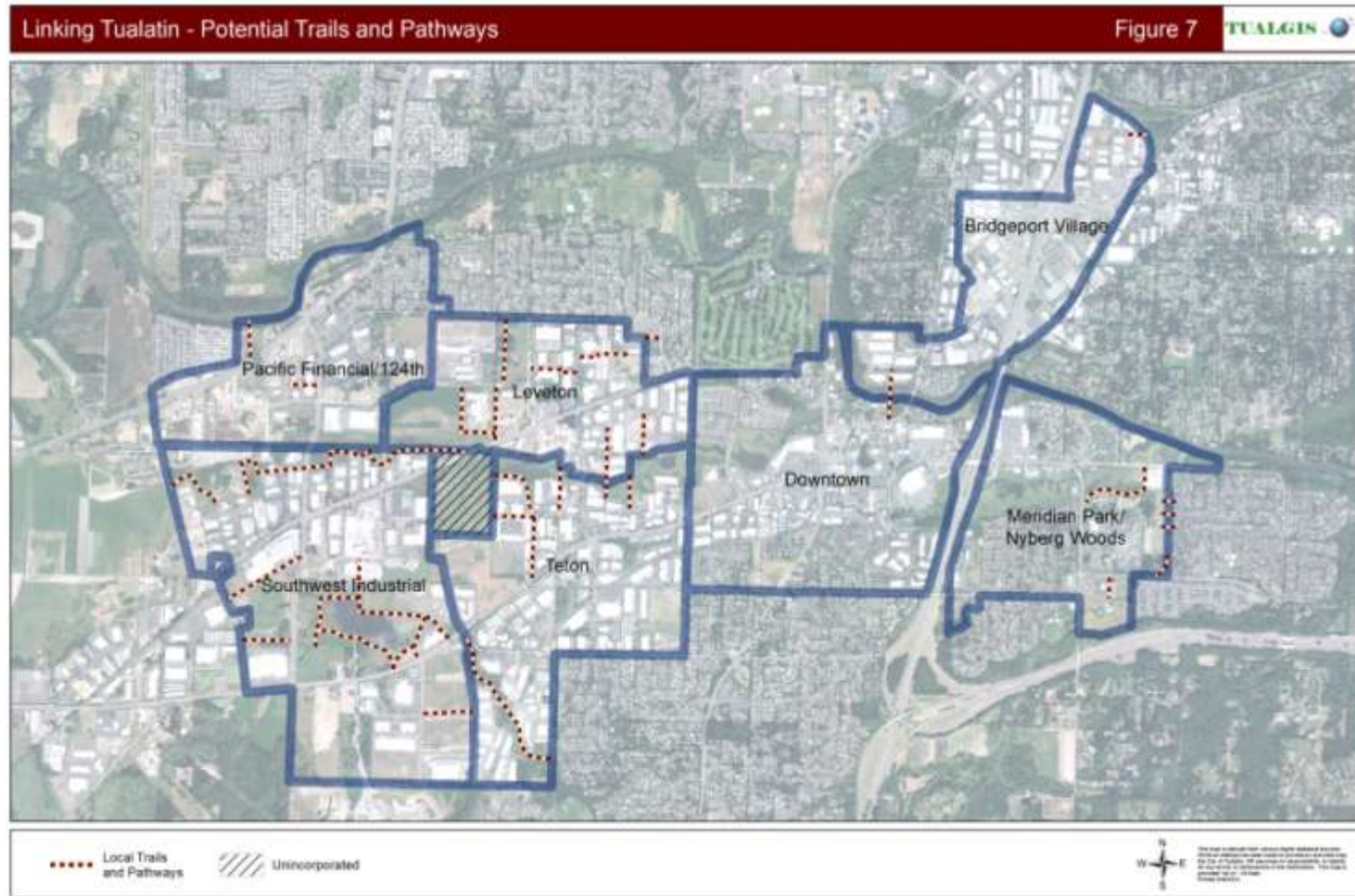
Implementation Actions

- Submit accepted Final Plan to Metro
- Prepare code changes that will allow greater flexibility and support transit use
- Recommend local street connections to include in a future CIP as funding becomes available
- Review paths and trails as part of Parks and Recreation Master Plan Update process
- Provide continued input to Southwest Corridor Plan and TriMet Southwest Service Enhancement Study

Implementation Actions



Implementation Actions



Linking Tualatin Acceptance

- Brings closure to the Linking Tualatin planning process
- Does not result in any immediate code changes or other land use actions
- Directs staff to proceed with implementation actions outlined above and in Resolution No. 5143-13

Next Steps

- If Resolution No. 5143-13 is approved:
 - Submit Final Plan to Metro
 - Prepare a timeline for PTAs for land use code changes and local street connections
 - Continue to provide input to Southwest Corridor Plan and TriMet Southwest Service Enhancement Study
- If Resolution No. 5143-13 is not approved:
 - Proceed based on Council direction

Questions?





STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Don Hudson, Finance Director
Clayton Reynolds, Maintenance Services Manager

DATE: 06/24/2013

SUBJECT: Consideration of Ordinance No. 1357-13 Adopting the Core Area Parking District Tax Rate and Credit for Fiscal Year 2013/14

ISSUE BEFORE THE COUNCIL:

Consideration of an ordinance establishing a Core Area Parking District (CAPD) tax rate of \$155.34 for Fiscal Year 2013/14.

RECOMMENDATION:

Staff recommends that the City Council consider approving the attached ordinance (Attachment A). The CAPD Board recommended approval of the tax rate at their April 17th meeting.

EXECUTIVE SUMMARY:

On April 17, 2013, the CAPD Board met to discuss the financial state of the district and recommend a tax rate for FY 2013/14. The Board recommended that the tax rate remain at the current rate of \$155.34. This rate is multiplied by the number of parking spaces each tenant is estimated to need within the district. Credits are granted for private spaces provided by each tenant.

OUTCOMES OF DECISION:

Approval of the CAPD tax rate will result in the following:

1. Retain current CAPD tax rate while maintaining current services.

Denial of the CAPD tax rate will result in the following:

1. A tax rate will not be established by the beginning of the fiscal year.
2. Require the Board to revisit an increase or decrease in the tax rate for FY 2013/14.

FINANCIAL IMPLICATIONS:

Tax revenues support operation and maintenance of the Core Area District. With the current tax rate, the total estimated tax revenue for the District is \$50,000.

Attachments: A - CAPD Tax Rate Ordinance

ORDINANCE NO. 1357-13

ORDINANCE ADOPTING CORE AREA PARKING DISTRICT TAX RATE AND
CREDIT – FISCAL YEAR 2013/14

WHEREAS TMC 11-3-060 requires Council to establish a tax rate and credit for the annual Core Area Parking District tax; and

WHEREAS the Core Area Parking District Board recommends to Council that the tax rate be \$155.34 and that the credit remain unchanged; and

WHEREAS Council finds the tax rate and credit to be appropriate.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. TMC Chapter 11-3 Schedule A is amended to read as follows:

The annual Core Area Parking District tax rate for Fiscal Year 2013/14 is hereby established as \$155.34.

Number of on-site parking spaces provided
Gross leasable area X space factor = "A"

If "A": is greater than or equal to 1.0, the credit is 50%

If "A": is less than 1.0, the credit is ("A" x 50%)

INTRODUCED AND ADOPTED this 24th Day of June, 2013.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO LEGAL FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder