



City of Tualatin City of Wilsonville



TUALATIN AND WILSONVILLE CITY COUNCIL WORK SESSION OCTOBER 29, 2013 6:00 P.M.

Wilsonville City Hall
29799 SW Town Center Loop
Wilsonville, Oregon
Willamette River Room, City Hall, 2nd floor

Tualatin Council

Lou Ogden, Mayor
Monique Beikman
Wade Brooksby
Frank Bubenik
Joelle Davis
Nancy Grimes
Ed Truax

Wilsonville Council

Tim Knapp, Mayor
Scott Starr
Julie Fitzgerald
Richard Goddard
Susie Stevens

6:00 CALL TO ORDER

6:05 WELCOME AND INTRODUCTIONS

A. Introductions: Council, Staff and Consultant Team

6:20 STAFF PRESENTATION

A. Overview of the project

B. Introduction of consultant team and their approach to the project

7:00 ROUNDTABLE DISCUSSION

Objectives:

- Start the project with a shared understanding of the process and potential outcomes.
- Identify issues and challenges that could be present during concept planning.
 1. What should the guiding principles be for the concept plan?

2. What do you see as the big issues facing Basalt Creek?
3. What do you want to see accomplished from Basalt Creek/ West Railroad planning? What would a successful project look like to you?
4. What are your ideas for decision making and process?

9:00 ADJOURN



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Aquilla Hurd-Ravich, Planning Manager
Alice Cannon Rouyer, Assistant City Manager

DATE: 10/29/2013

SUBJECT: Basalt Creek and West Railroad Concept Planning joint work session discussion with the City of Wilsonville Mayor and Council.

EXECUTIVE SUMMARY:

Background

In 2004, Metro expanded the Urban Growth Boundary to include approximately 840 acres of land located in between Tualatin and Wilsonville. In June 2011, the Cities of Tualatin and Wilsonville, Washington County, Metro and ODOT signed an Intergovernmental Agreement which outlined the roles and responsibilities for the Basalt Creek concept planning efforts. One of the first tasks was to complete the Basalt Creek Transportation Refinement Plan to help identify the major multi-modal transportation investments to be made in the area. In December 2012, a Policy Advisory Group composed of elected and administrative leaders from each of the agencies, unanimously recommended the adoption of the Basalt Creek Transportation Refinement Plan.

Who will plan the area?

In recognition that the Cities of Tualatin and Wilsonville are less than a mile apart, the Cities wish to work together to plan this area. The collaborative effort will ensure that the property owners, community members, elected officials, and staff from both Cities are involved in creating a vision for the future of this area that enhances the quality of life. The Cities of Tualatin and Wilsonville signed a Memorandum of Understanding in 2010 that acknowledged this cooperative approach to planning. This agreement also established Tualatin as the fiscal agent to administer grant funds received from Metro to conduct this planning work and directed staff from both cities to join together in the selection of a consultant. The project staff selected a consultant team led by Fregonese Associations to lead the concept planning work.

What is a Concept Plan?

Broadly speaking, a concept plan identifies a vision for the area and guides future land use and transportation. Additionally, it outlines an implementation strategy for future provision of urban services (water, sanitary sewer, and storm sewer systems), other public services and protection

of natural and cultural resources. Jurisdiction of the area will ultimately be divided between the two cities, both of which envision it including parks, green spaces, a small amount of retail, as well as employment and residential uses. Wilsonville has expressed that its portion of Basalt Creek/ West Railroad area as being primarily used for employment, while Tualatin, which has little land remaining for housing has expressed its portion as primarily being used for residential purposes. Both cities see the area contributing to a major regional economic workshed anchored by Coffee Creek in Wilsonville and Southwest Concept Plan in Tualatin.

Why a Concept Plan?

The Basalt Creek/ West Railroad Area has been in the UGB since 2004; however, property owners have been unable to pursue urban development because a concept plan has not been prepared. Prior to incorporating this land into either City, Metro requires that both Cities adopt a Concept Plan then Washington County requires each City to amend their Urban Planning Area Agreement at which point land can be annexed. The Concept Plan work provides the opportunity to address the needs of the area residents as well as other community members and set a plan to provide adequate services, coordinate land use and transportation, and preserve natural resources.

Joint Meeting Discussion

The meeting purpose is to kick-off the Concept Plan phase of work (see Attachment A for the Agenda). The objectives for tonight are to:

- Start the project with a shared understanding of the process and potential outcome.
- Identify issues and challenges that could present during concept planning.

Attachments: A - Meeting Agenda
 B - Aerial Photo Map
 C - Planning Area Map
 D - Summary of March 2011 Joint Meeting



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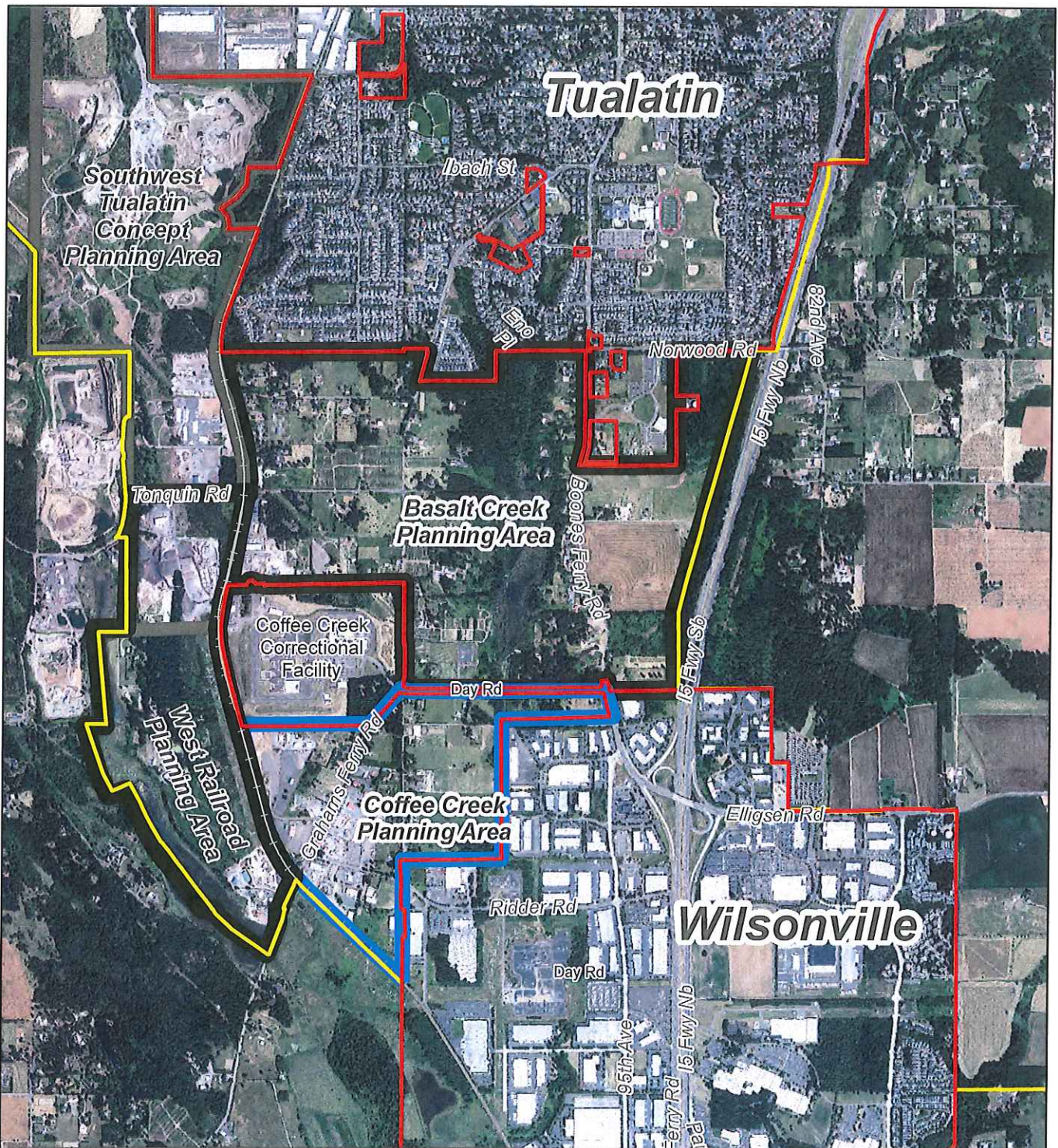
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


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The City of Wilsonville

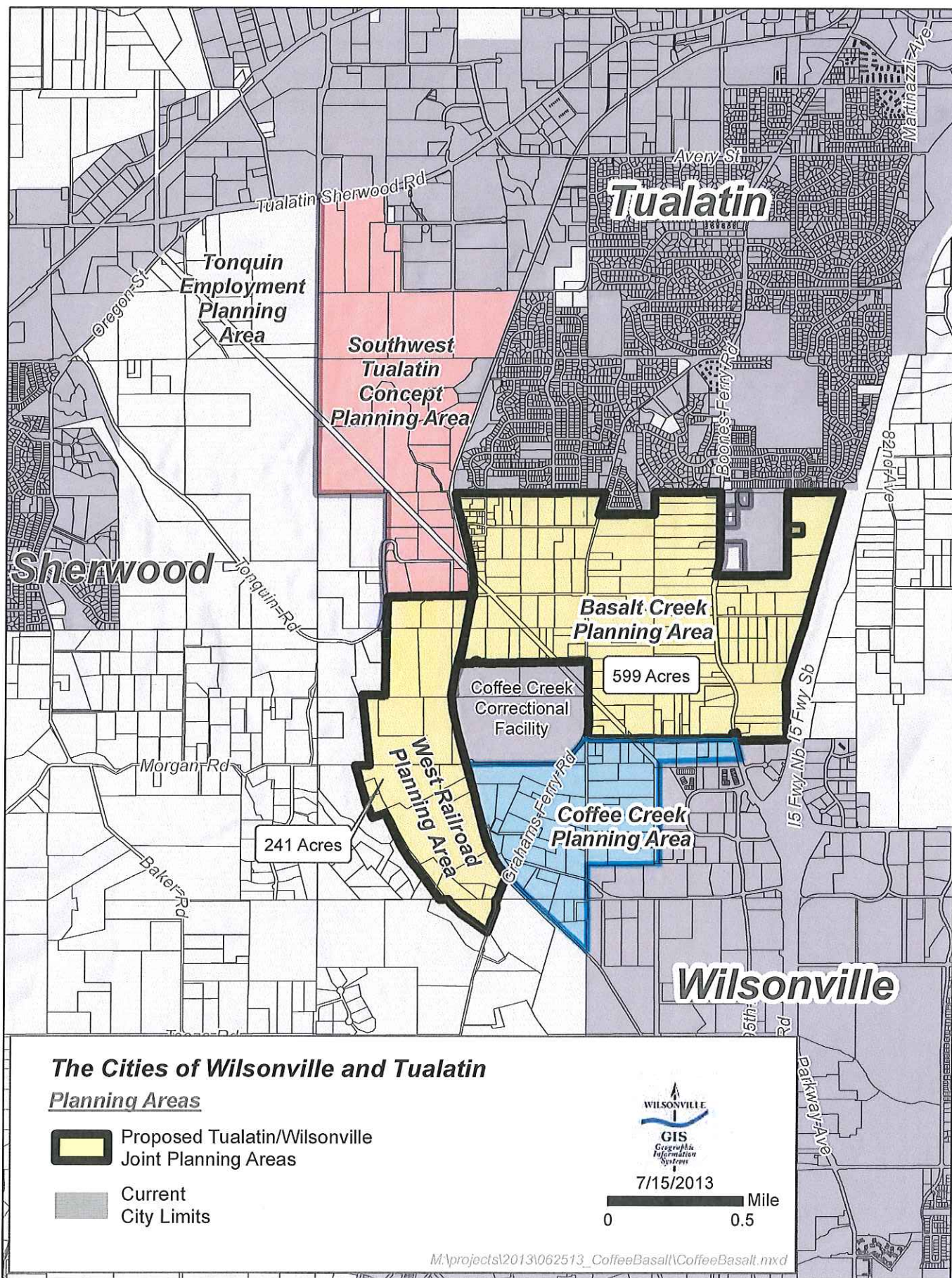
-  Tualatin Planning Area
-  Proposed Tualatin/Wilsonville Joint Planning Area
-  Wilsonville Planning Area

-  City Limit
-  UGB



7/15/2013

0 0.5 Mile







City of Tualatin City of Wilsonville



Joint Council Meeting Roundtable Discussion Notes

Council Question 1: What are the big issues facing your City?

City of Tualatin	City of Wilsonville
Increasing Citizen Involvement	Creating Transparency in Government Operations
Improving Transportation & Mobility (T-S Rd.)	Managing Traffic and Limiting Congestion (I-5)
Developing Opportunities for Business Infill	Attracting Businesses
Expanding Local Public Transit	Protecting Boone Bridge
Representing City & South Region at Metro	Preserving Wilsonville Lifestyle & Community Feel
Balancing  Service Demands &  Revenues	Funding Infrastructure Improvements
Parks Charter Amendment	Replacing the Wastewater Treatment Plant
	Recruiting / Hiring City Manager

Council Question 2: What are the opportunities in the South Metro Region?

- Opportunity for elected officials, staff representatives, and community members to work together as a team and collaborate to find solutions
- Opening for greater local input
- Chance to create a louder voice in the South Metro Region
- Opportunity to preserve an attractive place to live, work, and play
- Prospect of maximizing assets through high quality development
- Time to develop trust between two elected bodies
- Opportunity to support each other on uncommon issues

Council Question 3: What do you want to see accomplished from Basalt Creek / West Railroad planning?

- Creates consistency with the Southwest Tualatin Concept Plan
- Provides solutions to accommodate the transportation needs of the planning area and surrounding community (effective SW 124th extension & access to West Railroad Area)
- Offers the ability to attract a large business campus type development
- Affords the protection of the South Tualatin neighborhoods
- Incorporates transitional land uses and/or buffer between industrial and residential uses
- Provides annexation plan so that none of the land is left unincorporated
- Maximizes the industrial development opportunities that present a financial gain through higher assessed value
- Protects the I-5 / Elligsen Road interchange
- Establishes a vision that will be a success in 20 – 30 years and makes both communities “better”
- Assesses the infrastructure needs
- Identifies a provision for natural areas, parks, and recreational space
- Completed through an engaging process



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Next Steps:

- Schedule another joint council work session in late Spring
- Approve a Memorandum of Understanding with Washington County for concept planning
- Participate in Washington County's transportation analysis regarding the extension of SW 124th to the I-5 interchange
- Determine which portions of the planning efforts can be done concurrently with transportation analysis