



MEETING AGENDA

TUALATIN PLANNING COMMISSION

**March 21, 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; Ben Bryant, Management Analyst; Cindy Hahn, Associate Planner
2. **APPROVAL OF MINUTES**
 - A. Approval of February 21, 2013 TPC Minutes
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
4. **SPECIAL ITEMS**
 - A. Introduction to CIO Land Use Chairs
5. **ACTION ITEMS**
 - A. 2012 Annual Report of the Tualatin Planning Commission
6. **COMMUNICATION FROM CITY STAFF**
 - A. Basalt Creek Transportation Planning / SW 124th Avenue Alignment
 - B. Linking Tualatin Phase II: Broad Concepts and Next Steps
 - C. Water Master Plan Update. Acceptance by Council and Proposed Implementing Amendment (PTA-13-01).
7. **FUTURE ACTION ITEMS**

8. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

9. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

FROM: Lynette Sanford, Office Coordinator

DATE: 03/21/2013

SUBJECT: Approval of February 21, 2013 TPC Minutes

ISSUE BEFORE TPC:

Attachments: [February 21, 2013 TPC Minutes](#)



City of Tualatin

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UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF February 21, 2013

TPC MEMBERS PRESENT:

Alan Aplin
Jeff DeHaan
Mike Riley
Bill Beers
Mike Riley

STAFF PRESENT:

Aquilla Hurd-Ravich
Sara Singer
Kaaren Hofmann
Lynette Sanford

TPAC MEMBER ABSENT: Cameron Grile, Steve Klingerman

GUESTS: Candice Kelly

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 January 17, 2013 TPC minutes.
MOTION by DeHaan SECONDED by Aplin to approve the January 17, 2013 minutes.
MOTION PASSED 5-0

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

4. SPECIAL ITEMS:

A. Tualatin Tomorrow

Sara Singer, Deputy City Manager, and Candice Kelly, Tualatin Tomorrow Advisory Committee Member, gave an update on Tualatin Tomorrow, which included a PowerPoint presentation. Ms. Kelly went over the vision of Tualatin Tomorrow which includes promoting community involvement, collaborate as community partners, create community connections, and coordinate with other City groups and Advisory Committees. They are in the process of updating their vision.

Ms. Kelly shared some of the activities in Tualatin which included the Tualatin Farmers Market, Juanita Pohl Center addition and renovation, Arts Community Enhancement Awards, Community Arts Program, Tualatin's Youth Advisory Council and volunteerism in Tualatin.

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.

Ms. Kelly stated that the current vision plan was adopted in 2007 and it's time for an update. The public involvement strategy is currently being developed and it's time for our Advisory Committees to begin thinking about how to be engaged in this process.

Ms. Singer acknowledged that they have been reaching out to all of the Advisory Committees to get their input and to help identify solutions, strategies, and potential partnerships. Ms. Singer continued that the next step is to get a consultant on board to help build a plan and to update the vision. The Tualatin Tomorrow Advisory Committee meetings are held the first Wednesday of every month. The next meeting is scheduled for March 6 at 6:30 pm.

Mr. DeHaan stated that he's a little disappointed that it's been five years since an update has been completed and questioned the accountability. Ms. Singer responded that in order to maintain accountability and structure, the formal Advisory Committee was formed and just completed their first year. Mr. DeHaan added that there are large employers that aren't involved in the Chamber of Commerce. Mr. Riley added that it may not necessarily mean the large employers are not active in the community. Ms. Singer acknowledged that Beaverton and Hillsboro have large employers in the business sector who participate and it may be beneficial to us to get input from them on how to engage with these employers.

Ms. Singer thanked the Commission Members and asked them to contact her if they have any ideas or questions.

5. ACTION ITEMS

A. 2012 Annual Report of the Tualatin Planning Commission

Ms. Hurd-Ravich, Planning Manager, presented the 2012 Annual Report which captures the activities of the Planning Commission from the previous calendar year. Some of the activities included reviewing three Plan Text Amendments. A great deal of the year was spent covering Linking Tualatin and the Transportation System Plan. Other discussions included TriMet, the Oregon Passenger Rail, Basalt Creek, and the SW 124th Alignment. Ms. Hurd-Ravich asked the Commission members if they had comments or questions about the report. Mr. Herriges stated that he did not attend the Planning Commission Training in September. Mr. DeHaan acknowledged that this group went from being an Advisory Committee to a Planning Commission early last year and asked if that should be part of the report. Ms. Hurd-Ravich responded that even though they became a Planning Commission in 2011, 2012 was the first year the group met as a Planning Commission. She will add a paragraph pertaining to that fact. Discussion followed regarding the role of the Commission and how it relates to City Council.

Ms. Hurd-Ravich agreed that we would make the changes requested which will include a brief description of the Planning Commission's role. This will go to Council on April 8th. Table until March 21st meeting.

6. COMMUNICATION FROM CITY STAFF

A. Water Master Plan

Kaaren Hofmann, Engineering Manager, gave an update on the Water Master Plan, which included a PowerPoint presentation. Ms. Hofmann stated that the Water Master Plan was last updated in 2004. The Master Plan identifies deficiencies, determines future system supply requirements, and recommends improvements that correct existing deficiencies and provide for future expansion

The City currently purchases water from the Portland Water Bureau. Master plans are modeled conservatively and we're currently at 60% of estimates. If conservation continues, our current supply will be adequate until 2030. The proposed plan to address the supply issue is to recommend revisiting the water demand projections in 3 years to determine if more supply is needed.

Ms. Hofmann advised the Commission members to look at economic growth to determine if we will need an additional supply source. Ms. Hofmann stated that the City of Tigard is looking to obtain their water from the Clackamas River; Hillsboro has determined that the Willamette River is their next water source. Tualatin Valley Water district is in the process of making a decision where their next source will come from and will make their decision in April.

Mr. Herriges asked if Portland water rates are rising. Ms. Hofmann responded that the rates are actually decreasing this year, based on the rate of return of the capital investments that serve us. The main water supply comes from Powell Butte. Mr. Beers asked who the main water users are. Ms. Hofmann replied that large employers such as Meridian Park Hospital, Pacific Foods, and chip manufacturing facilities. They will be also be looking at the SW Concept Plan area and Basalt Creek. The total estimated costs of the improvements in the Master Plan are \$20.5 million; \$1.2 million per year for the next 20 years should be budgeted to complete these projects with the funds coming from a combination of water rates and SDC's.

Ms. Hofmann acknowledged that next steps include the public comment period during the month of February. It will go to Council for acceptance on March 11th. The Plan Text Amendments to incorporate into TDC will happen in spring of 2013. Mr. Herriges stated that this was the first he's heard of a comment period. Ms. Hofmann responded that it has been posted on the website and discussed at City Council. Mr. DeHaan asked if our wastewater goes directly to Clean Water Services. Ms. Hofmann responded that it does.

Ms. Hofmann stated that Martinazzi Avenue project is coming up in August. The City will be replacing water and sewer lines, repave and replace catch basins, and replacing a traffic signal. Martinazzi Avenue, between Nyberg and Boones Ferry Rd, will be closed in the month of August after the Crawfish Festival. This will also include boring a water line under the river and installing bike lanes. There will be an open house in the Library Community Room on March 5th at 3:30 p.m.

7. FUTURE ACTION ITEMS

Ms. Hurd-Ravich stated that in our March TPC meeting, the action item will be the 2012 Annual report. There will be communication updates regarding Linking Tualatin, including the public outreach feedback. We will also hear additional information about the Water Master Plan, and updates regarding the 124th Avenue extension and Basalt Creek.

8. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Herriges stated that he will not be able to attend the next three meetings due to Lacrosse season. Mr. DeHaan inquired as to how the Transportation System Plan was advancing. Ms. Hurd-Ravich responded that the public hearing comment period will stay open until February 25th. Mr. DeHaan asked if the Transportation System Plan is not approved, what the next step would be. Ms. Hurd-Ravich responded that it depends on the Council's direction, since it is a requirement of Metro and the State of Oregon.

Mr. Dehaan asked if there were updates on the Marquis site and other current projects. Ms. Hurd-Ravich responded that the Marquis site is making good progress. They are currently working on site improvements and have approval to build the assisted living facility. They have submitted an application for the cottages. The Bridgeport Apartments project is moving quickly. The Stafford Hills Racquet Club is very close to getting their certificate of occupancy. A scoping meeting was conducted regarding the Riverhouse project. Assurances were given that they will be moving ahead with this project. Mr. DeHaan inquired about the Kmart site. Ms. Hurd-Ravich responded that we're expecting to see an application for the pre-application. Powin on the west of 115th, North side of Tualatin Sherwood Rd, will be installing solar lights in their parking lot. Mr. Aplin mentioned that Horizon Church has installed a reader board. Ms. Hurd-Ravich responded that it is an allowed use.

9. ADJOURNMENT

MOTION BY Beers SECONDED by Riley to adjourn the meeting at 7:54 pm. MOTION PASSED 5-0.

Lynette Sanford, Office Coordinator



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

FROM: Aquilla Hurd-Ravich, Planning Manager

DATE: 03/21/2013

SUBJECT: 2012 Annual Report of the Tualatin Planning Commission

ISSUE BEFORE TPC:

Consideration of the 2012 Tualatin Planning Commission Annual Report and a recommendation that the City Council accept the report.

RECOMMENDATION:

Staff recommends that the Tualatin Planning Commission accept the report and recommend that Council also accept the report at their regular scheduled meeting on April 8, 2013.

EXECUTIVE SUMMARY:

- The 2012 Tualatin Planning Commission Annual Report was first considered at the February 21, 2013 Planning Commission meeting. The Commission directed staff to modify the report based on their recommendations and bring it back for acceptance at the March 21, 2013 meeting.
- This is not a public hearing
- No later than April 1 of each year the commission shall file with the City Council its annual report of the activities for the previous year.
- The annual report shall include a survey and report of actions and discussions of the Commission and any specific recommendations made to the City Council not otherwise requested, relating to the planning process, plan implementation measures and future activities of the Commission.
- The report may include any other matters deemed appropriate by the Commission for recommendation and advice to the Council.
- The Tualatin Municipal Code 11-1 contains the provisions for the functions and activities of the Tualatin Planning Commission (TPC).
- TPC is the official Commission for Citizen Involvement in accordance with Statewide Land Use Planning Goal 1, Citizen Involvement.
- TPC reviewed (3) Plan Text Amendments during 2012.

- There are no criteria applied to acceptance of the annual report.

OUTCOMES OF DECISION:

Planning Commission acceptance of the Annual Report will result in the following:

- A recommendation to Council to accept the report
- Compliance with Section 11-1-080 fo the Tualatin Municipal Code

ALTERNATIVES TO RECOMMENDATION:

- Recommend the Council accept the report with alternatives.
- Recommend the Council not accept the annual report.
- Continue the discussion and return to the matter at a later date.

Attachments: A - 2012 TPC Annual Report



City of Tualatin

2012 ANNUAL REPORT

TUALATIN PLANNING COMMISSION

April 8, 2013

Planning Commissioners:

Mike Riley, Chair

Alan Aplin, Vice Chair

Bill Beers

Jeff DeHaan

Nic Herriges

Steve Klingerman

Cameron Grile

2012 ANNUAL REPORT OF THE TUALATIN PLANNING COMMISSION

BACKGROUND

Ordinance No. 342-76 established the Tualatin Planning Advisory Committee (TPAC), was adopted July 26, 1976 and incorporated into the Tualatin Municipal Code as Chapter 11-1. The ordinance prescribes TPAC's role in reviewing plans and ordinances and makes TPAC the official Committee for Citizen Involvement in accordance with Statewide Land Use Planning Goal 1, Citizen Involvement. In 2012, the Tualatin Planning Advisory Committee changed to the Tualatin Planning Commission (TPC) Ord. 1339-12. This annual report covers activities conducted by TPC in 2012.

This report will address two specific TPC mandates in Tualatin Municipal Code Chapter 11-1.

11-1-060(4): Serve as the City of Tualatin Committee for Citizen Involvement in accordance with the State of Oregon Land Conservation and Development Goal No. 1, with the following responsibilities:

- (a) Evaluate the effectiveness of the citizen involvement program during March and October of each calendar year.
- (b) Recommend and make suggestions to the City Council regarding revisions in the citizen involvement program, as the Committee deems appropriate.

11-1-080: Not later than April 1 of each year, the Committee shall file its annual report of the activities of the Committee with the City Council. The annual report shall include a survey and report of the activities of the committee during the preceding year, in addition to specific recommendations to the City Council not otherwise requested by the City Council, relating to the planning process, plan implementation measures within the City, or the future activities of the Committee. The report may include any other matters deemed appropriate by the Committee for recommendation and advice to the Council.

EFFECTIVENESS OF THE CITIZEN INVOLVEMENT PROGRAM

At each meeting, there is an allotted time for the public to make comments about any topic not related to an agenda item. This opportunity has given members of the public the opportunity to ask TPC to consider other community concerns. For example, comments made by the public addressed the activities of the Transportation System Plans and the Tonquin Industrial Group overlay. Members of the public are also given the opportunity to comment on any action item or staff communication item.

In January 2012, the City Council adopted an amendment to change the Tualatin Planning Advisory Committee to the Tualatin Planning Commission. The Planning Commission met for the first time in February 2012. The City Council and members of TPAC met jointly several times in 2011 to discuss the role of a Planning Commission in

Tualatin's land use decisions, the logistics of a Planning Commission and what land use decisions could be under the purview of a newly created Commission. Staff presented research about the operation of planning commissions in other cities and which quasi-judicial land use decisions the City Council currently has under their purview.

Jointly, TPAC and the City Council decided that it was an appropriate time in Tualatin's development as a City to create a Planning Commission with approval authority over a limited number of quasi-judicial decisions. Including:

- Industrial Master Plans
- Reinstatement of Use
- Sign Variance
- Variance
- Transitional Use Permit

The purpose of this change was to help streamline land use decisions. The Planning Commission will retain the duties of the Advisory Committee, which makes recommendations on comprehensive plan amendments including map and text changes. The City did not receive any quasi-judicial applications for the above land use decisions in 2012.

TRANSPORTATION SYSTEM PLAN AND LINKING TUALATIN

There was a great deal of time spent over the past year discussing the Transportation System Plan and Linking Tualatin. The Planning Commission's role regarding the Transportation System Plan and Linking Tualatin was to provide input and a recommendation to City Council throughout the process on specific decision points and to provide a recommendation at the final TSP. The dates below summarize topics the TPC discussed over the last year.

February 7-TSP: Update; Linking Tualatin: Update.

March 6-Review and provide a recommendation to City Council on the Goals and Objectives and existing conditions reports for the TSP and Linking Tualatin.

April 3-Review and provide a recommendation to City Council on the Constraints and Opportunities Report, Focus Area Boundary Refinement, and Transit-Oriented Place Types for the Linking Tualatin project. Update on TSP.

May 1-Review and finalize list of transportation system plan projects to be forwarded to the Technical Evaluation Process. Linking Tualatin update.

June 5-TSP: Update; Linking Tualatin: Update.

August 9-TSP: Discussion of Refinement areas #1. Linking Tualatin: Review and provide comment on preferred alternatives for transit ready places and implementation actions.

September 4-TSP: Discussion of Refinement Areas #2. Linking Tualatin: Review and provide comment on implementation actions, and formulate a message about transit and the SW Corridor.

November 15-TSP: Boones Ferry Rd and 65th Ave Refinement Areas.

December 4-Linking Tualatin Update: Next Steps.

TRANSPORTATION TASK FORCE

Mr. Aplin, Mr. Beers, Mr. Riley, and Mr. Herriges were all members of the Transportation Task Force (TTF). The TTF is a group of people brought together for the purpose of advising the Tualatin Planning Commission (TPC) and the Tualatin City Council about the needs and concerns of the community regarding transportation. The TTF is also representative of State and local agencies and nearby jurisdictions that are involved in transportation decision-making. This past year, the TTF was asked to weigh-in on key questions during the development of priority transportation projects.

CITIZEN INVOLVEMENT PROGRAM REFINEMENT

In the upcoming year, 2013, TPC should consider coordinating with the Citizen Involvement Organizations (CIOs) and the Land Use Chairs to provide a greater opportunity for more citizens to participate in land use planning in the City. The CIO Land Use Chairs are tentatively scheduled to meet the TPC at the beginning of their March 21st meeting.

ACTIVITIES OF THE COMMISSION

During the 2012 Calendar Year TPC met ten (10) times and reviewed three (3) Plan Text Amendments:

PTA-11-12- Core Area Parking District—Consideration of proposed Plan Text Amendment to remove existing Tualatin development Code (TDC) provisions that allow payment of “impact fee within downtown Tualatin’s Core Area Parking District”. The TDC amendment will be paired with an amendment to the Tualatin Municipal Code Chapter 11-3 Core Area Parking district Board that will remove “impact fee” provisions. TPC recommended approval April 3, 2012.

PTA-12-01- Amending TDC Chapter 64-Tonquin Industrial Group- To amend TDC Chapter 64 to add 64.036 creating the Tonquin Light Manufacturing Overlay to allow additional permitted and conditional uses and specific standards for the development for Tonquin Industrial Group properties designated as within the Overlay. TPC recommended approval September 4, 2012.

PTA-12-04- Amending Medium Low Density Residential Planning District (RML) Conditional Uses, and Amending TDC 41.030- Consideration of PTA-12-04 that

restores the original list of conditional uses to the code that were mistakenly overwritten. TPC recommended approval October 2, 2012.

OTHER TPC ACTIVITIES

Staff brought forward several topics for TPC discussion including:

- Linking Tualatin, the City's high capacity transit land use study.
- Transportation System Plan project and the Transportation Task Force.
- Basalt Creek Transportation Planning / SW 124th Avenue Alignment.
- Tri Met in Tualatin– Service enhancement studies are in the works and the desire for better transit in Tualatin.
- Oregon Passenger Rail – ODOT is beginning a study to improve passenger rail service between the Portland urban area and the Eugene-Springfield urban area.

COMMISSIONER TRAININGS

- Mr. DeHaan and Mr. Aplin attended a Land Use Planning Seminar in January, 2012
- Mr. Beers and Mr. Riley attended a Planning Commission Training in September 2012.



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

THROUGH: Aquilla Hurd-Ravich

FROM: Ben Bryant, Management Analyst

DATE: 03/21/2013

SUBJECT: Basalt Creek Transportation Planning / SW 124th Avenue Alignment

ISSUE BEFORE TPC:

1. Review the Executive Summary of the Basalt Creek Transportation Refinement Plan
2. Review and provide input on the SW 124th Avenue extension alignment options

EXECUTIVE SUMMARY:

1. BASALT CREEK TRANSPORTATION REFINEMENT PLAN UPDATE

Background

In an effort to ensure that the extension of SW 124th Avenue functions effectively, the City of Tualatin has been collaborating with the City of Wilsonville, Washington County, Metro, and the Oregon Department of Transportation (ODOT) to solidify a transportation network in the Basalt Creek Planning Area. For over a year, Washington County engaged the community through workshops, open houses, and meetings with elected officials from the partnering agencies to develop a list of necessary transportation improvements between SW 124th Avenue and I-5.

Recommended Alignment

On December 10, 2012, the Tualatin City Council discussed the viable options and voted to approve the east-west conceptual roadway alignment, as well as the other necessary improvements to existing roads in the area. Following that decision, on December 11, 2012, the Policy Advisory Group, unanimously recommended a set of improvements, including a new east-west conceptual roadway alignment between Grahams Ferry Road and Boones Ferry Road (Attachment A). The Policy Advisory group is comprised of two elected officials from each of the cities and county, one elected official from Metro, one senior staff member from Metro, and one senior staff member from ODOT.

Next Steps

- **Spring 2013:** City Council Consideration of an Intergovernmental Agreement to solidify Recommendation

2. SW 124th AVENUE EXTENSION ALIGNMENT REFINEMENT

Background

In April 2011, at the recommendation of the Tualatin Planning Commission, the City Council adopted a set of ordinances to implement the Southwest Tualatin Concept Plan. One of the most significant public infrastructure investments identified in this plan is the extension of SW 124th from Tualatin-Sherwood Road to Tonquin Road. The purpose of the extension of SW 124th is to facilitate employment growth in the planning area and help improve transportation connections between Highway 99W, Tualatin-Sherwood Road, and I-5. As envisioned in the plan, the alignment of SW 124th would follow a north-south straight alignment (Attachment B).

Alignment Constraints

The long-term vision to have SW 124th follow a relatively straight line has significant short-term constraints. Most notably, the southernmost section (approximately half-mile) of the straight alignment is currently an active quarry (Knife River). The timing of the closure and reclamation of this aggregate mineral mining site is unknown at this time. As a result of this site, this section of road presents substantial topographical constraints. In addition, Knife River supports local jobs and produces critical materials for the regional construction industry.

Further, the southernmost section of the straight alignment is currently outside the Urban Growth Boundary. While current law provides an exception process to build regional transportation facilities outside the UGB, Washington County has advised that a short-term "interim" alignment be selected due to current topographical constraints until the quarry site is reclaimed.

Original Short-Term "Interim" Alignments

Last Spring, Washington County proposed three "interim" alternative concepts in an effort to build the road in the short-term. At the direction of the "124th Interested Parties Group" comprised of property owners and business leaders in the community, an interim alignment was selected ("Option 1" in Attachment C).

Refined Short-Term "Interim" Alignments to Connect with Basalt Creek

Since last Spring, the Basalt Creek Transportation Refinement Plan was unanimously recommended to move forward. As a result, Washington County conducted more detailed engineering analysis of "Alternative 1" to determine how it would connect to the new east-west roadway alignment through Basalt Creek. While Washington County is fully prepared to move forward with this option, their detailed engineering analysis found it to be more expensive than originally estimated. Accordingly, they evaluated 3 additional alignment options (Attachment C).

Preferred "Interim" Alignment Options

On February 28, 2013, the SW 124th Avenue "124th Interested Parties Group" discussed these

alignment options and appeared to favor "Alternative 1" and "Alternative 3." "Alternative 1" would preserve the most amount of future developable land and is closest to the originally preferred alignment. "Alternative 3" limits the future developable land; however, it would be the least expensive.

Next Steps

- **April 8th:** City Council Work Session discussion of the alignment options
- **Spring 2013:** Washington County will select an alignment option with input gathered from Tualatin

Attachments: [Attachment A: Basalt Creek Transportation Refinement Recommendations](#)
 [Attachment B: Original SW 124th Alignment Options](#)
 [Attachment C: Refined SW 124th Alignment Options](#)
 [Attachment D: Presentation](#)

Basalt Creek Transportation Refinement Plan Recommendations

Introduction

The Basalt Creek transportation planning effort analyzed future transportation conditions and evaluated alternative strategies for phased investments that support regional and local needs.¹ This document reflects the Policy Advisory Group’s unanimous approval of the transportation investments, next steps for policy and plan updates, and potential funding strategies described in this document.

Purpose

The purpose of this refinement plan was to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area, which is currently an unincorporated urban area of Washington County between the cities of Tualatin to the north, and Wilsonville to the south (see Figure 1). This plan refines recommendations from the I-5/99W Connector Study and the Regional Transportation Plan, setting the stage for land use concept planning and comprehensive plan development for the Basalt Creek area.

Planning Context

The need to plan for the future transportation system in the Basalt Creek area is driven not only by future growth in the Basalt Creek Planning area itself, but by future growth in surrounding areas targeted for industrial development. Basalt Creek currently lacks the multi-modal transportation facilities needed to support economic and urban-level development. Several planning

The Basalt Creek Transportation Refinement Plan was a joint effort involving:

- Washington County
- City of Tualatin
- City of Wilsonville
- Metro
- The Oregon Department of Transportation
- Area Citizens

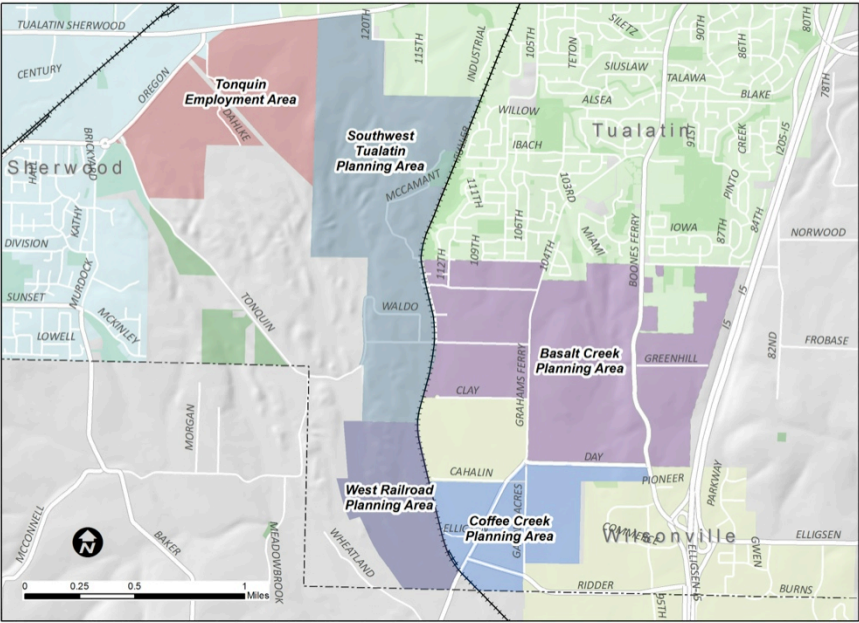


Figure 1: Basalt Creek Planning Area Location

¹ See *Basalt Creek Transportation Refinement Plan Technical Report* for more information.

efforts, summarized below, provide background and context for the Basalt Creek Transportation Refinement Plan.

- The **I-5/99W Connector Study** recommended an alternative that spreads east-west traffic across three smaller arterials rather than a single expressway. Although specific alignments for these arterials were not defined, the eastern end of the Southern Arterial was generally located within the Basalt Creek Planning Area, south of Tonquin Road. The present planning effort aims to further define the location of the connection between the SW 124th Avenue Extension and the I-5/Elligsen interchange in a manner that does not preclude the future Southern Arterial west of SW 124th.
- The **2035 Regional Transportation Plan (RTP)** calls for detailed project planning and near-term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange, supporting industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas. The RTP also calls for the near-term construction of the Tonquin Trail (see below).
- The **Tonquin Employment Area, Southwest Tualatin Concept Planning Area, and Coffee Creek Planning Area** together comprise about 1,000 acres surrounding the Basalt Creek area that are planned primarily for industrial use. These areas are expected to generate growing freight and work-related travel demands on the multi-modal transportation network that runs through the Basalt Creek area.
- The **SW 124th Avenue Extension** Project, currently underway, is planning and designing the corridor described in the RTP from Tualatin-Sherwood Road to Tonquin Road. The present planning effort aims to extend the corridor to I-5 as envisioned in the RTP and ensure consistency with current SW 124th Avenue project.
- Washington County's **Boones Ferry Road** improvement project, also currently underway, provides pedestrian and bicycle improvements and an intermittent center turn lane between Norwood Road and Day Road. It is an assumed improvement for the Basalt Creek area.
- Near-term construction of the **Tonquin Trail** is called for in the RTP. The master plan identifies an alignment for new bicycle and pedestrian connections between Sherwood, Tualatin, and Wilsonville, with connections to the larger regional trail system. The Tonquin Trail will travel through the Southwest Tualatin Concept Plan Area and the Tonquin Employment Concept Plan Area, and is an assumed improvement within the Basalt Creek Transportation Refinement Plan.
- **Transportation System Plan** updates for Washington County, Tualatin, and Wilsonville are currently underway. Washington County will incorporate recommendations from this refinement plan into the County TSP update. The cities of Tualatin and Wilsonville will not incorporate these recommendations into their current TSP updates, but will carry the recommendations into land use concept planning and future TSP updates.

Facility Considerations and Characteristics

At the outset of this effort, agencies articulated a set of considerations to guide selection of the preferred transportation system as well as preferred characteristics of the primary east-west facility through the area.

- **Guiding considerations** included: ability to fund and phase improvements, level of impacts (environmental, right-of-way, etc.), support for development, consistency with regional policy, and traffic operations performance.
- **Facility characteristics** included: for the primary arterial connection, a 45 mph prevailing speed and access spacing of one-half mile to one mile to improve capacity.

Recommendation

The Policy Advisory Group (PAG), which consists of elected officials and key staff from the project's five partner agencies, recommends the following elements as part of an overall Action Plan (illustrated in Figure 2) for the area.

Roadways

The final recommendation is for a combination of new and improved roadways through the Basalt Creek area. The key new roadway through the area is a five-lane east-west extension of SW 124th Avenue, aligned south of Tonquin Road and extending east to Boones Ferry Road. The recommendation also includes improvements to existing roadways in the area, such as Tonquin Road, Grahams Ferry Road, Boones Ferry Road, and Day Road.

Protection of right-of-way for the new east-west roadway from the 124th Avenue extension to Boones Ferry Road is a key element of this recommendation. Right-of-way protection and purchase will be addressed separately, concurrent with the Basalt Creek land use concept planning.

During the planning process, the City of Wilsonville expressed concern about the structural condition of Day Road (i.e., failing roadway base and resulting pavement deterioration) and its ability to carry freight traffic for further development of industrial lands. While the Basalt Creek Transportation Refinement Plan focused on roadway needs related to capacity, the PAG agreed that the function of the arterial network in the Basalt Creek area includes providing roadways with adequate structural design for regional freight needs. Therefore, the PAG agreed that the project recommendations include a commitment to address the construction, operations, and maintenance of the arterial network through the concept planning process.

Overcrossings

The ability to construct two new I-5 overcrossings, including an off-street multi-use path, should be preserved in order to provide for future circulation and connectivity across the Basalt Creek area and into areas east of I-5. These overcrossings are recommended as long-term improvements and are likely not needed until 2035 or later. Forecasts show that the second overcrossing is not needed unless surrounding urban reserve areas east of I-5 and south of I-205 are developed. This refinement plan is neutral on the timing of urban reserves development, and therefore does not specify the timing and order of overcrossing improvements.

Active Transportation

All improved roadways in the Action Plan include bike lanes and sidewalks consistent with Washington County urban standards. This recommendation also includes integration of the regional Tonquin Trail into the transportation network. Metro, in close coordination with the cities of Tualatin, Wilsonville, Sherwood, and Washington and Clackamas counties, led the master planning effort that identified a preferred alignment that travels through the Basalt Creek Planning Area. Roadway cross-sections and right-of-way purchases for the future east-west facility will consider needs for the Tonquin Trail in the design for the railroad overcrossing and improvements to Tonquin Road between Morgan Road and Tonquin Loop Road. Design for the east-west facility should also consider providing an off-street multi-use path that connects to the Tonquin Trail and extends east of I-5. Details of how this multi-use path will be integrated with the east-west facility design will be refined during later land use concept planning.

Action Plan

The recommended Action Plan consists of 18 transportation investments, shown in Figure 2. Timing of projects was prioritized through an analysis of likely transportation needs in 2020, 2030, and 2035 based on growth assumptions from the adopted Regional Transportation Plan. Because of uncertainty regarding the years during which development in the Basalt Creek Planning Area and surrounding areas will occur, phasing for investments is classified as short-term, medium-term, and long-term. Descriptions of these investments, as well as timing and the funding needed, are shown in Table 1. Cost estimates include right-of-way.

Table 1: Basalt Creek Action Plan

ID	Project	Short-Term	Medium-Term	Long-Term	Cost (\$2012)
1	124 th Avenue Extension (Tualatin-Sherwood Road to Tonquin Road): Construct three lane road extension with bike lanes and sidewalks	x			\$20,000,000
2	Tonquin Road (124 th Avenue to Grahams Ferry Road): Widen to three lanes with bike lanes and sidewalks, grade separate at railroad, improve geometry at Grahams Ferry Road ¹	x			\$10,500,000
3	Grahams Ferry Road (Tonquin Road to Day Road): Widen to three lanes with bike lanes and sidewalks	x			\$5,400,000
4	Boones Ferry Road (Norwood Road to Day Road): Widen to three lanes with bicycle and pedestrian improvements	x			\$10,800,000
5	124 th Avenue/Tonquin Road Intersection: Signal (may include Tonquin Trail crossing)	x			~ ²
6	Grahams Ferry Road/Tonquin Road Intersection: Signal	x			\$500,000
7	Boones Ferry Road/Day Road Intersection: Add second southbound through approach lane	x			~ ³
8	Boones Ferry Road/95 th Avenue Intersection: Construct dual left-turn and right-turn lanes; improve signal synchronization, access management and sight distance	x			\$2,500,000
9a	Tonquin Trail (Clackamas County Line to Tonquin Loop Road): Construct multi-use trail with some segments close to but separated from road	x			\$8,900,000 ⁴
9b	Tonquin Trail (Tonquin Loop Road to Tualatin-Sherwood Road): Construct multi-use trail with some segments close to but separated from road		x		\$7,100,000 ⁴
10	124 th Avenue Extension (Tualatin-Sherwood Road to Tonquin Road): Widen from three to five lanes with bike lanes and sidewalks		x		\$14,000,000
11	East-West Arterial (124 th Avenue to Boones Ferry Road): Construct 5 lane roadway with railroad and creek crossings, integrate segment of Tonquin Trail ⁵		x		\$57,900,000
12	Boones Ferry Road (East-West Arterial to Day Road): Widen to five lanes with bike lanes and sidewalks		x		\$1,100,000
13	Kinsman Road Extension (Ridder Road to Day Street): Construct three lane road extension with bike lanes and sidewalks		x		\$10,400,000
14	Day Road (Kinsman Road to Boones Ferry Road): Widen to five lanes with bike lanes and sidewalks		x		\$5,800,000
15	I-5 Southbound off-ramp at Boones Ferry Road/Elligsen Road: construct second right turn lane		x		\$500,000
16	Boones Ferry Road/95 th Avenue Intersection: Access management		x		~ ⁶
17	Day Road Overcrossing: Extend new four lane crossing over I-5 from Boones Ferry Road to Elligsen Road			x	\$33,700,000- \$44,100,000 ⁷
18	East-West Arterial Overcrossing: Extend new four lane crossing over I-5 from Boones Ferry Road to Stafford Road. Integrate multi-use path in corridor that connects to Tonquin Trail			x	\$38,000,000
TOTAL		\$59M	\$97M	\$72-82M	\$228-238M

¹ Grade separation for Tonquin Road is optional. An at-grade crossing would reduce cost by around \$2,000,000

² Cost included in Project 1

³ Coordinate with Project 4. Cost of approach lane included in estimate for Project 12

⁴ Tonquin Trail cost estimated by Metro as part of trail planning effort

⁵ Project 11 can potentially be built in two phases funded separately, west and east of Grahams Ferry Road. However, traffic benefits needed in the medium term (around 2030) will not be realized unless entire project is completed

⁶ Project details to be determined by further coordination between City of Wilsonville and ODOT. Cost expected to be minimal

⁷ Specific alignment approaching Elligsen Road will determine project cost. Alignment to Parkway Center Drive is estimated at \$33,700,000, and alignment to Canyon Creek Road is estimated at \$44,100,000

Each investment adds important improvements to the major transportation system in the Basalt Creek area to support future development, adding new multimodal facilities and upgrading existing facilities to urban standards. Although not shown on the map, it is expected that future concept planning will identify locations for additional, lower-classification roads and other transportation facilities to serve future development as well.

Are these new projects?

While cost estimates for the entire recommendation may total as high as \$238,000,000, all of the 18 projects have some relation to investments already planned in the adopted RTP. Table 2 shows projects from the RTP that have overlap or similarity to projects contained in the Action Plan. **Note that many of these projects are different in scope from those contained in the Action Plan, and will have different cost estimates. Future RTP updates may include updated cost estimates from this study.**

Table 2: Related projects from the Regional Transportation Plan

RTP ID	RTP Project	Related Action Plan Projects	Time Period	Cost (\$2007)
10736	124 th Avenue: Construct new street from Tualatin-Sherwood Road to Tonquin Road: 5 lanes	1,5,10,11	2008-2017	\$82,500,000
10590	Tonquin Road: Realign and widen to three lanes with bike lanes and sidewalks (Oregon Street to Grahams Ferry Road)	2,6	2018-2025	\$28,406,000
10588	Grahams Ferry Road: Widen to three lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad crossing (Helenius Street to Clackamas County line)	3	2008-2017	\$28,000,000
10732	Boones Ferry Road: Widen to five lanes (Norwood Road to Day Road)	4,7,12	2018-2025	\$40,050,000
10852	95 th /Boones Ferry/Commerce Circle Intersection Improvements	8,16	2008-2017	\$2,500,000
10854	Tonquin Trail: Construct multi-use trail with some on-street segments (Tualatin-Sherwood Road to Clackamas County line)	9a,9b	2008-2017	\$3,000,000
10853	Kinsman Road extension with bike lanes and sidewalks (Ridder Road to Day Road)	13	2008-2017	\$6,500,000
11243	Day Road reconstruction to accommodate trucks (Grahams Ferry Road to Boones Ferry Road)	14	2008-2017	\$3,200,000
11342	I-5/99W Connector Southern Arterial/I-5 Interface ¹	15,17,18	2026-2035	\$50,000,000

¹ Construction of projects specifically related to the I-5/99W Connector Southern Arterial, such as the I-5 interface, are contingent on certain project conditions being met. See Regional Transportation Plan for details.

Policy and Plan Updates

Recommendations in this plan allow new concept planning efforts to move forward and provide guidance for updates of existing transportation plans.

Basalt Creek and West Railroad Area Concept Planning

The transportation system recommended in this plan becomes the framework for more detailed land use concept planning of the Basalt Creek Planning Area and West Railroad Planning Area by the cities of Tualatin and Wilsonville. Key recommendations to be carried forward during concept planning include:

- Protection of the major transportation facility corridors from development encroachment.
- Coordination of the local transportation system with the transportation investments included in this plan (unless amended by the parties of this study). Each roadway in the Basalt Creek area has access spacing standards that protect the safety and operations of the system, and these standards help determine appropriate local street connections. The new east-west facility is limited to accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road.
- Detailed concept planning in the Basalt Creek area should consider multi-use path connections to the Tonquin Trail that emphasize directness and minimize conflicts, enhancing bicycle and pedestrian access to new residential and employment areas. In the West Railroad area, concept planning will also include sections of the Tonquin Trail.

Regional Transportation Plan

In many cases, this transportation refinement plan provides new detail and cost estimates for projects that are already in the adopted RTP. These refined project descriptions, cost estimates, and timing considerations should be considered when projects are forwarded to Metro for the next RTP update. Examples of RTP projects that overlap with projects in this refinement plan include:

- 10590 (Tonquin Road). Action Plan project #2 includes a grade-separated railroad crossing, which is not included in the RTP project description.
- 10852 (95th/Boones Ferry/Commerce). Action Plan projects 8 and 16 will require further coordination with ODOT to determine geometry and timing of intersection improvements.
- 11243 (Day Road). Action Plan project #14, which widens part of Day Road, should also upgrade the roadway structure and pavement conditions to accommodate increasing heavy truck volumes. Although project #14 applies only to the section of Day Road between Kinsman Road and Boones Ferry Road, funding of roadway reconstruction between Kinsman Road and Grahams Ferry Road should also be discussed as part of land use concept planning.
- 10854 (Tonquin Trail). Action Plan projects #2, #5, #11 all need to consider Tonquin Trail in their design, including most recent alignment information and cost estimates from the trail master plan.

Washington County TSP Update

Most of the projects included in the Action Plan are new facilities in unincorporated Washington County or improved facilities already under County jurisdiction. An amendment to update the Washington County TSP will be done in 2013 to incorporate the descriptions, cost estimates, and timing of these projects.

Tualatin and Wilsonville TSP Updates

The Cities of Tualatin and Wilsonville are also currently updating their transportation system plans. However, because concept planning for Basalt Creek will include agreement on the future city limit boundary between the two cities, as well as more detailed transportation network considerations, the projects included in this plan will not be incorporated as part of the current TSP updates. Future TSP updates may reflect elements from this refinement plan by amending project lists, maps, and funding strategies.

Funding

Funding for some short-term Action Plan projects has already been programmed by Washington County through their Major Streets Transportation Improvement Program (MSTIP). This includes \$16.9 million (\$10.9 million in MSTIP funding and \$6 million from other sources) for an interim two-lane extension of SW 124th Avenue from Tualatin-Sherwood Road to Tonquin Road. It also includes an additional \$10 million for right-of-way purchase or other improvements from the list identified by this Plan. Washington County has also provided \$11 million in funding for the current Boones Ferry Road improvement project.

While this recommendation does not identify a specific overall funding strategy for the Action Plan, there are many existing revenue sources that may be used to fund the recommended investments.

Many are subject to a state or regionally competitive process where success can hinge on having a broadly supported plan in place.

The revenue sources listed below form the basis of the financially constrained Regional Transportation Plan and related project list, which already contains many of the recommended Basalt Creek investments. The RTP assumes federal, state, and local sources, all of which will be key to funding the Action Plan.

Federal

Based on MAP-21² legislation, sources may include:

- **National Highway Performance Program (NHPP).** These funds are intended for rehabilitation and expansion of principal arterials, especially those with important freight functions.
- **Regional Surface Transportation Program (STP) funds.** These funds may be used for virtually any transportation purpose short of building local residential streets.
- **Congestion Mitigation/Air Quality (CMAQ) funds.** These funds typically support biking, walking, and transit projects, and other projects that help to achieve air quality standards.
- **Transportation Alternatives (TA) funds.** TA takes the place of previous programs such as Transportation Enhancements and Recreational Trails, and may be used to fund a variety of non-motorized projects.

² For more information see <http://www.fhwa.dot.gov/map21/>

These funds are allocated to projects through a state or regionally managed competitive process for inclusion in the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP).

State

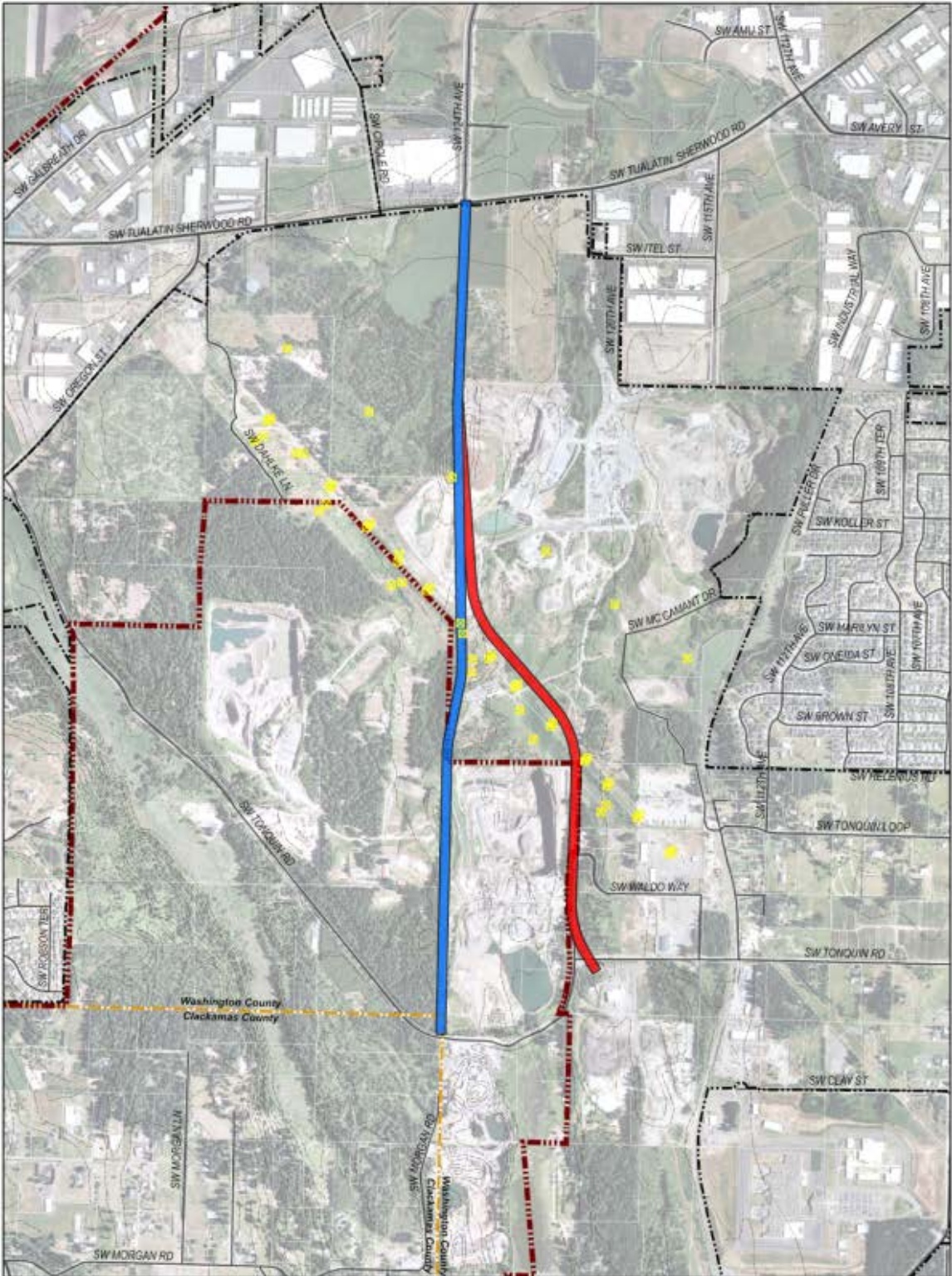
State sources include the statewide gas tax, vehicle registration fees, and weight-mile taxes on trucks. These funds typically go to road and bridge maintenance projects, but funding for projects of regional significance, such as those provided by Oregon House Bill 2001 Jobs and Transportation Act (JTA), may be made available for modernization. Again, having a plan in place allows projects to access funds when new funding opportunities become available.

Local

A variety of local funding sources are available, although some, such as urban renewal and local improvement districts, are subject to approval. Sources may include:

- Washington County Major Streets Transportation Improvement Program (MSTIP)
- Local portion of State Highway Trust Fund
- Local gas tax
- Transportation System Development Charges (SDCs) or Transportation Development Taxes (TDTs) levied on new development
- Urban renewal funding
- Developer contributions
- Local improvement districts (LIDs)

Attachment B



Legend

- - - Metro Urban Growth Boundary (UGB)
- - - County Boundary
- - - City Boundary
- Streets
- Arterial Streets
- 10-foot Contours
- Transmission Line Towers

124th Concept Alignments

- Short-Term Alignment
- Long-Term Alignment



Scale: 0 1,000 2,000 Feet

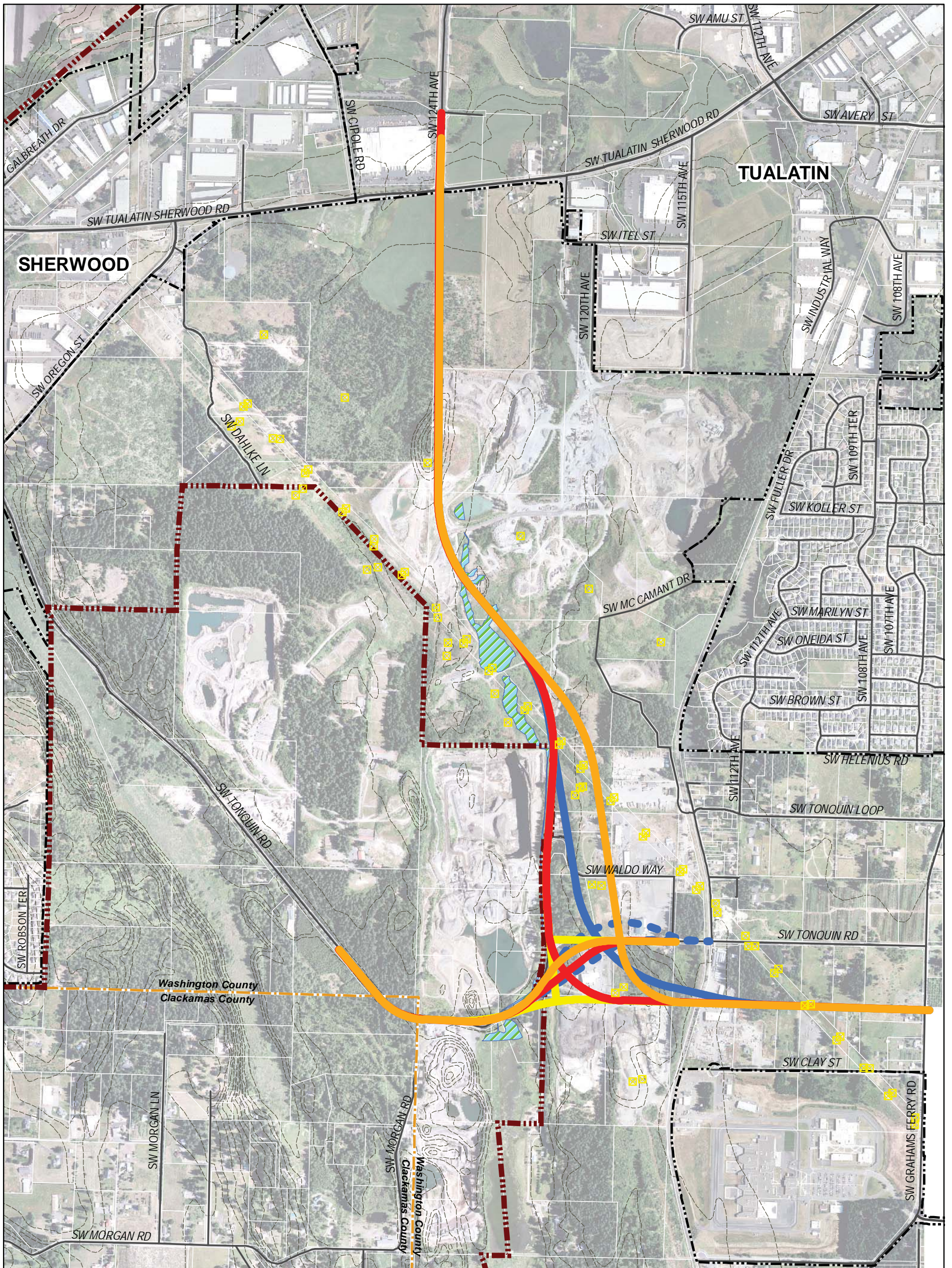
Source Data:
 Metro PLIS, 2009-2010
 Washington County, Oregon 2009 (Aerial)

SW 124th Avenue Project

Proposed 124th Avenue Alignments

DRAFT
April 2012



Legend

- Metro Urban Growth Boundary (UGB)
- County Boundary
- City Boundary
- Streets
- Arterial Streets
- 10-foot Contours
- Transmission Line Towers
- Wetlands & Waters

Concept Alignments

- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4

Scale: 0, 1,000, 2,000 Feet

Source Data:
Metro RLIS, 2009-2010
Washington County, Oregon 2009 (Aerial)

SW 124th Avenue Project

Concept Alignments

DRAFT
January 30, 2013

Tualatin-Sherwood Road
124th Avenue Project
to Tonquin Road

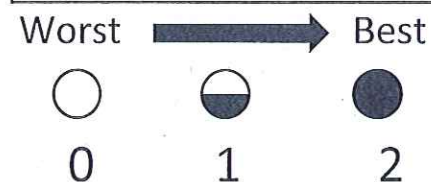


124th Extension – Tualatin Sherwood Road to Grahams Ferry Road

OPTIONS EVALUATION MATRIX



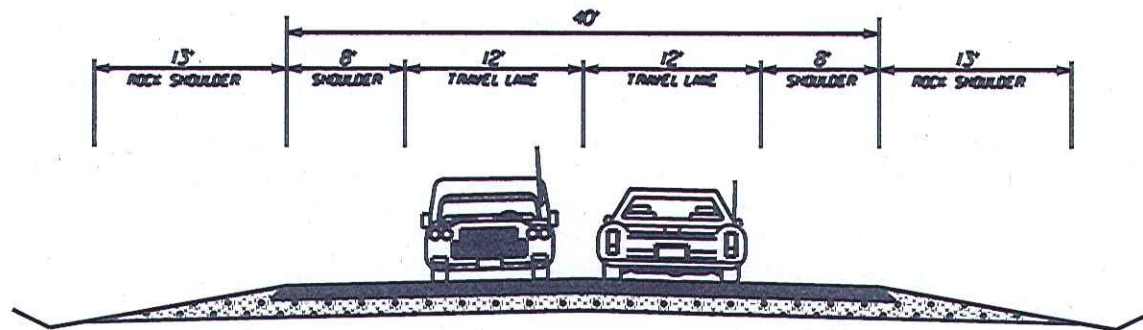
	Option 1*	Option 2	Option 3*	Option 4 (North)
Project Cost	\$35.6 M	\$33.2 M	\$31.0 M	\$33.5 M
Geometry and Safety				
Smaller Intersection Size (Crossing distance and turn lanes)	●	○	●	◐
Roadway Grades for Freight (124th and Tonquin)	◐	◐	●	◐
Intersection Skew and Geometry	◐	●	◐	○
Connections to Existing Public Roads	●	○	◐	◐
Traffic and Capacity				
Traffic Operations	●	○	●	●
Consistency with Long Range Plan Future Alignments	◐	●	◐	○
Impacts				
Developed Property Full Acquisition / Relocation	○	◐	◐	○
Wetland / Waterway Impacts	●	●	○	○
Large Walls / Rock Cuts	○	○	●	●
Transmission Easements, Line and Tower Impacts (BPA & PGE)	◐	◐	○	○
Private Access Impacts	○	◐	●	○
Impacts to Future Development	●	●	◐	◐
TOTAL RATING	14	12	15	8



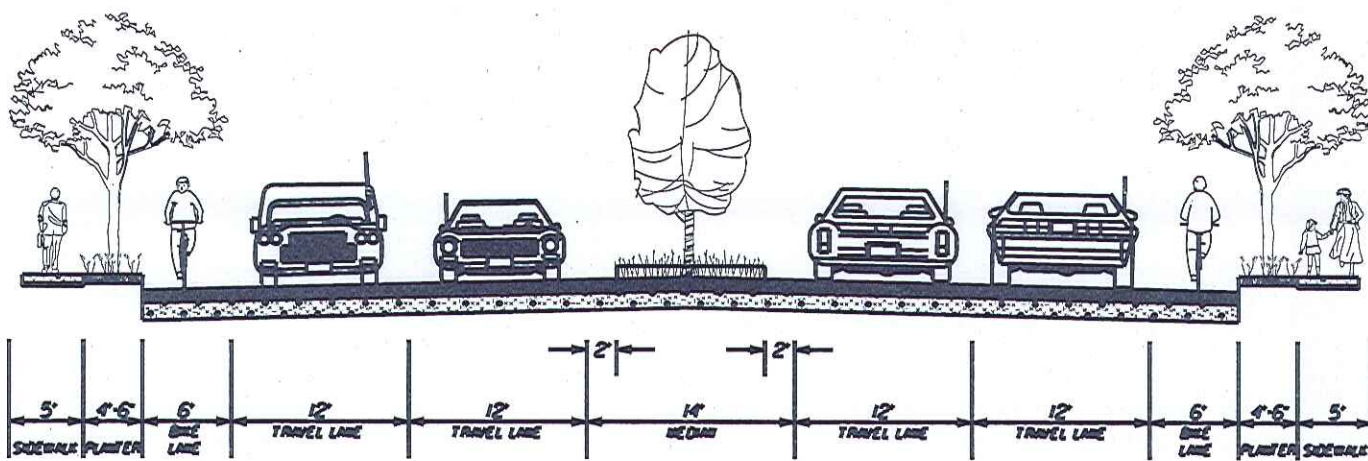
SW 124TH AVENUE EXTENSION TUALATIN SHERWOOD RD. TO GRAHAMS FERRY RD.

TYPICAL SECTIONS

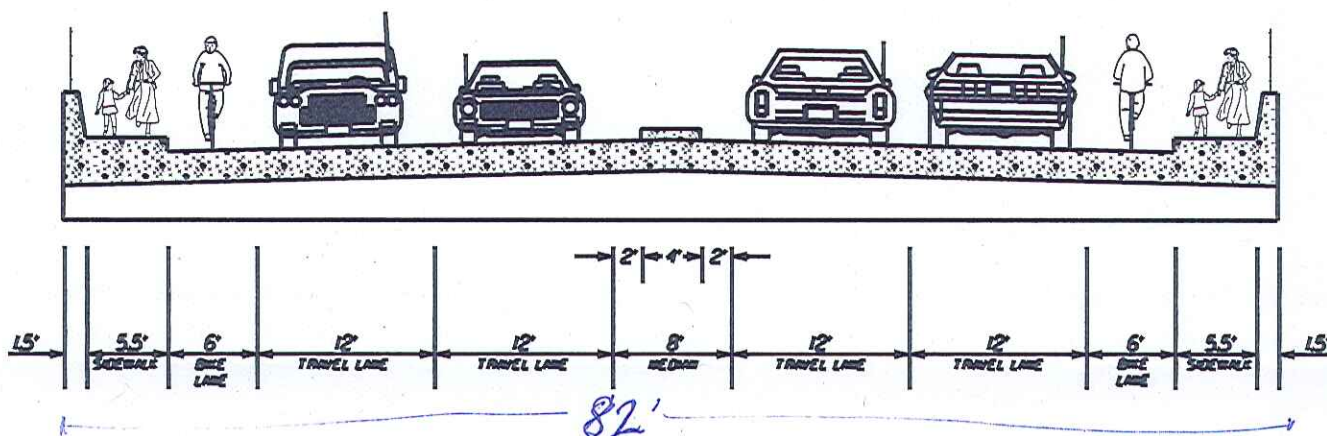
February 28, 2012



Rural Section (Interim)



Urban Arterial Section (Future)



Bridge Section (Future)



Basalt Creek Transportation Refinement Plan & SW 124th Avenue Alignment Options

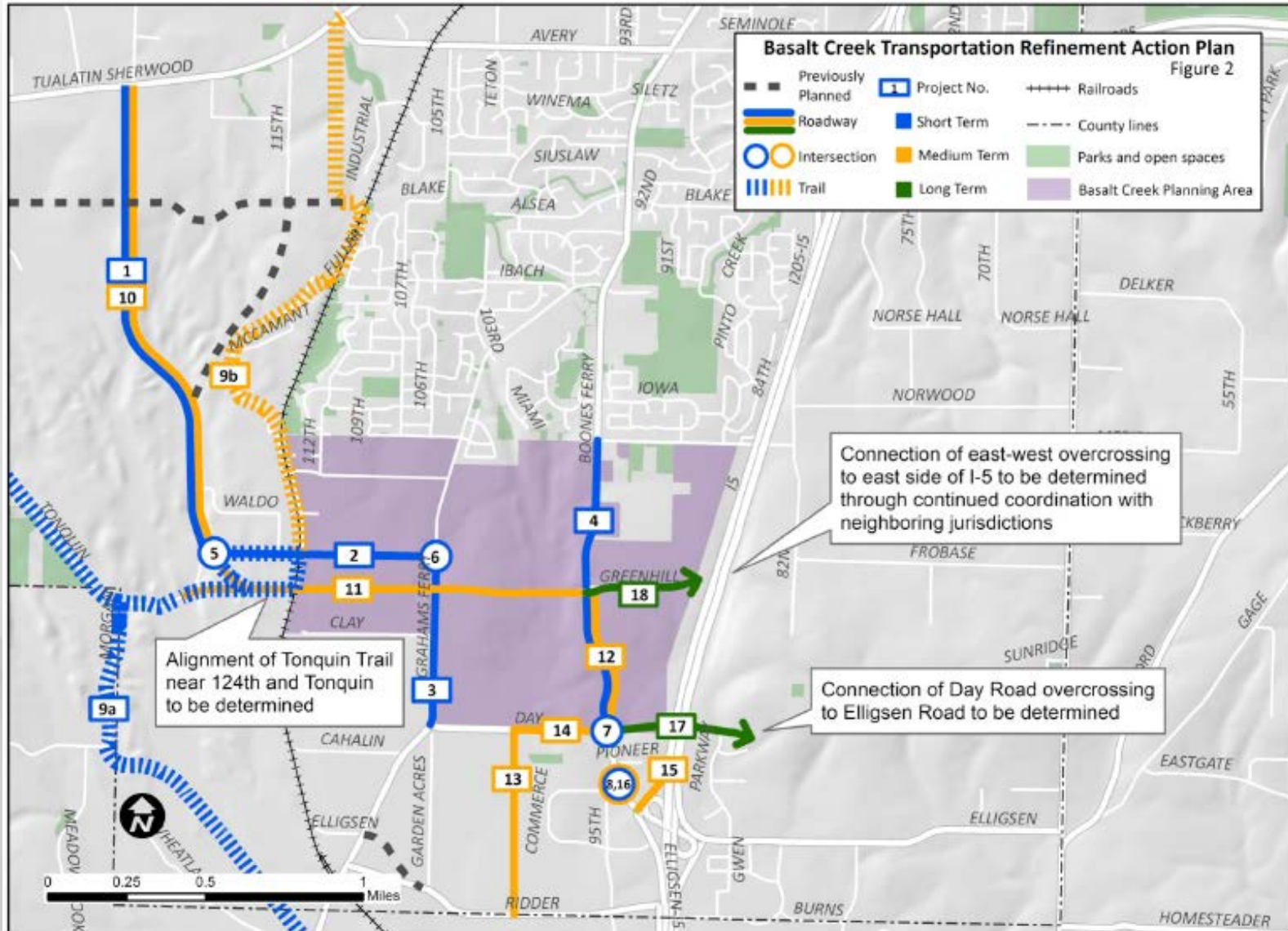
Tualatin Planning Commission

March 8, 2013

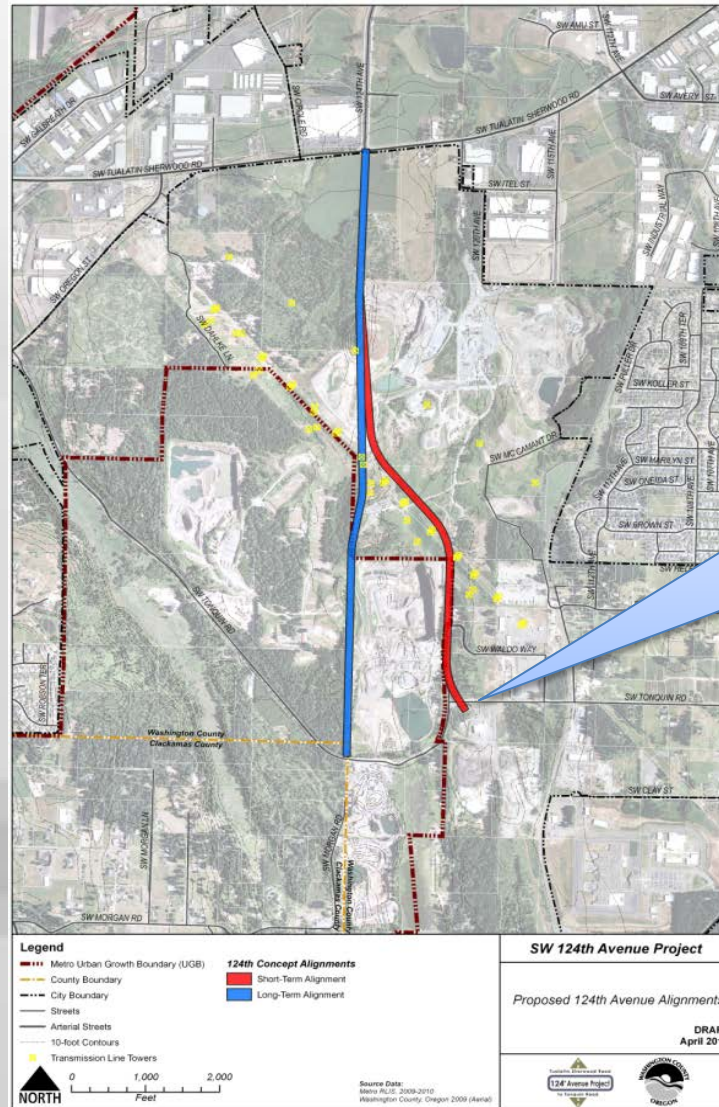


City of Tualatin

Basalt Creek Refinement Plan

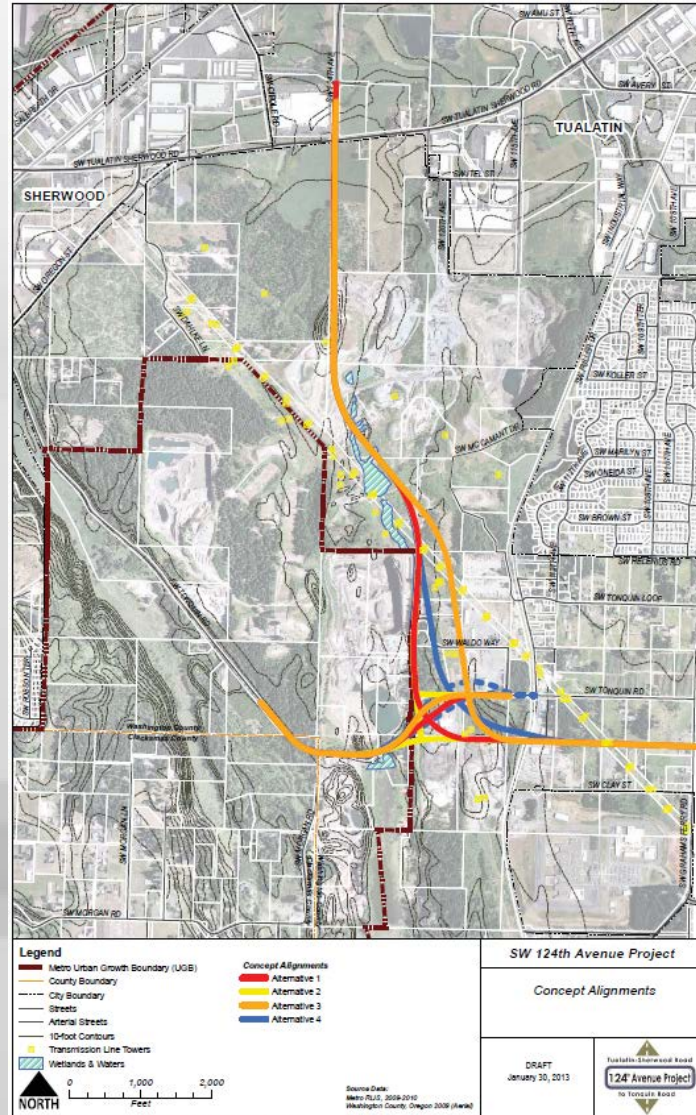


SW 124th Avenue Original Alignment



Did not include connection to Basalt Creek "east-west" roadway.

SW 124th Avenue Refined Alignment



SW 124th Avenue Alignment Evaluation



124th Extension – Tualatin Sherwood Road to Grahams Ferry Road OPTIONS EVALUATION MATRIX



	Option 1*	Option 2	Option 3*	Option 4 (North)
Project Cost	\$35.6 M	\$33.2 M	\$31.0 M	\$33.5 M
Geometry and Safety				
Smaller Intersection Size (Crossing distance and turn lanes)	●	○	●	◐
Roadway Grades for Freight (124th and Tonquin)	◐	◐	●	◐
Intersection Skew and Geometry	◐	●	◐	○
Connections to Existing Public Roads	●	○	◐	◐
Traffic and Capacity				
Traffic Operations	●	○	●	●
Consistency with Long Range Plan Future Alignments	◐	●	◐	○
Impacts				
Developed Property Full Acquisition / Relocation	○	◐	◐	○
Wetland / Waterway Impacts	●	●	○	○
Large Walls / Rock Cuts	○	○	●	●
Transmission Easements, Line and Tower Impacts (BPA & PGE)	◐	◐	○	○
Private Access Impacts	○	◐	●	○
Impacts to Future Development	●	●	◐	◐
TOTAL RATING	14	12	15	8

Worst Best

○ ◐ ●

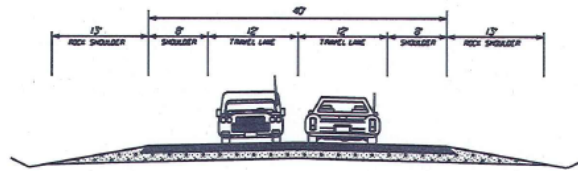
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SW 124th Avenue Cross Section

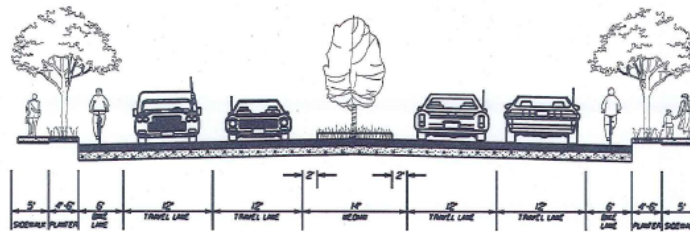
SW 124TH AVENUE EXTENSION TUALATIN SHERWOOD RD. TO GRAHAMS FERRY RD.

TYPICAL SECTIONS

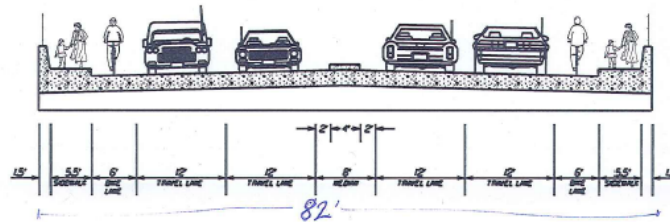
February 28, 2012



Rural Section (Interim)



Urban Arterial Section (Future)



Bridge Section (Future)

Next Steps

Basalt Creek:

- Spring 2013** – City Council consideration of an Intergovernmental Agreement to approve Basalt Creek Transportation Refinement Plan

SW 124th Avenue Extension

- April 2013** – City Council review of alternative alignments
- Spring 2013** – Washington County will select alignment with input from community



MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

THROUGH: Aquilla Hurd-Ravich

FROM: Cindy Hahn, Associate Planner

DATE: 03/21/2013

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

ISSUE BEFORE TPC:

The purpose of tonight's presentation is to update the Planning Commission on the Linking Tualatin project. The City Council provided feedback at the January 28, 2013 work session on refinement of transit ready places and proposed targeted outreach to business and property owners. The status of these efforts will be presented tonight for Planning Commission review and comment.

EXECUTIVE SUMMARY:

At the December 4, 2012 Planning Commission meeting, staff presented two phases for moving the Linking Tualatin project forward: Phase I: Transportation Project Implementation, and Phase II: Land Use Implementation.

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, Planning Commission, and Tualatin Parks Advisory Committee (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.

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. It should be noted that the properties identified as having potential to transition to mixed-use in the Bridgeport Village area already are allowed to develop a mix of uses under the Industrial Business Park Overlay District (IBPOD); however, this district does not include residential as a permitted use. The recommended change would allow this use.

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, which allows Commercial Office (CO) uses in certain parts of the City. The most likely way to accomplish a transition to office use is expand CO uses in this area.

Personal Services:

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

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

Business Employment:

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

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

Institutional:

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

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

Public Investments

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

Community Space/Open Space:

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

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

Parking Structure:

The Tualatin Park-and-Ride, in the Bridgeport Village transit ready place, is a regional facility. It is currently full over 80 percent of the time and is 100 percent surface-parked. Because Bridgeport Village and the surrounding retail uses are a major regional draw and potential transit destination, adding a parking structure to replace some or all of the surface parking at the Tualatin Park-and-Ride would provide more parking space. In addition, including small-scale commuter-oriented retail uses on the ground floor (e.g., coffee shop) as suggested 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/124th 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 area would help reduce single-occupancy vehicle trips on east-west roads in the city as well as encourage transit ridership both on 99W and throughout Tualatin when expanded transit services are available.

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

Local Street Connections:

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

As shown on Attachments A and C, local street connections, which are land use public investments, are indicated in all the transit ready places except for Meridian Park/Nyberg Woods. One of these improvements, the extension of Cummins Drive from about 127th Place west to Cipole Road, is included as a future connector in the Transportation System Plan (TSP; December 2012). The new local street between Lower Boones Ferry Road and Bridgeport Road in the Bridgeport Village area and the parkway treatment along Tualatin-Sherwood Road between 124th and 112th Avenues (discussed below) are included in the Transit Modal Plan of the TSP under Regional Coordination; this section discusses Linking Tualatin and includes a list of potential public projects unique to the Linking Tualatin Plan that will be studied further through the planning process. These improvements are being 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 is targeted by transit ready place and involves direct mail, phone calls, and small group meetings. On March 12 and 14, 2013, the project team (City staff and the consultant) held four meetings for property and business owners in the Linking Tualatin study area. The meetings on March 12 were held at the City Operations building for owners in the western part of the City, and the March 14 meetings for owners in the eastern part of the City were held at the Legacy Meridian Park Hospital Education Center. Staff will provide verbal update on the outcome of these 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

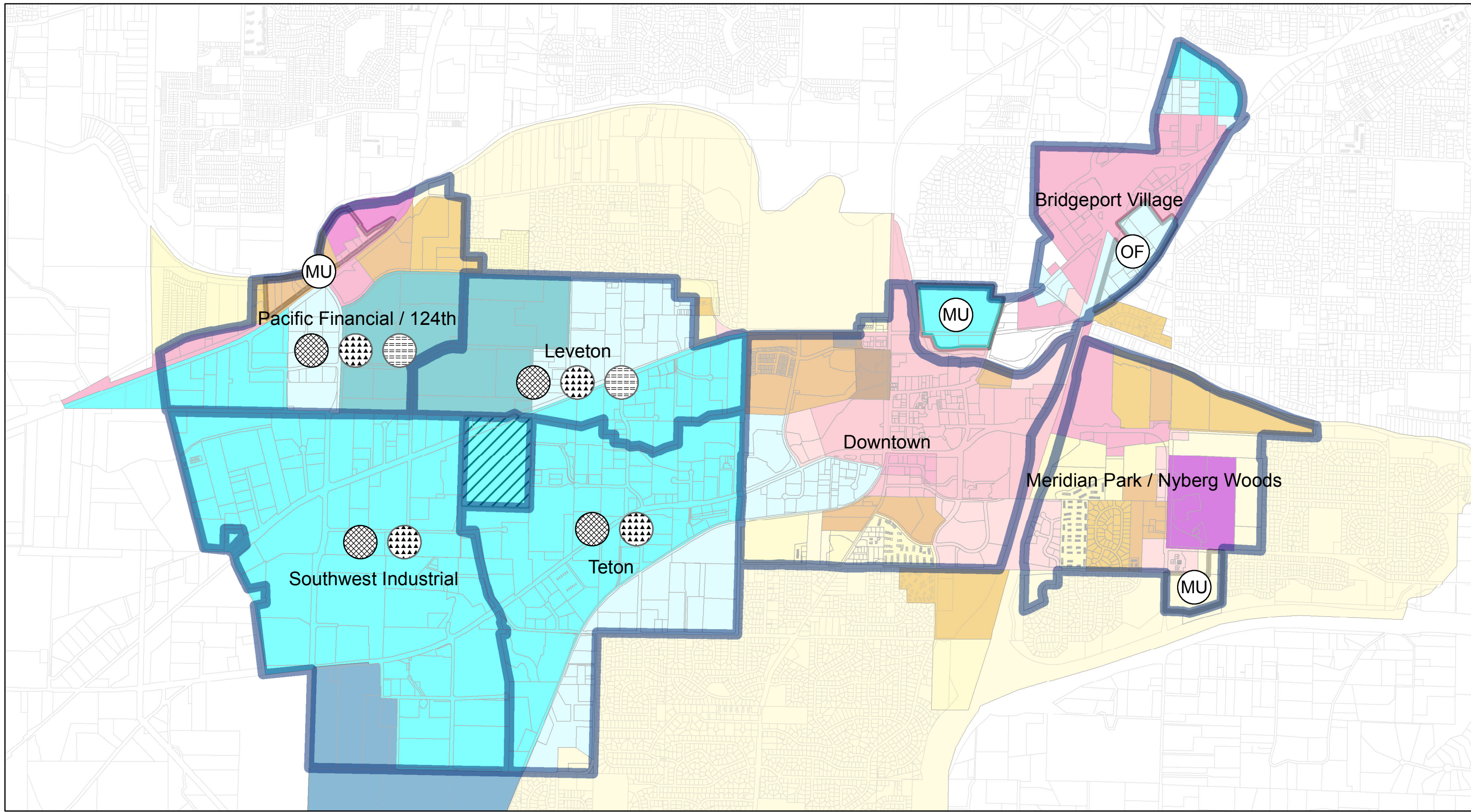
In April, staff will present the broad concepts for land use code changes and public investments and outreach results to TPARK, as well as return to Council work session to present results of the outreach.

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

LINKING TUALATIN

Broad Concepts in Transit Ready Places

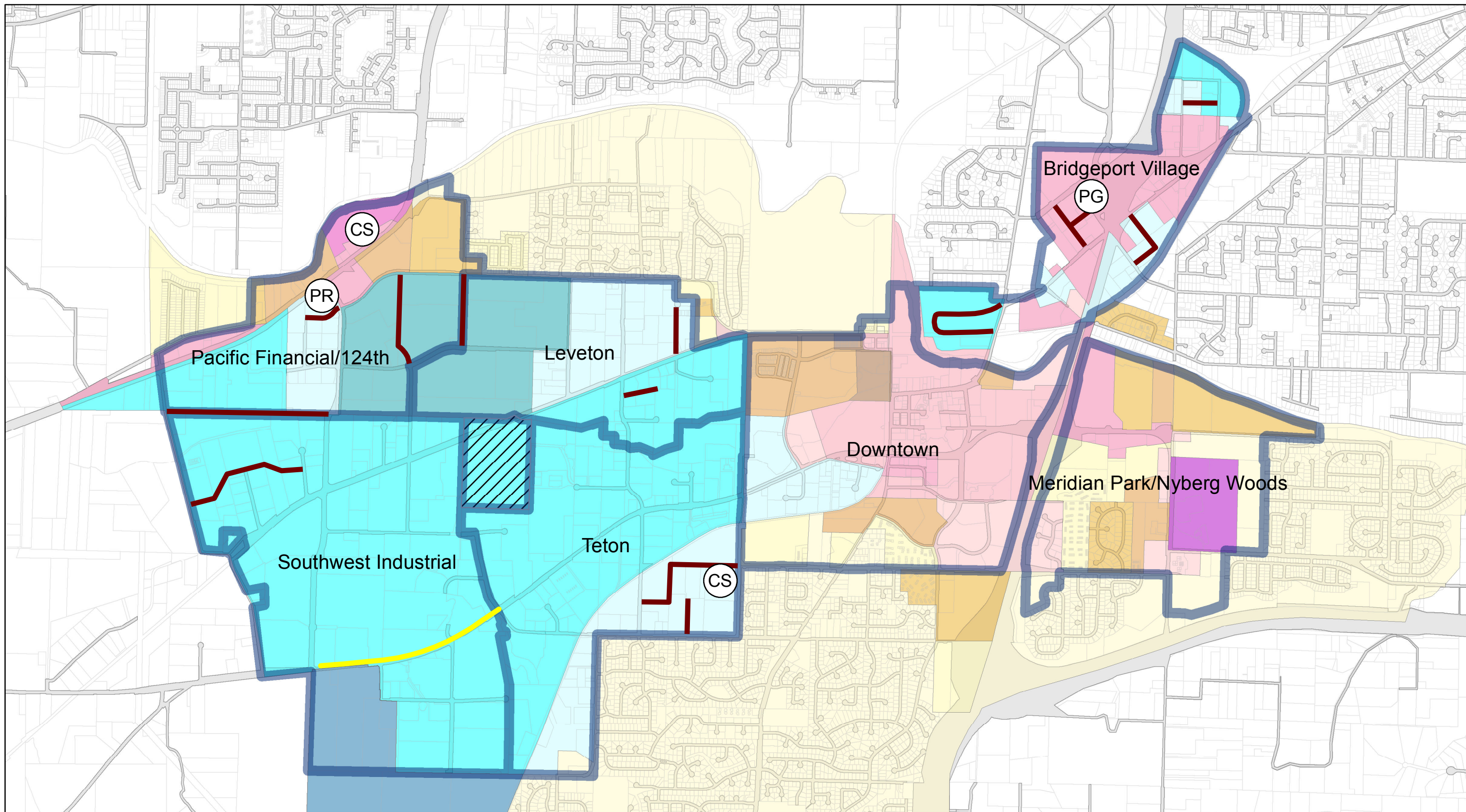
Broad Concept	Bridgeport Village	Meridian Park/ Nyberg Woods	Leveton	Teton	Southwest Industrial	Pacific Financial/ 124 th Avenue	
Land Use Code Changes	Mixed-use	MU	MU			MU	
	Office	OF					
	Personal Service						
	Business Employment						
	Institutional						
Land Use Public Investments	Community Space/Open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



Personal Service
 Business Employment
 Institutional
 Mixed Use
 Office
 Unincorporated



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -IS Dept. Printed 1/16/2013



CS Community Space/
Open Space

PG Parking
Structure

PR Park-and-Ride

— Local Street
Connector

— "Parkway
Treatment"

▨ Unincorporated



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Linking Tualatin

Tualatin Planning Commission

March 21, 2013

PHASE II: BROAD CONCEPTS AND NEXT STEPS



Two Project Phases

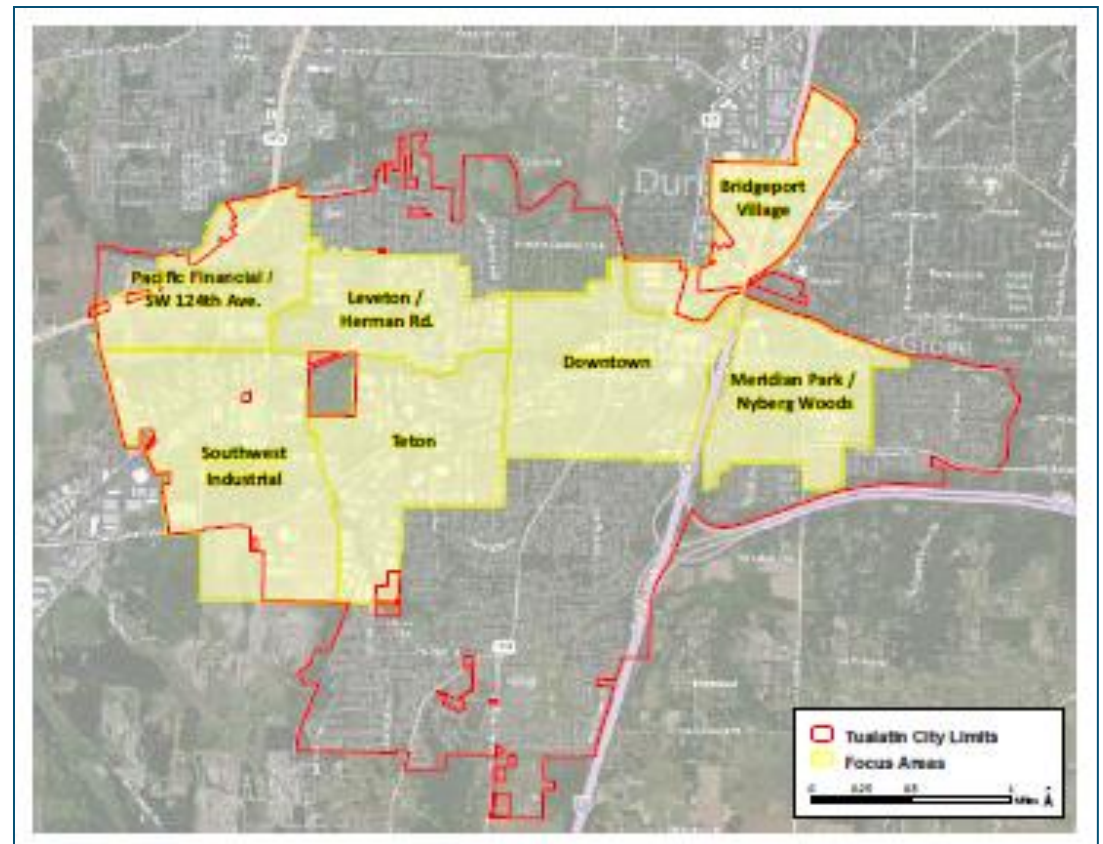
- Phase I: Transportation Project
Implementation October – December 2012
 - Incorporated message on SW Corridor Plan
 - Integrated Linking Tualatin transportation projects into TSP

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

- Discuss refinement of 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

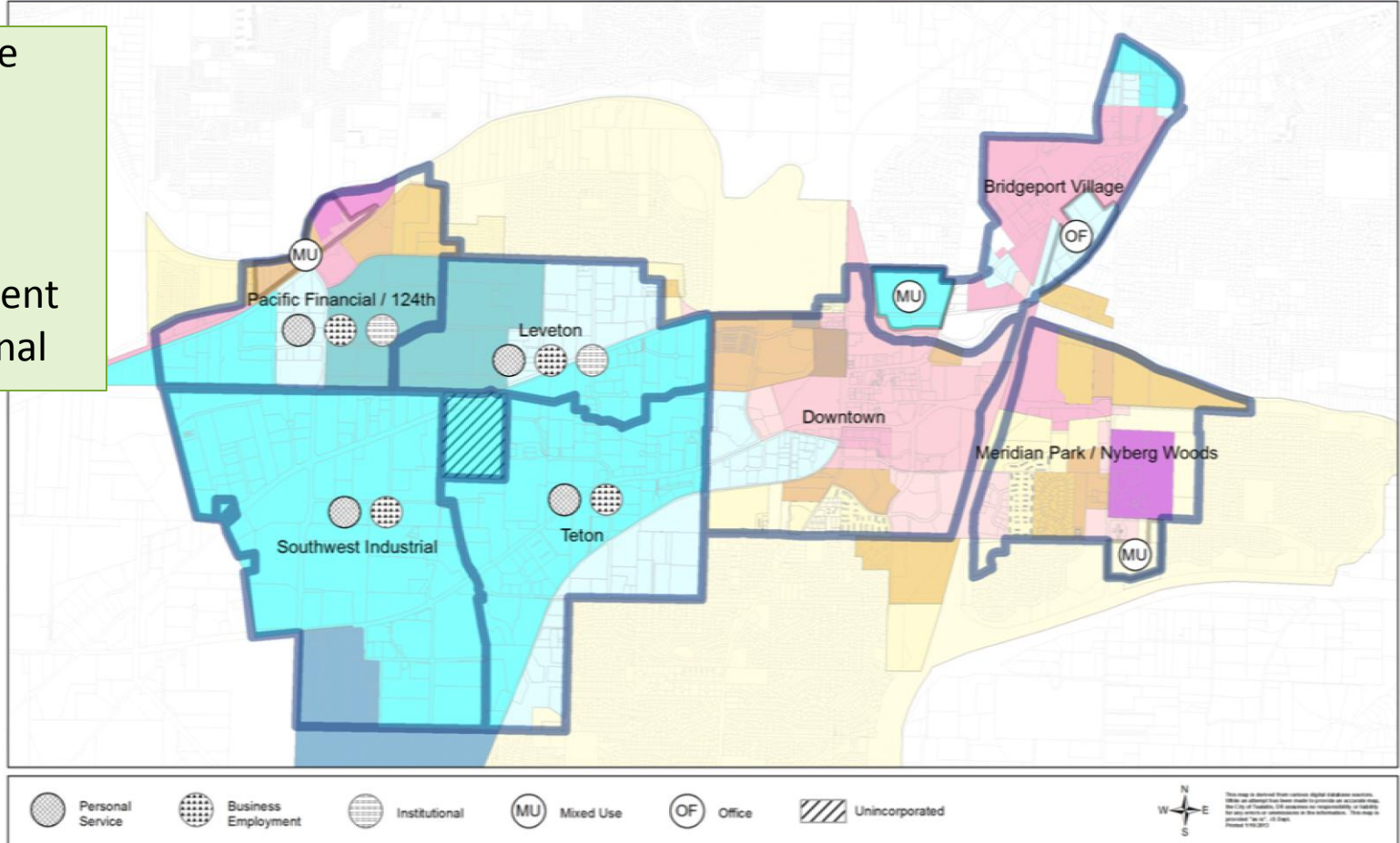
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	Parking Structure	PG					
	Park-and-Ride					PR	
	Local Street Connections						
	"Parkway Treatment"						

Land Use Code Changes

Linking Tualatin Broad Concepts Land Use Changes

TUALGIS

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

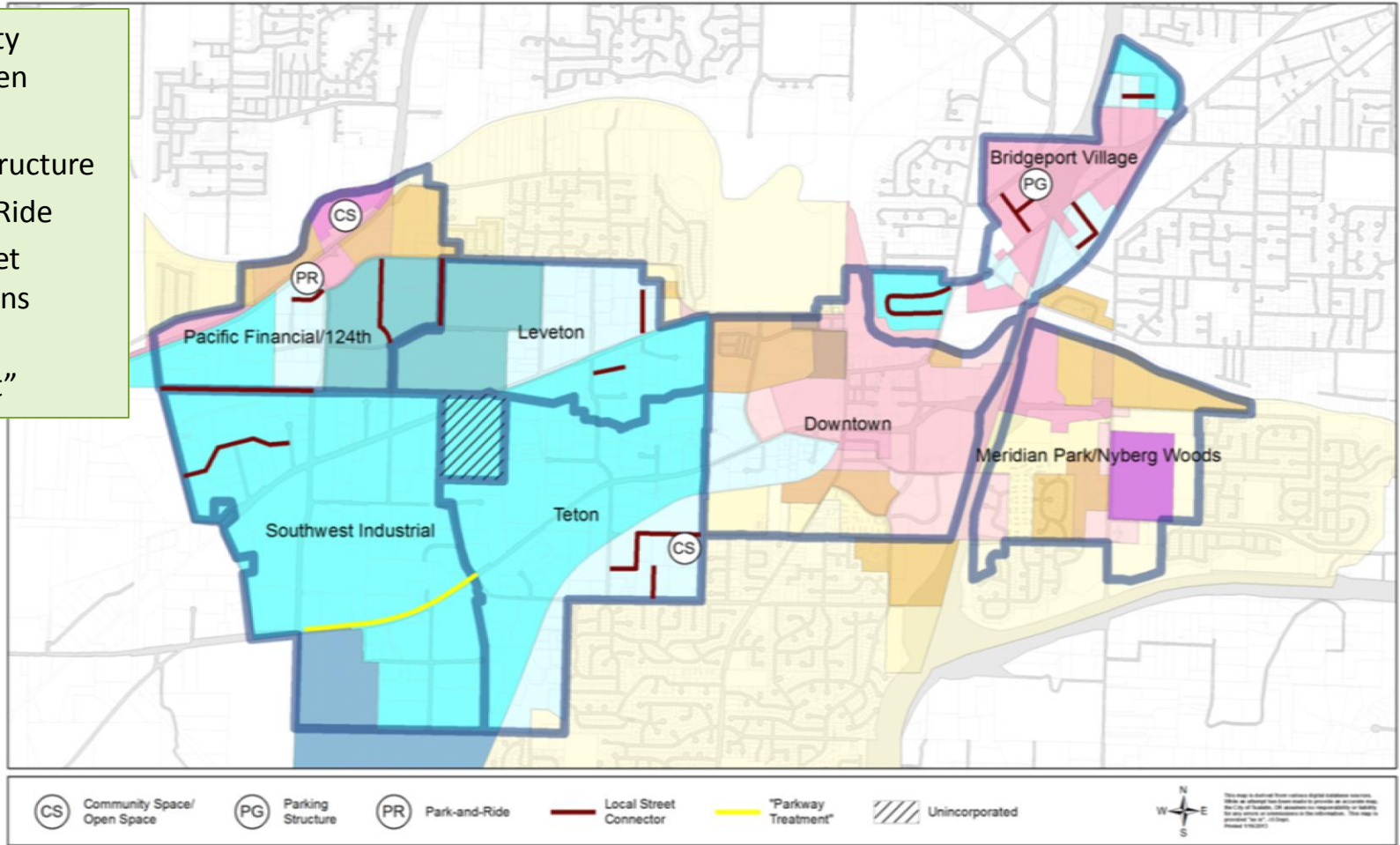


Land Use Public Investments

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

- **April:**
 - Present broad concepts and next steps to TPARK and CIOs (Annual Meetings)
 - Present outreach results to Council
- **May-June:**
 - Prepare Final Linking Tualatin Plan
 - Inform CIOs
 - Present to TPARK, Planning Commission and City Council

Questions/Feedback?





MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

THROUGH: Aquilla Hurd-Ravich

FROM: William Harper, Senior Planner

DATE: 03/21/2013

SUBJECT: Water Master Plan Update. Acceptance by Council and Proposed Implementing Amendment (PTA-13-01).

ISSUE BEFORE TPC:

The purpose of this communication is to update the Planning Commission on the progress of the Water Master Plan project including Acceptance by the City Council on March 11 and a forthcoming Plan Text Amendment (PTA-13-01) to implement the Water Master Plan in the Tualatin Development Code.

EXECUTIVE SUMMARY:

Background

In June 2011, the City started the update to the 2003 Water Master Plan. The purpose of the Water Master Plan is to perform a comprehensive analysis of the City's water system, to identify deficiencies, to determine future supply requirements, and to recommend facility improvements that correct existing deficiencies and provide for future expansion. The product of the update is the 2013 Water Master Plan that examines current and projected water supply and demand information, system capacity, cost and revenue projections and provides recommendations for short to long term capital projects to ensure adequate domestic water service into the plan horizon.

A draft version of 2013 Water Master Plan was the subject of the January 2013 Council Work Session. The Council agreed with a Water Master Plan recommendation that the water demand projections be revisited in another three years to determine if conditions warrant action to begin acquiring additional supply capacity. This will allow the City time to evaluate changes in the Washington County Supply Line (WCSL) usage that may allow for additional capacity acquisition. The City will also continue to evaluate the addition of significant new customer water demands.

The Tualatin Planning Commission received a 2013 Water Master Plan Briefing from the Engineering Manager at the February 21, 2013 Meeting.

The 2013 Master Plan was presented to the City Council for acceptance at the March 11

Council Meeting.

Next Steps

The proposed PTA-13-01 contains amendments to the Tualatin Development Code Chapter 13-Sewer Service- that will implement the information and recommendations of the 2013 Water Master Plan into the policies and requirements for the Tualatin water system. The steps to implementation are:

April 18, 2013-Tualatin Planning Commission Review and recommendation on PTA-13-01.

May 13, 2013 City Council Public Hearing and Decision on PTA-13-01.

Attachments: