



MEETING AGENDA

TUALATIN PLANNING COMMISSION

May 16, 2013; 6:30 p.m.
POLICE TRAINING ROOM
8650 SW TUALATIN ROAD
TUALATIN, OR 97062

1. **CALL TO ORDER & ROLL CALL**
Members: Mike Riley, Chair, Alan Aplin, Bill Beers, Jeff DeHaan, Nic Herriges, Cameron Grile, and Steve Klingerman

Staff: Aquilla Hurd-Ravich, Planning Manager
2. **APPROVAL OF MINUTES**
 - A. Approval of TPC Minutes - April 18, 2013
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
4. **ACTION ITEMS**
5. **COMMUNICATION FROM CITY STAFF**
 - A. Southwest Corridor High Capacity Transit Evaluation Results
6. **FUTURE ACTION ITEMS**
7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
8. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

FROM: Lynette Sanford, Office Coordinator

DATE: 05/16/2013

SUBJECT: Approval of TPC Minutes - April 18, 2013

ISSUE BEFORE TPC:

Attachments: [TPC Minutes 4.18.2013](#)
[Lucini Handout](#)
[Lipscomb Handout](#)



City of Tualatin

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UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF April 18, 2013

TPC MEMBERS PRESENT:

Alan Aplin
Jeff DeHaan (arrived after Agenda Item 3)
Cameron Grile
Bill Beers
Mike Riley

STAFF PRESENT:

Will Harper
Ben Bryant
Lynette Sanford

TPAC MEMBER ABSENT: Steve Klingerman, Nic Herriges

GUESTS: Grace Lucini, John Lucini, Joe Lipscomb

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

Chair Riley called the meeting to order at 6:33 pm. and reviewed the agenda. Roll call was taken.

2. **APPROVAL OF MINUTES:**

Mr. Riley asked for review and approval of the March 21, 2013 TPC minutes. MOTION by Beers SECONDED by Aplin to approve the March 21, 2013 minutes. MOTION PASSED 4-0

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

4. **ACTION ITEMS:**

- A. Consideration to Amend the Tualatin Development Code (TDC) Chapter 12 – Water Service – Incorporating the January 2013 Water Master Plan. Amending TDC 12.010-12.040, Table 12-1 and Water System Master Plan Map 12-1. Plan Text Amendment 13-01. This is a legislative action by the City.**

Will Harper, Senior Planner, gave a briefing to the Planning Commission members regarding Plan Text Amendment (PTA-13-01) which would update the Tualatin Development Code (TDC) Chapter 12, to incorporate the January 2013 Water Master Plan accepted by Council on March 11, 2013.

Mr. Harper explained that PTA 13-01 would incorporate the information associated with this Water Master Plan into Chapter 12 of the TDC which deals with water systems and service. The last time a Water Master Plan was incorporated in the TDC was 2003. The

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

change in 2003 was fairly significant which dealt with supply and demand, system operation, sources of water, and ways to conserve. This plan amendment updates the 2003 plan regarding supply and demand, fire supply pressure zones, reservoirs, and future needs. It also looks at the demand in the next 20 years and includes future residential demand in the in the Basalt Creek Area.

Mr. Harper went on to discuss Attachment A, which shows the language that would be removed including the capital improvement summary. There was also an update to Map 12-1 which details the major supply lines and the locations of reservoirs. An analysis and findings report was attached as well as a complete copy of the Water Master Plan. Mr. Harper asked the Planning Commission members to consider the application and staff report and make a recommendation to City Council to approve the amendment proposed in PTA-13-01.

Mr. Riley asked if MSA (Murray, Smith & Associates) were the consultants who completed the engineering work and projections. Mr. Harper replied that MSA did complete the work – CH2M Hill completed the 2003 version. The Engineering Operations staff has also been instrumental in the preparation of the plan.

Mr. DeHaan had several questions with the Water Master Plan regarding threats to our water supply and emergency planning, the notation of 9000 feet of asbestos concrete pipe, which would cost millions to replace, and an apparent inconsistency between the approximate and official population estimates. Mr. Harper responded that while the number of residential water accounts is known, it is difficult to have an exact number of people served by the water supply. Mr. Aplin noted that Murray Smith & Associates is one of the larger businesses and he has a high level of confidence in their work.

Grace Lucini - 23677 SW Boones Ferry Rd, Tualatin, OR

Ms. Lucini spoke to the group and distributed a handout. She lives in unincorporated Washington County, outside the city limits of Tualatin. She noted in the Water Master Plan, there is a 12 inch water main that will be constructed near or beneath her house. Ms. Lucini noted the area they're trying to serve is Basalt Creek, which is south of Tualatin city limits. Their property is one of four that may be impacted.

Ms. Lucini continued that the cost associated with this water main is \$3,910,000. It's stated that this will happen somewhere between 2017 and 2021. She added that this estimate is based on the assumption that no rock excavation or excessive dewatering is included, no property or easement acquisitions costs are included, or specialty construction costs. Ms. Lucini continued that the Basalt Creek area is comprised of large significant basalt rock formations and has been identified by Metro as having the highest valued riparian and wetland area. She believes the Water Master Plan Text Amendment should include a requirement for an Environmental Impact Statement covering the Basalt Creek Area consistent with Statewide Goal 5 and include a requirement for a slope evaluation.

Mr. Aplin commented that before construction begins, an Environmental Impact

Statement will be completed. It's part of the entire process. Ben Bryant, Management Analyst, confirmed Mr. Aplin's assumption that more environmental analysis will be completed prior to construction. He continued that in the Water Master Plan, it is assumed that there would be growth in the Basalt Creek area. The concept planning phase is dependent on what the property owners want to see and will further refine what we assume is needed. Mr. Grile stated that the project costs are preliminary and as the projects move forward, they will get refined. Just because a project is noted in the plan, it doesn't mean it will be constructed. Discussion followed regarding annexation, unincorporated areas, and future development.

The question was brought up if a water main can be placed beneath a property. Mr. Harper replied that usually they are placed in a street or an easement where there is no development. Ms. Lucini noted that the lots in this area are long and narrow and she's concerned the water main will go underneath part of her residence. Mr. Harper stated that the Water Master Plan doesn't build anything; it anticipates things including industrial and residential areas. It doesn't make decisions about alignments, doesn't set up a capital improvement program, and it's ultimately going to have to be revised when the Basalt Creek plan is revised. Mr. Riley noted that the Planning Commission does not make the decisions, only recommendations to Council. He noted that they would pass along her concerns to City Council, and at this point, recommend adoption of this plan. This will go to City Council on May 13.

MOTION by Aplin SECONDED by Grile to recommend approval of the amendment proposed in PTA-13-01. MOTION PASSED 5-0.

5. COMMUNICATION FROM CITY STAFF

A. Southwest Corridor Update

Ben Bryant, Management Analyst, gave an update on the Southwest Corridor Plan, which included a PowerPoint presentation. Mr. Bryant explained that the SW Corridor Plan is a land use and transportation plan that looks at all potential modes of transportation including light rail transit, commuter rail, bus rapid transit, local bus, and streetcar.

Mr. Bryant stated that the plan started with the need for high capacity transit. Tualatin residents have recognized that a lot of places within the SW corridor are lacking bus service. Trimet has committed to conduct a southwest enhancement study to look at local service, re-route the service to be more efficient, or to add local service. The Chamber has also put in a request to expand their local shuttle service. In addition, there is a need for high-capacity transit. Mr. Bryant further described what Bus Rapid Transit was – a cross between local bus and light rail.

Mr. Bryant stated that the Metro team utilized the information gathered in local land use and transportation plans to develop potential high capacity transit routes. Two of the

alignments travel to or through Tualatin. He further discussed the creation of different routes in regards to the housing density for the years 2010-2035 and the employment density from 2010-2035. The five potential alignments that came out of the high capacity transit studies were:

- Light rail to Tigard
- Bus rapid transit to Tigard
- Bus rapid transit to Tualatin
- Bus rapid transit to Sherwood
- Bus rapid transit hub and spoke

Mr. Beers noted that he was surprised that only one of these options included light rail. Mr. Bryant replied that this is due to light rail being very expensive to build on the capital side; however federal government would pick up 50% of the cost. Light rail is also less expensive to operate since the major cost is the salaries for the driver. A lot more people can ride a light rail train than a bus (over 200 compared to 40). Mr. Beers commented that he was hoping for a commuter rail from downtown to Tualatin. Mr. DeHaan noted he liked the alignments.

Mr. Bryant continued discussing the upcoming schedule. He plans to return to the Planning Commission meeting on May 16th. At that time, all the alignments will have evaluation results. There will be an Economic Summit on May 21st and a Community Forum/Open House on May 23rd. The Transportation Task Force will be meeting on June 6th to review evaluation results of the transit route options and provide a recommendation. Mr. DeHaan added that there are many traffic problems in the City of Tualatin and would like to go on the record of saying he's in favor of high capacity transit and it should go west to Sherwood. Mr. Grile asked if park and rides were on the plan. Mr. Bryant responded that they are not at this time.

Joe Lipscomb, 8720 SW Tualatin Rd, Tualatin, OR

Mr. Lipscomb updated the group on the Job Access Mobility Institute (JAMI) program. He is part of the team along with members of the Chamber of Commerce, City of Tualatin, Trimet, WorkSource Tualatin, Enterprise, and Ride Connection. This team's goal is to find sustainable and viable transportation options in the NW employment corridor.

Mr. Lipscomb stated that they surveyed 9 large employers, a 12.2% sampling of the total workforce. Employers include: HuntAir, Lam Research, Precision Wire Components, Leviton, LightSpeed, Pacific Natural Foods, McLane, Veris, and DPI NW Specialty Foods. Their primary concern is getting people to their jobs, since Tualatin is a major hub. The study came up with recommendations, which include changing and expanding bus service. They also discussed employers establishing van pools, car pools, and negotiated with Ride Connection to cover seniors and those with disabilities. All of the employers sited transit as a major obstacle to doing business in Tualatin in order to hire the best employees with the required skills needed. As of today, JAMI has applied for three grants and received one, which will be used to hire a consultant.

Mr. DeHaan asked Mr. Lipscomb if any of the employers surveyed would be willing to offer incentives to their employees to use public transportation. Mr. Lipscomb replied that none of the employers currently offer this, but may be willing to in the future. Mr. Harper asked Mr. Lipscomb where the JAMI team and the SW Concept team match up. Mr. Lipscomb responded that the SW Corridor needs to bring employees to the WES transit center and needs to be thought of as not a park and ride, but as a Beaverton Transit Center.

6. FUTURE ACTION ITEMS

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Grile asked if we could add the documents distributed from Ms. Lucini and Mr. Lipscomb to the meeting minutes.

8. ADJOURNMENT

MOTION BY Beers SECONDED by Grile to adjourn the meeting at 8:55 pm. MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator

SUMMARY OF COMMENTS -REGARDING THE TUALATIN WATER MASTER PLAN

GRACE LUCINI
1677 SW Bfm.

FOR TUALATIN PLANNING COMMISSION 4-18-2013

BASALT CREEK AREA PLANNING

The Basalt Creek Area identified in the Water Master Plan is not within the Tualatin City Limits. As stated in the proposed Master Plan, "The City's Urban Growth Boundary (UGB), which includes the 5,198 acres within the city limits, encompasses a 6,023 acre planning area, but does not include the Basalt Creek Planning Area".

Neither the Water Master Plan nor the Analysis provides information as to the appropriateness for development, or evaluation of community support for the identified 12 inch water main within the Basalt Creek Area.

Near GL House. Tithen properties

The Water Master Plan as proposed does not provide an accurate cost for the identified 12 inch water main within the Basalt Creek Area.

- Within the Master Plan, the CIP Cost And Scheduling for this 12 inch water main is identified as 2017-2021 at a cost estimate of \$3,910,000- which does not include several important cost factors.
- As stated in the Master Plan- for the Basalt Creek Area

"Pipeline cost estimates are based on the following assumptions:

- No rock excavation included.
- No excessive dewatering included.
- No property or easement acquisitions costs included.
- No specialty construction included."
- The Basalt Creek Area- as identified by its name- is comprised of large significant basalt rock formations.
 - *As noted in the Master Plan- no rock excavation is included within the cost estimate*
- The Basalt Creek Area- as identified by its name includes wetlands.
 - *As noted in the Master Plan- no dewatering is included in the cost estimate*
- Depending upon location within the Basalt Creek Area- there are significant slopes of 10 degrees or greater.
 - *As noted in the Master Plan- No specialty construction is included in the cost estimate.*
- There are currently no roads and no public ROW in an east-west direction between Day Road to the South and Tualatin City Limits to the north within the Basalt Creek Area.
 - This is currently privately owned land, with family residences.
 - *As noted in the Master Plan- there is no property or easement acquisition costs included in the cost estimate.*

Water Master Plan Attachment C PTA-13-01 Analysis and Findings (which references the Tualatin Development Code) states the following:

"The suitability of the area for particular land uses and improvements. Not applicable"

- There is significantly steep topography within the Basalt Creek Area and within the area where the 12 inch water main is indicated-to run in an east-west direction through the Basalt Creek Area –The slopes in this area can exceed 10 % in many places.

Water Master Plan Text amendments should include a requirement for a slope evaluation for the Basalt Creek Area under TDC Section 4.030 Buildable Lands - Development Constraints- section A Slopes.

"Natural resources of the City and the protection and conservation of said resources. **Not Applicable**".

"Prospective requirements for the development of natural resources in the City. **Not Applicable**"

- The Basalt Creek Area through which a 12" inch water main is indicated in the Master Plans-has been:
 - identified by Metro as having the highest valued riparian area and highest valued wetland area (Please see attachment)
 - Washington County has identified the Basalt Creek Area as having Significant Natural Area and Water Area and Wetland-due to the known wetlands within the Basalt Creek Area, and the identified natural resources within the area -Washington County Ordinance 671 1-18-07 Exhibit 2, page 3 of 9- (please see attachment).

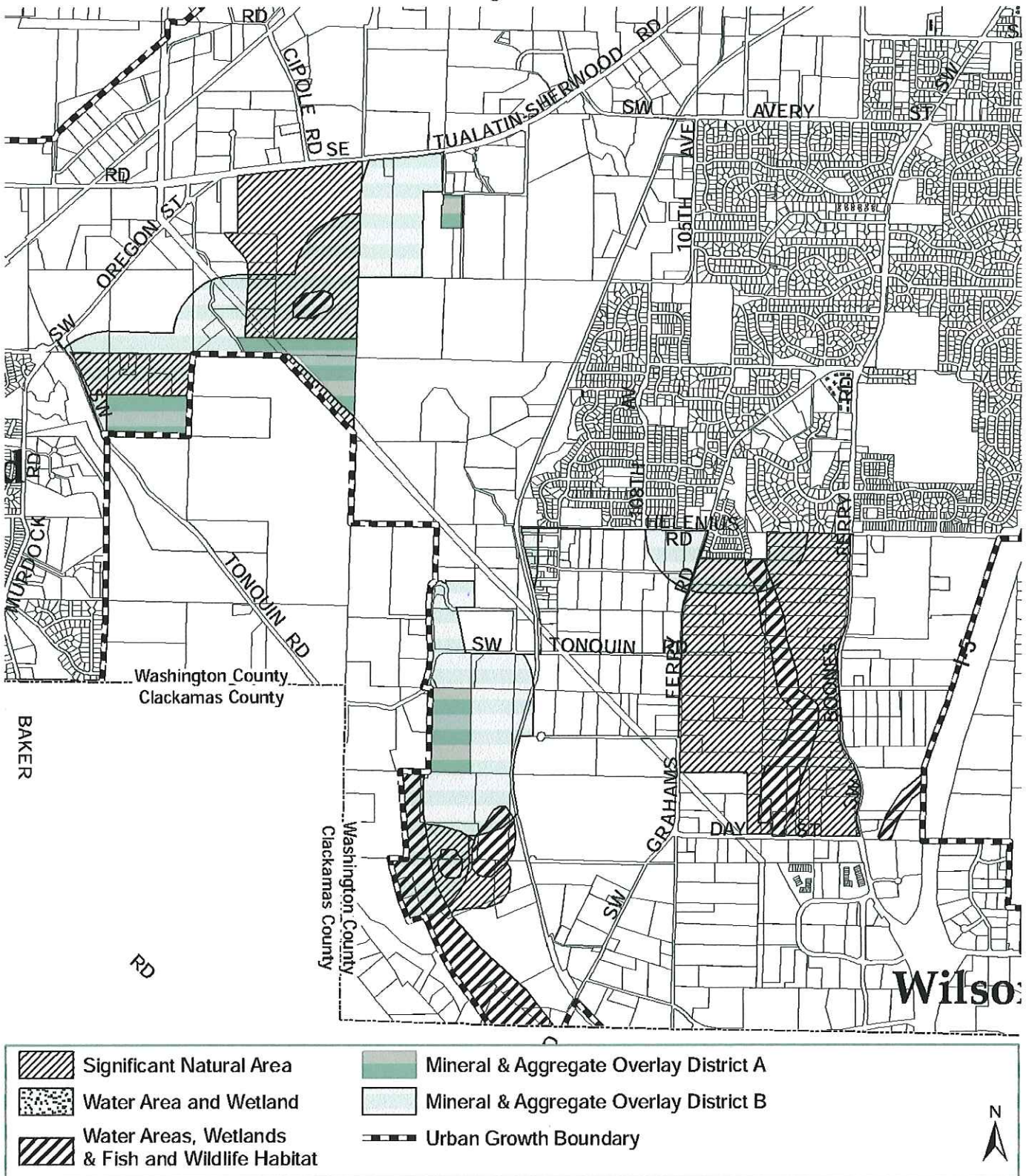
Water Master Plan Text amendments should include a requirement for an environmental Impact Statement covering the Basalt Creek Area consistent with Statewide Goal 5

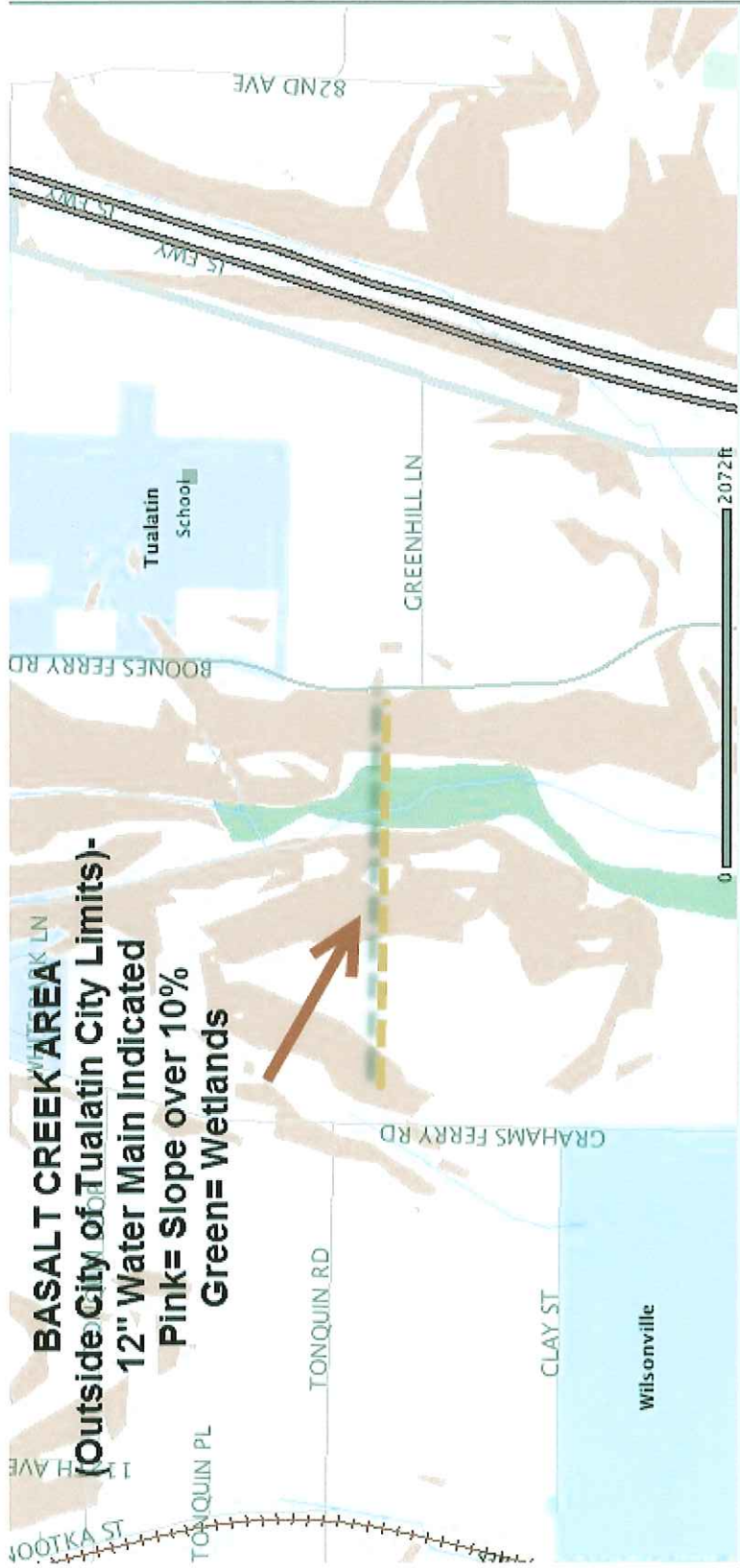
Regards,

Grace Lucini

② text should include
ENVIRONMENTAL
GOAL 5
① Scope evaluation
③ PIPE thru wetland
oppose PIPE thru property.

Amend the Goal 5 Resource for Future Development Areas map (Map B) in Policy 41 (Urban Growth Boundary Expansions) of the Comprehensive Framework Plan for the Urban Area to apply the Goal 5 Resource designations identified in the Rural/Natural Resources Plan to the following areas:





Slope (over 10%) is now the Active Layer

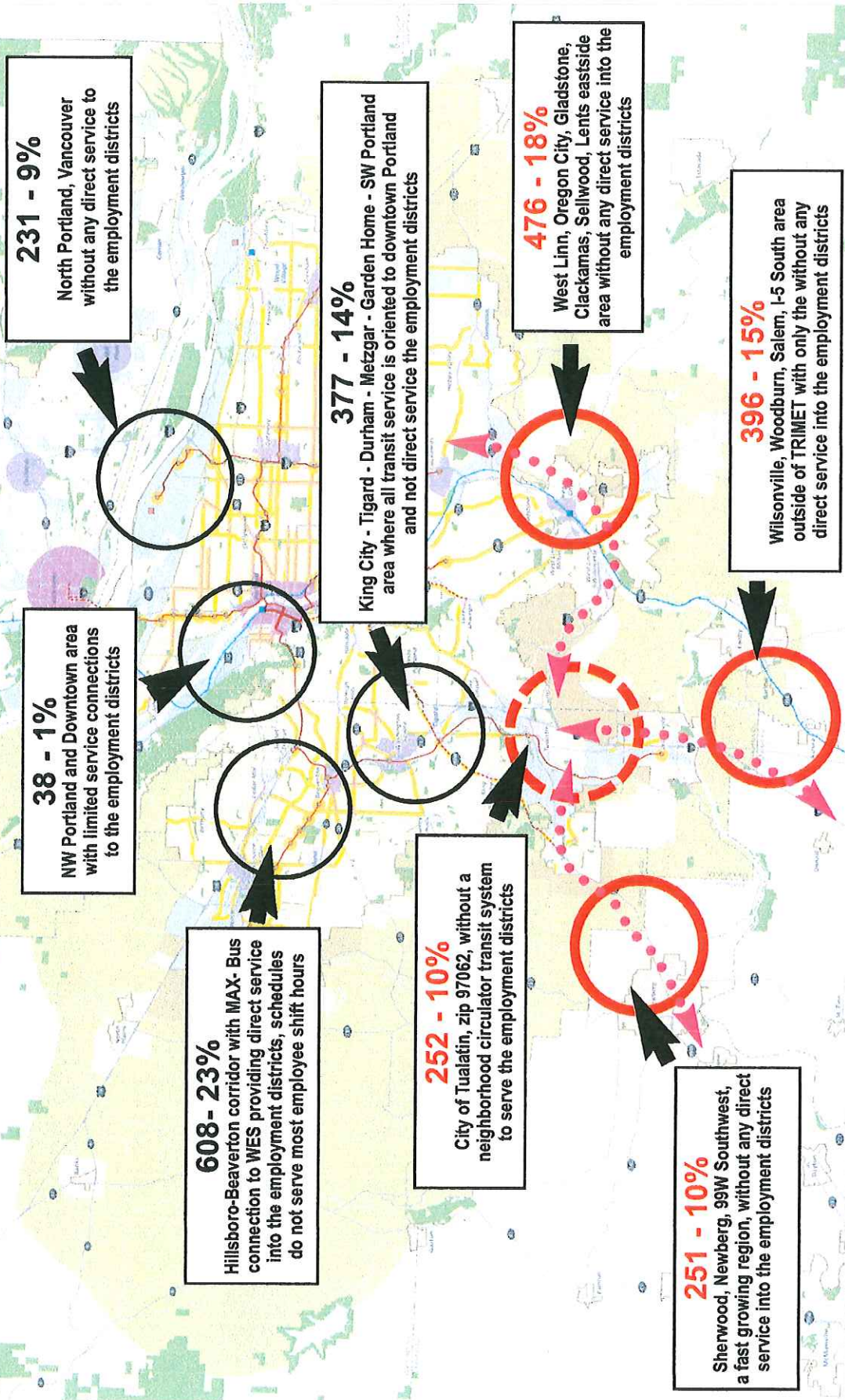
1. **Team:** Linda Moholt, Tualatin Chamber of Commerce; Cindy Hahn, City of Tualatin; Joe Lipscomb, Retired Urban Planner; John Kupers; Retired Businessman & SCORE Volunteer; Cora Potter, Ride Connection; Heather McCarey, WTA; Dan Marchand, TriMet; Susan Bryant, WorkSource Tualatin & Leslee Moore, Enterprise.
2. **Problem:** Lack of sustainable and viable transportation options in the NW employment corridor.
3. **Themes:**
 - a. Infrastructure
 - b. Walking distance. Temporal mismatch
 - c. Gaps
 - d. Visibility challenged. Demand.
 - e. Governmental communication. Communication breakdown.
 - f. Inclusiveness. Collaboration. Cooperation.
 - g. Diversity of solutions.
 - h. Geographic diversity. Lack of modal diversity.
 - i. Cost effective. Lack of diversity in funding. Financial. Sustainability.
 - j. Connectivity. Ease of use. System integrations.
4. **Focus Area:** Our solution needs to make users, operators and funders/backers feel invested in the product and that they are getting good value from participating.
 - a. Specify roles. Define level of comfort.
 - b. Expand level of scope. State needs? ODOT?
 - c. Coalition building-public/private.
 - d. Sustainability-Linking Tualatin Plan (25 years)
5. **Design Goal for Customer:** Our solution will be cost effective, convenient, reliable, easy to use, safe, sustainable and attractive.
6. **Statistical Data:**
 - a. 18,000 employees travel into Tualatin every day with 21,373 employees in total.
 - b. 9 large employers have been interviewed. They represent 2600 employees, a 12.2% sampling of the total workforce.
 - c. Employers include: HuntAir, Lam Research, Precision Wire Components, Leviton, LightSpeed, Pacific Natural Foods, McLane, Veris & DPI NW Specialty Foods.
 - d. 3 Additional employers will be interviewed with the next couple of weeks: UPS, JAE and Fujimi Corporation.
7. **Changing Assumptions:**
 - a. Businesses now operate 24/7 shifts with schedules ranging from 10-12 hours per shift.
 - b. Workforce comes from the entire region, mostly by single occupancy vehicles due to lack of transit options.
 - c. Some businesses have employees traveling from 50-75 different zip codes.
 - d. Workforce is ethnically diverse with many having English as a second language.
 - e. All employers sited transit as a major obstacle to doing business in Tualatin in order to hire the best employees with the required skills needed.
8. **Suggested Outcome:**
 - a. Tualatin Shuttle-expand existing on demand program
 - i. Current:
 1. 15 Passenger Van runs 4:30am-9:30am & 1:45pm-6:15pm.

2. 7 Passenger Van runs 6:00am-8:00am.
- ii. Proposed:
 1. 15 Passenger Van runs 4:30am-9:30am & 1:45pm-6:15pm.
 2. 7 Passenger Van runs 6:00am-10:00am & 3:00pm-7:00pm
 3. New: 2 Mini-Buses or large Vans run a fixed route schedule
 - a. 6:00am-9:30am & 2:00pm-6:00pm.
 - b. 6:30am-10:00am & 2:30pm-6:30pm.
- b. Suggested Inter-Agency Agreements
 - i. TriMet/WES
 1. Currently all TriMet/WES service arrives after second and third shifts begin. Request first buses arrive in town 1 hour earlier (5:15am) to meet work site shifts of 5:30am and 6:00am.
 2. Switch bus #96 (Monday-Friday, rush hour service) from Bridgeport Village to Wilsonville via Boones Ferry Rd. to Bridgeport Village to Wilsonville via I-5 (Switching places with SMART 2X Line).
 3. Expand Bus #154 from West Linn VA Clinic to King City via Borland Road, Legacy Meridian Park Medical Center, Martinazzi Park & Ride, WES Station, Bridgeport Village, Tualatin & King City.
 4. Expand bus #76 to include a loop around Tualatin.
 - ii. SMART
 1. Switch 2X Line (7 days a week, all day) service from Wilsonville to Bridgeport Village Service via I-5 to Boones Ferry Road. (Switching places with the TriMet bus #96 line).
 - iii. Yamhill County Transit-request that they stop at WES and Bridgeport Village and then on to Tigard.
- c. Van-Pools-negotiate with major Employers to establish Van-Pools when more than 7 employees working the same shift come from a single location.
- d. Car-Pools-negotiate with employers to establish Car-Pools when more than 2 employees working the same shift come from a single location.
- e. Ride Connection-negotiate with Ride Connection to cover the seniors and those with disabilities from King City to Tualatin. Ride Connection currently covers Rural Washington Country, Tigard and King City.
- f. Employers:
 - i. Request companies change their shift times to balance with transit option times.
 - ii. Request companies offer incentives to encourage workforce to use transit.

9. Funding Sources:

- a. **1/31/12 JAMI: Potential Grant: \$3,000-\$5,000;** Purpose: to facilitate setting up the Pilot Transit Program, use funds for hiring a consultant; Decision will be made by 2/8/13.
- b. **2/14/13 JARC: Potential Grant: \$240,000;** Purpose: expand existing shuttle program and add 2 fixed routes. This is an operational grant. Decision will be made by Early April, effective by 7/1/13.
- c. **2/22/13 RTO: Potential Grant: \$50,000-\$100,000;** Purpose: direct towards Staffing, creating a Transit Options Toolbox, Outreach, Marketing, Signage, Infra-structure, Incentives etc. This is for non-operational uses. Decision will be made by late spring, effective 7/1/13.
- d. **City of Tualatin:** Request 10.27% of the RTO grant; can be given through staff time or cash.

TUALATIN JOB ACCESS MOBILITY STUDY



Next stage recommendations directed to problem solutions for areas in red which represent 55% of surveyed work force. They represent 1,000± SOV (single occupancy) one-way vehicle trips per work day into the city and the employment district



MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

THROUGH: Aquilla Hurd-Ravich

FROM: Ben Bryant, Management Analyst

DATE: 05/16/2013

SUBJECT: Southwest Corridor High Capacity Transit Evaluation Results

ISSUE BEFORE TPC:

Provide input on the Southwest Corridor high capacity transit evaluation results and potential alignment options.

EXECUTIVE SUMMARY:

At the last TPC meeting, Tualatin staff members provided a brief update on the Southwest Corridor Plan and the potential high capacity transit routes. Metro, in partnership with TriMet, ODOT, and the cities within the corridor, developed a set of potential high capacity transit routes in the corridor (Attachment A). These alignments were largely driven by the conceptual land use and transit planning efforts completed by the cities throughout the corridor (i.e. Linking Tualatin).

Since the last meeting, the Metro technical team has been evaluating the different alignments and modes to identify the costs and benefits of each option. Unfortunately, the results were not available in advance of the meeting; however, Tualatin staff members will provide an update on the evaluation results at the meeting. The evaluation results will include the following for each option:

- potential ridership;
- travel time;
- estimated capital costs;
- estimated operating costs; and,
- property impacts.

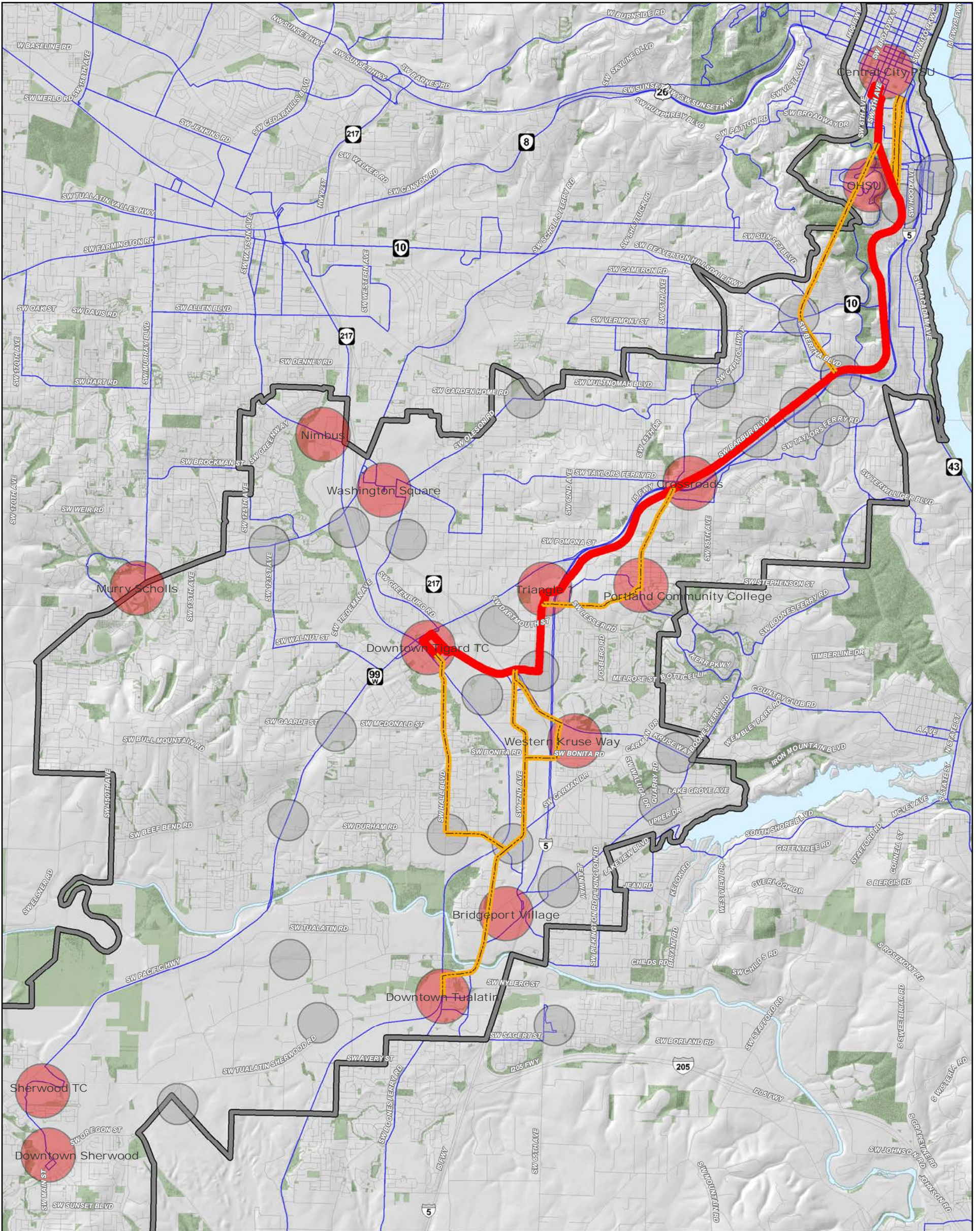
Tualatin staff members will ask for your initial thoughts and feedback on the evaluation results at the meeting.

Next Steps

In June, the TPC will be asked to provide a recommendation to the Tualatin City Council on which alignment option(s) are best for Tualatin. This recommendation will filter through the City Council to the Southwest Corridor Steering Committee in July when it makes a final decision on

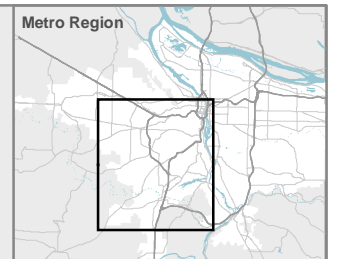
which transit route(s) to advance into a draft environmental impact analysis for further study. To help provide input for that decision, there will be extensive public outreach in the upcoming months. Please see Attachment B for a schedule of upcoming events.

Attachments: [Attachment A: Potential High Capacity Transit Routes](#)
 [Attachment B: Upcoming Schedule](#)



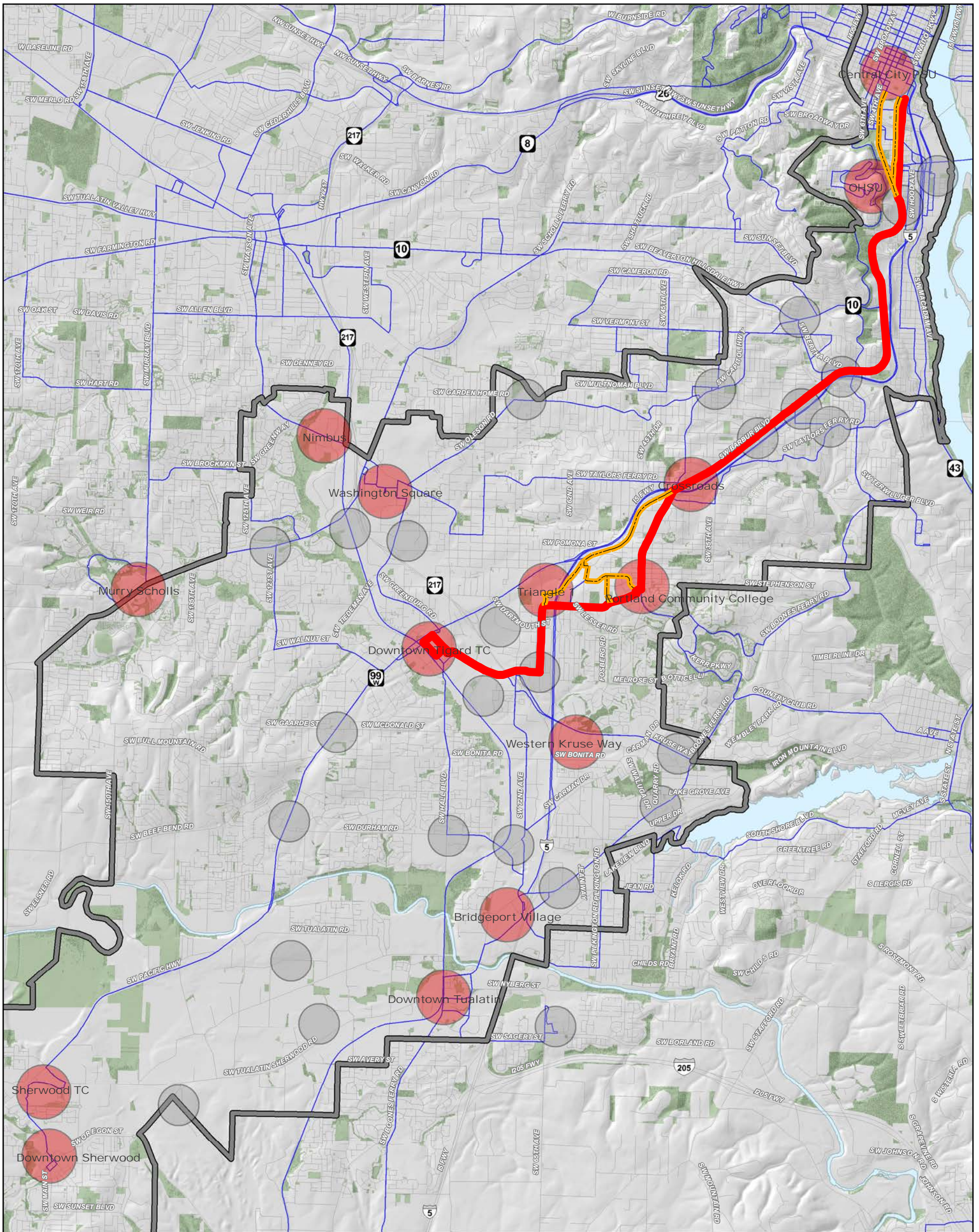
Map 19.A
LRT to Tigard Alignment Options

- Baseline
- - - Alternatives Alignment
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places



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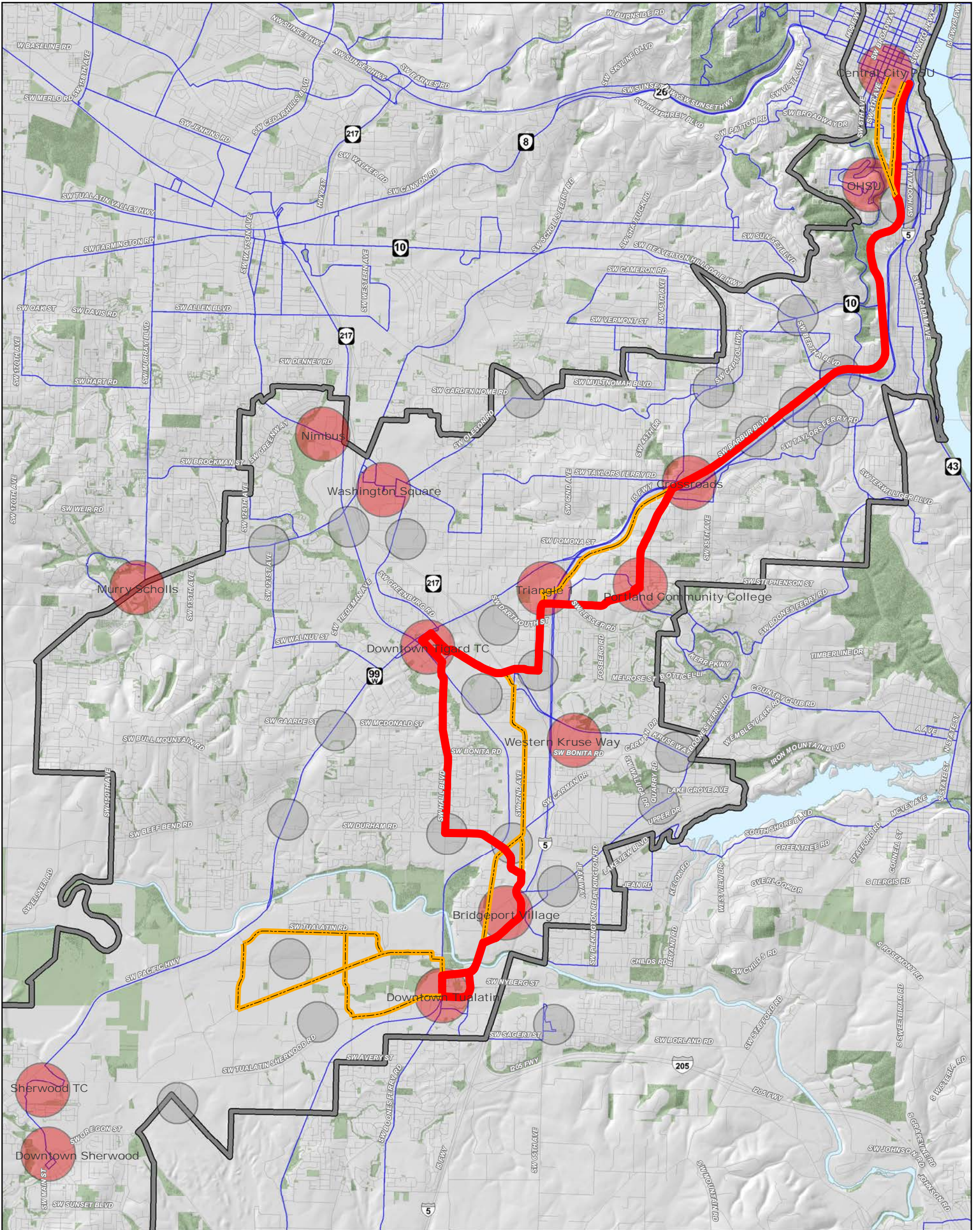
Map 19.B
BRT to Tigard Alignment Options

- Baseline
- - - Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places

Metro Region

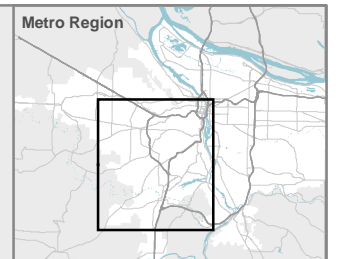
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Metro



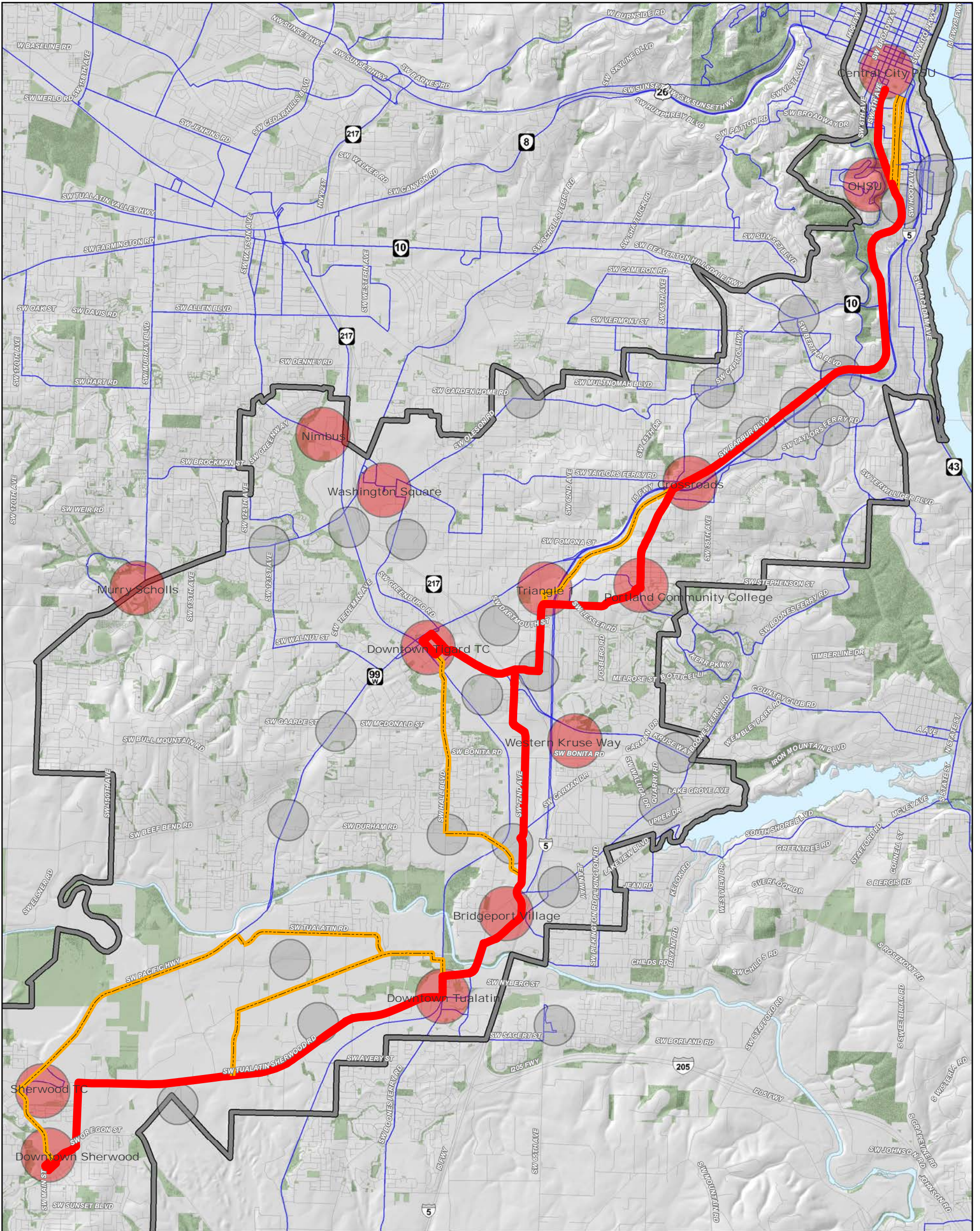
Map 19.C
BRT to Tualatin Alignment Options

- Baseline
- - - Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places



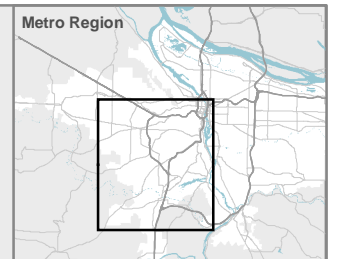
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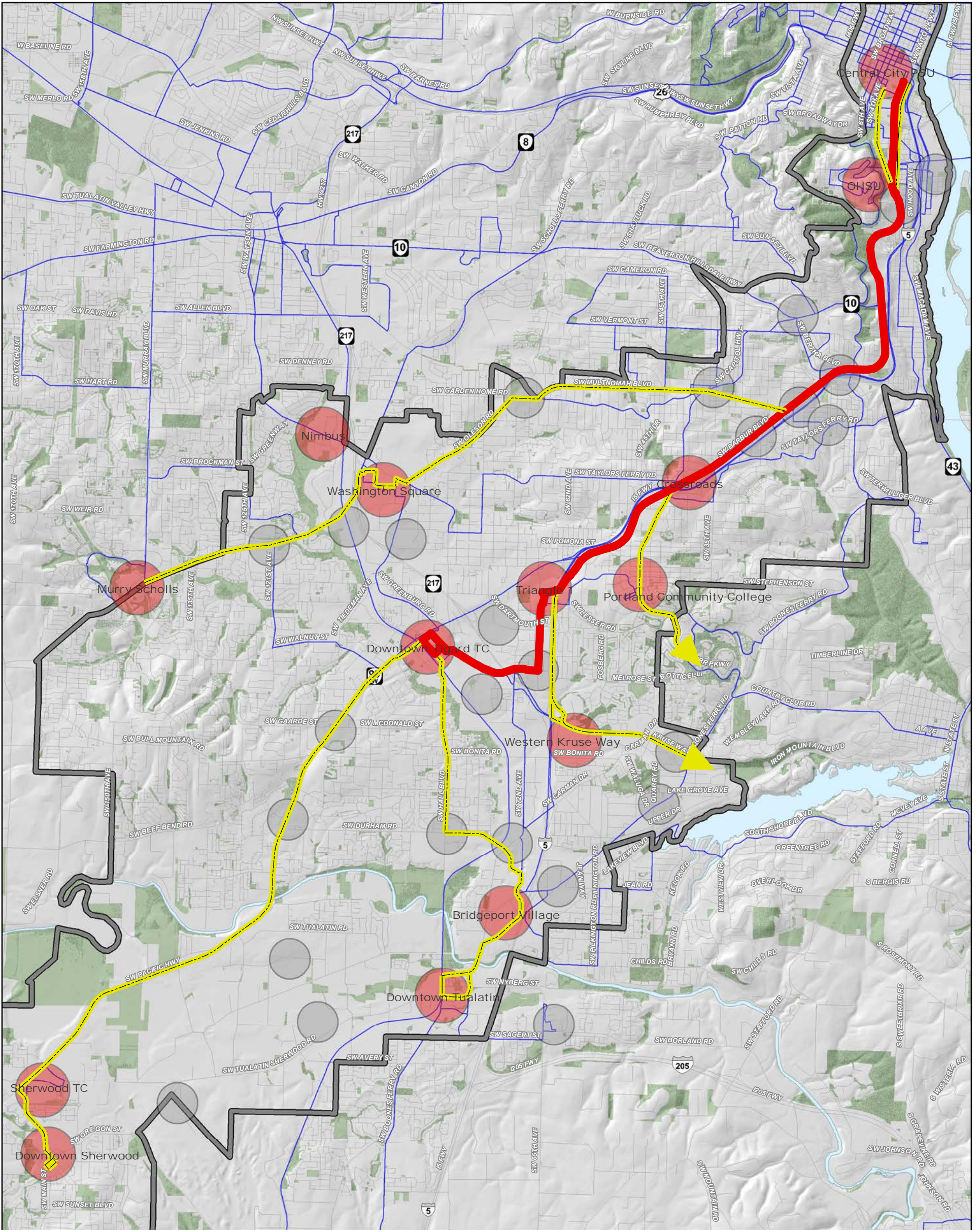
Map 19.D
BRT to Sherwood Alignment Options

- Baseline
- - - Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places



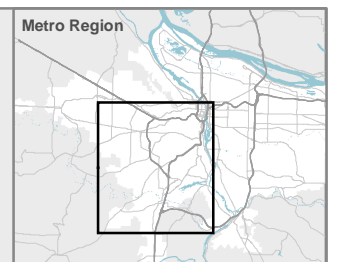
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Map 19.E
BRT Hub and Spoke Alignment Options

- Baseline
- - - Spokes
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places



0 0.5 1 Miles



Attachment B

Southwest Corridor Public Outreach

Developing Tualatin's Recommendation

