

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

BY



City Attorney

CITY OF TUALATIN, OREGON

BY



Mayor

ATTEST:

BY



City Recorder

Linking Tualatin

Final Plan

June 2013



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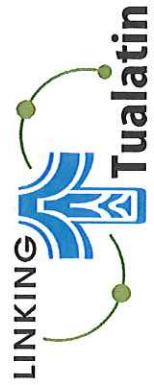
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This project is funded through a Construction Excise Tax Planning Grant from Metro, Portland's Regional Planning Agency. Contract #930815

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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

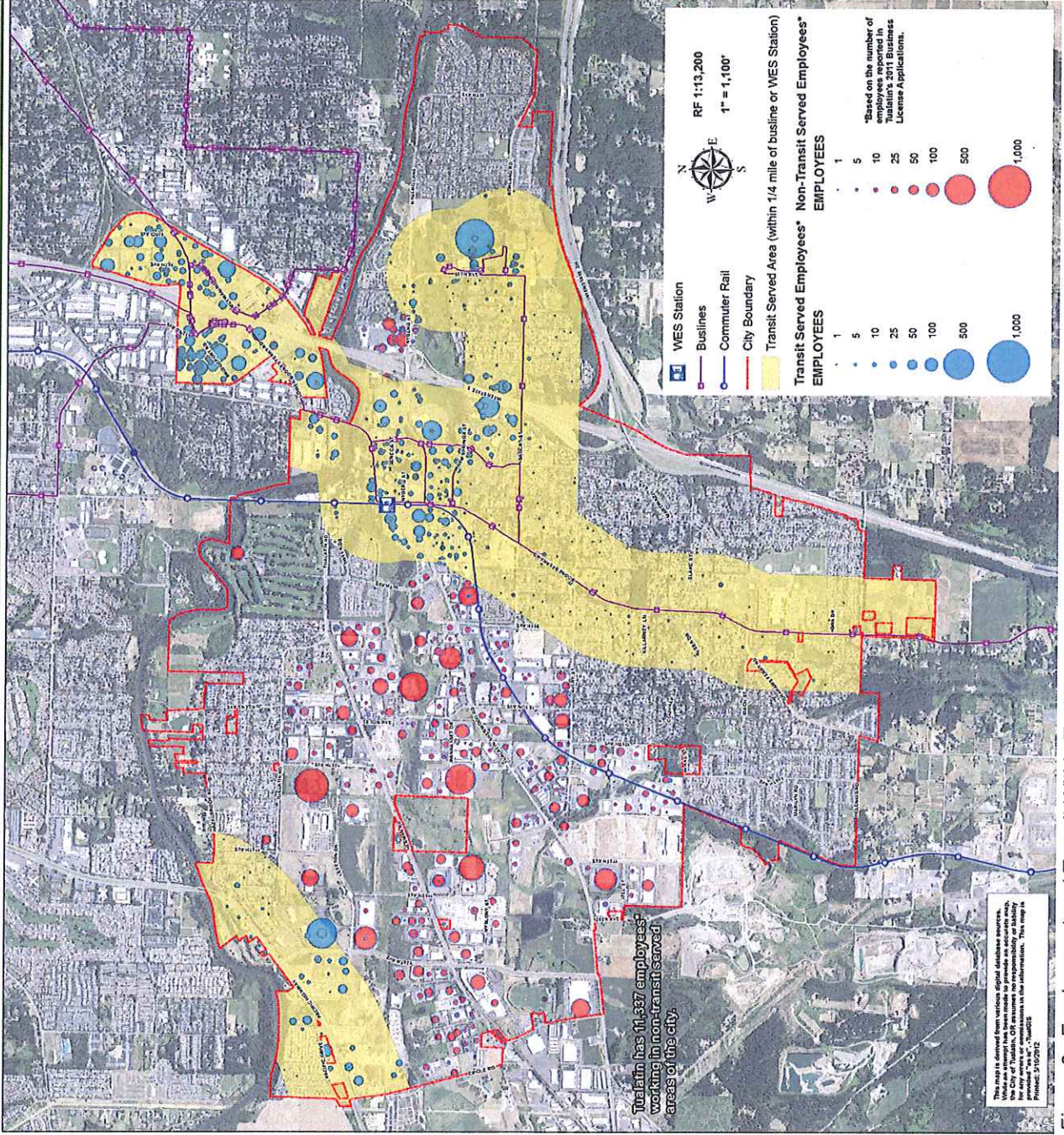


Figure 2. Employment and Transit Within Tualatin

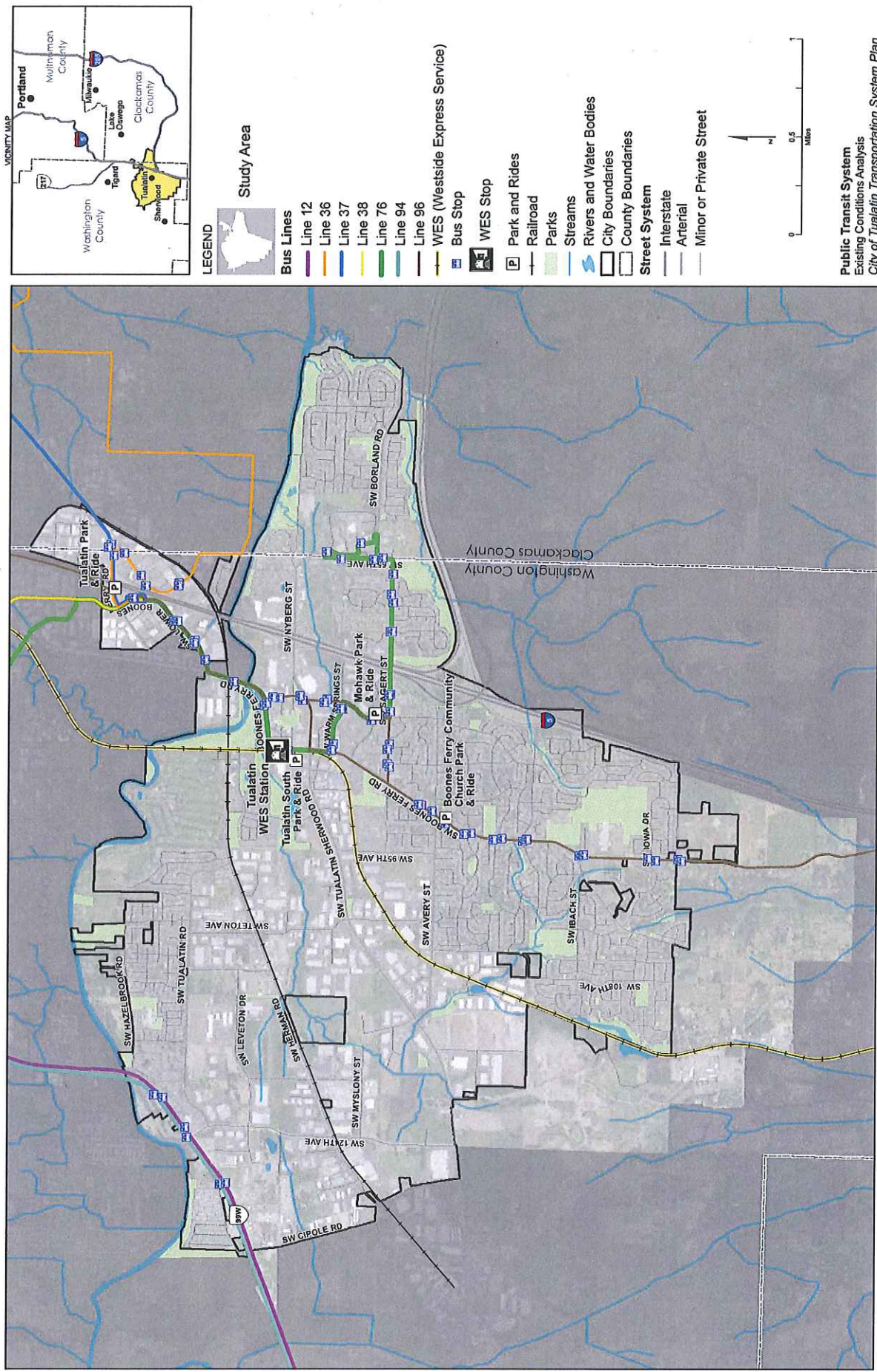


Figure 3. TriMet Service Map in the City of Tualatin

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).

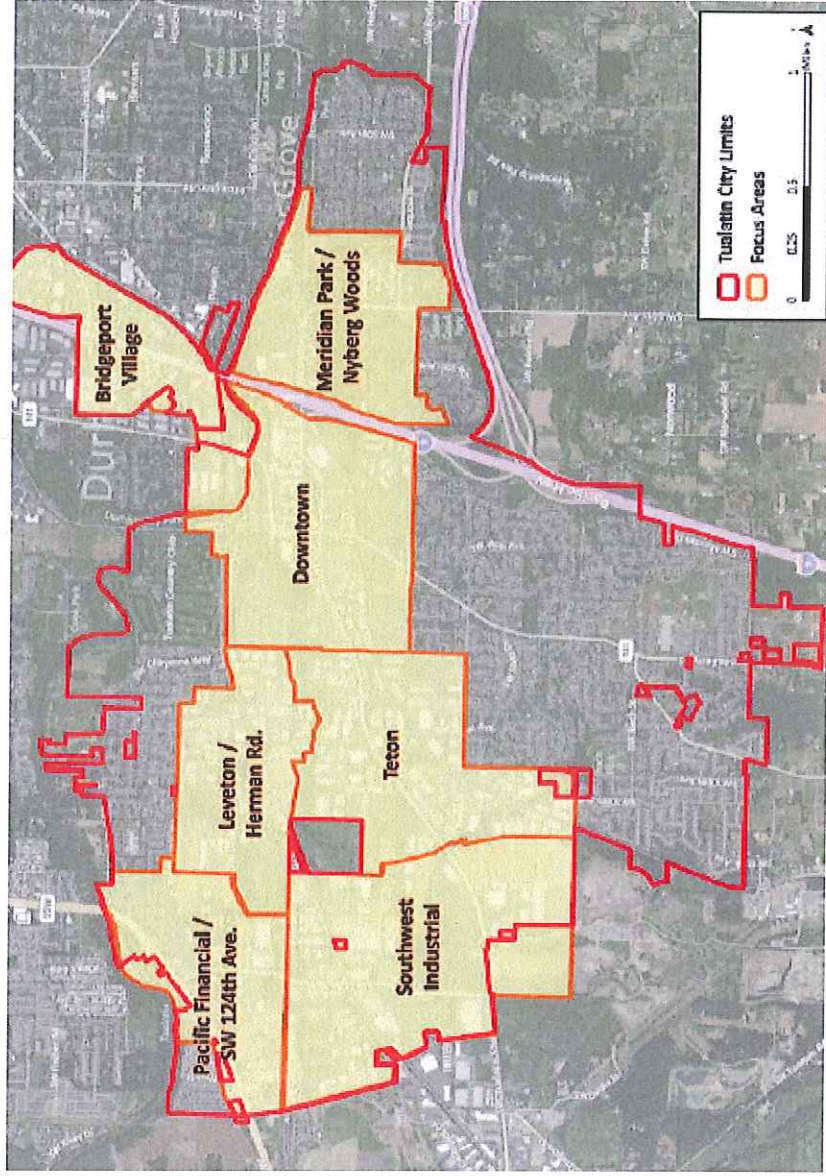


Figure 4. Transit Ready Places

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

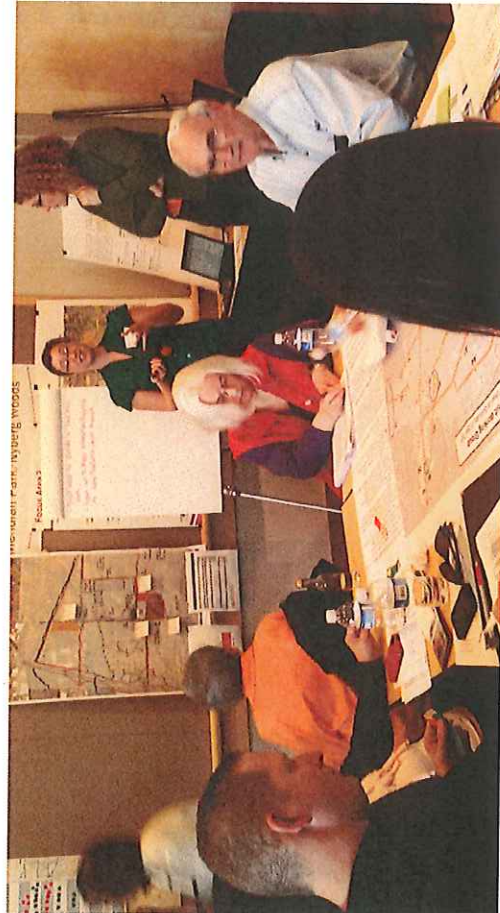
Linking Tualatin Community Involvement Report. The project team prepared a report which will serve as a toolbox of ideas for future planning activities. The process incorporated the following:

- ▶ **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

Linking Tualatin

How today's work ends with a plan

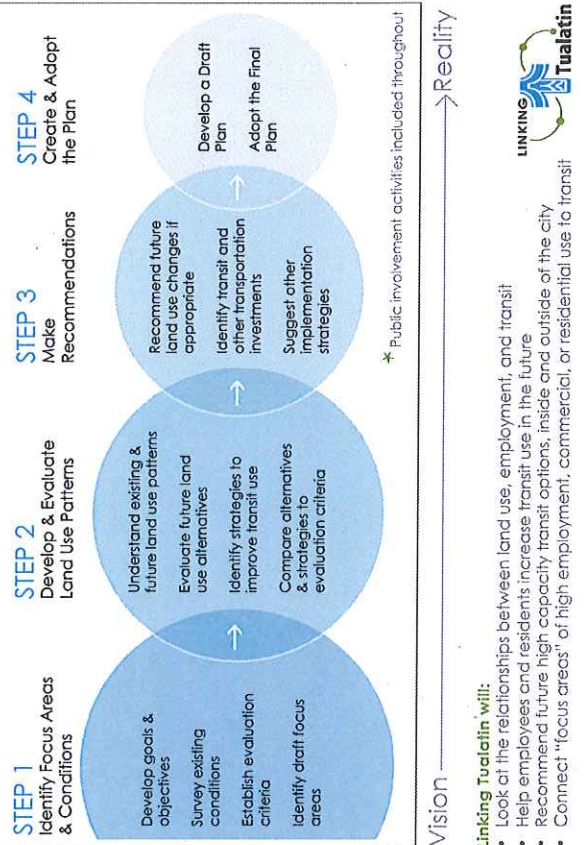


Figure 5. Linking Tualatin Process Diagram

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

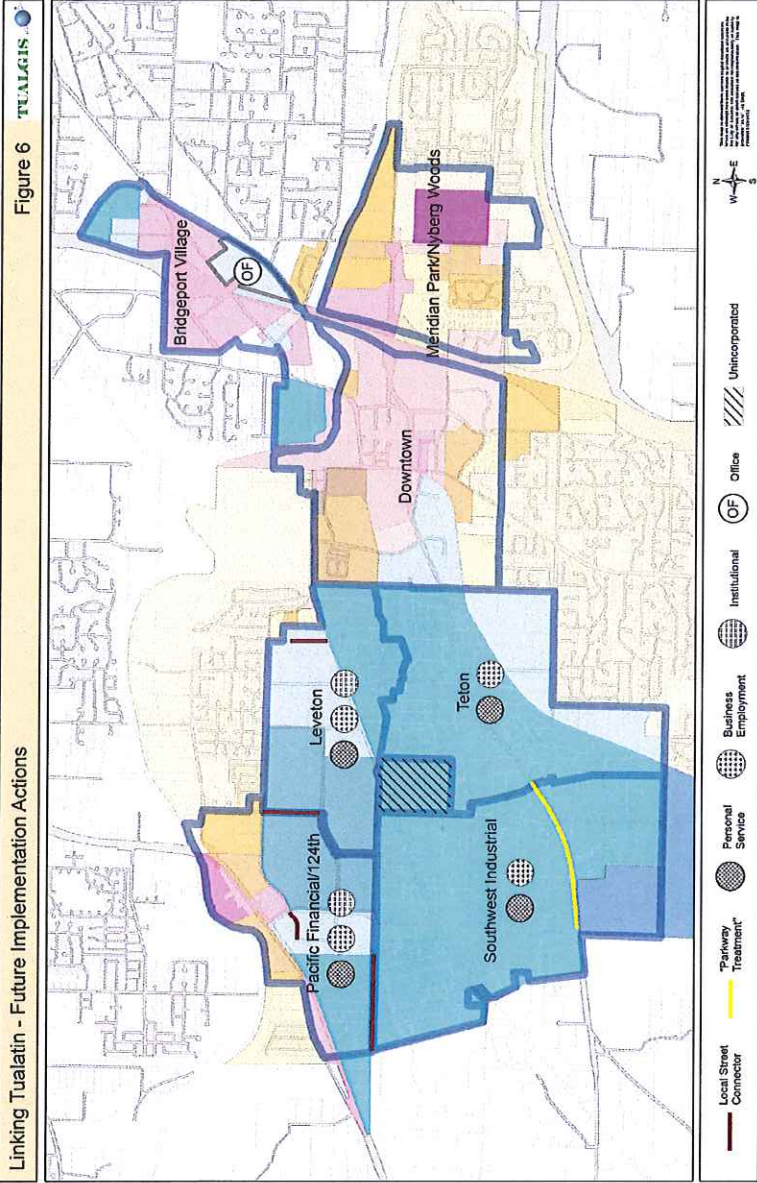


Figure 6. Future Implementation Actions

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

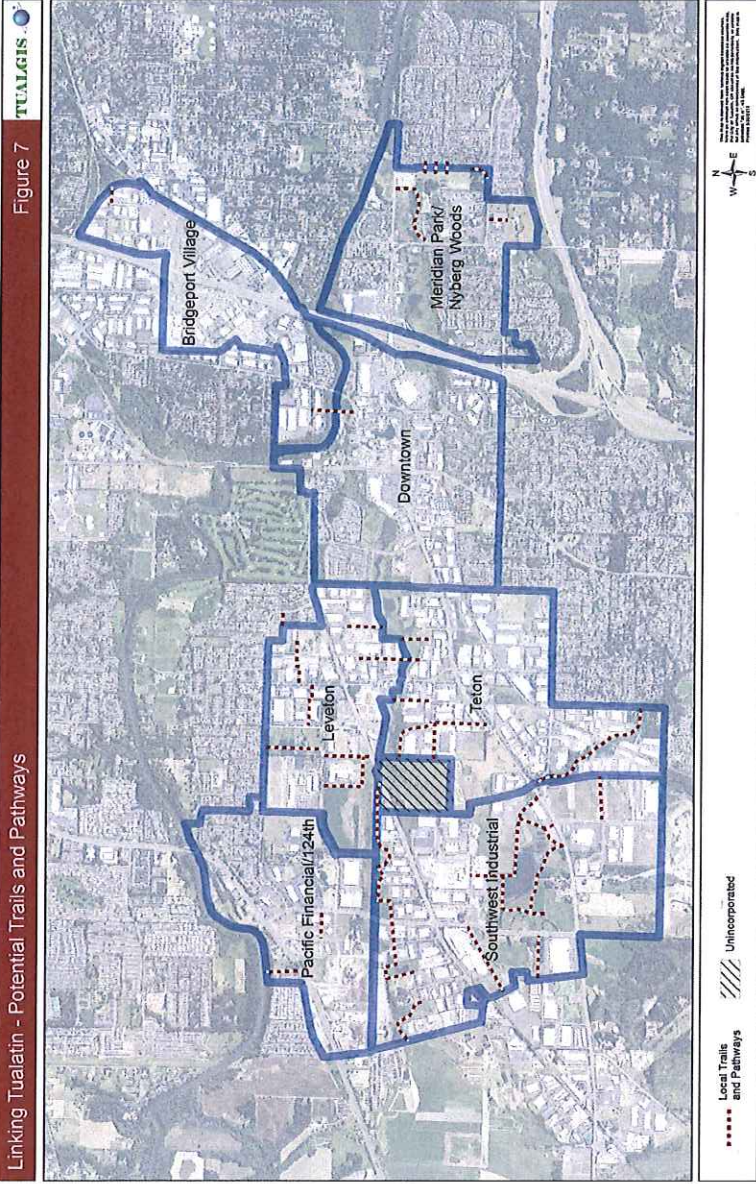


Figure 7. Potential Trails and Pathways

(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





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

Attachment B - Page 20

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.

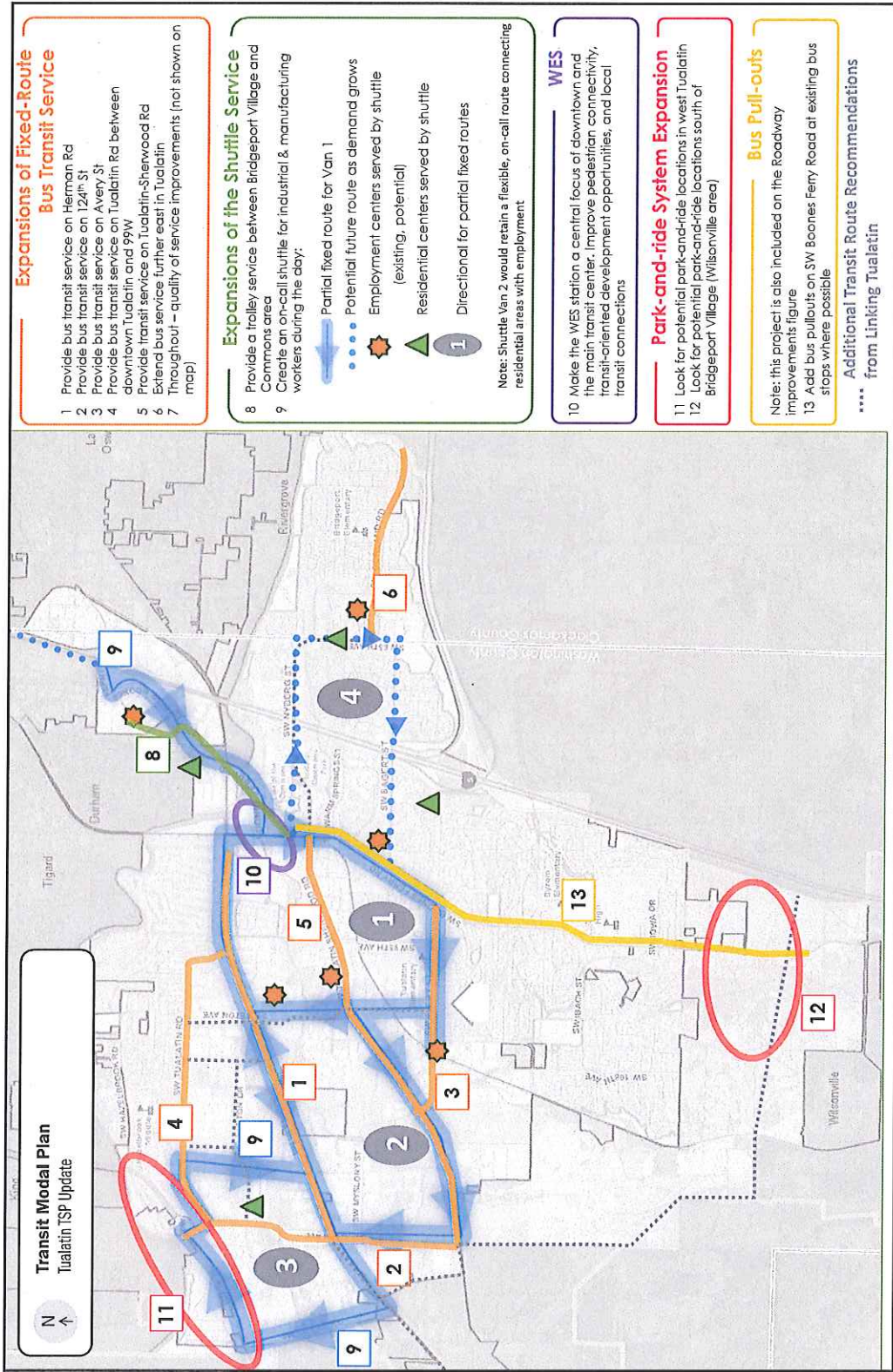


Figure 8. Transit Modal Plan

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.

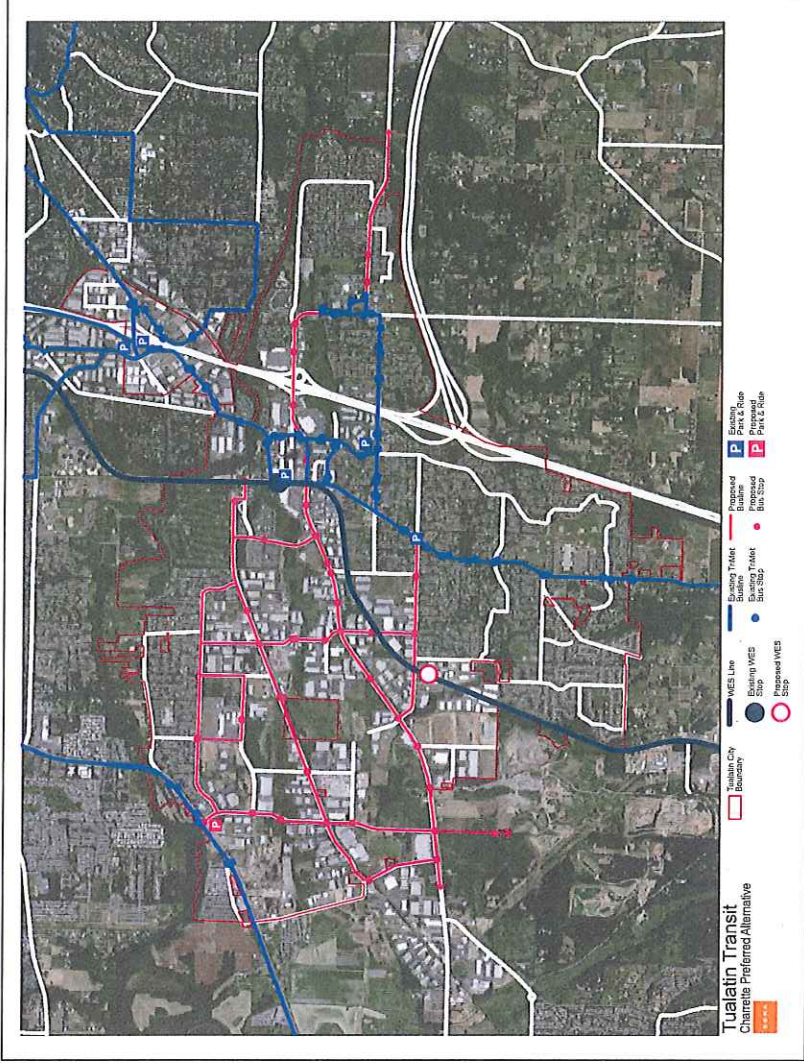


Figure 9. Transit Route Map

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: Sheryl 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 (Vents 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: Sheryl 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 Levelton, 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 Levelton, 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 Levelton 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 Cicole 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.

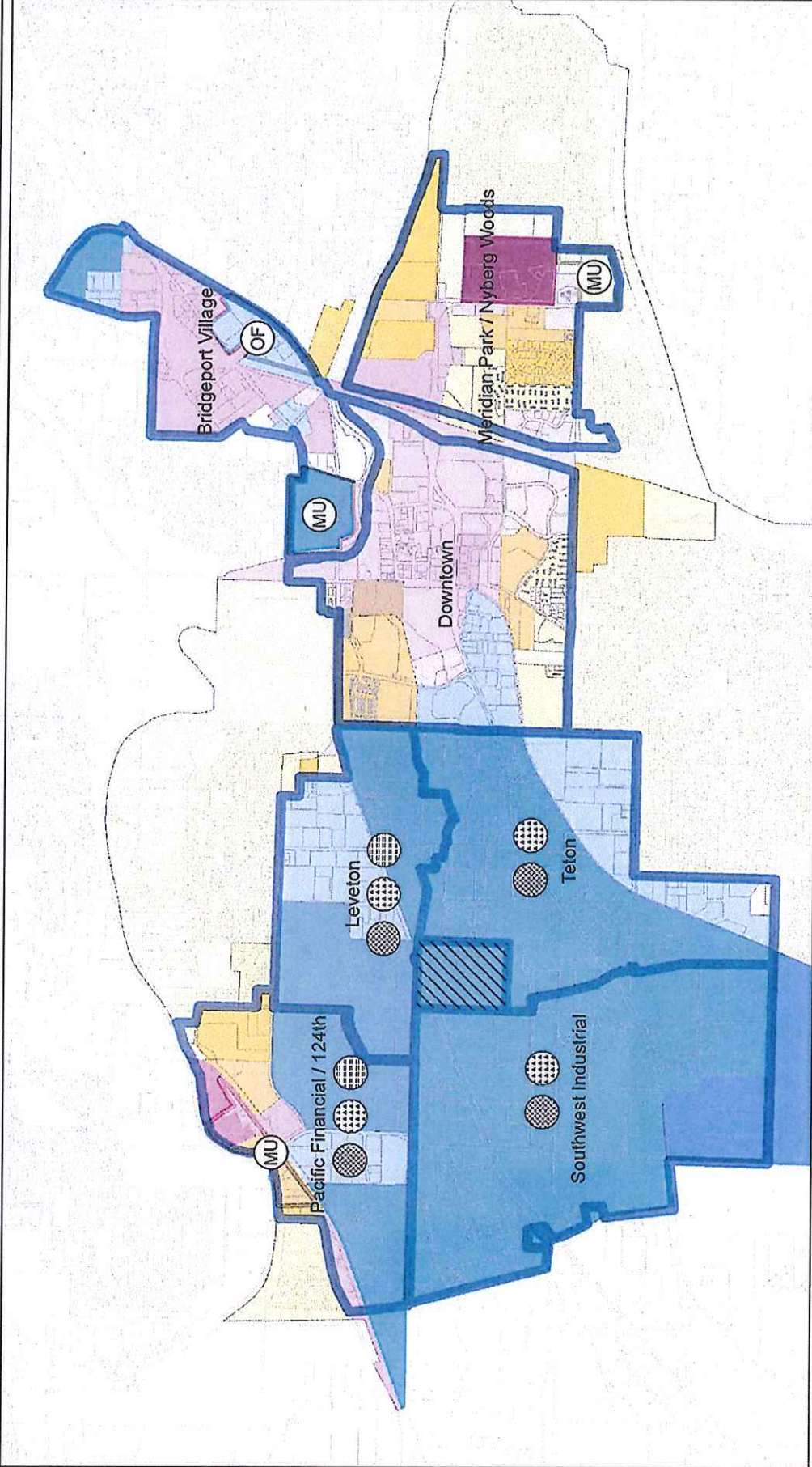
Attachments:

- 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/Hyberg Woods	Leviston	Toton	Southwest Industrial	Pacific Financial/124 th Avenue
Mixed-use	(MU)	(MU)				(MU)
Office	(OF)					
Personal Service						
Business Employment						
Institutional						
Community Space/Open Space				(CS)		(CS)
Parking Structure	(PG)					
Park-and-Ride						(PR)
Local Street Connections	---		---	---	---	---
"Parkway Treatment"					---	---

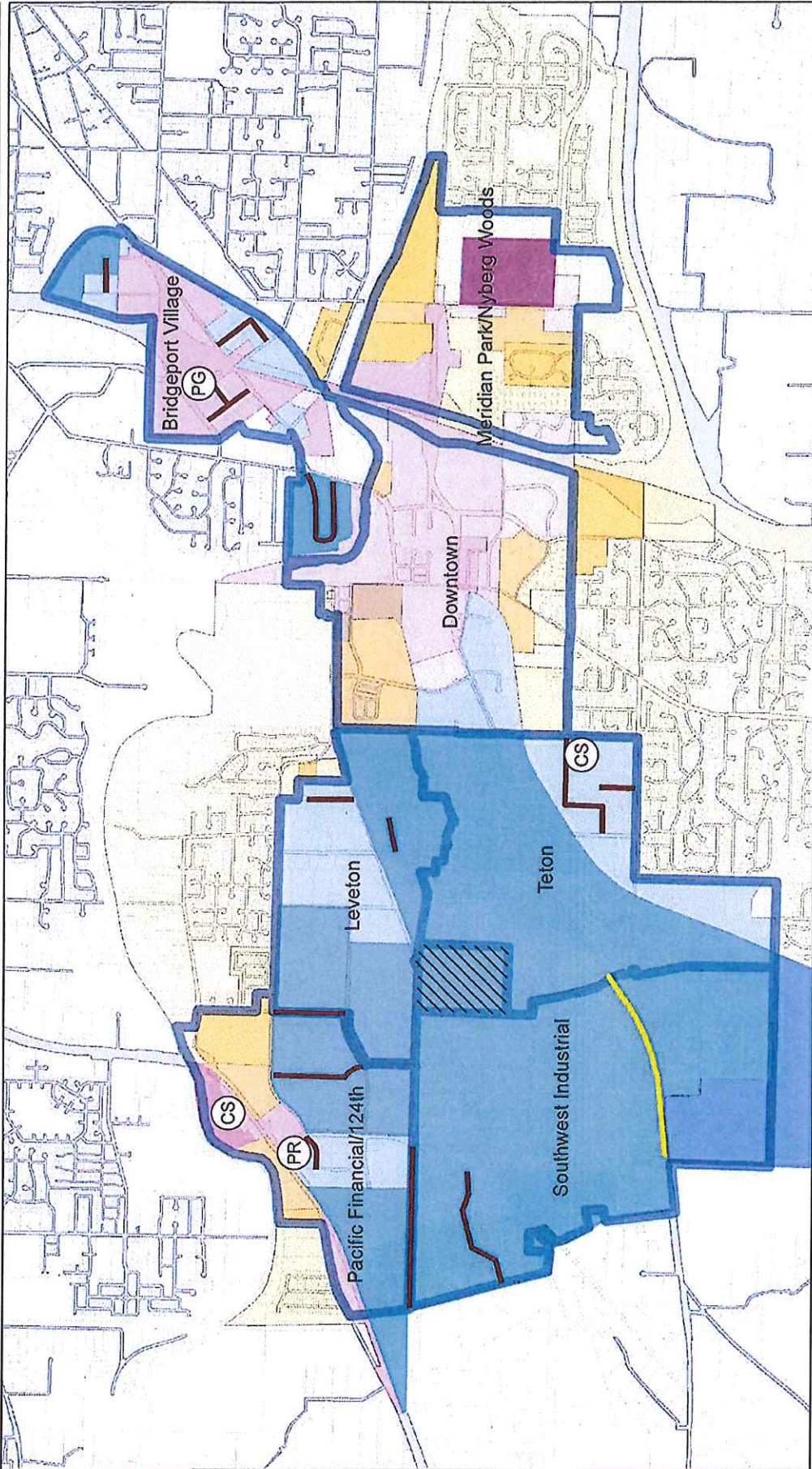
Linking Tualatin Broad Concepts Land Use Changes



Personal Service
 Business Employment
 Institutional
 Mixed Use
 Office
 Unincorporated
 N
 W
 E
 S

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Linking Tualatin Broad Concepts Public Investments



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

N
 W — E
 S

This map is for informational purposes only. It is not intended to be used as a legal document. The information on this map is provided as a general overview and should not be relied upon for any specific project or investment. The information on this map is subject to change without notice.

Linking Tualatin

City Council

January 28, 2013

PHASE II: BROAD CONCEPTS AND NEXT STEPS



Two Project Phases

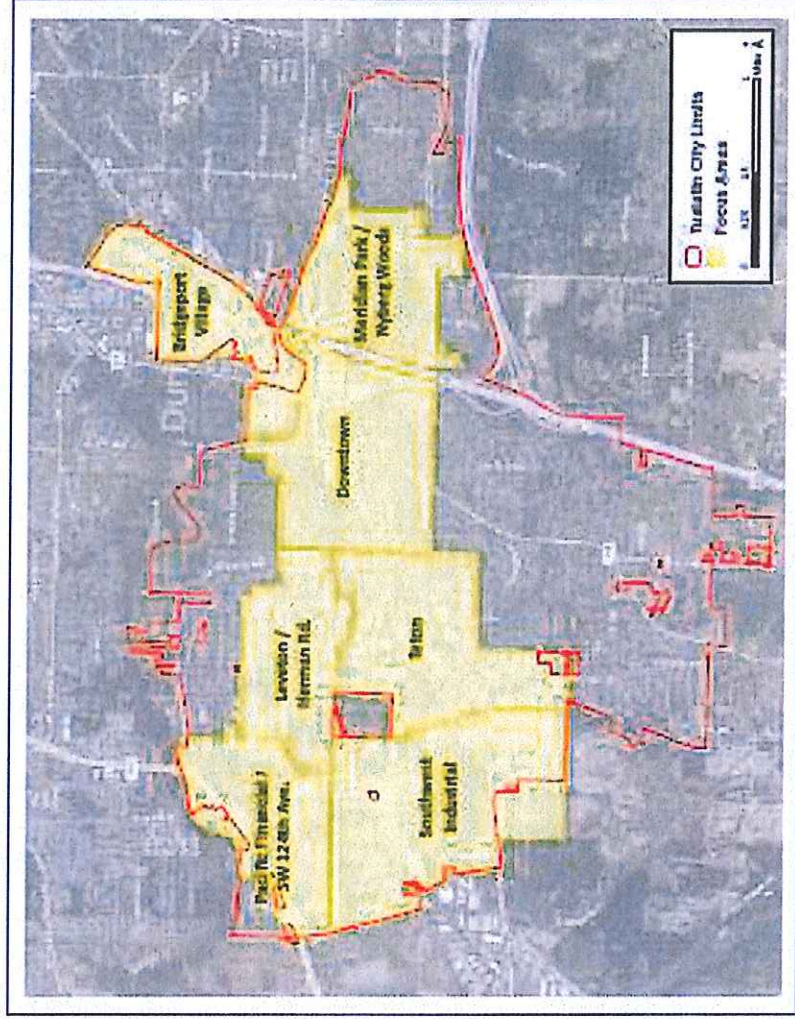
- Phase I: Transportation Project Implementation October – December 2012
 - Incorporated message on SW Corridor Plan
 - Integrated Linking Tualatin transportation projects into TSP

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

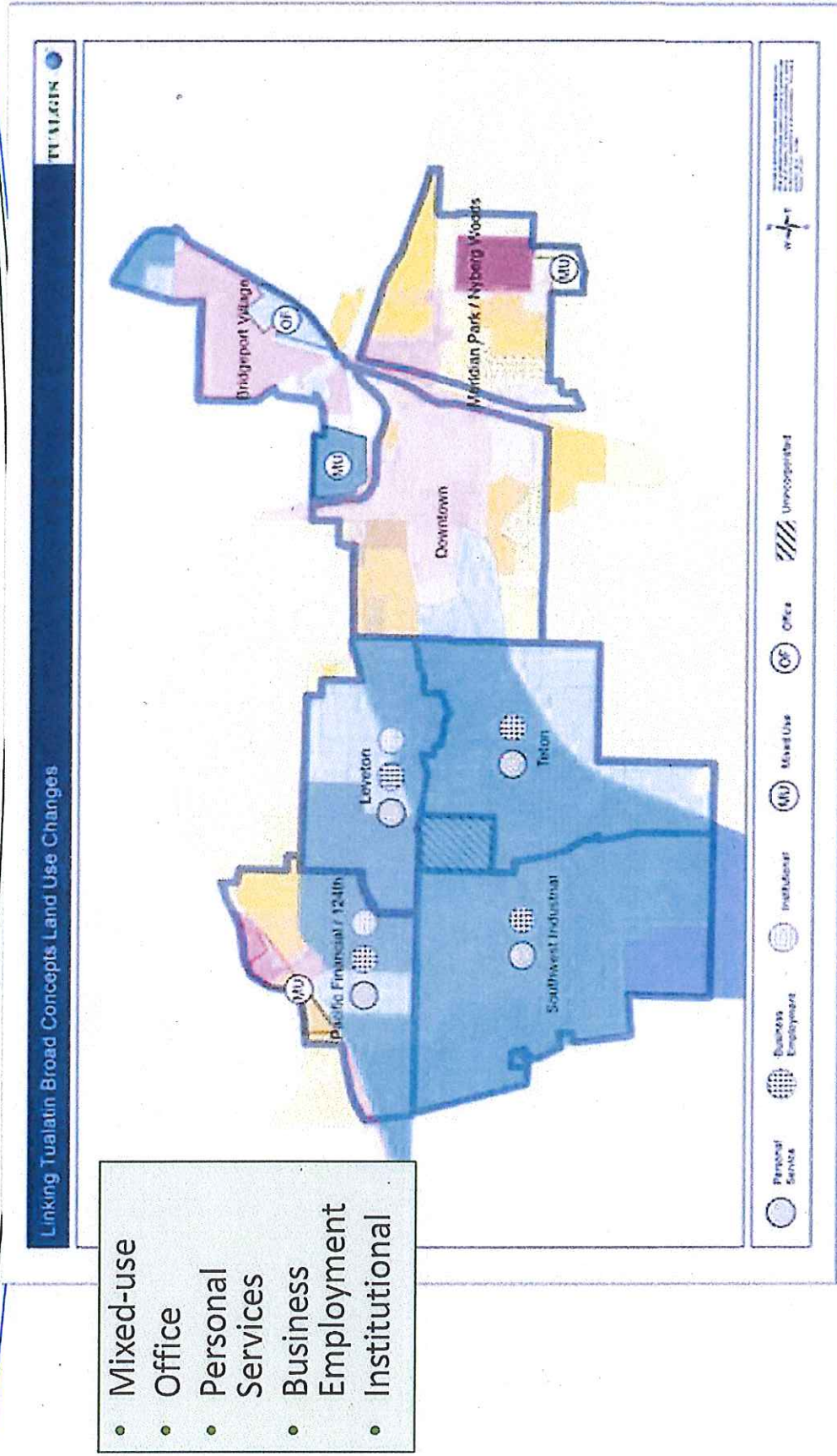
Broad Concepts

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

Broad Concept	Bridgeport Village	Meridian Park/Hyberg Woods	Levelton	Teton	Southwest Industrial	Pacific Financial 104 th Avenue
Mixed-use	(MU)	(MU)				(MU)
Office	(OF)					
Personal Service						
Business Employment						
Institutional						
Community Space/Open Space				(CS)		(CS)
Parking Structure						
Park-and-Ride						(PR)
Local Street Connections						
"Parkway Treatment"						



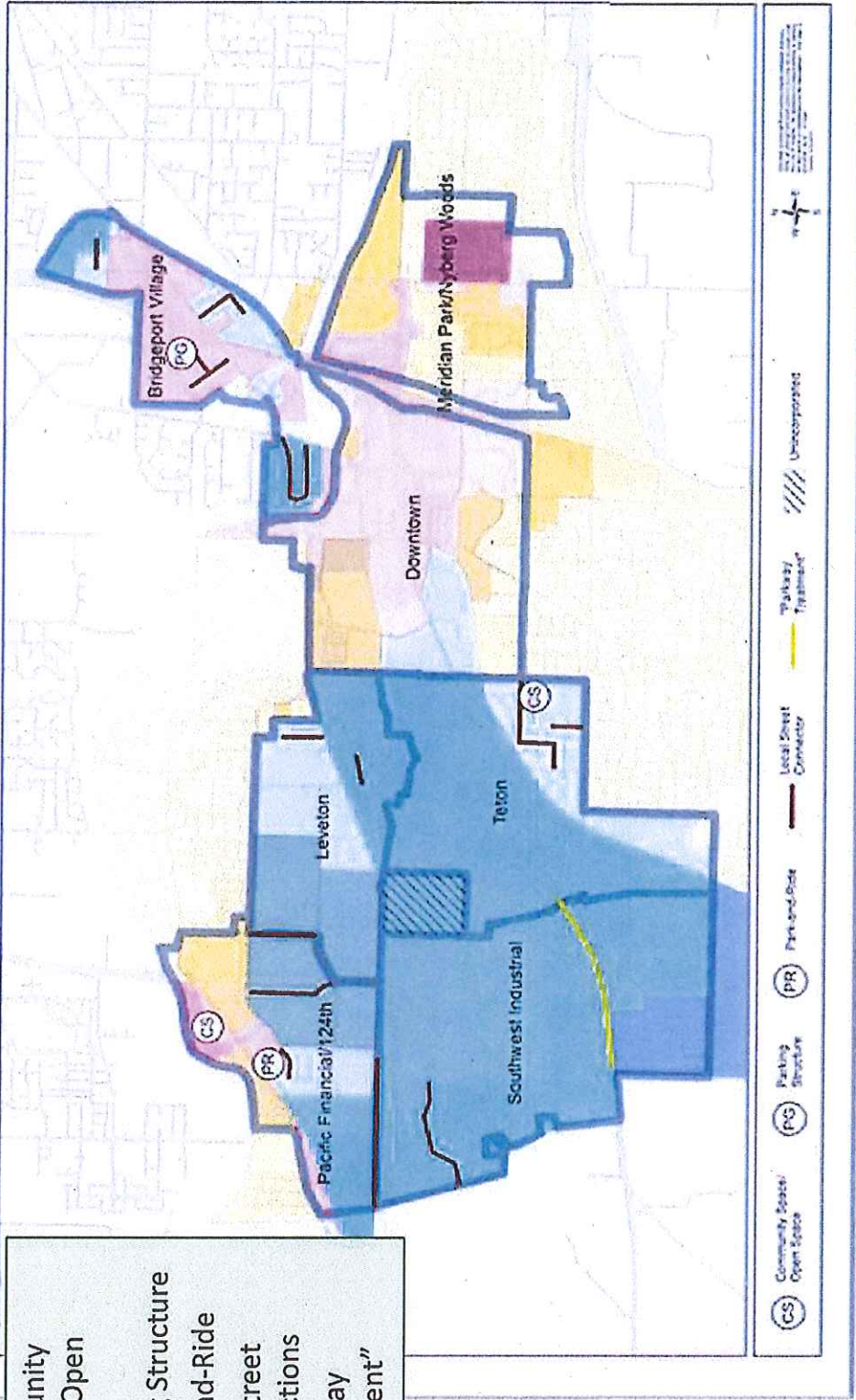
Land Use Code Changes



Land Use Public Investments

Linking Tualatin Broad Concepts Public Investments

- Community Space/Open Space
- Parking Structure
- Park-and-Ride
- Local Street Connections
- "Parkway Treatment"

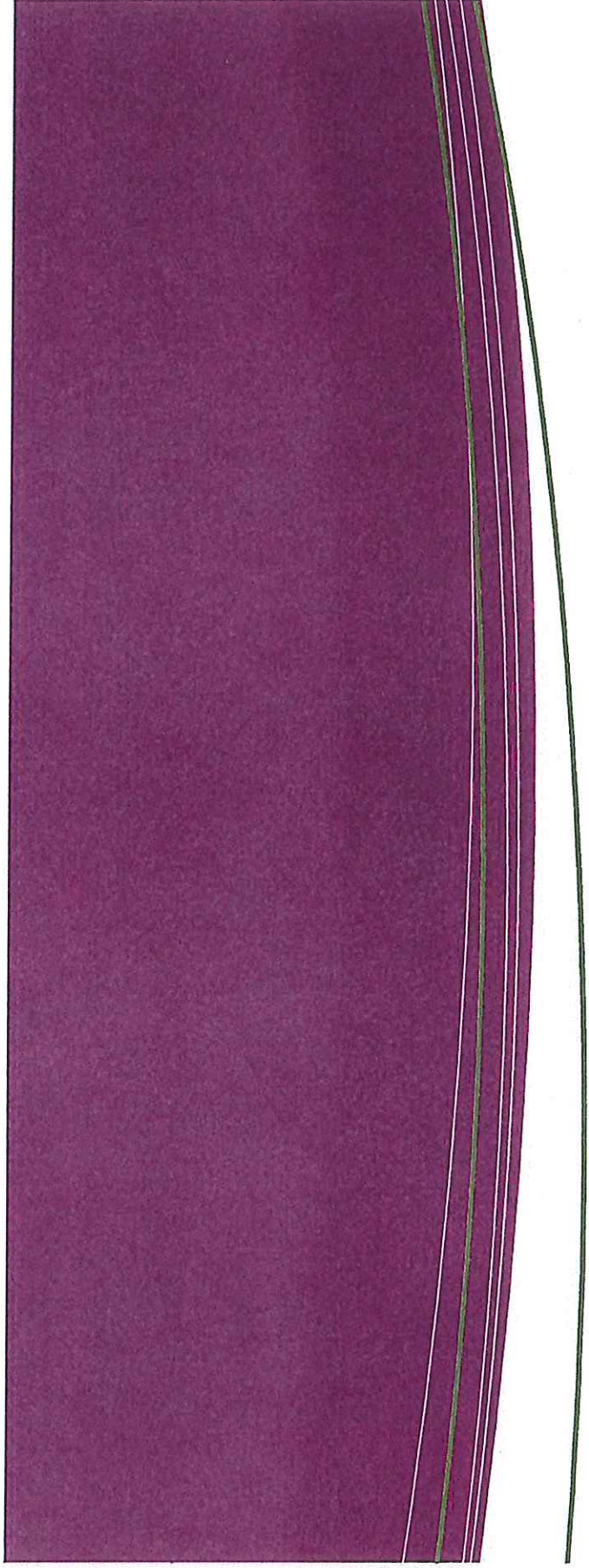


Targeted Outreach

- 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 TPAK, 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, Telon Avenue, Leveton Drive, Southwest Industrial, and Pacific Financial/24th 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 expedited 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 these 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 Haslie (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.



LINKING Tualatin

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/Beverton/Clockamas) 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.



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- 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 clifles 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 on 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



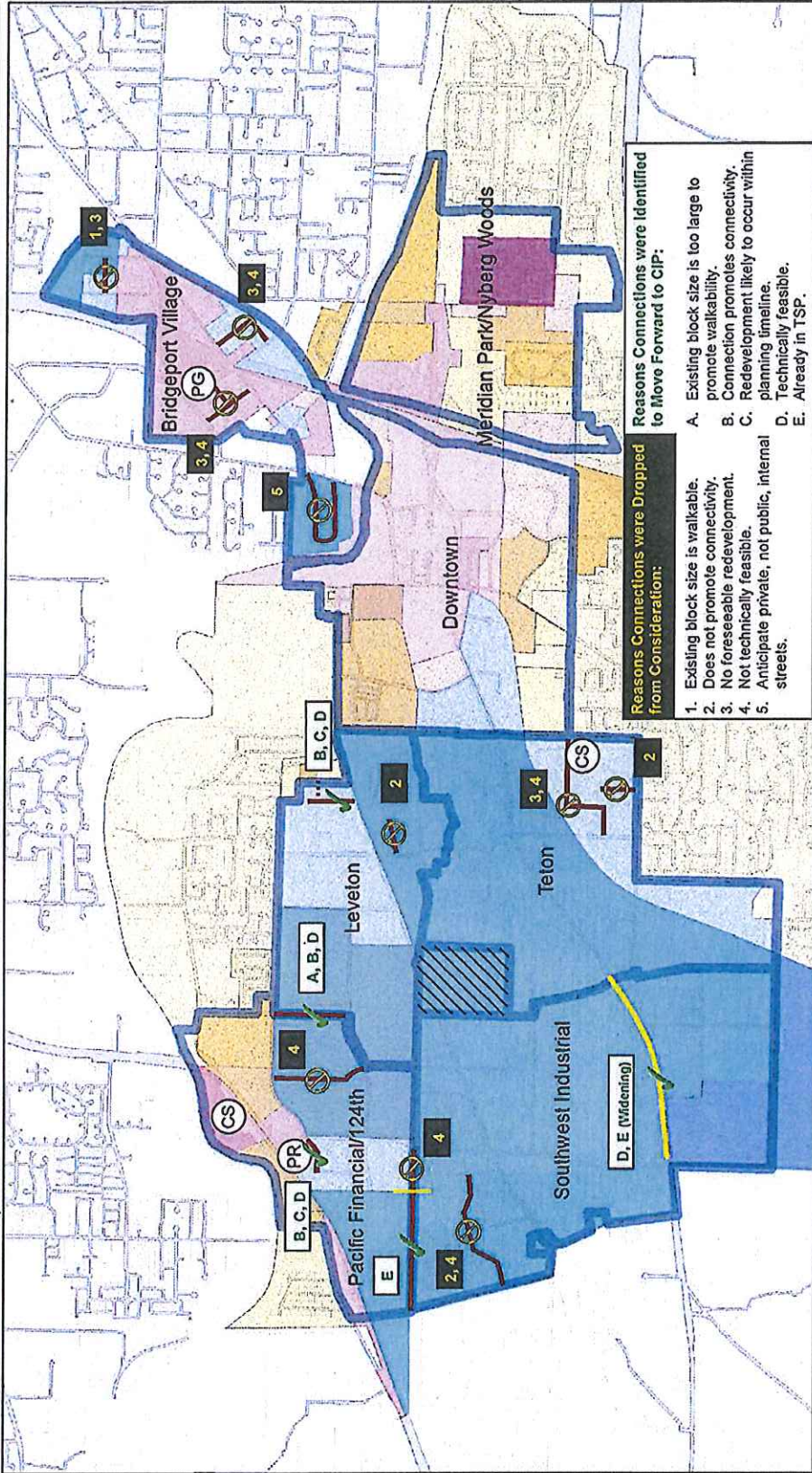
LINKING Tualatin

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



Reasons Connections were Dropped from Consideration:

- Existing block size is walkable.
- Does not promote connectivity.
- No foreseeable redevelopment.
- Not technically feasible.
- Anticipate private, not public, internal streets.

Reasons Connections were Identified to Move Forward to CIP:

- Existing block size is too large to promote walkability.
- Connection promotes connectivity.
- Redevelopment likely to occur within planning timeline.
- Technically feasible.
- Already in TSP.

Community Space/ Open Space	Parking Structure	Park-and-Ride	Local Street Connector	"Parkway Treatment"	Unincorporated	Drop from consideration	Move forward to CIP	
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This is a conceptual map of public investments. It is not intended to be used for legal purposes. It is for informational purposes only. It is not intended to be used for legal purposes. It is for informational purposes only.

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.

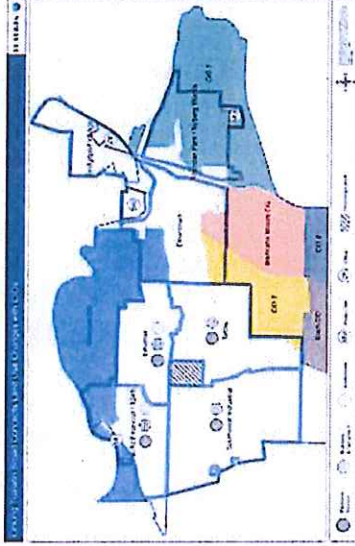
The Linking Tualatin plan outlines land use and transportation changes in key areas in Tualatin to improve transit connectivity. The plan focuses in large part on the city's employment areas such as Bridgeport, industrial areas in the west, and Meridian Park Hospital. It also identifies areas with potential 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

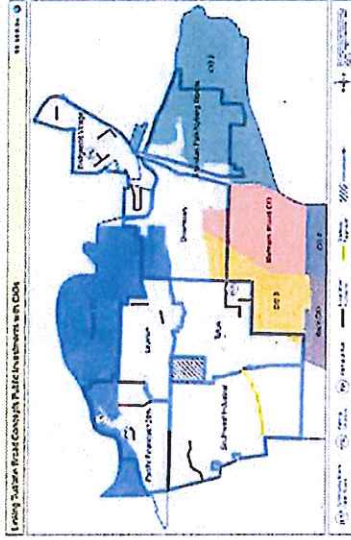
Attachment C 1

- Transit Ready Places:
 - Leveton Drive/Herman Road
 - Bridgeport Village
 - Meridian Park/Nyberg Woods
 - Downtown
- 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.

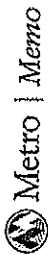
Land Use Public Investments are capital improvement projects that would occur within the various transit ready places. Examples include community space/open space, parking structure, park-and-ride, local street connections and "parkway treatment".



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 503-651-3029.

Attachment C 2



Memo

Date: February 5, 2013
To: Southwest Corridor 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.



Metro | Memo

Date: Wednesday, January 30, 2013

To: SW Corridor Plan, Project Team Leaders
From: Leila Aman, Metro
Re: Creating the 5 Project Bundles

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 1/4 mile of a bikeway, natural area, public park or trail
12	People (jobs and residents) within 1/4 mile of potential high capacity transit stations
13	Traffic safety (reduction in serious crashes)
14	Sidewalk connectivity on major roads within 1/4 mile of potential high capacity transit stations and within 1/4 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

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:

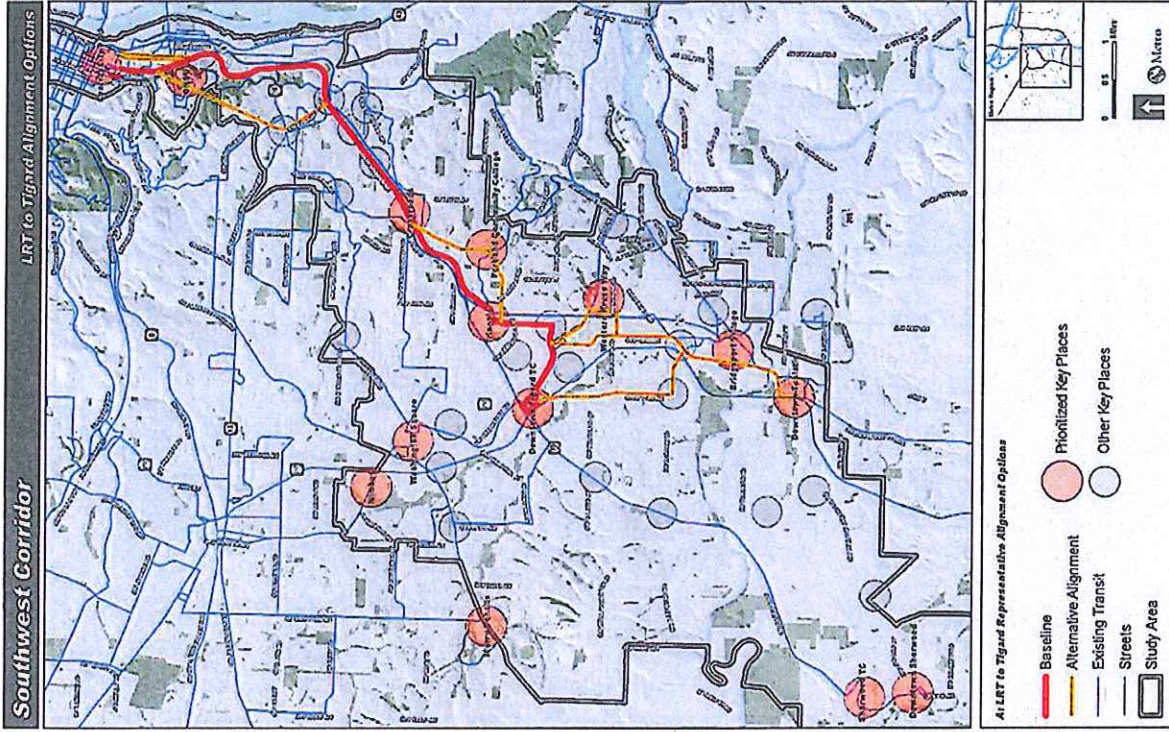
1. Important for overall natural resource health
 2. Can serve as a catalyst to future economic development
 3. Enhances community livability
 4. Project creates the interconnected network that supports mobility
- The refinement and bundling of these projects will be discussed separately.

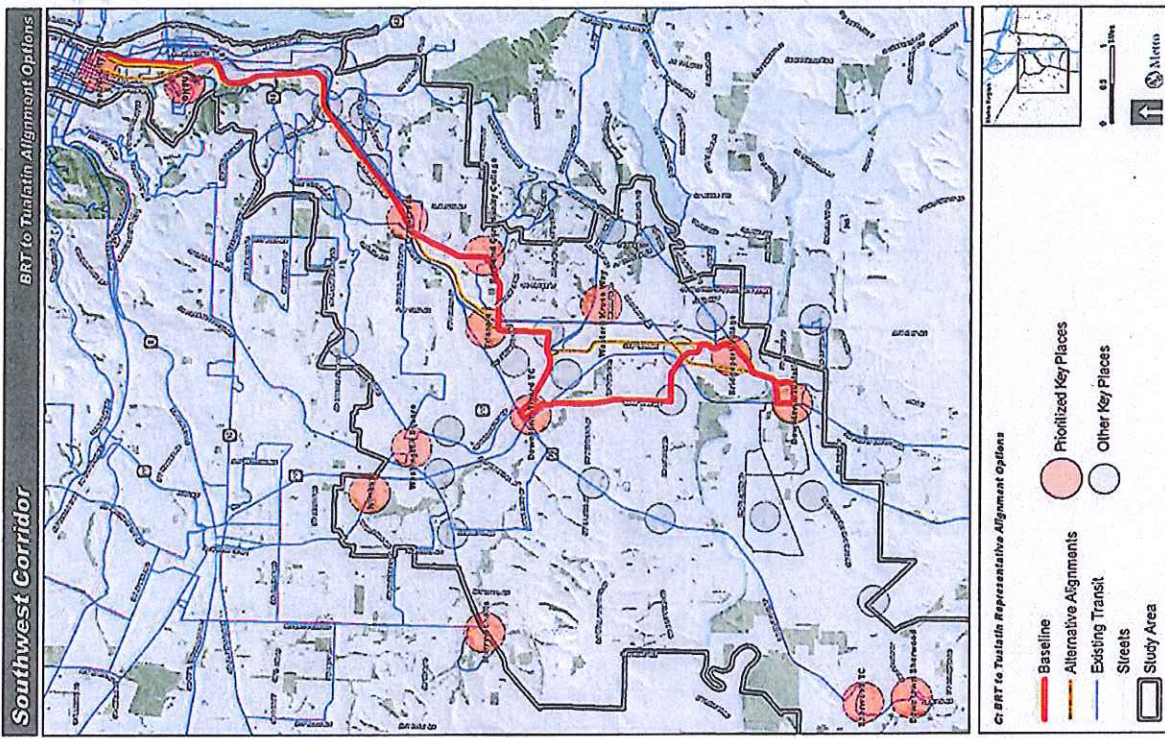
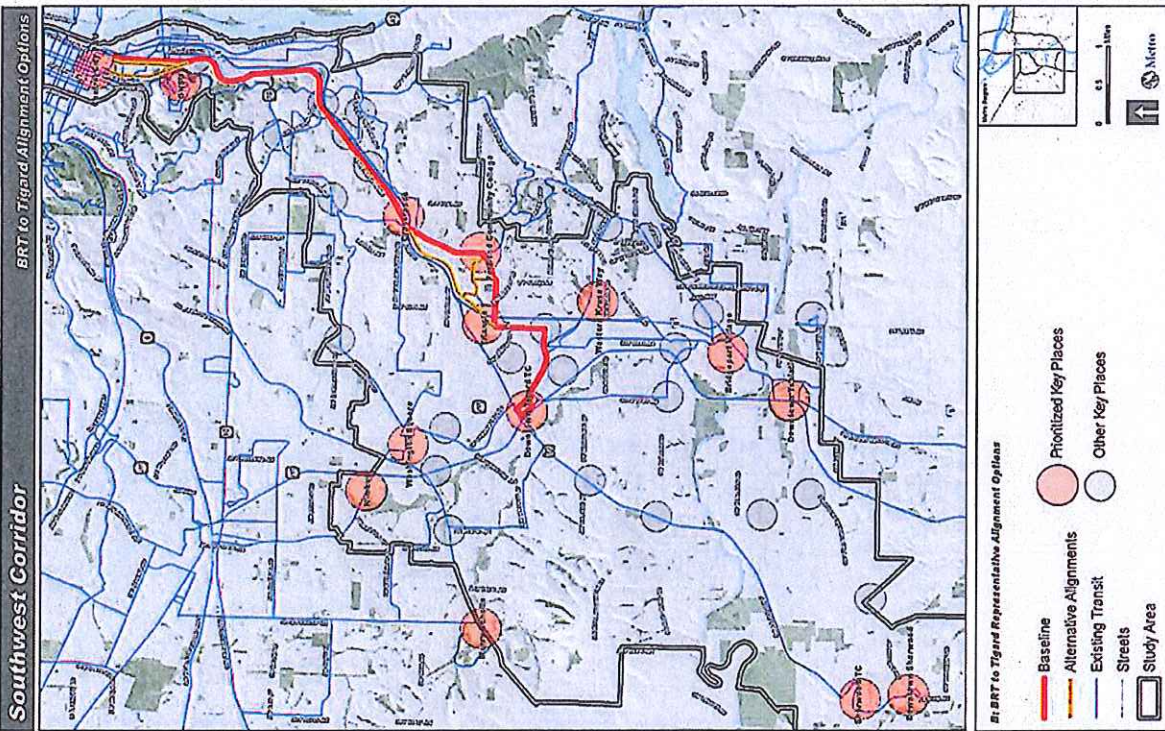
Step 2 – Review and Refine

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:

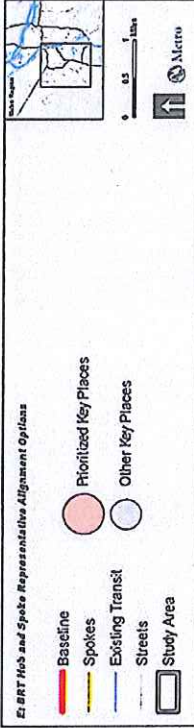
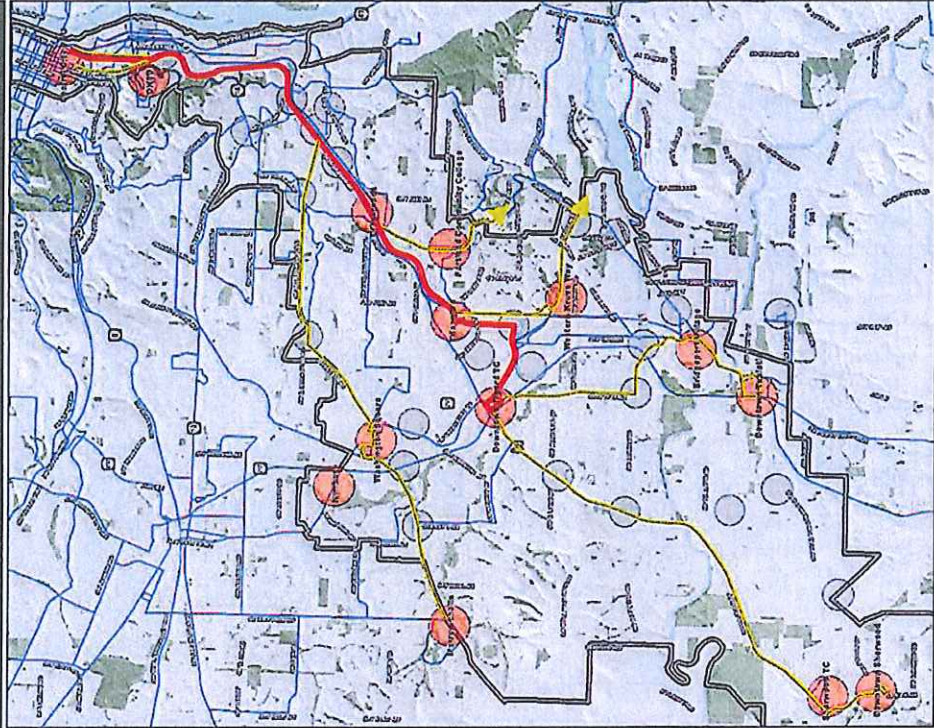
- Confirmation of projects identified through the technical analysis. This included removing projects or re-prioritizing based on local input.
- Discuss importance of catalyst projects that did not meet the technical classification but were considered critical to local partners.
- Identify projects that 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.

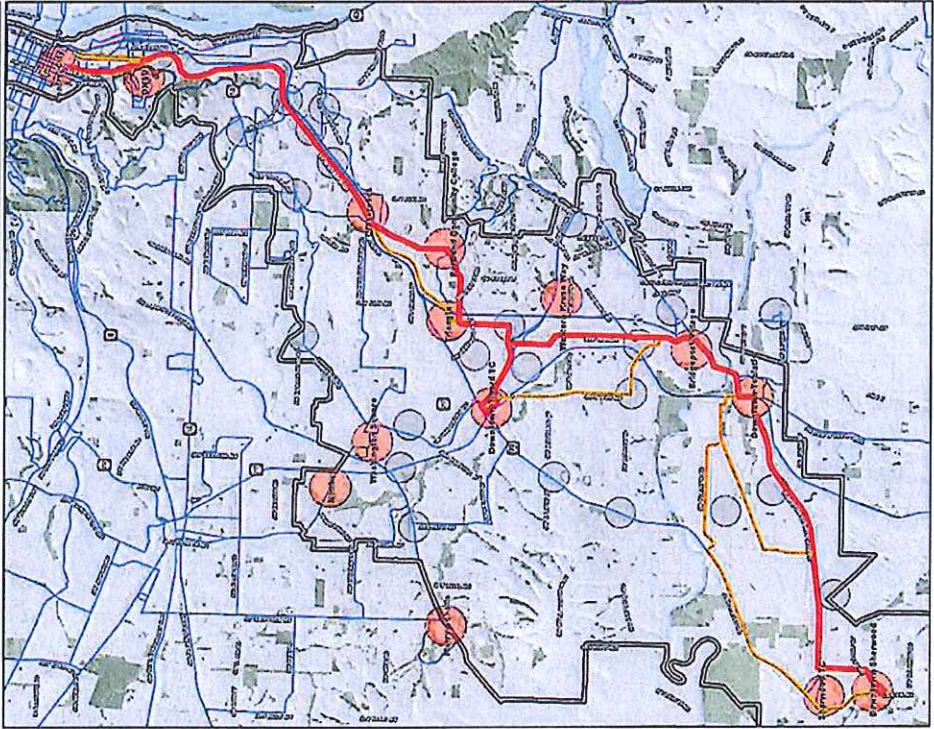




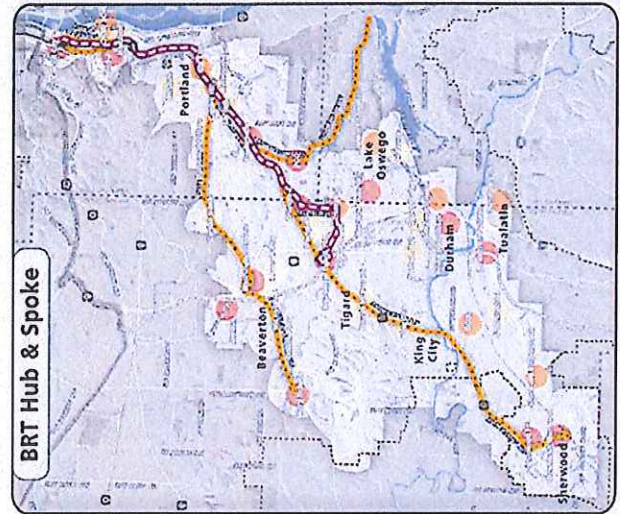
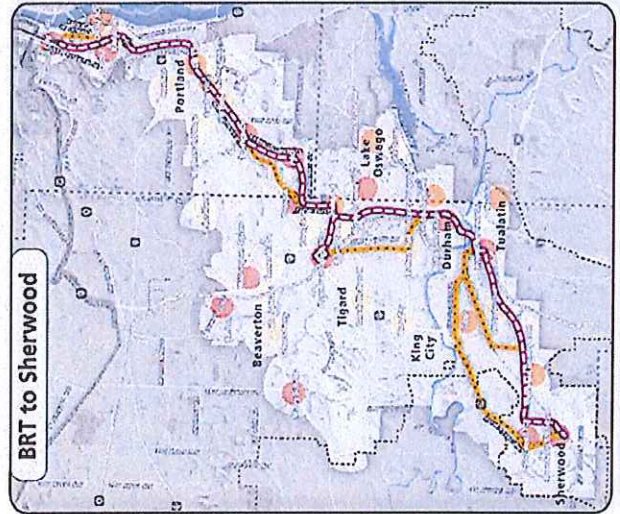
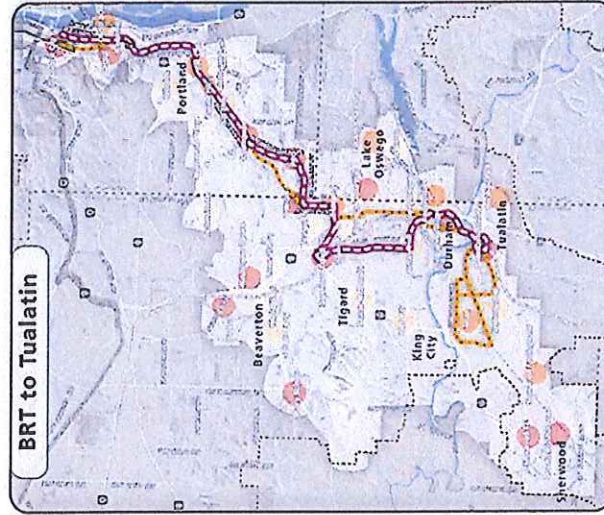
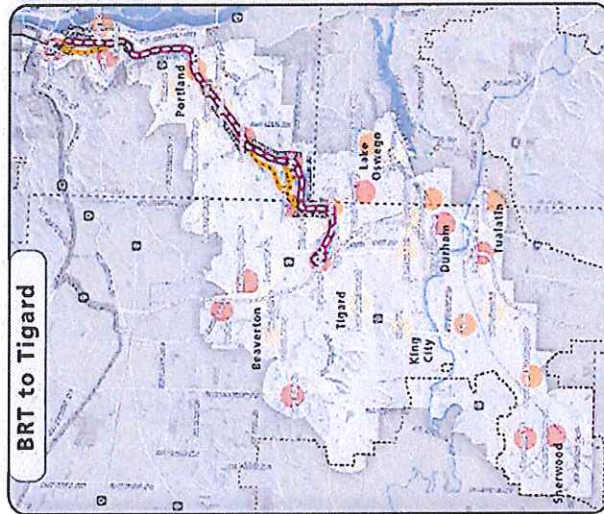
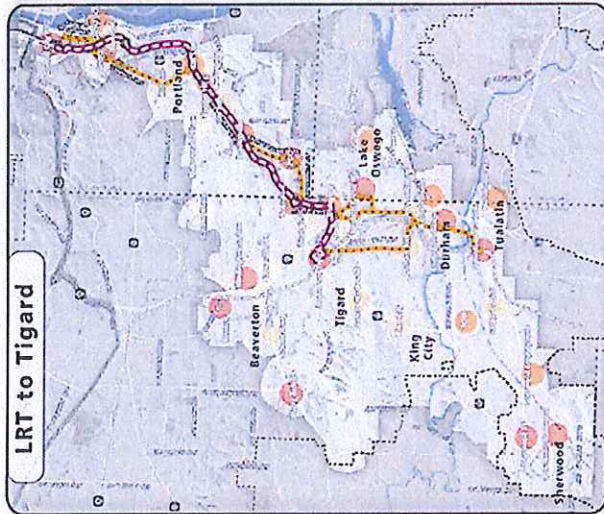
Southwest Corridor



Southwest Corridor



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

Scale: 1 inch = 1 mile
 April, 2013

Metro Page on

Linking Tualatin

Community Involvement Ideas Report

June 2013



Acknowledgements

Consulting Team

Matt Hastie *Angelo Planning Group*
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Jeff DeHaan
Nic Herriges
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Cameron Grille

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



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Bruce Andrus-Hughes *TPARK Representative*
Brian Barker *TVF&R*
Bill Beers *TPAC Representative*
Monique Beikman *City Councilor*
Charlie Benson *Citizen Representative*
Kelly Betteridge *TriMet*
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Wade Brooksby *City Councilor*
Karen Buehrig *Clackamas County*
Joelle Davis *City Councilor*
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Travis Evans *Citizen Representative*
Jan Giunta *CIO Representative*
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Judith Gray *City of Tigard*
Julia Hajduk *City of Sherwood*
Steve L Kelley *Washington County*
Nancy Kraushaar *Citizen Representative*
Deena Platman *Metro*
Lidwien Rahman *ODOT*
Randall Thom *Business Rep - Small Employer*
Bethany Wurtz *Tualatin Tomorrow Representative*

Member Alternates

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Nic Herriges *Alternate Citizen*
John Howarth *Alternate Citizen*
Candice Kelly *Alternate Tualatin Tomorrow*
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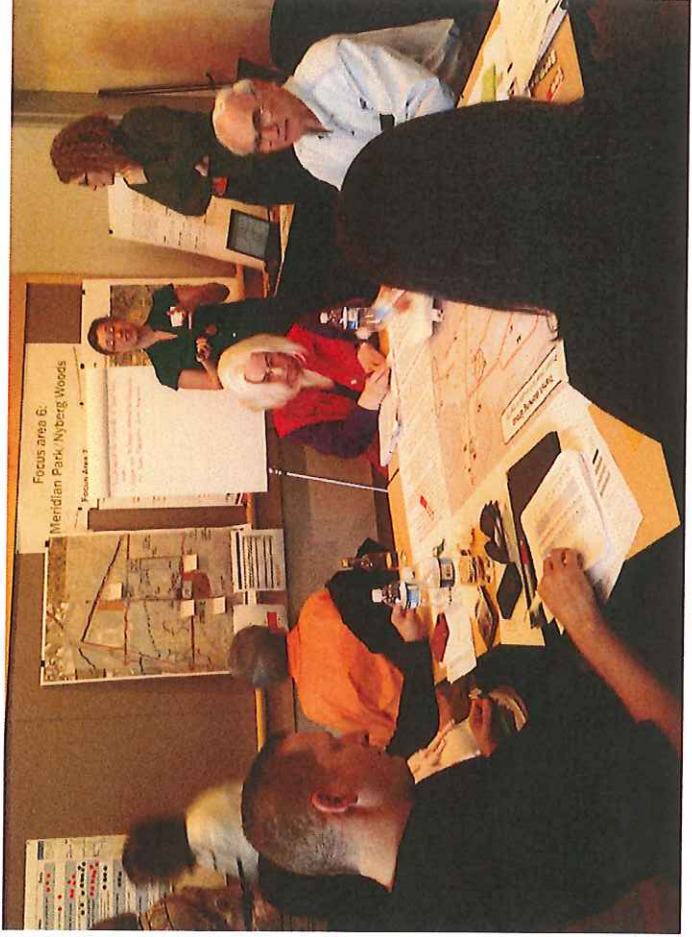


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Preface

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,

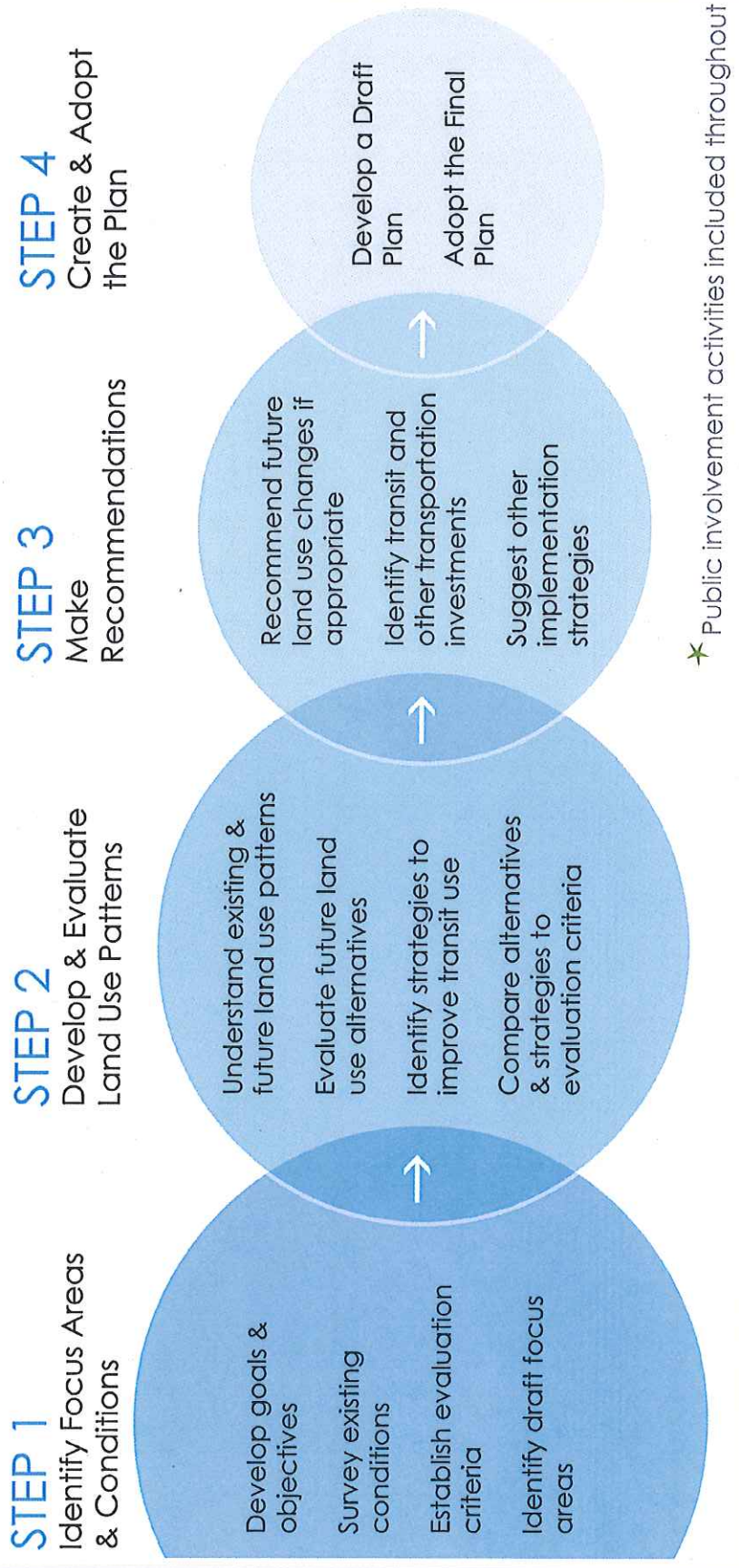
the Tualatin Today newsletter, Facebook and Twitter accounts and information provided via community group publications.

- ▶ 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



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.



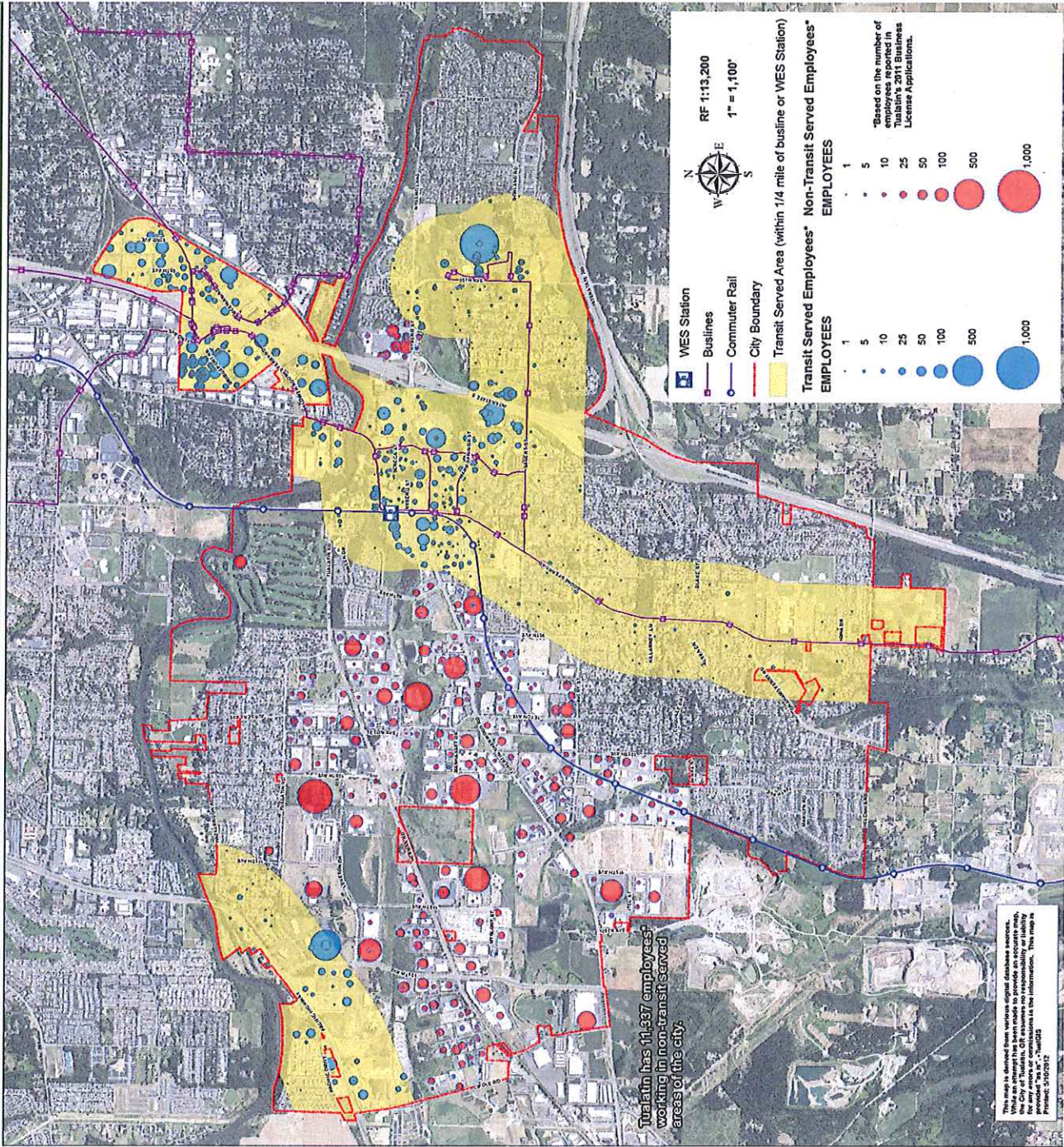


Figure 1. Employment and Transit within Tualatin

Linking Tualatin Community Involvement Ideas Report

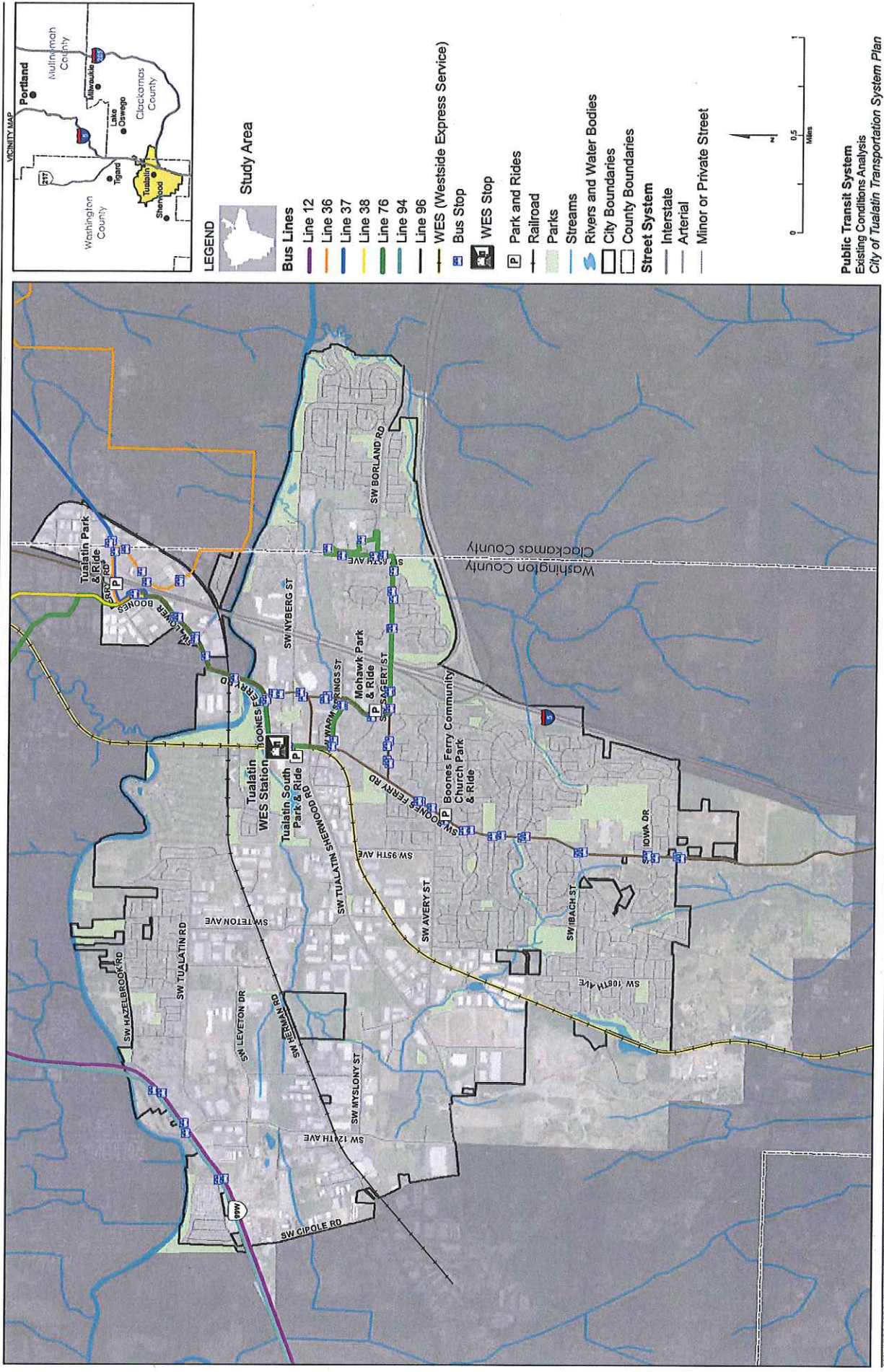


Figure 2. TriMet Service Map in the City of Tualatin

Page 12

Attachment E Page 12

Introduction and Background

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

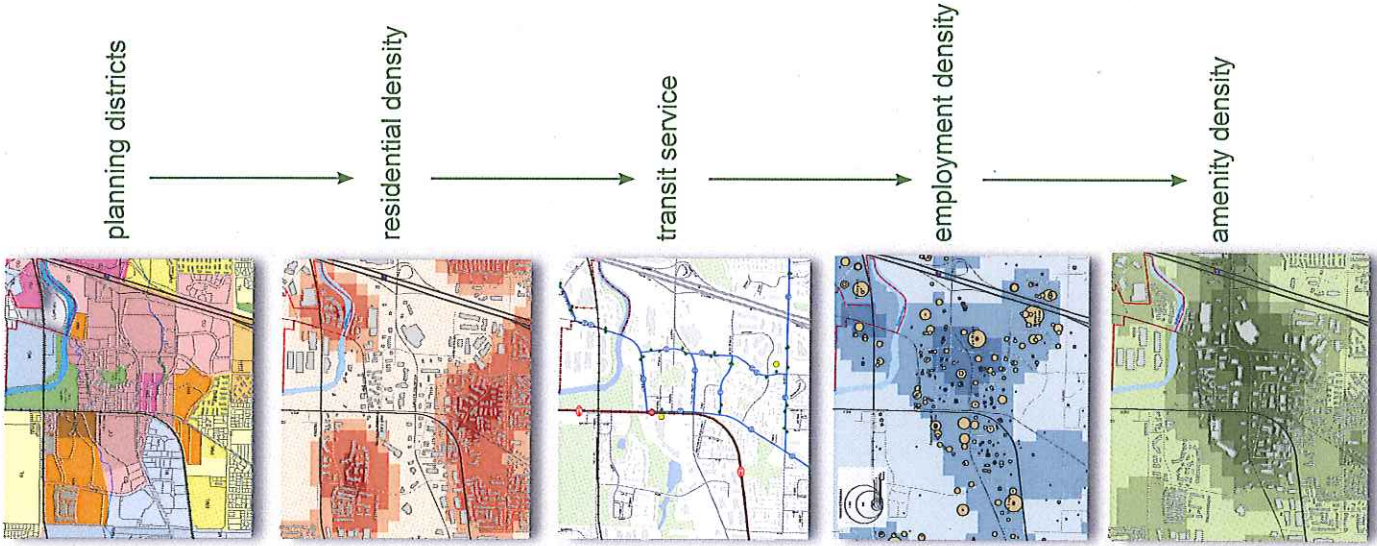
▶ **Constraints & Opportunities Analysis** - describes constraints and opportunities associated with increasing transit services and types of development that will support it in Tualatin's Transit Ready Places. The constraints and opportunities analysis served as the starting point for identification 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.

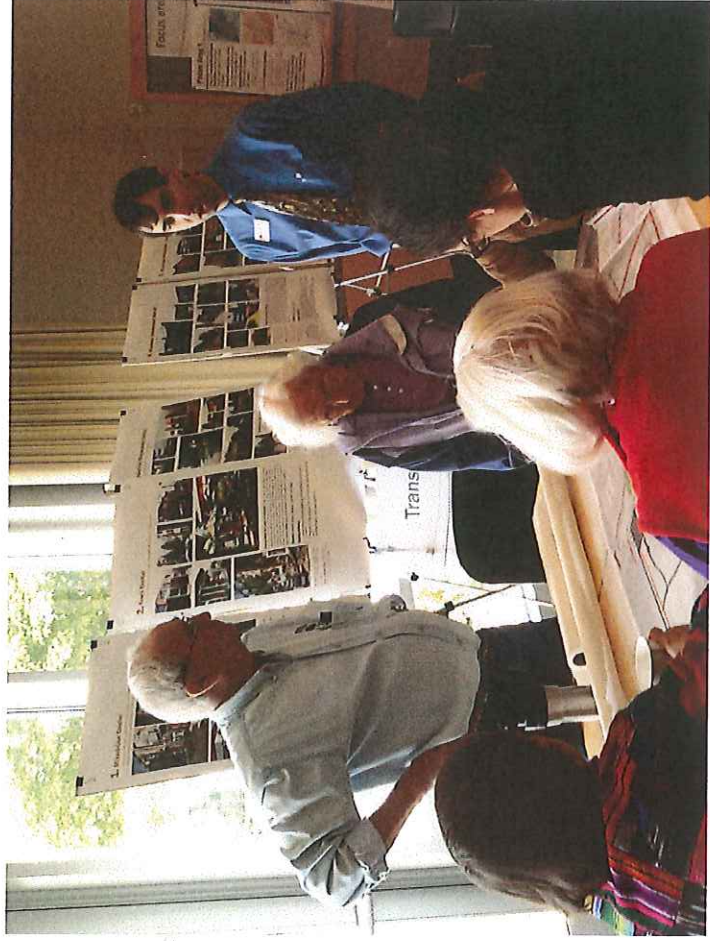
Objectives

- ▶ 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 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.

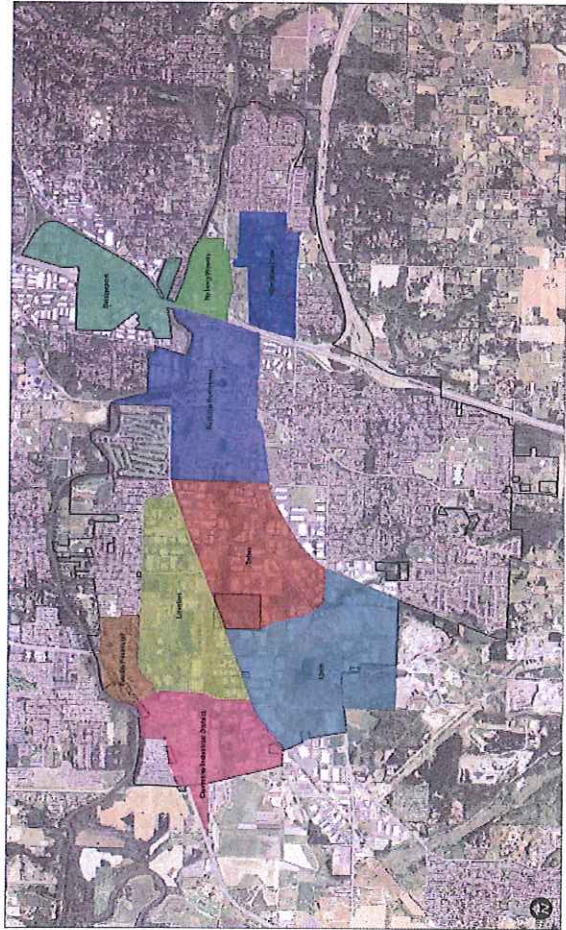


Figure 3. Initial Transit Ready Places

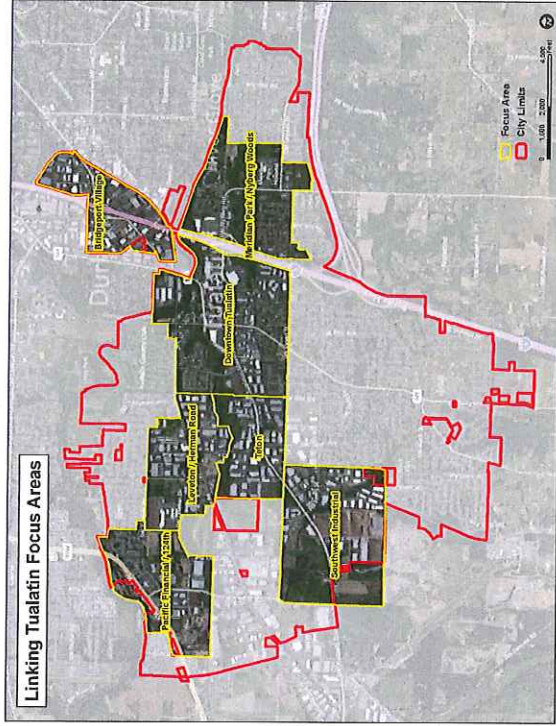


Figure 5. Third version of Transit Ready Places

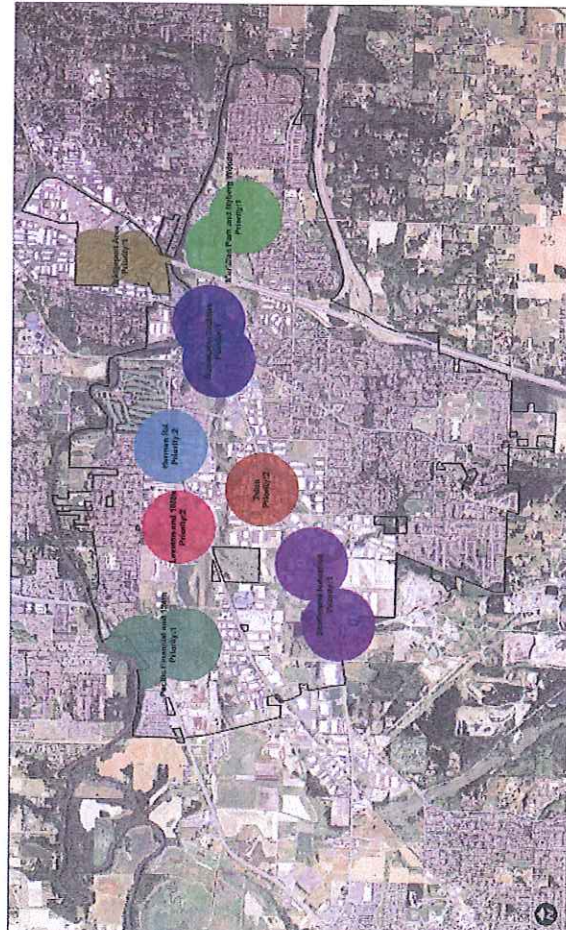


Figure 4. Second version of Transit Ready Places

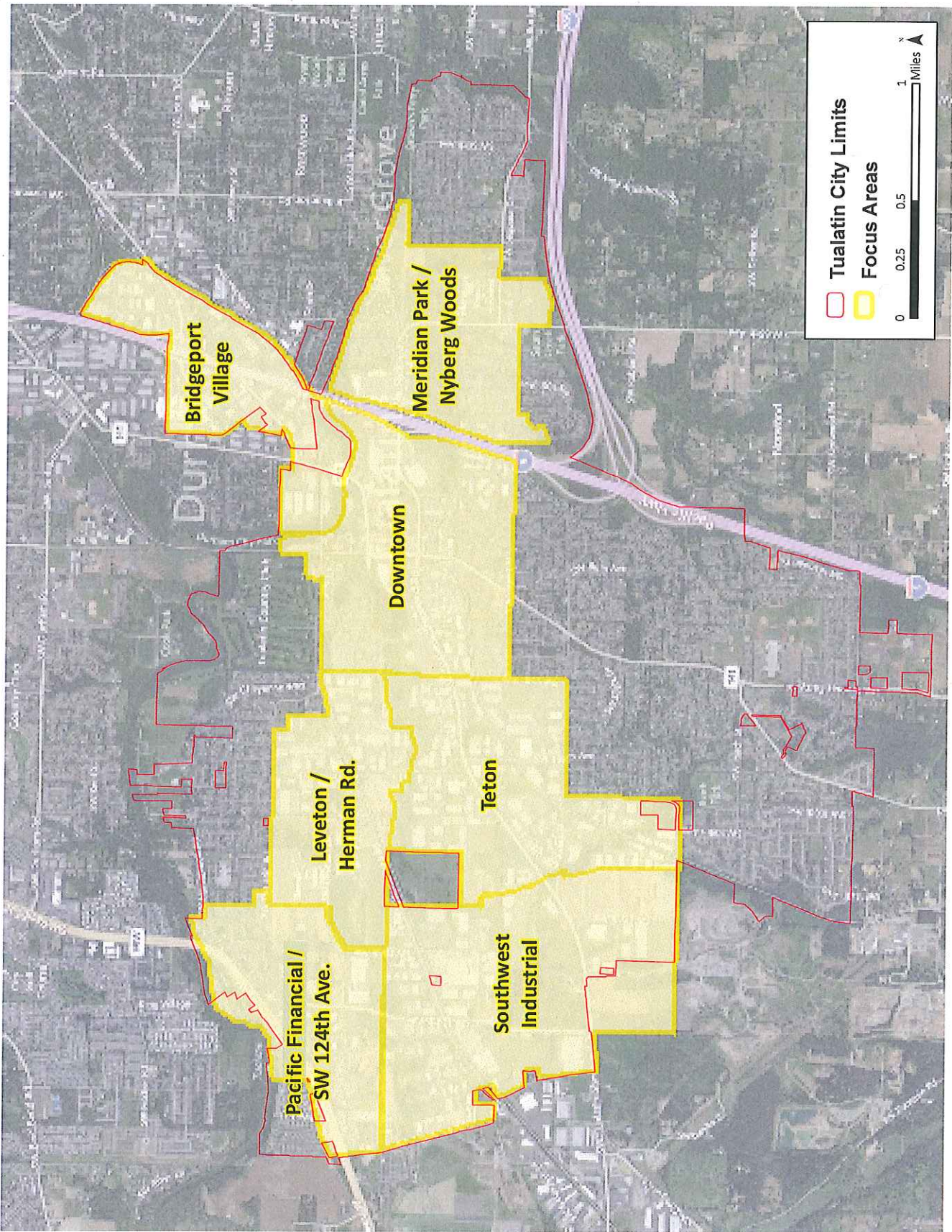
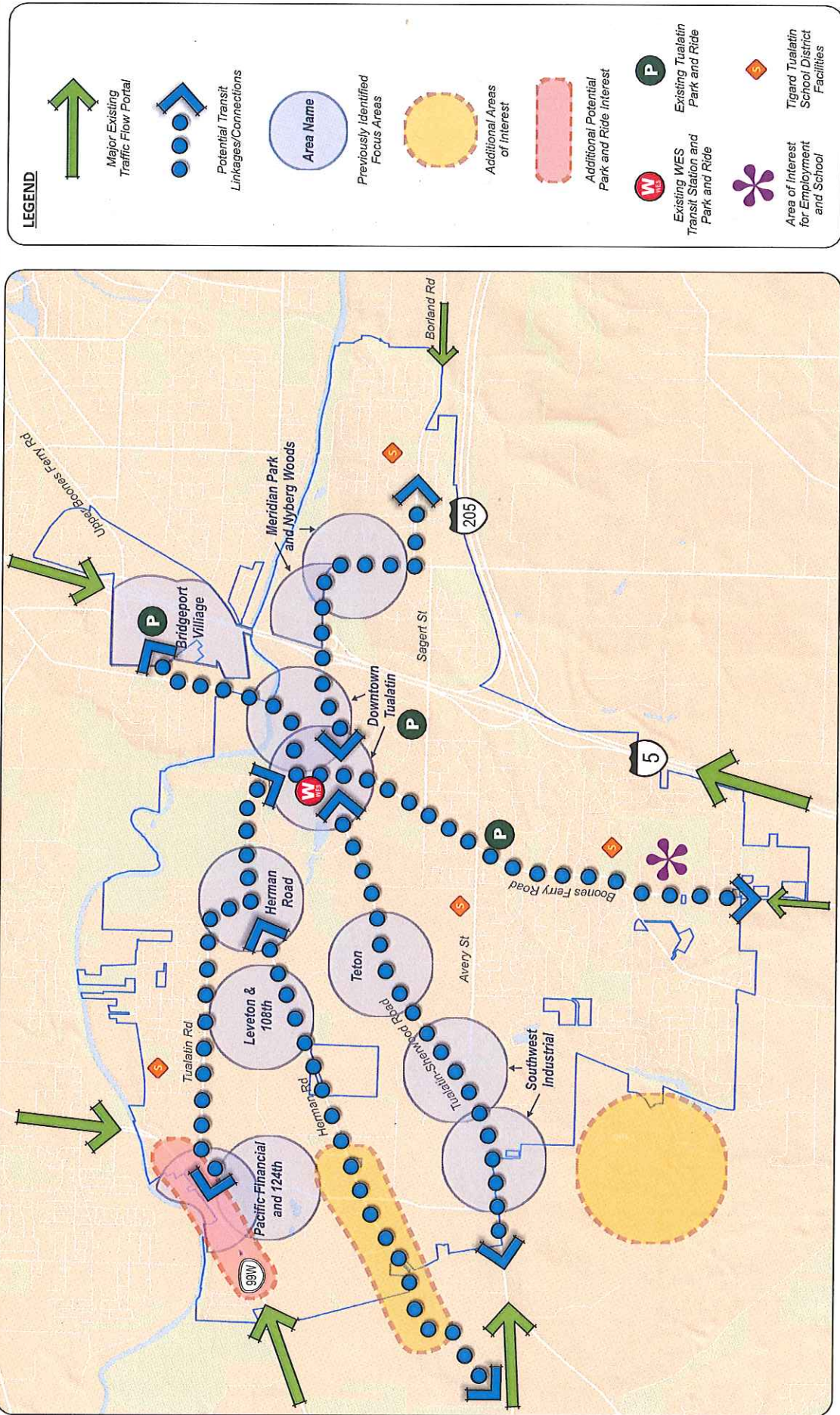


Figure 6. Final Transit Ready Places



LEGEND



Major Existing Traffic Flow Portal



Potential Transit Linkages/Connections



Area Name

Previously Identified Focus Areas



Additional Areas of Interest



Additional Potential Park and Ride Interest



Existing WES Transit Station and Park and Ride



Existing Tualatin Park and Ride



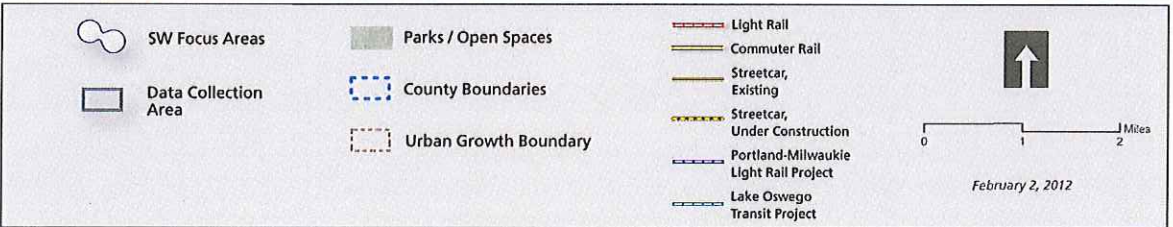
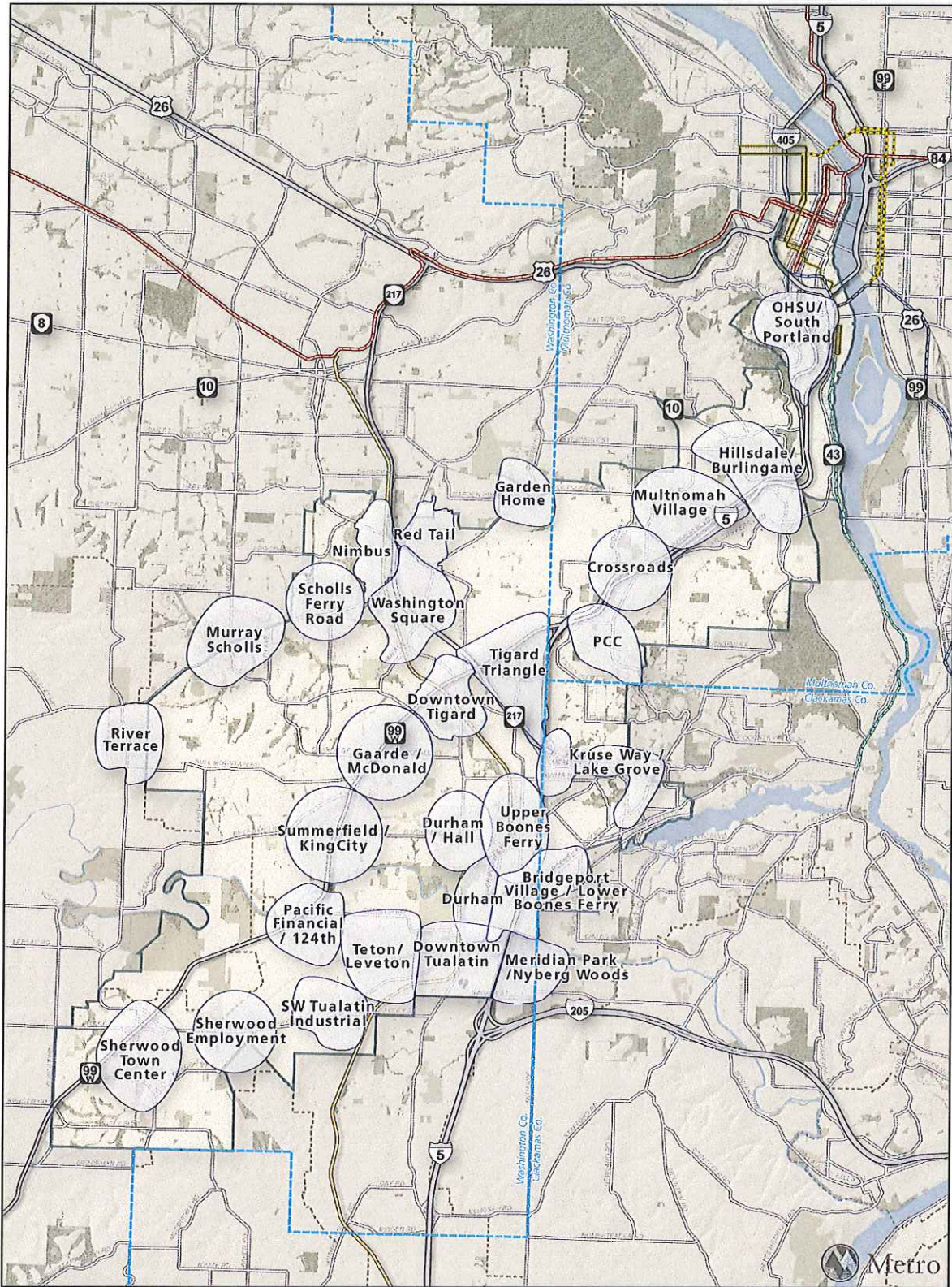
Area of Interest for Employment and School



Tigard Tualatin School District Facilities

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

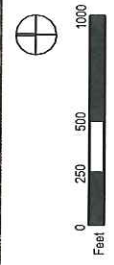
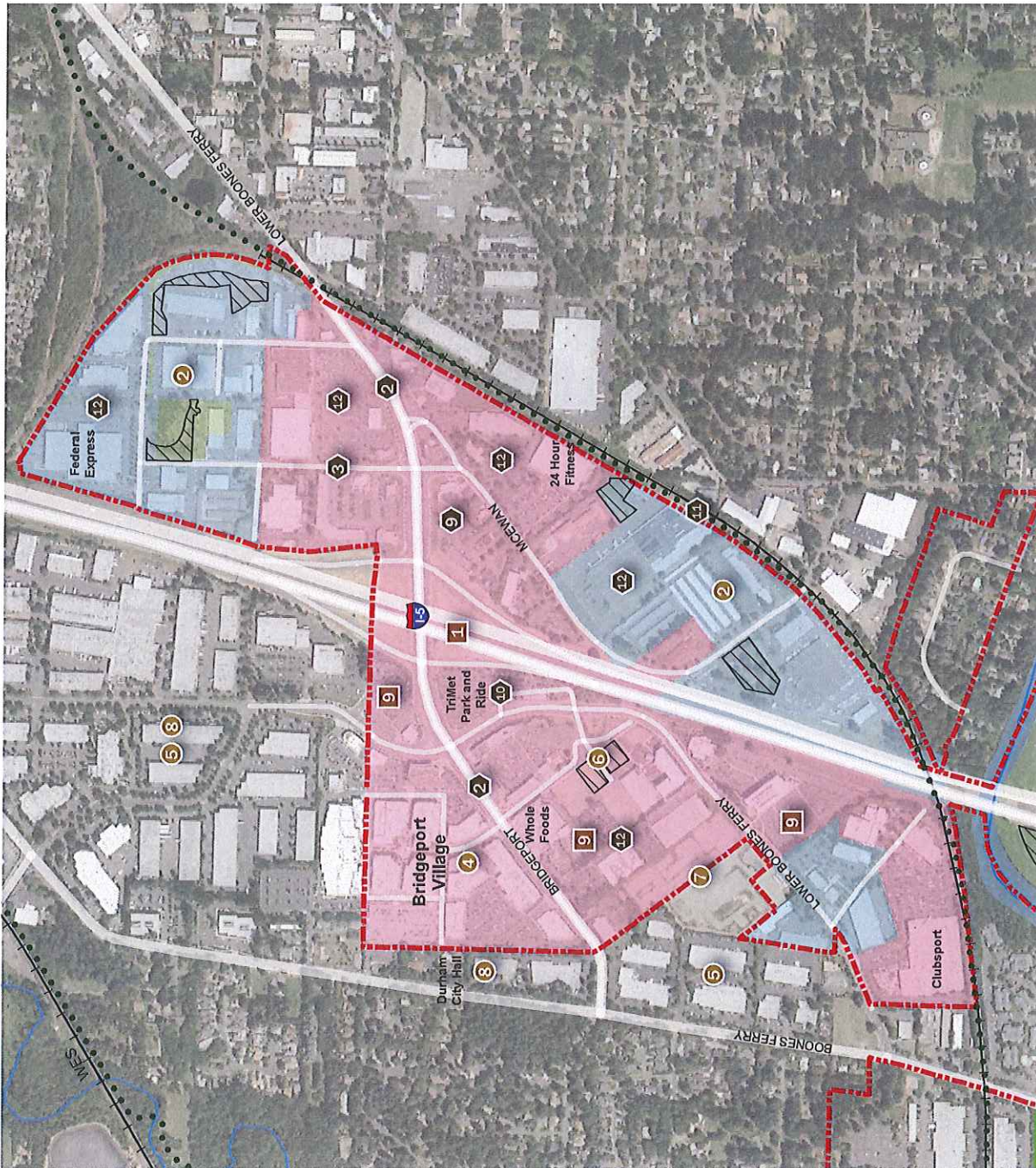
- 4 Bridgeport Village and surrounding retail is a major regional draw, and potential transit destination. Provides an array of services for nearby workers.
- 5 Single-story office and industrial parks may provide some employment-based transit ridership. Potential opportunity to redevelop these low-rise 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 |
| existing employment / institutional | wetland / natural area |
| existing med-high density residential | park |
| | city limit |
| | ugb |
| | 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.

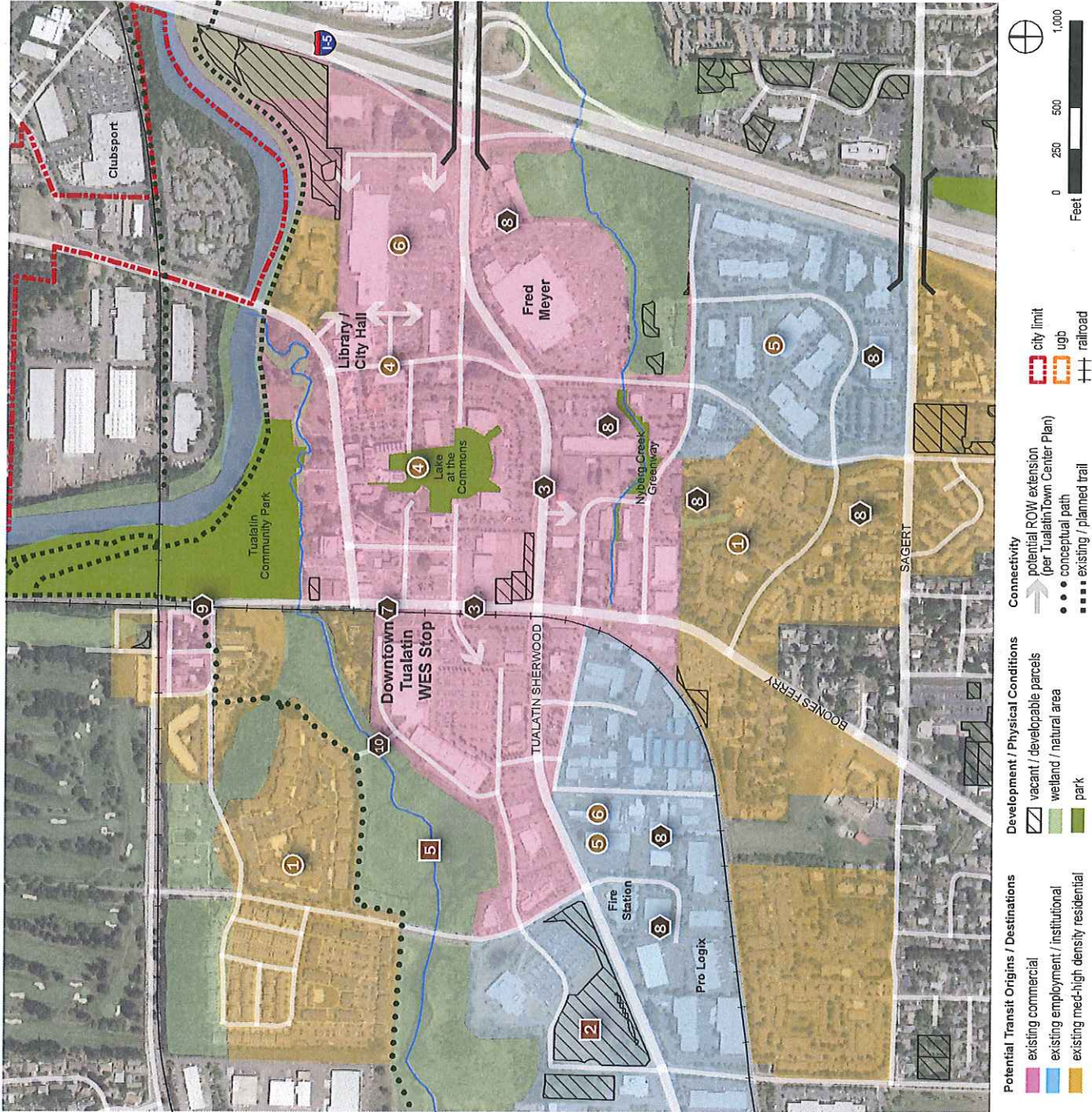


Figure 10. Downtown Constraints and Opportunities Map

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

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

Development / Physical Conditions

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

Connectivity / Pedestrian Realm

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

Opportunities

Land Use

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

Development / Physical Conditions

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

Connectivity / Pedestrian Realm

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

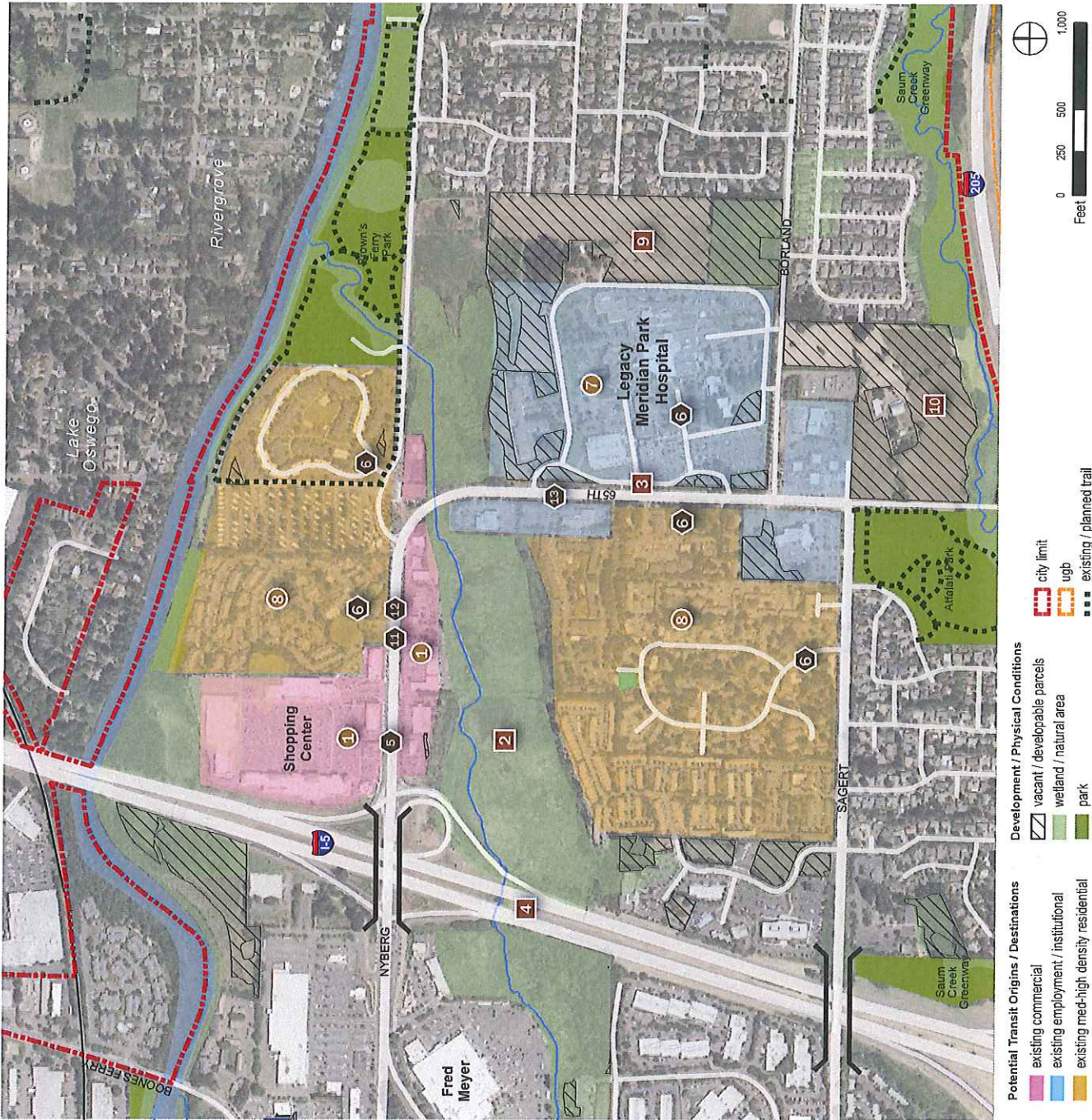


Figure 11. Meridian Park / Nyberg Woods Constraints and Opportunities Map

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.

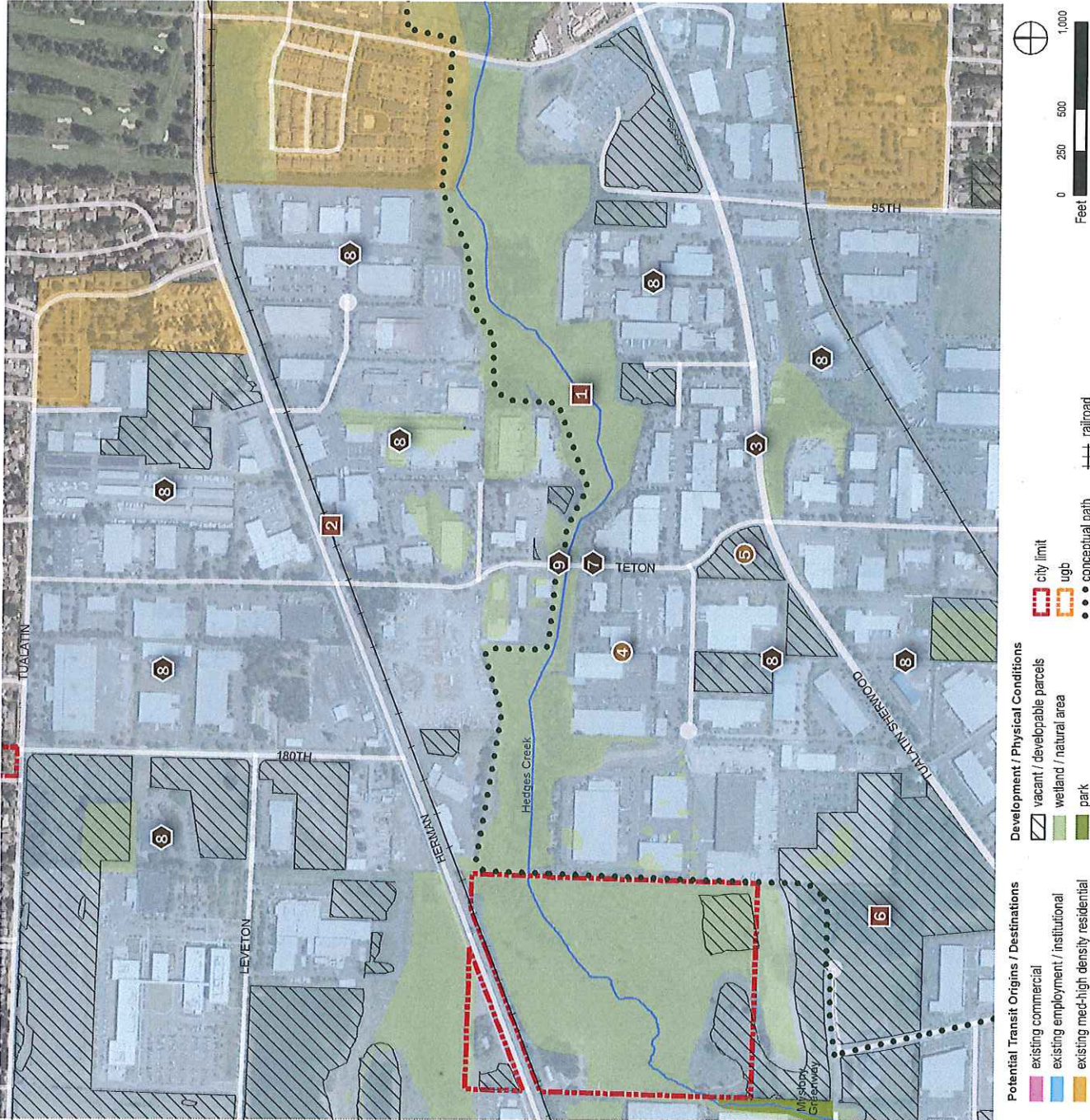


Figure 12. Teton / Leveton Constraints and Opportunities Map

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.

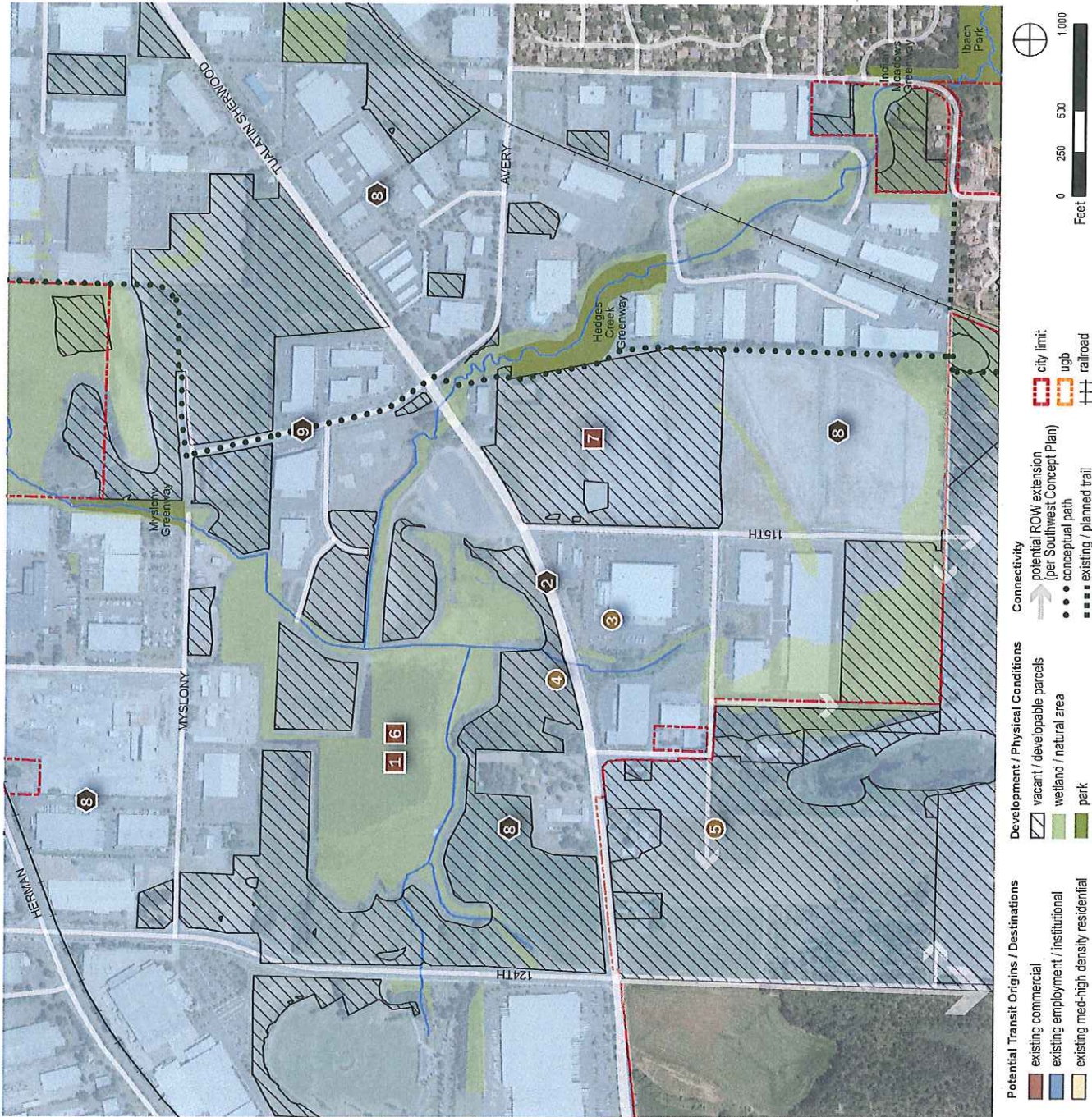


Figure 13. Southwest Industrial Constraints and Opportunities Map

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.

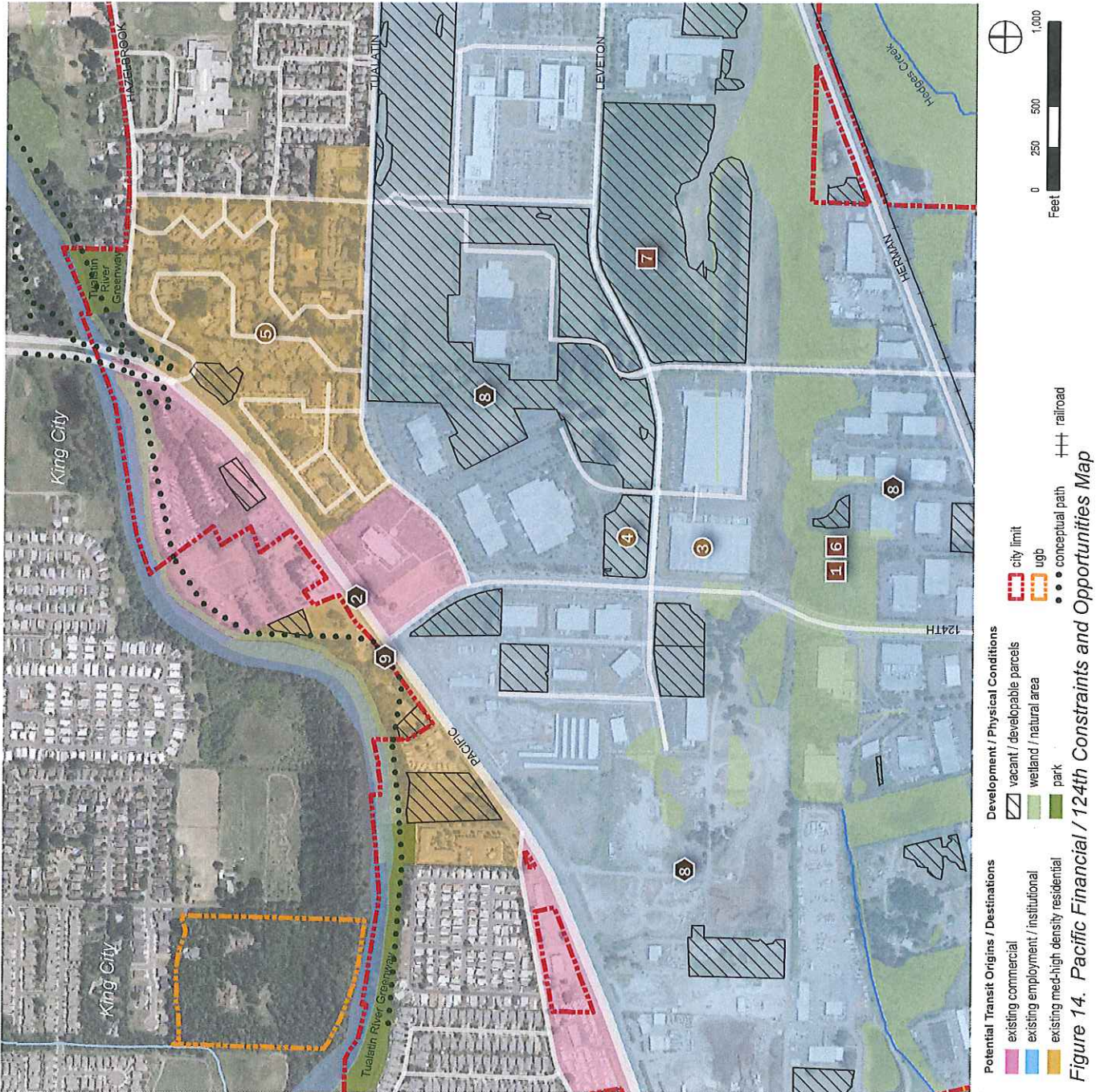


Figure 14. Pacific Financial / 124th Constraints and Opportunities Map

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
Page 38



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

Where is it applied?

Indicator

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	
Average walking distance to parks / school yard (for residents)	X	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.



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.

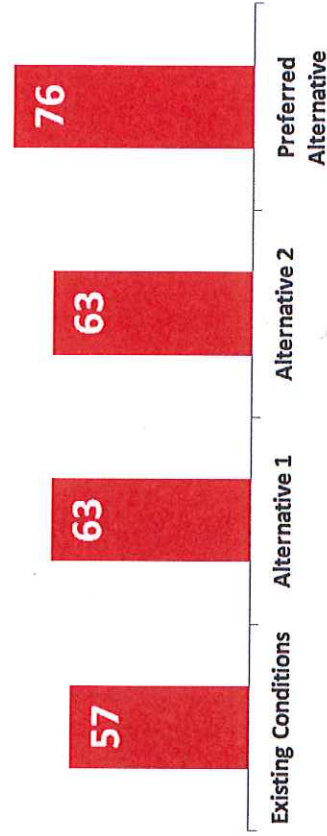
The preferred Bridgeport Village option includes the following ideas:

- ▶ 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)



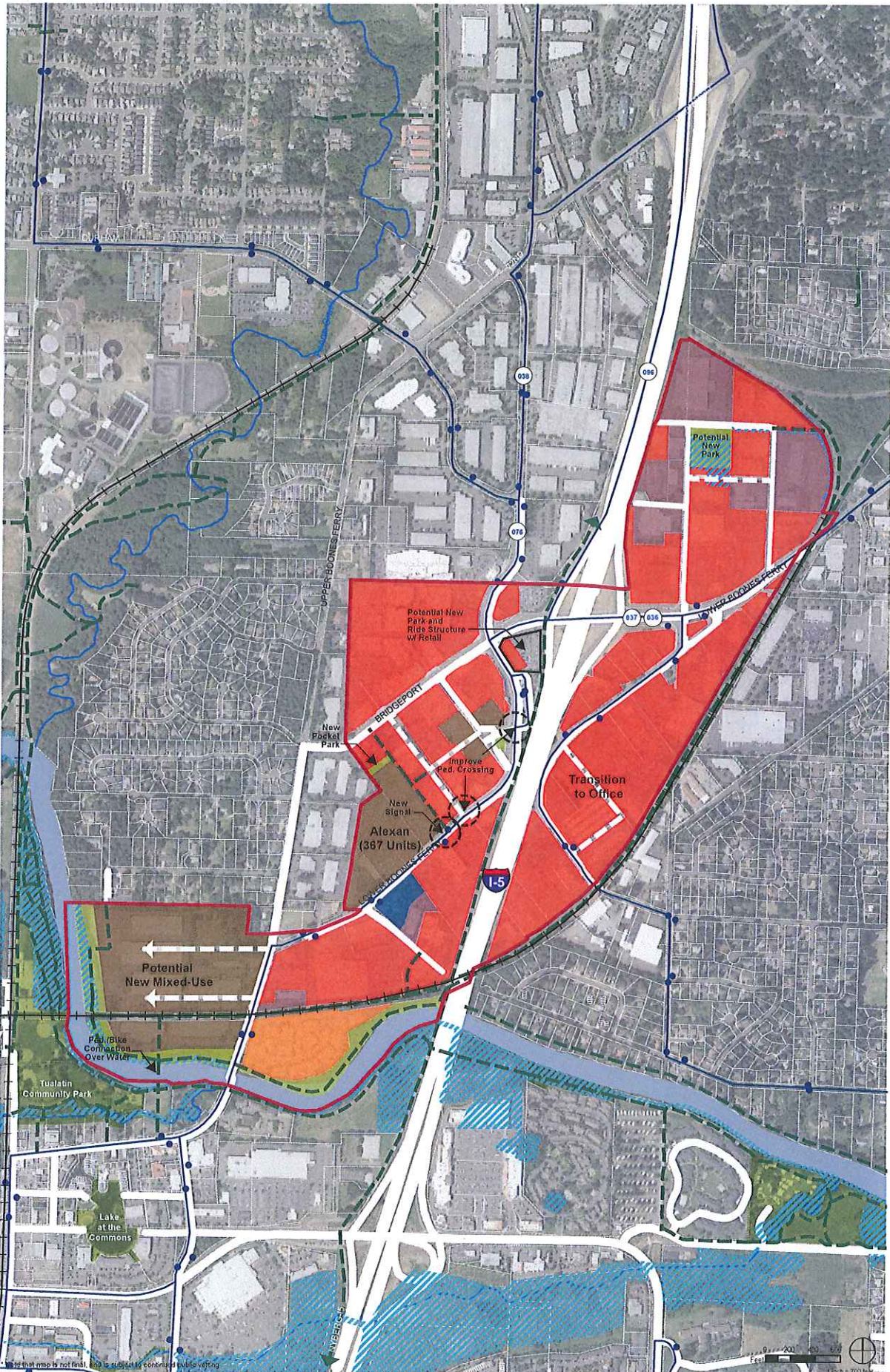


Figure 20. Bridgeport Village Workshop Preferred Alternative



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

- Score improved
- Score decreased marginally
- Score decreased

INDEX Rating and Weighting Score	56.9	63.3	63.1	76.1
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Downtown

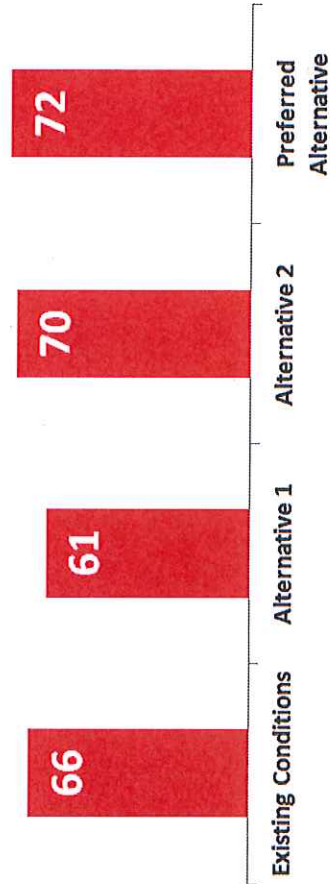
Similar to Bridgeport Village, the workshop process for the Downtown area involved development of two different options on Day Two that were then combined and refined to produce the proposed preferred option. The preferred Downtown option is shown in Figure 21.

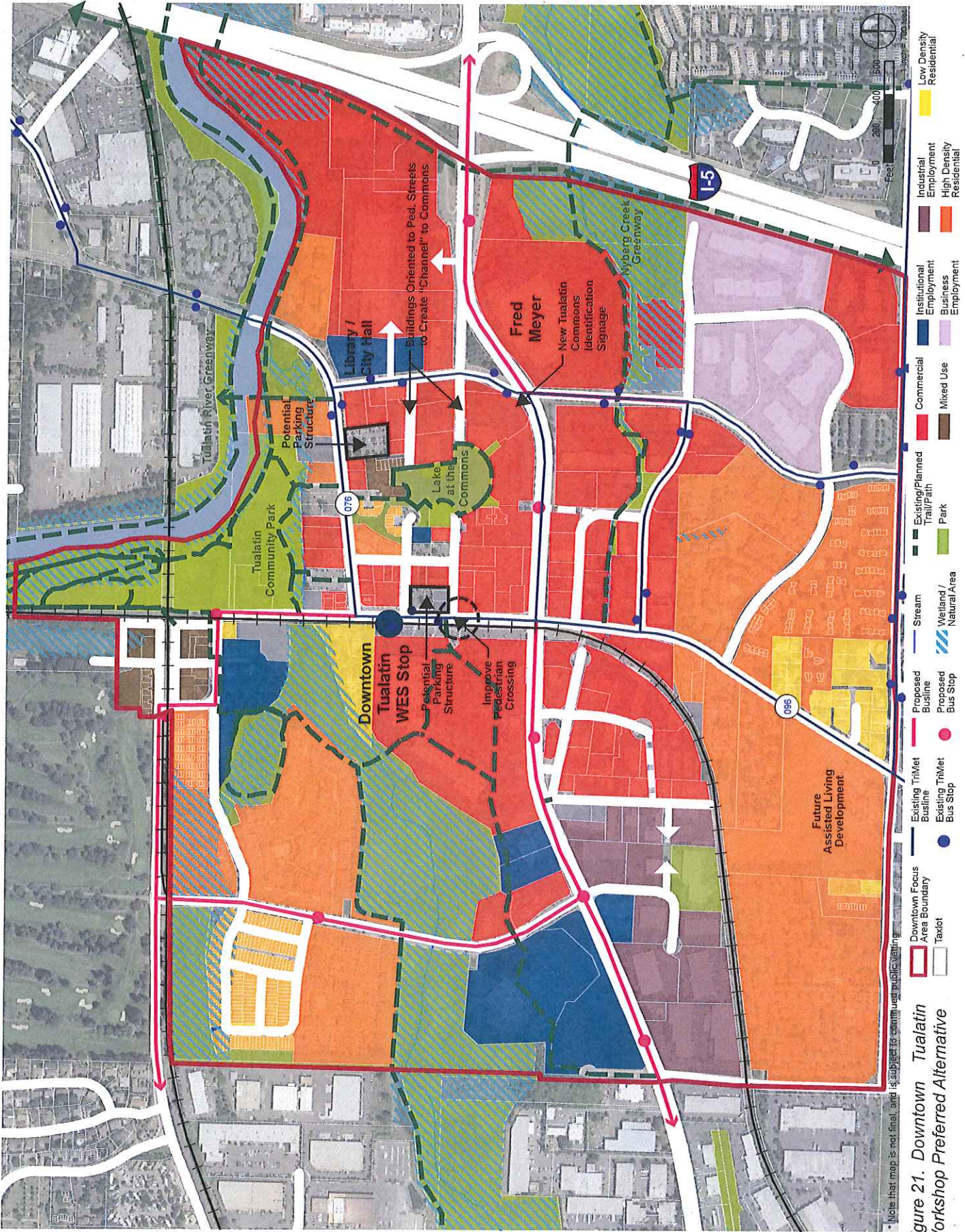
Ideas for the Downtown Transit Ready Place include:

- ▶ 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–Shenwood 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)





Note: that map is not final, and is subject to continued public reviewing.

Figure 21. Downtown Tualatin Workshop Preferred Alternative

Linking Tualatin Community Involvement Ideas Report

Table 3. Downtown Preferred Option INDEX Indicator Result Score

Tualatin Town Center - Mixed Use Center

Indicator	Objective (Units)	Existing Conditions			Scenario 3 (Preferred)
		Scenario 1	Scenario 2	Scenario 3	
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
KEY		INDEX Rating and Weighting Score			
Score improved		65.8	60.7	69.7	71.6
Score decreased marginally					
Score decreased					

Meridian Park/Nyberg Woods

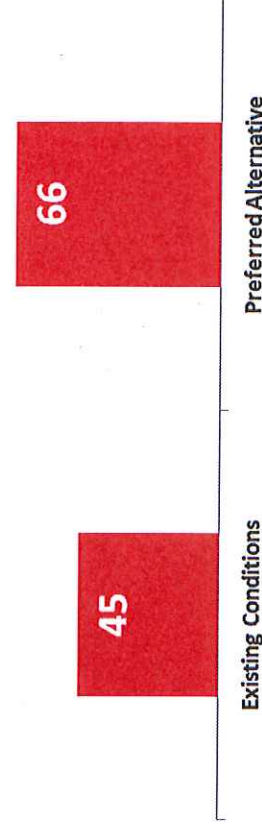
The workshop process for this Transit Ready Place included development of just one scenario on Day Two. That scenario was then refined and revised during Day Three to form the preferred option. The preferred Meridian Park/Nyberg Woods alternative is shown in Figure 22.

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.

Meridian Park Goal Achievement

(% of Objectives Achieved)



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.

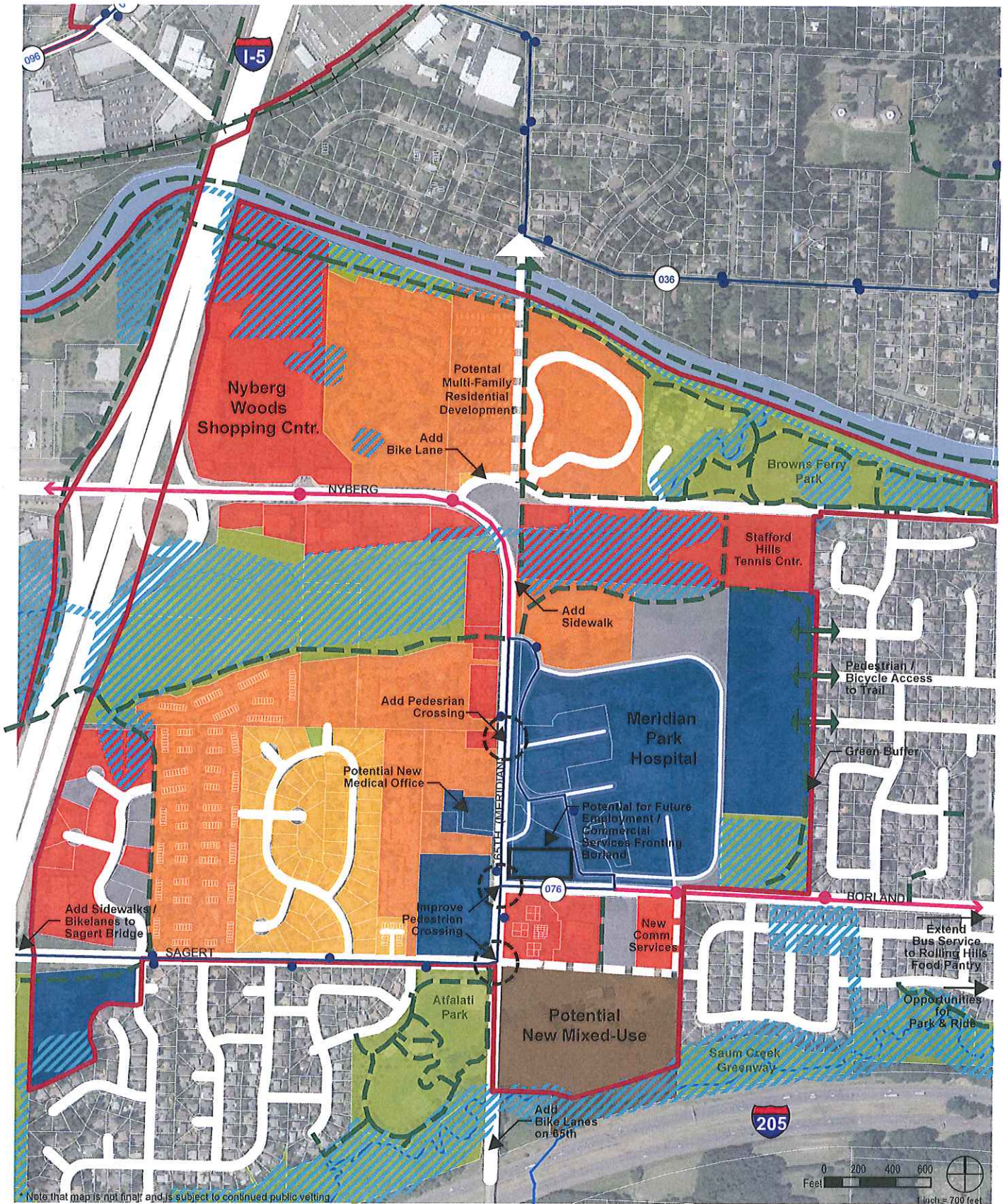


Figure 22. Meridian Park / Nyberg Woods Workshop Preferred Alternative



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

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

INDEX Rating and Weighting Score

45.2	65.6
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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.

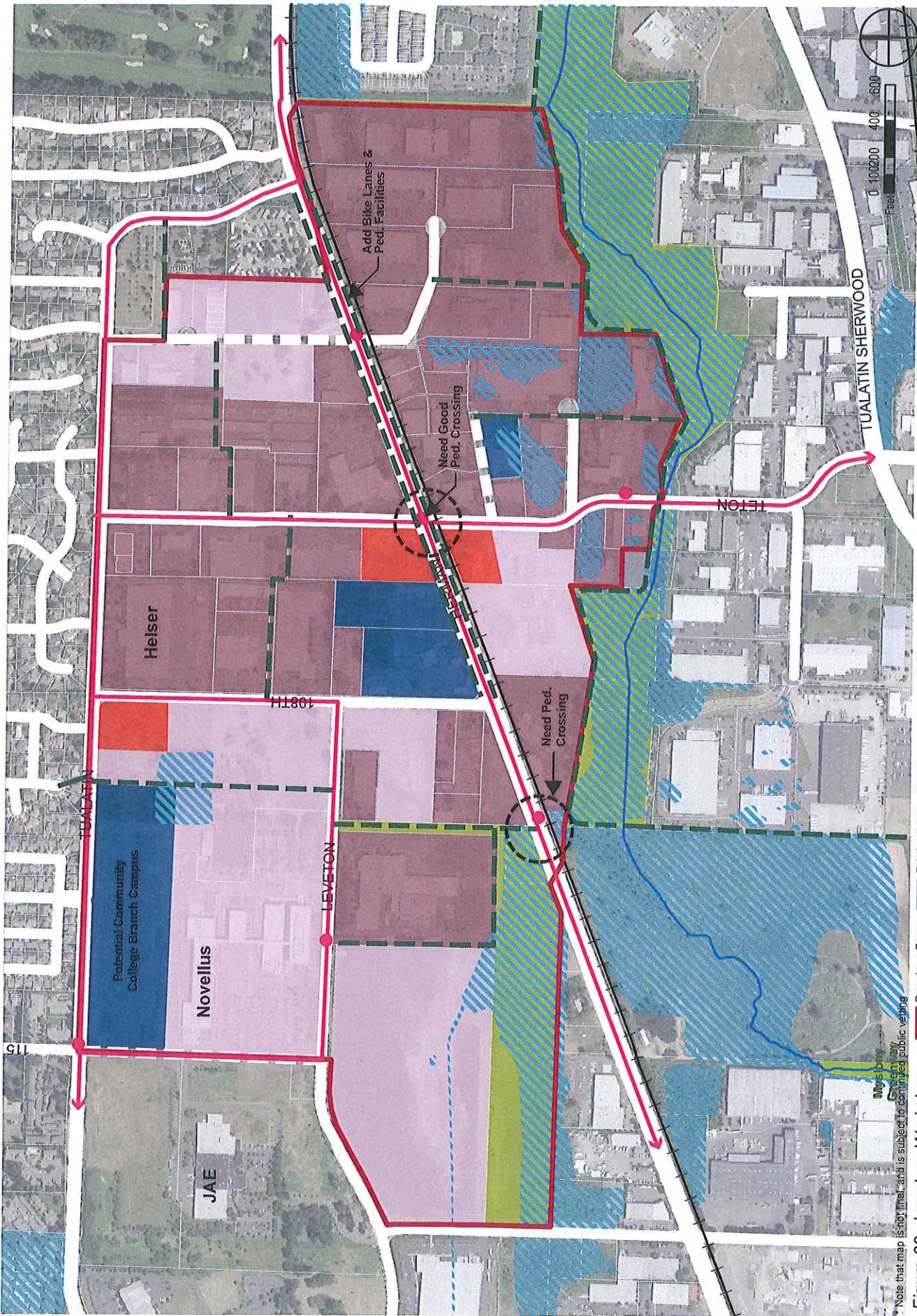
Ideas for this area include:

- ▶ 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.

Leveton Goal Achievement
(% of Objectives Achieved)





Note that map is not final, and is subject to continued public vetting.

Figure 23. Leveton Workshop Preferred Alternative



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

KEY

- Score improved
- Score decreased marginally
- Score decreased

INDEX Rating and Weighting Score	31	52.8	65.6
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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.

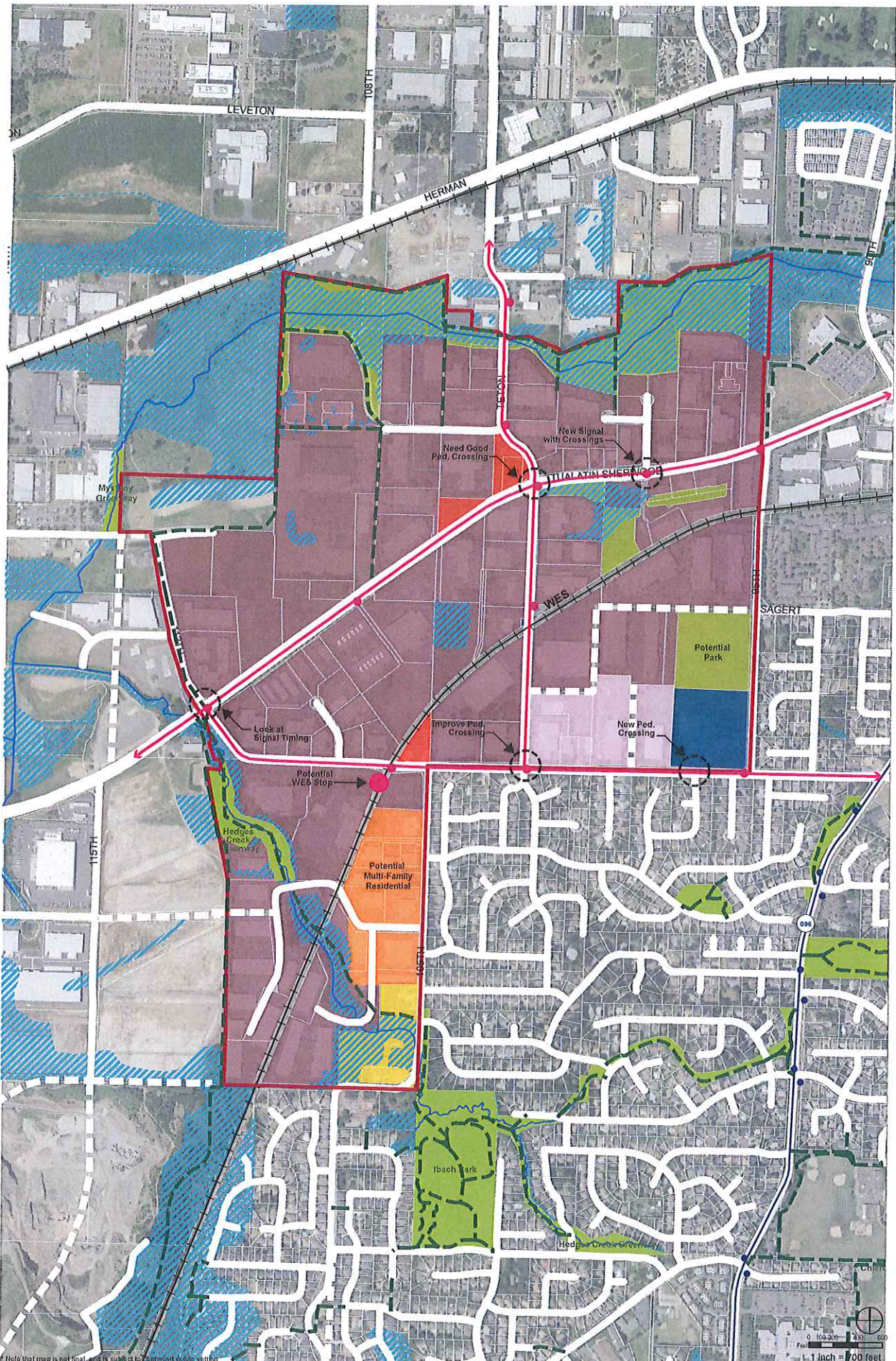
Ideas for this area include:

- ▶ 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.

Teton Goal Achievement (% of Objectives Achieved)





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 |
| Taxiway | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |

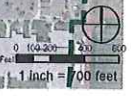


Table 6. Teton Preferred Alternative INDEX Indicator Result Score

Teton - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	None	3,700	4,882	4,425
Employment Density	25+ (employees per net acre)	12.06	14.29	13.73
Commercial Building Density	0.50 + (floor to area ratio)	0.29	0.39	0.37
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	Less than 1,000 (feet)	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	0.60 + (diversity of uses)	0.19	0.45	0.46
Restaurant Adjacency to Employment	75% + (% of employees w/1 1/8 mile)	4.6	53.1	57
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	300 or less (feet)	1,111	1,166	1,072
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	70	73.4	81.2
Bicycle Network Coverage	50% + (% of streets with bike lanes)	68.06	100	100
Transit Oriented Employment Density	30 + (Employees / net acre w/1 1/4 mile transit stops)	0	16.6	16.83
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	None	28,484	28,492	28,525

KEY

Score improved

Score decreased marginally

Score decreased

INDEX Rating and Weighting Score

25	44.2	52.4
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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.

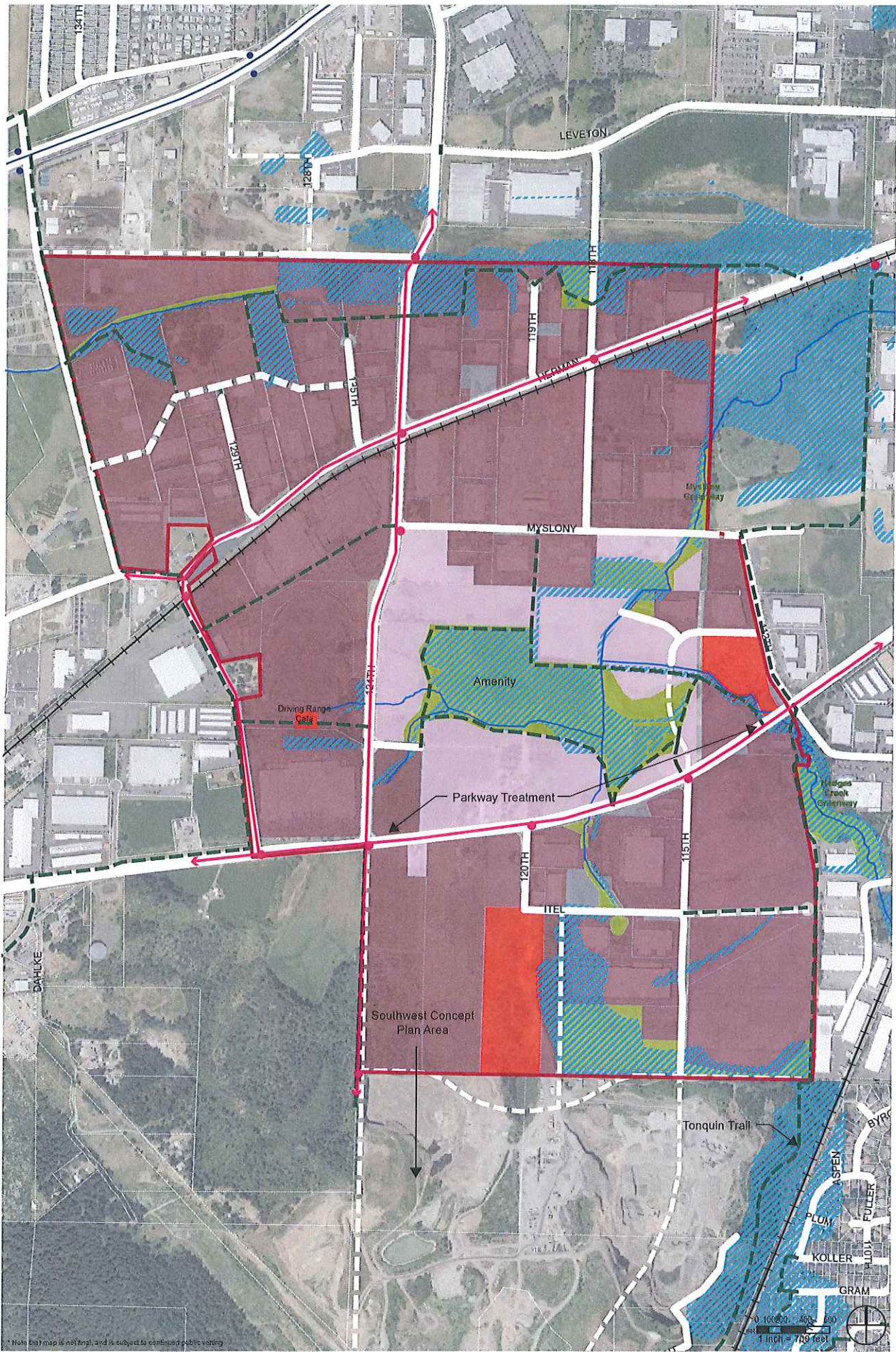
Ideas for the Southwest Industrial area include:

- ▶ 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)





* Note that map is not final, and is subject to continued public voting.

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)
		Conditions	Scenario 1		
Establishes transit-supportive levels of employment.					
Employment	None	2,779	5,535	6,762	
Employment Density	25+ (employees per net acre)	8.53	10.89	13.27	
Commercial Building Density	0.50 + (floor to area ratio)	0.19	0.41	0.48	
Establishes transit connections linking local and regional employment centers.					
Employment Proximity to Transit	Less than 1,000 (feet)	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	0.60 + (diversity of uses)	0.03	0.24	0.51	
Restaurant Adjacency to Employment	75% + (% of employees w/1 1/8 mile)	0	34.1	40.9	
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.					
Street Segment Length	300 or less (feet)	1,237	1,151	1,027	
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	71	88	77.1	
Bicycle Network Coverage	50% + (% of streets with bike lanes)	54.69	100	100	
Transit Oriented Employment Density	30 + (Employees / net acre w/1 1/4 mile transit stops)	0	11.59	11.83	
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.					
Non-Residential Total CO2 Emissions	None	23,570	23,586	23,574	

KEY

- Score improved
- Score decreased marginally
- Score decreased

INDEX Rating and Weighting Score

24.2	31.4	42
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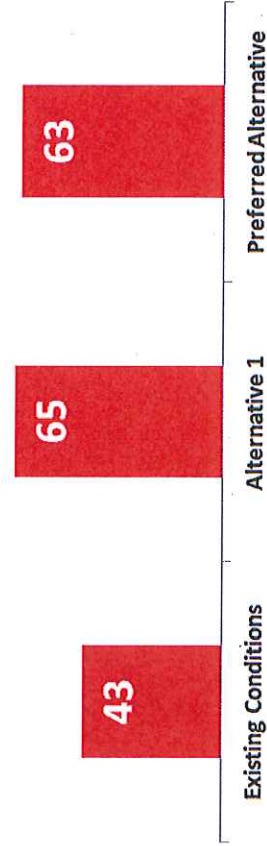
Pacific Financial/124th

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.

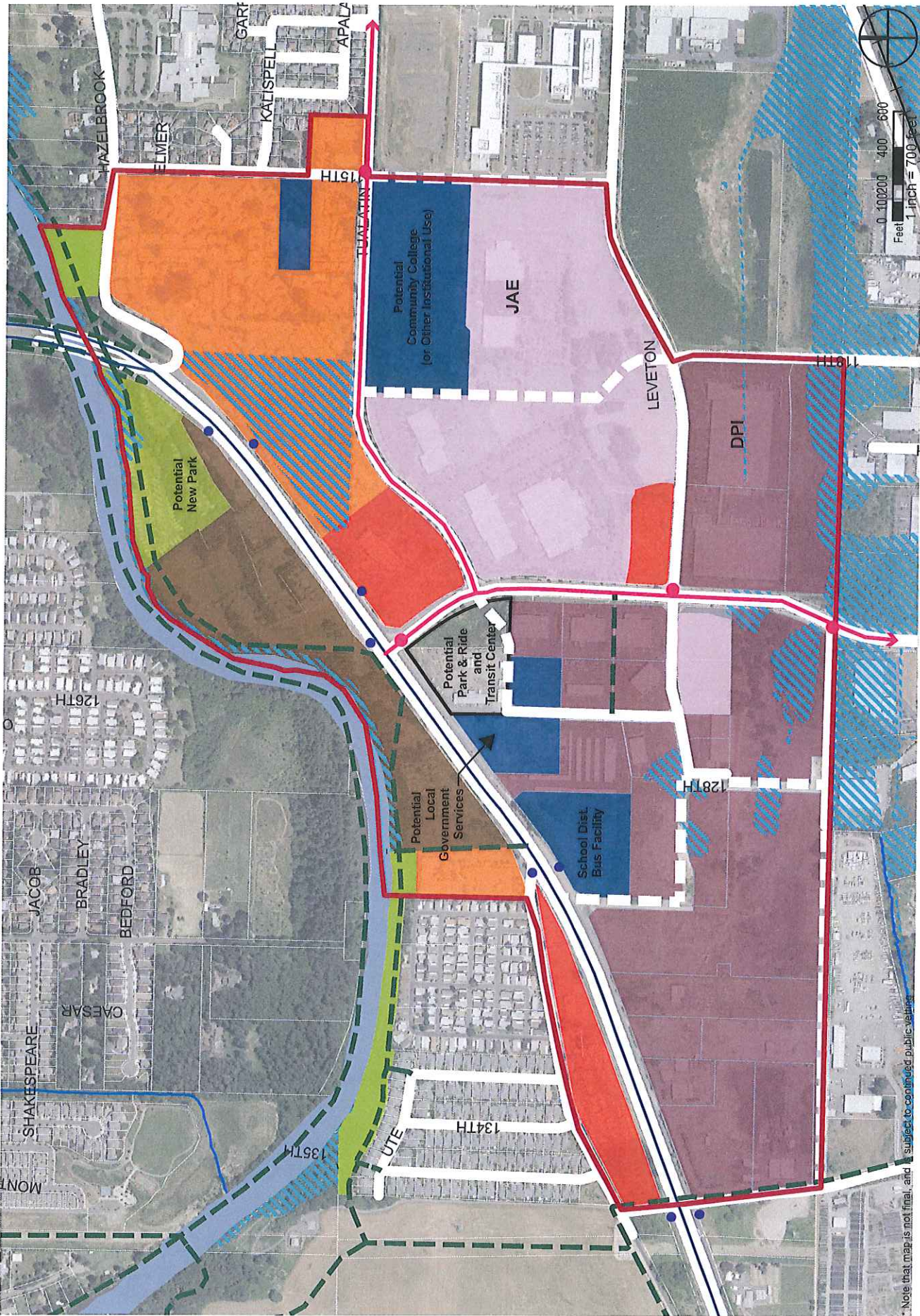
Ideas for this area include:

- ▶ 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.

Pacific Financial Goal Achievement
(% of Objectives Achieved)



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.



* Note that map is not final, and is subject to continued public vetting

Figure 26. Pacific Financial / 124th Workshop Preferred Alternative

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

Table 8. Pacific Financial / 124th Preferred Option INDEX Indicator Result Score

Pacific Financial / SW 124th Ave. - Mixed Use / Employment Center

Indicator	Objective (Units)	Existing		Scenario 2 (Preferred)
		Conditions	Scenario 1	
Establishes transit-supportive levels of employment.				
Employment	None	1,657	3,889	3,724
Employment Density	25+ (employees per net acre)	9.85	17.56	16.72
Commercial Building Density	0.50 + (floor to area ratio)	0.16	0.58	0.59
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	Less than 1,000 (feet)	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	0.60 + (diversity of uses)	0.81	0.84	0.85
Restaurant Adjacency to Employment	75% + (% of employees w/ 1/8 mile)	18.8	51.8	55.8
Preserves identity of existing residential neighborhoods while enhancing transit service to them.				
Population	None	1,707	1,838	1,863
Dwelling Unit Count	None	897	997	1,010
Multi-Family Dwelling Share	70 to 90 (% of dwelling units)	87.1	100	100
Multi-Family Dwelling Density	20 + (dwelling units per gross acre)	17.29	14.02	13.9
Jobs/Housing Balance	0.80 to 1.20 (employees / dwelling unit)	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	300 or less (feet)	1,346	1,181	1,231
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	50.6	80.5	84
Bicycle Network Coverage	50% + (% of streets with bike lanes)	57.49	75.26	100
Residential Multi-Modal Access	75% + (% of dwellings w/ 1/8 mile of 3 modes of transit)	89.9	98	98
Transit Oriented Employment Density	30 + (Employees / net acre w/ 1/4 mile transit stops)	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	None	21,701	21,530	21,626
Residential Total CO2 Emissions	None	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
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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).

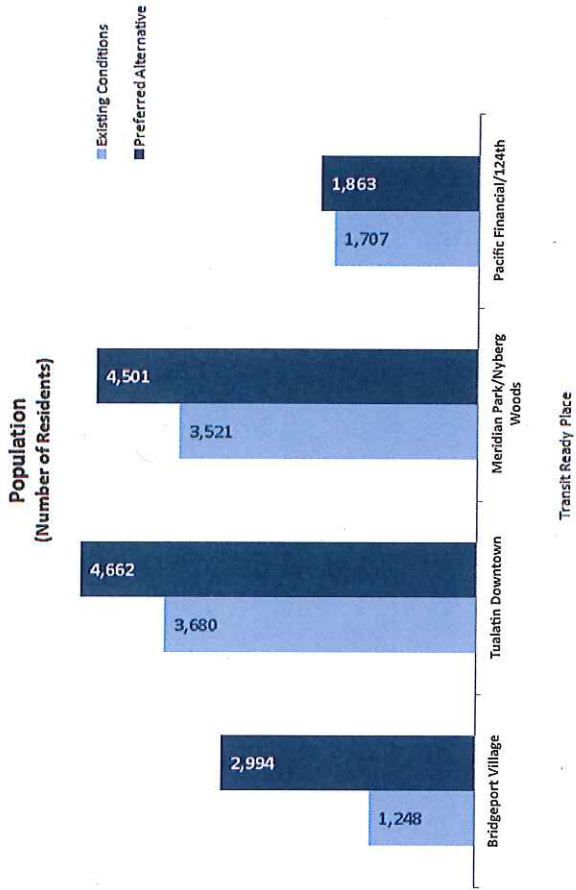


Figure 27. Population in total number of residents (this indicator was only applied to those areas where residential development occurs or will occur).

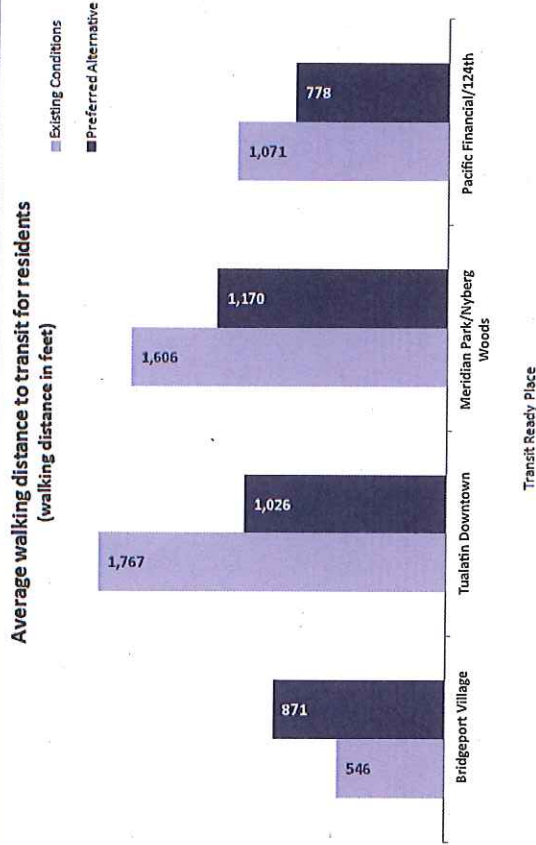


Figure 28. Average walking distance to transit (in feet) for residents. Again, this indicator only applies in areas where there are residential uses. This figure also indicates the five-minute walk target.

Average walking distance to transit for employees
(walking distance in feet)

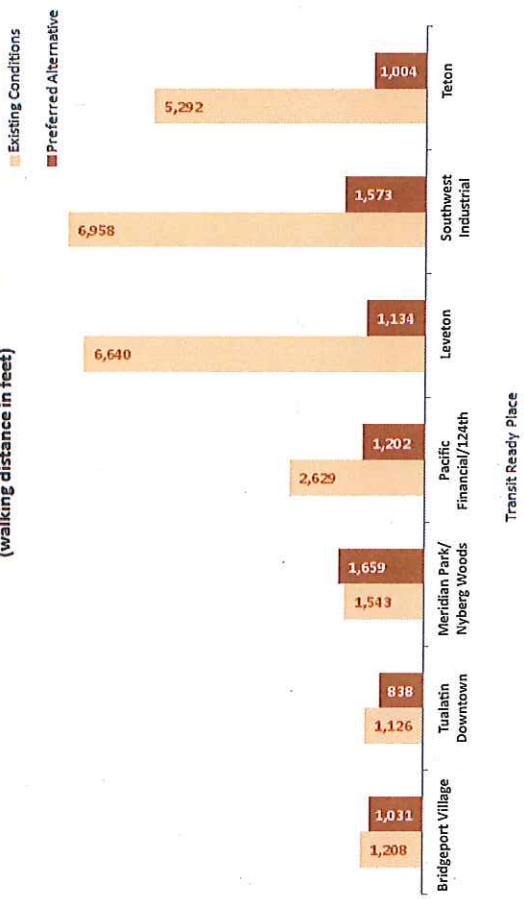


Figure 31. Average walking distance to transit (in feet) for employees.
This graph also shows the five, ten and twenty minute walk thresholds.

Employment
(Number of Employees)

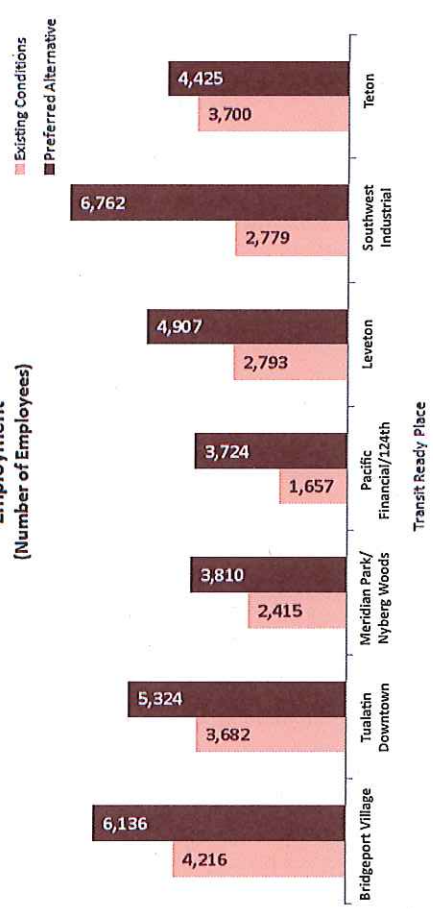


Figure 29. Employment in total number of employees.
This indicator applies to all of the Transit Ready Places.

Employment Density
(Employees / Net Acre)

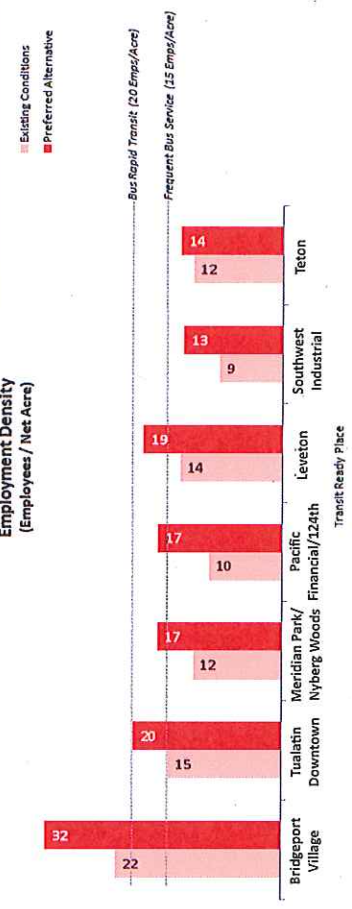


Figure 30. Employment density in number of employees per net acre and targets to support bus rapid transit and frequent bus service.

Goal Achievement
(% of Objectives Achieved)

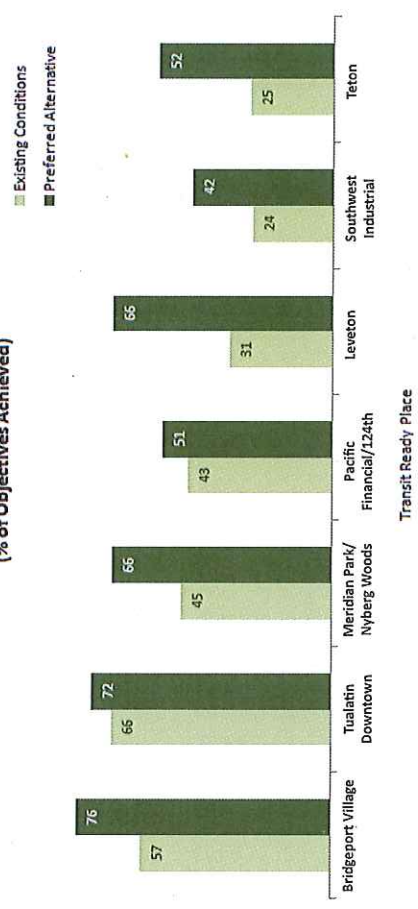


Figure 32. Overall comparison of all Transit Ready Places, including both their existing conditions and preferred alternative INDEX results.

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.

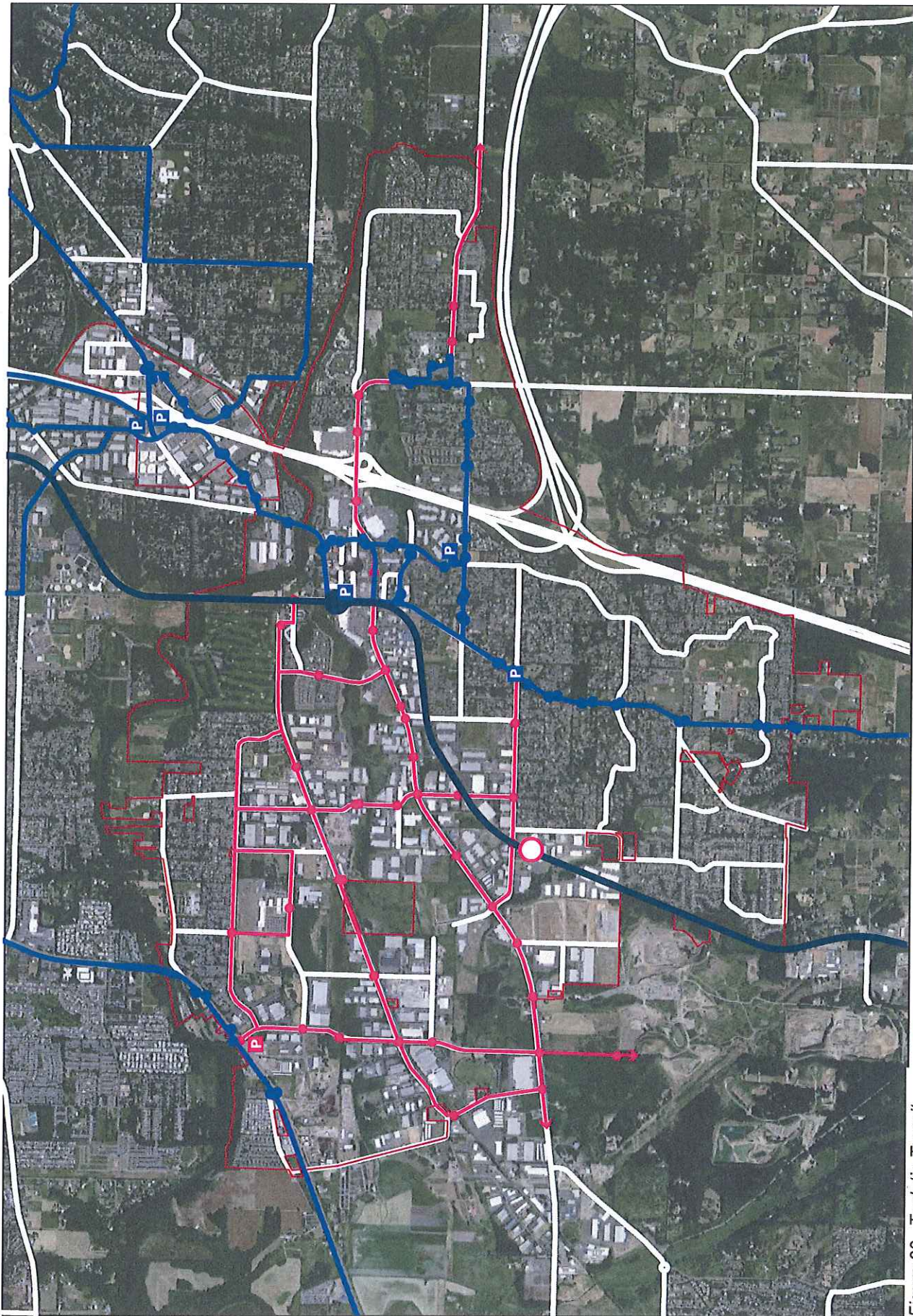


Figure 33. Tualatin Transit Charrette Preferred Alternative



- Tualatin City Boundary
- WES Line
- Proposed Busline
- Existing TriMet Busline
- Existing TriMet Busline
- Existing WES Stop
- Existing TriMet Bus Stop
- Proposed WES Stop
- Proposed Bus Stop
- Existing Park & Ride
- Proposed Park & Ride

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 alternatives 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

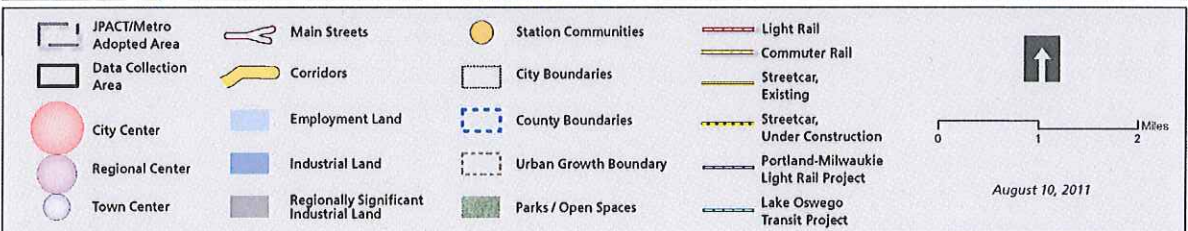
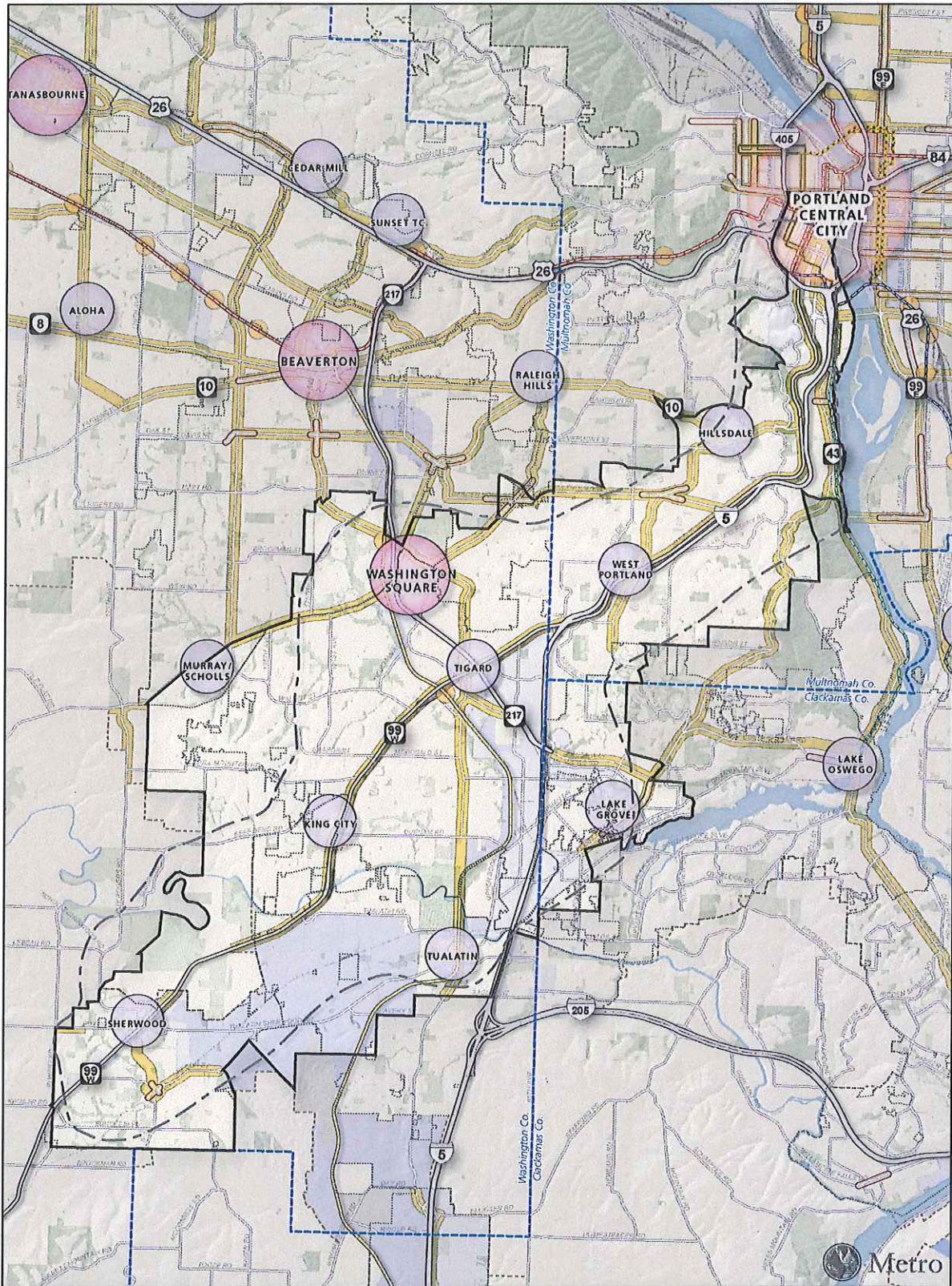


Figure 34. Southwest Corridor Study Area

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,

Linking Tualatin Community Involvement Ideas Report

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 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

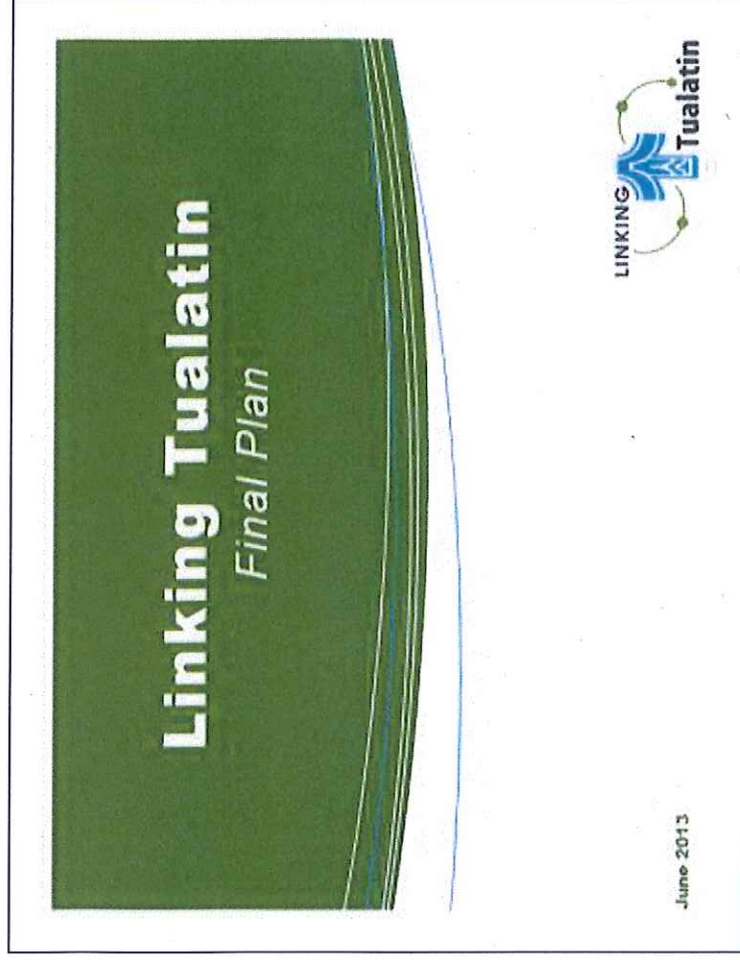
June 24, 2013

Resolution No. 5143-13: Acknowledging the Planning Process Accepting the Final Plan



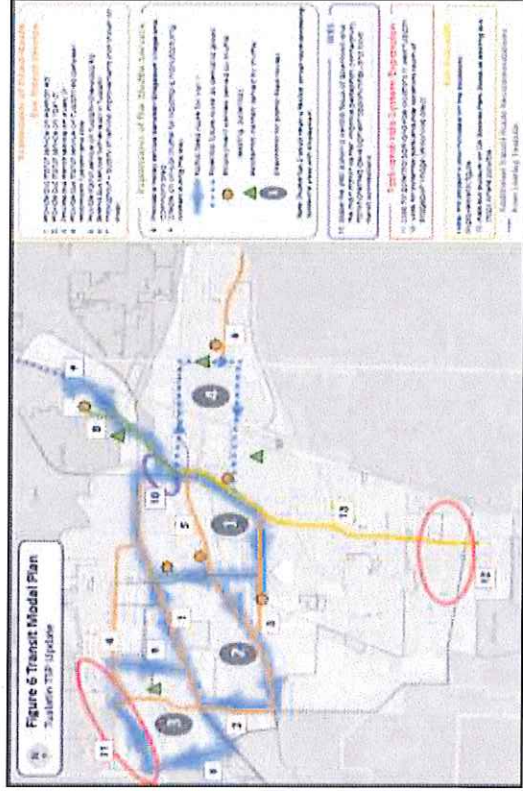
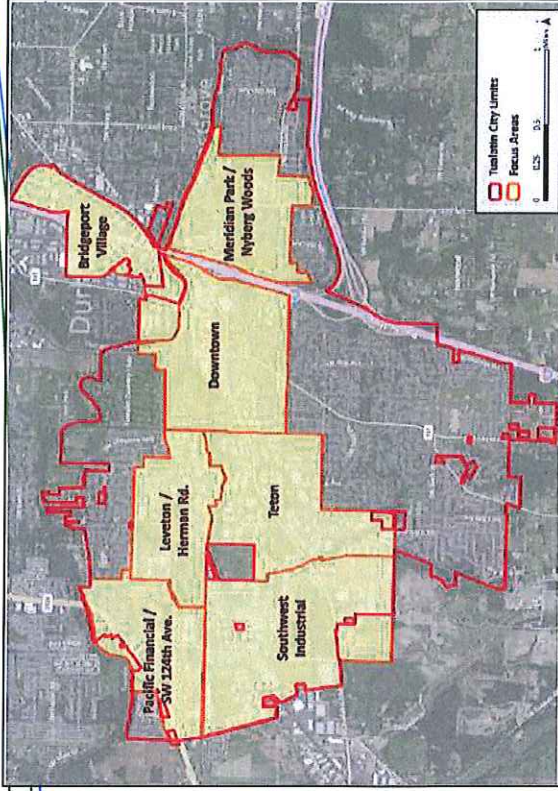
Tonight's Focus

- Consider adopting
Resolution No.
5143-13:
 - Acknowledging
the Linking
Tualatin planning
process
 - Accepting the
Linking Tualatin
Final Plan



Linking Tualatin Final Plan

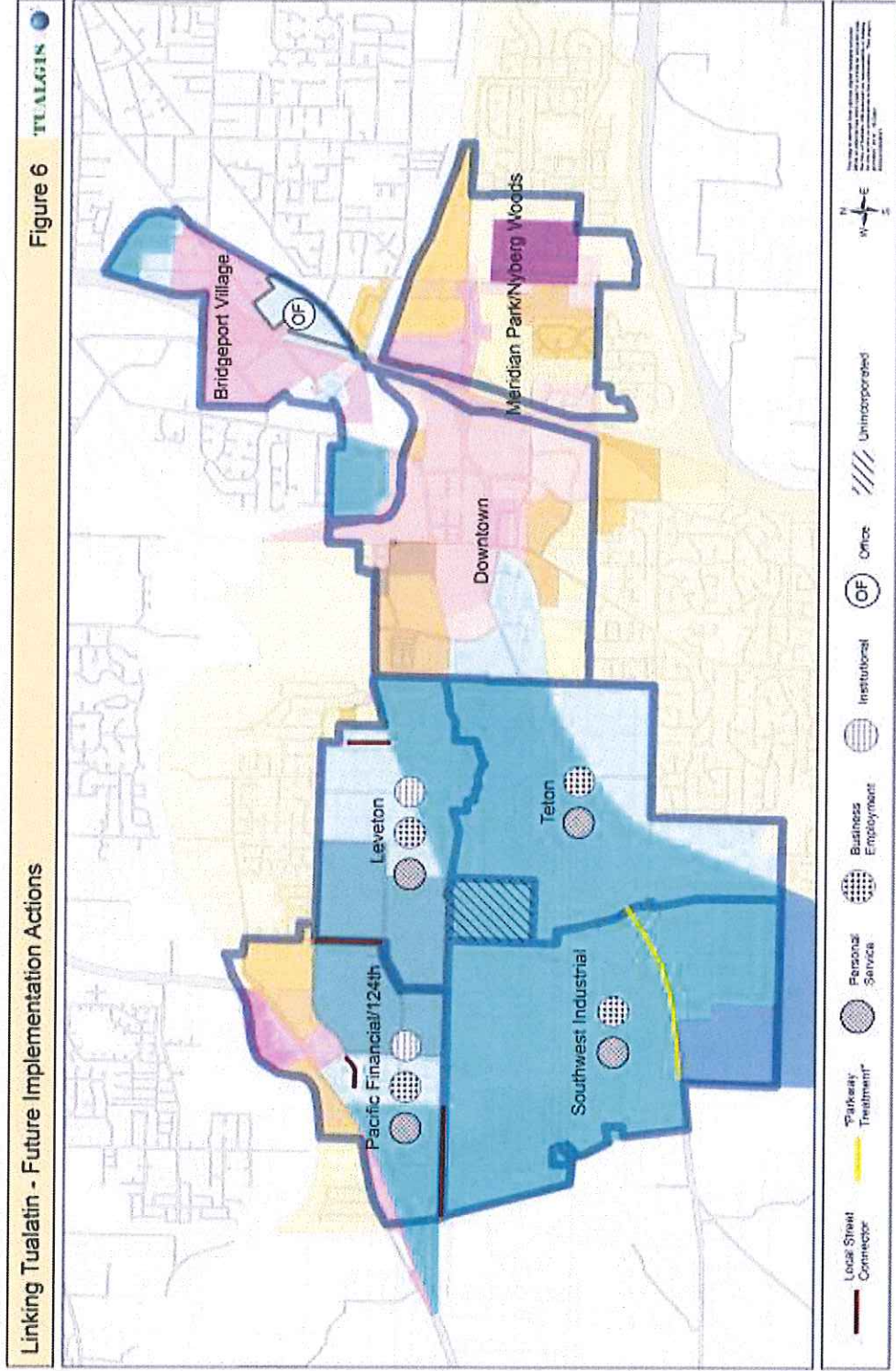
- Introduction & Background
- Recommendations & Implementation Actions
- Innovative Transit Solutions
- Conclusion & Next Steps



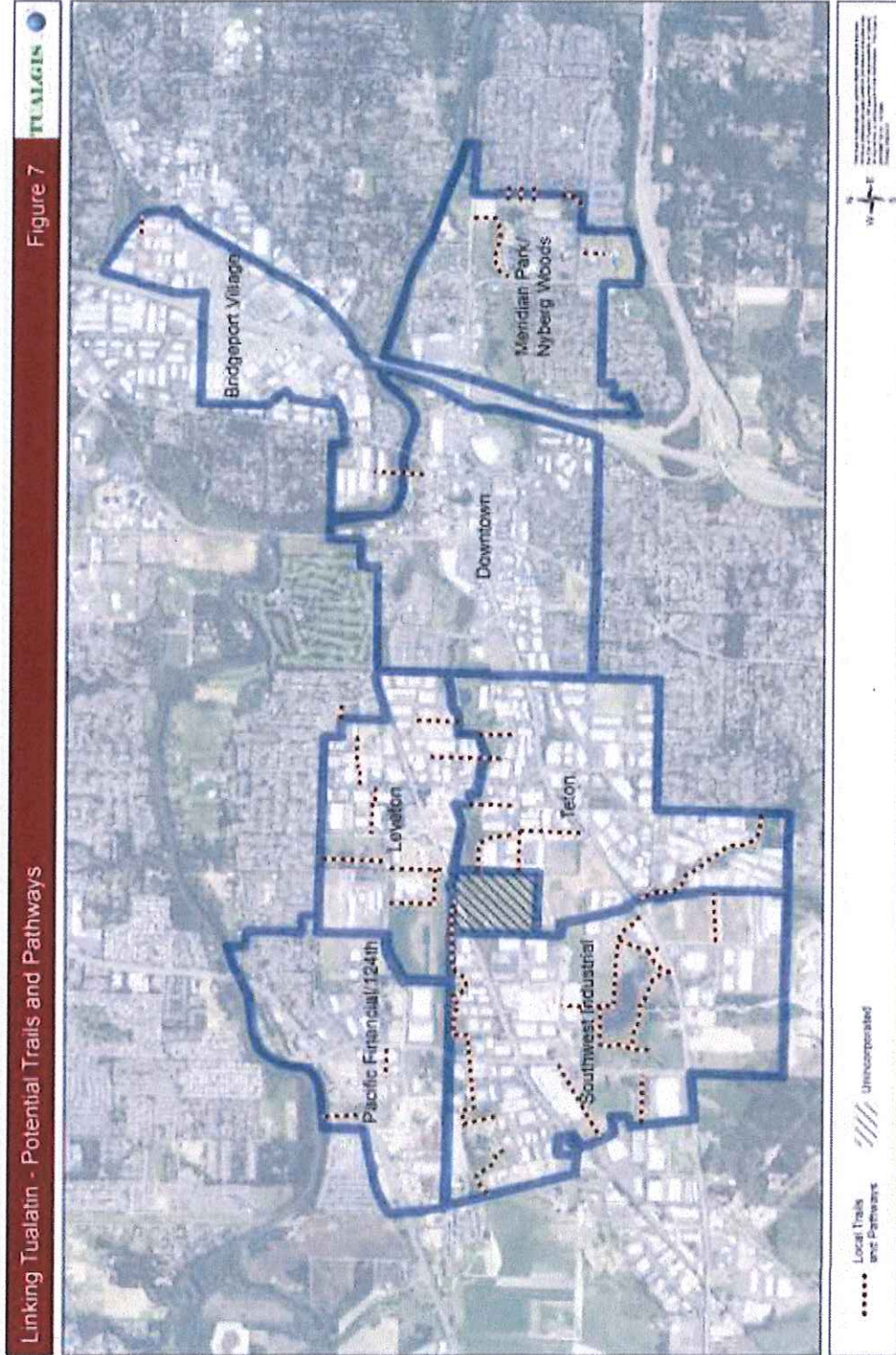
Implementation Actions

- Submit accepted Final Plan to Metro
- Prepare code changes that will allow greater exibility and support transit use
- Recommend local street connec ons to include in a future CIP as funding becomes available
- Review paths and trails as part of Parks and Recrea on Master Plan Update process
- Provide con nued input to Southwest Corridor Plan and TriMet Southwest Service Enhancement Study

Implementation Actions



Implementation Actions

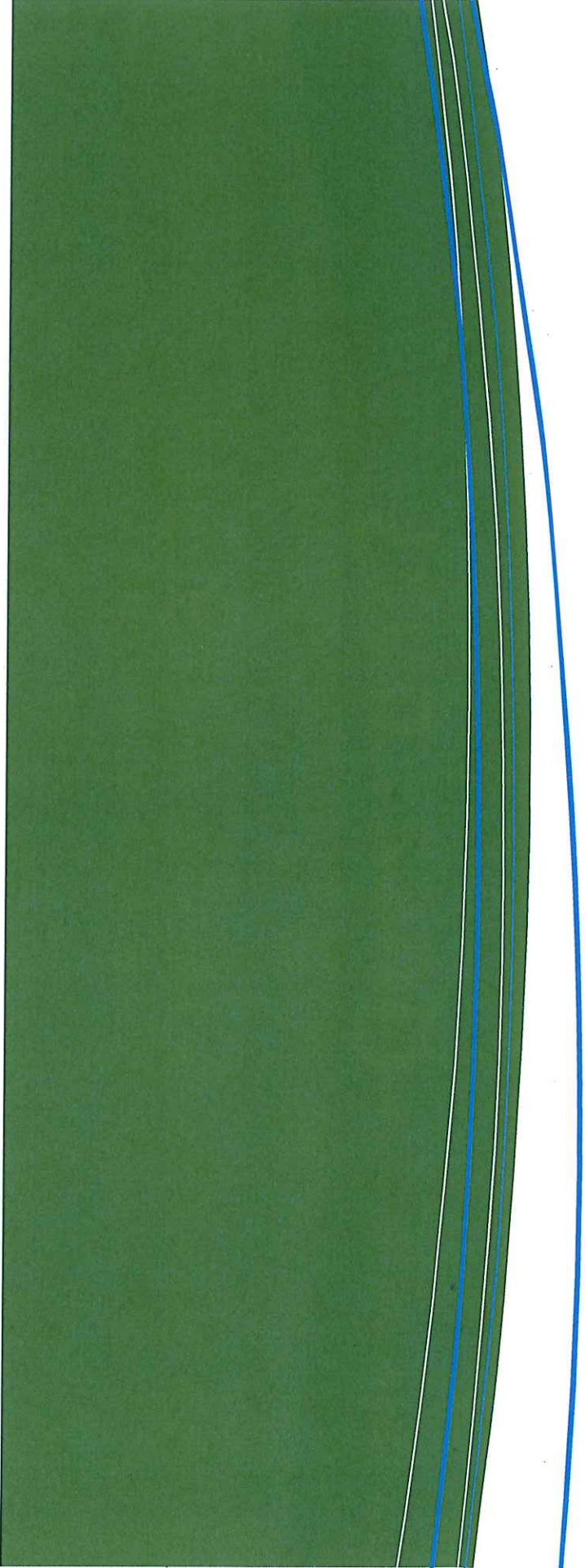


Linking Tualatin Acceptance

- 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 preliminary 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?

