MEETING AGENDA

TUALATIN PLANNING COMMISSION

January 17, 2013; 6:30 p.m.
POLICE TRAINING ROOM
8650 SW TUALATIN ROAD
TUALATIN, OR 97062

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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; Cindy Hahn, Associate Planner

2. **APPROVAL OF MINUTES**

   A. Approval of November 15, 2012 and December 4, 2012 Minutes.

3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
   Limited to 3 minutes

4. **SPECIAL ITEMS**

   A. Council discussion of Oregon Passenger Rail

5. **ACTION ITEMS**

   A. Chair and Vice Chair Nominations

   B. Plan Text Amendment (PTA-12-02) relating to Amending the Tualatin Development Code (TDC) to include the 2012 Tualatin Transportation System Plan (TSP), and Amending portions of TDC Chapters 1, 3, 11, 31, 38, 71, 73, 74, and 75.

6. **COMMUNICATION FROM CITY STAFF**

7. **FUTURE ACTION ITEMS**

8. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

9. **ADJOURNMENT**

STAFF REPORT
CITY OF TUALATIN

TO: Tualatin Planning Commission Members

FROM: Lynette Sanford, Office Coordinator

DATE: 01/17/2013

SUBJECT: Approval of November 15, 2012 and December 4, 2012 Minutes.

ISSUE BEFORE TPC:

Attachments: TPC Minutes 11.15.12
TPC Minutes 12.4.12

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TUALATIN PLANNING COMMISSION - MINUTES OF November 15, 2012
Special meeting called to discuss Transportation System Plan

TPC MEMBERS PRESENT:
Mike Riley
Jeff DeHaan
Nic Herriges
Cameron Grile
Steve Klingerman

STAFF PRESENT:
Aquilla Hurd-Ravich
Kaaren Hofmann
Lynette Sanford

TPAC MEMBER ABSENT: Bill Beers, Alan Aplin

GUESTS: Steve Titus, Kathy Newcomb, Martin & Ronaele Rupert, Jan Giunta, Sheri Richards, Heather Kibbey

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1. CALL TO ORDER AND ROLL CALL:

Chair Riley called the meeting to order at 6:36 pm. Roll call was taken.

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

Kathy Newcomb, 17515 SW Cheyenne Way, raised concern about the lack of diversity in the Tualatin Planning Commission. She has raised her concern with the City Attorney and will be sending in a complaint. Chair Mike Riley responded that the Commission members are not responsible for the selection process and this should be taken to the City Council.

3. ACTION ITEMS

A. TSP: Boones Ferry Road & 65th Avenue Refinement Areas

Kaaren Hofmann, Engineering Manager, presented a staff report and PowerPoint presentation regarding the TSP: Boones Ferry Road & 65th Avenue Refinement Areas. The staff recommends that the Planning Commission weigh in and provide a recommendation on these areas.

The Transportation Task Force was able to reach consensus for the Low Build Scenario at their November 1st meeting. TPARK reviewed and commented on these Refinement Areas at their last meeting. The TPARK & TPC recommendations will be forwarded,

along with the results of the Transportation Task Force discussion, to the City Council. The City Council will review and comment on these Refinement Areas at their November 26th meeting.

Ms. Hofmann discussed the slides from the PowerPoint presentation that included the Bicycle/Pedestrian Element, Transit Element, Major Corridors and Intersections, and Future Potential Improvements. This evening, they're looking for input on the Just Low Build scenario, 65th Avenue Extension, Boones Ferry Road Widening, and 65th Avenue AND Boones Ferry Road widening.

Ms. Hofmann went on to explain the Cost vs. Benefit Perspective slide:

65th Avenue Extension
- AM/PM peak vehicle hours traveled, 548 hours saved.
- Project cost - $22 M
- Potential 20 year benefit - $50.9M

Boones Ferry Rd Widening
- AM/PM peak vehicle hours traveled – 244 hours saved
- Project cost - $17.8 M
- Potential 20 year benefit - $22.7M

65th Ave-BFR Widening
- AM/PM peak vehicle hours traveled – 752 hours
- Project cost - $39.8M
- Potential 20 year benefit - $69.9M

The summary of operations and travel time findings are:
- Tualatin becomes very congested in the future
- Low Build does a fair job of mitigating intersection operations, but minor travel time changes
- 65th Avenue extension pulls traffic from Boones Ferry Road and enhances that travel time
- Boones Ferry Road widening helps enhance travel times, but creates some intersection issues in downtown
- Combination of 65th Avenue and Boones Ferry Road widening enhances travel times in North Tualatin, but has similar downtown intersection issues.

The Technical Team's recommendation was in addition to the Low Build Projects, they want to include Boones Ferry Road widening project from Martinazzi to Lower Boones Ferry Road, and to include the 65th Avenue extension as a refinement plan project.

The Task Force conclusions were a consensus with all projects in the Low build Scenario, but requested removal of the traffic calming on Tualatin Road. On 65th Avenue, seven members were in support, one member had reservations, and five members were in opposition. On the Boones Ferry Road expansion, eight members

were in support, two had reservations, and four members were in opposition.

The TPARK recommendation was consensus on the Low Build Scenario. They were opposed to the SW 65th Avenue except as a bike/pedestrian bridge, and they were opposed to Boones Ferry Road Widening.

The next steps in this process are:

- November 26, 2012 – Council deliberates on the scenarios to include
- December 28, 2012 – Notice provided to Metro & DLCD on TSP amendments
- January 8, 2013 – TPARK recommendation on the TSP & associated code amendments
- January 17, 2013 – Planning Commission recommendation on the TSP & associated code amendments
- February 11, 2013 – Council hearing on the TSP & associated code amendments.

Mr. Riley asked about the importance of widening Boones Ferry Road. Ms. Hofmann responded that it would draw additional people to downtown that would have gone 99W instead. Mr. Riley asked if someone would summarize what happened at the TPARK meeting. Ms. Guinta responded that she was in attendance. The TPARK members were concerned about the cost benefit of the 65th extension and thought that without the approval of Rivergrove, it shouldn't be included. Ms. Giunta also noted that they did not see the cost benefit of widening Boones Ferry Road. Ms. Newcomb noted that Rivergrove rejected the entire project 10 years ago.

Heather Kibbey, Mayor of Rivergrove, acknowledged that for many years she was a member of the Planning Commission and wanted to explain why Rivergrove is opposed to the bridge. Ms. Kibbey stated that the proposed bridge does not conform and is not in compliance with her ordinances. The Tualatin River flood plain goes across the whole city and there is no place for the bridge to be built in that vicinity. She also addressed the issue of massive congestion at McEwan and 65th. If a bridge was built, it would add 1200 cars during rush hour. Ms. Kibbey added that there are four homes that would have to be condemned if this bridge was built. Real estate law has changed so the property owner will have to disclose a proposed bridge and this would negatively affect the value of their property. Mr. Riley asked Ms. Kibbey if the houses in jeopardy are also on a flood plain. Ms. Kibbey responded that they were. Mr. Herriges asked Ms. Kibbey what the alternative locations are for a bicycle and pedestrian bridge. Ms. Kibbey responded that two of the locations were between Pilkington and 65th, but was unsure if it was possible due to the flood way. A brief discussion followed.

Sheri Richards, City Manager and City Recorder of Rivergrove, wanted to bring to the Commission's attention the commute times that are reduced and increased with the 65th extension. She did not see the benefit with spending millions of dollars building a bridge that did not result in significantly reduced commute times. She also mentioned the traffic light at McEwan and Boones Ferry is already congested and it may be overwhelmed with the additional traffic. Ms. Richards also mentioned that she has

received an overwhelming amount of letters and emails from citizens of Rivergrove, Lake Oswego, Tualatin, and the unincorporated areas who are in opposition to the bridge.

Mr. Klingerman asked about the increase in rail traffic in the future and if it will affect the traffic studies. Ms. Hofmann responded that the City has no control over freight traffic

Mr. DeHaan stated that he was strongly in favor of Scenario 5-Future "low build" with Boones Ferry Road widening as recommended by the Technical Team. He believes we need greater passage throughout the Tualatin area.

Ms. Giunta commented on the Boones Ferry Rd. widening and had some comments from the work groups. She mentioned the Task force had concerns about the negative impact on downtown. She also mentioned that when there's an accident on I-5, the traffic empties into downtown.

Mr. Herriges stated he is in favor of the 65th Avenue extension project since there is no way to get from the East side of Tualatin to the North other than traveling on the freeway. He wishes there was a better area to build this as to not negatively impact neighborhoods and Rivergrove. Mr. Herriges completely support bike and pedestrian bridge at some point East of the freeway.

The Planning Commission members voted on the following scenarios:

Low Build alone:
All 5 in favor

65th Refinement Plan:
2 in favor, 3 opposed

Boones Ferry Widening –Low Build Scenario
All 5 in favor

Boones Ferry Road and 65th
2 in favor, 3 opposed

5. COMMUNICATION FROM CITY STAFF:

None

6 FUTURE ACTION ITEMS:

None

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

None

8. ADJOURNMENT

MOTION BY Riley SECONDED by DeHaan to adjourn the meeting at 8:30pm MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator

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TUALATIN PLANNING COMMISSION - MINUTES OF December 4, 2012

TPC MEMBERS PRESENT:
Alan Aplin
Jeff DeHaan
Nic Herriges
Cameron Grile
Bill Beers
Steve Klingerman

STAFF PRESENT:
Aquilla Hurd-Ravich
Cindy Hahn
Lynette Sanford

TPC MEMBER ABSENT: Mike Riley

GUESTS: Sean Brady, City Attorney

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1. CALL TO ORDER AND ROLL CALL:
Vice Chair Aplin called the meeting to order at 6:32pm. Roll call was taken.

2. APPROVAL OF MINUTES:
Mr. Aplin asked for review and approval of the October 2, 2012 TPC minutes. MOTION by DeHaan SECONDED by Beers to approve the October 2, 2012 minutes. MOTION PASSED 6-0.

3. COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):
None

4. ACTION ITEMS:
None

5. COMMUNICATION FROM CITY STAFF:

A. Introduction to City Attorney Sean Brady
Mr. Aplin introduced the new City Attorney, Sean Brady. Mr. Brady stated that he has been a lawyer for 12 years. He began his career with the Department of Justice and worked there for five years. He went on to the City of Salem and spent his time there as an Assistant City Attorney and a Deputy City Attorney. He worked for the City of Salem for a total of seven years. Mr. Brady added that he's enjoying his time here at the City of Tualatin and hopes to be a good resource for the Commission members.

B. Linking Tualatin: Update about Next Steps in the Project

Cindy Hahn, Associate Planner, discussed the Linking Tualatin Next Steps which included a PowerPoint presentation. Ms. Hahn stated that the Linking Tualatin project has been divided into two phases:

- **Phase I: Transportation Project Implementation, October-December 2012**. This phase consists of incorporating the message about the Southwest Corridor Plan developed by the Transportation Task Force, Planning Commission, and Tualatin Parks Advisory Committee (TPARK) into the Linking Tualatin Plan, and integrating the east-west connection emphasized in Linking Tualatin into the public transportation projects in the proposed Transportation System Plan (TSP) as part of the Transit Modal Plan.

  The Transit Modal Plan of the proposed Transportation System Plan (TSP) includes several elements of the Linking Tualatin Plan. Key short-term priority projects (within 5 years) include:
  - Bus transit service on SW Tualatin Road between downtown and OR 99W
  - Look for potential park-and-ride locations in west Tualatin
  - Expand the shuttle for industrial and manufacturing workers during the day
  - Extend service hours for all transit

- **Phase II: Land Use Implementation, January –June 2013**. This phase is comprised of several components including conducting outreach to property owners, business owners, and potential partners about the Linking Tualatin project recommendations, and refining the transit ready place recommendations in the Linking Tualatin Plan. This phase also continues our important work with the Chamber of Commerce for the Job Access Mobility Institute (JAMI).

Ms. Hahn mentioned that we're currently participating in the Job Access Mobility Institute (JAMI) team that includes, among others, the Chamber of Commerce, Westside Transportation Alliance, TriMet, Ride Connection, and Enterprise. Ms. Hahn traveled to Washington DC with the team and spent a week talking about transit in Tualatin and how to get workers to their jobs and home again. She found it very energizing and spent a lot of time brainstorming about expanding shuttle service, carpooling, and the idea of developing a phone app that people can use to connect to existing services. This comes with a $3,000 micro grant that can be used to implement the project.

The next steps in Linking Tualatin is to return to the Planning Commission, TPARK, and Council in January and begin the Phase II work. The understanding is to adopt the plan by next June.

Mr. Klingerman asked when the plan is adopted, how many years it will take to be implemented. Ms. Hahn responded that the SW Corridor Plan will go into several additional phases such as environmental impact analysis and high capacity transit options through Metro and their partners. Ms. Hurd-Ravich added that high capacity

transit is long-range, beginning in 2015.

Mr. DeHaan asked Ms. Hahn about the JAMI conference and how Tualatin is faring compared to other cities. Ms. Hahn responded that there were seven teams from all over the country and they are all dealing with the same basic issue – getting workers to their jobs and home. All had very different populations, environments, and different cultural and geographical challenges.

C. TPC Meeting Dates for 2013

Mr. Aplin stated that our meeting dates for 2013 will be moving to the third Thursday of every month and they will be held at the Police Training Room. Mr. Griles stated that he has previous commitments on the first and third Thursday of every month, but will rearrange his schedule to accommodate the new dates.

6 FUTURE ACTION ITEMS:

Mr. Aplin asked about the Transportation System Plan. Ms. Hurd-Ravich responded that it will come back to them at the January 17th TPC meeting. They will then make a recommendation on the Plan Text Amendment. Mr. Beers asked when the Commission Members will be able to review the draft. Ms. Hurd-Ravich responded that it will be on the web December 28th and she will send out a link.

6. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Aplin asked about the upcoming agenda items for our January 17th TPC meeting. Ms. Hurd-Ravich stated there will be Chair and Vice Chair nominations, adoption of the TSP, and a Tualatin Tomorrow update. There will be also be a brief discussion on the Water Master Plan, with the Plan Text Amendment coming in February. Mr. Herriges asked if the chicken ordinance is coming back. Ms. Hurd-Ravich responded that in 2010 it went to a Council Work Session, but it was put on hold until the CIO organizations formed. Since they are now in place, it will be coming back to Council Work Session. If it becomes an ordinance, it will come back to the Planning Commission.

Mr. Aplin asked about the Basalt Creek project. Ms. Hurd-Ravich responded that there will be a policy advisory group meeting on December 11th made up of county officials and representative from Metro. They are supposed to recommend an alignment which will go into the Basalt Creek Concept Plan.

Mr. Aplin asked about the progress of the K-Mart site. Ms. Hurd-Ravich responded that there was a pre-application meeting with the developers in February, but we've recently received an email stating that they are holding off on the project for now. The plan didn't initially include the Jiggles property, so they may be waiting for that property to be available.

Mr. Klingerman asked about the compost plant (S&H) and if they reapplied for a permit. Ms. Hurd-Ravich responded that their use was approved and it was then appealed.

They recently applied with Clackamas County for a design review, which was approved, now appealed.

8. ADJOURNMENT

MOTION BY Herriges SECONDED by Klingerman to adjourn the meeting at 7:25pm
MOTION PASSED 6-0.

_____ Lynette Sanford, Office Coordinator

STAFF REPORT
CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: Cindy Hahn, Associate Planner

DATE: 01/17/2013

SUBJECT: Plan Text Amendment (PTA-12-02) relating to Amending the Tualatin Development Code (TDC) to include the 2012 Tualatin Transportation System Plan (TSP), and Amending portions of TDC Chapters 1, 3, 11, 31, 38, 71, 73, 74, and 75.

ISSUE BEFORE TPC:

The issue before the Tualatin Planning Commission (TPC) is a recommendation to the City Council on the updated Tualatin Transportation System Plan (TSP), and amendment of the Tualatin Development Code (TDC), as proposed by Plan Text Amendment PTA-12-02.

In February, City Council will hold a public hearing to adopt the TSP as a supporting technical document to the TDC, as well as adopt specific amendments to development requirements in the TDC that are recommended to fully implement the TSP. In addition to replacing most of Chapter 11, Transportation, PTA-12-02 includes targeted amendments to Chapter 1, Administrative Provisions; Chapter 3, Technical Memoranda; Chapter 31, General Provisions; Chapter 34, Special Regulations; Chapter 38, Sign Regulations; Chapter 71, Wetland Protection District; Chapter 73, Community Design Standards; Chapter 74, Public Improvement Requirements; and Chapter 75, Access Management on Arterials.

RECOMMENDATION:

Staff recommends the TPC consider the staff report and supporting information presented in the attachments, and recommend approval of PTA-12-02.

EXECUTIVE SUMMARY:

- The City has recently completed an update to the adopted 2001 TSP, which constitutes the transportation element of the City's Comprehensive Plan, as TDC Chapter 11. The TSP Technical Memorandum, December 2012, will be adopted by reference as a supporting technical document to the TDC.
- The TSP is intended to guide the management and implementation of transportation facilities, policies, and programs within the urban area over the next 20 years.
- Adopting PTA-12-02 is a legislative process.
- The TSP was updated through a comprehensive public involvement process that included

community events, public meetings, an online open house and other electronic outreach, task force and working group meetings, and public hearings.

- The ten (10) approval criteria of TDC 1.032 must be met if the proposed PTA-12-02 is to be granted. Each criterion, 1 through 10, is discussed in detail in Attachment B, Analysis and Findings, with respect to PTA-12-02, with the findings outlined below for brevity.
    - Granting the amendment is in the public interest. Criterion 1 is met.
    - The public interest is best protected by granting the amendment at this time. Criterion 2 is met.
    - The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan. Criterion 3 is met.
    - The factors listed in Section 1.032(4) were consciously considered. Criterion 4 is met.
    - The criteria in the Tigard-Tualatin School District Facility Plan were considered. Criterion 5 is met.
    - Oregon Statewide Planning Goals were considered. Criterion 6 is met.
    - Metro's Urban Growth Management Functional Plan was considered. Criterion 7 is met.
    - Local mobility standards. Criterion 8 is met.
    - Objectives and policies regarding potable water, sanitary sewer, and surface water management. Criterion 9 is met
    - Development agreement, Criterion 10, is not applicable.

DISCUSSION:

Public Involvement

Public involvement is addressed in Chapter 1 and Appendix G of the TSP Technical Memorandum (Dec 2012). The TSP update process involved many stakeholders in numerous and creative forums. The City of Tualatin Transportation Task Force (TTF) and six Working Groups advised the Tualatin Planning Commission (TPC) during the TSP update process. TPC, in turn, made recommendations to the City Council. TPARK made recommendations to the City Council, specifically regarding the pedestrian, bicycle, and multi-use path element of the TSP. The TTF met 16 times between November 2011 and November 2012 and time for public comment was provided at every meeting.

The TTF was formed in November 2011 and included members representative of neighborhoods, the business community, and the interests of Tualatin's advisory committees. Community members and alternates were selected from a pool of applications, and representatives of neighboring communities, counties, Tualatin Valley Fire & Rescue, ODOT, Metro, and TriMet were invited to send a representative to sit on the TTF. Members of the TTF are listed in the Acknowledgements section in the TSP Technical Memorandum (Dec 2012), and the group's decision-making process is described in Chapter 1 of the TSP Technical Memorandum (Dec 2012).

The six TSP Working Groups were: Neighborhood Livability, Transit, Downtown, Bike and Pedestrian, Industrial and Freight, and Major Corridors and Intersections. Each group met at least three times between March and July 2012. Anyone with an interest in any group's topic area was encouraged to attend.

The TSP process featured one open house in February 2012 and a Transportation Summit (town hall style meeting) in September 2012, as well as a two-month long online open house

from August to September 2012.

Notifications for events and opportunities to participate were sent through the City's list of interested citizens, the Tualatin Mayor's email list, the Chamber of Commerce email list, and members of City advisory committees. Email notifications were also sent to major employers and the Portland Hispanic Professionals Network. Fliers and meeting notices in English and Spanish were provided at City offices and the library. Event information was presented in school newsletters, and press releases and articles were submitted to the City's sponsored newsletter and the local newspaper, *Tualatin Life.* Additional information about public involvement is provided under "Highlights", below.

Public hearings on adoption of the TSP are scheduled for January and February 2013. The TSP and Appendices are available online at http://www.tualatintsp.org/?p=library-1 and public comments are due by February 11, 2013. An online comment form is available at http://www.tualatintsp.org/?p=contact-us. Questions or requests for information should be directed to Kaaren Hofmann at (503) 691-3034.

Highlights

A collaborative outreach process employed many unique tools to make it easy and fun for the community to share ideas. All project information was shared on the website, www.tualatintsp.org, with information available in both English and Spanish. Project videos provided fun and unique updates from community members throughout the process. More than 2,240 people accessed the website during the project and more than 460 people submitted comments online on the Comment Map, the TSP Ideas Map, and the general comments section. City staff attended public events to educate people about the TSP update and seek input on transportation system needs and recommendations. The project team developed an iPhone application and a map-based web tool for the public to suggest project ideas and identify system needs. The project sponsored a video contest and honored two winners. The City used its Facebook account to share TSP updates with its 392 followers and ran a Facebook ad. The team prepared a short video to encourage input on the TSP's preliminary recommendations. These non-traditional methods expanded the reach of the outreach program, provided meaningful ways to influence outcomes, took advantage of existing communication networks to reach more people, and engaged more Tualatin residents in development of the TSP.

The TSP is a **community-driven multi-modal product**. Its 50 roadway projects, 18 bicycle and pedestrian projects, and 12 transit projects were developed through the extensive and collaborative community outreach process. The roadway projects include improvements needed to bring certain roadway segments and intersections up to standards, new streets and street extensions designed to improve local connectivity, and street signal, intersection modifications, additional lanes, and other projects that will enhance the road network. These projects also include addition of bike lanes and sidewalks or multiuse paths to streets, and filling sidewalk gaps. A new feature of the revised street design standards is a 12-foot-wide multiuse path that may be substituted for the sidewalk and bicycle lane on either or both sides of major or minor arterial or collector streets. In addition, pedestrian and bicycle projects feature a robust network of multiuse paths, signage and safety improvements. Transit projects feature expanded bus routes and park-and-rides, expansion of the Tualatin Shuttle service, and an expansion of Tualatin's role in regional transit planning.

OUTCOMES OF DECISION:

Approval of the proposed PTA-12-02 would result in the following:

1. The TSP will be incorporated into the TDC, replacing most of Chapter 11.
2. Modifications to development requirements in TDC Chapter 1, Administrative Provisions; Chapter 3, Technical Memoranda; Chapter 31, General Provisions; Chapter 34, Special Regulations; Chapter 38, Sign Regulations; Chapter 71, Wetland Protection District; Chapter 73, Community Design Standards; Chapter 74, Public Improvement Requirements; and Chapter 75, Access Management on Arterials will be adopted to implement the TSP.
3. Minor modifications will be adopted throughout the code to update references to revised or new code sections, tables, and maps or figures.

Denial of the proposed PTA-12-02 would result in the following:

1. The TSP will not be incorporated into the TDC and TDC Chapter 11 will remain unchanged.
2. TDC amendments proposed to implement the TSP will not be adopted at this time.
3. Regional Transportation Functional Plan requirements for compliance with the Regional Transportation Plan will not be fully met.
4. Transportation Planning Rule requirements for compliance with Statewide Goal 12 (Transportation) will not be fully met.

ALTERNATIVES TO RECOMMENDATION:

The alternatives for the TPC are:

- Recommend approval of proposed PTA-12-02 with changes to the proposed amendments.
- Recommend denial of proposed PTA-12-02.
- Continue the discussion of proposed PTA-12-02 and return to the matter at a later date.

FINANCIAL IMPLICATIONS:

This is a City-initiated application and no fee is required. Funding for this project was budgeted for in FY11/12 and FY12/13. A recommendation of denial or a continuance will have implications for the Community Development Department work load projections and budgeting.

Attachments: A. Code Language
A1. Figure 11-1 Functional Class. Plan
A2. Figure 11-2 Metro Regional Street Design
A3. Figure 11-3 Local Street Plan
A4. Figure 11-4 Bicyle and Ped Plan
A5. Figure 11-5 Transit Plan
A6. Figure 11-6 Freight Routes
B. Analysis and Findings
C. PowerPoint

Plan Text Amendment (PTA) relating to
Amending the Tualatin Development Code (TDC) to include the
2012 Tualatin Transportation System Plan (TSP), and
Amending portions of TDC Chapters 1, 3, 11, 31, 34, 38, 71, 73, 74, and 75
(PTA-12-02)

Underlined text is new
~~Strike-through text is deleted~~

Section 1. TDC 1.032, Burden of Proof, is amended to read as follows:

(6) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the TPR (OAR 660-012-0060).

Section 2. TDC 3.010, Background, is amended as follows:

(3) To briefly acquaint the reader with some of the data that has been used in the Plan, the following summary has been written. The summary briefly describes the data and initial findings produced in the first planning phase. For a detailed review of data used in this Plan, please refer directly to Phase I - Technical Memoranda, City of Tualatin Historic Resource Technical Study and Inventory 1992/1993, City of Tualatin Natural Resource Inventory and Local Wetlands Inventory 1995, 2001 Transportation System Plan (TSP) and 2012 TSP update (-TSP Technical Memorandum, December 2012), and NW Tualatin Concept Plan 2005.

Section 3. TDC 3.080, Public Facilities and Services, is amended as follows:

(1) Transportation.

The following is a summary of the current condition of the transportation modes serving Tualatin from the 2012 Tualatin Transportation System Plan (TSP) update (TSP Technical Memorandum (December 2012):

(a) Pedestrian: Pedestrian facility needs include: fill sidewalk gaps on several arterials and collector streets; narrow or obstructed sidewalks; wide or angled crosswalks at intersections; and difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core). Most of the pedestrian crashes reported in the 5-year crash study time frame occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.~~Central Tualatin, areas around schools (with the notable exception of Tualatin Elementary), and newer residential and industrial development generally have good pedestrian facilities. Older roadways in the industrial area, and roadways around the fringes of the city tend to have little or no pedestrian facilities. Sections of Boones Ferry Road, Nyberg Street east of I-5, and I-5 overpasses lack sidewalks on one or both sides. Multiple-use pathways are provided within a number of City parks and greenways.~~

(b) Bicycle: Existing bicycle facilities in Tualatin have a few gaps and challenging connections such as: difficult left-turn maneuvers; constrained environment; difficult areas with low bike visibility; bike lanes outside of turn lanes; obstacles within the bike lanes; and gaps in the network. In addition to these needs, there are a number of high-crash locations. Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road, as well as the SW Nyberg Road interchange ramps at I-5.~~Bicycle attractors, such as schools, parks, retail centers, and public facilities, are generally not well served from the City's residential areas due to a lack of continuous bicycle facilities, and high traffic volumes on many of the City's collector streets. Central Tualatin, for example, lacks bicycle lanes on most internal streets, and on many approach routes. Although residential neighborhoods have a well-connected system of bicycle routes and the industrial area of western Tualatin are generally well-served internally by bicycle facilities, bicycle facilities from these areas to other bicycle attractors have not yet been established.~~

(c) Multi-use Paths: ~~-~~Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other wayfinding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

(~~c~~d) Transit: TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. Because of the limitations of service during off-peak hours, noncommuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit: service connecting the west side of Tualatin to the downtown core; Park-and-~~r~~Rides in the west and south areas of Tualatin; extended service hours, including weekend service; and more direct connections to places other than downtown Portland.

(~~h~~e) Roadways: Some of the existing roadways do not meet City, County, or State design standards. Further, a number of major roadways intersect with other roadways at a skew. This creates sight distance limitations and, thus, safety concerns.

The two most highly-traveled roadways are SW Tualatin-Sherwood Road and SW Nyberg Road with over 20,000 vehicles per day. SW Tualatin Road and SW Boones Ferry Road corridors have 10,000 vehicles daily at multiple locations. Additionally, SW Tualatin-Sherwood Road carries a large amount of heavy vehicles, around 11.5 percent, with SW Boones Ferry Road carrying 8.4 percent heavy vehicles (compared with the average road in the Portland Metro area, which typically carries 2-4 percent heavy vehicles). Appendix B of the TSP Technical Memorandum (December 2012) provides a full description of existing (2011) roadway conditions, while Appendix C provides a description of future (2035) forecasted roadway conditions.

In the existing conditions analysis only two intersections - SW Martinazzi Avenue and SW Sagert Street as well as SW Teton Avenue and SW Tualatin Road were found

to have greater congestion than mobility standards allow. In the future (2035) the number of intersections not meeting operations standards grew to twelve.

Key needs identified for the street system include: improved roadway connectivity; improved travel time along congested corridors; intersection improvements; and upgrading roadway geometries. Additionally, safety is a concern for the community, and safety issues were identified at the following intersections: SW Tualatin-Sherwood Road and SW Boones Ferry Road, and SW Nyberg Street and I-5 southbound off ramps.~~Intersections at I-5 interchanges, on Highway 99W, and in Central Tualatin operate at or close to capacity. Four unsignalized intersections currently meet traffic signal warrants (Teton/Avery; Sagert/65th; Nyberg/65th; Sagert/Martinazzi). The I-5 and I-205 freeways, Tualatin-Sherwood Road, Boones Ferry Road, Tualatin Road, Martinazzi Avenue, and Avery Street all have sections operating at or near capacity. Crash patterns requiring further investigation were identified at three intersections: Tualatin-Sherwood Road/Martinazzi; Nyberg/I-5 southbound ramp; Lower Boones Ferry/I-5 southbound ramp.~~

(~~if~~) Freight Routes: The needs of the freight system are consistent with those identified in the Street System Plan. Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system.~~Traffic congestion on Tualatin-Sherwood Road slows freight movements to and through Tualatin. Sharp corners and residential neighborhoods along parallel routes constrain the use of those routes as alternates to Tualatin-Sherwood Road.~~

(~~eg~~) Rail: Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains. PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.~~The Portland & Western Railroad and Willamette & Pacific operate two lines through the City of Tualatin for the movement of freight. Track conditions meet state guidelines. Industrial-zoned land abuts the rail lines, providing opportunities for potential customers to locate next to rail service. Planning is underway to develop a Wilsonville-Beaverton commuter rail line that would have a station in Tualatin. The closest AMTRAK passenger rail stations are located in Portland and Salem.~~

(~~dh~~) Pipelines and Transmission Systems: A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.~~Electric transmission lines, and natural gas distribution lines serve the City. No issues have been identified with these facilities.~~

(~~fi~~) Air: There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.~~There are several public general-aviation airports that serve Tualatin. The closest airport is 12 miles south of Tualatin, in Aurora.~~

~~The closest airport with scheduled passenger service is the Portland International Airport, 25 miles northeast of Tualatin.~~

(~~g~~j) Water~~Marine~~: The Tualatin River is the only large waterway within the City of Tualatin. The river is not navigable from the Willamette River due to impassable areas and a diversion dam downstream. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.~~No navigable waterways are located in the vicinity of Tualatin. The closest marine facilities are located 12 miles to the north in Portland, Oregon.~~

Section 4. TDC Chapter 11, Transportation, is amended as follows:

Sections:

11.____ Background.
11.____ Transportation Goals and Objectives.
11.____ Functional Classification Plan.
11.____ Street System Modal Plan.
11.____ Transit Modal Plan.
11.____ Pedestrian, Bicycle, and Multi-Use Path Modal Plan.
11.____ Freight Plan.
11.____ Rail Plan.
11.____ Water, Pipeline, and Air Plan.
11.____ Transportation Deman Management.
11.____ Transportation System Management.
11.____ Parking Plan.
11.____ Implementation.

Section 11. Background.

(1) The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals. To do this, the TSP looks at the needs of its residents, businesses, employees, and visitors – now (Year 2012), and what is expected for the future (Year 2035). TSPs are required by the state of Oregon for all cities with populations greater than 2,500 people. The current TSP (December 2012) is a major update of the TSP that was adopted in 2001, with analyses completed in 2000. The TSP considers the diverse needs of all users of the City's transportation network, and sets out recommendations that will serve the needs of transit riders, bicyclists, pedestrians, freight traffic, and drivers.

The TSP has been prepared in compliance with state, regional, and local plans and policies, including the Oregon Highway Plan (OHP), the state Transportation Planning Rule (TPR), Metro's Regional Transportation Plan (RTP), Metro's Regional Transportation Functional Plan (RTFP), Washington and Clackamas Counties Transportation System Plans, and Tualatin's Comprehensive Plan. The TSP presents a vision specific to the City's transportation future, while remaining consistent with these state, regional, and local plans. Plan elements will be implemented by the City, private developers, and regional, or state agencies.

(2) Regulatory Requirements. The TPR (OAR 660-012), developed by the state Department of Land Conservation and Development (DLCD) in accordance with state law, and Oregon Revised Statute (ORS) 197.712 guide preparation of the TSP and require that jurisdictions develop the following:

(a) A road plan for a network of arterial and collector roads
(b) A public transit plan
(c) A bicycle and pedestrian plan
(d) An air, rail, water, and pipeline plan
(e) A transportation financing plan
(f) Policies and ordinances for implementing the TSP

The TPR requires that alternate travel modes including cycling, walking, and transit, be given equal consideration with automobile travel and states that reasonable effort must be applied in the development and enhancement of alternate modes in Tualatin's future transportation system. Local jurisdictions must also coordinate their plans with relevant state, regional, and county plans and amend their own ordinances to implement the TSP.

Metro also requires that TSPs meet certain requirements that have been adopted in the RTP and RTFP. Local TSPs must:

(a) Establish an arterial street network, considering Metro's street design concepts and include a conceptual map of new streets
(b) Implement access management standards
(c) Include policies, standards, and projects that connect to transit stops
(d) Develop a transit plan consistent with the regional transit functional plan
(e) Develop pedestrian, bicycle, freight, parking, and transportation system management plans
(f) Ensure that regional transportation needs are incorporated into the TSP
(g) Include regional transportation goals for mode share and vehicles miles traveled

(3) The TSP Technical Memorandum, December 2012, is adopted by reference (Ordinance -13) as a supporting technical document to the Tualatin Development Code (TDC). The TSP Technical Memorandum (December 2012) was prepared in compliance with the requirements of the TPR and includes the following chapters and appendices:

Chapter 1: Introduction
Chapter 2: Modal Plans
Chapter 3: Implementation
Policy and Code Language
Appendix A: Plan and Policy Review
Appendix B: Existing Conditions and Deficiencies
Appendix C: Future Transportation Conditions
Appendix D: Alternatives Analysis
Appendix E: Transportation Funding and Improvement Costs
Appendix F: Implementing Ordinances
Appendix G: Public Involvement Process

The Modal Plans element (Chapter 2) of the TSP Technical Memorandum (December 2012) addresses those components necessary for development of the future transportation network. Chapter 2 of the TSP Technical Memorandum (December 2012) was adopted as the transportation element of the Tualatin Community Plan in the

Spring of 2013. This chapter is intended to provide policy guidance for transportation improvements, which are then implemented by the TDC.

(4) Plan Process**.** Tualatin began the process to update the TSP in 2011. Staff organized their work into four basic steps.

Step 1. The team (~~o~~f staff and consultants) identified existing and future needs, opportunities, project goals, and objectives. City staff and the consultant project team assembled existing and collected new data, analyzed the data to identify deficiencies and opportunities, and attended a number of community events to ask about issues with the transportation system to form an understanding of transportation problems to be addressed in the TSP. Additionally, the project website included an issues map where visitors to the website could identify transportation problems within the City.

Step 2. Next the team created a long list of potential solutions and screened and evaluated potential solutions to see how ideas met project goals and objectives. An open house, several Transportation Task Force (TTF; refer to TDC 11.____) meetings, and Working Group meetings helped create and/or evaluate potential solutions. Throughout each of these steps, the project team engaged the community to ensure that each element was appropriate for Tualatin.

Step 3. The team prepared the draft recommendations for projects to be included into the TSP, refining a number of recommendations for the more complex transportation needs, and prioritizing the project recommendations to help both the City and the community define which projects and programs should be implemented first.

Step 4. Finally the team developed the draft and final TSPs for City adoption. This process focused on compiling all recommendations into the TSP document, and coordinating with relevant stakeholders in reviewing the TSP for completeness and consistency. These stakeholders included the community, City Council, Tualatin Planning Commission (TPC), Tualatin Parks Advisory Committee (TPARK), Washington County, Metro, Oregon Department of Transportation (ODOT), Clackamas County, adjacent cities, and the state's DLCD.

(5) Study Area. In December 2002, Metro expanded the Portland Urban Growth Boundary (UGB). This expansion included lands bordering Tualatin's Planning Area boundary that are intended to develop in the future for industrial uses. Following studies of impacts of these expansions, the city's TSP (2001) was amended to incorporate these new lands.

(a) The City of Tualatin, in conjunction with ODOT, initiated a study of a 23 acre area south of Highway 99W and west of SW Cipole Road in 2004. The Northwest Tualatin Concept plan addressed the impacts of developing this area for industrial uses. A technical analysis was prepared for the Concept Plan, following requirements of the TPR, that specifically addressed the transportation needs associated with developing the concept plan area at urban densities. Development of the Concept Plan was guided by input from an 11-member Technical Advisory Committee (TAC) that met four times during the planning process. The TAC included representatives from the City of Tualatin, ODOT, Washington County, Bonneville Power Administration (BPA), Metro, U.S. Fish and Wildlife Service (representing the Tualatin River National Wildlife Refuge), Portland General Electric (PGE), Clean Water Services (CWS), and TriMet. Mailing to stakeholders and a public open house were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Northwest Tualatin Concept Plan area were accepted by the City Council on June 13, 2005.

(b) The City of Tualatin, in conjunction with ODOT, initiated a study of a 431-acre area south of SW Tualatin-Sherwood Road and west of the Portland & Western railroad tracks in 2004. In 2010, the City analyzed this area plus an additional 183-acres south of the Concept Plan area. The Southwest Tualatin Concept Plan addressed the impacts of developing this area for industrial uses, particularly the portion of the area designated as a "regionally significant industrial area." A technical analysis was prepared for the Concept Plan, following the requirements of the TPR that specifically addressed the transportation needs associated with developing the Concept Plan area at urban densities. Development of the Concept Plan was guided by input from a 31-member TAC that met 12 times during the planning process. The TAC included representatives from the Cities of Tualatin, Sherwood, and Wilsonville; Metro; ODOT; DLCD; Washington County; PGE; BPA; CWS; Oregon Department of Geology and Mineral Industries; Coffee Creek Correctional Facility; Tualatin Valley Fire & Rescue (TVF&R); TriMet; Genessee and Wyoming Railroad; and property owners from the Tonquin Industrial Group, the Itel properties area and from Tigard Sand & Gravel. Mailings to stakeholders and four public open houses were used to obtain community feedback on the draft plan. The TSP (2001) amendments relating to the Southwest Tualatin Concept Plan area were accepted by the City Council on October 11, 2010.

(c) The study area for the current Tualatin TSP (2012) is comprised of the Tualatin Planning Area boundary, with one addition - the Basalt Creek planning area between Tualatin and Wilsonville. This area outside of the Planning Area Boundary~~City limits~~, but within the study area, was included because of the transportation impact that it could have on the City's transportation network associated with the potential development of residential and employment areas. The study area is shown on several of the TSP's figures, including Figure 11-1 Functional Classification Plan.

(6) Public Involvement. The TSP planning process actively engaged the citizens of Tualatin in the production of its TSP. Residents, business owners, employees, and agency partners were encouraged to participate and were provided with multiple ways to share their thoughts - from initial goal development and issue identification to evaluation and screening. The public involvement plan outlined a thorough outreach process, making it easy and fun for the public to share ideas. The process provided meaningful ways to influence outcomes and took advantage of existing communication networks to reach more people.

(a) Transportation Task Force. The public involvement plan established a clear decision-making framework for the TSP. The Transportation Task Force (TTF), with input from Working Groups, advised the Tualatin Planning Commission (TPC). The TPC then made a recommendation to the City Council, which then adopted the final TSP Technical Memorandum (December 2012) and any changes to the City's Code. In addition, the TPARK made recommendations on the bicycle and pedestrian elements to the City Council. Each of these organizations received regular project updates from City staff throughout the process and each had representative members on the TTF. These groups were given the opportunity to provide their recommendation before the TTF decisions were forwarded to TPC and the City Council.

The TTF was formed in November 2011 for the purpose of advising the TPC and City Council about the needs and concerns of the community with regard to transportation. The City Council Citizen Involvement Committee selected TTF members carefully to be representative of neighborhoods, the business community, and the interests of Tualatin's advisory committees. Members and alternates were selected from

a pool of applications. Neighboring communities, counties, TVF&R, ODOT, Metro, and TriMet also had representatives on the TTF.

Additional information about the TTF, Working Groups, and other aspects of the public involvement process for the TSP are included in Appendix G of the TSP Technical Memorandum (December 2012).

Section 11. Transportation Goals and Objectives.

(1) Over a span of three meetings the TTF prepared a vision for the TSP, conveyed as a set of goals and objectives. In early 2012 they adopted seven principal goals organized into the following goal categories:

Goal 1: Access and Mobility
Goal 2: Safety
Goal 3: Vibrant Community
Goal 4: Equity
Goal 5: Economy
Goal 6: Health and the Environment
Goal 7: Ability to be Implemented

These goals and their associated objectives were also discussed by the community at the first open house in February 2012 and by TPC, TPARK, and City Council. The full description of goals and objectives served as the basis for the TSP's evaluation framework. This means that all TSP recommendations were tied back to the underlying vision as established by these groups.

(2) Goal 1: Access and Mobility. Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access for all users.

Objectives:

(a) Improve travel time reliability/provide travel information for all modes including freight and transit.

(b) Provide efficient and quick travel between points A and B.

(c) Provide connectivity within the City between popular destinations and residential areas.

(d) Accommodate future traffic, bicycle, pedestrian, and transit demand.

(e) Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and ~~walkers~~pedestrians.

(f) Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.

(g) Increase access to key destinations for all modes.

(3) Goal 2: Safety. Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.

Objectives:

(a) Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.

(b) Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.

(c) Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.

(d) Provide a secure transportation system for all modes.

(4) Goal 3: Vibrant Community. Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.

Objectives:

(a) Produce a plan that respects and preserves neighborhood values and identity.

(b) Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.

(c) Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.

(d) Support a livable community with family-friendly neighborhoods.

(e) Maintain a small-town feel.

(5) Goal 4: Equity. Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:

(a) Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.

(b) Consider access to transit for all users.

(6) Goal 5: Economy. Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:

(a) Support a vibrant city center and community, accessible to all modes of transportation.

(b) Support employment centers by providing transportation options to major employers.

(c) Increase access to employment and commercial centers on foot, bike, or transit.

(d) Consider positive and negative effects of alternatives on adjacent residential and business areas.

(e) Accommodate freight movement.

(f) Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

(7) Goal 6: Health/Environment. Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:

(a) Provide active transportation options to area schools to reduce childhood obesity.

(b) Promote active transportation modes to support a healthy public and children of all ages.

(c) Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.

(d) Consider air quality effects of potential transportation solutions.

(e) Protect park land and create an environmentally sustainable community.

(f) Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

(8) Goal 7: Ability to Be Implemented. Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:

(a) Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.

(b) Evaluate potential options for consistency with existing community, regional, and state goals and policies.

(c) Strive for broad community and political support.

(d) Optimize benefits over the life cycle of the potential option.

(e) Consider transportation options that make the best use of the existing network.

(f) Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

~~(9) Metro RTP and RTFP Requirements. Metro also requires that TSPs meet certain requirements that have been adopted in the RTP and RTFP. Local TSPs must:~~

~~(a) Establish an arterial street network, considering Metro's street design concepts and include a conceptual map of new streets~~

~~(b) Implement access management standards~~

~~(c) Include policies, standards, and projects that connect to transit stops~~

~~(d) Develop a transit plan consistent with the regional transit functional plan~~

~~(e) Develop pedestrian, bicycle, freight, parking, and transportation system management plans~~

~~(f) Ensure that regional transportation needs are incorporated into the TSP~~

~~(g) Include regional transportation goals for mode share and vehicles miles traveled.~~

Section 11. Functional Classification Plan.

(1) A city's functional classification plan defines the intended operations and character of roadways within the overall transportation system including standards for roadway and right-of-way width, access spacing, and pedestrian and bicycle facilities. The City of Tualatin's functional classification system applies to roadways owned by the City, the County, and the State, and includes principal arterials, major arterials, minor arterials, major collectors, minor collectors, connector, and local roads. Figure 11-1 presents the updated functional classification plan for the City of Tualatin.

The arterial roadways carry a high number of vehicles including transit and freight vehicles, and provide mobility with few opportunities for local access. Collectors assemble traffic from a neighborhood or district and deliver it to the closest arterial street. Collectors serve shorter trip lengths than arterials and have more local access opportunities. Both arterials and collectors within Tualatin are owned by a variety of agencies including the City, ODOT, and Clackamas and Washington Counties. The roadway owners are responsible for maintenance and upkeep on the roadways and they make decisions on upgrades to their facilities. TSP Technical Memorandum (December 2012) describes the functional classifications and the purpose they are intended to serve in more detail; Appendix A, Plan and Policy Review, of the TSP

Technical Memorandum provides a detailed description of the various policies associated with roadway ownership.

There are a number of existing freight and truck routes through the City designated by the City, the State, and the Federal government. These routes have specific design criteria and mobility standards to ensure that these roadways serve freight traffic.

(2) Functional Classification Policies. Functional classification policies support the City's transportation goals and objectives included in TDC 11-___. Policies help provide direction for roadways and roadway classifications.

(a) Functional Classification Policy 1: The roadways surrounding downtown (SW Boones Ferry Road – north-south and east-west section, SW Martinazzi Avenue, SW Tualatin-Sherwood Road) will not be major arterials. Roadways in downtown will be minor arterials and connectors to maintain downtown livability and provide access to and from the center of the City.

(b) Functional Classification Policy 2: Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.

(c) Functional Classification Policy 3: Continue to construct ~~and build out~~ existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.

(3) Street Design Standards. Street design standards by functional classification are included in TDC Section 74.425.

(4) The RTP's Regional Street Design System describes typical features of its street design designations. For comparison purposes, Metro's Regional Street Design System map has been recreated in Figure 11-2. The Tualatin TSP's street design standards for roadways shown on the RTP Regional Street Design System map are generally in conformance with the RTP's concepts, particularly in the areas of pedestrian and bicycle lanes, landscape strips, and medians or center turn lanes.

Section 11. Street System Modal Plan.

(1) The street system modal plan consists of several sections: a listing of street urban upgrades and new streets, other intersection-specific or non-capacity streets projects, access management policies, and traffic operation standards. This modal plan is included in its entirety in the TSP Technical Memorandum (December 2012) and pertinent sections are included in this section of TDC Chapter 11.

(2) Summary of Limitations and Needs of Street System. Key needs identified for the street system include:

(a) Improved Roadway connectivity. New roadway connections should be explored to improve east-west connectivity south of SW Tualatin-Sherwood Road and north-south regional connectivity. Metro RTP policies related to a complete street system identify one-mile spacing between major arterial streets with collector streets or minor arterials spaced a half-mile apart.

(b) Improved travel time along congested corridors. Focus on reducing vehicle delay on key corridors ~~and/or I-5~~.

(c) Intersection improvements. Address intersection delay and intersection issues in congested areas.

(d) Upgrading roadway geometries. City design standards for roadway width, sidewalks, and bicycle facilities should be followed where specific deficiencies have been identified.

(e) Additionally, safety is a concern for the community. Safety issues were identified at the following intersections:

(i) SW Tualatin-Sherwood Road and SW Boones Ferry Road

(ii) SW Nyberg Street and I-5 southbound off ramps.

(3) Roadway Policies. The following establish the City's policies on roadways.

(a) Roadway Policy 1: Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.

(b) Roadway Policy 2: Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.

(c) Roadway Policy 3: Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.

(4) Local Streets Plan. The RTP calls for cities to identify all contiguous areas of vacant and re-developable parcels of five or more acres planned or zoned for residential or mixed-use development and to prepare a conceptual new streets plan map. Figure 11-3 presents the City of Tualatin's Local Streets Plan. The intent of this map is to identify the locations of future street connections and desired connections within future development that promote a connected street system. The endpoints of the connections should be considered fixed, unless the ~~City Engineer~~ Community Development Director or their designee determines that an alternate connection point is preferable due to safety, operations, improved connectivity concerns, or environmental impacts. The routes connecting endpoints may vary, as long as a reasonably direct route between the two points is provided.

(45) Access Management. Access management is important to maintain traffic flow and ensure safety on the City's arterial street network, including SW Tualatin-Sherwood Road, Oregon Highway 99W (OR 99W), and other high-traffic routes. Limiting the number of points where traffic can enter and exit reduces potential conflict points, improves roadway performance, and reduces the need for capacity expansion. The City manages access through Chapter 75 of the TDC; that chapter details where access is permitted on arterial and collector roads within the City. Tualatin must coordinate with Washington and Clackamas Counties and ODOT to manage access on roads the City does not own, including SW Tualatin-Sherwood Road, SW Cipole Road, SW 65th Avenue, SW Borland Road, and sections of SW Boones Ferry Road. Chapter 75 of the TDC, most recently updated in 2012, has specific access standards for each arterial road within Tualatin. It provides recommendations for future changes on specific roads, as well as potential solutions for access issues.

(a) Access Management Policies. Access management policies are:

(i) Access Management Policy 1: No new driveways or streets on arterial roadways within the City, except where noted in the TDC, Chapter 75, usually when no alternative access is available

(ii) Access Management Policy 2: Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial

(iii) Access Management Policy 3: Adhere to intersection spacing included in Chapter 75 of the TDC

(iv) Access Management Policy 4: Limit driveways to right-in, right-out through raised medians or other barriers to restrict left turns on ~~new~~ the new minor collector road from Urban Renewal Block 2 to SW Boones Ferry Road

(v) Access Management Policy 5: Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials

(vi) Access Management Policy 6: No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless~~except where noted in the TDC, Chapter 75, usually when~~ no alternative access is available

(vii) Access Management Policy 7: On collector roadways, ~~R~~residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

(~~5~~6) Traffic Operations Standards. This section includes a discussion of standards included in the OHP, ODOT's Highway Design Manual (HDM), and the TPR and City documents for local roadways. Based on the preferred system for operational analysis, there are four intersections that do not meet jurisdictional standards after mitigation strategies are included. These intersections that experience operational constraints are in the SW Lower Boones Ferry Road/I-5 interchange area, and are due to the additional motor vehicle trips associated with the widening of SW Boones Ferry Road from SW Martinazzi Avenue to SW Lower Boones Ferry Road.

The first mitigation strategies developed explored transportation system management techniques (maximizing operations at intersections through signal timing adjustments and/or phasing adjustments). If system management techniques did not achieve acceptable jurisdictional operations, localized capacity improvements were explored (for example, a new turn pocket). Generally these improvements allowed for adequate signal operations under a mitigated scenario.

There were some intersections located in the downtown core area that were not able to meet jurisdictional standards without the implementation of significant capacity and/or roadway widening improvements. These types of major infrastructure improvements were deemed to be too impactful to the downtown core and were not included in the final preferred system improvements. The downtown Tualatin area is designated a Town Center by Metro, and using that designation, Town Centers are allowed to not meet jurisdictional standards. Alternate standards for Town Centers in the RTP are based on a two-hour peak hour. The standard volume to capacity ratio (v/c) for the first peak hour is 1.1, and for the second peak hour is 0.99. These intersections meet the RTP standards, and there is no need for additional alternate mobility standards.

Section 11. Transit Modal Plan.

(1) Public transit in Tualatin is envisioned to be multi-faceted by including local and express bus service, commuter rail, potential high capacity transit, and local transit shuttle services. In addition, the community's vision for public transit includes improvements in the quality of transit service, as well as land uses that better complement and encourage use of transit in downtown Tualatin. Figure 11-5 presents the updated transit system for the City of Tualatin.

(2) Summary of Limitations and Needs for Transit. TriMet does not provide transit service within all areas of Tualatin or on all major corridors. No transit service is provided on SW Tualatin-Sherwood Road or SW Tualatin Road, and many residents in the western portion of the City live more than a mile from the nearest transit line. Many residents who do live near a bus line are not served by transit at regular intervals during the day. According to the Conceptual Linking Tualatin Plan (Draft 2012), over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work.Because of the limitations of service during off-peak hours, noncommuting trips may be more difficult to complete using transit in Tualatin. Community feedback indicated the following specific needs for transit:

(a) Service connecting the west side of Tualatin to the downtown core
(b) Park-and-rides in the west and south areas of Tualatin
(c) Extended service hours, including weekend service
(d) More direct connections to places other than downtown Portland.

Additional needs for transit stops include direct and safe access to transit stops and bicyclist and pedestrian amenities at stops, especially where transit riders are able to transfer lines or modes.

(3) Transit Policies. The City of Tualatin's policies on public transit are as follows:

(a) Transit Policy 1: Partner with TriMet ~~and SMART~~ to jointly develop and implement a strategy to improve existing transit service in Tualatin.

(b) Transit Policy 2: Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.

(c) Transit Policy 3: Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.

(d) Transit Policy 4: Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.

(e) Transit Policy 5: Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.

(f) Transit Policy 6: Develop and improve pedestrian and bicycle connections and access to transit stops.

(~~f~~g) Transit Policy 7: Encourage higher-density development near high-capacity transit service.

(h) Transit Policy 8. Metro in the RTP calls for increased WES service frequency. The conceptual Linking Tualatin study recommended adding an additional WES station in the south part of Tualatin. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.

(~~g~~i) In addition to the transit policies included here, Bicycle and Pedestrian Policies 7 and 8, included in TDC 11. , ~~is~~are applicable to transit.

Section 11. Pedestrian, Bicycle, and Multi-Use Path Modal Plan

(1) This modal plan describes pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street

upgrades. Figure 11-4 presents the updated bicycle and pedestrian system for the City of Tualatin.

(2) Summary of Limitations and Needs for Bicycle and Pedestrian Facilities. This section summarizes limitations and needs for bicycle and pedestrian facilities, and multi-use paths. A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B of the TSP Technical Memorandum (December 2012).

(a) Bicycle Facility Needs**.** Existing bicycle facilities in Tualatin have a few gaps and challenging connections:

(i) Difficult left-turn maneuvers
(ii) Constrained environment
(iii) Difficult areas with low bike visibility
(iv) Bike lanes outside of turn lanes
(v) Obstacles within the bike lanes
(vi) Gaps in the network
(vii) In addition to these needs, there are a number of high-crash locations. Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road, as well as the SW Nyberg Road interchange ramps at I-5.

(b) Pedestrian Facility Needs. Pedestrian facility needs include:

(i) Fill sidewalk gaps on arterials and collector streets
(A) Sections of SW Herman Road
(B) Sections of SW Grahams Ferry Road
(C) Sections of SW Boones Ferry Road
(D) SW Blake Street between SW 105th and SW 108th Avenues
(E) SW Sagert Street overpass over I-5
(F) SW 105th Avenue between SW Paulina Drive and SW Blake Street
(ii) Narrow or obstructed sidewalks
(iii) Wide or angled crosswalks at intersections
(iv) Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core)
(v) Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

(c) Multi-use Path Needs. Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other wayfinding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

(3) Bicycle and Pedestrian Policies. The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

(a) Bicycle and Pedestrian Policy 1: Support Safe Routes to Schools (SRTS) for all Tualatin schools

(b) Bicycle and Pedestrian Policy 2: Work with partner agencies to support and build the Ice Age Tonquin Trail

(c) Bicycle and Pedestrian Policy 3: Allow wider sidewalks downtown for strolling and outdoor cafes

(d) Bicycle and Pedestrian Policy 4: Add benches along multi-use paths for ~~walkers~~pedestrians throughout the City (especially in the downtown core)

(e) Bicycle and Pedestrian Policy 5: Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings

(f) Bicycle and Pedestrian Policy 6: Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.

(g) Bicycle and Pedestrian Policy 7: Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes

(h) Bicycle and Pedestrian Policy 8: Ensure that there are bicycle and pedestrian facilities at transit stations

(i) Bicycle and Pedestrian Policy 9: Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and school

(j) Bicycle and Pedestrian Policy 10: Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

~~(k) Bicycle and Pedestrian Policy 11: All sidewalks in the City shall have a sidewalk clear zone, an unobstructed minimum width of five feet.~~

(4) Bicycle Boulevards. Currently, there are no existing bicycle boulevards in Tualatin, though ~~the city of Portland, the City of Tigard, and~~ Washington County has~~ve~~ bicycle boulevard policies and design standards.

Bicycle boulevards are roadways that use a variety of design treatments to reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, to create a safer and more-comfortable environment for all users. Bicycle boulevards may include a variety of applications ranging from minor street signing enhancements (such as shared lane markings) to larger scale projects (for example, bike-only access at intersections, traffic diverters). Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Traffic controls along a boulevard may assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes.

Bicycle boulevards work best in well-connected street grids, where riders can follow intuitive and reasonably direct routes. Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic. Bicycle boulevards are generally located on streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets passing through residential neighborhoods. Typically a bicycle boulevard would be located on a street where vehicles travel less than 30 miles per hour and average daily traffic volume is less than 3,000 vehicles (in both directions).

Proposed bicycle boulevards in Tualatin are shown on Figure 11-4.

Section 11. Freight Plan.

(1) Efficient truck movement plays a critical role in the economic well-being and development of Tualatin. Trucks must be able to access commercial, industrial, manufacturing, distribution, and other employment areas both in Tualatin and connecting to the regional system. Future commercial/industrial uses are expected to be located consistent with the land uses identified in the Comprehensive Plan, which matches the current planning district designations, as codified in the TDC.

(2) The freight network illustrated in Figure 11-6 is largely consistent with the functional classification plan (Figure 11-1), which strives to connect industrial and manufacturing uses to the regional and state transportation network via a series of major and minor arterial roadways. The movement of raw materials and finished products via designated truck routes provides for efficient movement of goods while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Federally and state designated truck routes, part of the National Highway System (NHS), have been identified on I-5 and OR 99W. Metro identifies "road connectors" in the RTP freight network on SW 124th Avenue, SW Tualatin-Sherwood Road, SW Lower Boones Ferry Road, and SW Boones Ferry Road. The City of Tualatin designates additional truck routes on roadway facilities that connect commercial/industrial districts within the City to major arterials and, ultimately, to OR 99W, I-5, and I-205.

(3) The needs of the freight system are consistent with those identified in the Street System Plan (TDC 11.). Projects that address needs related to truck routes, either directly or by providing alternate routes that improve traffic operations along truck routes, serve the needs of the freight system. All new roadways should be built to current City design standards to meet the operational needs of trucks on designated truck routes.

Section 11. Rail Plan.

(1) Portland and Western Railroad (PNWR) owns and operates two freight rail lines within the City. One track (running north-south) accommodates both freight and the WES commuter rail, and an east-west line runs along the south side of SW Herman Road. As of November 2012 the east-west line carries one train daily in each direction, and the north south has two freight trains daily in addition to the WES trains described in the Transit section.

There are 13 gated public railroad crossings in Tualatin and a number of additional driveways or private roads that cross the railroad. The private crossings are stop controlled, but not signalized. Freight trains have the right of way at all intersections. The low number of trains does not present a large safety concern in the City, and recent Quiet Zone work done in conjunction with the north-south WES rail line opening added gates at all public crossings.

(2) PNWR has no current plans to increase freight service through Tualatin. Although the east-west track runs adjacent to manufacturing areas, no rail sidings or other access to businesses are planned.

(3) Freight Rail Policies. Following are policies for freight rail**:**

(a) Freight Rail Policy 1: Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods

(b) Freight Rail Policy 2: Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.

(c) Freight Rail Policy 3: Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines

(4) Passenger Rail Policies. The City of Tualatin's policies on public transit are described in TDC 11.___ as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 3, 4, ~~and~~ 5, and 8:

Section 11.___ Water, Pipeline, and Air Plan.

This section includes the Water, Pipeline and Air Plans.

(1) Water Plan. The Tualatin River is the only large waterway within the City of Tualatin. The river is not navigable from the Willamette River due to impassable areas and a diversion dam downstream. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

(2) Pipeline Plan. A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

(3) Air Plan. There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

Section 11.___ Transportation Demand Management.

(1) The TPR requires all cities with populations greater than 25,000 people to develop a Transportation Demand Management (TDM) Plan. The RTP also requires that TDM strategies be used to encourage alternative transportation modes and achieve higher vehicle occupancy targets. TDM measures are designed to change travel behavior in order to reduce the need for more road capacity and improve performance of the road system. Typical TDM projects include encouraging use of travel modes other than the auto, ride sharing, and measures to reduce the need for travel—such as telecommuting policies.

TDM policies and projects can be cost-effective ways to reduce congestion by encouraging the use of other modes, reducing the need for travel or reducing the number of vehicle-miles driven. The City of Tualatin can implement a range of TDM measures to manage travel demand, in conjunction with partner organizations in many cases. Providing bicycle, pedestrian, and transit infrastructure can be effective means to encourage drivers to switch to other modes. Many of the pedestrian, bicycle, and transit

improvements proposed in other sections of the TSP can be considered TDM measures as they encourage use of travel modes other than the auto. In addition to these infrastructure projects, a number of strategies are applicable to Tualatin, as discussed in detail in the TSP Technical Memorandum (December 2012).

(2) Transportation Demand Management Policies. The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:

(a) TDM Policy 1: Support demand reduction strategies, such as ride sharing, preferential parking, and flextime programs. (Ride sharing are carpools and vanpools that increase the number of occupants in a vehicle. Preferential parking is for carpools and vanpools. Flextime programs allow employees to work hours other than a typical 8 am- 5 pm workday.)

(b) TDM Policy 2: Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs

(c) TDM Policy 3: Explore the use of new TDM strategies to realize more efficient use of the City's transportation system

(d) TDM Policy 4: Support Washington County's regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips

(e) TDM Policy 5: Support the Tualatin Shuttle program and promote its use

(3) Metro Modal Targets. Metro in its 2035 RTP established modal targets for how residents in the region will make trips in 2040. These are separated out by regional designations. Tualatin has a number of designations within the City limits, as described in the following sections and shown in Figures 9-4 (Design Type Boundaries) and 11-2 (Metro Regional Street Design System).

(a) Town Center. This designation is consistent with the Town Center Plan study area, centered around the Lake of the Commons and includes land south of the Tualatin River and west of I-5, including the Tualatin Community Park. The western Boundary is SW 95th Avenue south to SW Tualatin-Sherwood Road, and then ~~n~~ southern boundary is SW Tualatin-Sherwood Road to approximately SW Boones Ferry Road then continues east near SW Warm Springs Street.

(b) Corridors. There are a number of corridors in Tualatin: SW Tualatin-Sherwood Road is a regional street, along with 99W, SW 124th Avenue, and SW Tualatin Road. SW Boones Ferry Road is a community street, and SW Tualatin-Sherwood Road/SW Nyberg Street in downtown are community boulevards. Regional arterials include 99W, SW 124th Avenue, SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Herman Road, SW Nyberg Street, SW Sagert Street, SW Borland Road, and SW 65th Avenue.

(c) Employment Land. Most of western Tualatin is employment land south of SW Tualatin Road and west of the railroad tracks.

(d) Parks and Natural Areas. Hedges Creek is designated a park and natural area, along with many of the other greenway areas including Nyberg Creek Greenway, Saum Creek, and other City parks.

Neighborhoods. Neighborhood areas include southern Tualatin near SW Boones Ferry Road, northern Tualatin north of SW Tualatin Road, and eastern Tualatin excluding the hospital area and the greenways and parks.

(e) These designations have modal targets associated with them, as seen in Table 11-1. The non-drive-alone modal target for Tualatin is 45-55 percent in the Town

Center and Station Community, and 40-45 percent for the employment land, parks and natural areas, and neighborhoods.

TABLE 11-1
Metro Modal Targets

2040 Regional Designation	Non-drive-alone Modal Target
Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45–55%
Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	40–45%

Source: Metro's 2035 RTP

Section 11. ___ Transportation System Management.

(1) Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

Section 11. ___ Parking Plan.

(1) The City owns several public parking lots in downtown Tualatin to support denser development in the City's core area. A separate taxing district has been created to support ongoing maintenance and operations of these parking lots. The City completed a study in 2011 which identified that the existing parking supply is sufficient to meet the parking demand in downtown Tualatin.

(~~1~~2) The RTFP requires parking policies and a parking plan in a TSP or other planning document. The current TDC includes parking minimums and is compliant with this requirement. ~~The ongoing 2012 Downtown Parking Study indicates that there is adequate off-street parking to accommodate existing demand in downtown. There are 455 public parking stalls both in lots and on-street. The current parking lot occupancy in the downtown core was between 64 and 71 percent based on a survey conducted in May and June 2011. The conclusion from the Downtown Parking Study was that the existing parking district has room to absorb new demand from existing and/or new development.~~

~~(2) Parking Policies. Recommendations from the Downtown Parking Study (2012) include:~~

~~(a) Parking Policy 1: Use findings from the 2012 Downtown Parking Study to develop parking management strategies and prepare a parking management plan for future planning in the Town Center/Downtown by Fall 2013.~~

~~(b) Parking Policy 2: Develop a work program to address the gap between parking operating revenue and expenses~~

~~(c) Parking Policy 3: Consider how the current Core Area Parking District policies and fees need to be refined to support the new vision for redevelopment in Tualatin's downtown.~~

Section 11. Implementation.

(1) The project table for each modal plan in the Tualatin TSP Technical Memorandum (December 2012) includes recommendations for applicable funding sources. Additionally, the relative importance of TSP projects are identified in the project tables, based on community goals, the magnitude of the deficiency or issue that the project addresses, and the ability to secure funding, conduct engineering, and build a project. Appendix E of the TSP Technical Memorandum (December 2012) provides a detailed description of transportation funding and improvement costs for all of the TSP's recommendations.

(2) A variety of established federal, state, regional, and local funding sources are available to fund future transportation projects in the Tualatin TSP Technical Memorandum (December 2012), depending on the eligibility requirements. Implementation of TSP projects will depend on funding and community priorities.

(3) Prioritization. Prioritization of projects within the TSP Technical Memorandum (December 2012) is separated into three categories: short-term, medium-term, and long-term. Short term projects are expected to be built within 0-5 years, while medium-term are 5-10 years, and long-term projects are expected to be built in the 10-20 year time frame. Prioritization is determined based on a combination of the most important projects to implement first, the ease of implementation, and the potential cost – some projects will take a number of years to identify and secure funding. Some projects will also need regional coordination and support, which may take time to secure an agreement. Prioritization is an estimate: long-term projects may be implemented sooner than 10-20 years due to funding becoming available, a high degree of community support or other factors. The suggested priority for projects in the TSP Technical Memorandum (December 2012) is a general guide and not a required timeframe.

The City will need to periodically update the TSP, and will review the need and timing for longer-term improvements at those times. Prioritizing specific near-term projects will occur annually when the City updates its five-year financial plan and prepares its capital improvement plan (CIP) for the following year. Future road improvements or related transportation projects listed or not listed in the TSP Technical Memorandum (December 2012) are not required to be reviewed and approved through a land use process.

The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

Section 5. TDC 31.060, Definitions, is amended to include the following:

Barriers. Physical or topographic conditions that make a street or accessway connection impracticable. Such conditions include but are not limited to freeways; railroads; steep slopes; wetlands or other bodies of water where a connection could not reasonably be provided; where buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; and where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection, or the requirements of Titles 3 and 13 of the Metro Urban Growth Management Functional Plan (UGMFP).

Bike (Bicycle) Parking, Long-term. Facilities for parking bicycles for stays of less than four (4) hours.

Bike (Bicycle) Parking, Short-term. Facilities for parking bicycles for stays of more than four (4) hours and all-day/monthly.

Major Driveway. Access is considered a major driveway if a traffic impact analysis determines that a traffic signal is required.

Major Transit Stop. Existing and planned light rail stations, commuter rail stations and transit transfer stations, except for temporary facilities; other planned stops designated as major transit stops in TDC Chapter 11 (Figure 11-~~6~~5); and existing stops which have or are planned for frequently scheduled fixed-route service.

Section 6. TDC 34.330(1)(b)(i), Fence Standards, Subdivision or Partition of Property in a RL or RML Planning District, is amended as follows:

(i) For public streets classified as an arterial/collector/expressway, as approved by the ~~City Engineer~~Community Development Director or their designee, the location of the ultimate right-of-way line shall be one-half of the right-of-way width specified in TDC Chapters 11 and ~~Chapter~~ 7~~5~~4 ~~of the Tualatin Development Code~~ for the appropriate classification of street, measured at right angles from the centerline of the actual street improvement, or measured at right angles from the centerline of the right-of-way, whichever method is determined most appropriate by the ~~City Engineer~~Community Development Director or their designee.

Section ~~6~~7. TDC 38.140, Signs Permitted in the Residential Low Density (RL) Planning District, is amended as follows:

(2) No sign shall be permitted in the RL Planning District for conditional uses other than single family dwellings except the following:

(a) Subdivision, home occupation and public transit shelter signs in accordance with TDC 38.110(15), (11) and (14).

(b) Monument signs are permitted. If used, the following standards apply.

(i) Number: One per frontage on a public street right-of-way, and no more than one on each frontage.

(ii) Number of Sides: No more than two.

(iii) Height Above Grade: No higher than five feet.

(iv) Area: No more than 18 square feet.

(v) Illumination: Indirect.

(vi) Location: No greater than 30 feet from the frontage property line along the public street right-of-way.

(vii) For churches the sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in ~~the~~ TDC Chapter 11, ~~Table~~ Figure 11-~~2~~1, and the readerboard portion is no more than 75 per cent of the allowed sign face area.

Section ~~7~~8. TDC 38.240, Signs Permitted in the Light Manufacturing (ML), General Manufacturing (MG) and Manufacturing Park (MP) Planning Districts, is amended as follows:

(1) No sign shall be permitted in the ML, MG or MP Planning Districts for permitted and conditional uses except the following:

(a) Monument signs are permitted. If used, the following standards apply:

(i) Location on Site: No greater than 100 feet from the frontage property line along the public street right-of-way.

(ii) Number: One per frontage on a public street right-of-way with a maximum of two and no more than one on each frontage.

(iii) Number of Sides: No more than two.

(iv) Height Above Grade: No higher than 10 feet.

(v) Area: No more than 40 square feet.

(vi) Illumination: Indirect or internal.

(vii) For schools for kindergarten through 12 in a ML Planning District, one sign may be an internally illuminated mechanical readerboard provided it is on the frontage of an arterial or collector street designated in TDC Chapter 11, ~~Table~~ Figure 11-~~2~~1~~Table 11-2~~ and the readerboard portion is no more than 75 percent of the allowed sign face area.

Section ~~8~~9. TDC 38.250, Signs Permitted in the Institutional (IN) Planning District, is amended as follows:

(1) No sign shall be permitted in the IN Planning District for permitted and conditional uses except the following:

(a) Monument signs, as set forth in TDC 38.110(1), are permitted, subject to the following standards:

(i) Number: One per motor vehicle access to a public street right-of-way and no more than one at each motor vehicle access.

(ii) Location: Monument signs shall be located no further than 75 feet from motor vehicle access.

(iii) Number of Sides: No more than two.

(iv) Height Above Grade: No higher than eight feet.

(v) Area: Each permitted monument sign shall be no more than 32 square feet.

(vi) Illumination: Indirect or internal.

(vii) Electronic Message or Mechanical Readerboard is permitted in place of or as part of a permitted monument sign on the frontage of an arterial or collector street designated in ~~the~~ TDC Chapter 11, ~~Table~~ Figure 11-~~2~~1, provided that the readerboard portion is no more than 75 percent of the allowed sign face area.

Section ~~9~~10. TDC 71.065, Wetlands Protection District, Uses, is amended as follows:

Except as otherwise provided for, or permitted, by the provisions of this chapter, and subject to the provisions of the Resource Management Plan, no permanent use of the Wetlands Protected Area (WPA) will be allowed other than passive nature study, wildlife protection and enhancement, the north-south collector road (90th Avenue) and pedestrian bridge through the Zidell property (2S1~~-~~-23~~/~~100), and other activities compatible with the intent, purposes and objectives of this chapter above set forth. The north-south collector shall be located according to Figure 11-~~2~~1 of the Tualatin Development Code. The pedestrian bridge shall be located within 300 foot wide corridor west of the Pratt-Broome property (2S1--23/100).

Section 1~~0~~1. TDC 71.067, Wetland Protection District Crossings, is amended as follows:

All crossings of the Wetland Protection District have been completed and no additional crossings are contemplated.

~~(1) A new north-south collector street as more specifically described in Chapter 11 shall be permitted.~~

~~(2) Vehicle Access to the pond area of the Sweek Pond Management Area shall be provided by an access road located adjacent to the east side of such pond area. The right-of-way shall be 45 feet and the centerline shall be located within a 45 foot wide corridor, that being 22.5 feet on either side of the centerline described in Exhibit F. The access road shall be located so as to limit the impact on the Wetlands Protected Area (WPA) and the Sweek Pond Management Area (SPMA) as much as practicable. This access road shall be used to connect the RH/HR District on the east with the RH District on the west.~~

~~(3) A public pedestrian bridge over the Wetlands Protected Area is permitted, provided the bridge shall not impact an area of more than approximately 2,614 square feet within the WPA, shall be located within a corridor, described in Exhibit G. the pedestrian bridge shall be located so as to limit the impact on the Wetlands Protected Area (WPA) as much as practicable.~~

Section 1~~1~~2. TDC 73.160, Site Planning – Commercial, Industrial, Public and Semi-Public Uses, Standards, is amended as follows:

(6) (a) All industrial, institutional, retail and office development on a transit street designated in TDC Chapter 11 (Figure 11-~~6~~5) shall provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.

(b) In addition to (a) above, new retail, office and institutional uses abutting major transit stops as designated in TDC Chapter 11 (Figure 11-~~6~~5) shall:

(i) locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;

(ii) provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;

(iii) provide a transit passenger landing pad accessible to disabled persons;

(iv) provide an easement or dedication for a passenger shelter as determined by the City; and

(v) provide lighting at the major transit stop.

Section 1~~2~~3. TDC 73.370, Off-Street Parking and Loading, is amended as follows:

(1) General Provisions.

(n) Bicycle parking facilities shall ~~either be~~ include long-term parking that consists of covered, secure stationary racks, lockable enclosures, or rooms (indoor or outdoor) in which the bicycle is stored, ~~or~~ and short-term parking provided by secure stationary racks (covered or not covered), which accommodate a bicyclist's lock securing the frame and both wheels. The Community Development Director, their designee, or the Architectural Review Board may approve a form of bicycle parking not specified in these provisions but that meets the needs of long-term and/or short-term parking pursuant to Section 73.370

(s) Long-term b~~B~~icycle parking facilities may be provided inside a building in suitable secure and accessible locations.

Section 1~~3~~4. TDC 73.370, Off-Street Parking and Loading, is amended as follows:

(2) Off-Street Parking Provisions.

(a) The following are the minimum and maximum requirements for off-street motor vehicle parking in the City …

USE	MINIMUM MOTOR VEHICLE PARKING REQUIREMENT	MAXIMUM MOTOR VEHICLE PARKING REQUIREMENT	MINIMUM BICYCLE PARKING REQUIREMENT	PERCENTAGE OF BICYCLE PARKING TO BE COVERED OR ENCLOSED
Places of Public Assembly:				
(iii) Senior high school	0.2 spaces per student ~~plus 1.00 space per~~ and staff	Zone A and Zone B: 0.3 spaces per student plus 1.00 space per staff	4, or 1.00 space per 5 students based on the design capacity of the facility, whichever is greater	25
Commercial:				
(xiii) Park and Ride lots	None	None	5% of auto spaces	100
(xiv) Major transit stops	None	None	4	100

USE	MINIMUM MOTOR VEHICLE PARKING REQUIREMENT	MAXIMUM MOTOR VEHICLE PARKING REQUIREMENT	MINIMUM BICYCLE PARKING REQUIREMENT	PERCENTAGE OF BICYCLE PARKING TO BE COVERED OR ENCLOSED
(not Park and Ride lots)				
(~~x~~iv) Wireless communication facility	1 space	None	n/a	n/a

Section 14~~5~~. TDC 73.380, Off-Street Parking Lots, is amended as follows:

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks, shall comply with the following:

(4) Parking lot drive aisles shall be constructed of asphalt or concrete, including pervious concrete. Parking stalls shall be constructed of asphalt or concrete, or a pervious surface such as pavers or grasscrete, but not gravel or woody material. Drive aisles and parking stalls shall be maintained adequately for all-weather use and drained to avoid water flow across sidewalks. Pervious surfaces such as pervious concrete, pavers and grasscrete, but not gravel or woody material, are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas identified in Figure 3-4 of the Parks and Recreation Master Plan, or in a Clean Water Services Vegetated Corridor. Parking lot landscaping shall be provided pursuant to the requirements of TDC 73.350 and TDC 73.360. Walkways in parking lots shall be provided pursuant to TDC 73.160.

Section 15~~5~~6. TDC 73.390, Off-Street Loading Facilities, is amended as follows:

(7) Subject to Architectural Review approval, the Community Development Director may allow the standards in this Section to be relaxed within the Central Design District, where a dense mix of uses is desirable in close proximity, pedestrian circulation is strongly emphasized, and the orientation of structures around a central water feature virtually eliminates the possibility of reserving any side of a building solely for truck access. Adjustments may include, but are not limited to, reduction in the number of loading berths required, adjustment of loading berth size specifications and right-of-way restrictions, shared loading berths and maneuvering areas for use by more than one building, alteration or elimination of screening requirements, and requirements for maintenance of berths in a clean and visually appealing condition. The Community Development Director, their designee, or the Architectural Review Board may allow a loading area adjacent to or within a street right-of-way in the Central Design District where the loading and unloading operations meet all of the following ~~conditions~~criteria:

(a) short in duration (i.e., less than one hour);
(b) infrequent (~~less~~fewer than three operations daily);
(c) does not obstruct traffic during peak traffic hours;
(d) does not interfere with emergency response services;
(e) is acceptable to the applicable roadway authority; and

(f) the design standards for the abutting road allow on-street parking.

Section 16~~7~~. TDC 73.400, Access, is amended as follows:

(1) The provision and maintenance of vehicular and pedestrian ingress and egress from private property to the public streets as stipulated in this Code are continuing requirements for the use of any structure or parcel of real property in the City of Tualatin. Access management and spacing standards are provided in this section of the TDC and TDC Chapter 75. No building or other permit shall be issued until scale plans are presented that show how the ingress and egress requirement is to be fulfilled. If the owner or occupant of a lot or building changes the use to which the lot or building is put, thereby increasing ingress and egress requirements, it shall be unlawful and a violation of this code to begin or maintain such altered use until the required increase in ingress and egress is provided.

Section 17~~8~~. TDC 73.400, Access, is amended as follows:

(17) Major driveways, as defined in 31.060, in new residential and mixed-use areas are required to connect with existing or planned streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants, or other barriers ~~or constraints~~.

Section 18~~9~~. TDC 74.210, Minimum Street Right-of-Way Widths, is amended as follows:

The width of streets in feet shall not be less than the width required to accommodate a street improvement needed to mitigate the impact of a proposed development. In cases where a street is required to be improved according to the standards of the TDC, the width of the right-of-way shall not be less than the minimums indicated in TDC Chapter ~~11~~74, Public Improvement Requirements, Figures 74-2A through 74-2G~~Transportation Plan (Figure 11-1)~~.

(1) For subdivision and partition applications, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width the additional right-of-way necessary to comply with ~~the Transportation Element of the Tualatin Community Plan~~ TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G shall be ~~shown~~ dedicated on the final subdivision or partition plat prior to approval of the plat by the City. This right-of-way dedication shall be for the full width of the property abutting the roadway and, if required by the City Engineer, additional dedications shall be provided for slope and utility easements if deemed necessary.

(2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with ~~the Transportation Element of the Tualatin Community Plan~~ TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G shall be dedicated to the City for use by the public prior to issuance of any building permit for the proposed development. This right-of-way dedication shall be for the full width of the property

abutting the roadway and, if required by the City Engineer, additional dedications shall be provided for slope and utility easements if deemed necessary.

(3) For development applications that will impact existing streets not adjacent to the applicant's property, and to construct necessary street improvements to mitigate those impacts would require additional right-of-way, the applicant shall be responsible for obtaining the necessary right-of-way from the property owner. A right-of-way dedication deed form shall be obtained from the City Engineer and upon completion returned to the City Engineer for acceptance by the City. On subdivision and partition plats the right-of-way dedication shall be accepted by the City prior to acceptance of the final plat by the City. On other development applications the right-of-way dedication shall be accepted by the City prior to issuance of building permits. The City may elect to exercise eminent domain and condemn necessary off-site right-of-way at the applicant's request and expense. The City Council shall determine when condemnation proceedings are to be used.

(4) If the City Engineer deems that it is impractical to acquire the additional right-of-way as required in subsections (1)-(3) of this section from both sides of the centerline in equal amounts, the City Engineer may require that the right-of-way be dedicated in a manner that would result in unequal dedication from each side of the road. This requirement will also apply to slope and utility easements as discussed in TDC 74.320 and 74.330. The City Engineer's recommendation shall be presented to the City Council in the preliminary plat approval for subdivisions and partitions, and in the recommended decision on all other development applications, prior to finalization of the right-of-way dedication requirements.

(5) Whenever a proposed development is bisected by an existing or future road or street that is of inadequate right-of-way width according to TDC Chapter ~~11~~74, Public Improvement Requirements, Figures 74-2A through 74-2G, additional right-of-way shall be dedicated from both sides or from one side only as determined by the City Engineer to bring the road right-of-way in compliance with this section.

(6) When a proposed development is adjacent to or bisected by a street proposed in TDC Chapter 11, Transportation Plan (Figure 11-3) and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter ~~11~~74, TDC Public Improvement Requirements, Figures 74-2A through 74-2G, shall be dedicated by the applicant. The dedication of right-of-way required in this subsection shall be along the route of the road as determined by the City.

Section ~~19~~20. TDC 74.410, Future Street Extensions, is amended as follows:

(2) Proposed streets shall comply with the general location, orientation and spacing identified in the Local Streets Plan, TDC 11.___, ~~Figure 11-1 and~~ Figure 11-3 and Figures 74-2A through 74-2G.

(a) Streets and major driveways, as defined in TDC 31,060, proposed as part of new residential or mixed residential/commercial developments shall comply with the following standards:

(i) full street connections with spacing of no more than 530 feet between connections, except where prevented by ~~constraints or~~ barriers;

(ii) -(iv)…

(b) Streets proposed as part of new industrial or commercial development shall comply with TDC 11.___, Figure 11-1, ~~3~~ and Figures 74-2A through 74-2G.

Section 2~~0~~1. TDC 74.420, Street Improvements, is amended as follows:

When an applicant proposes to develop land adjacent to an existing or proposed street, including land which has been excluded under TDC 74.220, the applicant should be responsible for the improvements to the adjacent existing or proposed street that will bring the improvement of the street into conformance with the Transportation Plan (TDC Chapter 11), TDC 74.425 (Street Design Standards), and the City' s Public Works Construction Code, subject to the following provisions:

Section 2~~1~~2. TDC 74.420, Street Improvements, is amended as follows:

(11) Existing streets which abut the proposed development site shall be graded, constructed, reconstructed, surfaced or repaired as necessary in accordance with the Public Works Construction Code and TDC Chapter 11, Transportation Plan, and TDC 74.425 (Street Design Standards).

Section 2~~2~~3. TDC 74.420, Street Improvements, is amended as follows:

(18) Pursuant to requirements for off-site improvements as conditions of development approval in TDC 73.055(2)(e) and TDC 36.160(8), proposed multi-family residential, commercial, or institutional uses that are adjacent to a major transit stop will be required to comply with the City's Mid-Block Crossing Policy.

Section 2~~3~~4. TDC 74.425, Street Design Standards, is added as follows:

(1) Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, and safety. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.

(2) The proposed street design standards are shown in Figures 7~~5~~4-2A through 7~~5~~4-2~~GF~~G. The typical roadway cross sections comprise the following elements: right-of-way, number of travel lanes, bicycle and pedestrian facilities, and other amenities such as landscape strips. These figures are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets.

(3) In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 74-2A through 74-2G to allow for modifications to the standards when deemed appropriate by the City Engineer to address fish and wildlife habitat.

(4) All streets shall be designed and constructed according to the preferred standard. The ~~Community Development Director or designee~~City Engineer may reduce the requirements of the preferred standard based on specific site conditions, but in no event will the requirement be less than the minimum standard. The ~~Community Development Director~~City Engineer ~~or designee~~ shall take into consideration the following factors when deciding whether the site conditions warrant a reduction of the preferred standard:

(a) Arterials:

(~~a~~i) Whether adequate right-of-way exists
(~~b~~ii) Impacts to properties adjacent to right-of-way
(~~c) Safety impacts~~
(~~d~~iii) Current and future vehicle traffic at the location
(iv) Amount of heavy vehicles (buses and trucks).

(b) Collectors:
(i) Whether adequate right-of-way exists
(ii) Impacts to properties adjacent to right-of-way
(iii) Amount of heavy vehicles (buses and trucks)
(iv) Proximity to property zoned manufacturing or industrial.

Section 24~~5~~5. TDC 74.430, Streets, Modifications of Requirements in Cases of Unusual Conditions, is amended as follows:

~~(4) The Local Commercial-Industrial Street Section, B-CI, may have an interim reduced cross-section as determined by the City Engineer. The interim reduced standard would include 24-28 feet of pavement, 3-foot gravel shoulders, 2:1 side slopes to a drainage ditch and a 5-foot asphalt sidewalk on one side. Development to the full B-CI Standard will be determined subject to required traffic study analysis. See Figure 75-2F for the Interim B-CI Street Standard.~~

Section 25~~6~~6. TDC 74.450, Bikeways and Pedestrian Paths, is amended as follows:

(1) Where proposed development abuts or contains an existing or proposed bikeway or pedestrian path, as set forth in TDC Chapter 11, Transportation ~~Plan~~, Figure 11-4, the City may require that a bikeway or pedestrian path be constructed, and an easement or dedication provided to the City.

Section 26~~7~~7. TDC Chapter 75, Access Management on Arterial Streets, is amended as follows:

Title: Access Management ~~on Arterial Streets~~

Sections:

75.010 Purpose.
75.030 Freeways~~, Expressways~~ and Arterials Defined.
75.050 Approval Process for Access onto Arterials, and Appeal Provisions.
75.060 Existing Driveways and Street Intersections.
75.070 New Intersections.
75.080 Alternate Access.
75.090 Interim Access.
75.100 Exceptions.
75.110 New Streets.
75.120 Existing Streets.
75.130 Joint Accesses Required.
75.140 ~~Access Management for~~ Collector Streets.
~~75.200 Street Design Standards.~~

Section 2~~7~~8. TDC 75.030, Freeways and Arterials Defined, is amended as follows:

This section shall apply to all City, County and State public streets, roads and highways within the City and to all properties that abut these streets, roads and highways.

(1) Access shall be in conformance with TDC Chapter 73 unless otherwise noted below.

(2) Freeways~~, Expressways~~ and Arterials Designated.

For the purposes of this chapter the following are freeways~~, expressways~~ and arterials:

(a) Interstate 5 Freeway;

(b) Interstate 205 Freeway;

~~(c) I-5/99W Connector;~~

(~~d~~c) Pacific Highway 99W;

(~~e~~d) Tualatin-Sherwood Road at all points located within the City of Tualatin Planning Area;

(~~f~~e) Nyberg Street, from its intersection with Tualatin-Sherwood Road east to 65th Avenue, including the I-5 Interchange;

(~~g~~f) 124th Avenue from Pacific Highway 99W south to Tonquin ~~Road and/or the future I5/99W Connector~~;

(~~h~~g) Lower Boones Ferry Road, from Boones Ferry Road to the Bridgeport/72nd intersection and from the Bridgeport/72nd intersection to the east City limits;

(i~~h~~) Boones Ferry Road at all points located within the City of Tualatin Planning Area;

(~~j~~i) ~~SW~~ 65th Avenue from its intersection with Nyberg Street south to City limits ~~Sagert Street~~;

(~~k~~j) Borland Road from ~~SW~~ 65th Avenue east to Saum Creek;

(~~l~~k) Bridgeport Road from Lower Boones Ferry Road to the west City limits;

(~~m~~l) Martinazzi Avenue from Boones Ferry Road south to Sagert Street;

(~~n~~m) Tualatin Road from Boones Ferry Road to Herman Road;

(~~o~~n) Sagert Street from Martinazzi Avenue to 65th Avenue;

~~(p) Hall Boulevard extension from Tualatin Road to the north City limits;~~

(~~q~~o) Leveton Drive from 1~~1~~08th Avenue to 12~~4~~08th Avenue;

(~~r~~p) 108th Avenue from Leveton Drive to Herman Road;

(~~s~~q) Herman Road from ~~108th Avenue to~~ Teton Avenue to 124th Avenue;

(r) 90th Avenue;

(s) Avery Street;

(t) Teton Avenue;

~~(t~~r) ~~Lower Boones Ferry Road extension west to Tualatin Road.~~

~~-~~If the Council finds that any other road or street is in need of access control for any reason, it may direct that the street or road be added to this section through a Plan Text Amendment.

(3) Applicability

(a) …

(b) With the approval of the City Council, the City may act on its own initiative to protect the public safety and control access on arterials or any street to be included by TDC 75.030, consistent with its authority as the City~~'s~~ Road Authority.

Section 2~~8~~9. TDC 75.070, New Intersections, is amended as follows:

Except as shown ~~on~~ in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~Map 75-1~~, all new intersections with arterials shall have a minimum spacing of ½ mile between intersections.

Section ~~29~~30. TDC 75.080, Alternate Access, is amended as follows:

Except as provided in 75.090 all properties which abut two roadways shall have access on the lowest classification roadway, preferable on a local street~~an arterial and another road or street shall not have access on the arterial~~.

Section 3~~0~~1. TDC 75.090, Interim Access, is amended as follows:

When a property abuts a freeway~~, expressway~~ or arterial and a future street shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~on~~ ~~Map 75-1~~, or abuts or bisects the property, the City Engineer may approve an interim access on the arterial subject to the following conditions:

(1) The City Engineer finds that at the current time the construction of the new street shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~on Map 75-1~~ is impractical due to costs of right-of-way acquisition.

(2) The property owner receiving interim access dedicates the right-of-way for the new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~on Map 75-1~~ if it would be on the property.

(3) At such time as the City Engineer finds that it is practical to construct a new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~on Map 75-1~~, the property owner agrees to pay for or construct its fair share of the new street when it is practical.

(4) At such time as the new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~on Map 75-1~~ is constructed, the interim access shall be closed and no longer used. The cost of this closure shall be borne by the property owner.

Section 3~~1~~2. TDC 75.100, Exceptions, is amended as follows:

If the City Engineer finds that it is physically impossible for a property to receive access from any other street or road than an arterial as defined in TDC 75.030 and that the property cannot physically be served by any new street as shown on in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~Map 75-1~~ or any logical extension of or addition thereto, the City Engineer may grant a permanent access directly to an arterial. In doing so the City Engineer may impose conditions on the construction of said access including, but not limited to:

(1) Dedication of additional right-of-way on the arterial.

Section 3~~2~~3. TDC 75.110, New Streets, is amended as follows:

(1) New streets designed to serve as alternatives to direct, parcel by parcel, access onto arterials are shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3)~~on Map 75-1~~. These streets are shown as corridors with the exact location determined

through the partition, subdivision**,** public works permit or Architectural Review process. Unless modified by the City Council by the procedure set out below, these streets will be the only new intersections with arterials in the City. ~~*See map for changes*~~

(2) Specific alignment of a new street may be altered by the City Engineer upon finding that the street, in the proposed alignment, will carry out the objectives of this chapter to the same, or a greater degree as the described alignment, that access to adjacent and nearby properties is as adequately maintained and that the revised alignment will result in a segment of the Tualatin road system which is reasonable and logical.

(3) The City Council may include additional streets on Figures 11-1 and 11-3~~on Map 75-1~~ through the plan amendment procedure. In addition to other required findings, the City Council must find that the addition is necessary to implement the objectives of this chapter.

Section 3~~3~~4. TDC 75.120, Existing Streets, is amended as follows:

The following list describes in detail the freeways~~, expressways~~ and arterials as defined in TDC 75.030 with respect to access. Recommendations are made for future changes in accesses and location of future accesses. These recommendations are examples of possible solutions and shall not be construed as limiting ~~the~~ City~~'s~~ authority to change or impose different conditions if additional studies result in different recommendations from those listed below.

(1) INTERSTATE 5 (I-5)

I-5 is a State facility and access is controlled by the State.

(2) INTERSTATE 205 (I -205)

I-205 is a State facility and access is controlled by the State.

~~I-5/99W CONNECTOR~~

~~If a Goal exception is granted for the Regional Transportation Plan, the I-5/99W Connector may run from a new interchange near Norwood Road westerly and then northwesterly to Tualatin-Sherwood Road or it may run westerly to Highway 99W south of Sherwood. This roadway is a controlled access highway with possible intersections proposed at the following locations:~~

~~(1) The intersection of Boones Ferry Road and I-5/99W Connector.~~

~~(2) The intersection of Grahams Ferry Road and I-5/99W Connector.~~

~~(3) The intersection of the southern extension of SW 124th Avenue and I-5/99W Connector.~~

~~(4) The intersection of Tualatin-Sherwood Road and I-5/99W Connector.~~

~~If the I-5/99W Connector is constructed in phases, some interim accesses may be provided in accordance with TDC Chapter 75 when the road is a two-lane road. When the road is completed to its design width, it may be necessary to construct sections of a frontage road to provide access to properties along the I-5/99W Connector. This would be mainly in the area between Graham Ferry Road and the Portland and Western (old Burlington Northern) railroad track.~~

(3) PACIFIC HIGHWAY 99W

On the southeasterly side of Pacific Highway 99W access will be provided by Cipole Road, ~~a future street~~ 130th Avenue, 124th Avenue and Hazelbrook Road. ~~Prior to construction of 130th Avenue, interim access in accordance with TDC Chapter 75 may be approved by the City Engi- neer.~~ In addition to 130th Avenue, shared driveway accesses will be allowed between Tax Lots 2S1 21A1800 (Grimm's Fuel, 18850 ~~99W~~Cipole Road) and 1801 (Construction Equipment Company, ~~18550~~ 18650 99W), and Lots 2000 (~~SW Readymix, 18610 99W~~no street address) and 2101 (Anderson Forge ~~and~~ & Machine, 18500 99W)~~, Tax Map 2S121A~~. A shared driveway ac~~-~~cess will also be allowed between 130th Avenue and 124th Avenue. ~~130th Avenue should match~~ up with a re-aligned Pacific Drive on the northwesterly side of 99W. West of Cipole Road and south of Pacific Highway 99W access will be provided by a new street or private drive extending west of Cipole Road across from the proposed Cummins Drive/Cipole Road intersection.

East of 124th Avenue on the southeasterly side of Pacific Highway 99W, property will access onto Tualatin Road or onto Hazelbrook Road. In this area a central access from Pacific Highway 99W consisting of one right-in and one right-out driveway may be allowed. The access point shall be located within the middle one-third of the frontage between 124th Avenue and Hazelbrook Road. The City Engineer shall determine ~~The~~ the final location ~~shall be determined by the City~~ ~~Engineer~~ at the time any portion of either site is developed.

On the northwesterly side of Pacific Highway 99W access will be provided by Cipole Road and Pacific Drive. West of Cipole Road and north of Pacific Highway 99W, access will be provid- ed by ~~SW~~ Pacific Drive. Pacific Drive will be extended as a frontage road toward the 124th Avenue intersection as far as is practicable as determined by the City Engineer. Past that point shared driveways shall be used as determined by the City Engineer. Pacific Drive will be reconfigured to align with 130th Avenue to form a new intersection. From the reconfigured intersection with Pacific Drive and Pacific Highway 99W to 124th Avenue, interim accesses may be approved in accordance with TDC Chapter 75. Between 124th Avenue and the Tualatin River on the north~~-~~westerly side of Pacific Highway 99W existing accesses will remain except as noted below for development or redevelopment due to the median of Pacific Highway 99W these will be limited to right-turn in, right-turn out . Any redevelopment in this area will require that the driveway accesses be consolidated to a minimum number as determined by the City Engineer

(4) TUALATIN-SHERWOOD ROAD

(a) Nyberg Street to Boones Ferry Road:

Access to this section was purchased at the time of right-of-way acquisition. Access will be provided by Martinazzi Avenue and Boones Ferry Road. Notwithstanding other provisions of this Code, a single access onto Tualatin-Sherwood Road shall be allowed along the north side of this section in the block between Martinazzi Avenue and Boones Ferry Road; its exact location and configuration shall be determined by the City Engineer.

(b) Boones Ferry Road to ~~S.W.~~ 89th Avenue:

All access to this property was purchased as part of the right-of-way acquisition. Access shall be limited to right-in, right-out access on the south side at Mohave Court and on the north side ~~opposite~~ kitty-corner or opposite to Mohave Court. Full access shall be prohibited at these locations by means of a median barrier. ~~A new~~An existing

four-way intersection serving ~~SW~~ 89th~~,~~ Avenue~~and~~ Old Tualatin-Sherwood Road, and a driveway of the Hedges Greene retail development~~strip mall~~ (Tax Lot 2S1 23D 2600) ~~shall be~~is located approximately 800 feet west of Boones Ferry Road. ~~This intersec- tion shall be designed in cooperation with Washington County.~~

(c) 89th Avenue to Teton Avenue:

Tualatin-Sherwood Road access shall be limited as follows: On the north side of the road the Emery Zidell Commons Subdivision (Tax Map 2S1-~~23A~~23D) shall have two street accesses lo~~-~~cated at 90th Avenue across from 90th Court and at 95th Place at the west property line. The in~~-~~tersection of 90th Avenue with Tualatin-Sherwood Road shall ~~be~~ remain a four-way intersection. The four-way intersection at the west line of the Emery Zidell Subdivision shall ~~be~~ remain located across from 95th Place on the south side of Tualatin-Sherwood Road.

Between 95th Place and 97th Avenue on the north side of Tualatin-Sherwood Road, the two existing driveways may remain, but limited to right-in, right-out. A cross access will be developed to serve tax lots 2S1 23CA 200, 90000~~500, 501, 600~~, 700, 800, 801, and 900~~, Tax Map 2S123CA~~ for access to 95th Place.

~~At a point 850 feet east of Teton a~~The cul-de-sac street system (of 97th Avenue) ~~will~~ extends north with Potano Street as a stub to the west to ~~pick up~~serve ~~the property behind Premier Indus- trial Park~~Tax Lot 2S1 23CB 100. On the south side ~~Evergreen Business Park~~Tualatin Gardens Subdivision (Tax Lot 2S1 23DA, 1400) shall access onto Old Tualatin-Sherwood Road. Tax Lots 2S1 23DB 00600 and 2S1 23DC 00401~~600, Tax Map 2S1 23DB (9360 Tualatin-Sherwood Road)~~ shall access onto 95th Place. Between 97th Avenue and Teton Road, Tax Lots 2S1 23CC 200 and 300 ~~of Tax Map 2S123CC~~ shall have a joint driveway access,and ~~-~~Tax Lot 400 ~~of Tax Map 2S123CC~~ shall have a cross access to either the joint driveway on Tax Lots 200 and 300 or across access over Tax Lot 500 to Teton Avenue.

A ~~-~~driveway~~, which may become or a cul-de-sac street, will~~ extends ~~-~~south ~~-~~of Tualatin~~-~~Sherwood Road at 97th Avenue. The driveway ~~or cul-de-sac will~~ provides access for ~~the two~~ Tax Lot 2S1 23CD 300 and the six Tualatin Business West ~~(old Pardue) properties~~ Tax Lots 2S123CD 700, 800, 900, 1000, 1100, and 1200 ~~(2S1 23 CD/200, 300)~~ located between 95th ~~-~~Place and the properties to the west fronting ~~SW~~ Teton (2S1 23CC/1100, 1200, 1300). The properties fronting on Teton Avenue ~~will~~ take access from Teton Avenue. The Washington County water quality facility (Tax Lot 2S1 23CC 1000~~2S123CC/1000~~) is permitted the one existing service driveway adjacent to its east property line.

(d) Teton Avenue to Avery Street/112th Avenue:

On the north side of Tualatin-Sherwood Road no new ~~streets or~~ driveways will be constructed and existing driveways will be removed at the time of development or redevelopment. All of the properties will be served by either Manhasset Drive or 112th Avenue. 112th Avenue will connect to Myslony Street. Tax Lot 2S1 22DD 600 (Western Industrial Ceramics ~~(2S1 22D/200~~) shall take access to Manhasset Street. An eastern extension off of the 112th Avenue/Myslony Street connection will terminate at and provide access to ~~the~~ Tax Lot 2S1 22D 600 (Pascuzzi Investment LLC ~~(2S1 22D/600~~) and may provide additional access for Tax Lot 2S1 22DD 100 (UPS ~~(2S122D/301),~~ which has access from the west end of Manhasset Drive ~~properties. The actual align- ments of the 112th Avenue/Myslony Street connection and the eastern extension to the Pascuzzi and UPS properties will be determined at the time the surrounding~~

~~properties are developed.112th Avenue may be constructed over some period of time and will require interim access agreements per TDC 75.090.~~

On the south side of Tualatin-Sherwood Road there will be no new driveways or streets. Development of property east of Tax Lot 2S1 27AA 90000 (Arlington Commons at Tualatin Condo~~-~~miniums)~~Oregon Culvert (2S1 27A/101, 102)~~ on Tualatin-Sherwood Road may be accomplished only with a joint access agreement with ~~Air Liquid~~Lakeside Lumber through ~~the Air Liquid~~ its driveways on Tax Lot 2S1 27AA 2000. ~~The Oregon Culvert property (2S1 27AA/100 and 200)~~Tax Lot 90000~~-~~ shall~~-~~ have~~-~~ one~~-~~ access~~-~~ onto Tualatin-Sherwood~~-~~ Road. Properties~~-~~ between~~-~~ ~~Oregon Culvert~~Arlington Commons at Tualatin and Avery Street on the south side ~~shall be~~are served from ~~SW~~ Avery Street and Avery Court and no driveway~~ or street~~ access will be constructed with Tualatin-Sherwood Road.

(e) Avery Street/112th to Cipole Road:

On the north side of Tualatin-Sherwood Road between 112th Avenue and Cipole Road
the area will be served by the following streets or driveways:

(~~1~~i) An intersection with 115th Avenue approximately 1,100 feet west of the intersection of Tualatin-Sherwood Road and 112th Avenue which will extend north and east to an intersection at 112th Avenue a minimum of 150 feet north of Tualatin-Sherwood Road.

(~~2~~ii) An intersection approximately 1,300 feet east of the intersection of Tualatin-Sherwood Road and 124th Avenue which will extend north and west to an intersection at 124th Avenue approxi~~-~~mately 800 feet north of Tualatin-Sherwood Road.

(~~3~~iii) 124th Avenue.

~~4~~(iv) Cipole Road.

The exact location and configuration of the streets or driveways shall be determined by the City Engineer.

On the south side of Tualatin-Sherwood Road between Avery Street and 120th Avenue the area will be served by the following street system:

(~~1~~v) ~~An~~The intersection with 115th Avenue approximately 1100 feet west of Avery Street.

(~~2~~vi) ~~A~~The street intersection at 120th~~-~~ Avenue, which may be restricted to right-in, right-out movements in the future.

The exact location and configuration of the streets shall be determined by the City Engineer. No driveways will be constructed in this area and existing driveways will be removed. ~~-~~Tax Lot 2S127B 800 (Select Sales ~~(2S1 27B/800~~) shall have a cross access to 115th Avenue.

(5) ~~S.W.~~NYBERG STREET

Tualatin-Sherwood Road to 65th Avenue:

On the south side between Fred Meyer and I-5 Freeway any development shall be served by the Fred Meyer driveway (Tax Lot 2S1 24CA 200 or Urban Renewal Area Block 6) aligned with the K-Mart driveway on the north side and shall not be granted any access to Nyberg Street.

On the east side of I-5 ~~Freeway~~ on the north side of the road ~~between the Sweetbrier Inn and the Trailer Park of Portland, any additional development or redevelopment shall remove existing driveways and~~, the Nyberg Woods shopping center (Tax Lot 2S1 24A 2503) shall be limited to ~~two~~ one signal~~-~~ized street access~~es~~ and one

right-in/right-out access, and the driveway for Forest Rim Apartments (Tax Lot 2S1 24A 2800) and a driveway on the west side of 7035 SW Nyberg Street (2S124A/2505).

On the south side, east of I-5 Freeway of Nyberg Street, west accesses to Texaco may be limited to right-in, right-out. and Tax Lot 2S1 24DB 100 (La-Z-Boy)zyboy access shall be aligned with the Forest Rim Apartments will be relocated to align with the access on the north side of Nyberg Street. The westside Nyberg Retail access may be limited to right-in, right-out. Tax Lot 2S1 24DA 100 (he Meridian Park Veterinary Hospital and 7-11 Eleven) shall share a driveways that aligns with may remain, or be closed or combined if redevelopment occurs, or be changed as needed when the 65th/Nyberg Street intersection is reconfigured. There will be no new additional driveways created in this section of roadway.

(6) 124TH AVENUE

(a) Pacific Highway to Tualatin Road:

Tualatin Road shall intersect with 124th Avenue as a T-intersection approximately 450 feet south of Pacific Highway. No street or driveway accesses on the west side of this intersection will be permitted. No driveway accesses shall be allowed between Pacific Highway 99W and Tualatin Road.

(b) Tualatin Road to Herman Road:

Between Tualatin Road and Herman Road, access to 124th Avenue shall be limited to a street intersection at Leveton Drive. The area west of the 124th Avenue/Tualatin Road intersection and south of Pacific Highway 99W will be served by a cul-de-sac connecting to the westward ex- tension of Leveton Drive. Access to 124th in this section may require the execution of interim agreements per TDC 75.090 to serve properties on the west side of 124th Avenue until the new street system can be constructed to adequately serve all the properties.

(c) Herman Road to Tualatin-Sherwood Road:

On the east side of 124th Avenue between Herman Road and Tualatin-Sherwood Road the area will be served by the following streets or driveways:

1(i) A street intersection at Myslony Street.

2(ii) A street or driveway intersection approximately 800 feet south of the Myslony Street/124th Avenue intersection extending east with an alternative to extend north to connect with Myslony Street a minimum of 150 feet east of 124th Avenue. Access may be limited to right in/right out as determined by the City Engineer.

3(iii) A street or driveway intersection approximately 800 feet north of the intersection of Tualatin-Sherwood Road and 124th Avenue extending east and south to an intersection at Tualatin-Sherwood Road across from 120th Avenue. The exact location and configuration of the streets and driveways shall be determined by the City Engineer.

On the west side of 124th Avenue between Herman Road and Tualatin-Sherwood Road the area will be served by the following streets or driveways:

1(iv) A driveway across from Myslony Street.

2(v) A street or driveway intersection approximately 800 feet north of the intersection of Tualatin-Sherwood Road and 124th Avenue. The exact location and configuration of the streets or driveways shall be determined by the City Engineer.

(d) Tualatin-Sherwood Road to Tonquin Road and/or a future I5/99W Connector: Between Tualatin-Sherwood Road and Tonquin Road and/or a future I5/99W Connector, ac- cess to 124th Avenue shall be limited to street intersections at Blake Street and

the unnamed east-west collector street. Depending on when this segment of 124th Avenue is constructed, ~~and where and when the I-5 to 99W C~~onnector is constructed, a (possibly interim) connection to Tonquin Road may also be provided.

(7) LOWER BOONES FERRY ROAD

(a) Boones Ferry Road to Childs Road:

On the south side of the road, Tax Lot 2S1 24AB 800 ~~the~~ (Club Sport Oregon ~~property (old Costco site)) (2S124AB, 800) (18120 SW Boones Ferry Road)~~ shall have its access located at its east property line. This access shall be combined with the access of the Mt. Hood Chemical Building ~~(the old Chadwick building)~~ (Tax Lot 2S1 24A~~B~~ 700) at its west property line into one joint access.

On the north side of the road is a small lot (Leageld Development; Tax Lot ~~)~~ (2S1 13DC 2000) ~~whose~~ the driveway of which shall line up with the intersection of Childs Road and Lower Boones Ferry Road.

(b) Childs Road to I-5 Freeway:

On the south side of the road the existing driveways may be allowed to remain. No new driveways will be permitted. ~~If the properties change to another Planning District, the number and location of the accesses may need to be changed. The property at the northeast corner of Lower Boones Ferry Road and Childs Road, (Foursquare Church) shall take its access off of Childs Road. The Billygan's Roadhouse (2S113DC/700 & 800) shall share an access with 2S113DC/1100.~~

On the north side of the road, the existing driveways may be allowed to remain. No new driveways will be permitted. ~~The Robertson/Bioremediation lots (2S113DC/ 1800 & 1900) shall share a driveway. The Robinson Property (old Directors Furniture site) east of the Schneider Truck Terminal (the old Ryder Truck rental facility) (2S1 13DC/1000) shall align its driveway with the driveway immediately across Lower Boones Ferry Road on the south side. The Barbara Johnson property (2S1 13DC/501) shall share an access and may be limited to right-in, right-out. The CarQuest site (2S113DC/501) shall take access off of Hazel Fern Road.~~

(c) I-5 Freeway northerly to Bridgeport Road:

On the west side, Hazel Fern Road shall intersect with Lower Boones Ferry Road, as Traveller's Lane. ~~The Village Inn's (2S113DB/1200 & 1300) access may remain. If the site is re- developed, access shall be determined by the City Engineer. .Shilo Inn (2S1 13DB 1400) shall access off of Hazel Fern Road.~~

~~—~~On the east side, the Tri-Met park and ride shall be permitted two driveway accesses as determined by the City Engineer.

(d) 72nd Avenue to the east City limits:

On the north side access shall be permitted only by 65th Avenue and 63rd Avenue and a right-in, right-out driveway between 65th and 63rd Avenues. Between 63rd Avenue and the east City limits the properties fronting Lower Boones Ferry Road shall take access from 63rd Avenue.

On the south side access shall be permitted at 65th Avenue. Between 65th Avenue and the east City limits no new accesses shall be permitted. A median may be constructed to limit access to right-in, right-out.

(8) BOONES FERRY ROAD

(a) North City Limits to the Tualatin River:

All existing driveways will remain. No new driveways will be permitted.

(b)Tualatin River to Tualatin Road:

Between the River and Martinazzi Avenue on the south side, the access for the apartments (Tax Lot 2S1 24B/ 1500) will be closed and converted over to the Loop Road. The Loop Road ~~may~~ will have a right-in, right-out connection to Boones Ferry Road between the river and Martinazzi Avenue. On the south side of Boones Ferry Road between Martinazzi Avenue and the driveway for the White Lot (~~old~~ formerly Lot C), any development or redevelopment shall take access over the White Lot or from Martinazzi Avenue. Between the White lot and 84th Avenue, all properties shall have combined accesses resulting in only one access on Boones Ferry Road. Between 84th Avenue and Tualatin Road on the south side, any redevelopment shall result in no driveways onto Boones Ferry Road and access shall be taken from 84th Avenue or Seneca Street.

On the north side ~~the Baranzano~~ (Tax Lots 2S1 24BC/ 1301 and~~;~~ 1400 ~~(known for the defunct River House project through applicant Baranzano and owned by CSB LLC)~~ and ~~Bray~~ Tax Lot ~~(~~2S1 24B/ 1300 (Apartments by Hedges Creek; Kaplan) ~~properties~~ shall combine their driveways at a location to be determined by the design of the Martinazzi Avenue-Boones Ferry Road inter-section. ~~T~~Further the ~~Baranzano River House~~ and Kaplan Apartments by Hedges Creek ~~(formerly Greulich) (2S1 24BC/1300)~~ properties shall combine their access into one on Lot 1300 across from the White lot's driveway. Between the Green (~~old~~ former Lot G ~~lot~~) and Blue (~~old~~ former Lot H ~~lot~~) ~~lots~~Lots, any redevelopment of these properties shall remove the existing driveways and take access from the public parking lots from a cross access between the two public lots. Be-tween the Blue ~~lot~~ Lot and Tualatin Road any development or redevelopment shall have access off of Tualatin Road at the north edge of the property or over the Blue ~~lot~~Lot.

(c) Tualatin Road to Tualatin-Sherwood Road:

On the west side of this road is the Portland ~~and~~ & Western ~~(old Burlington-Northern) railroad~~ Railroad (PNWR) tracks. There will be no access to Boones Ferry Road across the ~~Portland and Western~~PNWR tracks except an access for a public street to the west side of the railroad tracks, centered on the centerline of Nyberg Street. The existing two driveways to ~~the Pratt-Broome~~ (Tax Lot 2S1 23D ~~/2~~3400 (Sweek House also known as Willowbrook) ~~property~~ shall be closed and ac-cess taken over Tax Lot 2S1 23D 2600 (~~the~~ Hedges Greene ~~R~~retail development~~strip mall~~) to Nyberg Street. On the east side of this road, all redevelopment shall lead to elimination of all driveways onto Boones Ferry Road. Vehicular access to Boones Ferry Road in this section shall be limited to the Seneca Street intersection and Nyberg Street intersection. This will require inter-im access agreements per TDC 75.090.

(d) Tualatin-Sherwood Road to Sagert Street:

On the west side, all existing driveways will be allowed to remain. On the frontage of the property of the demolished historic ~~former Old~~ Tualatin ~~Elementary~~ Grade School ~~property~~ (Tax Lots 2S1 23DD 500 and 501, ~~frontage (2S123DD 500),~~ a new local street intersection is allowed on ~~SW~~ Boones Ferry Road that connects to a future public street on the Old Tualatin Elementary School property that extends north from ~~SW~~ Sagert Street in the approximate alignment of ~~SW~~ 90th Avenue. The new local street intersection may be located approximately 500 ft. north of the intersection with ~~SW~~ Sagert Street. Tax Lot 2S1 23DA 100 (~~The Tualatin Center~~unnamed ~~strip mall~~ retail development at the intersection with Warm Springs Street~~property (the old~~

~~Galloway site) (2S1 23DA/100)~~ ~~(19401-19417 Boones Ferry Road~~) will have one access aligned with Warm Springs.

On the east side, the ~~old McDonald's~~ driveway of McDonalds (Tax Lots 2S1 24CB 1201, 1301, and 1400) was closed and shall remain closed ~~(2S1 24CB/1201)~~. Any additional development on the Brock property (2S1 24CB/2100) shall result in closure of this driveway to Boones Ferry Road. Any ad~~-~~ditional development on ~~the Ziedman property (~~Tax Lot 2S1 24CB~~/~~ 2200 (Tualatin West Center retail development~~strip mall~~) shall result in closure of this driveway to Boones Ferry Road. Between Warm Springs Street and Tualatin-Sherwood Road, as an option to closing the driveways at Brocks, and Tualatin West Center~~Ziedmans~~, it may be permissible to construct a raised median barrier or other im~~-~~provements in Boones Ferry Road in this section to physically eliminate left turning movements, thus limiting all these driveways to right turn in, right turn out. Any redevelopment of the residential property between Mohawk and Sagert on the east side of Boones Ferry Road shall be accomplished in such a manner that the ultimate access to this area is from a street off of Sagert Street at its intersection with 86th Avenue. This may require interim agreements in accordance with TDC 75.090. All existing driveways in this area will be allowed to remain so long as the use of the property does not change.

(e) ~~Boones Ferry Road south of~~ Sagert Street to Avery Street:

The existing driveways will be allowed to remain. Any redevelopment of any residential property between Sagert and Avery shall result in no additional driveways being constructed in this area

(f) Avery Street to Ibach Street:

South of Avery Street, the Sund~~a~~e Meadows Subdivision and Tualatin Presbyterian Church (Tax Lot 2S1 26AC~~,~~ 301) ~~(9230 Siletz Drive)~~ shall access Boones Ferry Road via Siletz Drive. One additional street or private drive (Cherry Lane) will be provided for the ~~Boones Ferry Condos~~ ~~(2S1 26AC Supplemental~~Boones Ferry Commons Condominiums (Tax Lot 2S1 26CA 90000).

(g) Ibach Street to Norwood Road:

Development of these residential properties shall result in no more than two driveway accesses for Tualatin High School, one emergency access with no curb cut for Graham's Landing Townhomes Condos (~~SW Corner of Boones Ferry and Ibach~~Tax Lot 2S1 35BA 90000) and only street intersections for other properties. All street intersections on Boones Ferry Road between Ibach and Norwood shall be spaced a minimum of 500 feet apart.

(9) 65TH AVENUE

(a) Nyberg to Borland:

There will be no new additional driveways.

(b) Borland Road to ~~Sagert Street~~south city limits:

~~There will be no new driveways.~~ A street connection will be constructed across from Sagert Street to serve property to the east of 65th Avenue. ~~How will we serve~~ Tax Lot 21E 30B~~/~~ 700~~? They only have frontage on 65th & 1-205~~ will be allowed one driveway onto 65th Avenue in a location determined by the City Engineer.

(10) BORLAND ROAD

(a) Between 65th and the Entrance to Bridgeport School:

In this section of roadway, as the residential properties develop, all accesses to Borland shall be limited to street intersections. These street intersections shall be spaced a minimum of 500 feet apart. All development in this area shall be interconnected so there are no dead-end entrances from Borland Road.

(b) Bridgeport School Entrance to Saum Creek:

As the residential properties develop, all accesses to Borland shall be limited to street intersections. These street intersections shall be spaced a minimum of 500 feet apart. All development in this area shall be interconnected so there are no dead-end entrances from Borland Road. Access to Prosperity Park Road is allowed.

(11) BRIDGEPORT ROAD

(a) 72nd Avenue to the West City Limits:

On the north side, the existing driveways will be allowed to remain. No new driveways will be permitted. ~~the Durham Quarry (2S113DB/100) access will be limited to three driveways. Two driveways shall align across from Hazel Fern Road and the REI driveway and the final driveway location at the southwest corner of the site shall be determined by the City Engineer. As part of the Durham Quarry development Finday Street in the City of Durham at the northwest corner of the site may be an access to the site.~~

On the south side the existing driveways will be allowed to remain. No new driveways will be permitted. ~~between Lower Boones Ferry Road and Hazel Fern Road no driveway access shall be permitted. From Hazel Fern to the City limits, A-1 Coupling (2S113DB/701) shall take access from Hazel Fern Road. The undeveloped property (2S113DB/600) shall have a joint access with REI (2S113DB/500). Bridgeport Office (Tax Lot 2S1 13DB/ 400) and the driveway easement for Tax Lot 2S1 13DB/ 401 shall combine driveways.~~

(12) 72ND AVENUE

(a) Bridgeport Road to North City Limits:

The existing driveways will be allowed to remain. No new driveways will be permitted. ~~On the east side no street or driveway access shall be permitted. Access to the Tri-Met Park and Ride shall be provided from a new driveway access serving the Borders Book development in the City of Tigard. On the west side no street or driveway access shall be permitted. Access to 72nd from the Durham Quarry development will be in the City of Tigard~~

(13) MARTINAZZI AVENUE

(a) Boones Ferry Road to Seneca Street:

On the west side, any redevelopment on the ~~Doyle (old Silvey)~~ Haberman and Sopft Touch Dentistry property (2S1 24BC~~/~~ 1500~~,~~ and 1503) or the ~~Halstin (old post office unnamed strip mall~~retail development property with corner tenant Umpqua Bank ~~)~~ (2S1 24BC~~/~~ 1502) shall result in combining these two driveways into one driveway on Martinazzi Avenue, or the Halstin ~~strip mall~~ retail development property shall take access from the White ~~public parking~~ ~~l~~Lot (~~old~~ former Lot C) to Boones Ferry Road.

On the east side the existing driveway shall be removed and access shall be taken off of the Loop Road.

(b) Seneca Street to Nyberg Street:

No driveways shall be permitted. The raised center median prohibiting left turns in this area shall remain until driveways are removed. On the west side on Tax Lot 2S1 24BC 2702 ~~the~~ (Wells Fargo Bank), the driveway shall be removed and access taken from Seneca Street or Nyberg Street. On the east side the driveway for Tax Lot 2S1 14B~~/~~ 2000 (Tualatin Center ~~strip mall~~ retail development Building 1) shall be removed and access taken from the Loop Road or Nyberg Street.

(c) Nyberg Street to Tualatin-Sherwood Road:

There shall be no access to Martinazzi Avenue.

(d) Tualatin-Sherwood Road to Warm Springs Street:

The only access shall be the existing Fred Meyer/Martinazzi Square driveway intersection.

(e) Warm Springs Street to Sagert Street:

There shall be no additional access granted. The only street intersection will be Mohawk Street.

(14) TUALATIN ROAD

(a) Boones Ferry Road to ~~Hall Boulevard Extension~~Chinook Street:

On the west side is the Portland ~~and~~ & Western ~~railroad~~ Railroad (PNWR) tracks ~~(the old Bur- lington Northern tracks).~~ There will be no access to Tualatin Road across the tracks.

On the east side a driveway access may be permitted for undeveloped Tax Lot 2S1 24BC~~/~~ 300. The existing driveways for Tax Lots 2S1 24BC~~/~~ 100 ~~&~~ and 200 (Tualatin Community Park) may remain.

~~Hall Boulevard Extension to Chinook Street:~~

On the north and east side no new driveway access shall be permitted. Redevelopment shall require access to be taken from 84th Avenue or Cherokee Street.

On the south and west side, no new driveway accesses shall be permitted. Access related to redevelopment of 2S123~~/~~ 100 shall be determined by the City Engineer.

(b) Chinook Street to Herman Road:

No new driveway accesses shall be permitted. On the north side any development or redevelopment of the Tualatin Country Club (2S1 14D~~/~~ 500) shall require a street or driveway connection aligning with 90th Avenue. Redevelopment of Tax Lots 2S1 23BA~~/~~ 2403 or ~~2S123BA/~~4800 shall require access to Cheyenne Way connecting to Tualatin Road.

On the south side of this road is the Portland ~~and~~ & Western ~~railroad~~ Railroad (PNWR) tracks~~(old SP tracks)~~. There will be no access to Tualatin Road across the tracks except for 90th Avenue and the ~~Durametal~~ (Tax Lot 2S1 23BD~~/~~ 800 (multi-tenant industrial building) driveway.

(15) SAGERT STREET

(a) Martinazzi Avenue to 65th Avenue

No new driveways or streets shall be allowed, except the City Engineer may allow one driveway from the SE corner lot of Sagert and Martinazzi. This driveway may be restricted to right-in, right-out.

~~HALL BOULEVARD~~

~~Tualatin Road to North City Limits:~~

~~No driveway access shall be allowed to the Hall Boulevard extension. A street connection shall be made for the Lower Boones Ferry Road/Tualatin Road extension.~~

(16) LEVETON DRIVE

(a) 1~~1~~08th Avenue to 1~~0~~18th Avenue:

On the north side of Leveton Drive, JAE (2S122B~~/~~ 200) shall align a driveway across from 118th Avenue and be permitted a second driveway approximately 50 feet from their east property line. Novellus (2S122AA~~/~~ 500 and 2S122AB~~/~~ 100) shall be permitted three driveways located approximately 25 feet and 950 feet from the west property line for Tax Lot 100 and 600 feet west of 108th Avenue for Tax Lot 500.

On the south side, Phight Inc. (2S122~~/~~ 300) shall be allowed a driveway aligned with the west Novellus (2S122AB~~/~~ 100) driveway and a driveway adjacent to their east property line. Fujimi (2S122~~/~~ 400) shall be allowed a driveway adjacent to their west property line and east property line. Tofle (2S122AD~~/~~ 400) shall be allowed a driveway aligning across from the Novellus (2S122AA~~/~~ 500) driveway and a second driveway approximately 260 feet west of 108th Avenue.

(b) 118th Avenue to 124th Avenue:

The existing driveways will be allowed to remain. No new driveways will be permitted.~~We need to write any new access management standards for this section that was upgraded to an arterial.~~

(17) 108TH AVENUE

(a) Leveton Drive to Herman Road:

On the west side, Tofle (2S122AD~~/~~ 400) shall take access from Leveton Drive. The undeveloped property (2S122AD~~/~~ 500) shall be allowed one driveway onto 108th Avenue. The old Shults Clearwater site (2S122AD~~/~~ 800) and then Northwest Pipe and Metal Fab (2S122AD~~/~~ 600 ~~&~~and 700) shall provide a joint driveway access. The Wahco Inc. property (2S122AD~~/~~ 900) shall take access from Herman Road.

On the east side, the DOT Inc.~~.~~ site shall have a driveway that aligns with Leveton Drive. The City Operations Center (2S122AD~~/~~ 200 ~~&~~and 300) will be permitted two driveways at locations to be determined by the City Engineer.

(18) HERMAN ROAD

(a) ~~108th~~Teton Avenue to ~~Teton~~108th Avenue:

On the north side~~,~~ the existing driveways will be allowed to remain. No new driveways will be permitted. ~~the City Operations Center (2S122AD/200 & 2300) will be permitted one driveway ap- proximately midpoint along their Herman Road frontage.~~ Airifco (2S123B~~/~~ 600) will be permitted one driveway adjacent to their west property line.

On the south side is the Portland ~~and~~ & Western ~~railroad~~ Railroad (PNWR) tracks ~~(the old SP tracks)~~. There will be no access to Herman Road across the tracks except for a shared driveway between the Kem Equipment (2S122AD~~/~~ 800) and Marshall Property (2S122AD~~/~~ 1000) located on the common property line. The Marshall Property (2S123BC~~/~~ 1000) shall take access from Teton Avenue.

(b) ~~Teton~~108th Avenue to 1~~2~~418th Avenue:

On the north side the existing driveways will be allowed to remain. No new driveways will be permitted.~~We need to write any new access management standards for this section that was upgraded to an arterial.~~

On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks.
(c) 118th Avenue to 124th Avenue:
On the north side the existing driveways will be allowed to remain. No new driveways will be permitted.
On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks.
(~~c~~d) 124th Avenue to Cipole Road:
On the north side the Rayborn properties (2S121DC 800 & 900) shall shall combine driveways and take access from the private drive aisle to the west. (2S121D 600) will be allowed to maintain their existing driveway.
On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks. The Rayborn property (2S121DC 801) shall locate their driveway to align with the private drive aisle on the north.
~~We need to write any new access management standards for this section that was upgraded to an arterial.~~

(19) 90TH AVENUE
(a) Tualatin Road to Tualatin-Sherwood Road:
- The existing driveways will be allowed to remain. No new driveways will be permitted.

(20) AVERY STREET
(a) Teton Road to Tualatin-Sherwood Road:
- The existing driveways will be allowed to remain. No new driveways will be permitted.

(21) TETON AVENUE
(a) Tualatin Road to Herman Road:
- The existing driveways will be allowed to remain. No new driveways will be permitted
(b) Herman Road to Tualatin-Sherwood Road:
- The existing driveways will be allowed to remain. No new driveways will be permitted.
(c) Tualatin-Sherwood Road to Avery Street:
- The existing driveways will be allowed to remain. No new driveways will be permitted.

~~LOWER BOONES FERRY ROAD EXTENSION WEST TO TUALATIN ROAD~~
~~Boones Ferry Road to Tualatin Road:~~
~~Driveway or street locations during redevelopment of the properties west of Boones Ferry Road and east of the river shall be determined by the City Engineer. A street connection shall be at the Hall Boulevard extension. Driveway or street access for properties along Chinook Street will be determined by the City Engineer at the time of development or redevelopment.~~

Section 34~~5~~. TDC 75.140, Access Management for Collectors, is amended as follows:

Title: ~~Access Management for~~ Collector~~s~~ Streets.

(b) Minor Collectors. ~~Except for collectors designated Cs&p and Cs&2p, d~~Direct access from newly constructed single family homes, duplexes or triplexes shall not be

permitted. ~~Ex- cept for collectors designated Cs&p and Cs&2p, a~~As minor collectors in residential areas are fully improved, or adjacent land redevelops, direct access should be relocated to the nearest local street where feasible.

(c) If access is not able to be relocated to the nearest local street, the City Engineer may al~~–~~low interim access in accordance with 75.090 of this chapter to provide for the eventual implementation of the overall access plan.

Section 3~~5~~6. TDC 75.200, Street Design Standards, is deleted as follows:

~~(1) Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, and safety. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.~~

~~(2) The proposed street design standards are shown in Figures 74-A through 74-G. The typical roadway cross sections comprise the following elements: right-of-way, number of travel lanes, bicycle and pedestrian facilities, and other amenities such as landscape strips. The B-skinny typical street section shows a 46-foot right-of-way with a 4-foot plant strip, but it also could be a 50-foot right-of-way with a 6-foot plant strip. These figures are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets. Table 74-1 presents the standards in tabular form. As more than one standard may exist for a given functional class, TDC Chapter 11, Figure 11-1 indicates the standard assigned to each roadway segment.~~

~~(3) Where a variable sidewalk width is shown for a particular facility, the greater width is used for sidewalks within the pedestrian district shown on TDC Chapter 11, Figure 11-4, and for sidewalks along streets with potential transit service shown on TDC Chapter 11, Figure 11-6. The greater width may also be appropriate for sidewalks adjacent to significant pedestrian generators such as schools.~~

~~(4) In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 74-A through 74-G to allow for modifications to the standards when deemed appropriate by the City Engineer to address fish and wildlife habitat.~~ [Ord. 1224-06, §38, 11/13/2006].

Section 3~~6~~7. Figures, Maps and Tables, are amended as follows:

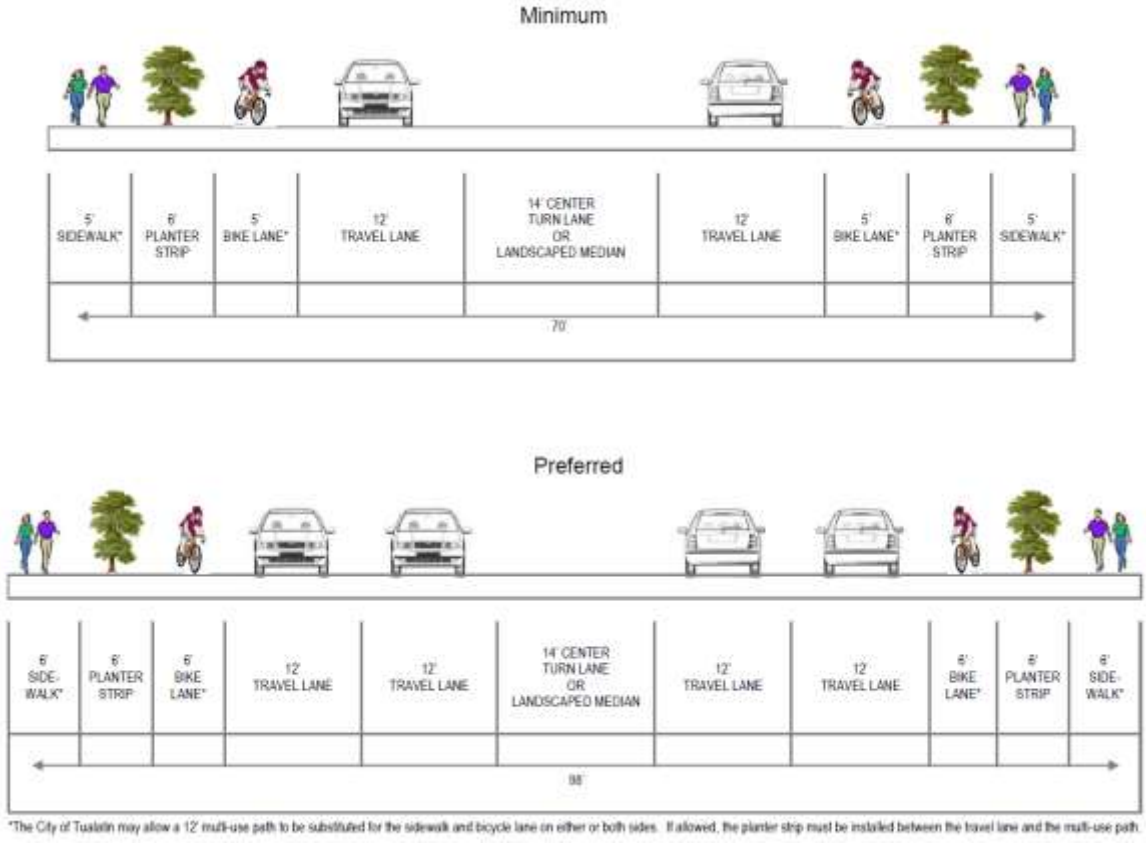
Figure 11-1, Functional Classification and Traffic Signal Plan, is replaced and combined with former Figure 11-10 Traffic Signal Plan.
Figure 11-2, Metro Regional Street Design System, is unchanged.
Figure 11-3, Local Street Plan, is updated.
Figure 11-4, ~~Tualatin~~ Bicycle and Pedestrian System ~~Plan~~, is replaced and combined with former Figure 11-5 Tualatin Bicycle Plan.
Figure 11-5, Tualatin ~~Bicycle~~ Transit Plan~~System~~, former Figure 11-5, Tualatin Bicycle Plan, is replaced with the Tualatin Transit Plan.
Figure 11-6, ~~Tualatin Transit Plan~~Freight Routes, is replaced.
~~Figure 11-7, Tualatin Truck Routes~~, is replaced and renumbered as Figure 11-6.
~~Figures 11-8a through 11-8d, Financially Constrained TSP Projects,~~ are deleted.
Figure 11-9, Priority TSP Projects, is deleted.

~~Figure 11-10, Traffic Signal Plan,~~ is deleted and the information is included on Figure 11-1.
Figures 74-2A through 74-2~~F~~G, Street Design Standards, are added.
~~Figures 75-2A through 75-2G, Recommended Street Design Standards,~~ are deleted.

~~Map 75-1, Access Management,~~ is deleted.

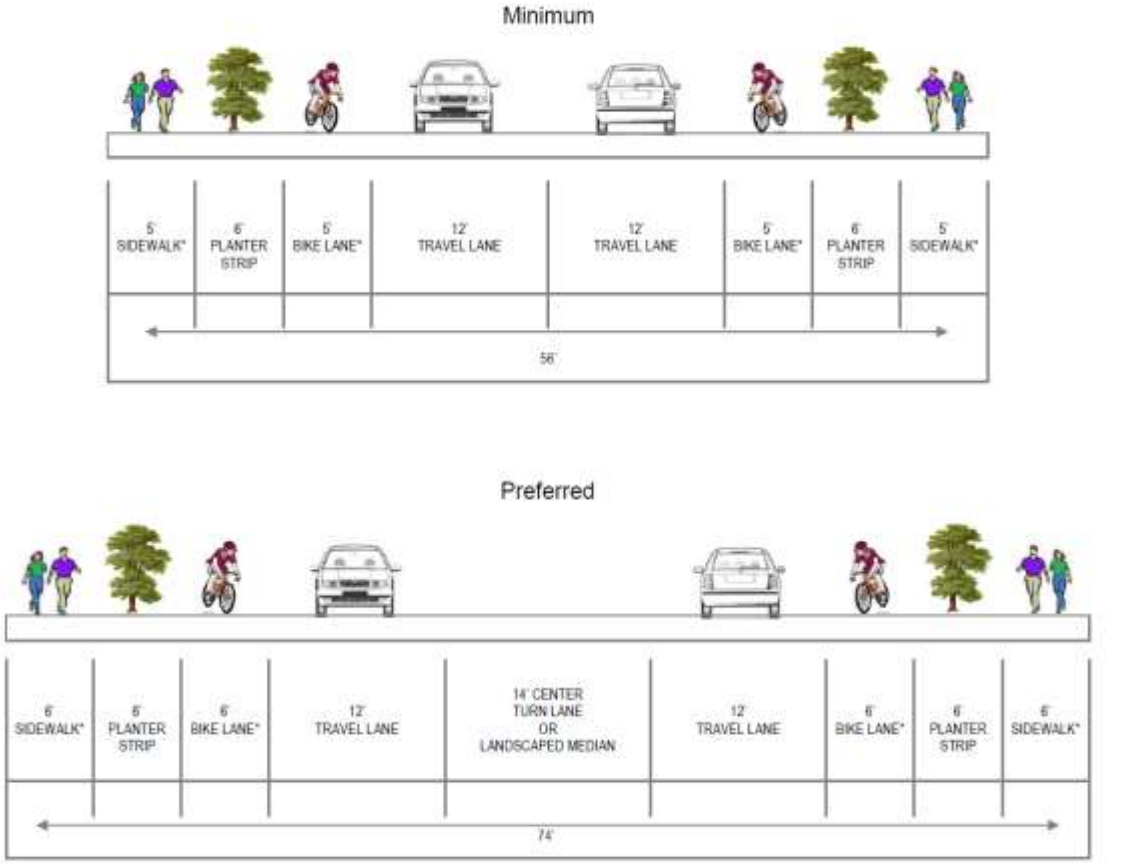
Table 11-1, Tualatin Functional Classification Descriptions, is replaced.
~~Table 11-2, Street Functional Classification Summary,~~ is deleted.
~~Table 11-3, Transportation Improvement Program Summary,~~ is deleted.
~~Table 11-4, Projects Unfundd or Reuquiring New Funding Sources,~~ is deleted.
~~Table 75-1, Functional Classification Design Standards Summary,~~ is deleted.

Figure 74-2A . Street Design Standards, Major Arterial



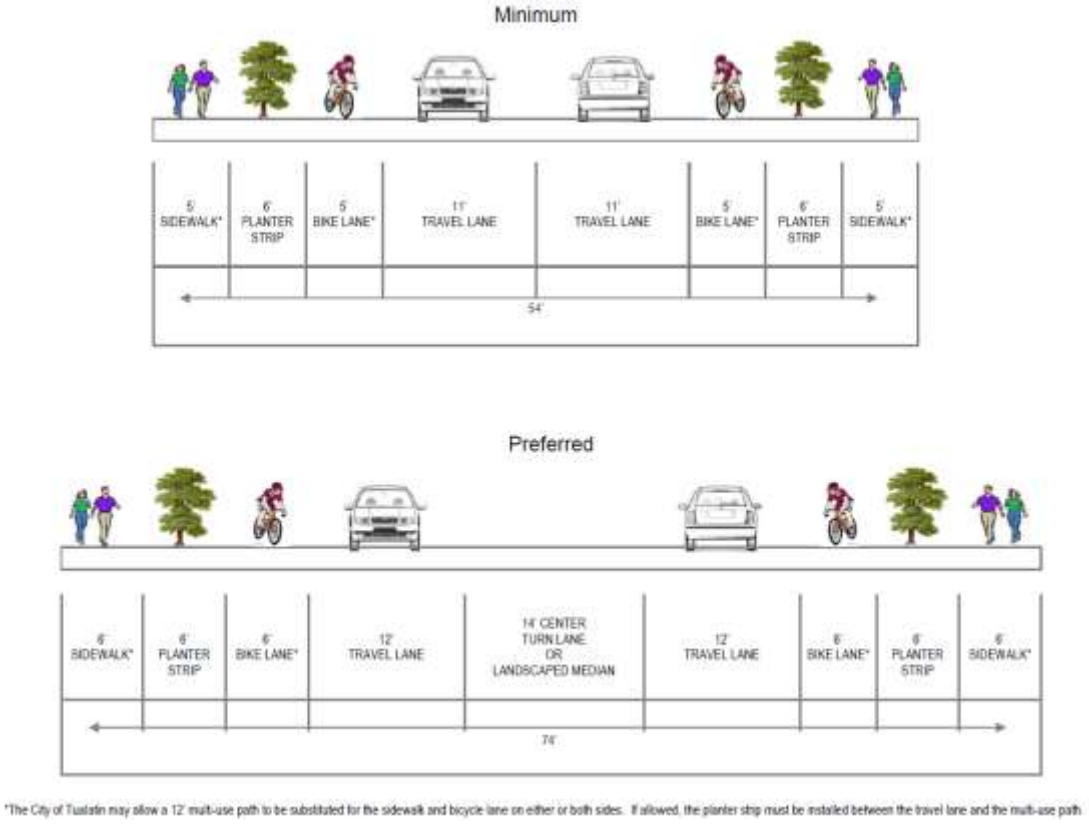
*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 74-2B . Street Design Standards, Minor Arterial



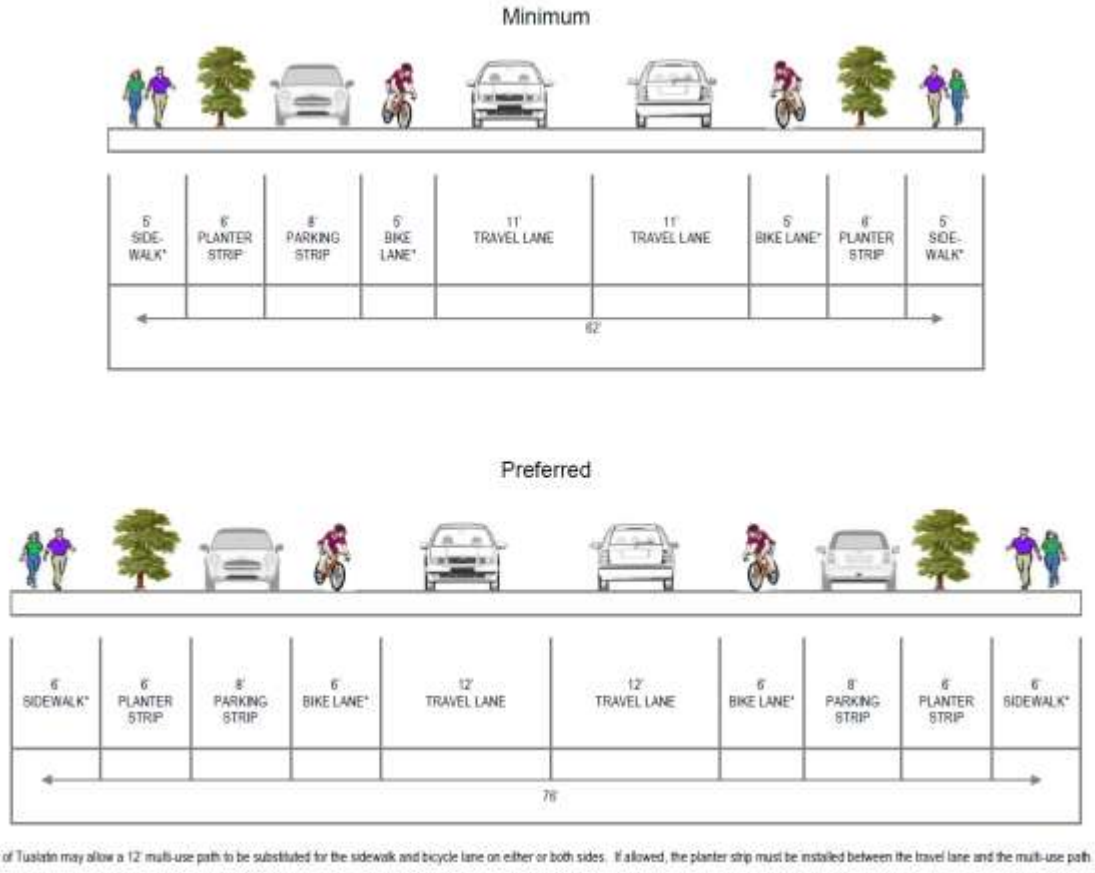
*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 74-2C . Street Design Standards, Major Collector



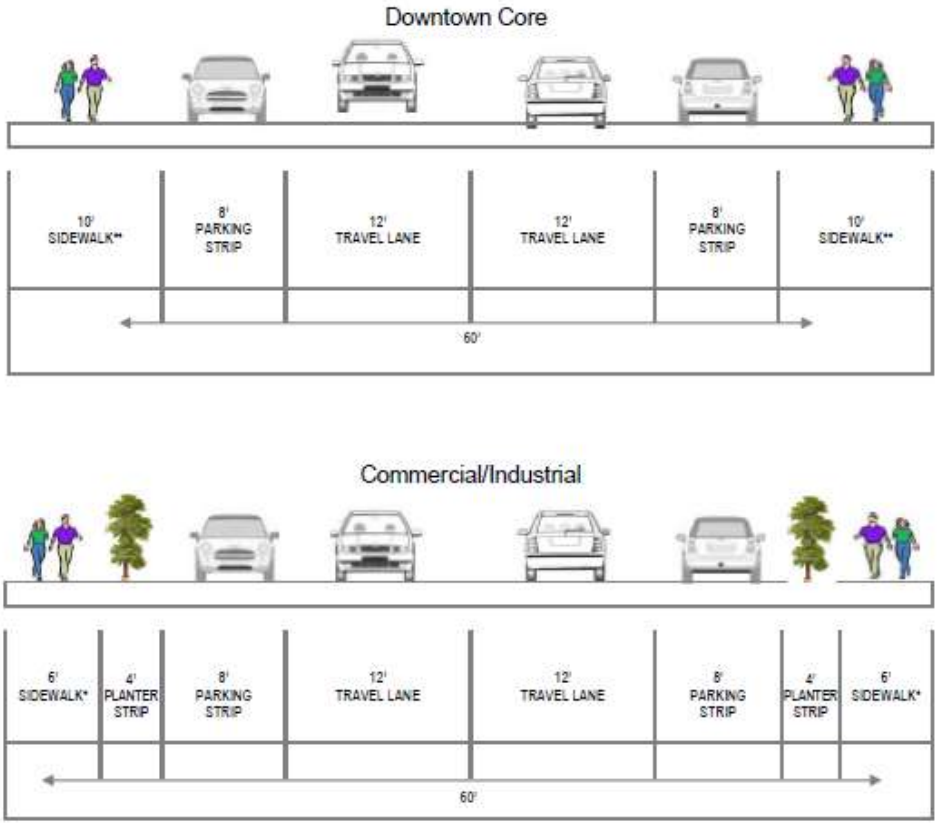
*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 74-2D . Street Design Standards, Minor Collector



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 74-2E . Street Design Standards, Connector



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.
**Sidewalks on the downtown connector roads have 5 x 5' tree grates instead of planter strips.

Figure 74-2F . Street Design Standards, Local

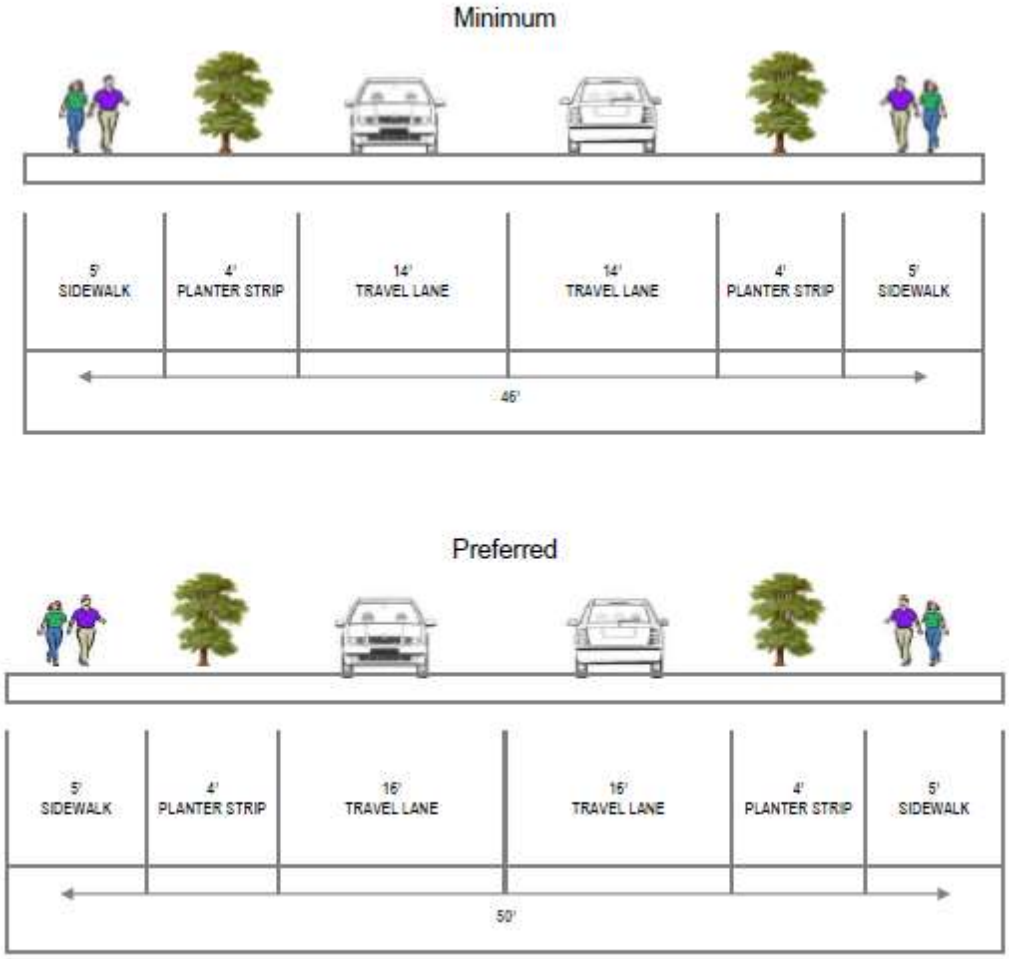
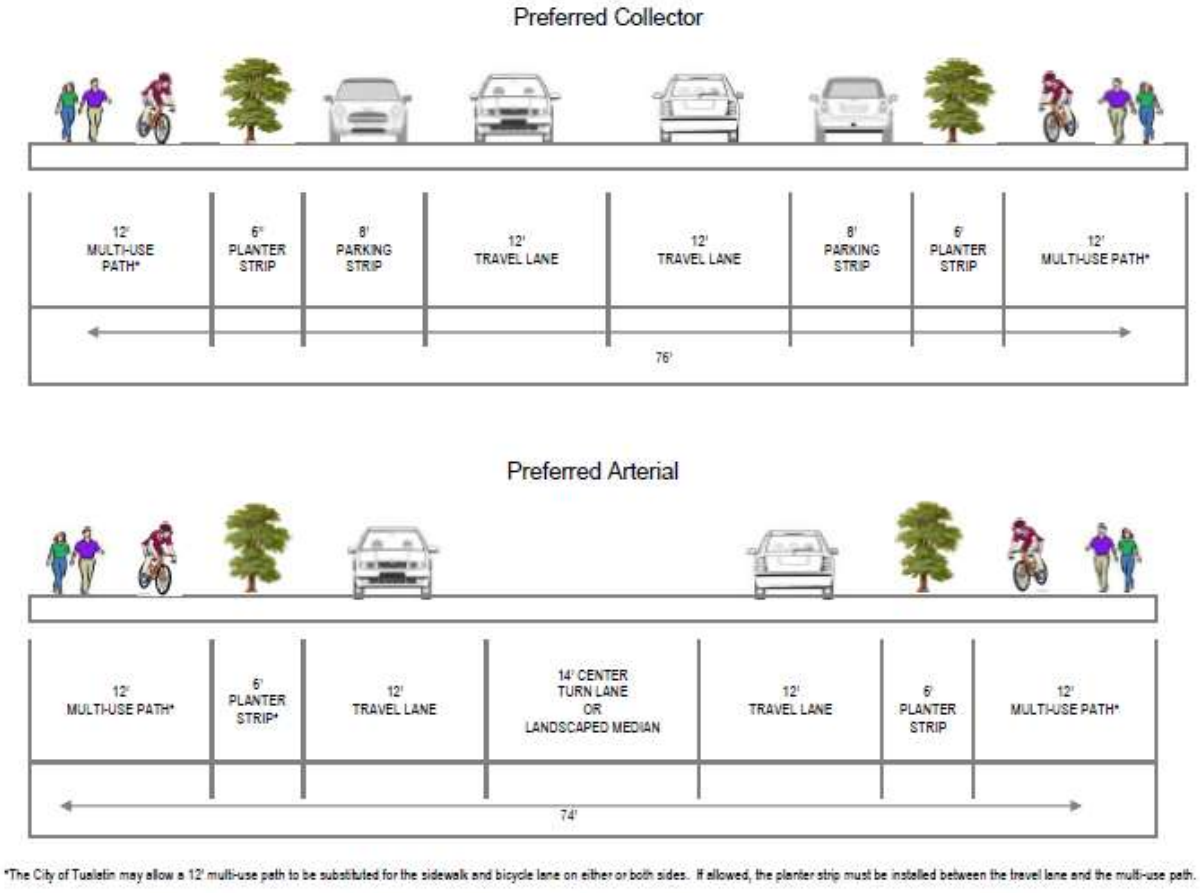


Figure 74-2G . Street Design Standards, With Multi-Use Path

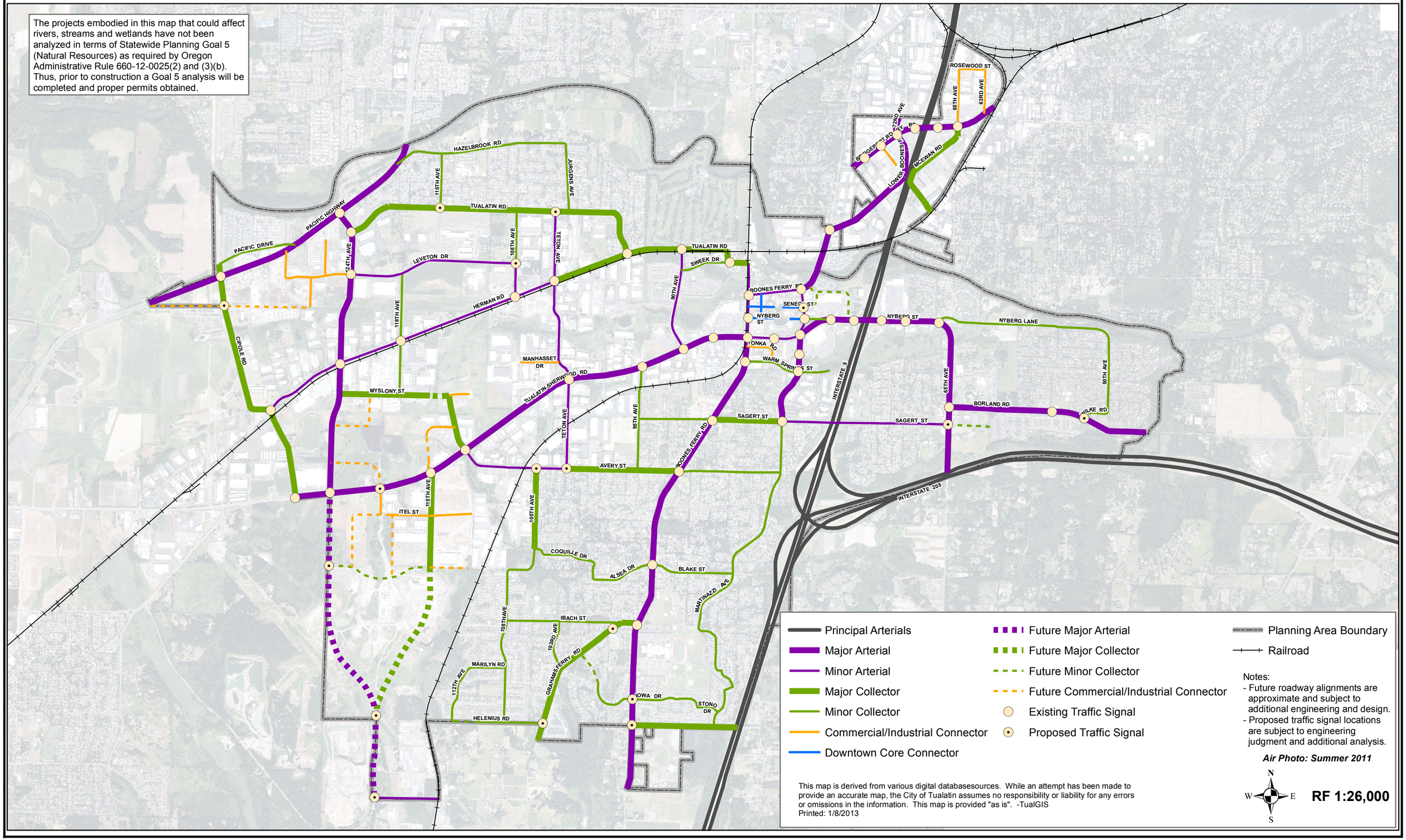


*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 11-1: Functional Classification and Traffic Signal Plan

TUALGIS

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



- Principal Arterials
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Commercial/Industrial Connector
- Downtown Core Connector
- Future Major Arterial
- Future Major Collector
- Future Minor Collector
- Future Commercial/Industrial Connector
- Existing Traffic Signal
- Proposed Traffic Signal
- Planning Area Boundary
- Railroad

Notes:
- Future roadway alignments are approximate and subject to additional engineering and design.
- Proposed traffic signal locations are subject to engineering judgment and additional analysis.

Air Photo: Summer 2011

N W E S

RF 1:26,000

Figure 11-2: Metro Regional Street Design System

TUALGIS

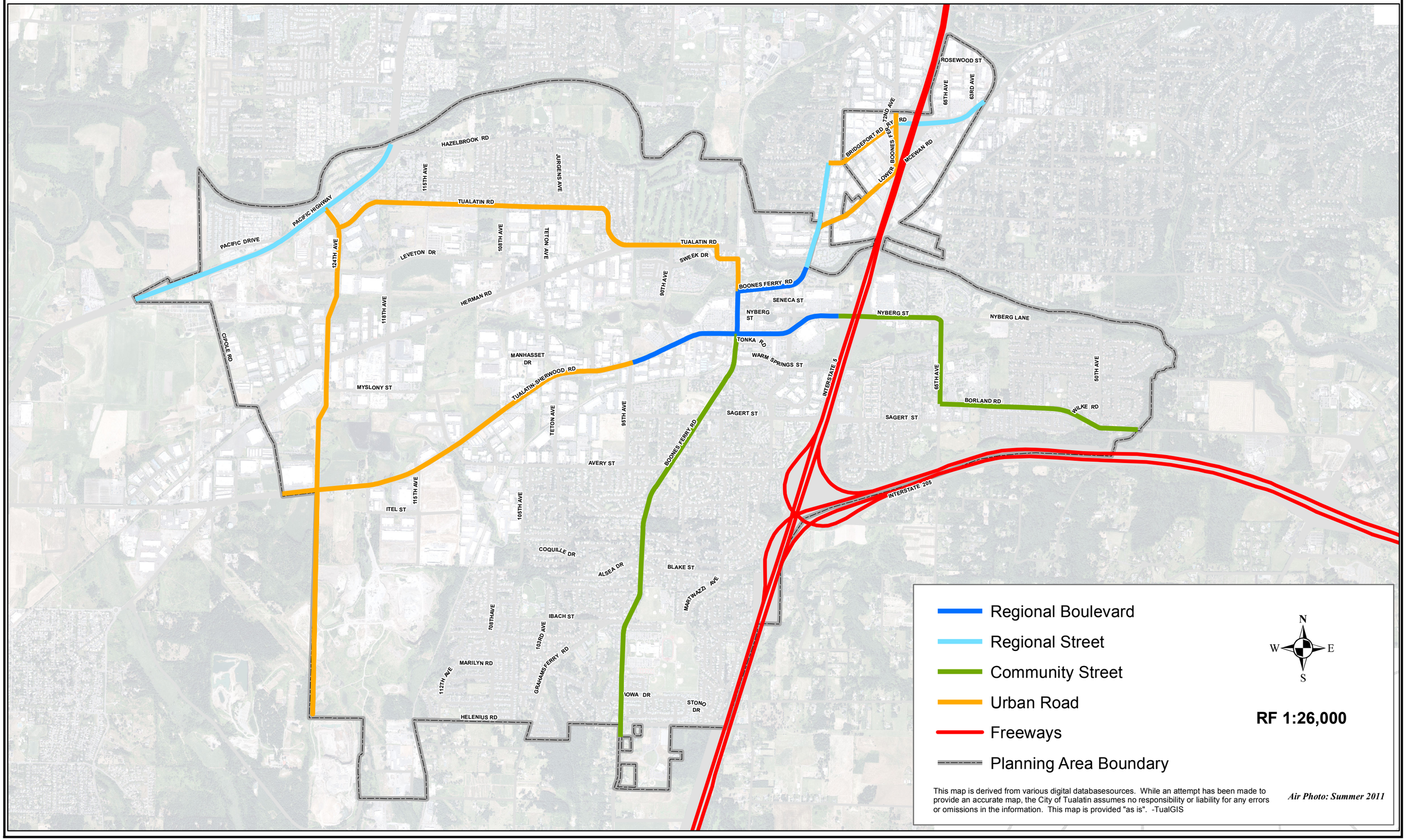


Figure 11-3: Local Street Plan

Minor Collector

Local Street Connection

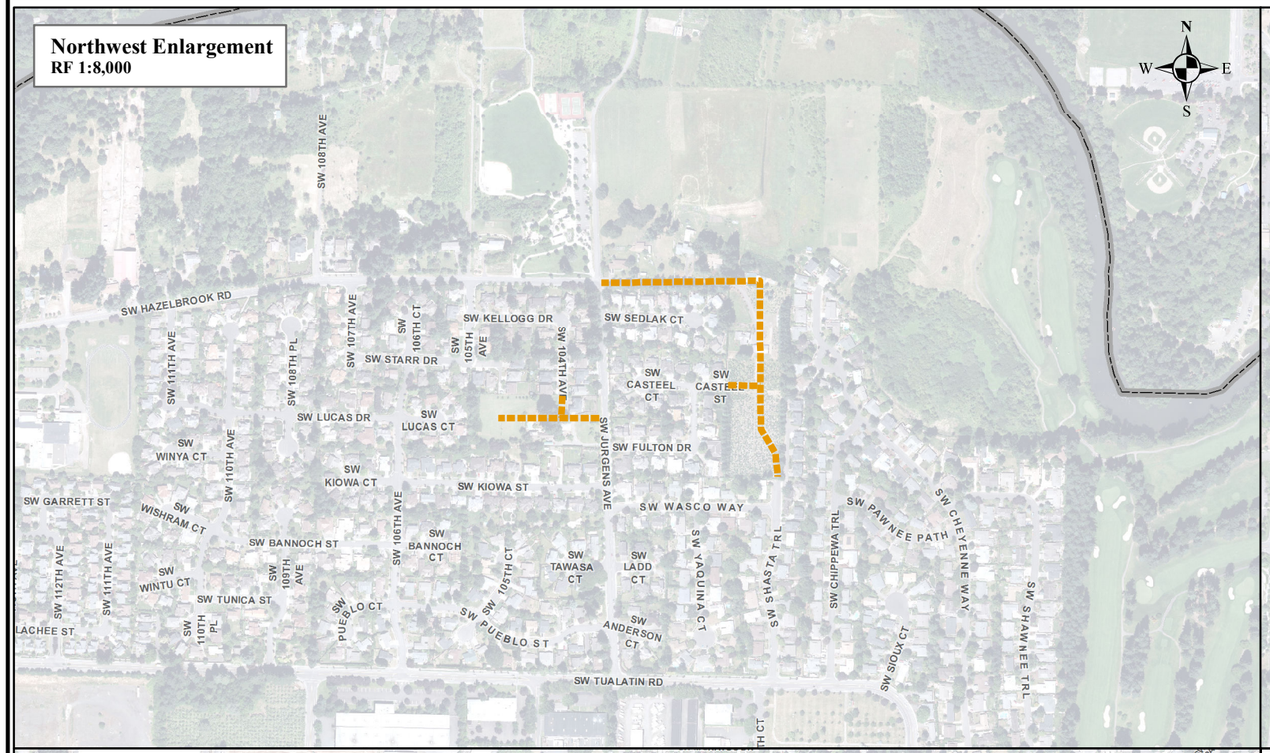
Planning Area Boundary

Air Photo: Summer 2011

Note:
Future roadway alignments are approximate and subject to additional engineering and design.

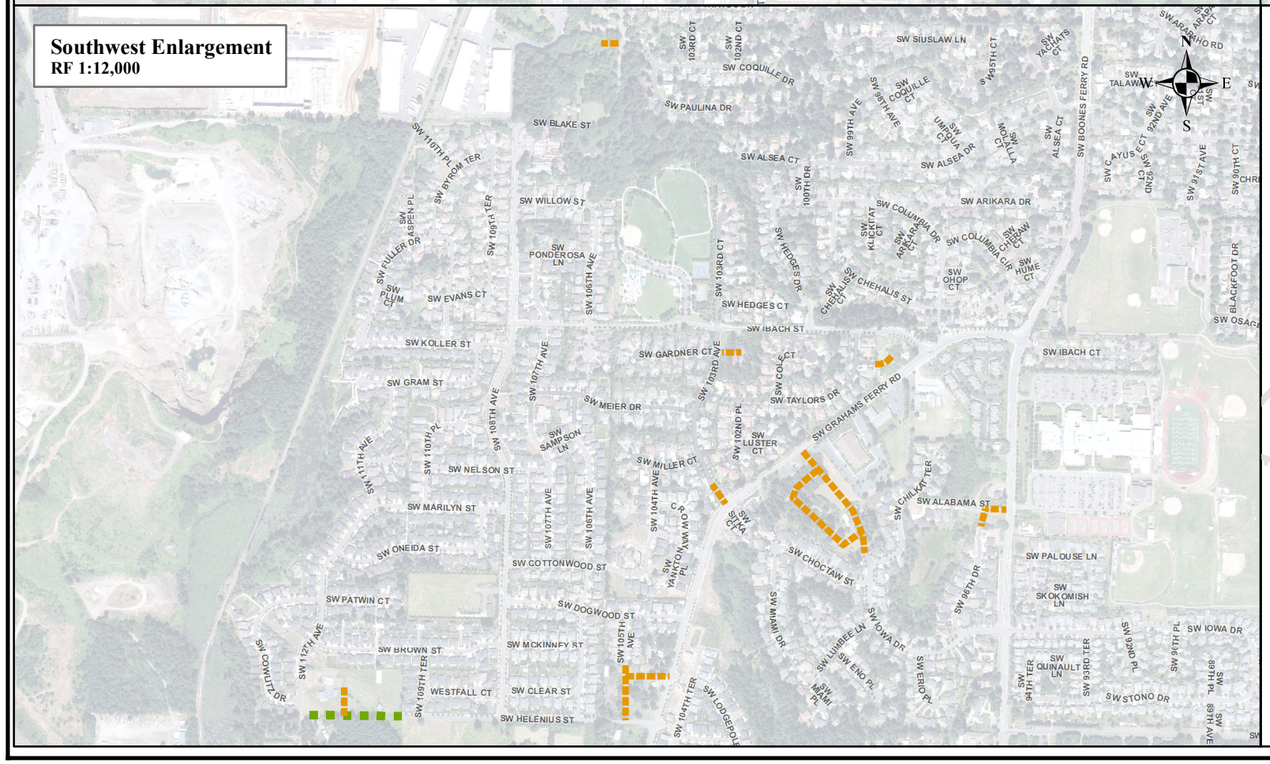
TUALGIS

Northwest Enlargement
RF 1:8,000



East Enlargement
RF 1:9,000

Southwest Enlargement
RF 1:12,000



City Overview
RF 1:50,000

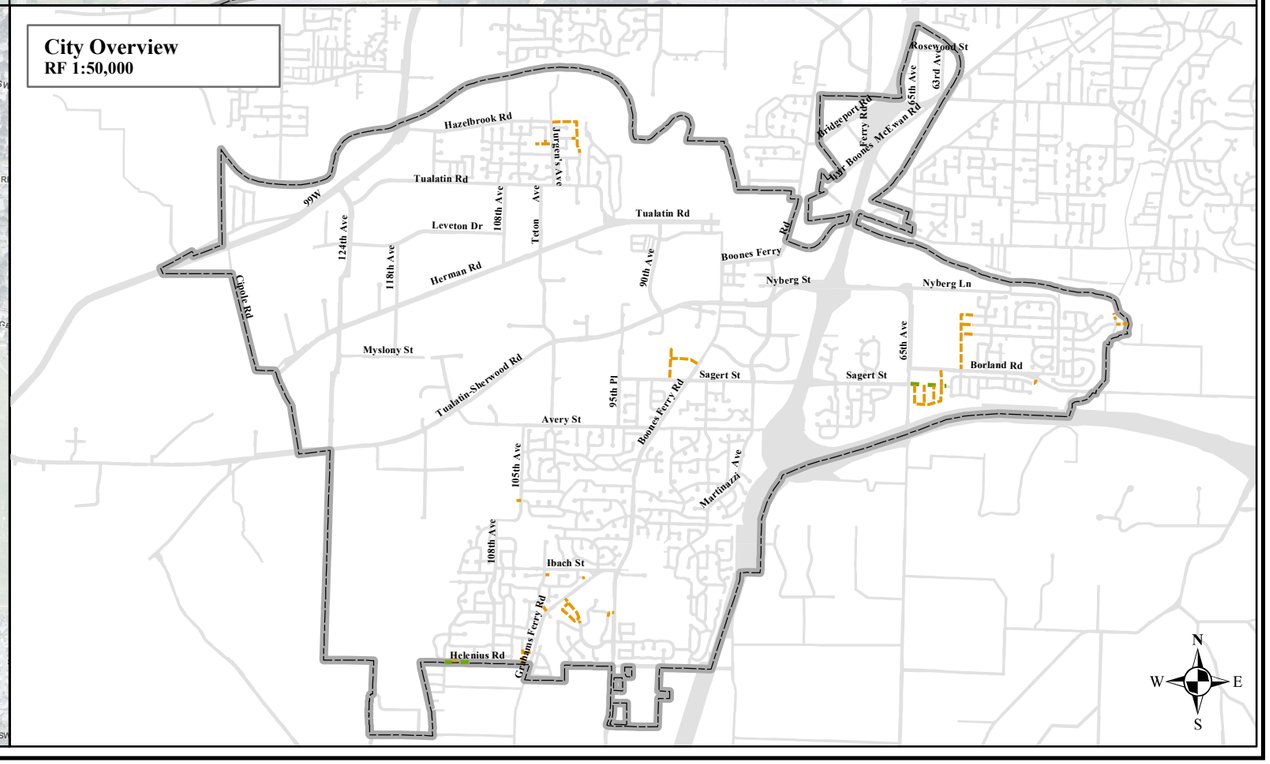
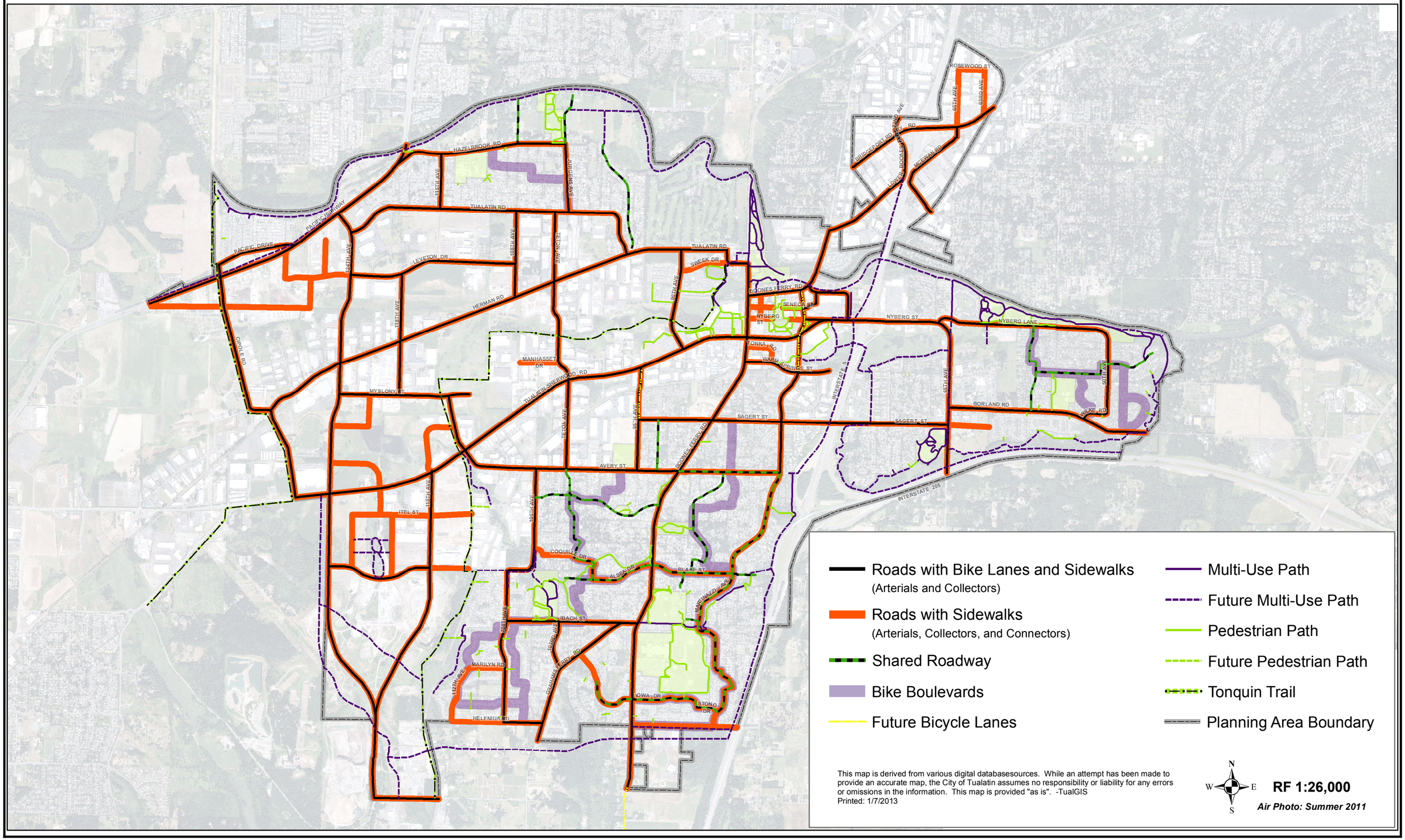


Figure 11-4: Bicycle and Pedestrian Plan

TUALGIS



This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS
Printed: 1/7/2013

N W E S

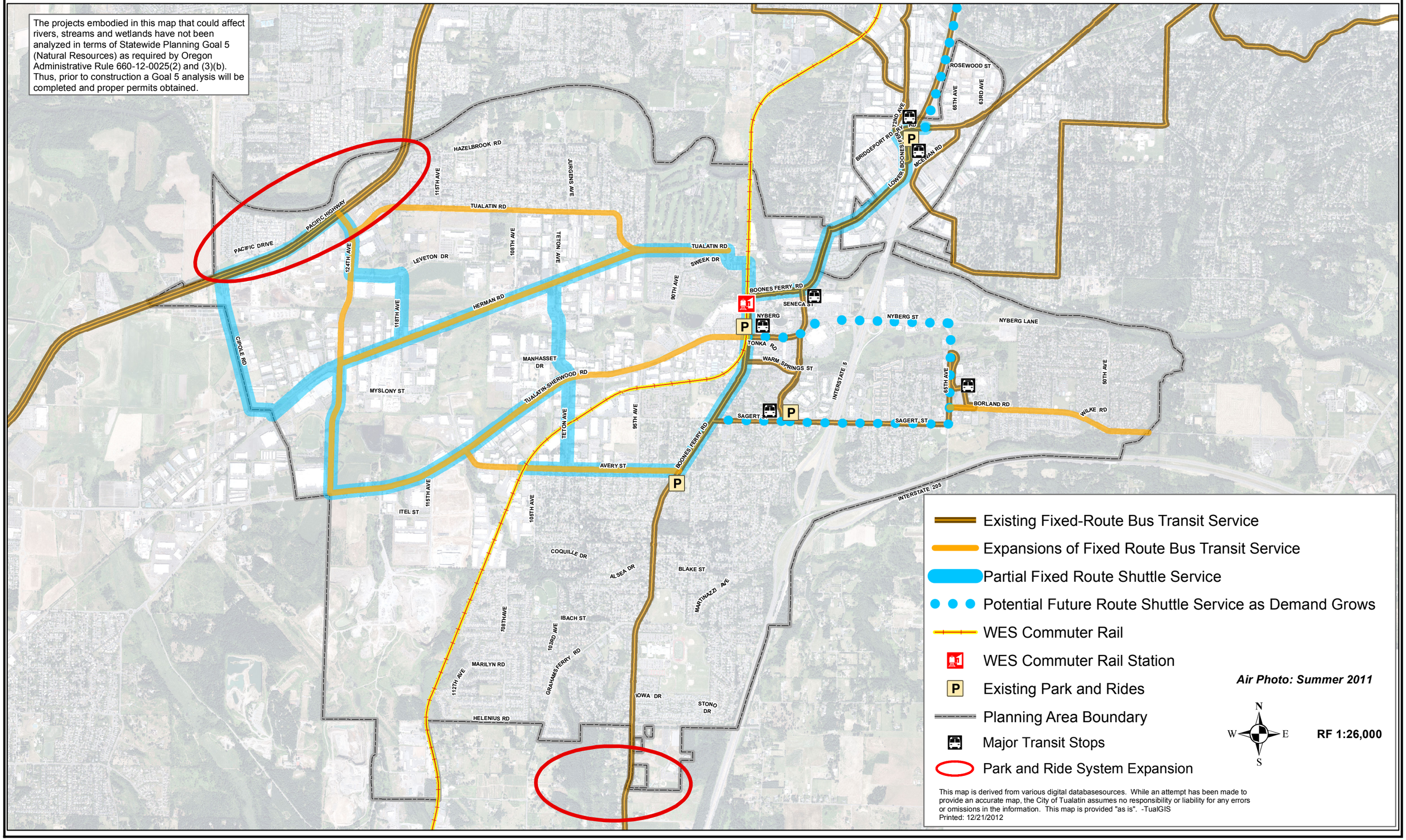
RF 1:26,000

Air Photo: Summer 2011

Figure 11-5: Tualatin Transit Plan

TUALGIS

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.

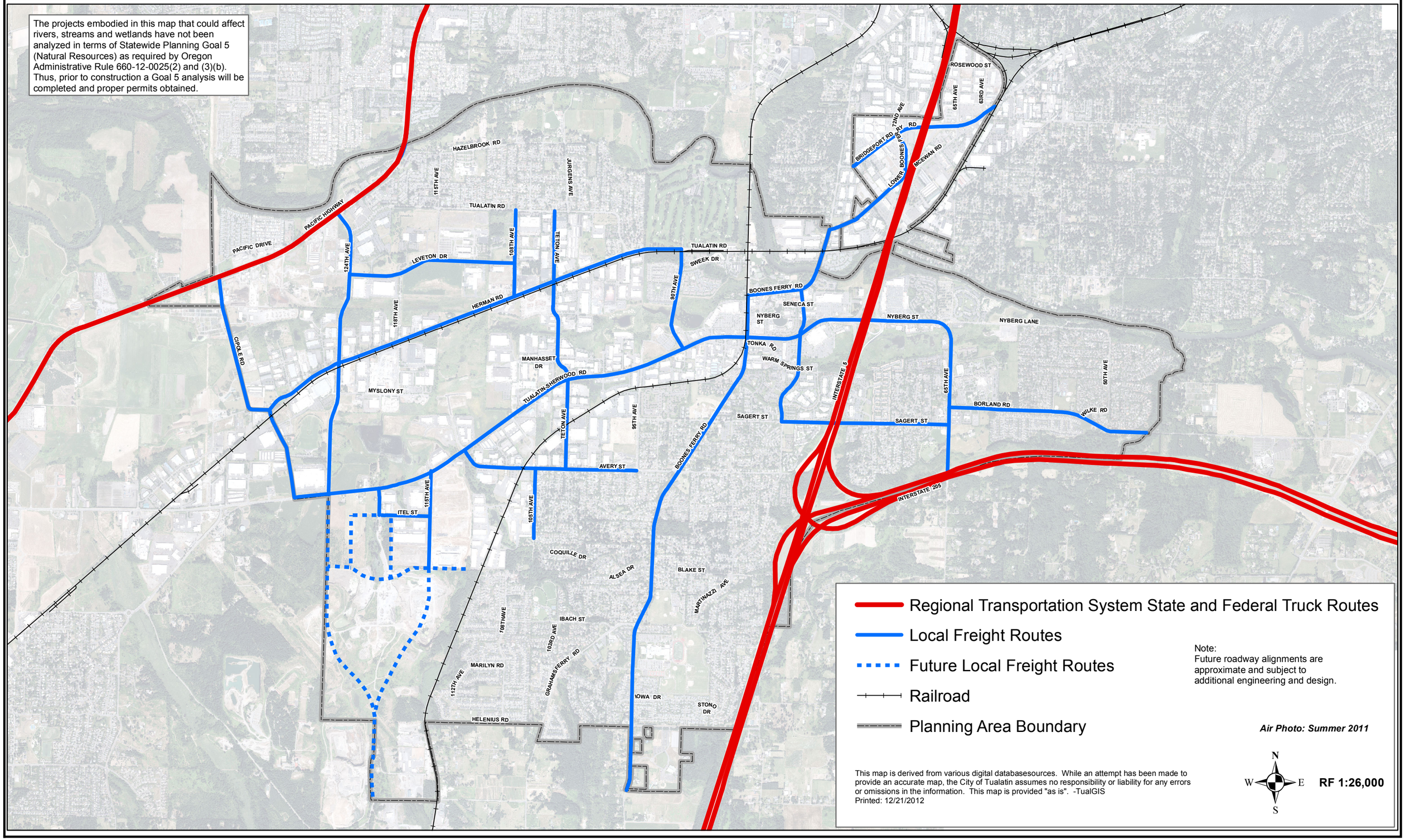


This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS
Printed: 12/21/2012

Figure 11-6: Freight Routes

TUALGIS

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



Regional Transportation System State and Federal Truck Routes

Local Freight Routes

Future Local Freight Routes

Railroad

Planning Area Boundary

Note:
Future roadway alignments are approximate and subject to additional engineering and design.

Air Photo: Summer 2011

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W E
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RF 1:26,000

ANALYSIS AND FINDINGS

Plan Text Amendment 12-02

Plan Text Amendment 12-02 (PTA-12-02) proposes to adopt an updated multi-modal transportation system plan by amending the Tualatin Development Code.

Amendments are proposed to the following chapters:

- Chapter 1 Administrative Provisions;
- Chapter 3 Technical Memoranda;
- Chapter 11 Transportation;
- Chapter 31 General Provisions;
- Chapter 38 Sign Regulations;
- Chapter 71 Wetlands Protection District;
- Chapter 73 Community Design Standards;
- Chapter 74 Public Improvement Requirements; and
- Chapter 75 Access Management on Arterial Streets

Chapter 11 of the Tualatin Development Code contains the transportation system plan policies while all other chapters are companions amendments recommended to fully implement the planned transportation system (proposed Chapter 11). The draft Transportation System Plan and Appendices (Exhibit 1) are proposed to be adopted by reference as Technical Memoranda. The PTA is a legislative process. The ten (10) approval criteria of TDC 1.032 Burden of Proof must be met if the proposed PTA is to be granted. Each criterion, 1 through 10, is discussed below with respect to PTA-12-02.

1. Granting the amendment is in the public interest.

It is in the public interest to amend the comprehensive plan and development regulations to reflect the updated Transportation System Plans (TSP). The Tualatin Development Code (TDC) amendments ensure consistency between the TSP, TDC Chapter 11, and other sections of the TDC. The amendments also provide compliance with the Oregon Transportation Planning Rule (TPR) and the Regional Transportation Plan (RTP), as implemented through the requirements of the Regional Transportation Functional Plan (RTFP).

Criterion 1 is met.

2. The public interest is best protected by granting the amendment at this time.

Granting the amendment is timely because the existing TSP is over 10 years old, and transportation needs and solutions need to be updated. The amendment also addresses compliance with the TPR and the RTFP, whose requirements have been either updated or established since the adoption of the 2001 TSP.

The TPR (OAR 660-012) requires that local TSPs comply with regional TSPs, as applicable. In the Portland Metropolitan region, local TSPs must comply with the Regional Transportation System Plan (RTP), which was last updated and adopted by Metro in 2010. Findings of compliance of the proposed PTA with the RTFP are addressed in Criterion 7 below. Compliance tables for both the TPR and RTFP are included as Exhibits 2 and 3 respectively.

Criterion 2 is met.

3. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

The applicable objectives of the Tualatin Community Plan, as contained in the Tualatin Development Code (TDC), have been considered, and are discussed below.

Chapter 5 Residential Growth 5.030(11), (12), (13)

> **(11) Require that all residential development adjacent to Expressways be buffered from the noise of such Expressways through the use of soundproofing devices such as walls, berms or distance. Density transfer to accommodate these techniques is acceptable.**
>
> This criterion is related to development review and is not directly applicable to the proposed action PTA-12-02. The functional classifications of roads in Tualatin proposed in the draft TSP are consistent with the needs of existing and planned land uses and have been developed, where possible, to be contextually sensitive to the potential impacts of transportation facilities to the land uses they serve (TSP, Figure 1 Functional Classification, Exhibit 1). In this way, for example, the amount of residential development adjacent to an expressway or another high-volume road should be limited.
>
> Criterion (11) is met.
>
> **(12) Encourage the development of attached housing in accordance with the RML Planning District in the area of the Norwood Expressway/Boones Ferry Road intersection.**
>
> This criterion is not directly applicable to the proposed action. However, the TSP supports vitality and transportation options in the area of SW Norwood Road/SW Boones Ferry Road intersection by recommending that sidewalks and bike lanes (or a multi-use path) be constructed on SW Norwood Road between I-5 and SW Boones Ferry Road.
>
> Criterion (12) is met.

(13) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

The freight plan proposed in the TSP shows freight routes designated in the city alongside zoning (TSP, Figure 8, Exhibit 1). As shown in the figure, most of the proposed freight network runs through land designated for commercial and industrial uses. There are a couple instances of freight routes that travel through residential areas (SW Boones Ferry Road, SW Sagert Road, SW Borland Road, SW 65th Ave, SW Avery St and SW 105th Ave). These roads are planned to be multimodal with transit, pedestrian, and bicycle improvements, as proposed in the draft TSP (Figures 4 Roadway Projects, 6 Transit Modal Plan, and 7 Bicycle and Pedestrian Element, Exhibit 1).

The freight plan and freight route designations are supported by economy and vibrant community goals and objectives in the TSP, which are intended to facilitate efficient freight movement while protecting established neighborhoods (TSP, Table 1 Goals and Objectives of the Tualatin Transportation System Plan, Exhibit 1).

Criterion (13) is met.

Chapter 6 Commercial 6.030(4)

(4) Locate and design commercial areas to minimize traffic congestion and maximize access.

It is not within the scope of the TSP update or associated amendments to locate or design commercial areas. However, the TSP addresses congestion and access. Its primary strategies regarding congestion include transportation system management and improvements, increasing the extent and quality of the pedestrian, bicycle, and transit networks, and accepting some high levels of congestion where major road improvements are infeasible. The Street System Modal Plan address management strategies which include intersection improvements, roadway changes, and roadway signage shown in Tables 6-9 and Figure 4 Roadway Element: Projects of the TSP (Exhibit 1) as well as pedestrian and bicycle-oriented roadway upgrades shown in Tables 4 City Urban Upgrade Cost Estimates and Prioritization and Table 5 Regional Urban Upgrade Cost Estimate and Prioritization and Figure 3 Roadway Element: Urban Upgrades of the TSP (Exhibit 1).

In improving transportation system management and transportation options, the TSP also manages access. Access management is a discrete topic in the TSP (Chapter 2 Street System Modal Plan, Exhibit 1). The TSP includes recommended access management policies. City code (TDC Chapter 75) is responsible for implementing the policies and does so for specified roadways. The TSP

acknowledges County and State authority for managing access of County and State roadways. The TSP and code work in conjunction to maximize access in balance with maintaining and improving safety.

Criterion (4) is met.

Chapter 7 Industrial 7.030(5), (6), (7), (9), (11)

(5) Cooperate with Washington County, METRO, and the State of Oregon to study the methods available for providing transportation, water, and sewer services to the Western Industrial District.

Representatives from Washington County, Metro, and the State (ODOT) have served on the Transportation Task Force (TTF) for the Tualatin TSP update. Their collective responsibility as task force members was to develop recommendations for transportation improvements citywide. As members of the TTF, they met 16 times between November 2011 and October 2012. The TSP includes improvements in western Tualatin such as urban roadway upgrades shown in Figure 3 Roadway Element: Urban Upgrades of the TSP (Exhibit 1).

Criterion (5) is met.

(6) Fully develop the Western Industrial District and the Southwest Tualatin Concept Plan Area (SWCP), providing full transportation, sewer, and water services prior to or as development occurs.

A series of recommendations in the TSP serve the west side of Tualatin. Urban roadway upgrades (TSP, Figure 3, Exhibit 1) include improvements on SW Herman Road and SW Tualatin-Sherwood Road that will directly benefit major employment land around those roads. Similarly, transit service extension and improvements on SW Herman Road and SW Tualatin Road (TSP, Figure 6 Transit Element, Exhibit 1), Tonquin Trail construction and bicycle and roadway improvements on SW Herman Road (TSP, Figure 7 Bicycle and Pedestrian Element, Exhibit 1), and a planned roadway and freight connection between SW Tualatin-Sherwood Road and I-5 (TSP, Figure 8 Freight Element, Exhibit 1) all improve multimodal access and mobility to and within the west side of the city.

Criterion (6) is met.

(7) Improve traffic access to the Western Industrial District and SWCP area from the Interstate 5 freeway and State Highway 99W through regional improvements identified in the 2035 Regional Transportation Plan.

Primary improvements in the 2012 TSP that will improve this access include bringing SW Cipole Road south from OR 99W up to standards; creating an east-

west connection from I-5, and extending SW 124th Avenue between this new east-west connection(proposed east-west connection is outside of Tualatin's Planning Area boundary) and SW Tualatin-Sherwood Road (TSP, Figure 3 Roadway Element: Urban Upgrade, Exhibit 1); providing bus service on SW 124th Avenue between OR 99W and SW Tualatin-Sherwood Road and on SW Avery Street between SW Boones Ferry Road and SW Tualatin-Sherwood Road (TSP, Figure 6 Transit Element, Exhibit 1); and construction of the Tonquin Trail in western Tualatin and filling in sidewalk gaps on SW Herman Road (TSP, Figure 7 Bicycle and Pedestrian Element, Exhibit 1).

Criterion (7) is met.

(9) Construct a north/south major arterial street between Tualatin Road and Tualatin-Sherwood Road and SW Tonquin Road in the 124th Avenue alignment to serve the industrial area.

A major arterial is proposed in the 2012 TSP that is an extension of SW 124th Avenue from SW Tualatin-Sherwood Road to a new proposed east-west connection with I-5. (See Figure 4 Roadway Element: Projects, Exhibit 1.) Construction of SW 124th Avenue between Tualatin Road and Tualatin-Sherwood Road completed prior to the 2012 TSP.

Criterion (9) is met.

(11) Provide truck routes for industrial traffic that provide for efficient movement of goods while protecting the quality of residential areas.

As stated in the finding for Criterion (13), under Chapter 5 Residential Growth above, most of the proposed freight network runs through land designated for commercial and industrial uses (TSP, Figure 8 Freight Element, Exhibit 1). There are limited instances of freight routes that travel through residential areas (SW Boones Ferry Road, SW Sagert Road, SW Borland Road, SW 65th Ave, SW Avery St and SW 105th Ave), however these roads are planned to be multimodal with transit, pedestrian, and bicycle improvements proposed in the TSP (Figures 4, 5, and 7, Exhibit 1).

Criterion (11) is met.

Chapter 15 Parks and Recreation 15.020(9)

(9) Link the park and recreation system with a system of greenways and bicycle/pedestrian facilities.

The major project proposed in the TSP to provide this kind of connected system is construction of the Tonquin Trail. The proposed trail runs in two parts through Tualatin, from two points along the Tualatin River and then generally north-south through the city, connecting other open spaces and waterways along the way (TSP, Figure 7 Bicycle and Pedestrian Element, Exhibit 1). The TSP includes recommended connections from the trail into neighborhoods.

There are also recommendations in the TSP to construct more trail along the Tualatin River, to add river crossings, and to connect the Tualatin River Greenway Trail from the river to pedestrian and bicycle facilities on SW Borland Road as well as to multi-use paths from the Tualatin Pedestrian Plan that extend along greenway adjacent to I-205 (TSP, Figure 7 Bicycle and Pedestrian Element, Exhibit 1).

Criterion (9) is met.

Chapter 11. Transportation

Section 11.610. Transportation Goals and Objectives

This chapter will be replaced by the goals and policies in the updated TSP.

Local goals, objectives, and policies should be guided by the requirements of the Transportation Planning Rule (TPR) and the Regional Transportation Functional Plan (RTFP). By adopting the proposed amendments, the TDC will comply with the TPR Sections -0045 and -0060 that address land use regulations, and with the sections of the RTFP that address land use and development code. An analysis and findings of compliance with those sections of the TPR and RTFP is provided in Exhibits 2 and 3.

Criterion 3 is met.

4. The factors listed in Section 1.032(4) were consciously considered:

a. The various characteristics of areas in the City.

b. The suitability of the area for particular land uses and improvements.

c. Trends in land improvement and development.

d. Property values.

e. The needs of economic enterprises and the future development of the area.

f. Needed right-of-way and access for and to particular sites in the area.

Factors a-f address the needs of land use related to transportation. The TSP was developed based on inventories of existing facilities (Exhibit 1, Appendix B Existing

Conditions and Deficiencies) and forecasted traffic conditions over the next 20 years (Exhibit 1, Appendix C Future Transportation Conditions). Forecasted conditions were modeled according to development of existing land use designations, which are designated according to projected housing and employment needs. In particular, projected land uses reflect Tualatin's Comprehensive Plan and Metro's land use assumptions for the year 2035. Metro works with local agencies to determine existing and future land uses that are then regionally adopted and updated for travel demand models.

The no-build scenario for 2035 was based on implementation only of projects included in the 2035 financially constrained RTP. Transportation improvements that are recommended in the 2012 TSP are additional projects that are needed to serve projected population and employment growth through 2035.

Regarding access and needed right-of-way, the proposed updated TSP designates streets according to a functional classification system (TSP, Figure 1Functional Classification Plan , Exhibit 1) and establishes cross sections for each type of functional classification (TSP, Figure 2 Street Design Standards, Exhibit 1), including widths for right-of-way, sidewalks, planting strips, on-street parking, bike lanes, and travel lanes. The functional classification map (Figure 1, Exhibit 1) also shows proposed new streets—future major arterials, major collectors, minor collectors, and connectors. Access management policies are established in the TSP and are implemented in code, TDC 73.400 (Access) and TDC Chapter 75 (Access Management).

g. Natural resources of the City and the protection and conservation of said resources.

h. Prospective requirements for the development of natural resources in the City.

Protection of natural resources, required by Factors g-h, was addressed in both goals and objectives guiding the 2012 TSP. Recommended projects in the TSP were identified with consideration for identified natural resources in the city. (See the Alternatives Analysis in Appendix D of the TSP, Exhibit 1). Project development that occurs following adoption of the TSP will be subject to a combination of federal, regional, and local regulations protecting natural resources including Titles 3 (Water Quality and Flood Management) and 13 (Nature in Neighborhoods) in the Urban Growth Management Functional Plan, and TDC Chapters 70 (Floodplains District), 71 (Wetlands Protection District), and 72 (Natural Resource Protection Overlay District).

i. The public need for healthful, safe, aesthetic surroundings and conditions.

Health and safety were guiding goals and objectives of the 2012 TSP. (See Table 1, Goals and Objectives in the TSP, developed by the TTF, Exhibit 1.)

Pedestrian, bicycle, and transit projects that are recommended in the TSP support "active transportation" and public health in Tualatin. Projects in the 2012 TSP also

address public safety, including projects that remove barriers to sight distance on the roadways, add signals, and add or improve pedestrian crossings.

j. Proof of a change in a neighborhood or area.

Since the adoption of the 2001 TSP, population growth, development in Downtown and elsewhere in the city, and transportation improvements have occurred that have produced changes throughout the city. The updated TSP addresses these changes and plans for transportation improvements needed to support growth during the next 20 years. By 2035, population is projected to grow almost 10% and employment more than 30% (Appendix C Future Transportation Conditions, Exhibit 1).

k. A mistake in the plan map or text.

There is no mistake in the plan map or plan text that is being claimed in the proposed plan and text amendments.

Criterion 4 is not applicable.

5. The criteria in the Tigard-Tualatin School District Facility Plan were considered.

Criterion 5 does not apply directly because the proposed plan and text amendments do not include parcel-specific development projects and do not propose changes to any factors that affect school attendance numbers.

Otherwise, traffic projections for the updated TSP were based on traffic counts while school was in session. Bicycle and pedestrian policy as well as wayfinding signage and other pedestrian, bicycle, transit, and roadway projects that are included in the updated TSP will improve access to schools and serve Safe Routes to School programs. (Safe Routes to School programs are described in the Transportation Demand Management section of the TSP (page 79), Exhibit 1.)

Criterion 5 is met.

6. Oregon Statewide Planning Goals

The Oregon Land Conservation and Development Commission acknowledged the Tualatin Community Plan in 1981 as complying with all the applicable Statewide Planning Goals. The Statewide Planning Goals were considered in preparation of the TSP and must be reviewed as part of the proposed PTA-12-02; applicable goals are discussed below:

Goal 1 – Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Citizen Involvement was a major component in development of the TSP, and is described in detail in Chapter 1 Introduction and Appendix G Public Involvement Process of the 2012 TSP (Exhibit 1). An overview of public involvement events is provided below.

- Public involvement began with nine different outreach events between March 2011 and November 2011. The type of events ranged from community luncheons to farmer's markets and special events sponsored by the City.
- The Transportation Task Force and six Working Groups advised the Tualatin Parks Advisory Committee, the Tualatin Planning Commission and the City Council during the TSP update process. The TTF met 16 times between November 2011 and October 2012. The Working Groups met at least three times between March and July 2012.
- One open house was held in February 2012 and the public was invited to a town hall style meeting in September 2012.
- A two-month online open house provided information and a virtual venue through which citizens could pose questions, participate in decision-making, and post comments.
- Notifications for public events have been sent through various email distribution lists, have been posted in City facilities, and were published in the City newsletter and local newspaper on February, May, July and August 2012, and July, August and September 2011. A complete listing of media publication can be found in Appendix G Public Involvement.
- Outreach was also provided at community events, through social media, and online through a project website.
- Tualatin Parks and Recreation Advisory Board (TPARK) made recommendations to the City Council on January 8, 2013.
- The TPC made a recommendation to the City Council on January 17, 2013.
- Public hearings are scheduled for February 11, 2013.

The proposed amendments conform to Goal 1.

Goal 2 – Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

State, regional, and local plans and regulations related to land use and transportation were reviewed at the outset of the TSP update, and then evaluations were completed

for TPR and RTFP compliance later in the update. The plan and regulatory review can be found in Appendix A Plan and Policy Review of the TSP and the compliance findings in Exhibits 2 and 3).

There was extensive stakeholder involvement in the TSP update as described in the response to Goal 1 above. Agency coordination was facilitated through the Transportation Task Force, which included representatives from the Cities of Sherwood and Tigard, Clackamas and Washington counties, Metro, TriMet, and ODOT. The City was also in communication with the Cities of Wilsonville, Durham, West Linn, Lake Oswego, and Rivergrove.

A process of analyzing existing transportation conditions, future conditions, needs, and alternative solutions underpinned the TSP update. These analyses are documented in the TSP as Existing Conditions and Deficiencies (Appendix B, Exhibit 1), Future Transportation Conditions (Appendix C, Exhibit 1), and Alternatives Analysis (Appendix D, Exhibit 1). The process and results have been found to be consistent with the Community Plan and other pertinent local, regional, and state regulations addressed in this report.

The proposed amendments conform to Goal 2.

Goal 3 – Agricultural Lands

To preserve and maintain agricultural lands.

Goal 3 does not apply to the proposed PTA-12-02 as the TSP plans only for areas within the City's Planning Area Boundary as defined by an Urban Planning Area Agreement with Washington County and an Urban Growth Management Agreement with Clackamas County.

Goal 4 – Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Goal 4 does not apply to the proposed PTA-12-02 as the TSP plans only for areas within the City's Planning Area Boundary as defined by an Urban Planning Area Agreement with Washington County and an Urban Growth Management Agreement with Clackamas County.

Goal 5 – Open Spaces, Scenic and Historic Areas and Natural Resources

To protect natural resources and conserve scenic and historic areas and open spaces.

Goal 5 resources were part of the alternatives analysis that is included in Appendix D of the TSP (Exhibit 1). A detailed environmental assessment may be required at the time of project development pursuant to applicable federal, regional, and/or local regulations.

The proposed amendments conform to Goal 5.

Goal 6 – Air, Water and Land Resource Quality

To maintain and improve the quality of the air, water and land resources of the state.

Air, water and land resources have been considered in the development of the planned transportation system to ensure that impacts on these resources are minimized. See the alternatives analysis in Appendix D of the TSP (Exhibit 1). Appropriate measures will be taken at the time of project development on a site-specific basis to ensure that applicable state and federal regulations are met.

The proposed amendments conform to Goal 6.

Goal 7 – Areas Subject to Natural Disasters and Hazards

To protect people and property from natural hazards.

Areas subject to natural disasters and hazards, such as areas of steep slopes, have been considered in the development of the planned transportation system to ensure that impacts on these areas are minimized. Improvements related to implementation of the system will need to conform to environmental regulations contained in TDC Chapters 63 (Manufacturing Planning Districts - Environmental Regulations), 70 (Floodplains District), 71 (Wetlands Protection District), and 72 (Natural Resource Protection Overlay District).

The proposed amendments conform to Goal 7.

Goal 8 – Recreation Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Goal 8 is not directly applicable to this action. However, safe and convenient access to parks and other areas planned for recreational needs was considered in the development of the TSP. The Pedestrian, Bicycle, and Multi-Use Path Modal Plan includes “trail-focused ides” such as construction of a trail along and bridges over the Tualatin River and construction of the extensive Tonquin Trail (Exhibit 1, Figure 7 Bicycle and Pedestrian Element and Table 12 Bicycle and Pedestrian Cost Estimate and Prioritization and Table 13 Multi-Use Path Project Cost Estimate and Prioritization).

The proposed amendments conform to Goal 8.

Goal 9 – Economy of the State

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Adopting the updated TSP will ensure that transportation improvements will be available to support the planned uses in the City's employment areas, consistent with other local economic development goals that are consistent with Goal 9.

The draft TSP proposes a goal and corresponding objectives focused on the city's economy (TSP, Table 1 Goals and Objectives of the Tualatin Transportation System Plan, Exhibit 1). The objectives include supporting the city center, making commercial and employment uses – particularly large employers – accessible to all modes of transportation, and facilitating movement of freight, employees, and customers to and from commercial and industrial lands.

Projects that support economic development in the city include urban upgrade roadway projects shown in Figure 3 Roadway Element: Urban Upgrades of the TSP. Improvements on SW Herman Road and SW Tualatin-Sherwood Road will directly benefit major employment land around those roadways. Similarly, transit service extension and improvements on SW Herman Road and SW Tualatin Road (TSP, Figure 6 Transit Element, Exhibit 1), Tonquin and Tualatin River Trail construction and bicycle and roadway improvements on SW Herman Road and SW Martinazzi Road (TSP, Figure 7 Bicycle and Pedestrian Element, Exhibit 1), and a planned roadway and freight connection between SW Tualatin-Sherwood Road and I-5 (TSP, Figure 8 Freight Element, Exhibit 1) improve access to employment and commercial land in Tualatin. The Freight Plan shown in Figure 8 of the TSP reflects federal, state, regional, and local designations for freight routes in the city, including important connections planned to be made in the southeast corner of the city.

The proposed amendments conform to Goal 9.

Goal 10 – Housing

To provide for the housing needs of citizens of the state.

The needs and improvements identified in the 2012 TSP were developed by forecasting growth in residential development and trips expected to be generated by this growth over the next 20 years. The recommended transportation improvements benefit all users in the city because they are distributed between all the major modes and across different parts of the city. This is supported by both equity and vibrant community goals and objectives set up in the TSP (Table 1 Goals and Objectives of the Transportation System Plan, Exhibit 1).

In particular the, proposed bus service on SW Herman Road and SW Borland Road (TSP, Figure 6 Transit Element, Exhibit 1), and filling sidewalk gaps on SW Borland Road and improving crosswalks and bicycle facilities on SW Boones Ferry Road (TSP,

Figure 7 Bicycle and Pedestrian Element, Exhibit 1) all will result in increased safety and access within residential areas of the city, as well as improve connections to other uses and services in the city.

The proposed amendments conform to Goal 10.

Goal 11 – Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Transportation facilities are considered a primary type of public facility in the city. The TSP documents existing conditions and future needs for the transportation system in Tualatin (Appendix B Existing Conditions and Deficiencies and Appendix C Future Transportation Conditions, Exhibit 1), and recommended improvements and implementation measures are tailored to meet those needs.

Recommendations for improvements were developed by Working Groups focused on the topics of Downtown, transit, bicycle and pedestrian, industrial and freight, neighborhood livability, and major corridors and intersections. In addition there were six refinement areas for which individual sets of recommendations were developed: Tualatin-Sherwood Road, Nyberg Interchange, Boones Ferry Road, north to south connectivity, Herman Road and Tualatin Road, and Downtown connectivity. All recommendations were the product of evaluations conducted according to project goals and objectives. These evaluations are documented in the TSP (Appendix D Alternative Analysis, Exhibit 1).

Project goals and plan policies are part of the updated TSP and are proposed for adoption under this action PTA-12-02. (See Table 1 Goals and Objectives of the Transportation System Plan and policies in individual modal plans of Chapter 2 of the TSP, Exhibit 1.) Goals and objectives that address timely, orderly, and efficient provision of facilities and services in particular include an access and mobility objective to provide high levels of connectivity within the city between popular destinations and residential areas and implementation objectives to ensure that recommended improvements can be funded, optimize benefits over the life cycle of the improvement, and make the best use of the existing network.

The proposed amendments conform to Goal 11.

Goal 12 – Transportation

To provide and encourage a safe, convenient and economic transportation system.

The 2012 TSP establishes City goals related to access and mobility, safety, vibrant community, equity, economy, health and the environment, and ability to implement the plan. These goals and associated objectives guided the development of the TSP and

selection of the recommended improvements. (See Appendix D Alternatives Analysis of the TSP, Exhibit 1.)

The TSP is proposed to be adopted as an update to the City's comprehensive plan and as an amendment of TDC Chapter 11 (Transportation). The amendments that are proposed in PTA-12-02 were developed in order to maintain consistency with the comprehensive plan and state regulations.

The TPR, which implements Goal 12, and findings related to compliance with the TPR, are provided in the next section of this report.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the TPR is to promote more careful coordination of land use and transportation planning in order to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Section 660-012-0005 through 660-012-0055

These sections of the TPR contain policies for preparing and implementing a transportation system plan.

As shown in the compliance findings in Exhibits 2 and 3, the TSP update includes the elements required by the TPR. The Tualatin Development Code currently addresses coordination Code amendments addressing coordination with transportation agencies and parking "to protect transportation facilities, corridors, and sites for their identified functions," pursuant to OAR 660-012-0045(2) (Exhibit 2 Transportation Planning Rule Compliance Table).

OAR 660-012-0055 addresses timing of TSP updates. In the Portland metropolitan region, a schedule for TSP updates had been established and presented in Table 3.08-4 of the RTFP. The Tualatin TSP update was scheduled to be completed in 2012. The TSP update is on schedule to be completed by mid 2013 and an extension was requested and granted by Metro's Chief Operation Officer, Martha Bennett, on October 31, 2012. In May 2012, Metro revised RTFP Section 3.08.620 (Extension of Compliance Deadline). *Section 660-012-0060 – Plan and Land Use Regulation Amendments*

Code amendments that specify compliance with -0060 for plan and land use regulation amendments are proposed to TDC 1.032 (Burden of Proof) (Exhibit 2).

The proposed amendments conform to Goal 12 and the TPR.

Criterion 6 has been met.

7. Metro's Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Functional Plan (RTFP).

The Metro Urban Growth Management Functional Plan (UGMFP) was approved November 21, 1996, by the Metro Council, and became effective February 19, 1997. The purpose of the plan is to implement the Regional Urban Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept. The updated Regional Transportation Plan (RTP) serves as the primary transportation policy implementation of the 2040 Growth Concept. The Regional Transportation Functional Plan (RTFP) directs how local TSPs, comprehensive plans, and development codes will implement the RTP.

If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP, pursuant to RTFP Section 3.08.010(C). Metro has developed a compliance checklist for TSPs, comprehensive plans, and development codes that has been used in the update of the Tualatin TSP. The findings of compliance based on these checklists are included as Exhibits 2 and 3. The proposed amendments were developed in order to bring the TDC into compliance with the RTFP.

Criterion 7 has been met.

8. Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

The 2012 TSP presents an analysis of mobility standards in the Traffic Operations Standards in Chapter 2 Modal Plans (Exhibit 1). The analysis was based on the preferred system for operation analysis including implementation of transportation system management techniques such as signal timing adjustments and localized capacity improvements such as new turn pockets. As shown in Table 10 (2035 PM Peak Hour Preferred System Intersection Operations) of the TSP and described in text introducing and following the table, the study intersections are projected in 2035 to meet the applicable mobility standards of the City, County, and State, including standards for Town Centers that are established in the RTP and OHP.

In terms of Level of Service (LOS) standards for local roads that are identified in Criterion 8, intersections involving local roads are projected to meet a standard of at least LOS E for the peak hour. Only the SW Martinazzi Avenue/SW Tualatin-Sherwood Road intersection is projected to perform at 1.08 volume to capacity ratio (v/c) or LOS F during the peak hour. This is acceptable peak hour performance given the LOS F peak hour standard cited in Criterion 8. Because peak hour performance is usually determined by the worst 15 minutes of performance and translation between v/c and LOS results are approximations, it can be expected that the half hour before or after the peak hour will be less congested and will perform at LOS E at worst.

Criterion 8 has been met.

9. Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.

This criterion is not directly applicable to the proposed action. However, provision of these public facilities and services parallels provision of transportation facilities and services. The City has established procedures to coordinate construction and improvements of its public facilities. (Tualatin Municipal Code Chapter 02-03: Public Works Construction Code)

Criterion 9 has been met.

10. The applicant has entered into a development agreement.

(a) This criterion shall apply only to an amendment specific to property within the Urban Planning Area (UPA), also known as the Planning Area Boundary (PAB), as defined in both the Urban Growth Management Agreement (UGMA) with Clackamas County and the Urban Planning Area Agreement (UPAA) with Washington County. TDC Map 9-1 illustrates this area.

(b) This criterion is applicable to any issues about meeting the criterion within 1.032(9).

Criterion 10 is not applicable to the proposed action.

Exhibits

1. **Draft Transportation System Plan and Appendices**
2. **Transportation Planning Rule Compliance Table**
3. **Regional Transportation Functional Plan Compliance Table**

EXHIBIT 2- TRANSPORTATION PLANNING RULE COMPLIANCE TABLE

TPR Requirement	RTFP or Local Development Code Reference
OAR 660-012-0045	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	The TDC permits transportation facilities and improvements in its planning districts
(c) Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	There are existing references to coordination with other agencies, and specifically ODOT, in the review notice procedures for architectural review in TDC Section 31.074(2)(b), for notice procedures for quasi-judicial hearings in TDC Section 31.077(2)(a), and for notice procedures for proposed amendments in TDC Section 1.031(1).
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	
(a) Access control measures.	Block lengths and access management are addressed by existing code in future street extension requirements (TDC Section 74.410) and Chapter 74 (Access Management on Arterial Streets). These code sections will be updated to reflect any changes to access management included in the updated

TPR Requirement	RTFP or Local Development Code Reference
	TSP.
(b) Standards to protect the future operations of roadways and transit corridors	Mobility standards for roadways in the city are provided in the OHP for state roadways, in the RTP for regional roadways, and in the City TSP for local roadways. Traffic impact studies are required for development proposals according to the discretion of the City Engineer (TDC 74.440). Studies must include recommendations for improvements to ensure a level of service specified in the traffic impact study requirements. Plan amendment criteria (TDC 1.032) specifically set mobility standards for amendments in Town Centers and other Metro 2040 design areas: "Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (**TDC Map 9-4**), and E/E for the rest of the 2040 Design Types in the City's planning area." Proposed amendments to TDC 1.032 add a references to comply with TPR (OAR 660-012-0060).
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	See response and proposed amendments related to OAR 660-012-0045(1)(c).
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	The City's authority to condition approval is codified both in TDC 31.073 (Action of the Community Development Director and City Engineer on Architectural Review Plans), TDC 31.077 (Quasi-Judicial Evidentiary Hearing Procedures), and TDC 36.160.2 (Subdivision Plan Approval).

TPR Requirement	RTFP or Local Development Code Reference
	Pursuant to TDC 74.440.4, "[t]he applicant shall implement all or a portion of the improvements called for in the traffic study as determined by the City Engineer."
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response and proposed amendments related to -0045(1)(c).
g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	Plan amendment criteria (TDC 1.032) include compliance with the City Comprehensive Plan objectives and Statewide Planning Goals and Oregon Administrative Rules. Proposed amendments to TDC 1.032 (Attachment A of the Staff Report for PTA 12-02) acknowledge the findings that need to be made for OAR 660-012-0060.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	**Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.I.**
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways	**Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140**

TPR Requirement	RTFP or Local Development Code Reference
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	See response about authority to condition approval in -0045(2)(e). Existing and proposed City street design standards (TSP, Figure 2) include pedestrian and bicycle facilities on arterials and collectors.
(e) Provide internal pedestrian circulation within new office parks and commercial developments	**Addressed by RTFP, Title 1: Street System Design, 3.08.110E**
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	**Addressed by RTFP, Title 1: Transit System Design, 3.08.120**
(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below. (A) Walkways shall be provided connecting building entrances and streets adjoining the site; (B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for	**Addressed by RTFP, Title 1: Transit System Design, 3.08.120**

TPR Requirement	RTFP or Local Development Code Reference
extension to the adjoining property; (C) In addition to (A) and (B) above, on sites at major transit stops provide the following: (i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection; (ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to disabled persons; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop.	
(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;	**Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B**
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	Subsection (1)(x) of TDC 73.370 (Off-Street Parking and Loading) specifies standards for the dimensions and signage of vanpool and carpool parking.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented	TDC 73.370.1.w provides for transit-oriented redevelopment in parking areas.

TPR Requirement	RTFP or Local Development Code Reference
developments, and similar facilities, where appropriate;	
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	**Addressed by RTFP Title 1: Street System Design, 3.08.110E, and Title 1: Transit System Design, 3.08.120, and Title 1: Pedestrian System Design, 3.08.130**
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	The area around the fixed rail station in Tualatin (WES Commuter Rail) is zoned predominantly high density residential (High Density Residential and High Density Residential/High Rise) and commercial (Central Commercial and General Commercial). Otherwise, bus routes in the city serve a range of land use designations from high to low density residential, commercial, and industrial/employment. Low density residential areas are served when they are between higher density designations in Tualatin and neighboring communities (e.g., along Boones Ferry between Downtown Tualatin and Wilsonville). This requirement is met in terms of concentrating density and mixed uses around the fixed rail station and having some degree of density and mixed uses along the bus lines and at bus stops.
(6) As part of the pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas.	**Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140, and Title 2: Transportation Needs, 3.08.210, and Title 2: Transportation Solutions, 3.08.220**
(7) Local governments shall establish standards for local streets and	**Addressed by RTFP Title 1: Street System Design, 3.08.110B**

TPR Requirement	RTFP or Local Development Code Reference
accessways that minimize pavement width and total ROW consistent with the operational needs of the facility.	
OAR 660-012-0060	
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	TDC 1.032 (Burden of Proof) requires that text and map amendments be consistent with applicable state planning goals and rules. Proposed amendments to TDC 1.032 (Attachment A of the Staff Report for PTA 12-02) acknowledge the findings that need to be made for OAR 660-012-0060.

EXHIBIT 3- REGIONAL TRANSPORTATION PLAN COMPLIANCE TABLE

Regional Transportation Functional Plan Requirement	Local Development Code Reference
Allow complete street designs consistent with regional street design policies **(Title 1, Street System Design Sec 3.08.110A(1))**	TDC Section 75.200 (Street Design Standards) provides street cross-sections for planning purposes. As indicated in Subsection (4): "In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 75-2A through 75-2G to allow for modifications to the standards when deemed appropriate by the City Engineer to address fish and wildlife habitat." The cross-sections in Figures 75-2A through 75-2G show all streets with at least 5-foot sidewalks and 4-foot planting strips. Three of the six minor collectors (varying from 60-68 feet of right-of-way) have bike lanes. The on-street space for bike lanes is replaced by on-street parking for the other three minor collectors. Table 75-1 precedes the figures and presents the cross-section standards in tabular form. The table identifies that all street cross-sections can accommodate a bus pull-out. Cross-section illustrations and tables from Chapter 75/TDC 74.425 are proposed to be replaced with references to cross-section illustrations and tables in Chapter 11 (Transportation). (See Attachment A of the Staff Report for PTA 12-02.)
Allow green street designs consistent with federal regulations for stream protection **(Title 1, Street System Design Sec 3.08.110A(2))**	
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B **(Title 1, Street System Design Sec 3.08.110A(3))**	

Regional Transportation Functional Plan Requirement	Local Development Code Reference
Allow implementation of: • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; • opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. **(Title 1, Street System Design Sec 3.08.110B)**	• **Narrow streets** – The TSP (Table 3) and TDC (Chapter 11, Figure 2) include a local street cross-section of 28 feet curb to curb. • **Wide sidewalks** – Cross-sections in the TDC (Chapter 11, Figure 2) show sidewalks of five to six feet; there is also the option to replace sidewalk with a twelve-foot multi-use path. • **Buffer strips/furnishing zones** – TDC cross-sections show planting strips of four to six feet for all roads (except for an interim commercial/industrial street), but the code does not refer to this area as a furnishing zone. Street trees are required as part of street improvements for all development proposed adjacent to existing or planned streets, pursuant to TDC 74.420(6) (Street Improvements): "All required street improvements shall include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities." TDC 73.610 provides design guidelines for the Central Design District that support street trees but are not standards or requirements. • **Traffic calming** –The transportation demand management (TDM) and transportation system management (TSM) sections in Chapter 2 of the updated TSP (Exhibit 1 of Attachment D of the Staff Report for PTA 12-02) will include policies and recommendations for traffic calming. • **Right-of-way route and shared-use path connections** – (see bullets below) • Site planning standards for multi-family uses (TDC 73.130) must show accessways (non-vehicular, paved pathway) between the site's walkway and bikeway circulation system and adjacent public uses and public land, arterial and collector streets with existing or planned transit stops and/or bike lanes, undeveloped residential and commercial land, and other adjacent existing or planned accessways. Outdoor Recreation Access Routes, defined as a pedestrian path that provides access to a recreation trail, must connect the site's bicycle and pedestrian circulation with designated parks, bikeways, and greenways. • Site planning standards for commercial, industrial, public, and semi-public uses (TDC 73.160) require the following for non-industrial and industrial development. For non-industrial development:

Regional Transportation Functional Plan Requirement	Local Development Code Reference
	Walkways must be provided between a building's main entrance and other on-site buildings and accessways as well as adjacent transit streets. On-site accessways must connect internal bikeways and walkways to adjacent public land and public uses, arterial or collector streets with existing or planned transit stops or bike lanes, adjacent undeveloped residential and commercial land, adjacent planned accessways. Bikeways are required to connect building entrances and bike facilities on the site with the adjacent public right-of-way and accessways. For industrial development: Walkways must be provided between the main building entrance and sidewalks in the public right-of-way and other on-site buildings and accessways. Accessways must connect the site's walkway and bikeway circulation system to adjacent bike lanes. Outdoor Recreation Access Routes must connect the site's walkway and bikeway circulation system with adjacent parks, bikeways, and greenways where a bike or pedestrian path is designated. TDC 74.460 reinforces these subdivision and site planning requirements. Accessways in residential, commercial, and industrial subdivisions and partitions must connect to adjacent public land and uses, streets with existing or planned transit and/or bikeways, undeveloped residential, commercial, and industrial land, and sites with existing or planned accessways. Subsections 4 and 5 require that accessways must be as short and straight as possible (600 feet maximum). Subdivision and partition plans (TDC 36.110(5) and 36.220(5)) must show connections to transit routes, pedestrian and bicycle facilities, and accessways on adjacent sites. This is reinforced by TDC 74.460 (Accessways in Residential,

Regional Transportation Functional Plan Requirement	Local Development Code Reference
	Commercial and Industrial Subdivisions and Partitions), which requires accessways to connect to adjacent public uses (schools, parks), streets with existing or planned transit and/or bikeways, undeveloped residential/commercial/industrial land, and sites with existing or planned accessways. TDC 74.450 (Bikeways and Pedestrian Paths) allows the City to require that development provide a bikeway or pedestrian path designated in TDC Chapter 11 (Transportation), and construct those facilities according to Public Works Construction standards. • **Extending streets** – TCDC 74.410 regulates street extensions. The code states: (1) Streets shall be extended to the pro-posed development site boundary where *necessary to:* *(a) give access to, or permit future development of adjoining land;* *(b) provide additional access for emergency vehicles;* *(c) provide for additional direct and convenient pedestrian, bicycle and vehicle circulation;* *(d) eliminate the use of cul-de-sacs except where topography, barriers such as railroads or freeways, existing development, or environmental constraints such as major streams and rivers prevent street extension.* *(e) eliminate circuitous routes.* The code also establishes standards for street extension and improvements. Provisions for posting notification or signing streets potentially to be extended are included in the Public Works Construction Code, Section 203.2.10.
Require new residential or mixed-use development (of five or more acres) that proposes or is required to	Pursuant to TDC 36.430 (Large Lots), a future streets plan must be prepared for large lots, although the specific lot size is not specified. The plan must show connections

Regional Transportation Functional Plan Requirement	**Local Development Code Reference**
construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that: • provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers • provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection) • provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers • limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections • includes no closed-end street longer than 220 feet or having no more than 25 dwelling units **(Title 1, Street System Design Sec 3.08.110E)**	based on reasonable future additional land divisions of the lot. TDC 74.410 (Future Street Extensions) requires that streets to be developed comply with the general location, orientation and spacing shown in the Local Streets Plan, TDC 11.630, Figure 11-1 and Figure 11-3, or figures as updated by the TSP and Chapter 11 update. According to this code section, streets that are proposed as part of a new residential or mixed residential/commercial developments must comply with the following standards: *(i) full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers;* *(ii) bicycle and pedestrian accessway easements where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers;* *(iii) limiting cul-de-sacs and other closed-end street systems to situations where barriers prevent full street extensions; and* *(iv) allowing cul-de-sacs and closed-end streets to be no longer than 200 feet or with more than 25 dwelling units, except for streets stubbed to future developable areas.* Because the code does not specify site size, these requirements can be used to comply with RTFP Section 3.08.110E and F.
Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s). **(Title 1, Street System Design Sec 3.08.110F)**	
<u>Applicable to both Development Code and TSP</u> To the extent feasible, restrict driveway and street	Currently, the TDC includes access provisions in Section 73.400 of Chapter 73 (Community Design Standards). This section establishes requirements for the number

Regional Transportation Functional Plan Requirement	Local Development Code Reference
access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1,Street System Design Sec 3.08.110G)**	and width of driveways according to the type and scale of land use as well as spacing standards between driveways and intersections. It does not address street spacing standards. Chapter 75 (Access Management) has been updated to provide a detailed plan for access on designated streets in Tualatin (Attachment A of the Staff Report for PTA 12-02).
Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP: • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable At major transit stops, require the following: • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • An easement or dedication for a passenger shelter	• **Connections** – Existing site planning standards for multi-family, commercial, industrial, public, and semi-public uses require connections to transit or transit streets. Accessways must be provided to "adjoining arterial or collector streets upon which transit stops or bike lanes are provided or designated" in multi-family development and from building entrances to these streets in non-residential development, pursuant to TDC 73.130 and 73.160. This is echoed by requirements in TDC 74.460 (Accessways in Residential, Commercial and Industrial Sub-divisions and Partitions). • **Crossings** – TDC 74.420 (Street Improvements) is proposed to be amended to provide guidance for crossings on streets with major transit (Attachment A of the Staff Report for PTA 12-02). • **Major transit stops** – TDC 74.420 (Street Improvements) states that street improvements shall include "…where designated, bikeways and transit facilities." Pursuant to site planning requirements in TDC 73.160(6)(a), all industrial, institutional, retail, and office development on a transit street designated in TDC Chapter 11 (Figure 11-6, or the figure as updated by the TSP and Chapter 11 update) must provide either an on-site transit stop pad or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street. Pursuant to subsection b, in addition to these requirements, new retail, office

Regional Transportation Functional Plan Requirement	Local Development Code Reference
and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. **(Title 1, Transit System Design Sec 3.08.120B(2))**	and institutional uses adjacent major transit stops as designated in TDC Chapter 11 (Figure 11-6, or the figure as updated by the TSP and Chapter 11 update) must follow the requirements cited in RTFP Section 3.08.120B(2).
(Could be in Comprehensive plan or TSP as well) As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements: • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design;	An alternative to site design standards is not needed. This set of requirements does not apply.

Regional Transportation Functional Plan Requirement	Local Development Code Reference
• Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. **(Title 1, Pedestrian System Design Sec 3.08.130B)**	
Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel. **(Title 1, Pedestrian System Design Sec 3.08.130C)**	On-site circulation is provided for in existing subdivision, partition, site planning, and street improvement requirements. Pursuant to TDC 36.110(5)(j) and 36.220(5)(i), subdivision and partition plans must "demonstrate[e] that the adjacent property can be divided in the future in a manner that is consistent with the subdivision plan, and illustrate[e] the connections to transit routes, pedestrian and bike facilities, and accessways to adjacent properties." Please see the responses to the requirements for RTFP Section 3.08.110B earlier in this evaluation for the pedestrian facilities and connections required in site planning and subdivision. Pursuant to TDC 73.130(6) and 73.160(1) accessways are required to provide reasonably direct routes for pedestrian travel.
Establish parking ratios, consistent with the following: • No minimum ratios higher than those shown on Table 3.08-3. • No maximum ratios higher than those shown on	• **Minimum and maximum parking ratios** – Minimum and maximum ratios in the City's existing parking code (TDC 73.370(2)), including differentiation of Zone A and Zone B, generally comply with the RTFP requirements in Table 3.08-3. Minimum high school parking ratios are proposed for amendment in order to be consistent with RTFP Table 3.08-3 (Attachment A of the Staff Report for PTA 12-02).

Regional Transportation Functional Plan Requirement	Local Development Code Reference
Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas. Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance. Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates.	• **Variances** – TDC Chapter 33 (Variances) authorizes the Planning Commission, Community Development Director, or City Engineer to grant variances but this process is not necessarily appropriate for adjusting parking requirements. Currently, TDC 73.370(1) acknowledges that higher and lower parking ratios may be approved through the conditional use permit or Architectural Review process. • **Maximum ratio exemptions** – TDC Section 73.370(2)(a) exempts parking uses such as structured parking and fleet parking from maximum parking ratios. • **Blended parking rates** – Existing parking provisions (TDC 73.370(1)(l) and (m)) allows for the sharing of parking facilities of uses on adjacent parcels and multiple uses in a development. • **Residential parking districts** – Spillover parking occurs in the residential neighborhood surrounding Tualatin High School and there is a parking permit program to address this. • **Large parking lots** – Existing off-street parking code does not include provisions for street-like standards (e.g., curbs, sidewalks, and street trees or planting strips) in large parking lots. However, TDC 73.350 (Off-Street Parking Lot Landscape Island Requirements - Multi-Family Uses) and TDC 73.360 (Off-Street Parking Lot Landscape Islands - Commercial, Industrial, Public, and Semi-Public Uses) address planting within parking lots, and TDC 73.230 (Landscaping Standards) addresses landscaping around the perimeter of parking lots. Further, site planning standards for commercial, industrial, public and semi-public development require: "walkways through parking areas, drive aisles, and loading areas shall be visibly raised and of a different appearance than the adjacent paved vehicular areas." (TDC 73.160(1)(a)(iii) and (b)(ii)) These capture the spirit of RTFP Section 3.08.410. Proposed amendments to TDC 73.380 include references to parking lot landscaping islands (TDC 73.350 and 73.360) and parking lot walkways (TDC 73.160(1)(a)(iii) and (b)(ii))(Attachment A of the Staff Report for PTA 12-02). • **Major driveways** – TDC 73.400 (Access) establishes requirements for driveway number, width, and spacing. Driveway widths range from 16 to 36 feet (or more with City Engineer approval) based on land use and intensity. This section of code does not refer to street connections. Major driveways are defined in TDC 31.060 and are

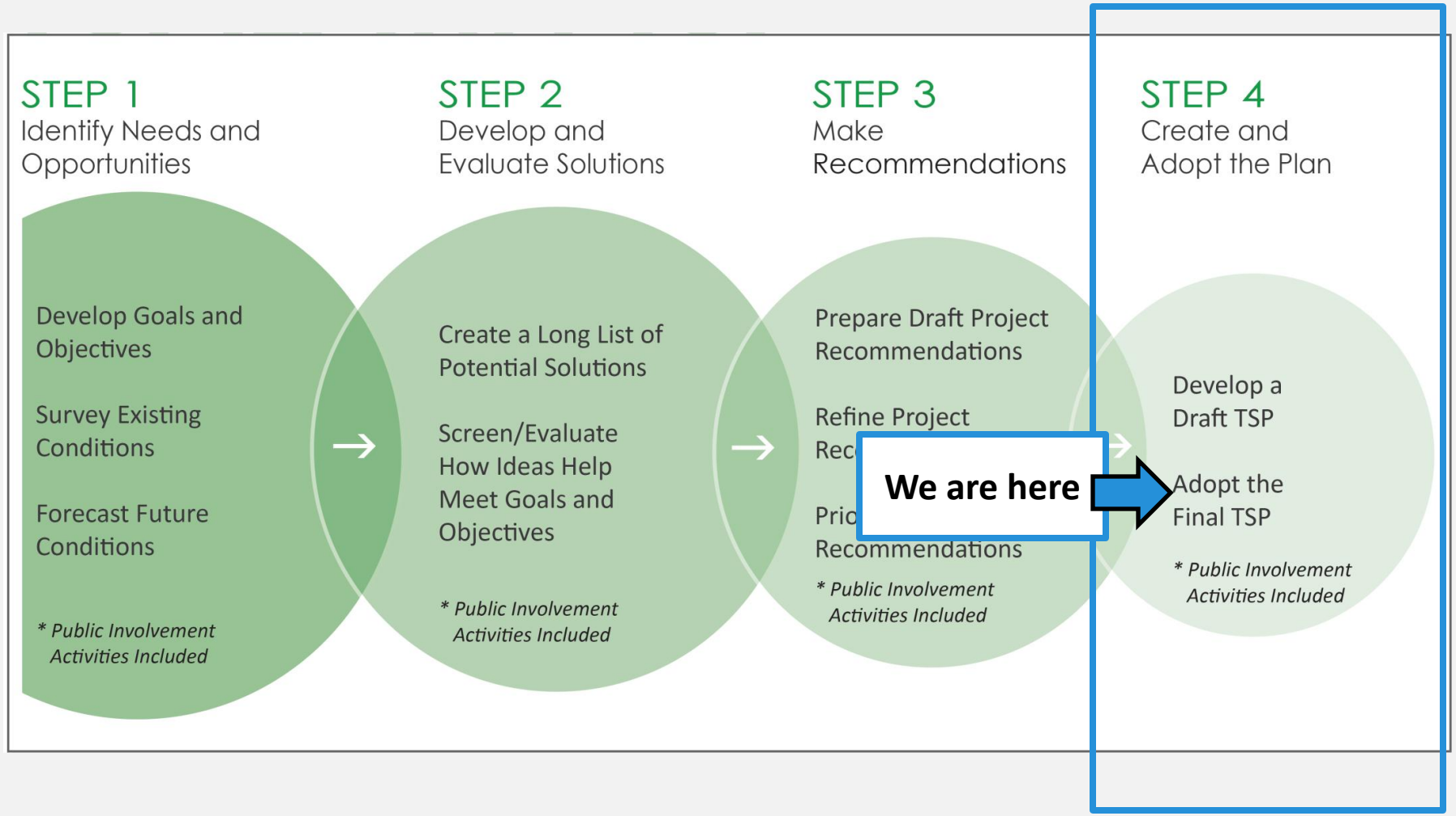
Regional Transportation Functional Plan Requirement	Local Development Code Reference
Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards. Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table. Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances. Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP. Require on-street freight loading and unloading areas	included in new TDC 73.400(17) in order to connect major driveways with existing or planned streets (Attachment A of the Staff Report for PTA 12-02). • **On-street loading** – Existing code includes provisions for off-street loading (TDC 73.390) and Central Design District design guidelines (TDC 73.600 and 73.610) address parking, but on-street loading is not addressed in the code. Standards for on-street freight loading areas in the Central Design District are proposed for the loading code (TDC 73.390) (Attachment A of the Staff Report for PTA 12-02). • **Short-term and long-term bicycle parking** – Existing parking code and the parking space requirement table (TDC 73.370(2)) provide minimum bicycle parking ratios for multi-family housing, commercial and institutional uses, and park-and-ride facilities but not for transit stops and transit centers and stations. The table provides requirements for the percentage of required bicycle parking that must be covered, which begins to differentiate between short-term and long-term bicycle parking space requirements. Amendments to bicycle parking requirements in the table in TDC 73.370(2) are proposed to add bicycle parking space requirements for major transit stops and transit centers and stations. Other changes to the subsection are proposed to differentiate between short-term and long-term requirements (Attachment A of the Staff Report for PTA 12-02).

Regional Transportation Functional Plan Requirement	Local Development Code Reference
at appropriate locations in centers. Establish short-term and long-term bicycle parking minimums for: • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. **(Title 4, Parking Management Sec 3.08.410)**	

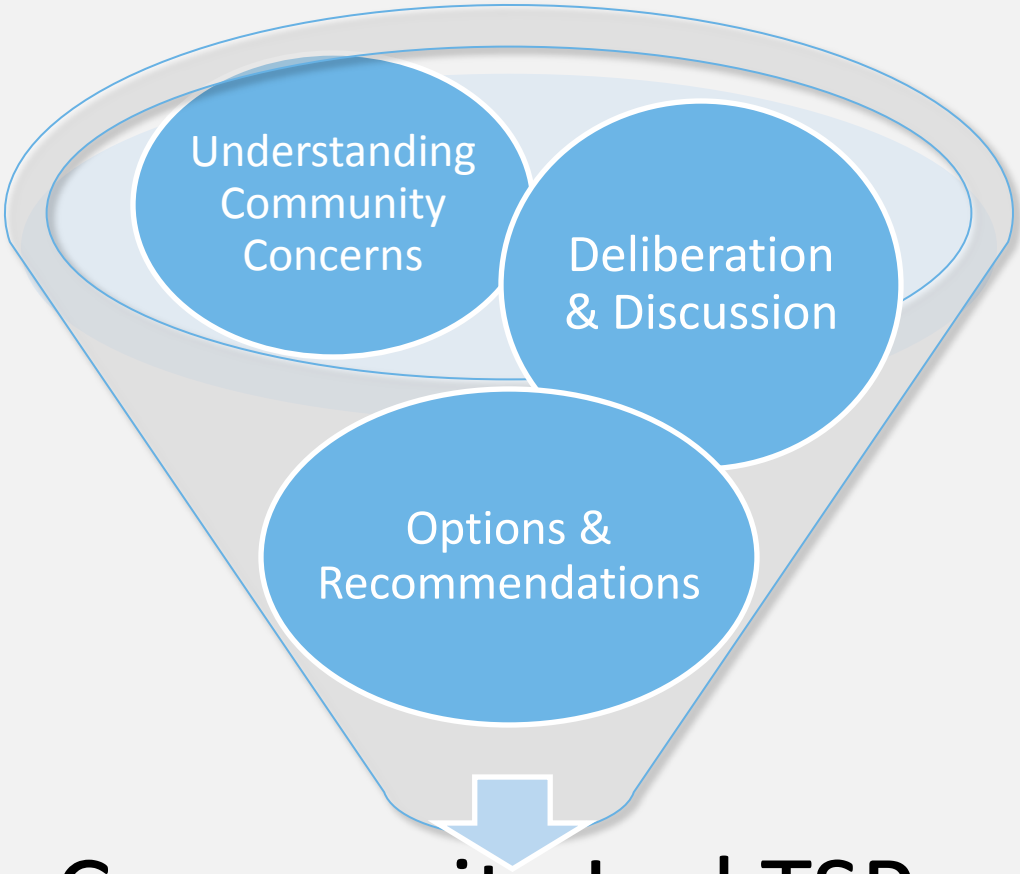
The Year of Transportation

TPC January 17, 2013

Your Role Tonight



Year of Transportation in Review



Community Led TSP

“On the Road” Summer 2011

Understanding Community Concerns

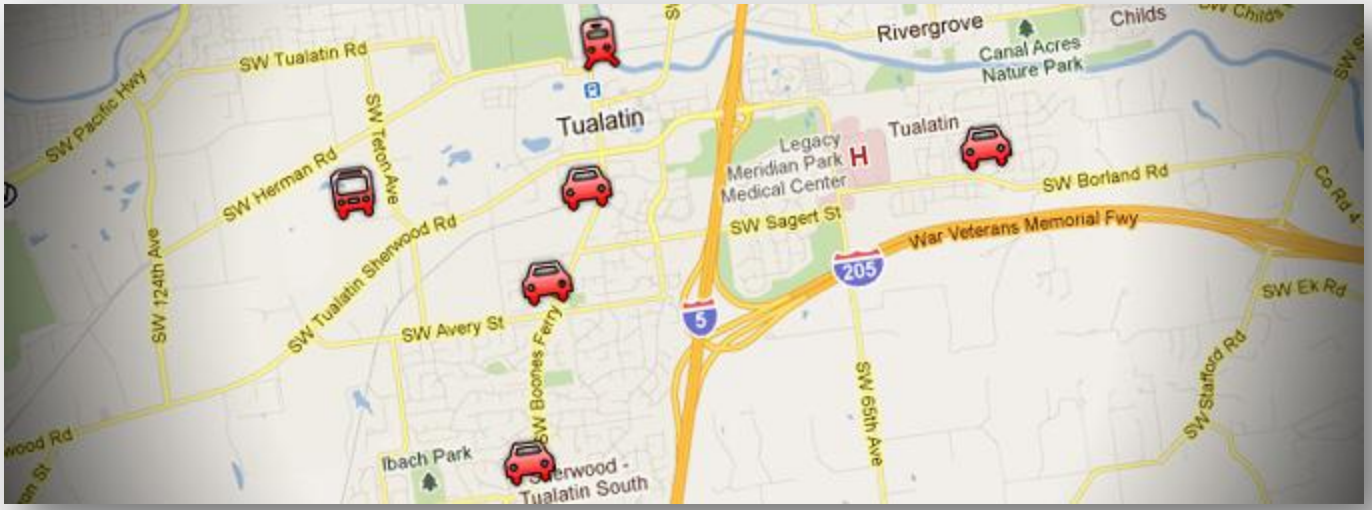
- Farmers Markets
- Concert on the Commons
- Community Luncheons
- Crawfish Festival
- Pumpkin Regatta

Tualatin Farmers Market Summer ‘11

“On the Road”

Understanding Community Concerns

- On-line comment map
  - July 15, 2011- January 12, 2012
- 369 total comments
- 248 people commented



Transportation Task Force

Deliberation & Discussion

Task Force Kick off meeting November 2011

Task Force Work

Deliberation & Discussion

December 2011- February 2012

- Developed Value Statement, Goals, Objectives and Evaluation Criteria
- Reviewed Existing Conditions & Future Conditions

Goals

Deliberation & Discussion

- Access & Mobility
- Safety
- Vibrant Community
- Equity
- Economy
- Health/Environment
- Ability to be Implemented

Year of Transportation Kick-Off

Deliberation & Discussion

February 2012 Open House

Working Groups

Deliberation & Discussion

- Neighborhood Livability
- Transit
- Downtown
- Freight
- Major Corridors
- Bike and Pedestrian
- Met 3 times or more
  - February 2012 - July 2012

Working Groups

Deliberation & Discussion

Task Force Work

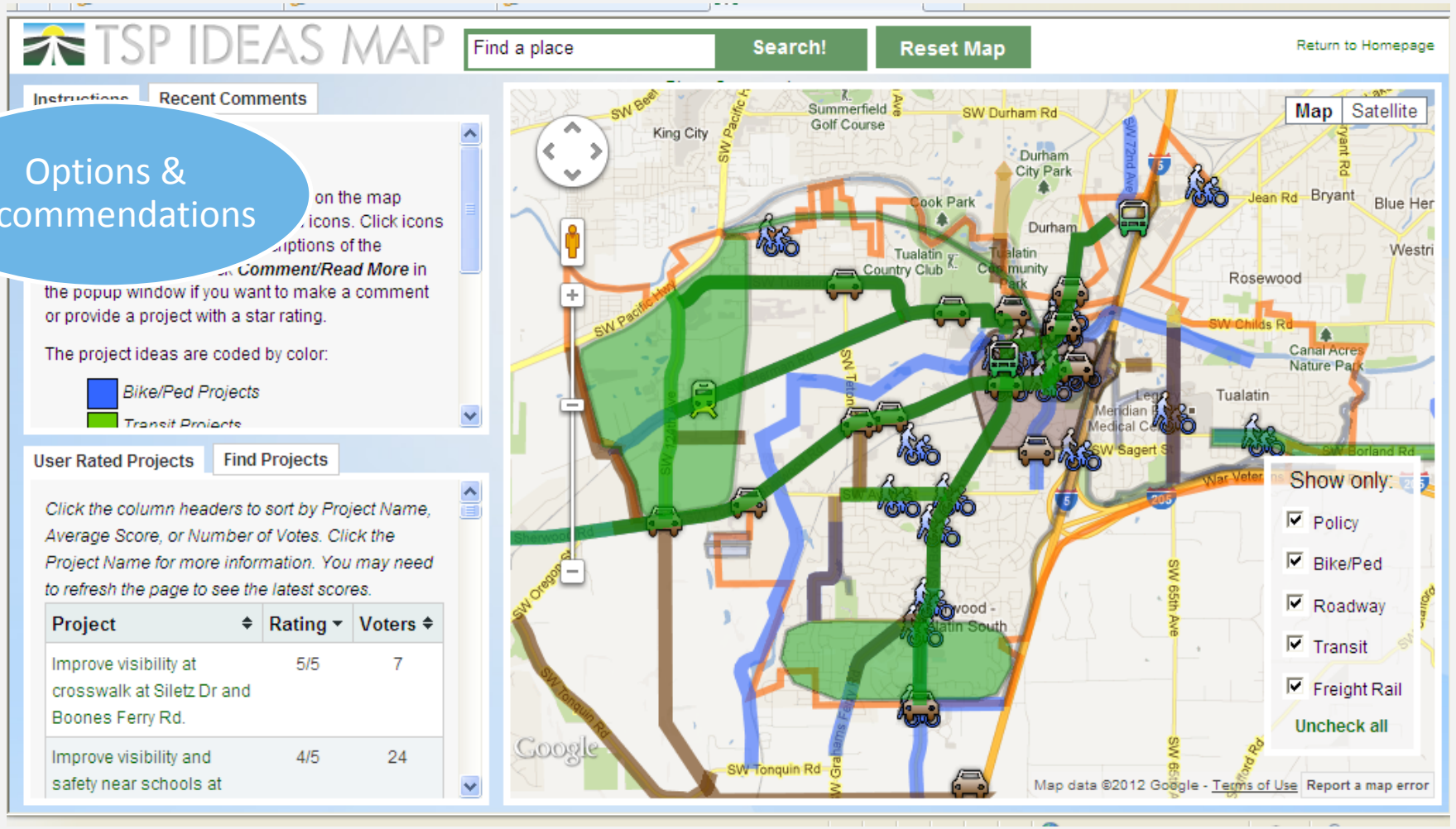
Deliberation & Discussion

March - June 2012

- Brainstormed transportation solutions
- Identified feasible projects
- Evaluated results of feasible projects
- Discussed preliminary project recommendations

On-Line Forum

Options & Recommendations



Task Force Work

Options & Recommendations

July - August 2012

- Refinement areas:
  - Nyberg Interchange
  - 65th Avenue
  - North-South Connectivity
  - Herman Road and Tualatin Road
  - Tualatin-Sherwood Road
  - Boones Ferry Road
  - Downtown

Transportation Summit

Options & Recommendations

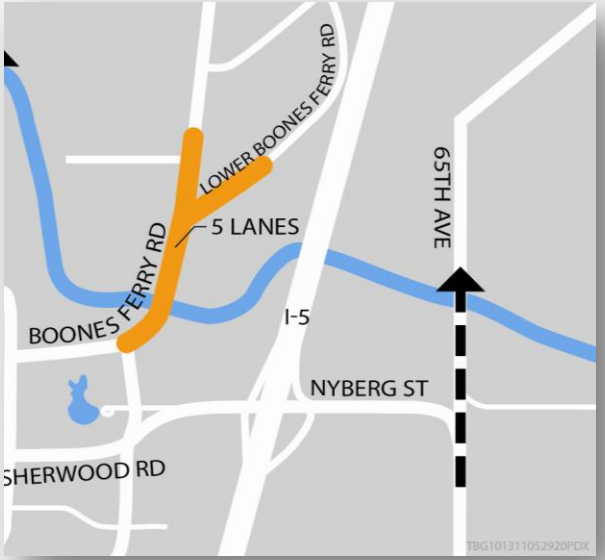
- 68 people at Town Hall

Task Force Work

Options & Recommendations

September - November 2012

- Accepted Projects for Draft TSP and Low-Build Scenario
- Continued discussion about Boones Ferry Road widening north of Martinazzi and 65th Avenue extension



Council Sets Direction

Options & Recommendations	Low Build Scenario	Boones Ferry Road Widening	SW 65th Avenue Expansion
City Council Decision November 26, 2012	Include in TSP	Include in TSP	Remove from TSP

Highlights

Community Led TSP

- Collaborative outreach
- 80 new projects
  - 50 roadway
  - 18 bike and pedestrian
  - 12 transit