



**MEETING AGENDA**  
**TUALATIN PLANNING COMMISSION**

**May 15, 2014; 6:30 p.m.**  
**JUANITA POHL CENTER**  
**8513 SW TUALATIN ROAD**  
**TUALATIN, OR 97062**

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**1. CALL TO ORDER & ROLL CALL**

Members: Alan Aplin, Chair, Bill Beers, Mike Riley, Jeff DeHaan, Cameron Grile, Nic Herriges, Adam Butts and Jan Giunta.

Staff: Aquilla Hurd-Ravich, Planning Manager; Clare Fuchs, Senior Planner; Cindy Hahn, Associate Planner; Ben Bryant, Economic Development Manager.

**2. APPROVAL OF MINUTES**

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

Limited to 3 minutes

**4. ACTION ITEMS**

- A. POSTPONED: Consideration of Variances to two setback minimums and two height maximums for the Espedal Apartments in the High Density Residential (RH) Planning District at 17865 & 17985 SW Pacific Highway (99W) (Tax Map 2S1 15C, Tax Lot 2191, 2202, and 2300) (VAR-14-02)
- B. Sign Variance for Cabela's store in the Office Commercial (CO) and Central Commercial (CC) Planning District at 7555 SW Nyberg Street (Tax Map and Lot 2S1 24B 2100, 2S1 24A 2507 and 2700) (SVAR-14-01)
- C. Consideration of Resolution 03-14TPC for a Sign Variance for Cabela's store to place a total of 373 square feet of signage on the south side (front) of the building and a total of 227 square feet of signage on the east side of the building toward I-5.

**5. COMMUNICATION FROM CITY STAFF**

- A. Southwest Corridor Draft Recommendation
- B. Basalt Creek Concept Plan Project - Update and Presentation of Partnering Agreement and Public Involvement Plan

**6. FUTURE ACTION ITEMS**

7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

8. **ADJOURNMENT**



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners  
**FROM:** Lynette Sanford, Office Coordinator  
**DATE:** 05/15/2014  
**SUBJECT:** **APPROVAL OF MINUTES**

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**ISSUE BEFORE TPC:**

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**Attachments:** [TPC Minutes 4.17.14](#)



# City of Tualatin

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UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF April 17, 2014

**TPC MEMBERS PRESENT:**

Alan Aplin  
Mike Riley  
Jeff DeHaan  
Bill Beers  
Cameron Grile

**STAFF PRESENT**

Clare Fuchs  
Ben Bryant  
Lynette Sanford

**TPC MEMBER ABSENT:** Nic Herriges

**GUESTS:** Mayor Lou Ogden

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

Alan Aplin, Chair, called the meeting to order at 6:35 pm and reviewed the agenda. Roll call was taken.

**2. APPROVAL OF MINUTES:**

Mr. Aplin asked for review and approval of the March 6, 2014 TPC minutes. MOTION by Riley SECONDED by Beers to approve the March 6, 2014 minutes. MOTION PASSED 5-0.

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

None

**4. ACTION ITEMS:**

None

**5. COMMUNICATION FROM CITY STAFF:**

**A. SW Corridor Transit Alignment Options**

Ben Bryant, Economic Development Manager, presented information regarding the SW Corridor Transit Alignment Option which included a PowerPoint presentation.

Mayor Lou Ogden gave his perspective on the SW Corridor transit alignment options

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

and the current status. Mayor Ogden stated that all the transportation planning goes through Metro Planning Organization (MPO). In the Portland area, MPO is housed at Metro. Mayor Ogden explained that light rail follows corridors and a list was developed to determine the next corridor of significance. In a regional study and decision, the SW Corridor had an advantage. The question is where we go from here and should Tualatin continue to be in the next level of study.

Mr. Bryant explained that he came to the Planning Commission this time last year as the options were being narrowed down. The Planning Commission made a recommendation to remove the plan section showing high capacity transit to Sherwood and to the "hub and spoke" option. The options to study further include a TriMet local bus service enhancement study, bus-rapid transit to Tualatin via Tigard, and light-rail to Tualatin via Tigard.

Mr. Bryant noted that this last year we've been in the refinement phase. To qualify for federal funds, we have to go through a Draft Environmental Impact Statement process (DEIS). In April, the Steering Committee went through the alignment options that were suggested and eliminated four of them. These four removed route options included: WES alignment, Bridgeport Road alignment, Martinazzi Avenue alignment, and I-5/Nyberg Rivers alignment.

Mr. Bryant added that the next steps include a Citizen Involvement Organization (CIO) Land Use Officer meeting and a Planning Commission meeting in May. Also in May will be the City Council and public review of options. In June, the Steering Committee will be asked to eliminate options based on quantitative data and share their findings. Mr. Bryant asked the Commission members if they had any feedback on outreach efforts, questions about the alignments that are left, and if we still want to be involved in the proposal.

Mr. Aplin inquired about the costs involved with bus-rapid transit. Mr. Bryant responded that the cost is tiered based on the city involved. Tualatin will have to pay approximately \$160,000 to \$200,000 over two years, with Portland and Tigard paying more. Mr. Grile asked if it will stop in Tualatin. Mayor Ogden stated it will be a regional decision. Mr. Bryant added that the funding picture has changed since the existing light rail lines, when 80 percent was funded by the federal government. The Portland to Milwaukie line was a 50/50 split. It is likely this proposed project will also be a 50/50 split. This project requires a significant local portion, with the assumption this could require a public vote. Mayor Ogden added that this project could take 20-25 years and doesn't see the region fronting the money in the near future.

Mr. DeHaan stated that we should advocate for Tualatin to be involved and is in favor of high capacity transit. Mr. Aplin added that it would be advantageous to evaluate what the options are for the future and be included financially. Discussion followed regarding future parking needs.

Mr. DeHaan put forth a motion for the Planning Commission to be in favor of continued

study of high-capacity transit in Tualatin and is in favor of spending City resources to accomplish this. MOTION by DeHaan, SECONDED by Riley. MOTION PASSED 5-0.

Mr. Beers stated the Citizen Involvement Organization 3 uses the website "Next Door" for reminders. Mr. Bryant responded that he has been posting reminders on Facebook and Twitter, but Next Door would be a great addition since previously there has been limited attendance at the meetings. Mr. Riley asked why many are opposed to light rail. Mayor Ogden responded that there are many financial and emotional factors.

## **6. FUTURE ACTION ITEMS**

Ms. Fuchs reported that next month, the Cabela's sign variance will be discussed as well as the Espedal variances for an apartment complex. There will also be communication from staff regarding the SW Corridor and Basalt Creek plan.

## **7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

Mr. DeHaan asked Mayor Ogden about the plans for the area around the Juanita Pohl Center. Mayor Ogden replied that the City was approached a year ago by Robert Gray. His company was looking at taking on the project, but nothing is definite. It may be residential housing or senior housing in the future.

## **8. ADJOURNMENT**

MOTION by Beers SECONDED by DeHaan to adjourn the meeting at 7:43 pm.  
MOTION PASSED 5-0.

\_\_\_\_\_ Lynette Sanford, Office Coordinator



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners

**THROUGH:** Aquilla Hurd-Ravich

**FROM:** Clare Fuchs, Senior Planner

**DATE:** 05/15/2014

**SUBJECT:** Sign Variance for Cabela's store in the Office Commercial (CO) and Central Commercial (CC) Planning District at 7555 SW Nyberg Street (Tax Map and Lot 2S1 24B 2100, 2S1 24A 2507 and 2700) (SVAR-14-01)

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### **ISSUE BEFORE TPC:**

A request for a Sign Variance that would allow: two wall signs with taller letters and increased sign face height from the maximum allowed in the Central Commercial (CC) Planning District.

### **RECOMMENDATION:**

Staff recommends the Planning Commission consider the staff report and supporting attachments and provide direction.

### **EXECUTIVE SUMMARY:**

- This matter is a quasi-judicial public hearing for a sign variance request, before the Planning Commission
- The applicant is Cardno, representing Cabela's. TUALA Northwest, LLC is the owner of the tax lot 2100, 2507, and 2700 located at 7555 SW Nyberg Street in the CC and CO Planning District. The property is part of the Nyberg Rivers Shopping Center under construction. Nyberg Rivers will consist of banks, restaurants and retail. The other stores that are under development currently are: Michael's (refurbishing), Home Goods, BJ's Brewhouse, LA Fitness, Wendy's, and New Seasons. The subject site will take access from SW Nyberg Street, SW Boones Ferry Road, and SW Martinazzi Avenue. The vicinity of the site includes commercial development to the south, City offices to the west, an apartment complex to the north and I-5 to the east. A Vicinity Map, a Tax Map and a Site and Plan Designation Map are included as Attachments 101, 102, and 103 respectively. The applicant's materials including elevations with the proposed signage are included as Attachment 104.
- Cabela's is currently in the process of building a new 110,093 square foot store to in part replace the former K-mart Shopping Center. Cabela's plans a September 2014 opening.
- Even though the Cabela's building is in two separate Planning Districts (CC and CO) the proposed signs are all in the CC Planning District (Attachment 103).

- The Sign Code allows wall signs in the CC Planning District with the following standards:
  - **TDC38.220(1)(d)(iv)** “Height of Sign Face: No higher than four feet provided no letter or number (does not include logos, caricatures, scenes, non-letters and non-numerical symbols) shall be more than two feet when erected on owned or leased walls whose area is less than 4,000 square feet, and no higher than four feet for letters, numbers, logos, caricatures, scenes and symbols when erected on owned or leased walls equal to or greater than 4,000 square feet. If a sign's square footage is less than 1/2 the maximum area allowed, then the height of the sign can be doubled. If the sign height is doubled, the height of any logo, symbols, caricatures or scenes may be up to five feet.”
  - **TDC38.220(1)(d)(v)** “Area: ...and for walls equal to or greater than 5,000 square feet, a sign area of up to 150 square feet is allowed.”

### **APPLICANT’S REQUEST:**

- The Cabela’s application proposes variances to allow a front wall sign with up to 8-foot high letters with a total sign area of 373 square feet. Normally, 4-foot high letters with a total sign area of 150 square feet would be allowed.
- Cabela’s also proposes a second variance for an east wall sign to face I-5 with up to 8-foot high letters and a total of 227 square feet. Normally, 4-foot high letters with a total sign area of 150 square feet would be allowed.
- Three other signs are proposed on the store do not need variances. Two signs on the front (south wall) at 62 and 47 square feet are proposed. One sign is proposed on the west side at 10.29 square feet. The applicant finds that Cabela’s is unique because it was subject to a lengthy master planning process that other sites are not required to do. The sign code also does not account for a building of this size. The building face is more than three times the size of the code area ranges given.
- The Applicant has prepared a narrative that describes the sign variance requests and addresses the Sign Variance approval criteria (Attachment 104). The criteria are listed below:
  - **TDC 33.022(1):** “A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same planning district, and such conditions are a result of the lot size or shape or topography over which the applicant has no control.”
  - **TDC 33.022(2):** “The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances, or from the financial situation of the applicant or owner of the company, or from regional economic condition.”
  - **TDC 33.022(3):** “The variance is the minimum necessary to eliminate the hardship.”
  - **TDC 33.022(4):** “The variance is necessary for the preservation of a property right of the owner substantially the same as is possessed by owners of other property in the same planning district however, nonconforming or illegal sign on the subject property or on nearby properties shall not constitute justification to support a variance request.”



- **TDC 33.022(5):** “The variance shall be detrimental to the general public health, safety and welfare, and not be injurious to properties or improvements in the vicinity.”

- Staff has reviewed the Applicant’s material and included pertinent excerpts in the Analysis and Findings section of this report (Attachment 105).

- The City Council has a history of both granting and denying Sign Variances:

- o Sign variances for the Best Western (Pole Sign-Height increase) and Dick’s Sporting Goods (area and letter height increase) were approved.

- o A sign variance for Sweetbrier Inn (Pole sign-Increased Height & Area); Ben Lake Building (Additional Freestanding Sign); for Michaels Crafts (Wall Sign-Increased Height & Area); for GI Joe’s (Wall Sign -Increased Height) and for Legacy Pole Sign were not approved by Council.

- This is the first sign variance request for the Planning Commission since the Tualatin Planning Advisory Committee (TPAC) became the Planning Commission.

- The application was submitted on March 24, 2014 and determined complete on April 10, 2014. The statutory 120th day within which a decision must be made is August 8, 2014. This hearing is on day 35. On April 23, 2014 a public hearing notice was mailed to property owners within 1,000 feet of the subject property including the entire phase of a subdivision with a portion within 1,000 feet.

- The applicable policies and regulations that apply to the proposed Sign Variance include: TDC 6.030 Commercial Planning District Objectives; TDC 20.030-Sign Design Objectives; TDC Chapter 33-Variations; TDC Chapter 38-Sign Regulations.

- Before granting the proposed sign variance, the Planning Commission must find that the sign variance criteria 1-6 listed in TDC 33.022 are met: The Analysis and Findings (Attachment 106) examines the application in respect to the criteria for granting a Sign Variance. In the Analysis and Findings, staff finds that the applicant has demonstrated that Sign Variance Criteria 1-6 have been met.

- If approved, the applicant will need to submit for sign and building permit from the Planning and Building Divisions.

## **PUBLIC INVOLVEMENT:**

The Applicant conducted a Neighbor/Developer meeting at the Tualatin Public Library on March 6, 2014, to explain the Sign Variance proposals to neighboring property owners and to receive comments. A few people attended the meeting. Three comments were submitted.

1st Comment: Citizen states that rendering makes sign look “flat.”

STAFF RESPONSE: Exhibit C, D, and Sheet FS3.01 (last page) of the applicant’s materials (Attachment 104) show a picture of an actual store with the signs and sign variances requested. It is possible to see through this exhibit that the sign will pop out from the wall face eight inches. This should provide a three-dimensional look and appropriate shadowing to this signs.

2nd Comment: Architecture will block portions of the “Cabela’s” sign at the proposed size.

STAFF RESPONSE: Architectural beams may partially block portions of “Cabela’s” sign in the middle. The applicant finds that this aesthetically is in keeping with their brand and a larger sign will offset readability issues.

3rd Comment: The Cabela’s signs are too large.

STAFF RESPONSE:: Staff finds that the proposed sign variance meets the criteria for RESPONSE: approval and that the proposed square footage is proportional to the size of the building and wall face areas.

### **OUTCOMES OF DECISION:**

Approval of the Sign Variance request will result in the following:

1. Allows Cabela’s to obtain two variances for sign permits and erect a two wall signs with up to eight (8) foot high letters and a total of 610.29 square feet of sign face area for the entire store. Otherwise, the maximum letter height would be 4-feet high and the maximum sign square footage would be 150 square feet.

2. The west elevation will have a “Customer Pick-up” Sign at 10.29 square feet. This is allowed through the sign code without a variance.

3. The south elevation will three signs for a total of 373 square feet, where normally 150 square feet would be allowed:

a. “Cabela’s,” at 227 square feet with up to 8-foot high lettering and “World’s Foremost Outfitter” at 37 square feet underneath. Normally, without a variance 4-foot high lettering would be allowed.

b. “Hunting – Fishing,” at 62 square feet with up to 2-foot high lettering. This piece of the proposal is allowed through the sign code already.

c. “Outdoor Gear,” at 47 square feet with up to 2-foot high lettering. This piece of the proposal is allowed through the sign code already.

4. The east elevation will have one sign, “Cabela’s,” at 227 square feet and up to 8-foot high lettering. The sign code normally allows 4-foot high lettering and 150 square feet of signage along this frontage.

Denial of the Sign Variance request will result in the following:

1. The applicant will not be allowed to construct the proposed wall signs with letters larger than 4 ft. and a sign face area greater than 150 square feet for each wall face.

**ALTERNATIVES TO RECOMMENDATION:**

The alternatives to the staff recommendation for the Commission are:

- Approve the proposed Sign Variance with findings to support a determination that the applicant has met each of criteria 1-6 in TDC 33.022.
- Deny the request for the proposed Sign Variance with findings that state which criteria in TDC 33.022 the applicant has failed to meet.
- Ask that the applicant modify their request and resubmit.
- Continue the discussion of the proposed Sign Variance and return to the matter at a later date.

**FINANCIAL IMPLICATIONS:**

The applicant submitted the required \$1,425.00 fee with the Sign Variance SVAR-14-01 for two sign variances. Revenue for sign variances has been budgeted for Fiscal Year 13/14.

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**Attachments:**    [Attachment 101 - Vicinity Map](#)  
                          [Attachment 102 - Tax Maps](#)  
                          [Attachment 103 - Plan Designation Map](#)  
                          [Attachment 104 - Application Materials and Supporting Information](#)  
                          [Attachment 105 - Analysis and Findings](#)  
                          [Attachment 106 - Presentation](#)



CANCELLED TAX LOT NUMBERS  
2400, 2504, 1301, 701, 800, 100, 101, 102  
103, 104, 105, 200, 300, 400, 401, 500, 600  
700, 800, 1000, 1100, 1200, 1300, 1400  
1500, 1600, 1700, 1800, 1900, 2000, 2100  
2200, 2300, 2500, 2500-A1, 2501,  
2505, 2509.

COUNTY

CLACKAMAS

TUALATIN  
2S I 24A

FOR ASSESSMENT PURPOSES ONLY  
DO NOT RELY ON FOR ANY OTHER USE

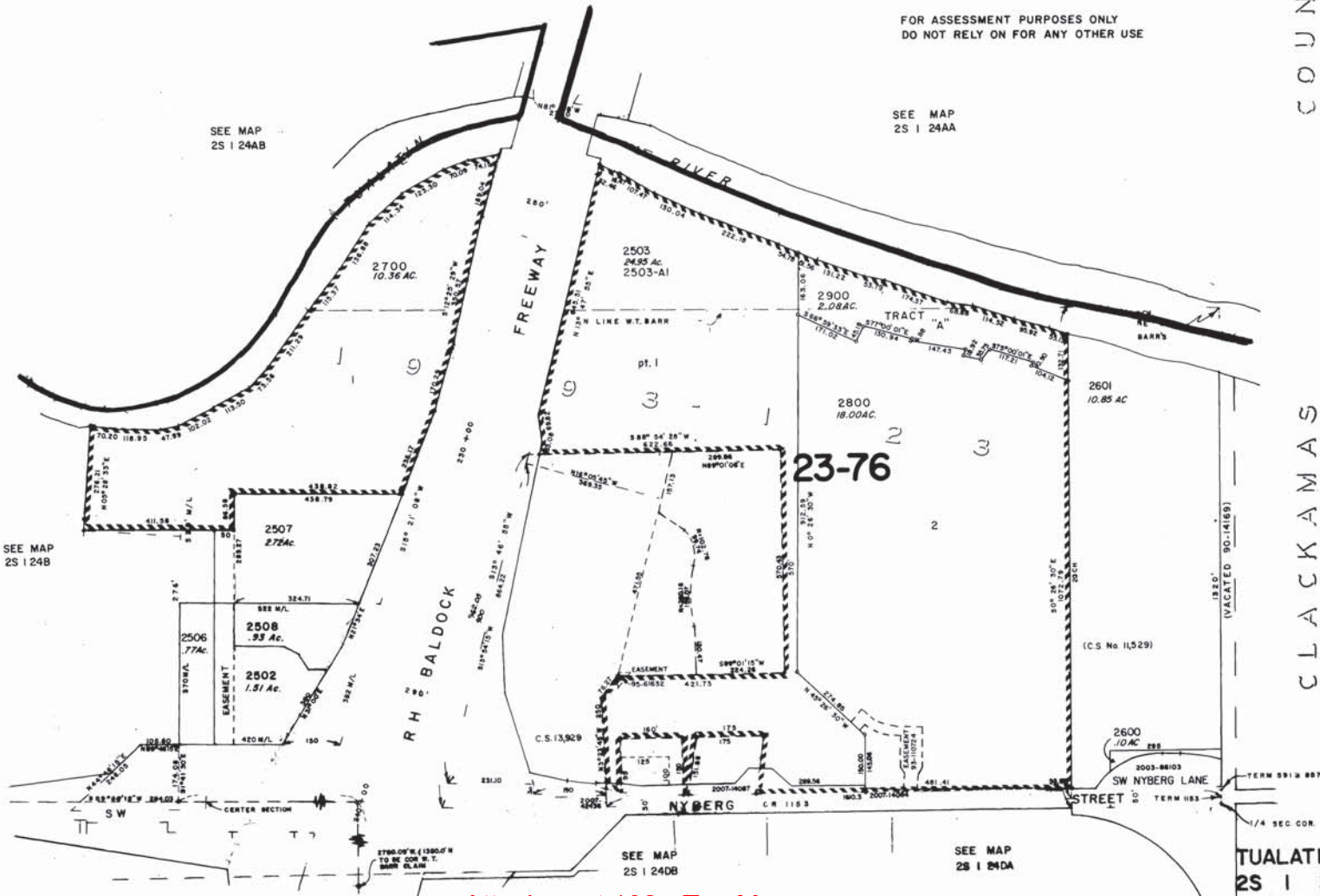
SEE MAP  
2S I 24AA

SEE MAP  
2S I 24AB

SEE MAP  
2S I 24B

SEE MAP  
2S I 24DB

SEE MAP  
2S I 24DA



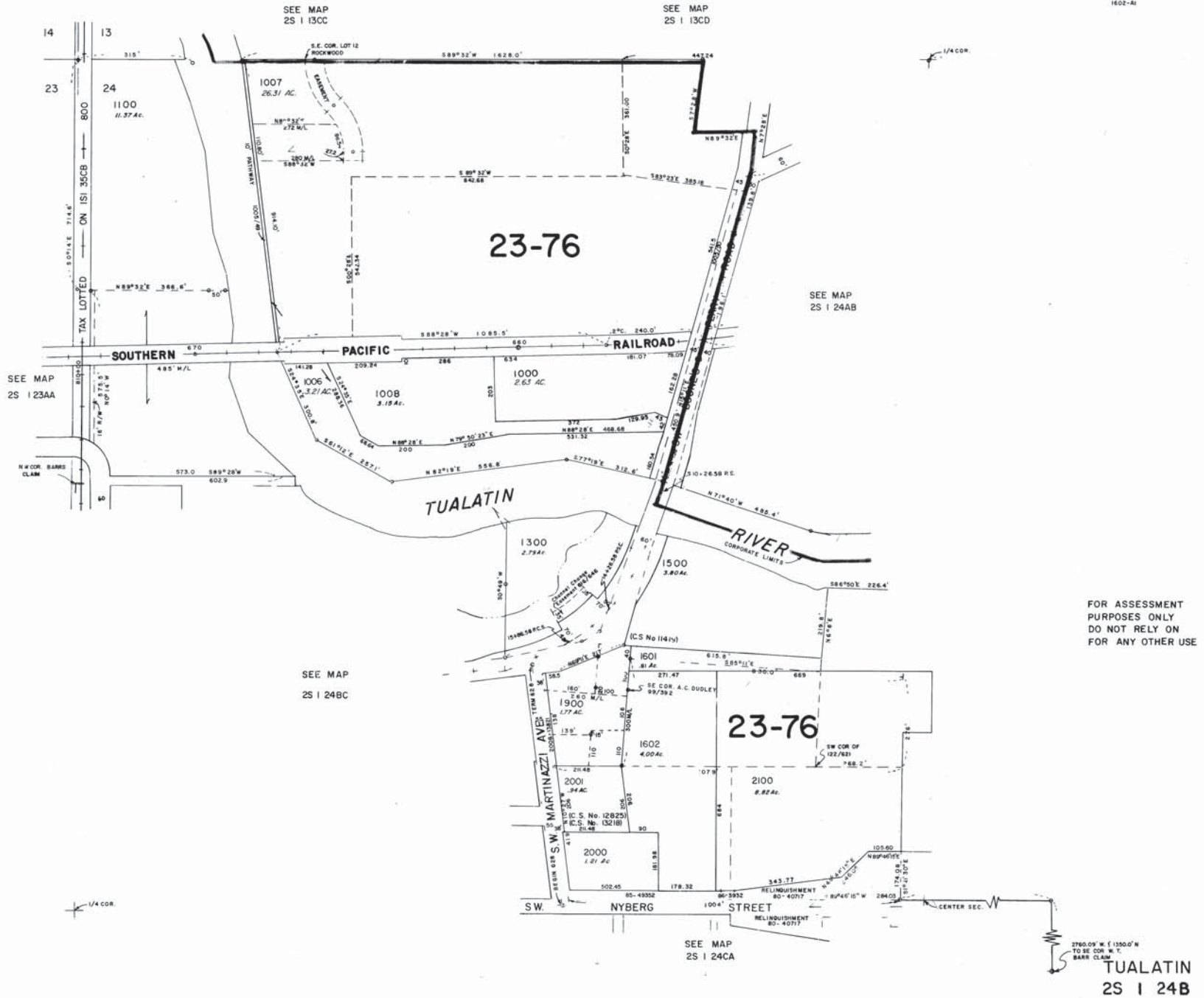
NW1/4 SECTION 24 T2S RIW W.M.

WASHINGTON COUNTY OREGON

SCALE 1"=200'

2S | 24B

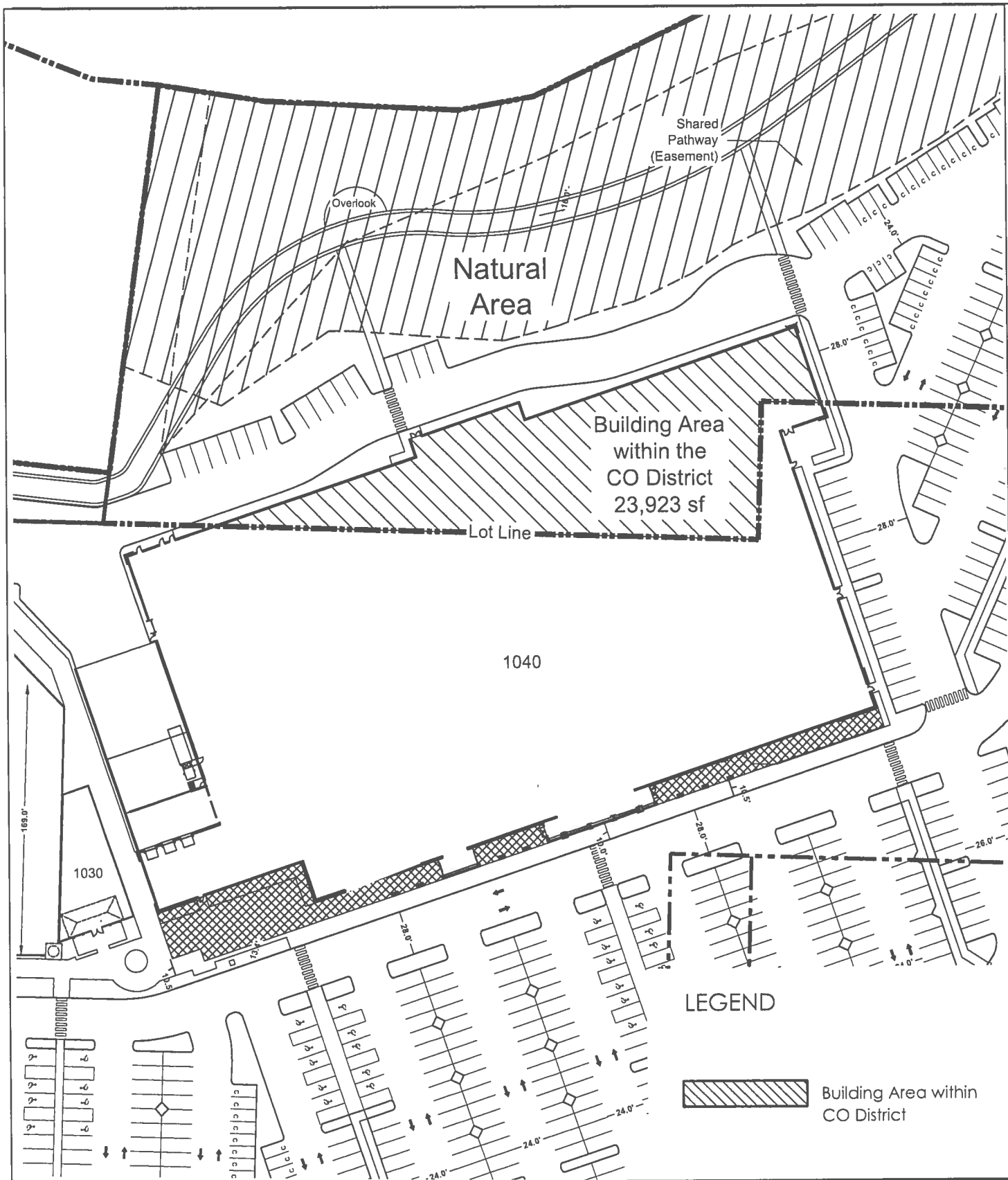
CANCELLED TAX LOTS  
1003, 1004, 1401, 2101, 1001, 1002,  
1005, 100, 101, 102, 200, 300, 400,  
401, 402, 403, 500, 600, 700,  
701, 800, 900, 1400, 1200, 1400,  
1700, 1800, 1007-A, 1007-A2,  
1602-A



Attachment 102 - Tax Maps

TUALATIN  
2S | 24B

J.S.W. 3/17/23



PORTLAND  
 5415 SW WESTGATE DR, STE 100, PORTLAND, OR 97221  
 TEL: (503) 419 - 2500 FAX: (503) 419 - 2600  
 www.cardno.com

### Nyberg Rivers

CenterCal  
 Tualatin, Oregon

PROJECT NO. 21198310

BY: RG

SCALE: 1" = 80'

SHEET NO. —



# City of Tualatin

www.ci.tualatin.or.us

"NECESSARY PARTIES"  
MARKED BELOW

## NOTICE OF APPLICATION SUBMITTAL

- ANNEXATION                       CONDITIONAL USE PERMIT                       PLAN TEXT AMENDMENT  
 ARCHITECTURAL REVIEW                       PLAN MAP AMENDMENT                       OTHER: SIGN VARIANCE

**CASE/FILE: SVAR-14-01** (Community Development Dept.: Planning Division)

<b>PROPOSAL</b>	Sign Variance Request to place a total of 373 square feet of signage on the south side (front) of the building and a total of 227 square feet of signage on the east side of the building toward I-5.
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<b>PROPERTY</b>	<b>Street Address</b>	7555 SW Nyberg Street
	<input type="checkbox"/> n/a <b>Tax Map and Lot No(s).</b>	2S1 24A 2700 & 2507, 2S1 24B 2100
	<b>Planning District</b>	Central Commercial (CC) Office Commercial (CO)
	<b>Related Applications</b>	AR-13-07, MP-13-01, CUP-13-04

<b>DATES</b>	<b>Receipt of complete application</b>	4/9/2014	<b>CONTACT</b>	<b>Name:</b> Clare Fuchs
	<b>Notice of application submittal</b>	4/11/2014		<b>Title:</b> Senior Planner
	<b>Project Status / Development Review meeting</b>	N/A		<b>E-mail:</b> cfuchs@ci.tualatin.or.us
	<b>Comments due for staff report</b>	4/25/2014		<b>Phone:</b> 503-691-3027
	<b>Public meeting:</b> <input type="checkbox"/> ARB <input checked="" type="checkbox"/> TPC <input type="checkbox"/> n/a	5/15/2014		<b>Notes:</b>
	<b>City Council (CC)</b> <input type="checkbox"/> n/a			

**City Staff**

- City Manager
- Building Official
- Chief of Police
- City Attorney
- City Engineer
- Community Dev. Director
- Community Services Director
- Economic Dev. liaison
- Engineering Associate
- Finance Director
- GIS technician(s)
- IS Manager
- Operations Director
- Parks and Recreation Coordinator
- Planning Manager
- Street/Sewer Supervisor
- Water Supervisor

**Neighboring Cities**

- Durham
- King City Planning Commission
- Lake Oswego
- Rivergrove PC
- Sherwood Planning Dept.
- Tigard Community Dev. Dept.

- Wilsonville Planning Div.

**Counties**

- Clackamas County Dept. of Transportation and Dev.
- Washington County Dept. of Land Use and Transportation

**Regional Government**

- Metro

**School Districts**

- Lake Oswego School Dist. 7J
- Sherwood SD 88J
- Tigard-Tualatin SD 23J (TTSD)
- West Linn-Wilsonville SD 3J

**State Agencies**

- Oregon Dept. of Aviation
- Oregon Dept. of Land Conservation and Development (DLCD) (via proprietary notice)
- Oregon Dept. of State Lands: Wetlands Program
- Oregon Dept. of Transportation (ODOT) Region 1
- ODOT Maintenance Dist. 2A
- ODOT Rail Div.

**Utilities**

- Republic Services (Allied Waste)

- Clean Water Services (CWS)
- Comcast [cable]
- Frontier Communications[phone]
- Northwest Natural [gas]
- Portland General Electric (PGE)
- TriMet
- Tualatin Valley Fire & Rescue (TVF&R)
- United States Postal Service (USPS) (Washington; 18850 SW Teton Ave)
- USPS (Clackamas)
- Washington County Consolidated Communications Agency (WCCCA)

**Additional Parties**

- Tualatin Citizen Involvement Organization (CIO)
- DKS,





# City of Tualatin

www.ci.tualatin.or.us

## SIGN VARIANCE APPLICATION

BUSINESS NAME Cabela's CONTACT PERSON Kristopher Nitz PHONE 308-255-2677

ADDRESS SW Nyberg Street & Radio Drive CITY Tualatin STATE OR ZIP 97062

APPLICANT'S NAME Julie A. Gravo PHONE 310-563-6900

ADDRESS 1600 East Franklin Avenue CITY El Segundo STATE CA ZIP 90245

AS THE PERSON RESPONSIBLE FOR THIS APPLICATION, I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND THE INFORMATION IS CORRECT TO THE BEST OF MY KNOWLEDGE.

APPLICANT'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

PROPERTY OWNER'S NAME Cabela's PHONE \_\_\_\_\_

ADDRESS 1 Cabela Drive CITY Sidney STATE NE ZIP 69160

PROPERTY OWNER'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Power of attorney/letter of authorization required if not signed by owner.

BUILDING OWNER'S NAME Cabela's PHONE \_\_\_\_\_

(If different than property owner.)

ADDRESS 1 Cabela Drive CITY Sidney STATE NE ZIP 69160

BUILDING OWNER'S SIGNATURE [Signature] DATE 10/14/13

Power of attorney/letter of authorization required if not signed by owner.

### VARIANCE REQUEST

A BRIEF STATEMENT OF THE VARIANCE REQUESTED AND THE SIGN ORDINANCE SECTION NO. \_\_\_\_\_

SUBMIT SEPARATE SHEETS WITH THE SUPPORTING MATERIAL ADDRESSING THE SIGN VARIANCE CRITERIA [TDC 33.020 (6-11)] AND EXPLAINING WHY AND HOW THE REQUESTED VARIANCE MEETS THE CRITERIA.

### PROJECT INFORMATION

PLANNING DISTRICT Central Commercial (CC) & Commercial Office (CO) PROPOSED/EXISTING USE Retail

TAX MAP NO. To be re-platted TAX LOT NO. To be re-platted PARCEL SIZE \_\_\_\_\_

Date App Rcvd: \_\_\_\_\_ Received by \_\_\_\_\_ Date App Complete \_\_\_\_\_

Receipt # \_\_\_\_\_ Variance Fee \_\_\_\_\_ Circle one: Cash    Check    Credit Card

Sign Variance Case No. \_\_\_\_\_



City of Tualatin
www.tualatinoregon.gov

SIGN VARIANCE APPLICATION

BUSINESS NAME Cabela's via Cardno CONTACT PERSON Michael Cerbone PHONE 503 419 2500
ADDRESS 5415 SW Westgate Drive CITY Portland STATE OR ZIP 97221
APPLICANT'S NAME Cardno - Attn Michael Cerbone PHONE 503 419 2500
ADDRESS 5415 SW Westgate Drive CITY Portland STATE OR ZIP 97221

AS THE PERSON RESPONSIBLE FOR THIS APPLICATION, I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND THE INFORMATION IS CORRECT TO THE BEST OF MY KNOWLEDGE.

APPLICANT'S SIGNATURE [Signature] DATE 3-24-14

PROPERTY OWNER'S NAME TUALA Northwest, LLC PHONE 503 799 8324
ADDRESS 5638 Dogwood Drive CITY Lake Oswego STATE OR ZIP 97035

PROPERTY OWNER'S SIGNATURE DATE

Power of attorney/letter of authorization required if not signed by owner.

BUILDING OWNER'S NAME PHONE
(If different than property owner.)

ADDRESS CITY STATE ZIP

BUILDING OWNER'S SIGNATURE DATE

Power of attorney/letter of authorization required if not signed by owner.

VARIANCE REQUEST

A BRIEF STATEMENT OF THE VARIANCE REQUESTED AND THE SIGN ORDINANCE SECTION NO. TDC 38.220(1)(d)(v), request ability to construct a larger sign that what is permitted

SUBMIT SEPARATE SHEETS WITH THE SUPPORTING MATERIAL ADDRESSING THE SIGN VARIANCE CRITERIA [TDC 33.020 (6-11)] AND EXPLAINING WHY AND HOW THE REQUESTED VARIANCE MEETS THE CRITERIA.

PROJECT INFORMATION

PLANNING DISTRICT CC and CO PROPOSED/EXISTING USE Cabela's Retail Store
TAX MAP NO. 2s124b and 2s124a TAX LOT NO. 2100 and 2700 PARCEL SIZE approx 20 acres

Date App Rcvd: Received by Date App Complete

Receipt # Variance Fee Circle one: Cash Check Credit Card

Sign Variance Case No.

# SIGN VARIANCE CERTIFICATION OF SIGN POSTING

SEE  
NEIGHBORHOOD  
EXIST



- 24"

The applicant shall provide and post a sign pursuant to Tualatin Development Code (TDC) 31.064(2). Additionally, the 18" x 24" sign must contain the application number, and the block around the word "NOTICE" must remain red composed of the RGB color values Red 112, Green 48, and Blue 160. Additionally, the potential applicant must provide a flier (or flyer) box on or near the sign and fill the box with brochures reiterating the meeting info and summarizing info about the potential project, including mention of anticipated land use application(s). Staff has a Microsoft PowerPoint 2007 template of this sign design available through the Planning Division homepage at [www.tualatinoregon.gov/planning/land-use-application-sign-templates](http://www.tualatinoregon.gov/planning/land-use-application-sign-templates).

NOTE: For larger projects, the Planning Division may require the posting of additional signs in conspicuous locations.

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As the applicant for the \_\_\_\_\_ project, I hereby certify that on this day, \_\_\_\_\_ sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Engineering & Building Department – Engineering Division.

Applicant's Name: \_\_\_\_\_  
(PLEASE PRINT)

Applicant's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Project Name: Cabela's Tualatin  
To: City of Tualatin, Oregon  
Subject: Signage Variance  
From: CenterCal Properties on behalf of Cabela's  
Date: March 24, 2014

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This application requests the minimal variance necessary from the Tualatin Development Code, 33.220 to accommodate the Cabela's retail store in the redeveloped Nyberg Rivers shopping center.

### Introduction

The Nyberg Rivers redevelopment is uniquely situated in the City of Tualatin relative to other CO- or CC-zoned properties. Unlike many CO- or CC-zoned properties, Nyberg Rivers was subject to a lengthy master planning process that only applies to few properties in the Central Urban Renewal Area. This master planning process and resulting ARB and Public Facilities Review established a specific site plan for this property that was the result of many unique factors. Those factors include: (1) redevelopment of an existing shopping center with some major retailers retained in their pre-existing location; (2) the development of a new public road through the center of the site; (3) the location of the Greenway on the northern edge of the site and the freeway on the eastern edge of the site; and (4) the introduction of a major new anchor whose building requirements far exceed the square footage of a typical Tualatin retailer.

This sign variance is related to each of these unique factors as discussed below. Even though this is the largest shopping center in the City, Cabela's requests only a variance to the size of the letters on the sign and resulting sign area and not to the number of signs or the location of the signs. The variance will result in 658.5 square feet of total signage where the code would allow 600 square feet of total signage. The sign variance meets all of the approval criteria below but a few threshold issues discussed here in the introduction further demonstrate why this limited sign variance should be approved.

First, the sign code at TDC 20.030 Sections (7) through (10) contains several objectives that are relevant to this proposal.

- (7) Protect and enhance the quality streetscapes, architecture, landscaping and urban character in Tualatin.
  
- (8) Protect and enhance property values.

(9) Protect and enhance the City's economy.

(10) Ensure the number, height and dimensions of signs allowed adequately identifies a business or use and does not result in sign clutter.

This proposal serves all of these objectives. Attached as Exhibit B is a comparison of the Cabela's front and back elevations with the proposed signage compared to the code-restricted signage. The proposed signage is on top of the page and the code-restricted signage is at the bottom of the page. The comparison demonstrates that because of the unique façade features, size of the façade and distance to the closest arterial, Nyberg Road, the code-restricted signage will not be readable from the surrounding street system and will not serve to identify the business. Exhibit C further highlights this point showing the proposed signage from a distance of 300 feet. At this distance one can clearly read the proposed signage, it appears integrated with and proportionate in scale to the façade and is not in any way cluttered. Nyberg Road is not located 300 feet from the store but instead over 525 feet from the store, further reducing the visibility of even the proposed sign package. Exhibit F shows the signage at a distance of 525 feet. Here you can see that the signage is barely readable and certainly not at scale with the balance of the façade and the center. Exhibits B, C and F demonstrate that while the proposed sign would adequately identify the business at 300 feet and perhaps 525 feet, the code-restricted signage would not be identifiable from these distances. The code-restricted signage disappears in the gabled entry and is plainly disproportionate to the size of the architectural features along that facade.

In this particular circumstance, the proposed signage is needed to serve the objectives of the Sign Code to "protect and enhance property values," "protect and enhance the City's economy" and "ensure the number, height, and dimensions of sign allowed adequately identifies a business or use."

Second, Cabela's is a 110,093 square foot building. The sign code does not seem to address the circumstances that are presented by a building of this size. In fact, the applicable sign area permitted by code is based on a building wall of 5,000 square feet or above. TDC 38.220(1)(d)(v). The Cabela's building walls are 15,031 square feet (south elevation), 15,031 square feet (north elevation) and 8,160 square feet (west elevation), far exceeding the baseline building wall that is anticipated under the code. The proposed sign square footage on each of these elevations is 373 square feet, 227 square feet and 58.5 square feet respectively. The building wall size establishes, at the least, that there are unique circumstances where additional sign dimensions should be permitted if they continue to meet the other objectives of the code.

Third, the sign code would permit up to 600 square feet of total signage area on Cabela's. TDC 38.220(1)(d)(v). Cabela's is proposing only 658.5 square feet in

signage, slightly over the 600 square feet that would be allowed. However this slight increase in area is based on a wall size that greatly exceeds the threshold wall size under the code of 5,000 square feet. Therefore, the slight increase in size maintains the proportionality of sign area to building wall that the code expects.

The sign code would also permit 3 signs per building wall for each wall over 5,000 square feet in size and 2 signs per building wall for every wall between 4,000 and 4,999 square feet. For Cabela's that would allow 12 signs (each wall exceeds 5,000 square feet in size) signs. Cabela's is requesting only 5 signs, far fewer than the number of signs that would be permitted by code. The only variance here is to the size and area of the letters of the sign and the only reason that is required is to ensure visibility of the sign for commercial purposes based on the size and location of the Cabela's in the master planned site area.

In this case, the Cabela's sign package better serves the sign code objectives than the code-restricted sign package and is the minimal variance necessary to accommodate the use.

- a. *A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same planning district, and such conditions are a result of lot size or shape or topography over which the applicant or owner has no control.*

The exceptional and extraordinary circumstances that apply to this property and generally do not apply to other properties in the CC and CO districts are many:

(1)The property is within a required master plan area. As a result, this site went through extensive design proceedings starting with the master plan process and approval that are not required of other CC and CO properties outside the master plan area. The master plan proceedings resulted in an approved site layout that locates Cabela's in the northeastern corner of the site, farther from the main arterial than any other building in the development;

(2) The master plan and subsequent ARB process required extensive and positive architectural changes to our standard store that introduced façade features that we are now integrating with our signage package. The size of our store makes it exceptional on this score compared to other CC and CO zoned properties outside of the master plan area;

(3) Unlike the other CC and CO zoned sites in the master plan area we are situated in the far northeastern corner for multiple reasons including the location of other retail uses that already exist on the site, the required location for our parking spaces and the desire to integrate with but not overwhelm the other uses at Nyberg Rivers. This results in

unique visibility issues that require a sign variance to maintain our identity along Nyberg Road;

(4) Cabela's has no control over the site size, layout or topography of the site, particularly here where the project is to redevelop an existing center on contiguous and integrated lots and which is bordered by the Tualatin River, the freeway and Nyberg Road and integrates a new road system which bifurcates the site;

(5) The hardship that is created by these circumstances is that the code-restricted signage cannot be viewed or read from the major arterials because it is simply too small and out of scale with the approved facade. The Cabela's anchor store within the proposed Nyberg Rivers development is set back into the site further than any other store within the development (Exhibit A).

Cabela's has no control over these conditions that, on the aggregate, create this hardship.

- b. *The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances, or from the financial situation of the applicant or owner or the company, or from regional economic conditions.*

This hardship is not the result of actions of the applicant, owner or previous owner, or from personal circumstances, or from the financial situation of the applicant or owner or the company, or from regional economic conditions. The TDC created the master plan process and the TSP created the road location that bifurcates the site. This site was also already developed with a center when Cabela's became interested in the site and the redevelopment of the site and location of the Cabela's was dictated by the master plan process.

- c. *The variance is the minimum remedy necessary to eliminate the hardship.*

Exhibits B, C and F demonstrate that this variance is the minimum necessary to maintain adequate visibility for the business and to integrate the sign with the architectural scale of the façade without creating any sign clutter.

The proposed sign package does not appear out of scale with the façade and appropriately readable at 300 feet which is a location that is still within the project site. At over 525 feet along Nyberg Road the signage will become much less readable and will not appear out of proportion with the architectural features. Exhibits B, C and F. Further, the signage is integrated into the entry way design such that it appears expected and familiar rather than out of place or out of scale.

Any lesser sign area would create the same hardship and same visibility issues as the code-restricted signage.

Further, as discussed above, a total of [No] signs are permitted on the 4 Cabela's facades but only 5 signs are requested, minimizing the variance. The sign code would also permit 600 square feet of signage area on the four facades, based on the code allowed 150 feet per façade. Cabela's comes very close to this maximum by only requesting 658.5 total square feet of signage. This slight increase is justified based on the wall area of each façade that greatly exceeds the 5,000 square foot wall threshold established by the code. The proportionality of the sign to building wall area is maintained. The sign request also limits signs to just three of the four elevations instead of utilizing all four sides of the building.

- d. *The variance is necessary for the preservation of a property right of the owner substantially the same as is possessed by owners of other property in the same planning district however, nonconforming or illegal signs on the subject property or on nearby properties shall not constitute justification to support a variance request.*

Due to the distance away from major arterials and the interstate, the restricted signage size will be too small in scale for traffic to read as they drive by. While the distance to the street for all other uses in the center allows those uses sufficient sign coverage to be visible from the street, this is not the case for Cabela's. Cabela's has a larger façade than any other user and is located in the far northeastern area of the development. The intended signage size will preserve the property rights of Cabela's to have visual access to their signage, because the intended size will be just as legible as the signage of the outparcels, who sit much closer to the arterials.

- e. *The variance shall not be detrimental to the general public health, safety and welfare, and not be injurious to properties or improvements in the vicinity.*

The intended signage does not cause detriment to the general public health, safety and welfare, and is not injurious to properties or improvements in the vicinity. In fact the sign variance equalizes visible access to the business identities in the center and simply adjusts Cabela's signage appropriately in relation to their location and size of façade architectural features.

To the extent Cabela's acts as a draw and anchor to the center, all other users in the center will benefit from Cabela's signage that allows the needed visible anchor access.



- f. *The variance shall not be detrimental to the applicable Sign Design Objectives, TDC 20.030.*

The intended signage does not cause detriment to the applicable Sign Design Objectives, but rather upholds the objectives by enhancing the architecture (objective 7), protecting and enhancing property values (objective 8), protecting and enhancing the City's economy (objective 9) and ensuring the number, height and dimensions of signs allowed adequately identifies a business or use and does not result in sign clutter (objective 10).

*(7) Protect and enhance the quality streetscapes, architecture, landscaping and urban character in Tualatin.*

Cabela's was approved as part of a master plan, ARB and Public Facilities process. That process resulted in the adoption of a high quality streetscape, architecture that meets the AR approval criteria as well as the CURP goals and which protects and enhances the urban character of Tualatin. The proposed signage is well integrated into the façade of the approved building and is part of the quality architecture and streetscape that was approved under the master plan in further support of this Sign Design Objective.

*(8) Protect and enhance property values.*

*(9) Protect and enhance the City's economy.*

As mentioned above, the sign variance is the minimal variance necessary to make the commercial signage on Cabela's visible from the surrounding road system. Visible signage contributes to the protection and enhancement of commercial property values. It also helps ensure the commercial success of a major anchor store at Nyberg Rivers which will in turn protect and enhance the property values of other retailers in the center, contributing to the City's economy.

*(10) Ensure the number, height and dimensions of signs allowed adequately identifies a business or use and does not result in sign clutter.*

The number of signs in this case is less than the number that would be permitted by the code. The height and dimensions of the sign vary from the code requirements but their total area is only slightly more than

would be allowed by the code. Cabela's is simply concentrating the allowed square footage in 5 signs rather than spreading the allowance over more signs. The result is less clutter on the building and a visible manuscript from the surrounding road system.

### Conclusion

This application demonstrates compliance with each of the sign variance criteria and we therefore request approval of this application.



# EXHIBIT A

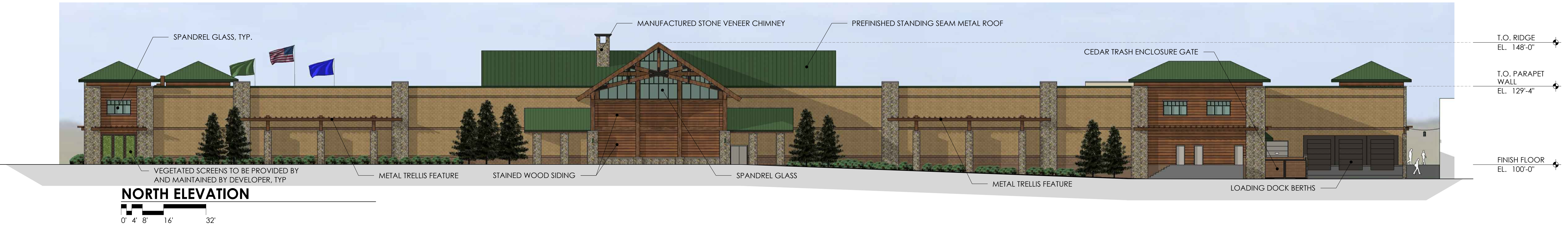
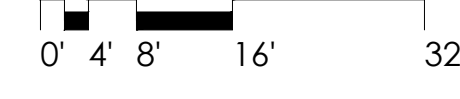
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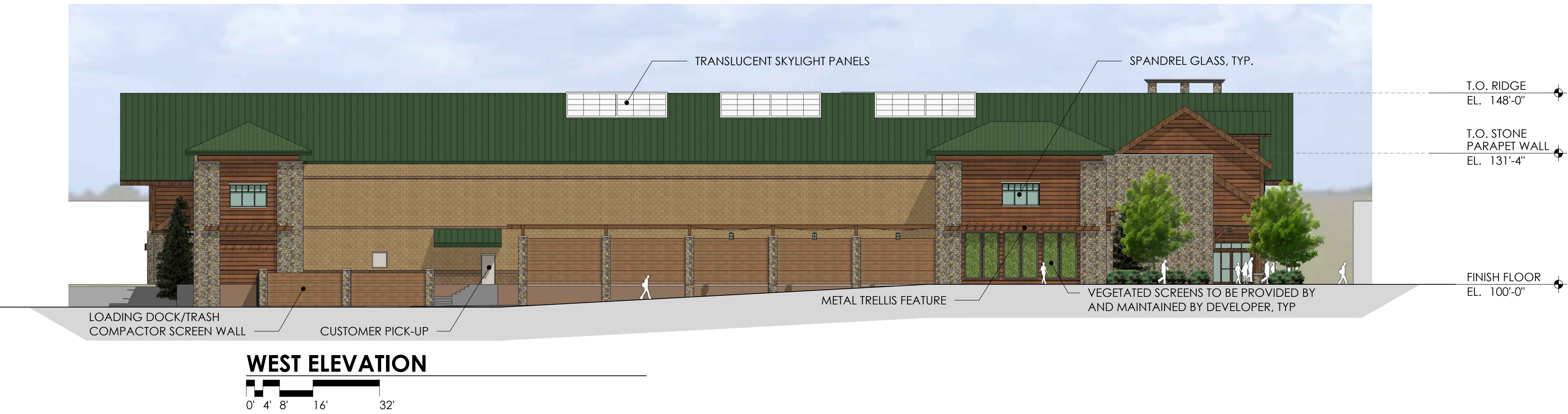
10/03/13  
P# 12511.1



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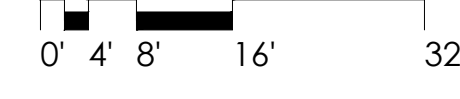
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**WEST ELEVATION**



**EAST ELEVATION**

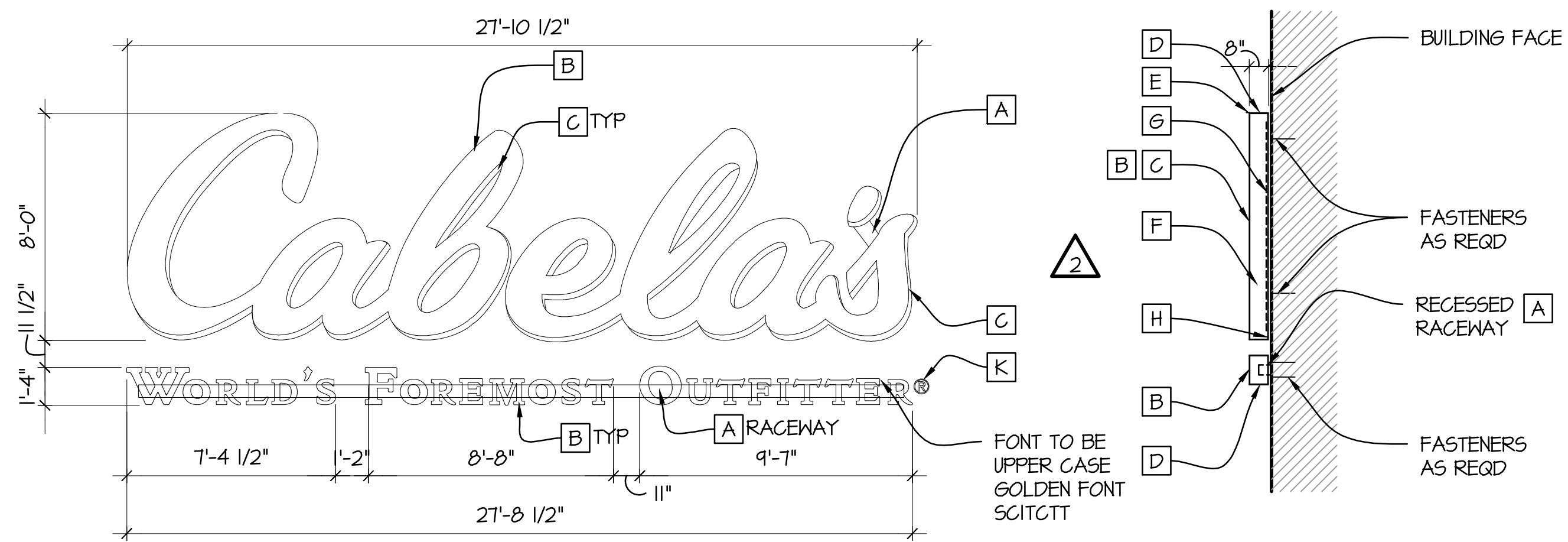


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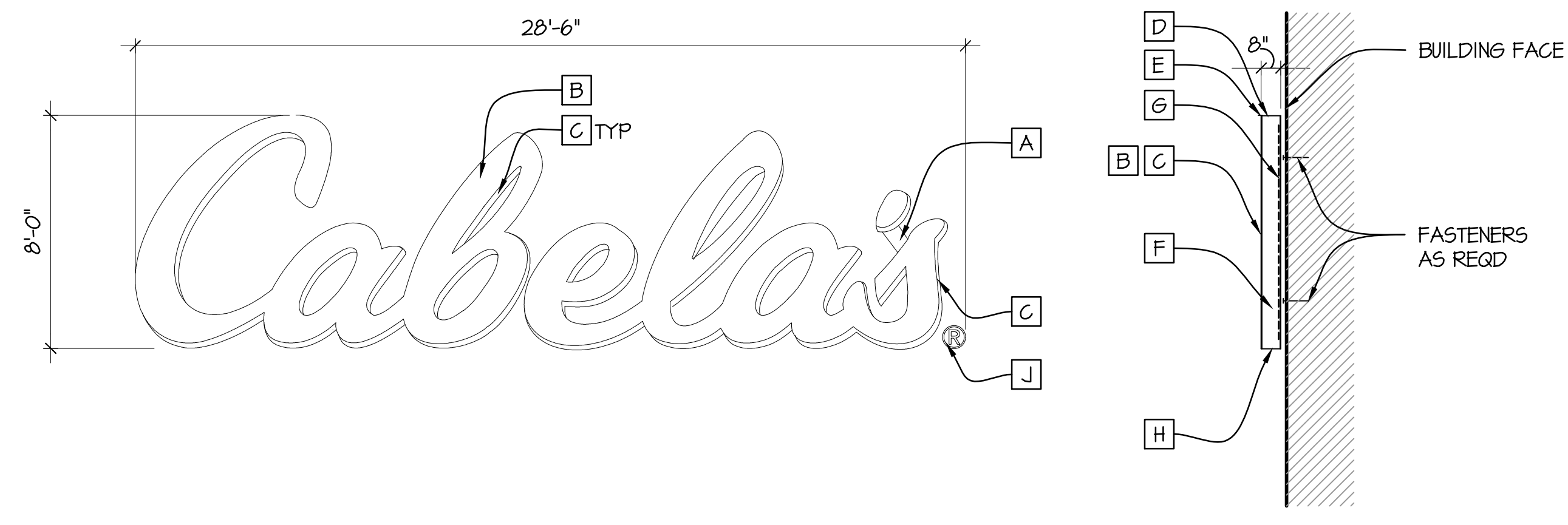
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RETAIL** | PRELIMINARY  
DRAWINGS  
TUALATIN, OR



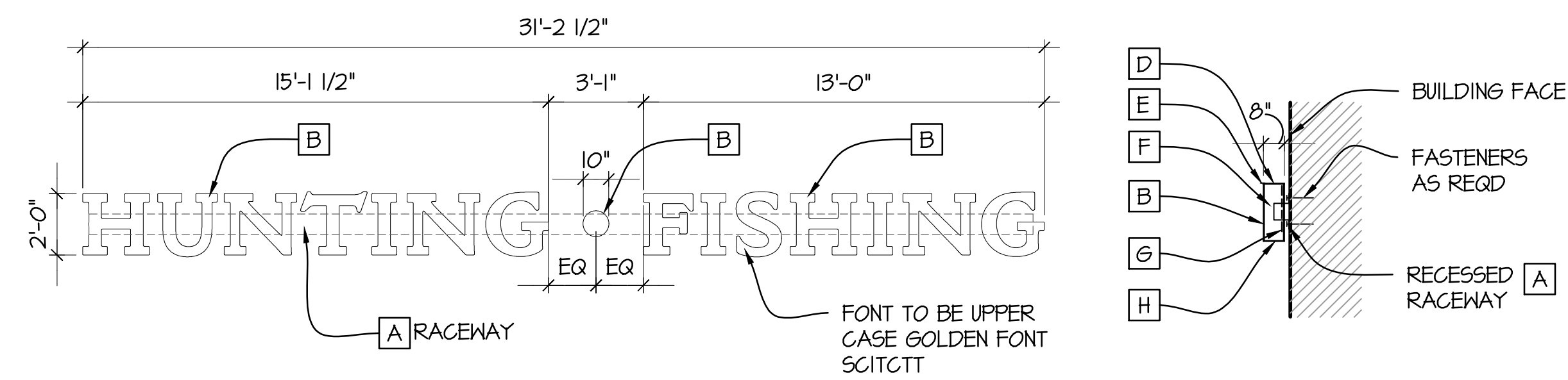
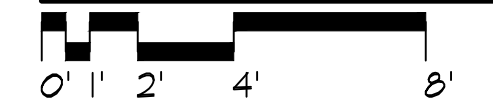
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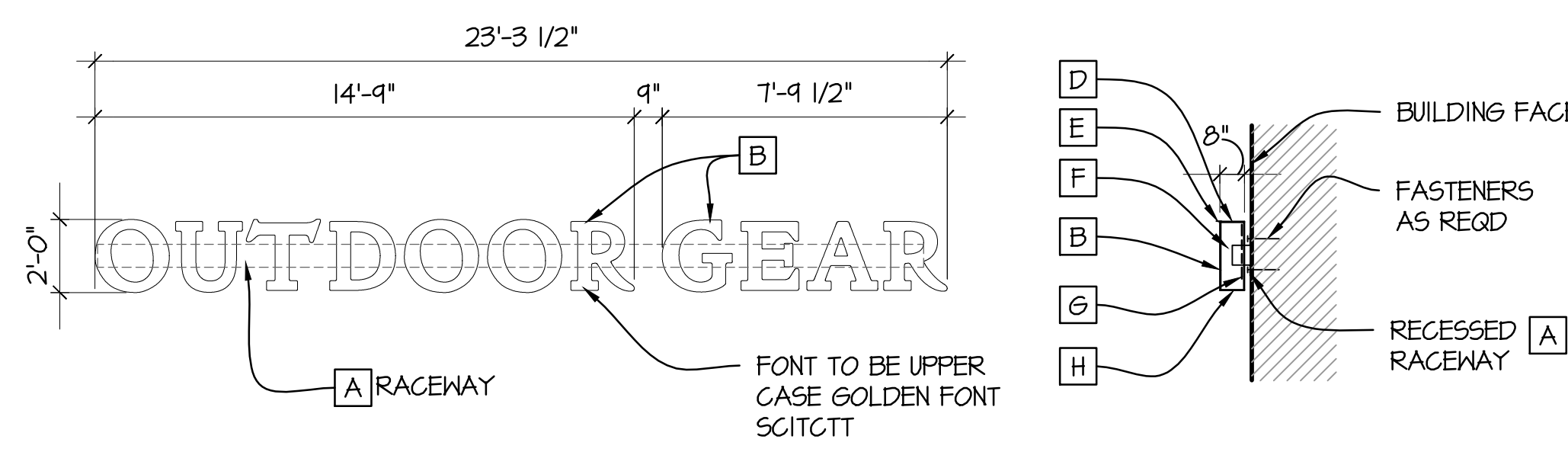
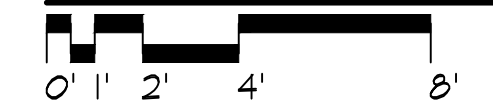
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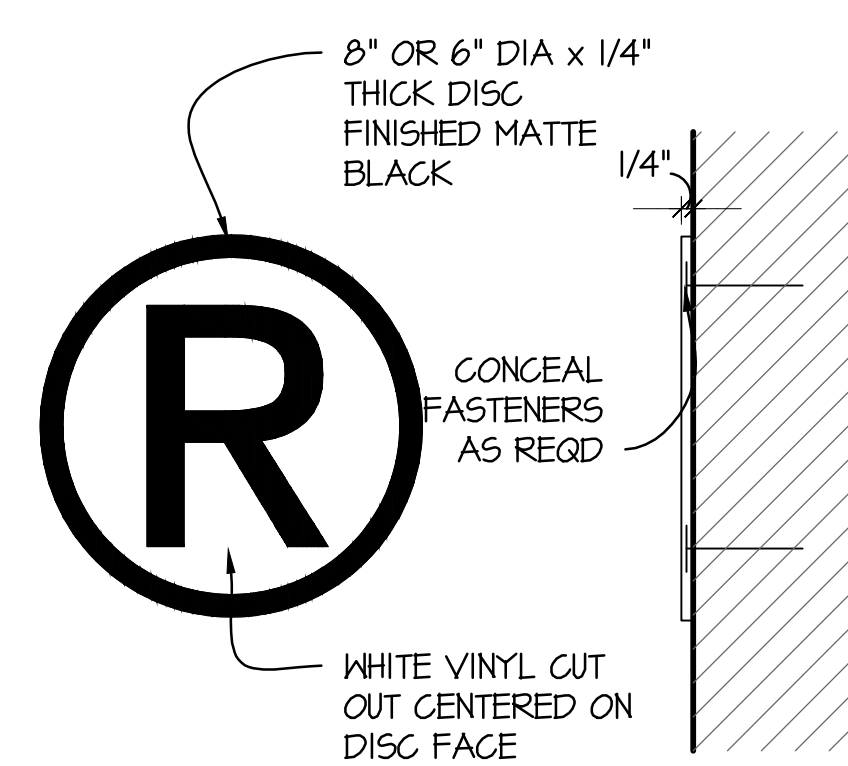
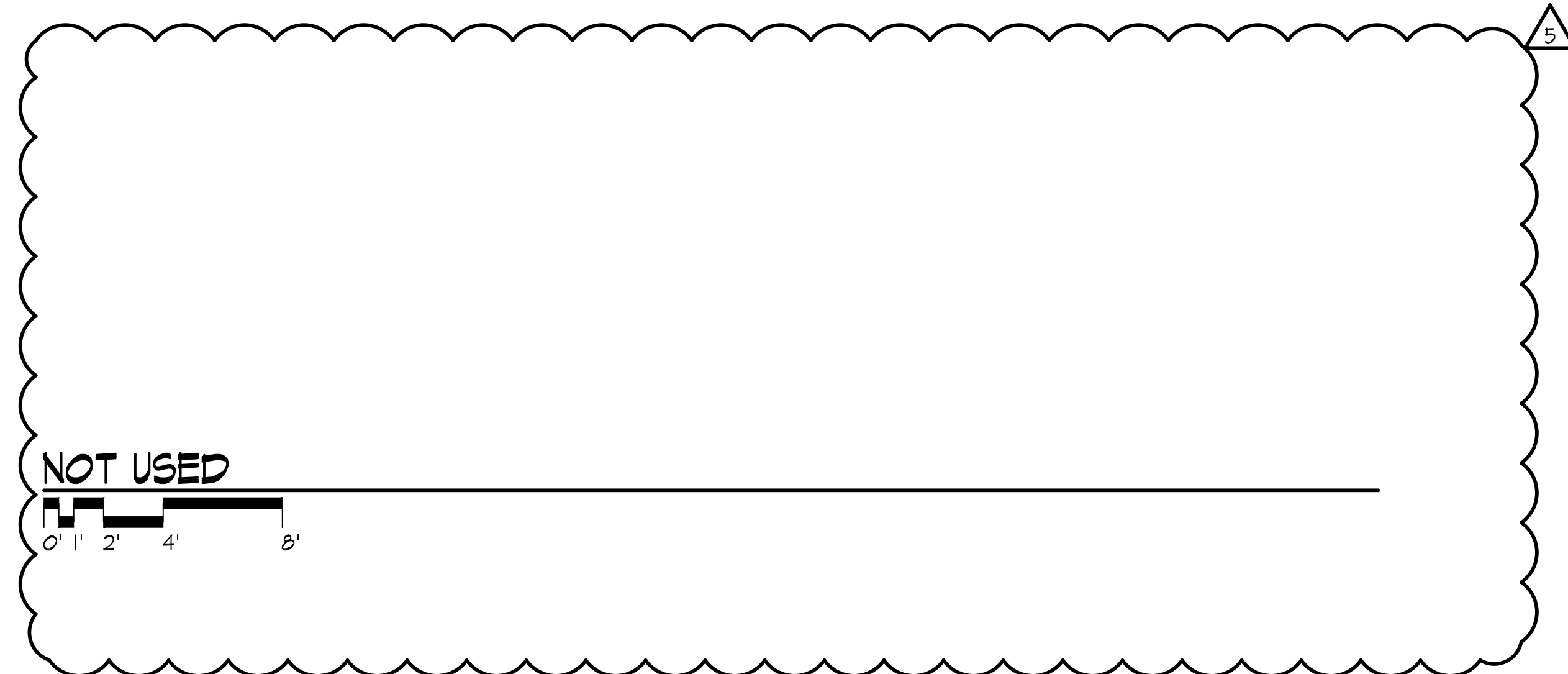
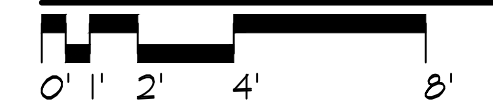
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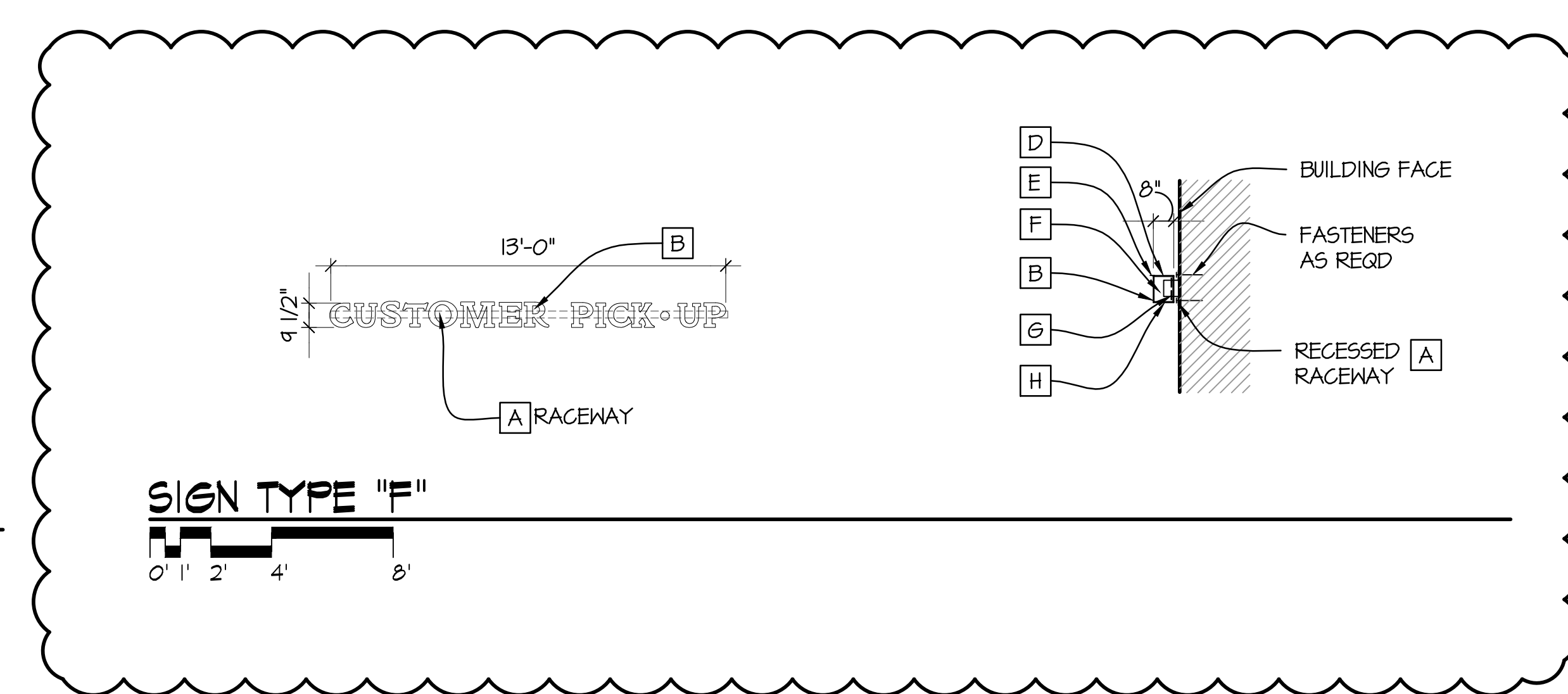
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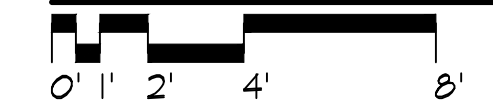
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**SIGN TYPE "F"**



**GENERAL NOTES**

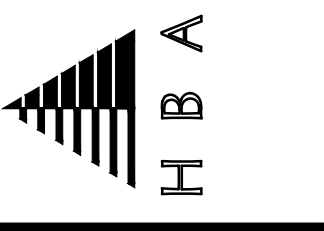
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- ALL FINAL STRUCTURAL AND ELECTRICAL CONNECTIONS/ REQUIREMENTS TO BE COORDINATED THROUGH A SHOP DRAWING SUBMITTAL.
- SEE A3'S SERIES FOR SIGN LOCATION AND QUANTITY.

**KEYED NOTES**

- A MATCH ADJACENT BUILDING FINISH.
- B 0.150" CLEAR LEXAN FACES WITH TRANSLUCENT VINYL TO MATCH 3630 - 125 GOLDEN YELLOW OR PM5 1235 YELLOW.
- C 0.150" CLEAR LEXAN FACES WITH TRANSLUCENT VINYL TO MATCH 3635 - 228 MATTE BLACK.
- D 0.063" ALUM. RETURN WITH KEEP HOLES - MATTE BLACK.
- E 2" TRIM CAP - MATTE BLACK.
- F INTERIOR OF ALL LETTERS TO BE FINISHED LIGHT ENHANCEMENT PAINT OR FILM FOR ENHANCED BRIGHTNESS.
- G SLOAN CL-5 WARM WHITE LED LIGHT UNITS, PROVIDING EVEN ILLUMINATION.
- H 0.080" ALUM. BLACK - MATTE BLACK.
- J REFERENCE TO REGISTER MARK DETAIL ON THIS SHEET - 8" DIAMETER.
- K REFERENCE TO REGISTER MARK DETAIL ON THIS SHEET - 6" DIAMETER.



HOLLAND BASHAM ARCHITECTS  
119 SOUTH 16th AVENUE  
OMAHA, NEBRASKA 68102  
(402) 551-9800



Cabela's Retail Center  
Tualatin, Oregon



Revisions:  
REV 04, CCD 02 02-06-14  
REV 05, CCD 03

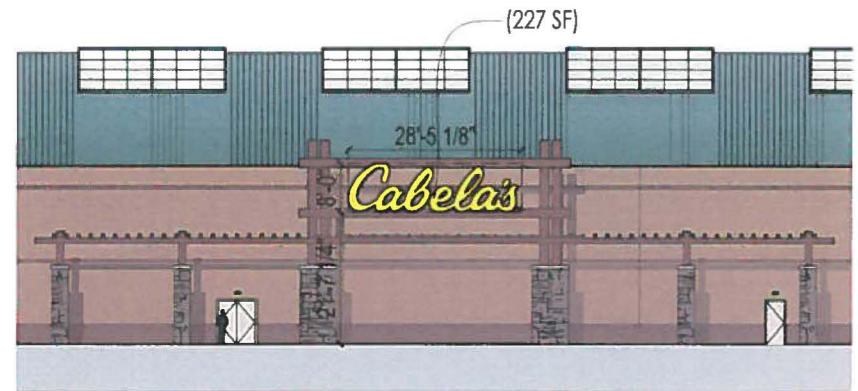
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EXTERIOR BUILDING SIGNAGE

Project #: 12511  
Drawn By:  
Date: 17 October 2013  
Sheet Number:

FS3.01



11,361 SF WALL | 373 SF OF SIGNAGE

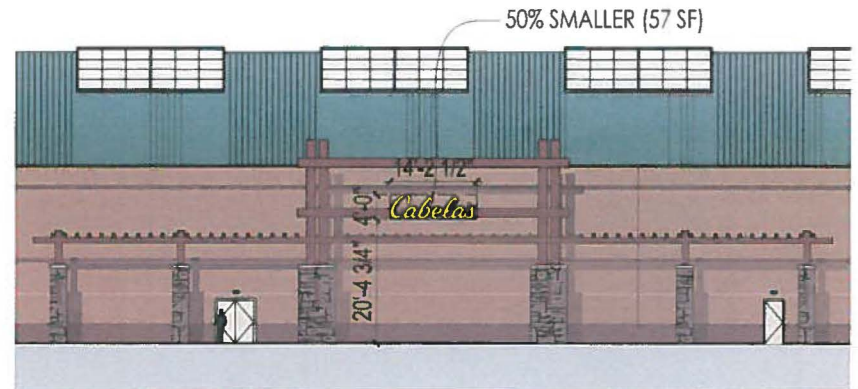


7,236 SF WALL | 227 SF OF SIGNAGE

**OPTION 01 | STANDARD CABELA'S SIGNAGE - 8' TALL "CABELA'S" SIGN**



11,361 SF WALL | 139 SF OF SIGNAGE



7,236 SF WALL | 57 SF OF SIGNAGE

**OPTION 02 | SIGNAGE RESTRICTIONS PER ZONING - 4' MAX "CABELA'S" SIGN HEIGHT, 150 MAX SF OF SIGNAGE PER ELEVATION**

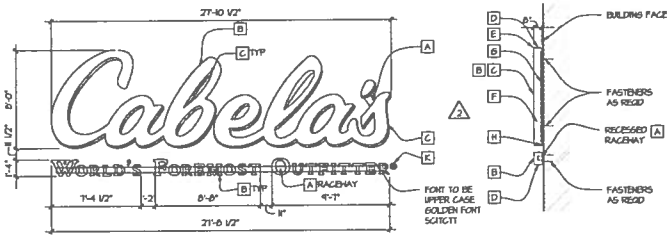
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CABELA'S RETAIL | PRELIMINARY DRAWINGS TUALATIN, OR

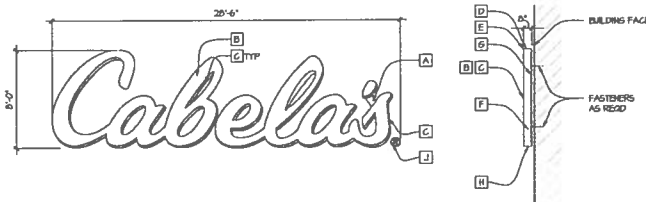
HBA HOLLAND & BARNHART ARCHITECTS

10/03/13 P# 12511.1

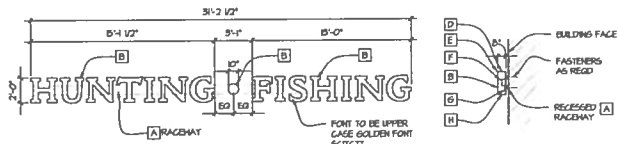




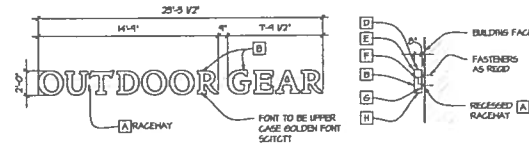
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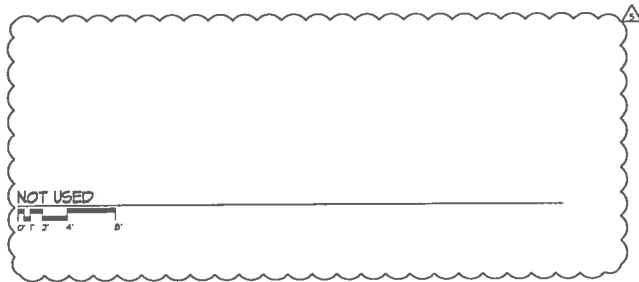
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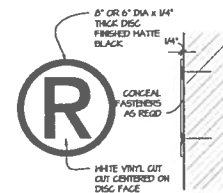
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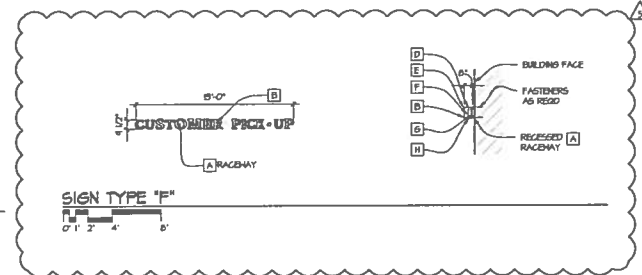
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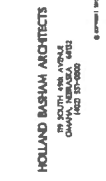
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**GENERAL NOTES**

1. OWNER TO COORDINATE SIGNAGE WITH VENDOR.
2. ALL FINAL STRUCTURAL AND ELECTRICAL CONNECTIONS/REQUIREMENTS TO BE COORDINATED THROUGH A SHOP DRAWING SUBMITTAL.
3. SEE ASH SERIES FOR SIGN LOCATION AND QUANTITY.

**KEYED NOTES**

- A MATCH ADJACENT BUILDING FINISH.
- B 0.50" CLEAR LEAN FACES WITH TRANSLUCENT VINYL TO MATCH 3630 - C25 GOLDEN TELLOW OR P115 C25 YELLOW.
- C 0.50" CLEAR LEAN FACES WITH TRANSLUCENT VINYL TO MATCH 3635 - 22B MATTE BLACK.
- D 0.060" ALUM. RETURN WITH HEEP HOLES - MATTE BLACK.
- E 2" TRIM CAP - MATTE BLACK.
- F INTERIOR OF ALL LETTERS TO BE FINISHED LIGHT ENHANCEMENT PAINT OR FILM FOR ENHANCED BRIGHTNESS.
- G SLIM CL-3 MESH WHITE LED LIGHT UNITS, PROVIDING EVEN ILLUMINATION.
- H 0.060" ALUM. BLACK - MATTE BLACK.
- I REFERENCE TO REGISTER MARK DETAIL ON THIS SHEET - 8" DIAMETER.
- K REFERENCE TO REGISTER MARK DETAIL ON THIS SHEET - 6" DIAMETER.



Cabela's Retail Center  
Tualatin, Oregon



Revisions:  
REV 04, CCD 02 02-06-14  
REV 05, CCD 03

Drawing Name  
EXTERIOR BUILDING  
SIGNAGE  
Project # 12511  
Drawn By  
Date 17 October 2013  
Sheet Number

**EXHIBIT B-2**



ASHWAUBENON, WI  
NEXT-GENERATION STORE

EXHIBIT C

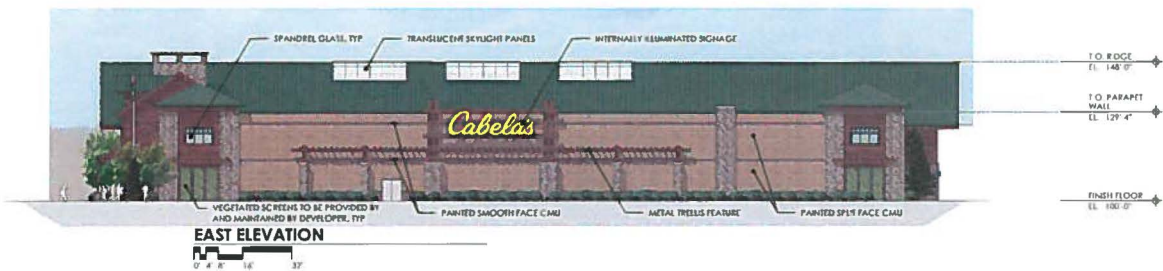
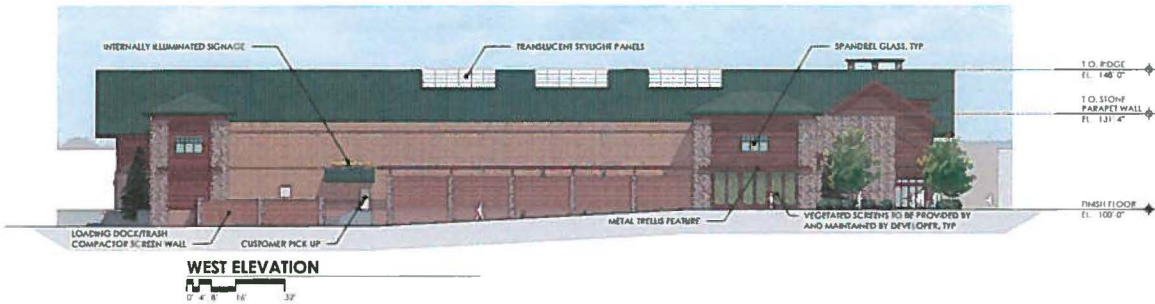
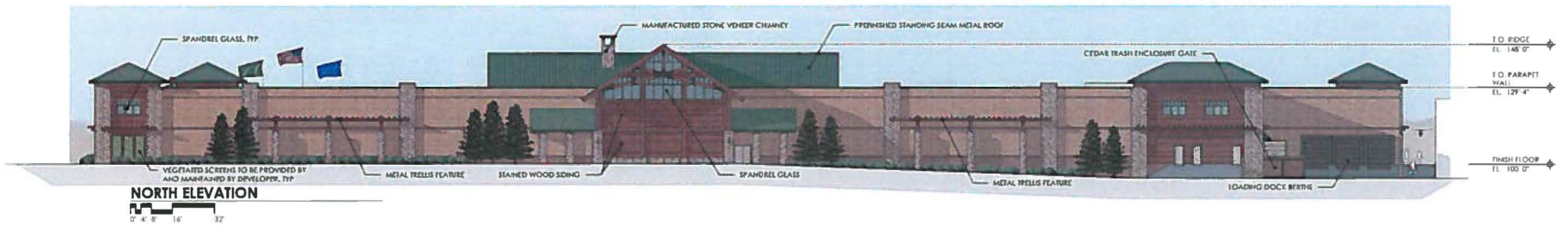
IMAGE TAKEN FROM  
APPRXOMIATELY 300'-0" AWAY.  
ARTERIALS AT TUALATIN SITE ARE  
APPROXIMATELY 530'-0"





ASHWAUBENON, WI  
NEXT-GENERATION STORE

EXHIBIT D



# EXHIBIT E

CABELA'S RETAIL | PRELIMINARY DRAWINGS TUALATIN, OR



02/24/14  
P# 12511.1



## Exhibit "A"

### LEGAL DESCRIPTION

Nyberg II 21198310

### Boundary Description

May 31, 2013

Page 1 OF 5

A TRACT OF LAND LOCATED IN THE NORTHEAST AND NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF TUALATIN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF PARCEL 1, PARTITION PLAT NO. 1993-123, WASHINGTON COUNTY SURVEY RECORDS, SAID POINT BEING 120.00 FEET WESTERLY OF THE CENTERLINE OF THE SOUTHBOUND LANE OF INTERSTATE HIGHWAY NO. 5, WHEN MEASURED PERPENDICULAR THERETO;

THENCE ALONG THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 5 (VARIABLE WIDTH) SOUTH 15°49'17" WEST, 169.04 FEET TO A POINT BEING 120.00 FEET WESTERLY OF THE CENTERLINE OF THE SOUTHBOUND LANE OF INTERSTATE HIGHWAY NO. 5, WHEN MEASURED PERPENDICULAR THERETO;

THENCE SOUTH 12°33'01" WEST, 350.57 FEET TO A POINT BEING 100.00 FEET WESTERLY OF THE CENTERLINE OF THE SOUTHBOUND LANE OF INTERSTATE HIGHWAY NO. 5, WHEN MEASURED PERPENDICULAR THERETO;

THENCE PARALLEL WITH SAID CENTERLINE SOUTH 15°49'17" WEST, 170.29 FEET TO A POINT BEING 100.00 FEET WESTERLY OF THE CENTERLINE OF THE SOUTHBOUND LANE OF INTERSTATE HIGHWAY NO. 5, WHEN MEASURED PERPENDICULAR THERETO;

THENCE SOUTH 21°33'44" WEST, 542.28 FEET TO A POINT BEING 154.33 FEET WESTERLY OF THE CENTERLINE OF THE SOUTHBOUND LANE OF INTERSTATE HIGHWAY NO. 5, WHEN MEASURED PERPENDICULAR THERETO, SAID POINT ALSO BEING THE NORTHEAST CORNER OF DEED DOCUMENT NO. 2004-135929, WASHINGTON COUNTY DEED RECORDS;

THENCE ALONG THE NORTHERLY LINE OF SAID DEED DOCUMENT NO. 2004-135929 SOUTH 89°46'15" WEST, 374.82 FEET TO THE NORTHWEST CORNER THEREOF;

THENCE ALONG THE WESTERLY LINE OF SAID DEED DOCUMENT NO. 2004-135929 SOUTH 00°13'45" EAST, 361.43 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SW NYBERG ROAD (COUNTY ROAD NO. 2545)(VARIABLE WIDTH);

THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE SOUTH 89°46'15" WEST, 203.68 FEET;

THENCE SOUTH 44°46'46" WEST, 110.68 FEET;

THENCE SOUTH 82°09'15" WEST, 343.77 FEET;

W:\21198310\Survey\Legal Descriptions\9831-SUR-LEGAL-OVERALL.doc

**LEGAL DESCRIPTION**

**Nyberg II 21198310**

**Boundary Description**

May 31, 2013

Page 2 OF 5

THENCE SOUTH 89°46'15" WEST, 497.24 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF SW MARTINAZZI AVENUE, 15.00 FEET FROM THE CENTERLINE THEREOF, WHEN MEASURED PERPENDICULAR THERETO;

THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE NORTH 07°41'07" WEST, 183.49 FEET TO THE SOUTHWEST CORNER OF THAT TRACT OF LAND DESCRIBED IN BOOK 773, PAGE 872, WASHINGTON COUNTY DEED RECORDS , TO THE CITY OF TUALATIN (TUALATIN TRACT);

THENCE ALONG THE NORTHERLY LINE OF SAID TUALATIN TRACT NORTH 89°46'15" EAST, 206.44 FEET TO THE SOUTHEAST CORNER OF SAID TUALATIN TRACT;

THENCE ALONG THE EASTERLY LINE OF SAID TUALATIN TRACT NORTH 07°41'07" WEST, 206.02 FEET TO THE SOUTHEAST CORNER OF THAT TRACT OF LAND DESCRIBED AS PARCEL I, IN BOOK 709, PAGE 82, SAID COUNTY RECORDS;

THENCE ALONG THE EASTERLY LINE OF SAID PARCEL I, AND THE EASTERLY LINE OF THAT TRACT OF LAND DESCRIBED IN DEED TO TUALATIN FIRE PROTECTION DISTRICT IN BOOK 751, PAGE 314, SAID DEED RECORDS, AND A PORTION OF THE EASTERLY LINE OF THAT TRACT OF LAND DESCRIBED IN BOOK 714, PAGE 436, SAID DEED RECORDS, NORTH 04°17'34" EAST, 376.00 FEET TO THE SOUTHERLY LINE OF THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT NO. 2004-022480, SAID DEED RECORDS;

THENCE ALONG THE SOUTHERLY LINE OF SAID DEED DOCUMENT NO. 2004-022480, SOUTH 85°42'26" EAST, 578.02 FEET TO THE WESTERLY LINE OF SAID PARCEL I, PARTITION PLAT NO. 1993-123;

THENCE ALONG SAID WESTERLY LINE NORTH 05°34'18" EAST, 244.44 FEET TO THE NORTHERLY LINE OF SAID PARCEL I;

THENCE ALONG SAID NORTHERLY LINE SOUTH 83°06'05" EAST, 70.20 FEET;

THENCE SOUTH 89°16'30" EAST, 118.95 FEET;

THENCE NORTH 78°06'38" EAST, 47.99 FEET;

THENCE NORTH 63°03'09" EAST, 102.02 FEET;

THENCE NORTH 61°05'09" EAST, 113.50 FEET;

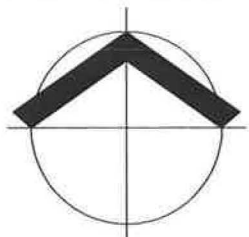
THENCE NORTH 43°58'54" EAST, 73.56 FEET;

**LEGAL DESCRIPTION**  
**Nyberg II 21198310**  
**Boundary Description**  
May 31, 2013  
Page 3 OF 5

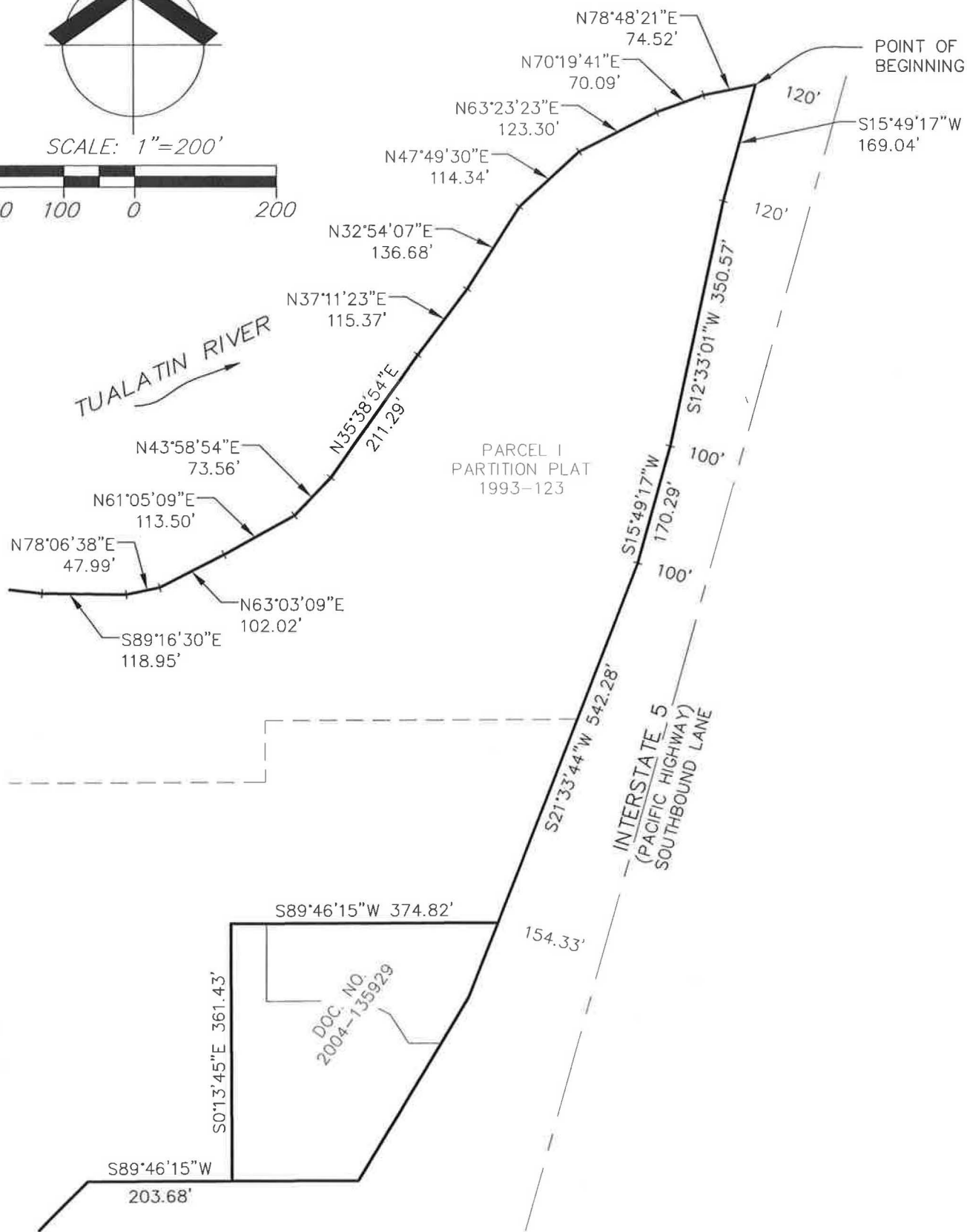
TENCE NORTH 35°38'54" EAST, 211.29 FEET;  
TENCE NORTH 37°11'23" EAST, 115.37 FEET;  
TENCE NORTH 32°54'07" EAST, 136.68 FEET;  
TENCE NORTH 47°49'30" EAST, 114.34 FEET;  
TENCE NORTH 63°23'23" EAST, 123.30 FEET;  
TENCE NORTH 70°19'41" EAST, 70.09 FEET;  
TENCE 78°48'21" EAST, 74.52 FEET TO THE POINT OF BEGINNING.

CONTAINS 1,248,324 SQUARE FEET OR 28.658 ACRES, MORE OR LESS.

THE ATTACHED EXHIBIT "B" ENTITLED "BOUNDARY EXHIBIT" IS MADE A PART HEREOF.



SCALE: 1"=200'

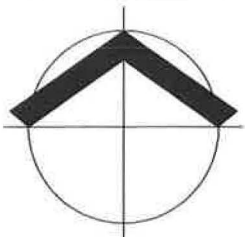


PORTLAND  
 5415 SW WESTGATE DR, STE 100, PORTLAND, OR 97221  
 TEL: (503) 419-2500 FAX: (503) 419-2600  
 www.cardno.com

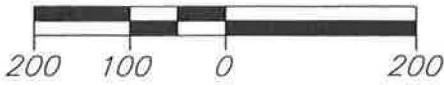
## EXHIBIT "B" BOUNDARY EXHIBIT

S 24, T 2 S., R 1 W., WILLAMETTE MERIDIAN  
 WASHINGTON COUNTY, OREGON

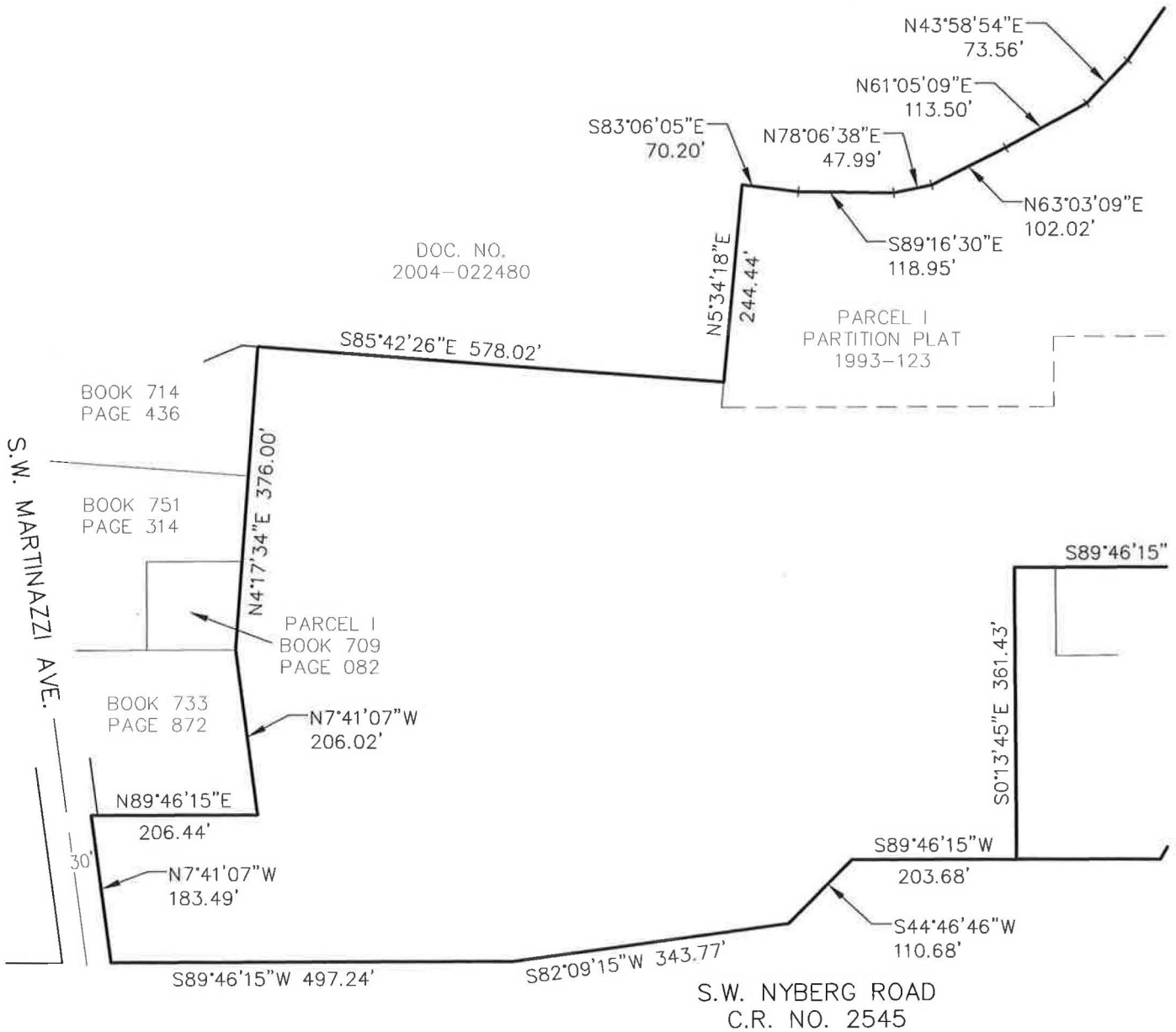
PROJECT NO. 21198310  
 DATE: 5/29/2013  
 BY: EDL  
 SCALE: 1"=200'  
 PAGE NO. 4 OF 5



SCALE: 1"=200'



TUALATIN RIVER



PORTLAND  
5415 SW WESTGATE DR, STE 100, PORTLAND, OR 97221  
TEL: (503) 419-2500 FAX: (503) 419-2600  
www.cardno.com

### EXHIBIT "B" BOUNDARY EXHIBIT

S 24, T 2 S., R 1 W., WILLAMETTE MERIDIAN

WASHINGTON COUNTY, OREGON

PROJECT NO. 21198310

DATE: 5/29/2013

BY: EDL

SCALE: 1"=200'

PAGE NO. 5 OF 5

## Exhibit "A"

### LEGAL DESCRIPTION

Nyberg II 21198310

McBale Boundary Description

May 31, 2013

Page 1 OF 2

THAT TRACT OF LAND DESCRIBED IN DEED DOCUMENT NO. 2004-135929, WASHINGTON COUNTY DEED RECORDS, LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF TUALATIN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE SOUTHWEST CORNER OF SAID DEED DOCUMENT NO. 2004-135929, THENCE ALONG THE WESTERLY LINE OF SAID DEED DOCUMENT NORTH  $00^{\circ}13'45''$  WEST, 361.43 FEET TO THE NORTHWEST CORNER THEREOF;

THENCE ALONG THE NORTHERLY LINE OF SAID DEED DOCUMENT NORTH  $89^{\circ}46'15''$  EAST, 374.82 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF THE SOUTHBOUND LANE OF INTERSTATE HIGHWAY NO. 5, SAID POINT BEING 154.33 FEET WESTERLY OF THE CENTERLINE THEREOF, WHEN MEASURED PERPENDICULAR THERETO;

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE SOUTH  $21^{\circ}33'44''$  WEST, 113.08 FEET;

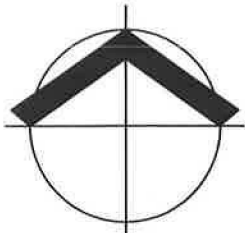
THENCE SOUTH  $31^{\circ}00'49''$  WEST, 299.93 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF SW NYBERG ROAD (COUNTY ROAD NO. 2545)(VARIABLE WIDTH);

THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE SOUTH  $89^{\circ}46'15''$  WEST, 177.28 FEET TO THE POINT OF BEGINNING.

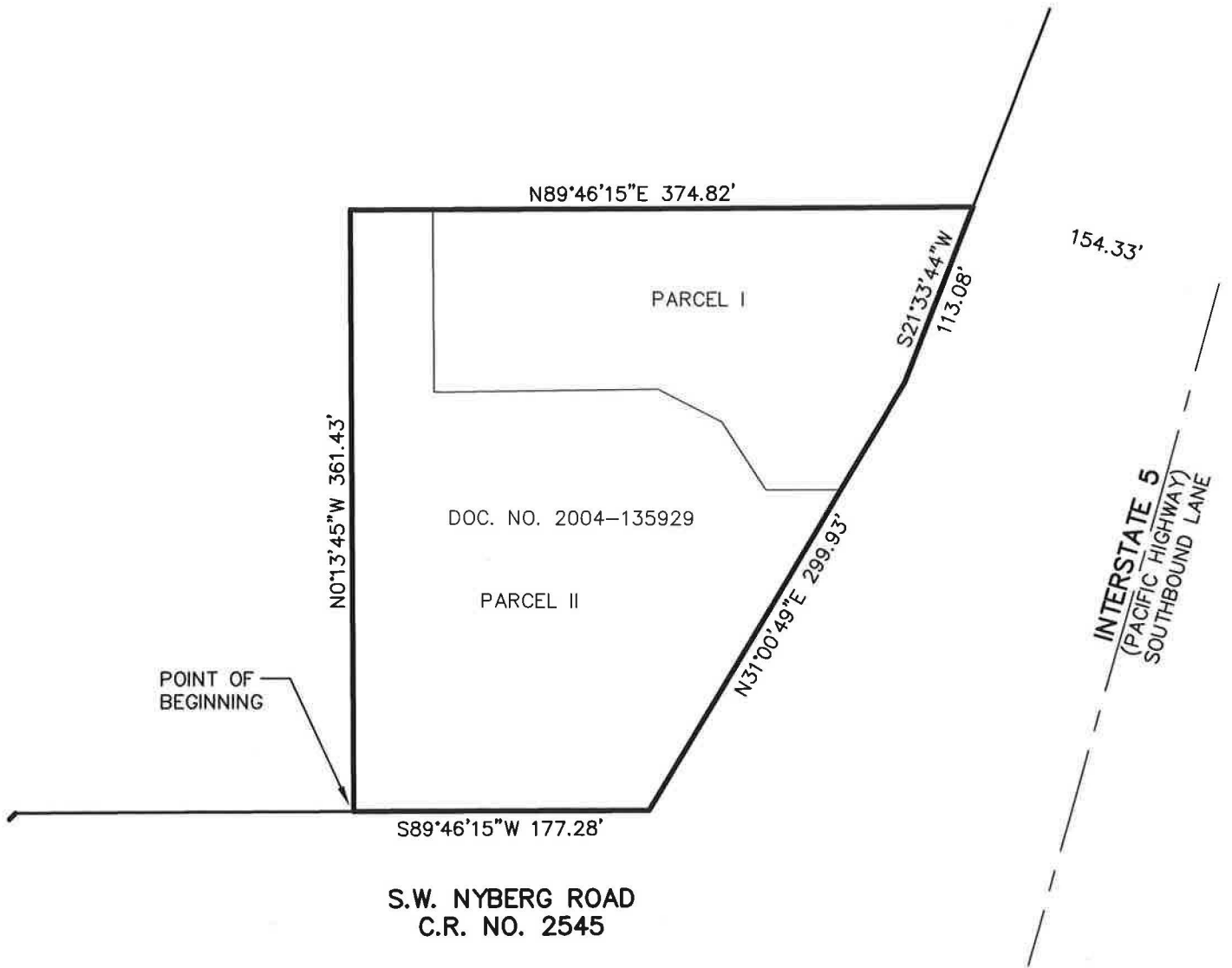
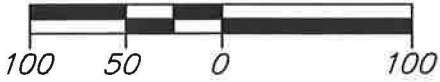
CONTAINS 102,557 SQUARE FEET OR 2.354 ACRES, MORE OR LESS.

THE ATTACHED EXHIBIT "B" ENTITLED "BOUNDARY EXHIBIT" IS MADE A PART HEREOF.





SCALE: 1" = 100'



PORTLAND  
5415 SW WESTGATE DR, STE 100, PORTLAND, OR 97221  
TEL: (503) 419-2500 FAX: (503) 419-2600  
www.cardno.com

### EXHIBIT "B" BOUNDARY EXHIBIT

S 24, T 2 S., R 1 W., WILLAMETTE MERIDIAN

WASHINGTON COUNTY, OREGON

PROJECT NO.	21198310
DATE:	5/29/2013
BY:	EDL
SCALE:	1" = 100'
PAGE NO.	2 OF 2

**NEIGHBORHOOD/DEVELOPER MEETING  
AFFIDAVIT OF MAILING**

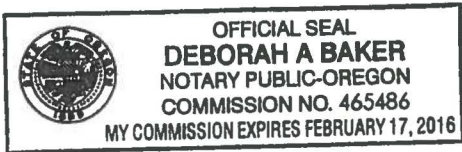
STATE OF OREGON                    )  
  ) SS  
COUNTY OF WASHINGTON        )

I, Amber Jackson Berg, being first duly sworn, depose and say:

That on the 6th day of March, 2014, I served upon the persons shown on Exhibit "A," attached hereto and by this reference incorporated herein, a copy of the Notice of Neighborhood/Developer meeting marked Exhibit "B," attached hereto and by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Washington County and/or Clackamas County Departments of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail with postage fully prepared thereon.

  
\_\_\_\_\_  
Signature

SUBSCRIBED AND SWORN to before me this 20th day of March, 2014.



  
\_\_\_\_\_  
Notary Public for Oregon  
My commission expires: February 17, 2016

RE: CenterCal Properties application for Cabela's sign variance.

# NEIGHBORHOOD / DEVELOPER MEETING CERTIFICATION OF SIGN POSTING

<b>NOTICE</b>
<b>NEIGHBORHOOD / DEVELOPER MEETING</b>
__/__/2010 __:__.m.
SW _____
503-__-__


24" 18"

In addition to the requirements of TDC 31.064(2) quoted earlier in the packet, the 18" x 24" sign that the applicant provides must display the meeting date, time, and address and a contact phone number. The block around the word "NOTICE" must remain **orange** composed of the **RGB color values Red 254, Green 127, and Blue 0**. Additionally, the potential applicant must provide a flier (or flyer) box on or near the sign and fill the box with brochures reiterating the meeting info and summarizing info about the potential project, including mention of anticipated land use application(s). Staff has a Microsoft PowerPoint 2007 template of this sign design available through the Planning Division homepage at < [www.tualatinoregon.gov/planning/land-use-application-sign-templates](http://www.tualatinoregon.gov/planning/land-use-application-sign-templates) >.

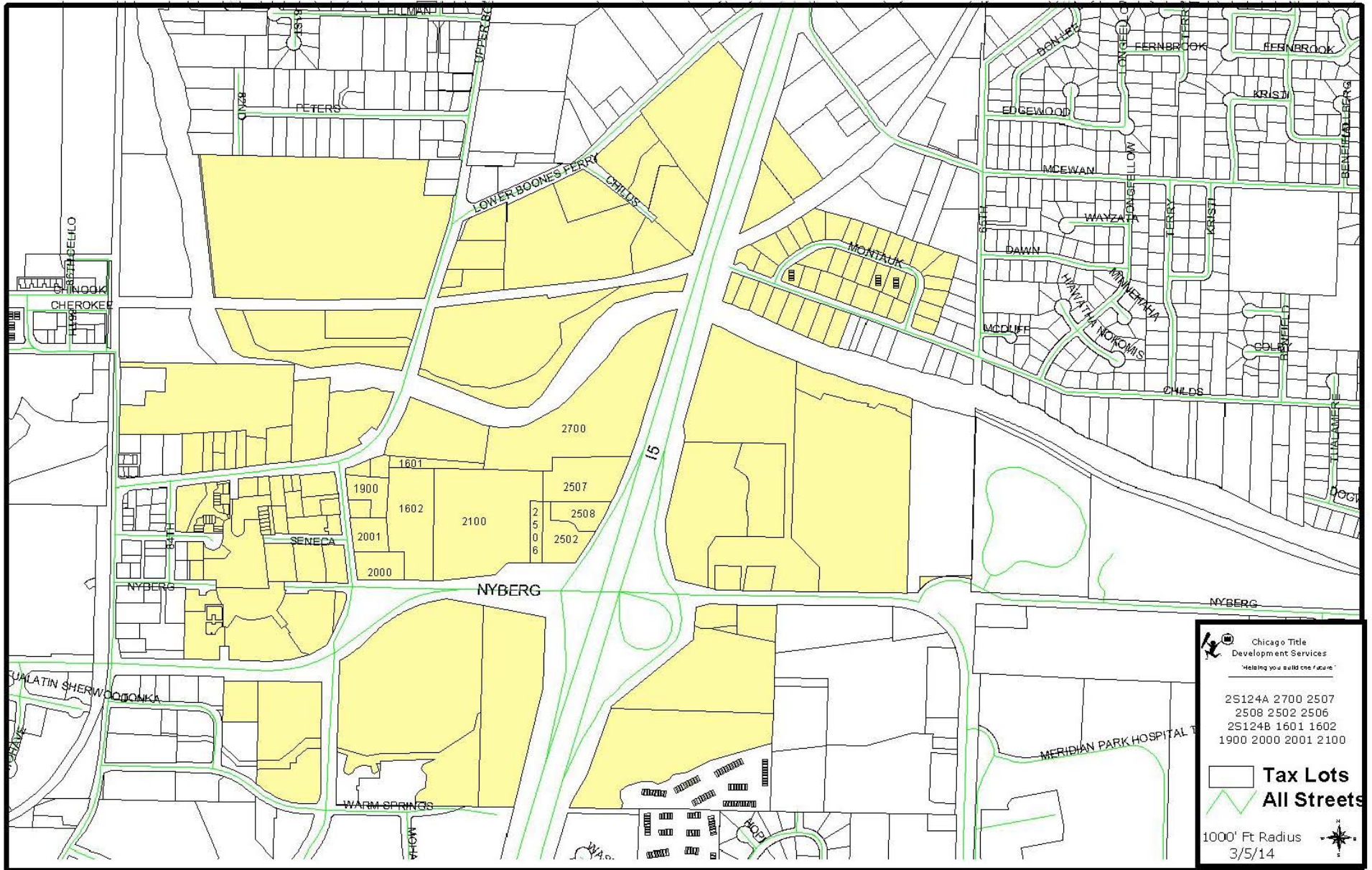
---

As the applicant for the  
Cabela's Sign Variance project, I  
hereby certify that on this day, two (2) sign(s) was/were posted on the  
subject property in accordance with the requirements of the Tualatin Development Code  
and the Community Development Department - Planning Division.

Applicant's Name: CenterCal Properties LLC  
(PLEASE PRINT)

Applicant's Signature: 

Date: March 6, 2014



## SVAR-14-01

To lessen the bulk of the notice of application and to address privacy concerns, this sheet substitutes for the photocopy of the mailing labels. A copy is available upon request.

Also for privacy concerns the 1,000 foot address map has been removed. For a copy of this map, please call 503-691-3026.

# NEIGHBORHOOD MEETING SIGN UP SHEET

March 21, 2014

Name	Address: Street, Zip	Phone Number	E-Mail Address
Michael			
Clare			
Cathy			
Lundy			
Bob			
Martha			

**Cabela's Sign Variance**  
Tualatin, Oregon

COMMENT FORM

Name\*:

Martha [REDACTED]

Address\*:

90 [REDACTED] Kill [REDACTED] Ln  
[REDACTED] [REDACTED] [REDACTED] 7062

Comment:

I am wondering about the requested size of the "Cabela's" name on the front of the building. The larger size will be partially blocked by the architectural exterior beams. From the elevated roadway of Nyberg Rd, it will appear even more blocked and thus less aesthetically pleasing.

\*Name & Address Optional

COMMENT FORM

Name\*:

Chad [REDACTED]

[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

Comment:

The rendition seems very "flat" - maybe this is just the rendition - hoping that with trees etc will soften this look.

\*Name & Address Optional

COMMENT FORM

Name\*: Lindy [Redacted]  
Address [Redacted]

Comment: I would like to see the Cabela's signs,  
both be a little smaller than the  
proposed size. The proposed signs sizes  
are too large.

*\*Name & Address Optional*



**SIGN VARIANCE  
CERTIFICATION OF SIGN POSTING**



The applicant shall provide and post a sign pursuant to Tualatin Development Code (TDC) 31.064(2). Additionally, the 18" x 24" sign must contain the application number, and the block around the word "NOTICE" must remain **red** composed of the **RGB color values Red 112, Green 48, and Blue 160**. Additionally, the potential applicant must provide a flier (or flyer) box on or near the sign and fill the box with brochures reiterating the meeting info and summarizing info about the potential project, including mention of anticipated land use application(s). Staff has a Microsoft PowerPoint 2007 template of this sign design available through the Planning Division homepage at [www.tualatinoregon.gov/planning/land-use-application-sign-templates](http://www.tualatinoregon.gov/planning/land-use-application-sign-templates).

NOTE: For larger projects, the Planning Division may require the posting of additional signs in conspicuous locations.

---

As the applicant for the Cabela's Sign Variance  
project, I hereby certify that on this day, two (2) sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Engineering & Building Department – Engineering Division.

Applicant's Name: CenterCal Properties LLC  
(PLEASE PRINT)

Applicant's Signature: 

Date: April 8, 2014

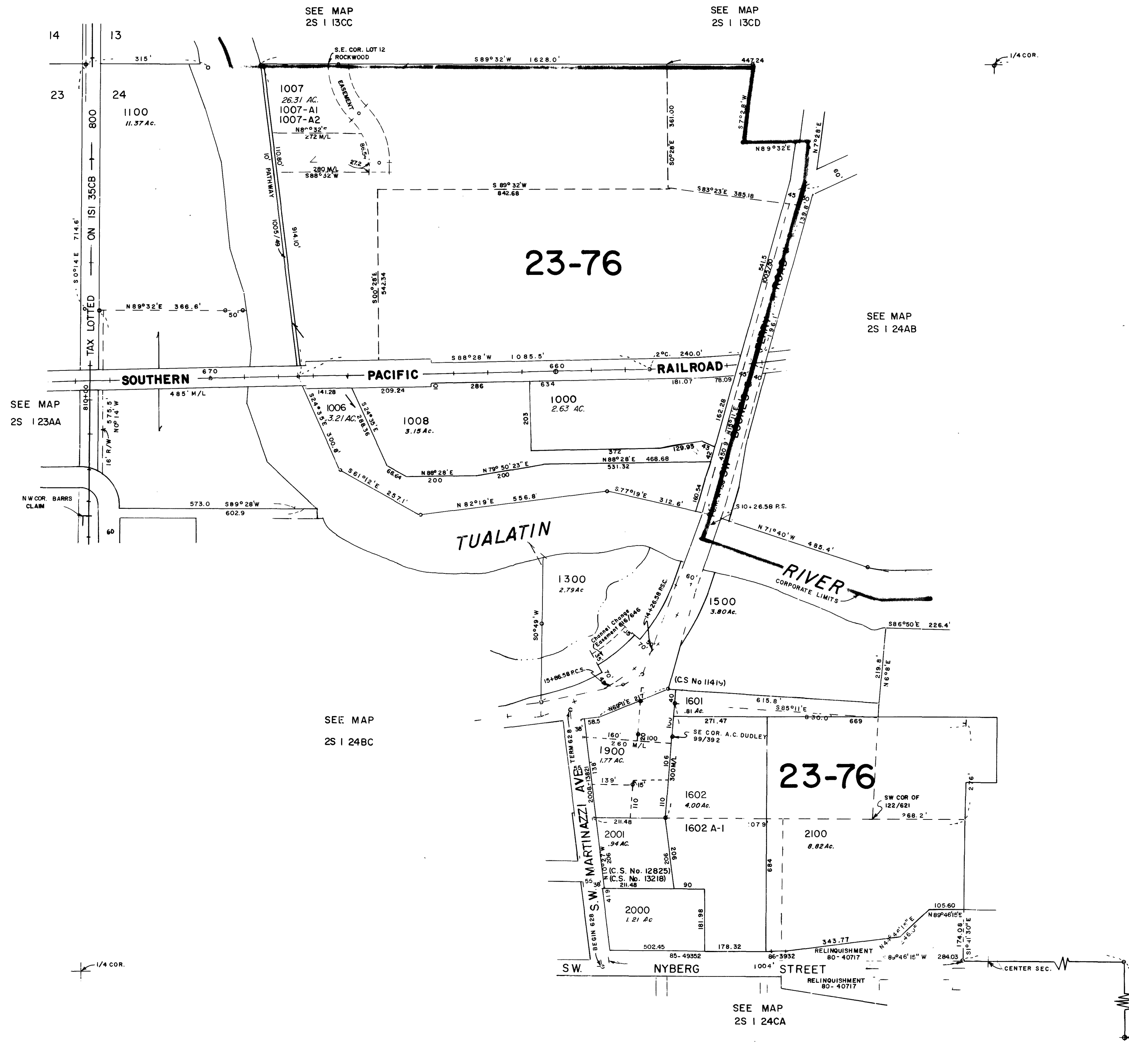
NW1/4 SECTION 24 T2S RIW W.M.

WASHINGTON COUNTY OREGON

SCALE 1"=200'

2S | 24B

CANCELLED TAX LOTS  
1003,1004,1401,2101,1001,1002,  
1005,100,101,102,200,300,400,  
401,401-M1,402,500,600,700,  
701,800,900,1400,1200,1600,  
1700,1800,



J.S.W. 9/17/59

CANCELLED TAX LOT NUMBERS  
2400, 2504, 1301, 701, 800, 100, 101, 102  
103, 104, 105, 200, 300, 400, 401, 500, 600  
700, 900, 1000, 1100, 1200, 1300, 1400  
1500, 1600, 1700, 1800, 1900, 2000, 2100  
2200, 2300, 2590, 2500, 2501-A1, 2501,  
2505, 2509.

FOR ASSESSMENT PURPOSES ONLY  
DO NOT RELY ON FOR ANY OTHER USE

SEE MAP  
2S 1 24AA

SEE MAP  
2S 1 24AB

SEE MAP  
2S 1 24B

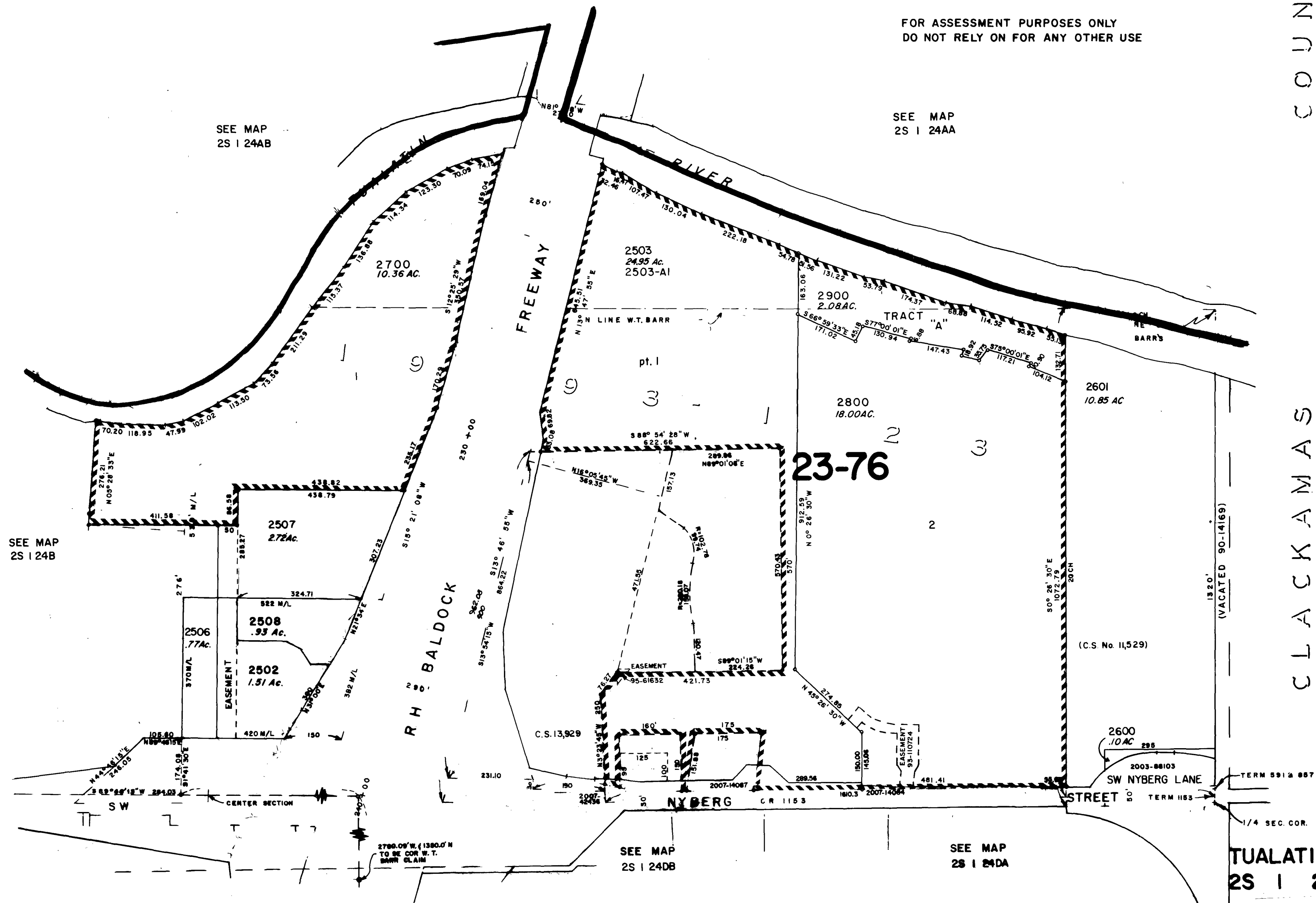
SEE MAP  
2S 1 24DB

SEE MAP  
2S 1 24DA

C O U N T Y

C L A C K A M A S

TUALATIN  
2S 1 24A



## ATTACHMENT 105

### SVAR-14-01: ANALYSIS AND FINDINGS

The approval criteria of the Tualatin Development Code (TDC) 33.022(1)-(6) must be met if the proposed Sign Variance to allow Cabela's wall signs with a taller sign letter height, face height and, additional sign face area is to be granted. The Applicants prepared a narrative that addresses the Sign Variance criteria (Attachment 104). Staff has reviewed the Applicants' material and included pertinent excerpts with each of the criteria in the analysis and findings below.

1. **A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same planning district, and the conditions are a result of lot size or shape or topography over which the applicant or owner has no control.**

The Cabela's Sporting Goods Store is located on the 34 acres, tax map and lot numbers 2S1 24B 2100 and 2S1 24A 2700 subject property located at 7555 SW Nyberg Street in the Central Commercial (CC) and Office Commercial (CO) Planning District. The property is part of the Nyberg Rivers Shopping Center under construction. Cabela's will be located south of LA Fitness, but east of Michael's, Home Goods, and New Seasons. The development will also include a BJ's Brew house, Wendy's, Banner Bank, US Bank, and other restaurants to be named. Main access will be located off SW Nyberg Street, a second access also on SW Nyberg Street. Two secondary accesses will be located off SW Boones Ferry Road and SW Martinazzi Avenue.

The Cabela's application proposes the following:

- 1) A **variance** to allow an eight (8) foot letter height on the main front (south) sign for a 227 square foot "Cabela's" and a "World's Foremost Outfitter" tag line at 37 square feet for a total of a 264 square foot sign.
- 2) A 62 square foot "Hunting – Fishing," sign with up to 2 foot high lettering on the front (south) side of the building.
- 3) A 47 square foot "Outdoor Gear," sign with up to 2 foot high lettering on the front (south) side of the building.
- 4) A **variance** to allow an eight (8) foot letter height on the I-5 (east) side sign for a 227 square foot "Cabela's" sign.
- 5) A 10.29 square foot "Customer Pick-Up" sign.

The total area of the three signs proposed for the front of the building is 373 square feet (see Exhibit B of Attachment 104). The total square footage of signs on all sides of the Cabela's building is 610.29 square feet.

The building's square footage is 110,000 square feet.

**Sign # 1, 2, & 3):** The building's front (south) elevation has a wall area of approximately 15,300 square feet. The Sign Regulations for the CC Planning District allows building walls with a wall area (width x height) greater than 5,000 sq. ft. to have up to 3 wall signs with a maximum sign letter/ sign face height of four (4) ft. and a total (all wall signs on that wall) of 150 square feet of sign area. The front (south) wall area of Cabela's is more than three times the size than the code accounts for.

The code accounts for 400 square feet to 4,000 square feet; 4,000 to 5,000 square feet, and over 5,000 square feet of wall area. The spacing of this wall area square footage assumes less than 4,000 square feet allows a small sign, less than 5,000 square feet allows a medium sign, and over 5,000 square feet allows a large sign. The City has approved a retailer with a wall area more than three times what the City consider large. Therefore, the signage allowed should keep pace with floor square footage approved through Architectural Review. A variance is only need to allow the "Cabela's" portion of the front wall sign to be larger than TDC allows.

**Sign #4):** The building's I-5 wall face (east) elevation has a wall area of approximately 8,160 square feet. The sign regulation for the CC Planning District allows a building wall to have a maximum sign area of 150 square feet. A 150 square foot sign on an 8,160 square foot wall face would not be in proportion.

**Sign #5):** The building's west wall face facing Home Goods is also 8,160 square feet. The applicant is only requesting a 10.29 square foot sign to point customer to the pick-up door. This proposal does not require a variance.

These factors show in part that the size of Cabela's is an unique size for retail in Tualatin. The grade of the lot also affects the visibility of signage. The above surface structure of the I-5 ramp and down to SW Nyberg Street put the store at a much lower grade. The freeway ramp and the road were graded this way prior to the applicant coming to the property. Staff finds that this creates a situation over which the applicant has no control. Adding fill to this property to ramp the building up would cause drainage, aesthetic, and environmental issues. The grade difference creates visibility challenges for Cabela's.

- 2. The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or from the financial situation of the applicant or owner or the company, or from regional economic conditions.**

As stated above one of the hardships is a result of the construction of I-5. The ramp was constructed over the freeway to connect with SW Nyberg Street. This created a grade much higher than the subject site. This grade difference creates a visual hardship over which the applicant has no control.

- 3. The variance is the minimum remedy necessary to eliminate the hardship.**

The applicant states that exhibits B, C, and F demonstrate that the proposal is the minimum necessary to alleviate the hardship (Attachment 104). The size is large enough for the words to be recognized from I-5, the off-ramp, and the SW Nyberg Street Bridge over I-5. The proposal is proportional with the size of the building.

- 4. The variance is necessary for the preservation of a property right of the owner substantially the same as is possessed by owners of other property in the same planning district, however, nonconforming or illegal signs on the subject property or on nearby properties shall not constitute justification to support a variance request.**

The applicant states that the distance away from arterials and I-5 would make restricted signage too small in scale for traffic to read. The distance to the street for all other uses makes their sign square footage sufficient, the case is different for Cabela's. Cabela's has a larger façade than any other use in the development.

- 5. The variance shall not be detrimental to the general public health, safety and welfare, and not be injurious to properties or improvements in the vicinity.**

The proposed signage will not cause detriment to the public health, safety, or welfare of citizens. Fred Meyer's Sign is legal non-conforming and of a larger size than allowed by current code. The Cabela's signage therefore, will not be detrimental to this property. The other commercial nearby are buildings of a much smaller size and therefore Cabela's signage is not comparable or detrimental to those small buildings. Placement of these signs on the building will not cause visual clutter or interfere with driving vision clearance.

- 6. The variance shall not be detrimental to the applicable Sign Design Objectives, TDC 20.030.**

***Section 20.030 Objectives.***

**The following are the City's Sign Objectives.**

**(1) Preserve the right of free speech exercised through the use of signs.**

The proposal will allow Cabela's to maintain their free speech through a sign proportional to the size of their building.

**(2) Protect the public health, safety and welfare.**

This proposal does not help or hurt public health, safety or welfare. Therefore, the proposal will not be detrimental to this standard.

**(3) Protect persons and property in rights-of-way from unsafe and dangerous signs that distract, rather than inform, motorists, bicyclists and pedestrians.**

This sign proposed no movement or flashing that could be distracting to drivers or other traffic.

**(4) Protect persons and property from unsafe and dangerous signs due to natural forces, including but not limited to wind, earthquakes, precipitation and floodwaters.**

This proposal will be required to obtain a building permit which will ensure the signs are affixed to the wall per current building code.

**(5) Protect persons and property from unsafe and dangerous signs due to improper construction, repair and maintenance.**

This proposal will be required to obtain a building permit which will ensure the signs are affixed to the wall per current building code.

**(6) Protect and enhance the visual appearance of the City as a place to live, work, recreate, visit and drive through.**

Staff finds that the size of the proposed signage is proportional to the size of the approved building. Therefore, the visual appearance of the building will be enhanced by the proposal.

**(7) Protect and enhance the quality streetscapes, architecture, landscaping and urban character in Tualatin.**

Cabela's was approved as part of a Master Plan and Architectural Review Board process. The architecture and placement of building was exhaustively reviewed and analyzed for an optimized public pedestrian climate and streetscape.

**(8) Protect and enhance property values.**

The success of Cabela's will help the local economy and thereby help to sustain property values.

**(9) Protect and enhance the City's economy.**

Adequate signage contributes to the protection and enhancement of commercial property values. It also helps ensure the commercial success of a major anchor store at Nyberg Rivers. A successful shopping center will enhance the property values of the property owner and contribute to the City's economy.

**(10) Ensure the number, height and dimensions of signs allowed adequately identifies a business or use and does not result in sign clutter.**

Cabela's is proposing fewer signs total than is allowed by the sign code.

**(11) Allow greater sign heights and dimensions for Major Commercial Centers.**

Nyberg Rivers is a major commercial center. This proposal would allow a greater sign height and dimensions in Nyberg Rivers.

**(12) Allow only temporary signs on a property with no building.**

No temporary sign are proposed. This sign design objective does not apply.

**(13) Allow no new permanent sign, or a change of face on an existing permanent sign, on a property with an unoccupied building.**

**(14) Allow permanent signs only on buildings, or parts of buildings, that are occupied.**

This building is set to open in September 2014 and is not planned to be unoccupied.

**(15) Regulate the number, height and dimensions of temporary signs.**

No temporary signs are proposed.



- (16) In the manufacturing and institutional planning districts allow permanent freestanding monument signs, but not permanent freestanding pole signs.**
- (17) In the residential planning districts sign numbers, heights and dimensions for dwelling units shall be restricted and for conditional uses shall be consistent with the use.**
- (18) Allow indirect and internal illumination in residential planning districts for conditional uses.**

The subject site is a commercial planning district.

- (19) Allow greater sign diversity in the Central Urban Renewal District's Central Design District for uses on properties abutting the City owned promenade around the Lake of the Commons.**

The subject site does not abut the Lake of the Commons; however this proposal will allow more diversity in signage in the area.

- (20) The wiring for electrically illuminated freestanding signs shall be underground and for wall signs shall be in the wall or a race.**
- (21) Adopt sign regulations for the Mixed Use Commercial Overlay District that are consistent with the type and high quality of developments desired in the District. New sign types to be allowed are wall-mounted plaques and inlaid floor signs.**
- (22) Adopt Sign Design standards and a Sign Design Review process for freestanding signs in commercial districts that encourage attractive and creative signage with varied design elements such as proportionally wider sign bases or pylons, a mix of exterior materials that have a relationship to building architecture, use of dimensional lettering and logos with halo or internal lighting and is consistent with the high quality of developments desired in commercial districts.**
- (23) In Central Commercial and General Commercial planning districts, allow permanent freestanding monument signs on Arterial Streets, and restrict permanent freestanding pole signs to Collector or Local Commercial Street frontages.**
- (24) Create an incentive for improvement of existing freestanding signs and adopt provisions allowing non-conforming freestanding signs in commercial districts to retain non-conforming sign status when structurally altered subject to improved compliance with Sign**

**dimension and Sign Design standards. [Ord. 960-96, §4, 5/28/96; Ord. 1120-02, 11/15/02; Ord. 1176-04, 11/22/04; Ord. 1216-06, 7/24/06; Ord. 1261-08 §1, 6/9/08.; Ord. 1302-10 §1, 5/24/10]**

These above criteria do not apply to the proposal. No freestanding sign are proposed. This proposal does not look to change the sign code.

### **Staff Conclusion**

Based on the application and the above findings and analysis, the staff finds the proposed Cabela's sign variance requests for wall signs meets Criteria 1-6 in TDC 33.022.

**Sign Variance  
PMA-14-01**

**Cabela's**

**May 15, 2014**





# SVAR-14-01 Vicinity Map



May 15, 2014

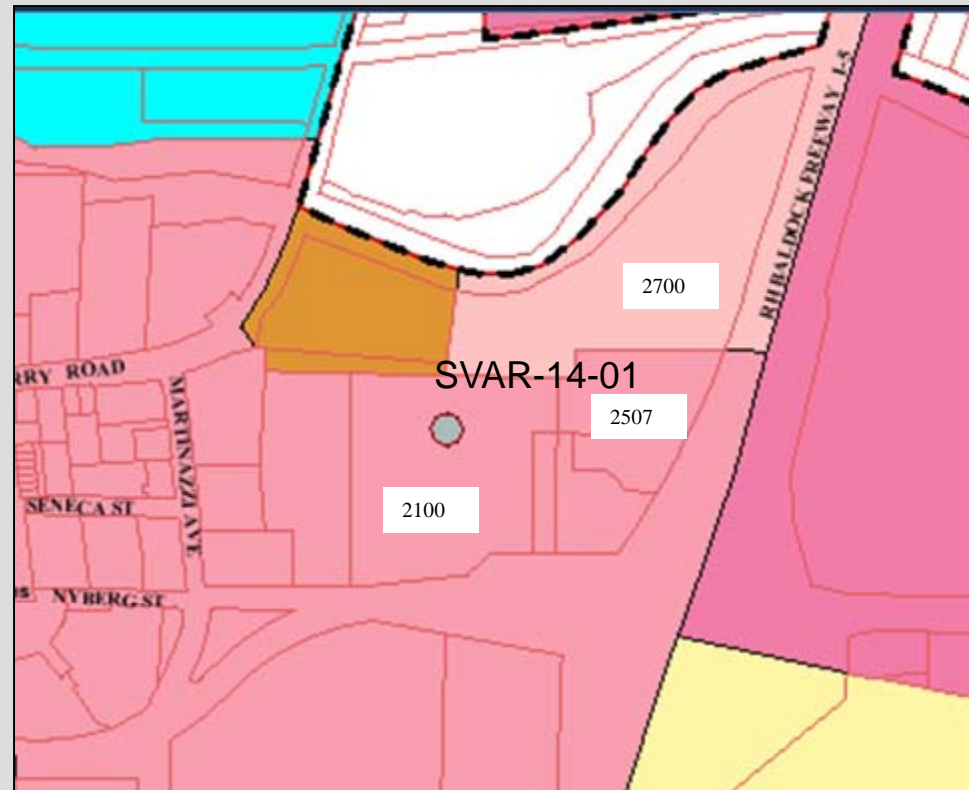
City of Tualatin

2



# Current Planning District Map

- Office Commercial (CO) 
- Central Commercial (CC) 

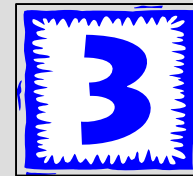




# Central Commercial Sign Code

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**TDC 33.022(d)(i):** “Number:...three wall signs on an owned or leased wall equal to or greater than 5,000 square feet.



**TDC 33.022(d)(iv):** “Height of Sign Face:...and no higher than four feet for letters, numbers, logos, caricatures, scenes and symbols when erected on owned or leased walls equal to or greater than 4,000 square feet...”



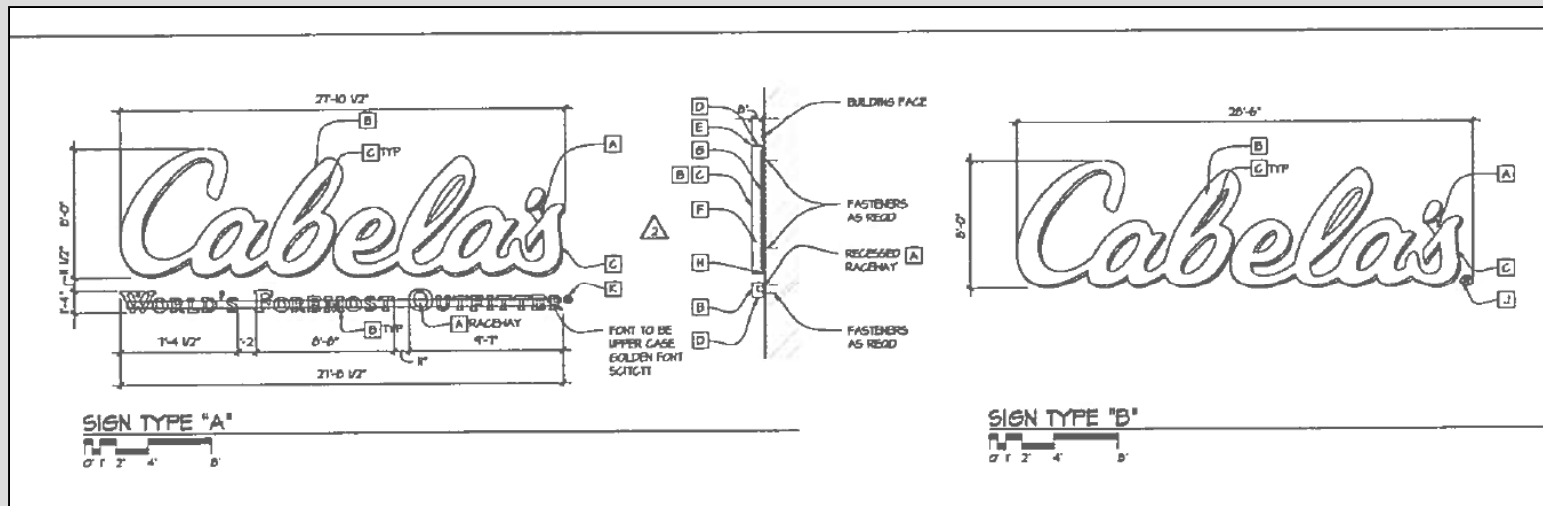
**TDC 33.022(d)(v):** “...and for walls equal to or greater than 5,000 square feet, a sign area of up to 150 square feet is allowed.”





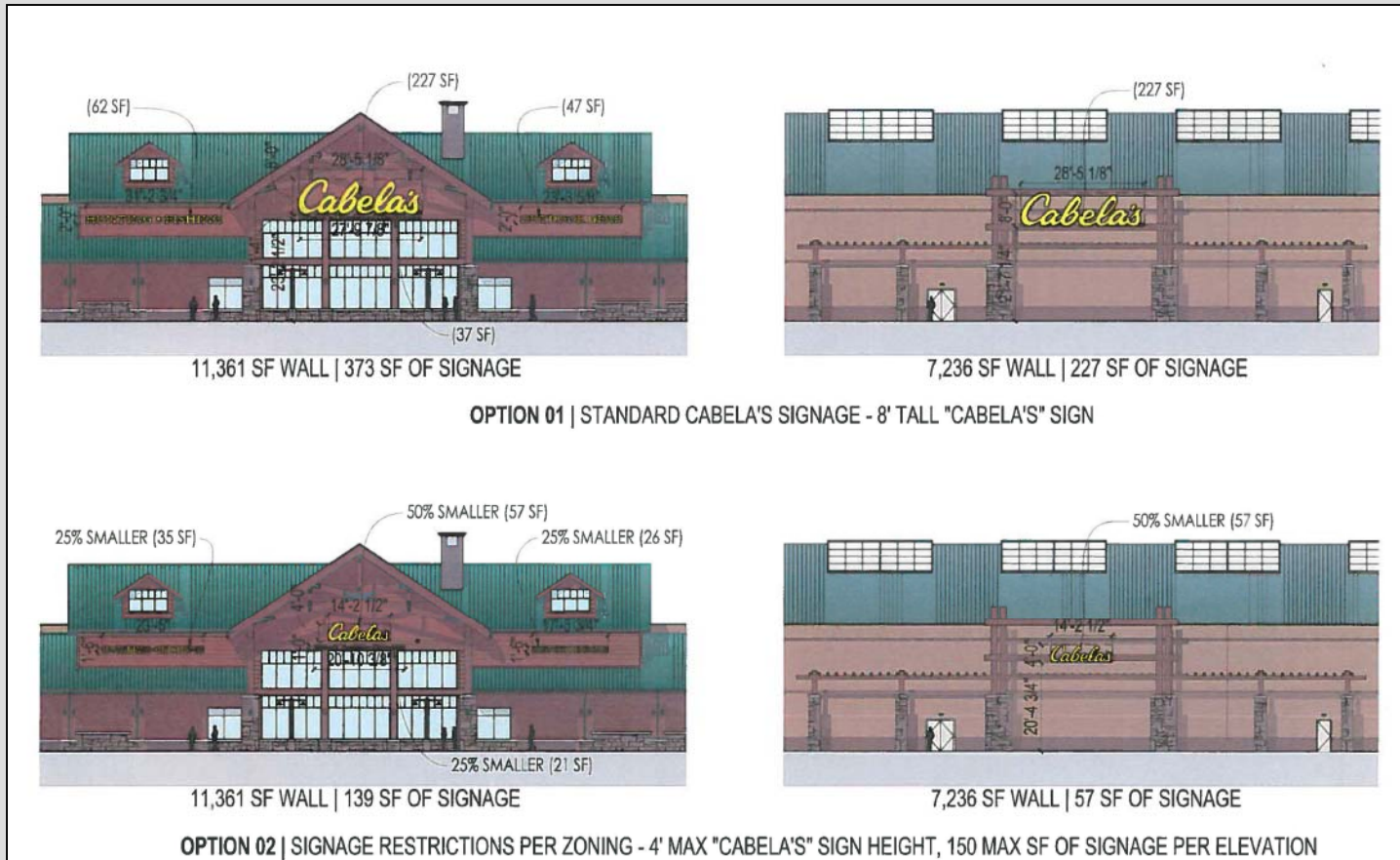
# Variance Request

1. Up to 8-foot high letters and 227 square feet for the “Cabela’s “ portion of the front (south) wall sign . A total of 373 square feet for the total front wall signage.
2. Up to 8-foot high letters and 227 square feet for “Cabela’s” on the east side of the building facing I-5.





# Proportion Difference







# Variance Criteria

- **TDC 33.022(1):** *“A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same planning district, and the conditions are a result of lot size or shape or topography over which the applicant or owner has no control.”*
- **Grade of store so close to aerial exit ramp and bridge blocks sight lines. This is a unique situation.**
- **TDC 33.022(2):** *“The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or from the financial situation of the applicant or owner or the company, or from regional economic conditions.”*
- **Cabela’s, owner or previous owners not responsible for construction of I-5 through property.**
- **TDC 33.022(3):** *“The variance is the minimum remedy necessary to eliminate the hardship.”*
- **Smallest size requested than make up for the hardship and proportional to the building.**



## Variance Criteria Continued

- **TDC 33.022(4):** *“The variance is necessary for the preservation of a property right of the owner substantially the same as is possessed by owners of other property in the same planning district, however, nonconforming or illegal signs on the subject property or on nearby properties shall not constitute justification to support a variance request.*
- **Smallest size requested than make up for the hardship and proportional to the building.**
- **TDC 33.022(5):** *“The variance shall not be detrimental to the general public health, safety and welfare, and not be injurious to properties or improvements in the vicinity.”*
- **Sign does not flash or move, and will not hurt public health or safety.**
- **TDC 33.022(6):** *“The variance shall not be detrimental to the applicable Sign Design Objectives, TDC 20.030.”*
- **Sign is proportional, building permit must be obtained, successful store will help Tualatin economy.**



# Decision Alternatives

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- Approval
- Approval with Amendments
- Request for applicant to Modify
- Denial



# Questions?

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Clare Fuchs, Senior Planner  
503-691-3027  
cfuchs@ci.tualatin.or.us



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners

**THROUGH:** Aquilla Hurd-Ravich

**FROM:** Lynette Sanford, Office Coordinator

**DATE:** 05/15/2014

**SUBJECT:** Consideration of Resolution 03-14TPC for a Sign Variance for Cabela's store to place a total of 373 square feet of signage on the south side (front) of the building and a total of 227 square feet of signage on the east side of the building toward I-5.

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### **ISSUE BEFORE TPC:**

The Tualatin Planning Commission (TPC) will consider Resolution 03-14TPC for a Sign Variance request by Cabela's store to place a total of 373 square feet of signage on the south side (front) of the building and a total of 227 square feet of signage on the east side of the building toward I-5.

### **RECOMMENDATION:**

Staff recommends the TPC to adopt Resolution 03-14TPC granting SVAR-14-01.

### **EXECUTIVE SUMMARY:**

On May 15, 2014, the TPC held a quasi-judicial hearing to decide whether to approve Sign Variance request SVAR-14-01. At the close of the public hearing, the TPC approved the Staff Report.

### **OUTCOMES OF DECISION:**

### **ALTERNATIVES TO RECOMMENDATION:**

### **FINANCIAL IMPLICATIONS:**

There are no financial implications associated with the recommendation.

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**Attachments:** Attachment 101 - Resolution 03-14TPC

RESOLUTION NO. 03-14TPC

A RESOLUTION GRANTING THE REQUEST FOR A SIGN VARIANCE FOR CABELA'S STORE LOCATED IN THE OFFICE COMMERCIAL (CO) AND CENTRAL COMMERCIAL (CC) PLANNING DISTRICT LOCATED AT 7555 SW NYBERG STREET (TAX MAP AND TAX LOT 2S1 24B 2100, 2S1 24A 2507 AND 2700) (SVAR-14-01)

WHEREAS, upon the application by Cabela's via Cardno, a quasi-judicial public hearing was held before the Tualatin Development Commission on May 15, 2014, relating to the request for a sign variance for the property located at 7555 SW Nyberg Street (Tax Map and Tax Lot 2S1 24B 2100, 2S1 24A 2507 and 2700); and

WHEREAS, notice of public hearing was given as required by Tualatin Development Code 31.064; and

WHEREAS, the Commission heard and considered the testimony and evidence presented on behalf of the applicant, the City staff, and those appearing at the public hearing; and

WHEREAS, after the conclusion of the quasi-judicial public hearing the Commission voted to grant the request for a sign variance; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF TUALATIN PLANNING COMMISSION, OREGON, THAT:

**Section 1.** Cabela's be allowed to obtain two variances for sign permits and erect two wall signs with up to eight (8) foot high letters and a total of 658 square feet of sign face area for the entire store inclusive of the following:

1. Cabela's west elevation will have a "Customer Pick-up" Sign at 58 square feet.
2. The south elevation will have three signs:
  - a. "Cabela's," at 227 square feet with up to 8-foot high lettering and "World's Foremost Outfitter" for a total of 264 square feet.
  - b. "Hunting – Fishing," at 62 square feet with up to 2-foot high lettering.
  - c. "Outdoor Gear," at 47 square feet with up to 2-foot high lettering.

3. The east elevation will have one sign, "Cabela's" at 227 square feet and up to 8-foot high lettering.

ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

TUALATIN PLANNING COMMISSION

BY \_\_\_\_\_  
Chairman

APPROVED AS TO FORM

ATTEST:

BY \_\_\_\_\_  
City Attorney

BY \_\_\_\_\_  
Administrator



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners

**THROUGH:** Aquilla Hurd-Ravich

**FROM:** Ben Bryant, Economic Development Manager

**DATE:** 05/15/2014

**SUBJECT:** Southwest Corridor Draft Recommendation

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### **ISSUE BEFORE TPC:**

Receive information and provide additional direction to the City Council on which transit alignments should not be studied in more detail.

### **EXECUTIVE SUMMARY:**

#### **Background**

At the last meeting, the Planning Commission unanimously supported further study of light-rail and bus-rapid transit between Portland and Tualatin. Since that time, Metro and TriMet developed a draft recommendation for which alignment options should be eliminated from additional study, based on estimated costs, property impacts, traffic implications, and environmental challenges.

#### **Metro Recommendation**

Prior to the construction of any alignment, Metro and TriMet need to complete a Draft Environmental Impact Statement (DEIS). The purpose of the DEIS is to determine which alignment is most preferred based on the impacts and benefits. To control the cost of the DEIS process, the Southwest Corridor Steering Committee will be asked to eliminate potential alignments that are not viable.

In Tualatin, the recommendation is to eliminate two potential routes:

- Upper Boones Ferry Road in Durham
- Downtown option that connects to Clark Lumber site

This recommendation maintains options to Bridgeport at the "front door" near I-5 continuing along Lower Boones Ferry Road to downtown Tualatin near the Green Parking Lot. At the meeting, staff members will provide additional detail and reasoning behind this recommendation.



## Next Steps

The recommendation will be shared with the following groups in hopes of gathering input:

- May 6 - 23: Metro Online Survey
- May 15: Planning Commission
- May 21: Tigard/Tualatin Business Summit
- May 22: All CIO Meeting
- May 27: City Council (if needed)

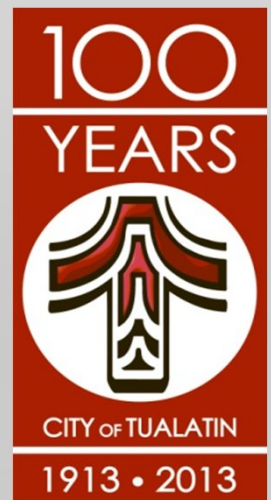
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**Attachments:**    Attachment A: Presentation  
                          Attachment B: Draft Recommendation

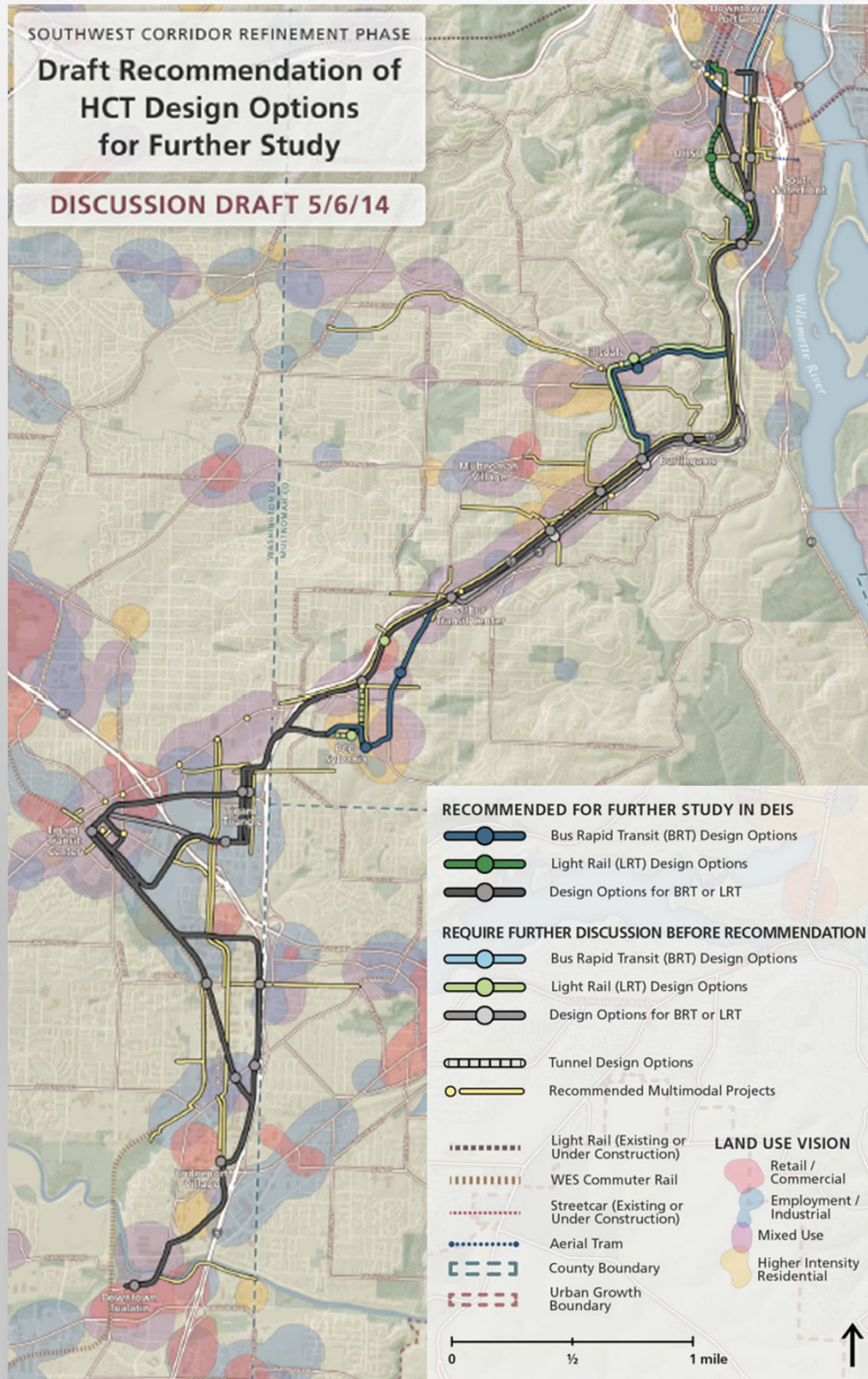


# Southwest Corridor Transit Update

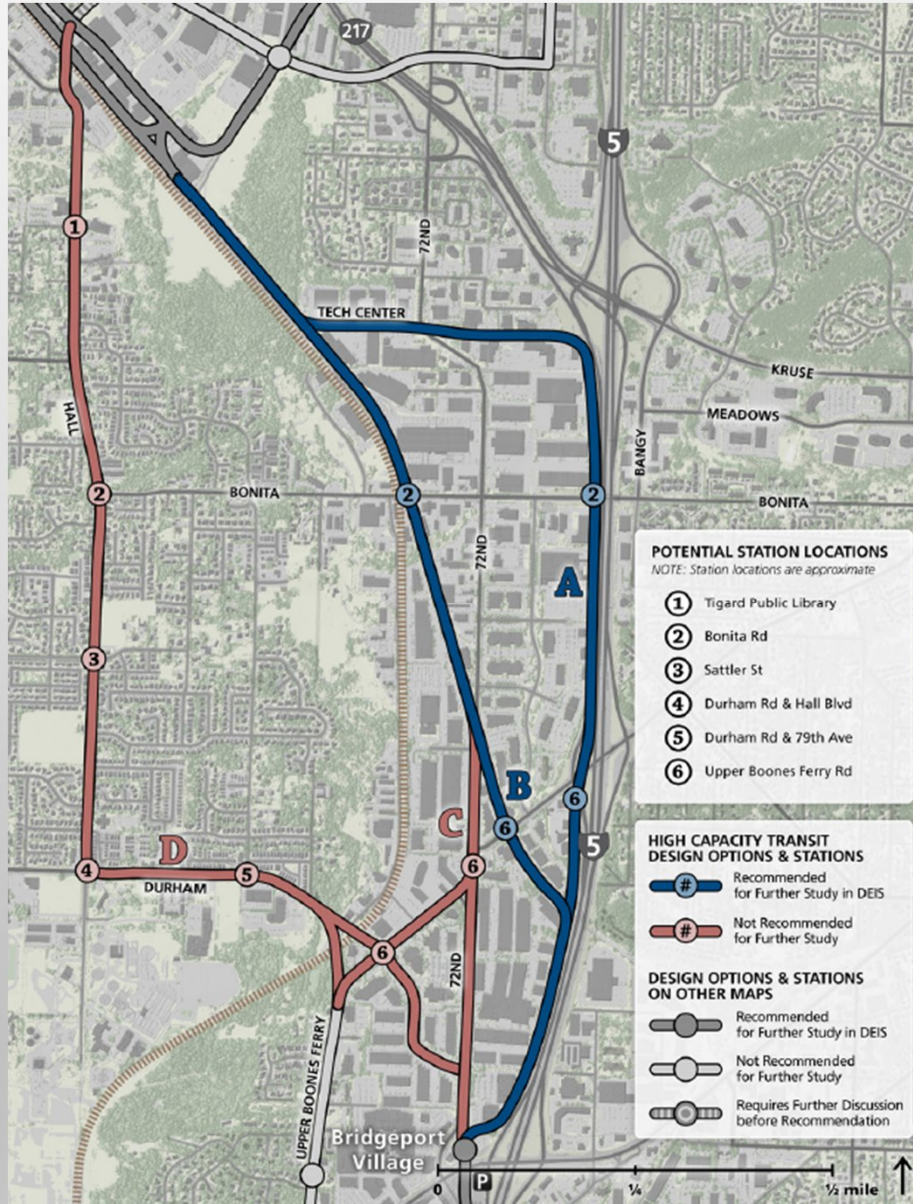
Tualatin Planning  
Commission  
5/15/2014



# Draft Recommendation



# South Tigard



ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>7. Tigard to Durham</b>								
A	WES Alignment to Parallel I-5 via Tech Center Drive	☺	☺	☺	☺	☹	☺	☺
B	WES Alignment to Parallel I-5 via PNWR Freight Rail ROW	☹	☺	☺	☺	☹	☹	☹
C	WES Alignment and 72nd Ave	☺	☺	☹	☺	☹	☹	☺
D	Hall Blvd to Durham Rd	☹	☺	○	☺	☺	☺	☺

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

Best ● ● ● ● ● Worst ○

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Proposed for Further Study in DEIS      Not Proposed for Further Study in DEIS

# Bridgeport Village / Durham



ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>8. Bridgeport Village</b>								
A	Upper Boones Ferry (from Durham Rd or 72nd)	●	◐	◐	◐	◐	◐	◐
B	Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	◐	◐	◐	●	◐	◐	◐

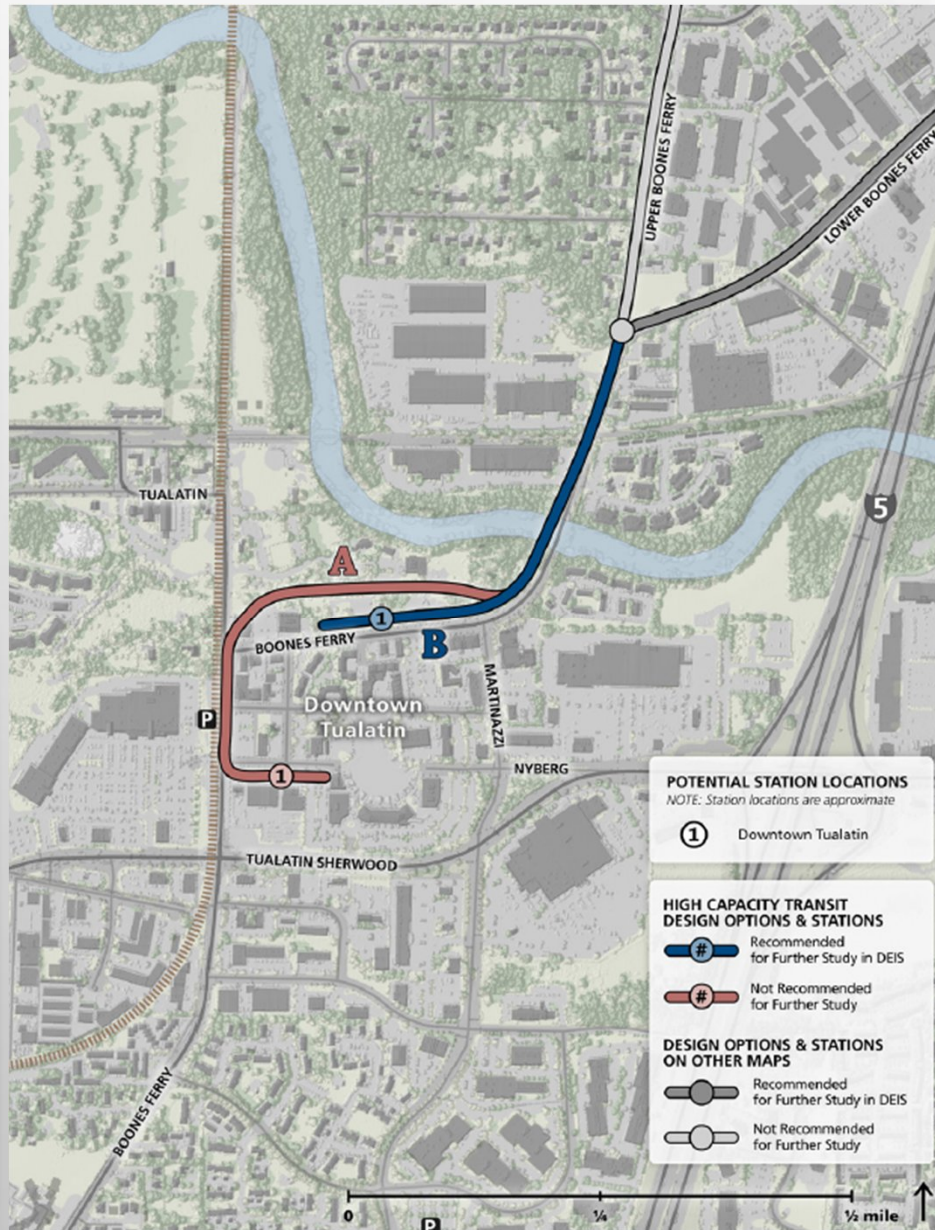
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Best ● ◐ ◐ ◐ ◐ Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

# Attachment A

# Downtown Tualatin



ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>9. Tualatin</b>								
A	WES Connection via Boones Ferry near Nyberg Rd	☐	☐	☐	○	☐	☐	○
B	Parallel to Boones Ferry Rd (north side of downtown)	☐	●	☐	☐	☐	☐	☐

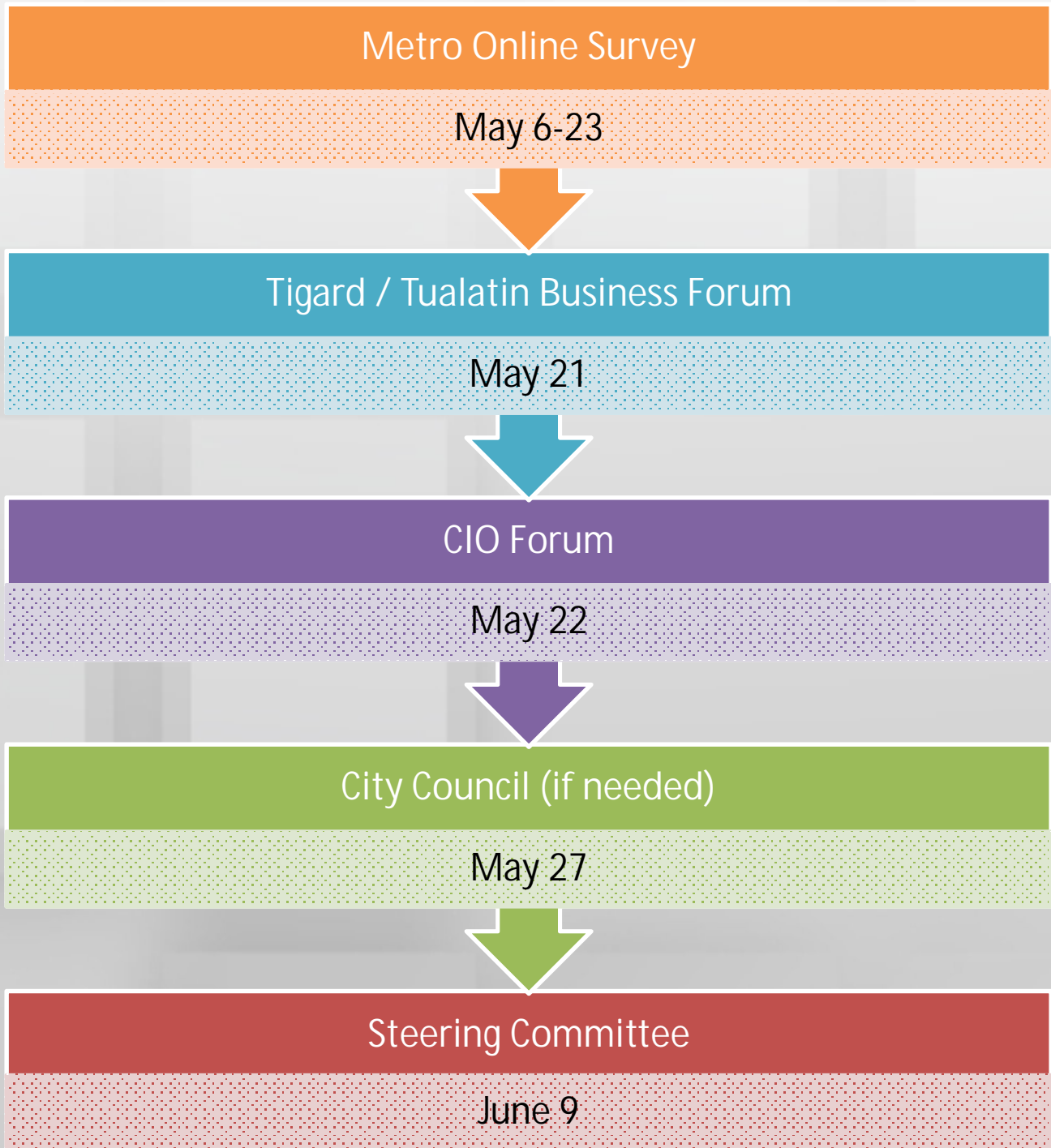
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Best ● ● ● ● ● Worst ○

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Proposed for Further Study in DEIS    Not Proposed for Further Study in DEIS

# Next Steps





G R E A T P L A C E S  
**SW** Corridor Plan

**Project team leaders recommendation on high capacity transit design options, multimodal projects, and potential station locations to study in a draft environmental impact statement**

**Discussion draft – May 6, 2014**

**PROJECT PARTNERS**

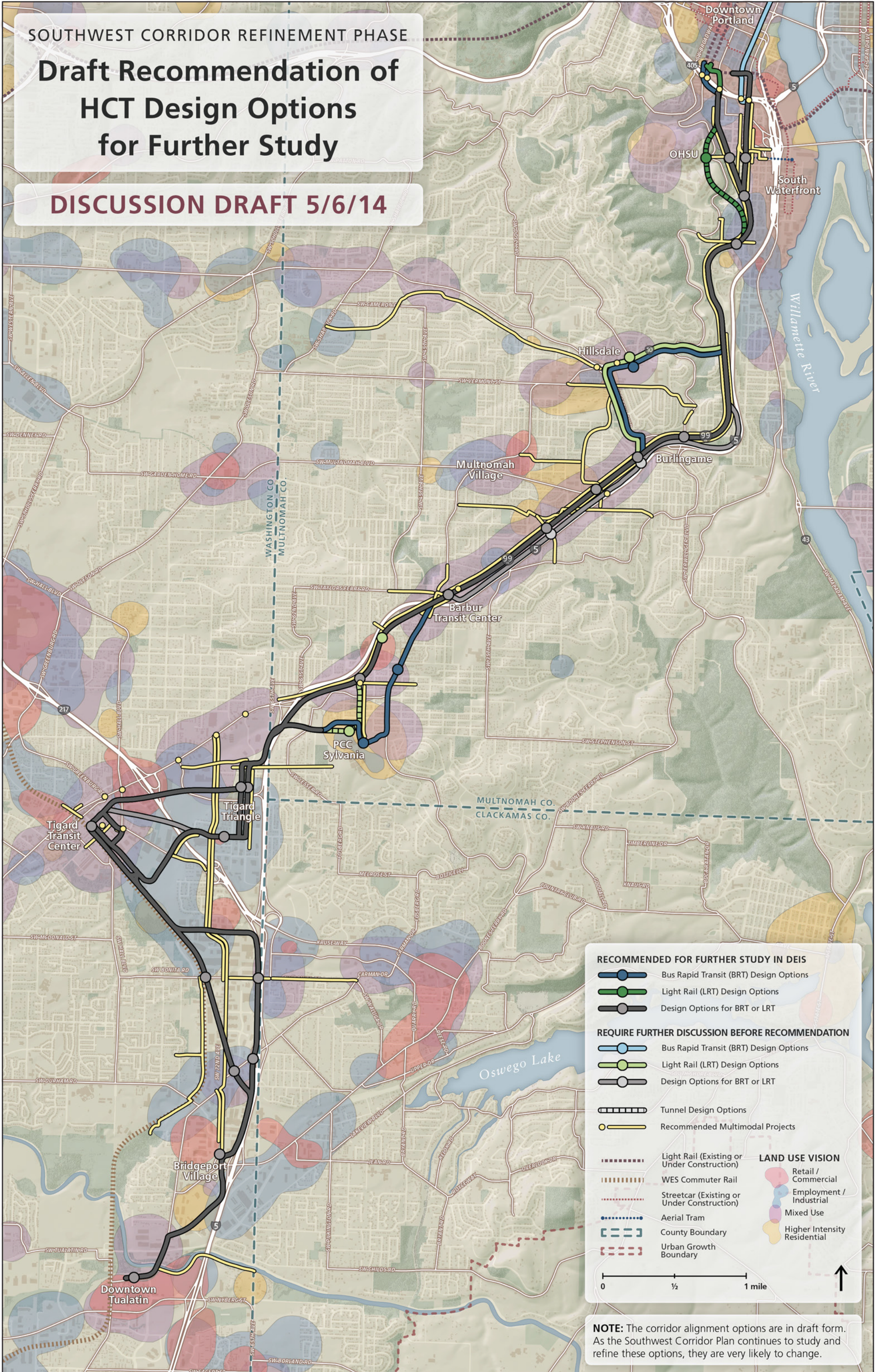
Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, Oregon Department of Transportation, TriMet and Metro



SOUTHWEST CORRIDOR REFINEMENT PHASE

# Draft Recommendation of HCT Design Options for Further Study

DISCUSSION DRAFT 5/6/14



**RECOMMENDED FOR FURTHER STUDY IN DEIS**

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

**REQUIRE FURTHER DISCUSSION BEFORE RECOMMENDATION**

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT
- Tunnel Design Options
- Recommended Multimodal Projects

**LAND USE VISION**

- Retail / Commercial
- Employment / Industrial
- Mixed Use
- Higher Intensity Residential

Legend for existing infrastructure:

- Light Rail (Existing or Under Construction)
- WES Commuter Rail
- Streetcar (Existing or Under Construction)
- Aerial Tram
- County Boundary
- Urban Growth Boundary

Scale: 0 to 1 mile. North arrow pointing up.

**NOTE:** The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

# Recommendation Summary

The PTL assessed nearly 60 HCT design options in nine separate geographic segments throughout the corridor for consideration for further study in the Draft Environmental Impact Statement (DEIS). Through preliminary design, options were analyzed based on the following categories:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest Corridor land use vision;
- **property impacts** - effects on buildings and private property;
- **traffic/bike/pedestrian performance** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance** – assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

The PTL considered the technical assessment findings along with public comments and discussions during design meetings conducted with partner jurisdictions. The resulting PTL draft recommendation proposes advancement to the DEIS of 15 design options for BRT and 13 options for LRT across the

nine geographic segments. It also identifies an additional six options for BRT and six options for LRT that did not receive a consensus decision among the PTL and require further discussion. For some of these options, additional information in the next few weeks may result in a change in recommendation status; for others, the Steering Committee may be asked to make a final decision without a PTL recommendation. The table below lists the HCT design options recommended for further study and those identified as requiring more discussion.

Multimodal projects included in the recommendation were chosen based on their support for the recommended HCT options or for the SW Corridor land use vision. For some projects, only portions of the originally proposed are recommended for continued study in the DEIS.

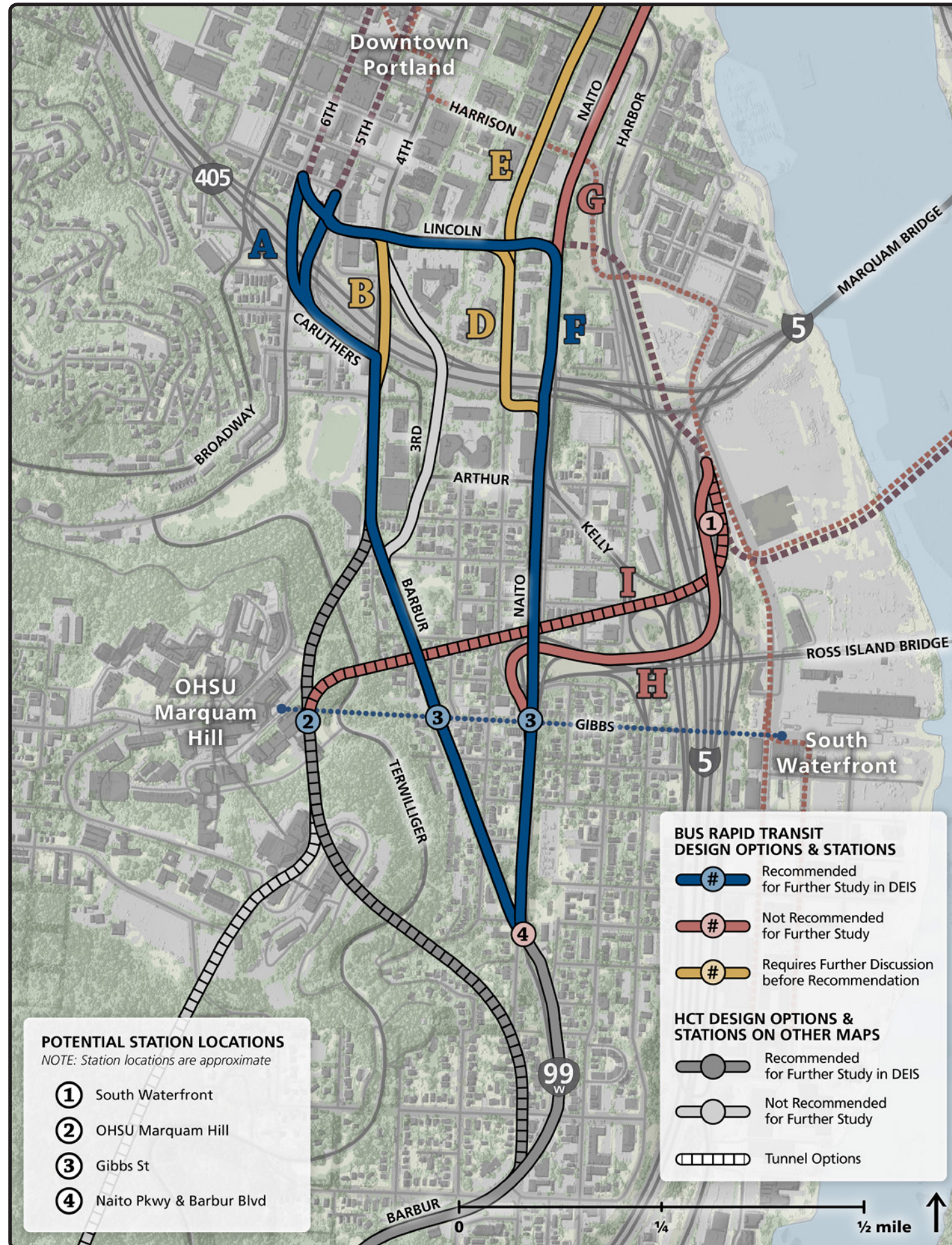
Stations identified the design process were analyzed to help inform which station areas would best serve and activate the key places along the corridor. The analysis also helped to recommend policies and investments needed to activate the desired local land uses in each station area location.

The HCT options, multimodal projects, and stations recommended for further study or for more discussion are shown on the map on the reverse side of this page.

HCT Options Recommended for DEIS or Requiring Further Discussion	BRT		LRT	
	Recommended	Further discussion required	Recommended	Further discussion required
<b>Option</b>				
<b>1. Tie-In to Existing Transit</b>				
Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)				
Barbur via Fourth Ave (with OHSU elevator)				
Naito to Transit Mall (with OHSU elevator)				
Naito to Transit Mall via First Ave (with OHSU elevator)				
Naito to First Ave - extended downtown (with OHSU elevator)				
<b>2. South Portland to Barbur Transit Center</b>				
Barbur Boulevard				
Barbur - Hillsdale Loop using Capitol Hwy & Bertha				
Short Tunnel - exit at Hamilton				
Adjacent to I-5				
<b>3. PCC Area</b>				
PCC Campus via Capitol Hwy (uses either I-5 crossing)				
Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)				
Short Tunnel via Barbur (uses new bridge I-5 crossing)				
New Bridge (option for campus BRT routes)				
<b>4. Tigard Triangle</b>				
68th/69th Couplet				
<b>5. OR-217 Crossing</b>				
Clinton to Tigard Transit Center				
Beveland South				
Beveland North				
<b>6. Downtown Tigard</b>				
Commercial Street to Tigard Transit Center (no loop)				
Commercial Street with Downtown Loop via Hall				
<b>7. Tigard to Durham</b>				
WES Alignment to Parallel I-5 via Tech Center Drive				
WES Alignment to Parallel I-5 vi PWNR Freight Rail ROW				
<b>8. Bridgeport Village</b>				
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)				
<b>9. Tualatin</b>				
Parallel to Boones Ferry (north side of downtown)				

# 1. Tie-In to Existing Transit

# 1. Tie-In to Existing Transit: BRT Design Options



## Design Options

The design options recommended for further study would have two distinctly different goals: Barbur via a 5th/6th Avenue couplet would provide the fastest connection to the transit mall, while the Naito option would support redevelopment of the South Portland neighborhood. All Barbur and Naito options would include an elevator serving Marquam Hill/OHSU from the vicinity of SW Barbur and SW Gibbs Street. Naito options would be incompatible with OHSU tunnel options.

### Recommended for further study because:

- A. Barbur via 5th/6th Avenue Couplet** would:
  - Provide the fastest connection to CBD and transit mall;
  - Provide the least expensive BRT connection.
- F. Naito to Transit Mall** would:
  - Have potential to include a redesign of the Ross Island Bridgehead, including a redesign of Naito to change its character from a 1940's-era expressway to neighborhood-scale boulevard;
  - Cost \$34/\$54M more than Barbur via 5th/6th, excluding Ross Island Bridgehead project.

### Further discussion required because:

- B. Barbur via 4th Avenue** would:
  - Be similar to 5th/6th couplet option, but with less direct connection to transit mall.
- D. Naito to Transit Mall via SW 1st Avenue** would:
  - Include a redesign of Naito;
  - Have potential to include a redesign of the Ross Island Bridgehead;
  - Avoid some traffic by leaving Naito (but not with Ross Island Bridgehead project).
- E. Naito to SW 1st Ave - extended downtown** would:
  - Avoid SW Lincoln Street and portions of the transit mall;
  - Support the City of Portland's Central City Plan;
  - Affect traffic operations on SW 1st Avenue, which is currently one-way southbound;
  - Likely require BRT to operate in mixed traffic, resulting in slower travel times and less reliable service.

### Not recommended because:

- G. Naito Parkway - extended downtown** would:
  - Likely require BRT to operate in mixed traffic, resulting in slower travel times and less reliable service;
  - Provide fewer and less convenient transfer opportunities compared to options on the transit mall.
- H. South Waterfront - bridge/tunnel to Naito** and **I. South Waterfront - tunnel to OHSU** would:
  - Provide an indirect connection between the transit mall and the corridor;
  - Require significant structure (bridges and/or tunnels) at high costs relative to other options;
  - Cause significant construction impacts near OHSU's Collaborative Life Sciences Building, streetcar, and Portland-Milwaukie LRT.

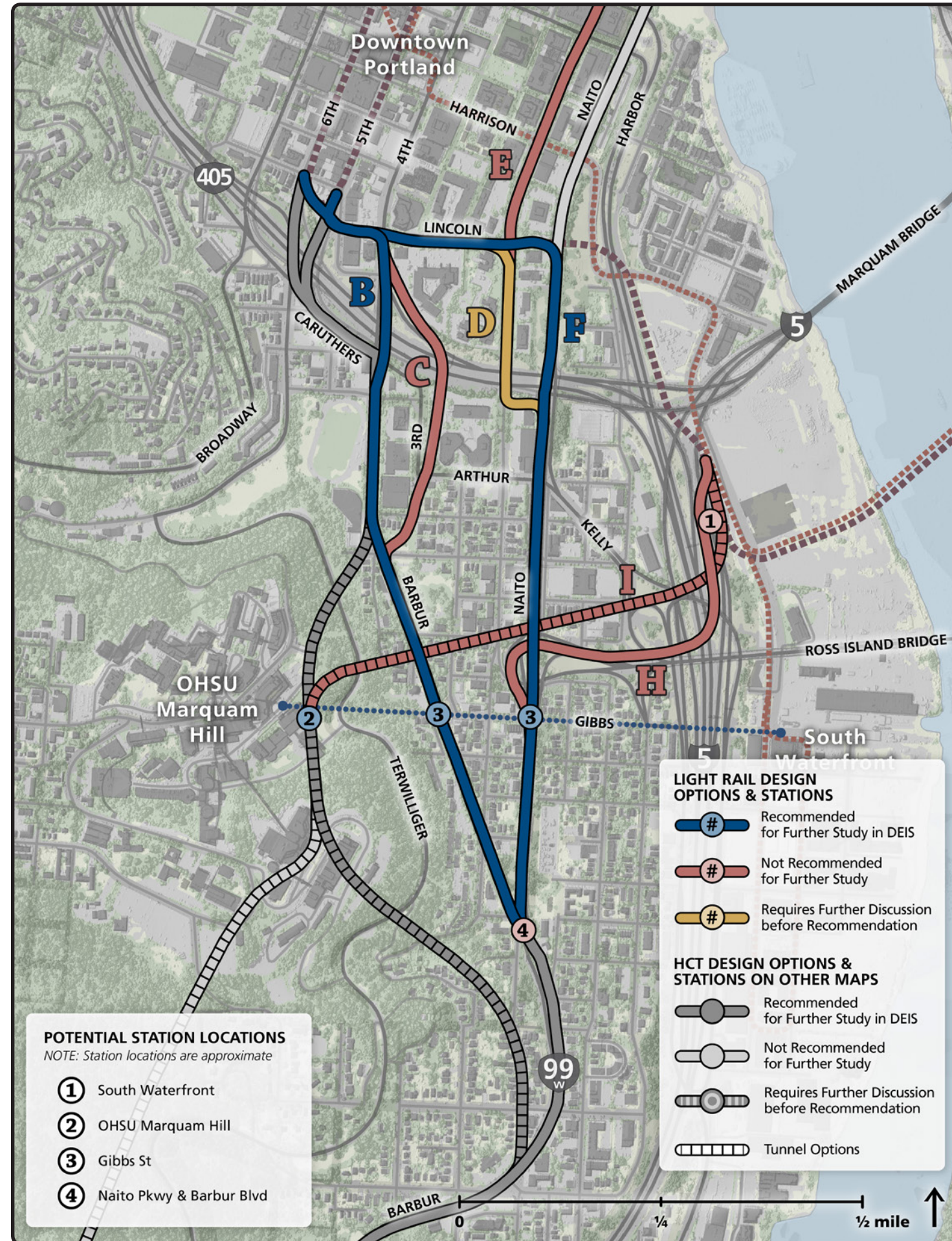
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>1. Tie-In to Existing Transit</b>								
A	Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)	●	●	●	●	●	●	●
B	Barbur via Fourth Ave (with OHSU elevator)	●	●	●	●	●	●	●
D	Naito via First Ave (with OHSU elevator)	●	●	●	●	●	●	●
F	Naito (with OHSU elevator)	●	●	●	●	●	●	●
E	Naito to First Ave - extended downtown (with OHSU elevator)	●	●	○	●	●	●	●
G	Naito Parkway - extended downtown (with OHSU elevator)	○	○	●	●	●	●	●
H	South Waterfront - bridge/tunnel to Naito	○	○	●	●	●	●	●
I	South Waterfront - tunnel to OHSU	○	○	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts  
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 1. Tie-In to Existing Transit: LRT Design Options



## Design Options

The design options recommended for further study would have two distinctly different goals: Barbur via SW 4th Avenue would provide the fastest connection to the transit mall, while the Naito option would support redevelopment of the South Portland neighborhood. All Barbur and Naito options would include an elevator serving Marquam Hill/OHSU from the vicinity of SW Barbur and SW Gibbs Street. Naito options would be incompatible with OHSU tunnel options.

### Recommended for further study because:

- B. Barbur via 4th Avenue** would:
  - Provide the fastest connection to the CBD and transit mall at the peak load point of the line (the highest ridership location);
  - Provide the least expensive LRT connection;
  - Avoid Ross Island Bridgehead traffic.
- F. Naito to Transit Mall** would:
  - Include a redesign of Naito to change its character to neighborhood-scale boulevard including streetscape improvements, pedestrian/bike facilities, and additional intersections/crossing opportunities;
  - Have potential to include a redesign of the Ross Island Bridgehead to change traffic patterns and convert land for redevelopment.

### Further discussion required because:

- D. Naito to Transit mall via SW 1st Avenue** would:
  - Include a redesign of Naito;
  - Have potential to include a redesign of the Ross Island Bridgehead;
  - Avoid traffic on Naito north of Sheridan (but not with Ross Island Bridgehead project, which would increase traffic on SW 1st Avenue).

### Not recommended because:

- C. Barbur via 4th Ave/Second Ave** would:
  - Require significant structure and tunneling at a high cost without advantages over other options.
- E. Naito to SW 1st Avenue - extended downtown** would:
  - Affect traffic operations on SW 1st Avenue, which is currently one-way southbound;
  - Cause conflicts with auto traffic in the CBD, especially at the Hawthorne Bridgehead where either LRT or outbound traffic would lose signal priority.
- H. South Waterfront - bridge/tunnel to Naito** and **I. South Waterfront - tunnel to OHSU** would:
  - Provide an indirect connection between the transit mall and the corridor;
  - Require significant structure (bridges and/or tunnels) that would be very expensive;
  - Cause significant construction impacts near OHSU's Collaborative Life Sciences Building and planned Schnitzer campus, streetcar, and Portland-Milwaukie LRT.

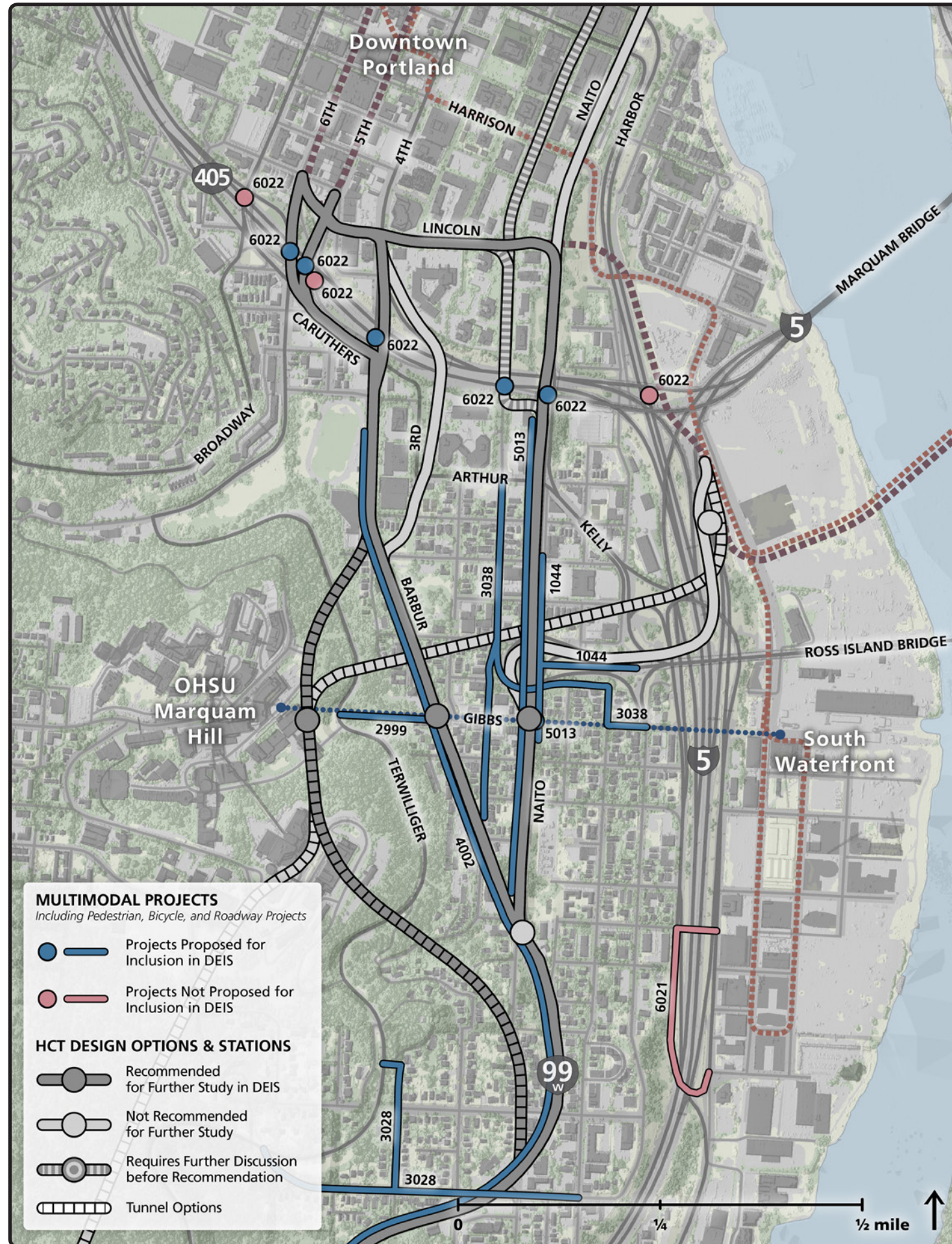
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>1. Tie-In to Existing Transit</b>								
B	Barbur via Fourth Ave (with OHSU elevator)	●	●	●	●	●	●	●
C	Barbur via Fourth Ave/Second Ave (with OHSU elevator)	○	○	○	○	○	○	○
D	Naito via First Ave (with OHSU elevator)	●	●	●	●	●	●	●
E	Naito via First Ave - extended downtown (with OHSU elevator, no connection to transit mall)	○	○	○	○	○	○	○
F	Naito (to transit mall, with OHSU elevator)	●	●	●	●	●	●	●
H	South Waterfront - bridge/tunnel to Naito	○	○	○	○	○	○	○
I	South Waterfront - tunnel to OHSU	○	○	○	○	○	○	○

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Best ● ● ● ● ● Worst ○ ○ ○ ○ ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 1. Tie-In to Existing Transit: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas south of downtown. They also include modifications to the Ross Island Bridgehead if Naito is the selected alignment in order to provide people the ability to safely access stations and walk and bike along the corridor without having to contend with high-speed vehicle traffic and expressway ramps. If Naito is not the selected alignment, the recommendation includes one or more pedestrian crossings of Naito to reduce the barrier effect within the neighborhood. One project was outside the immediate walkshed of any potential station area and was not recommended.

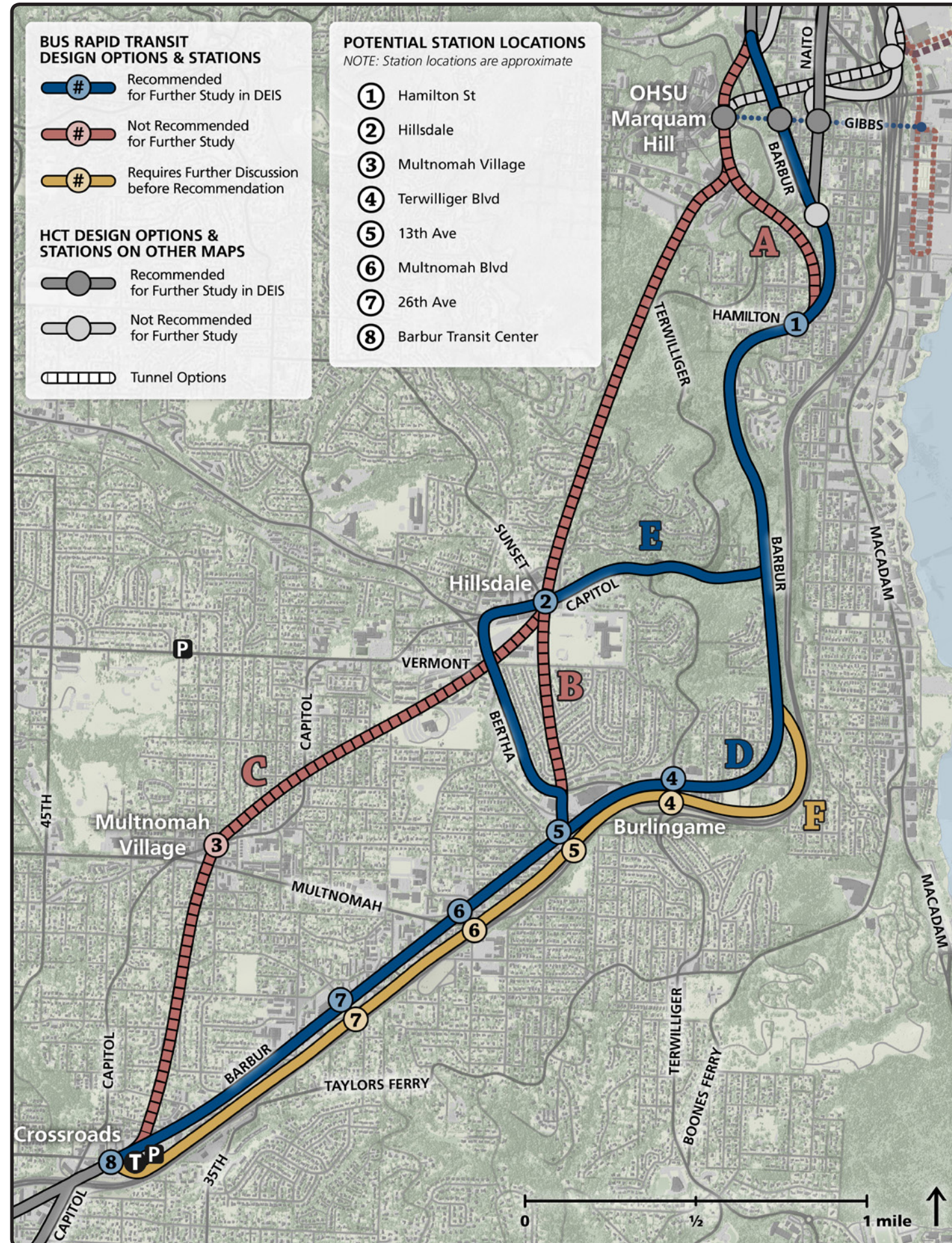
###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
<b>1044</b> Portland ODOT	<b>South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)</b> Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$ Auto/ Freight	With Naito alignment: Include
<b>2999</b> Portland	<b>Pedestrian connection from Barbur to Terwilliger at Gibbs</b> Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$ Pedestrian	With Barbur/Naito station near Gibbs: Include
<b>3028</b> Portland	<b>Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave</b> Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢ Bicycle	With Barbur/Hamilton station: Include
<b>3038</b> Portland	<b>Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St</b> Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢ Bicycle	With Barbur/Naito station near Gibbs: Include
<b>4002</b> Portland ODOT	<b>Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements</b> Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$ Multimodal	With Barbur alignment: Include
<b>5013</b> Portland ODOT	<b>Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)</b> Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$ Multimodal	With Barbur station: Include signalized pedestrian crossing(s) of Naito near station (1%) With Naito alignment: Include
<b>6022</b> Portland ODOT	<b>I-405 Bike/Ped Crossing Improvements</b> Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway	\$ Bike/Ped	All options: Consider opportunity to address with HCT crossing of I-405

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 2. South Portland to Barbur Transit Center

## 2. South Portland to Barbur Transit Center: BRT Design Options



### Design Options

Options in this section prioritize either development potential and accessibility (Barbur, Hillsdale Loop options) or physical separation of HCT from traffic (Adjacent to I-5 option, tunnel options).

#### Recommended for further study because:

##### D. Barbur Boulevard would:

- Support the City of Portland's Barbur Concept Plan, which identifies HCT as a necessary component of the vision for Barbur Boulevard;
- Include the addition or improvement of sidewalks, bike facilities, storm water features, and other streetscaping;
- Include replacement of the Newbury and Vermont viaducts, complete with sidewalks and bike lanes.
- Cost significantly less than the tunnel options and an estimated \$44M/\$70M (2014\$/2023\$ with finance costs) less than the Hillsdale loop option.

##### E. Barbur – Hillsdale loop using Capitol Hwy & Bertha would:

- Provide HCT service to Hillsdale without a tunnel and without bypassing significant numbers of households or employment where the alignment would deviate from SW Barbur Boulevard;
- Potentially include addition of new pedestrian/bicycle structure parallel to the Newbury and Vermont viaducts (not a complete replacement) despite the alignment bypassing them.

#### Further discussion required because:

##### F. Adjacent to I-5 would:

- Avoid key intersections and business accesses along SW Barbur Boulevard;
- Require significant structure on steep slopes to avoid Barbur Boulevard and ramps;
- Cost significantly more than the Barbur option;
- Provide more limited support for the Barbur Concept Plan;
- Result in more difficult pedestrian connections to stations;
- Not include pedestrian and bike improvements to Barbur Boulevard or along the BRT alignment.

#### Not recommended because:

##### A. Short Tunnel – exit at Hamilton would:

- Be very expensive and compromise the lower cost advantage of the BRT mode over LRT;
- Result in severe construction impacts.

##### B. Medium Tunnel – exit at Bertha would:

- Be very expensive;
- Result in severe construction impacts.

##### C. Long Tunnel – exit at Barbur Transit Center would:

- Be very expensive;
- Result in severe construction impacts;
- Not support the Barbur Concept Plan as HCT would bypass the historic section of the boulevard.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>2. South Portland to Barbur Transit Center</b>								
A	Short Tunnel - exit at Hamilton	○	●	●	●	●	●	●
B	Medium Tunnel - exit at Bertha	○	●	○	●	●	●	●
C	Long Tunnel - exit at Barbur Transit Center	○	●	○	●	○	●	●
D	Barbur - South Portland to Crossroads	●	●	●	●	●	●	●
E	Barbur - Hillsdale loop using Capitol Hwy & Bertha	●	○	●	○	●	●	●
F	Adjacent to I-5	●	●	○	○	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation



## 2. South Portland to Barbur Transit Center: LRT Design Options



SOUTHWEST CORRIDOR REFINEMENT PHASE: DRAFT RECOMMENDATION

### Design Options

Options in this section prioritize either development potential and accessibility (Barbur, Hillsdale Loop options) or physical separation of HCT from traffic (Adjacent to I-5 option, tunnel options).

#### Recommended for further study because:

D. Barbur Boulevard would:

- Support the City of Portland's Barbur Concept Plan, which identifies HCT as a necessary component of the vision for Barbur Boulevard;
- Include the addition or improvement of sidewalks, bike facilities, storm water features, and other streetscaping;
- Include replacement of the Newbury and Vermont viaducts, complete with sidewalks and bike lanes.
- Cost an estimated \$918/\$1,461M (2014\$/2023\$ with finance costs) less than the short tunnel option;
- Result in fewer construction impacts to the neighborhood, compared to tunnel options that would include significant impacts at both portals—near Duniway Park to the north and near Hamilton Street to the south.

A. Short Tunnel – exit at Hamilton would:

- Serve Marquam Hill/OHSU with a deep station similar to the MAX station at the Oregon Zoo;
- Avoid traffic congestion in the northern section of SW Barbur Boulevard, although it would also not serve the Lair Hill neighborhood, in contrast to surface options that would include an elevator between Marquam Hill/OHSU and SW Barbur Boulevard in the vicinity of Gibbs Street;
- Result in reliable travel times.

#### Further discussion required because:

E. Barbur – Hillsdale loop using Capitol Hwy & Bertha would:

- Provide HCT service to Hillsdale without bypassing significant numbers of households or employment where the alignment would deviate from SW Barbur Boulevard;
- Potentially include the addition of a new pedestrian/ bicycle structure parallel to the Newbury and Vermont viaducts despite the alignment bypassing them;
- Require a cut-and cover tunnel to avoid the commercial section of Hillsdale, resulting in higher costs.

F. Adjacent to I-5 would:

- Avoid key intersections and business accesses along SW Barbur Boulevard;
- Require significant structure on steep slopes to avoid Barbur Boulevard and ramps;
- Cost an estimated \$87/\$138M (2014\$/2023\$ with finance costs) more than Barbur option;
- Provide more limited support for the Barbur Concept Plan;
- Result in more difficult pedestrian connections to stations;
- Not include pedestrian and bike improvements to Barbur Boulevard or along the LRT alignment.

#### Not recommended because:

B. Medium Tunnel – exit at Bertha would:

- Be very expensive;
- Result in severe construction impacts.

C. Long Tunnel – exit at Barbur Transit Center would:

- Be very expensive;
- Result in severe construction impacts;
- Not support the Barbur Concept Plan as HCT would bypass the historic section of the boulevard.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>2. South Portland to Barbur Transit Center</b>								
A	Short Tunnel - exit at Hamilton	○	◐	◐	◐	◐	◐	◐
B	Medium Tunnel - exit at Bertha	○	●	○	●	◐	◐	◐
C	Long Tunnel - exit at Barbur Transit Center	○	●	○	●	◐	◐	◐
D	Barbur - South Portland to Crossroads	●	◐	◐	◐	◐	◐	◐
E	Barbur - Hillsdale loop using Capitol Hwy & Bertha (tunnel)	◐	◐	●	◐	●	◐	◐
F	Adjacent to I-5	◐	◐	◐	○	◐	◐	◐

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◐ ◑ ○ Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

## 2. South Portland to Barbur Transit Center: Multimodal Projects



SOUTHWEST CORRIDOR REFINEMENT PHASE: DRAFT RECOMMENDATION

### Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas along the alignment options. This section of the corridor is especially lacking in pedestrian and bicycle facilities and requires extra attention to get people to stations without driving. Several projects were outside the immediate walkshed of any potential station area and were not recommended.

### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
1020 Portland	<b>Beaverton Hillsdale / Bertha / Capitol Hwy. Intersection Improvements</b> Redesign intersection to improve safety.	\$ Auto/ Freight	With surface Hillsdale/Capitol alignment: Include
1044 Portland ODOT	<b>South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)</b> Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$ Auto/ Freight	With Naito alignment: Include
1048 Portland	<b>Traffic Calming</b> Calm traffic in the Burlingame and Hillsdale retail districts	¢ Auto/ Freight	With Hillsdale station: Include station access and safety treatments in Hillsdale TC (50%)
2004 Portland	<b>26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements</b> Construct a walkway for pedestrian travel and access to transit and install street lighting	¢ Pedestrian	With Barbur/26th station: Include
2011 Portland ODOT	<b>Connections to Transit/Transit Improvements: Barbur &amp; Taylors Ferry</b> New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing	¢ Pedestrian	All options: Include. Note: may be funded through ODOT.
2041 Portland	<b>SW 19th Ave sidewalks: Barbur - Spring Garden</b> Construct new sidewalks where none exist (DA)	¢ Pedestrian	With Barbur/Multnomah station: Include
3017A Portland	<b>Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd</b> Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢ Bicycle	With Barbur/Multnomah station: Include
3017B Portland	<b>Capitol Hill Rd sidewalks -from SW Barbur Blvd to SW Bertha Blvd</b> Install sidewalk on Capitol Hill Road from Barbur to Bertha	\$ Pedestrian	With Barbur/Multnomah station: Include from Barbur to existing sidewalk at Custer Park (35%)
3028 Portland	<b>Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave</b> Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢ Bicycle	With Barbur/Hamilton station: Include
3033A Portland	<b>Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd</b> Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢ Bicycle	With Barbur/Multnomah station: Include

Multimodal Projects Continued on Next Page

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 2. South Portland to Barbur Transit Center: Multimodal Projects

DISCUSSION DRAFT 5/6/14

#### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
3033B Portland	<b>Inner Troy sidewalks - from SW Capitol Hwy to SW Capitol Hill Rd</b> Install sidewalk from SW Capitol Hwy to SW Capitol Hill Rd	\$ Pedestrian	Do not include
3093B Portland	<b>Terwilliger sidewalk (Capitol to Terwilliger Pl)</b> Provide sidewalk from SW Capitol Hwy south to SW Terwilliger Place	¢ Pedestrian	Do not include
3069B Portland	<b>Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks</b> Install sidewalk along Dolph Ct from Capitol Hwy to 26th Way and along Spring Garden from 26th Way to Barbur	\$ Pedestrian	With Barbur/26th or Barbur/Multnomah station: Include from 27th Ave to intersection of 26th Way/Dolph Ct. (15%)
3093A Portland	<b>Terwilliger bikeway gaps</b> Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway.	¢ Bicycle	With Terwilliger station: Include lower section (near Barbur) (50%)
3101 Portland	<b>Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd</b> Bicycle boulevard	¢ Bicycle	With Terwilliger station: Include
4002 Portland ODOT	<b>Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements</b> Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$ Multimodal	With Barbur alignment: Include
5005 Portland ODOT	<b>Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements</b> Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$ Multimodal	Barbur stations including Tunnel and I-5 options: Include within 1/2 mile of stations (20%) With Barbur alignment: Include
5009 Portland	<b>Capitol Hwy Improvements (replace roadway and add sidewalks)</b> Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$ Multimodal	All options: Include one side from Taylors Ferry to Alice Street (15%)
5010 Portland	<b>Capitol Hwy, SW (Terwilliger - Sunset): Multimodal Improvements</b> Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection	\$ Multimodal	With surface Hillsdale/Capitol alignment: Include
5013 Portland ODOT	<b>Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)</b> Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$ Multimodal	With Barbur station: Include signalized pedestrian crossing(s) of Naito near station (1%) With Naito alignment: Include
5059 Portland ODOT	<b>SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)</b> Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$ Multimodal	All options: Include multimodal investment at the Barbur/Capitol/Huber/Taylors Ferry intersections at this location. Includes improved pedestrian crossings. (5%)
6003 Portland	<b>Multnomah viaduct bicycle and pedestrian facilities</b> Construct new bicycle and pedestrian facilities on Barbur at/parallel to Multnomah Blvd. viaduct	\$ Bike/Ped	With Barbur alignment: Include

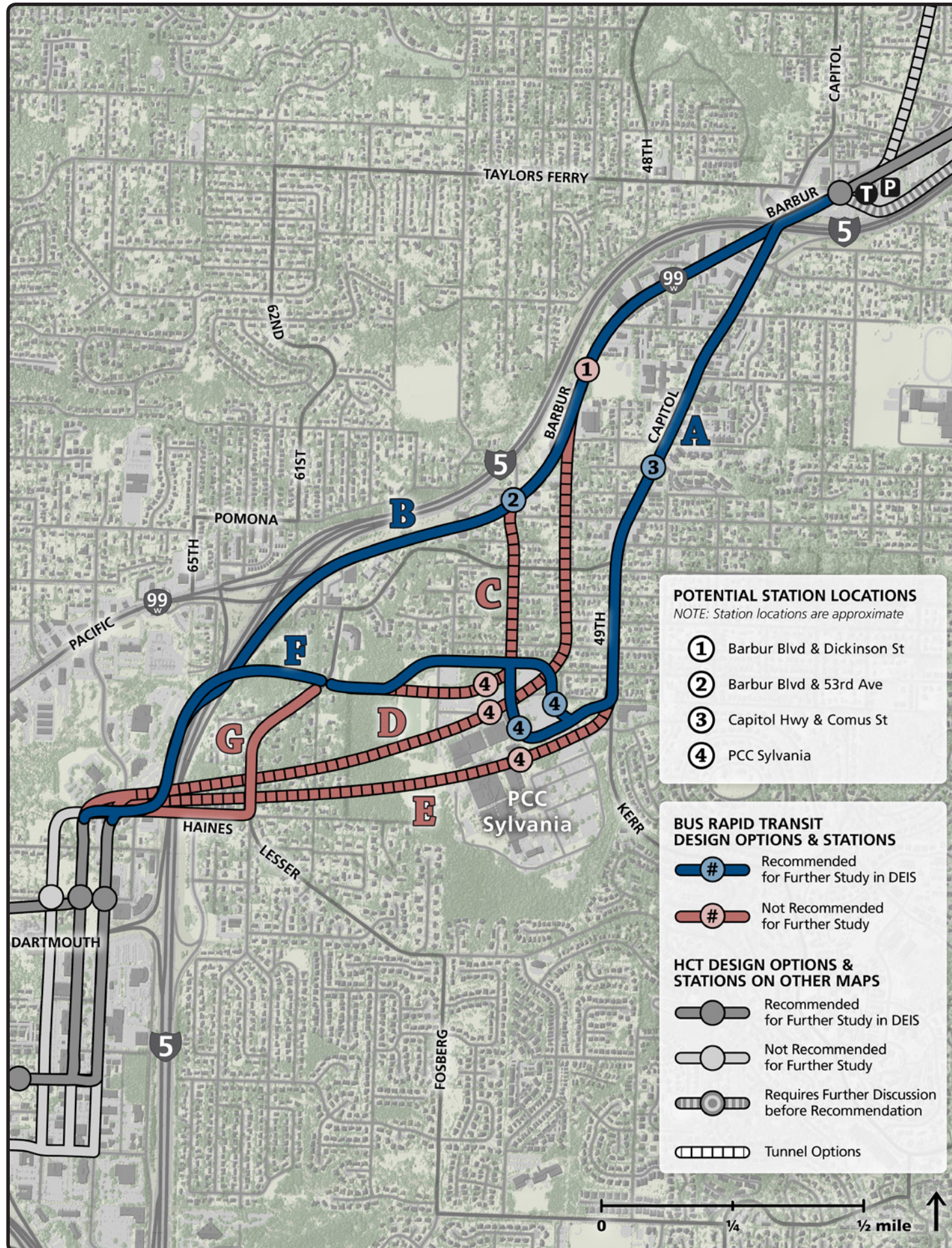
#### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
6021 Portland	<b>Hood Avenue Pedestrian Improvements (Lane to Macadam)</b> Install sidewalk with barrier along east side and pedestrian crossing at Lane Street	\$ Bike/Ped	Do not include
6034 Portland	<b>Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle &amp; Pedestrian Improvements</b> SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit	\$ Bike/Ped	All options: Include Capitol to 49th (40%)
9005 Portland	<b>Red Electric Trail: Fanno Creek Trail to Willamette Park</b> Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$ Multi-Use Trail	With Hillsdale station: Include Hillsdale to Shattuck (10%)
9007 Portland	<b>Slavin Road to Red Electric Trail: Barbur to Corbett</b> Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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### 3. PCC Area



Design Options

Options in this section are differentiated by how they serve the PCC-Sylvania campus. BRT could serve the campus directly by a surface option via Capitol Highway or by tunnel; the surface option via Barbur would require a longer walk to campus, but would result in a much faster alignment compared to Capitol Highway options, and a much less expensive alignment compared to tunnel options.

Recommended for further study because:

B. Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd Avenue) would:

- Prioritize travel time, saving approximately four minutes over BRT routes to the PCC campus;
- Feature an improved walk connection to the PCC campus from SW 53rd Avenue, with a raised station, and paving and sidewalks on SW 53rd Avenue. The walk would be slightly less than 1/3 mile uphill to the edge of the PCC property, and nearly 1/2 mile to PCC buildings;
- Support a new park and ride lot on vacant property north of SW Barbur Boulevard at SW 55th Avenue.

A. PCC Campus (Front Door or Circumferential around north end) would:

- Prioritize accessibility and development potential, serving the PCC-Sylvania campus directly;
- Include an additional station on SW Capitol Highway.

F. New bridge over I-5 (crossing option for campus routes) would:

- Provide the fastest travel time;
- Minimize disruptions to residential neighborhoods near PCC.

Not recommended because:

C. Short Tunnel via Barbur,

D. Tunnel via Barbur, and

E. Tunnel via Capitol Hwy would:

- Be expensive and compromise the lower cost advantage of the BRT mode over LRT;
- Result in severe construction impacts.

G. Lower Haines Road (crossing option for campus routes) would:

- Impact properties by widening at least one side of Lesser Road to provide adequate space for BRT, bike lanes and sidewalks;
- Require sharp turning movements and operation on steep grades that would slow the BRT.

**POTENTIAL STATION LOCATIONS**  
NOTE: Station locations are approximate

- ① Barbur Blvd & Dickinson St
- ② Barbur Blvd & 53rd Ave
- ③ Capitol Hwy & Comus St
- ④ PCC Sylvania

**BUS RAPID TRANSIT DESIGN OPTIONS & STATIONS ON OTHER MAPS**

- Recommended for Further Study in DEIS
- Not Recommended for Further Study

**HCT DESIGN OPTIONS & STATIONS ON OTHER MAPS**

- Recommended for Further Study in DEIS
- Not Recommended for Further Study
- Requires Further Discussion before Recommendation
- Tunnel Options

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>3a. PCC Area</b>								
A	PCC Campus via Capitol Hwy (uses either I-5 crossing)	●	○	●	●	●	●	●
B	Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	●	●	●	●	●	●	●
C	Short Tunnel via Barbur (uses new bridge I-5 crossing)	○	●	●	○	●	●	●
D	Tunnel via Barbur (tunnels under I-5)	○	●	●	●	●	●	●
E	Tunnel via Capitol Hwy (tunnels under I-5)	○	●	●	●	●	●	●
<b>3b. PCC Area - I-5 Crossing Options for Campus Routes</b>								
F	New Bridge over I-5	●	●	●	●	●	●	●
G	Lower Haines Road	●	○	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts  
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

### 3. PCC Area: LRT Design Options



### Design Options

Options in this section are differentiated by how they serve the PCC-Sylvania campus. Because of the steep topography, LRT could only provide direct service to the campus by tunnel. The surface option via Barbur would require a longer walk to campus, but would be much less expensive and disruptive to the neighborhood to construct and would provide a more direct route for riders not accessing PCC.

#### Recommended for further study because:

B. Barbur – Crossroads to Tigard (with improved PCC walk via SW 53rd Avenue) would:

- Be the least expensive option;
- Feature an improved walk connection to the PCC campus from SW 53rd Avenue, potentially with a raised station, and paving and sidewalks on SW 53rd Avenue. The walk would be slightly less than 1/3 mile uphill to the edge of the PCC property, and nearly 1/2 mile to PCC buildings;
- Support a new park and ride lot on vacant property north of SW Barbur Boulevard at SW 55th Avenue;
- Include a new transit crossing over I-5 to the Tigard Triangle.

#### Further discussion required because:

C. Short Tunnel via Barbur would:

- Serve PCC-Sylvania campus directly;
- Result in significant construction impacts to the neighborhood;
- Cost an estimated \$320/\$509M (2014\$/2023\$ with finance costs) more than the Barbur option;
- Likely be contingent on plans for future redevelopment of the campus area.

#### Not recommended because:

D. Tunnel via Barbur and

E. Tunnel via Capitol Hwy would:

- Be very expensive compared to the shorter tunnel option without providing significantly more benefit.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>3. PCC Area</b>								
B	Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	●	●	●	●	●	●	●
C	Short Tunnel via Barbur (uses new bridge I-5 crossing)	●	●	●	●	●	●	●
D	Tunnel via Barbur (tunnels under I-5)	○	○	○	○	○	○	○
E	Tunnel via Capitol Hwy (tunnels under I-5)	○	○	○	○	○	○	○

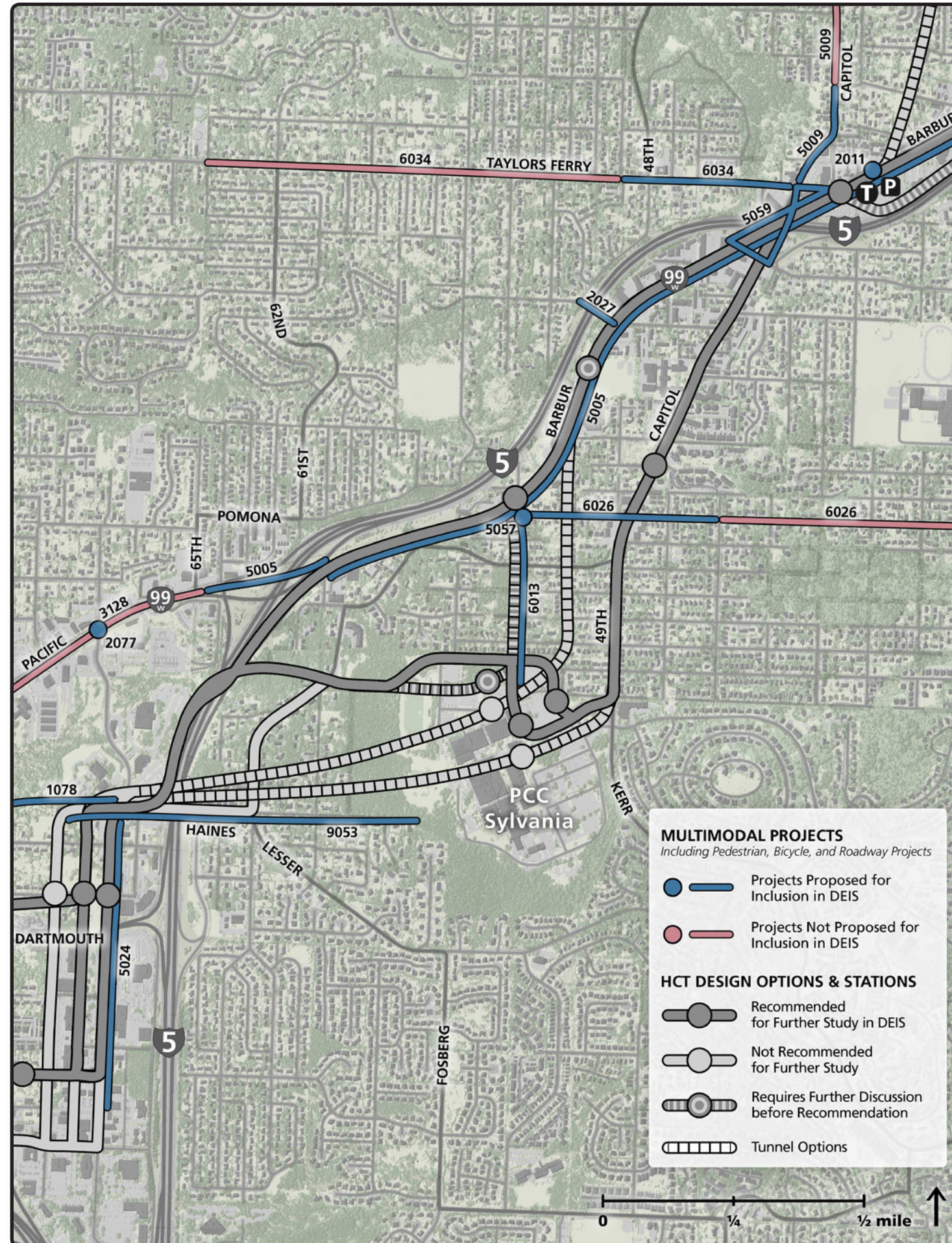
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

### 3. PCC Area: Multimodal Projects



### Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas near PCC. If the alignment follows Barbur near I-5, a pedestrian connection over I-5 is recommended to improve station access for neighborhoods north of I-5.

####	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1078	<b>Atlanta Street Extension (new roadway)</b> Extend Atlanta Street west to Dartmouth Street	\$\$ Auto/ Freight	With North Triangle station: Include.
2011	<b>Connections to Transit/Transit Improvements: Barbur &amp; Taylors Ferry</b> New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing	¢ Pedestrian	All options: Include. Note: may be funded through ODOT.
2027	<b>Pedestrian Overpass near Markham School</b> Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$\$ Pedestrian	With Barbur/53rd station: Include adjacent to station-area if station is on Barbur
2077	<b>Tigard Transit Center crossing improvements.</b> Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
3128	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Bicycle	Do not include
5005	<b>Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements</b> Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$ Multimodal	Barbur stations including Tunnel and I-5 options: Include within 1/2 mile of stations (20%) With Barbur alignment: Include
5009	<b>Capitol Hwy Improvements (replace roadway and add sidewalks)</b> Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$ Multimodal	All options: Include one side from Taylors Ferry to Alice Street (15%)
5024	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
5057	<b>SW 53rd and Pomona (improves safety of ped/bike users)</b> Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢ Multimodal	With Barbur/53rd station: Include if station is on Barbur
5059	<b>SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)</b> Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$ Multimodal	All options: Include multimodal investment at the Barbur/Capitol/ Huber/Taylors Ferry intersections at this location. Includes improved pedestrian crossings. (5%)
6013	<b>Barbur/PCC ped/bike Connection</b> Neighborhood greenway connection between Barbur and PCC via SW 53rd	¢ Bike/Ped	With Barbur/53rd station: Include if station is on Barbur
6026	<b>Pomona St: Bicycle and Ped improvements (35th to Barbur)</b> Provide bike lanes and sidewalks	\$ Bike/Ped	With Barbur/53rd station: Include from 53rd to 45th (50%)
6034	<b>Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle &amp; Pedestrian Improvements</b> SW Taylors Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit	\$ Bike/Ped	All options: Include Capitol to 49th (40%)
9053	<b>Ped/Bike Connection between Tigard Triangle and PCC-Sylvania</b> Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

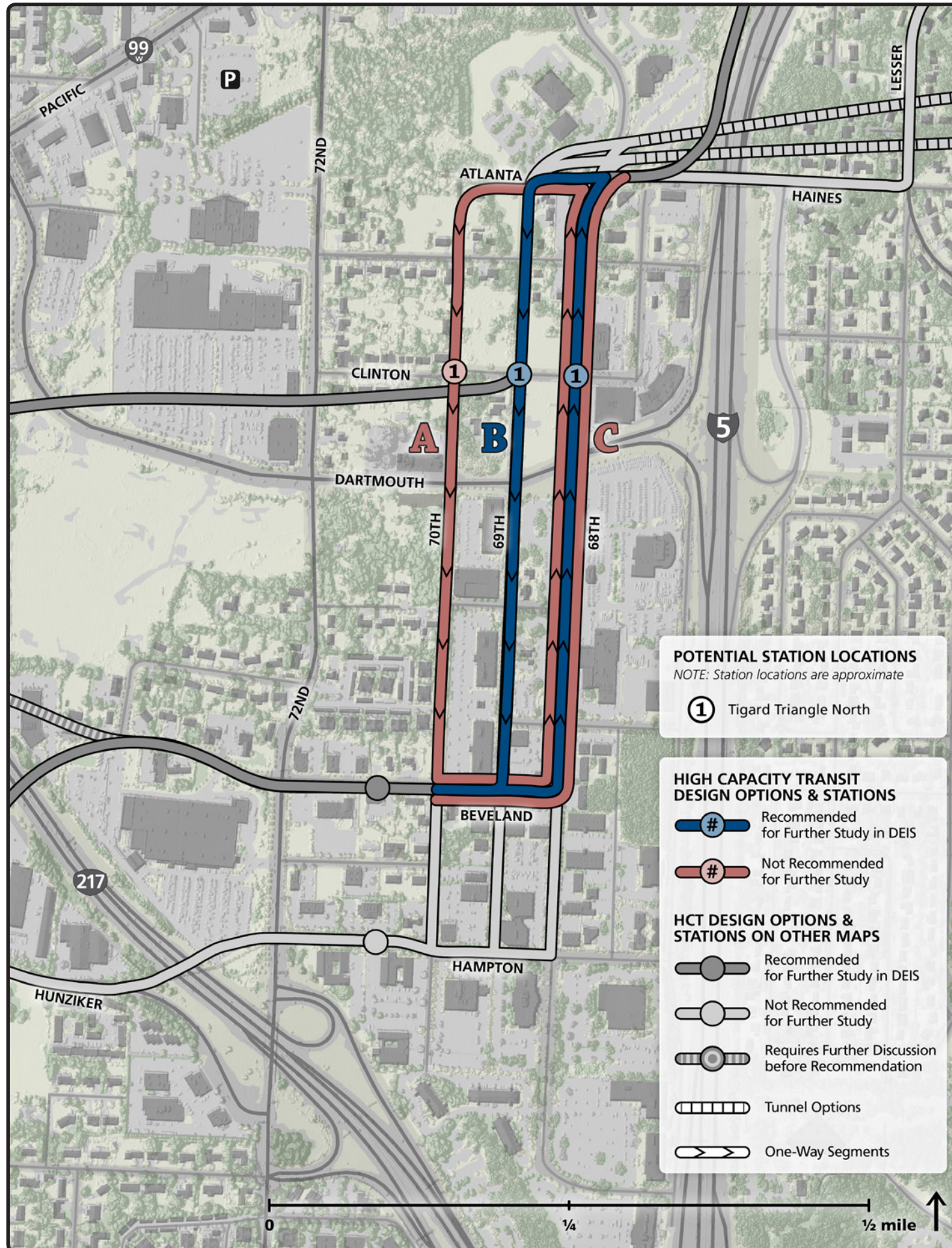
Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M



## 4. Tigard Triangle

# 4. Tigard Triangle: Design Options for BRT and LRT



## Design Options

The options in this section would perform fairly similarly and are differentiated mainly by their locations and footprints within the Tigard Triangle, including couplet options and choices of using SW 68th, SW 69th, and SW 70th Avenues to connect the northern and southern areas of the Triangle. These options do not apply to the Clinton to Tigard Transit Center option in the following section (OR-217 Crossing), an option which would operate only in the northern section of the Triangle.

### Recommended for further study because:

- B. 68th/69th Couplet would:
- Result in more efficient transit and auto travel compared to the two-way option;
  - Require less right-of-way, resulting in fewer property impacts compared to other options;
  - Best support Tigard's High Capacity Transit Land Use Plan.

### Not recommended because:

- C. 68th Two-Way would:
- Require more right-of-way compared to couplet options.
- A. 68th/70th Couplet would:
- Require significantly more structure and property acquisition compared to the 68th/69th couplet due to the narrow width and steep slopes on SW 70th Avenue.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>4. Tigard Triangle</b>								
A	68th/70th Couplet	●	●	●	●	●	●	●
B	68th/69th couplet	●	●	●	●	●	●	●
C	68th Two-Way	●	●	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

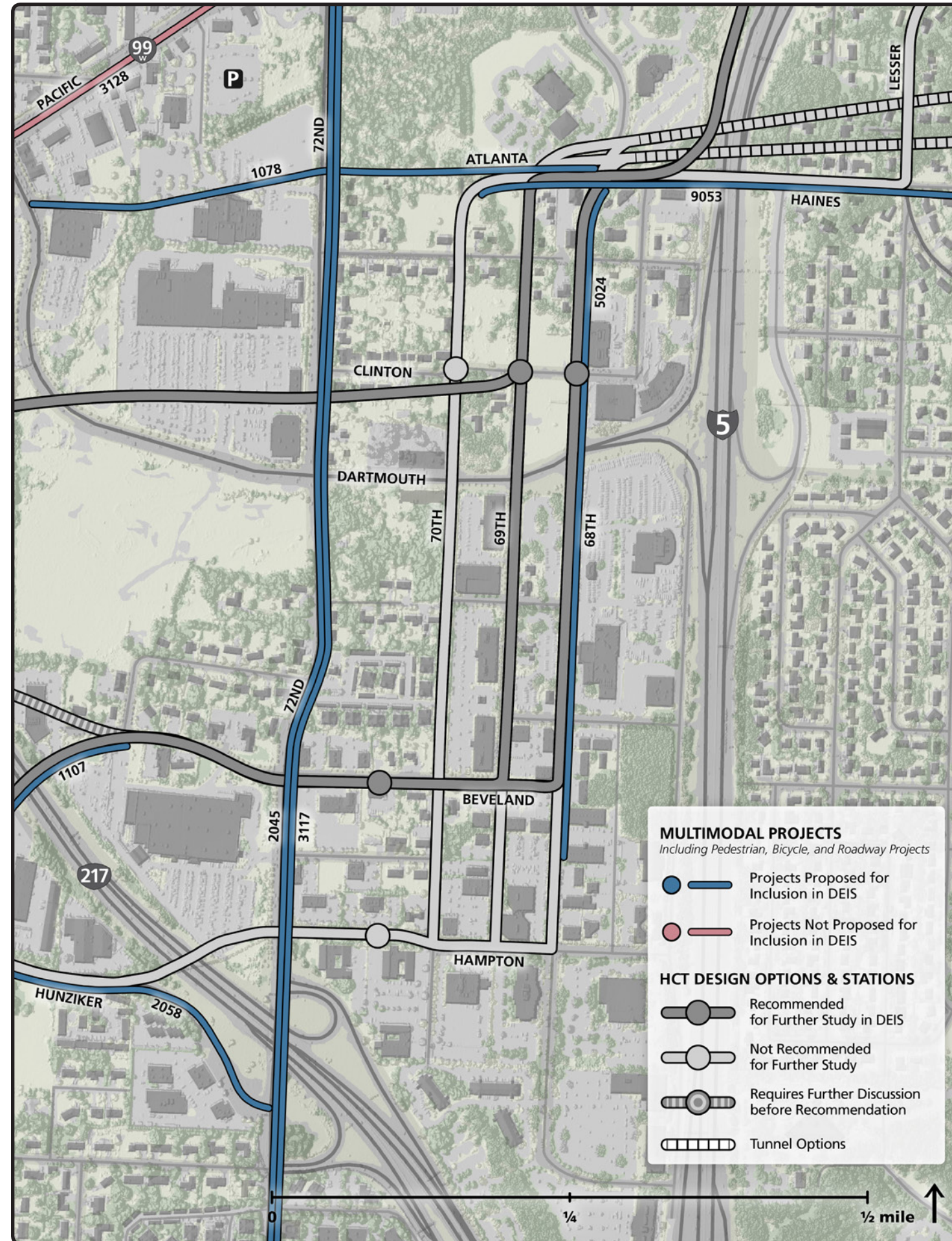
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS

Not Proposed for Further Study in DEIS

# 4. Tigard Triangle: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance in the Tigard Triangle include a new street connection, pedestrian and bicycle projects to improve access to potential station areas, and improving existing streets for transit. Filling gaps in the Pacific Highway bike lanes (the downtown viaduct in particular) were outside the immediate station area and were not recommended.

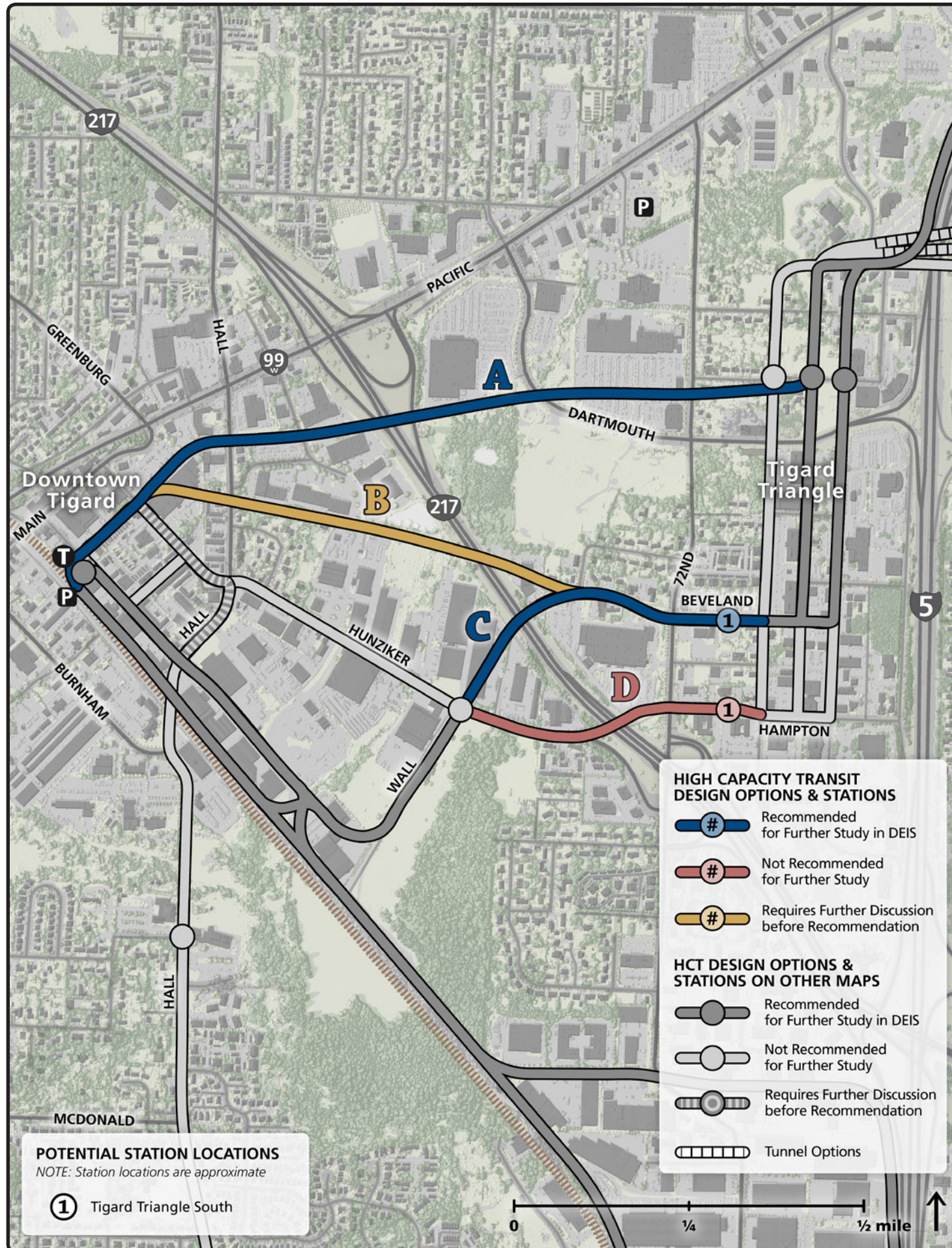
###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1078 Tigard	<b>Atlanta Street Extension (new roadway)</b> Extend Atlanta Street west to Dartmouth Street	\$\$ Auto/ Freight	With North Triangle station: Include.
1107 Tigard Washington Co.	<b>Hwy. 217 Over-crossing - Beveland/Hampton Connection</b> Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$ Auto/ Freight	With Beveland or Hampton alignment: Include
2045 Tigard	<b>72nd Avenue sidewalks: 99W to Bonita</b> Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%) With Triangle South station: Include one side Dartmouth-Hunziker (25%) With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%) With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
3117 Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
3128 Tigard ODOT	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Bicycle	Do not include
5024 Tigard	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
9053 Portland Tigard	<b>Ped/Bike Connection between Tigard Triangle and PCC-Sylvania</b> Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS    Include Partially    Do Not Include

Cost: € = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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## 5. OR-217 Crossing



Design Options

The proposed connections between the Tigard Triangle and downtown Tigard provide a choice between speed and development opportunities. Clinton to Tigard Transit Center would be significantly faster than the other options and would result in a smaller footprint in downtown Tigard, but would serve only the northern portion of the Tigard Triangle and require a comparatively long structure. Other options would continue through the southern Triangle, an area with, commuter students, and redevelopment opportunities. Each crossing option could include a multimodal (auto/ped/bike) bridge at a higher cost; a new auto connection would be preferred in the southern portion of the Triangle to the northern portion. Wetlands impacts could be a concern for the Clinton to Tigard Transit Center and for the Beveland North options.

Recommended for further study because:

A. Clinton to Tigard Transit Center would:

- Prioritize travel time, with a shorter alignment and higher speeds compared to other options;
- Avoid congested intersections at the southern end of the Triangle;
- Avoid impacts to existing industrial properties that would be affected by other options.

C. Beveland South would:

- Prioritize development with a second station in the Tigard Triangle, supporting the Tigard High Capacity Transit Land Use Plan and providing greater accessibility throughout the Triangle;
- Include a potential station, park & ride lot, and redevelopment opportunities near SW Hunziker;
- Include a multimodal facility that would provide an alternative to the existing Hunziker Street bridge and could alleviate some auto congestion around the SW 72nd Avenue interchange.

Further discussion required because:

B. Beveland North would:

- Provide a second station in the Tigard Triangle;
- Provide a more direct connection to the Tigard Transit Center compared to the Beveland South option.

Not recommended because:

D. Hampton would:

- Impact traffic at the OR-217 interchanges at SW Hunziker road and SW 72nd Avenue;
- Be the least direct, slowest option without providing access to additional riders.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>5. OR-217 Crossing</b>								
A	Clinton to Tigard Transit Center	●	●	○	●	●	●	●
B	Beveland North	●	●	○	○	●	●	●
C	Beveland South	●	●	●	○	●	●	●
D	Hampton	●	○	●	○	●	●	●

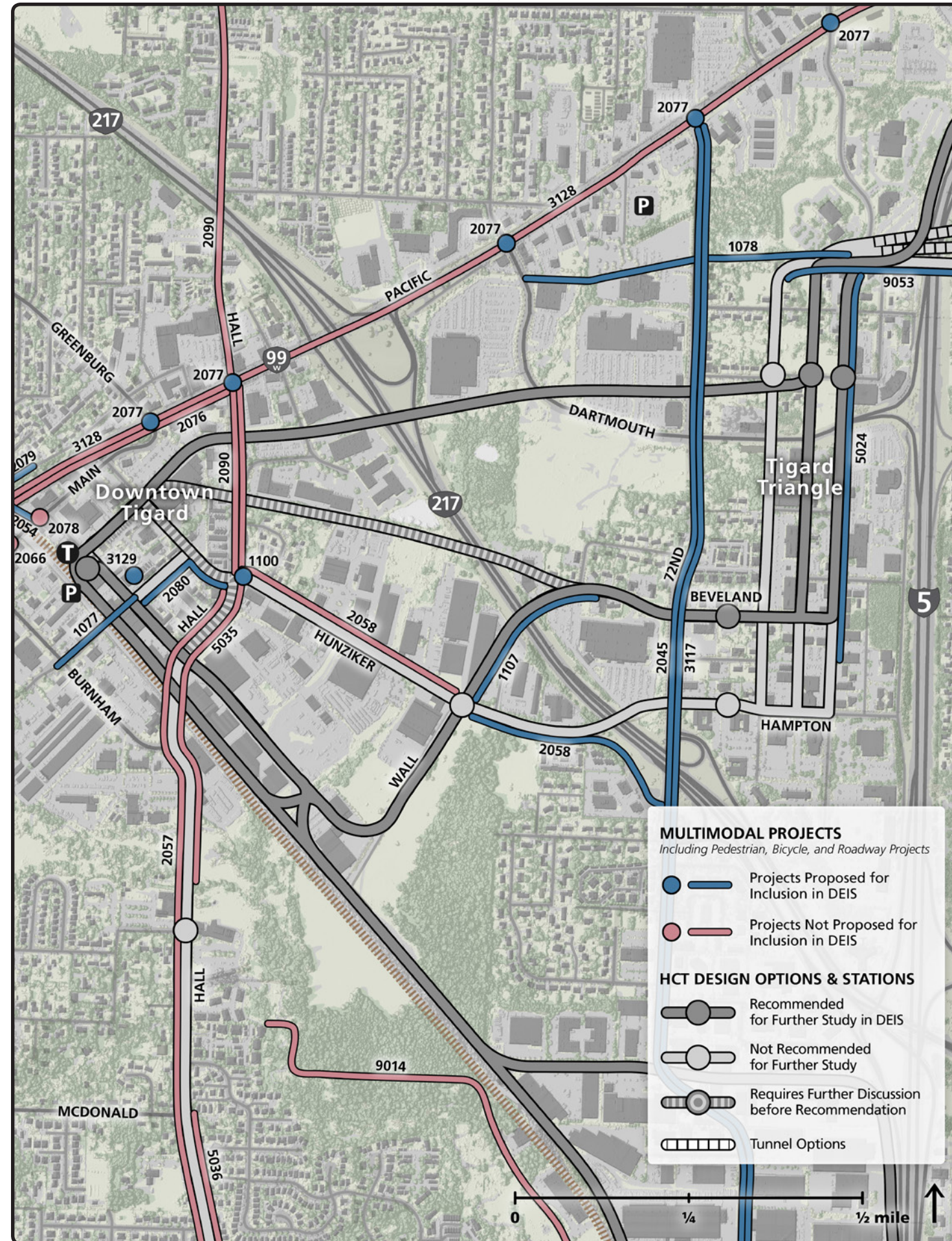
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 5. OR-217 Crossing: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include a new multimodal street connection over OR 217 and sidewalk projects to improve access to potential station areas.

###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1107 Tigard Wash. Co.	<b>Hwy. 217 Over-crossing - Beveland/Hampton Connection</b> Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$ Auto/ Freight	With Beveland or Hampton alignment: Include
2045 Tigard	<b>72nd Avenue sidewalks: 99W to Bonita</b> Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%) With Triangle South station: Include one side Dartmouth-Hunziker (25%) With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%) With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2054 Tigard	<b>Commercial Street sidewalks: Main to Lincoln Street</b> Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢ Pedestrian	All options: Include on one side of street. Note: may be funded through STIP
2057 Tigard	<b>Hall Boulevard sidewalks: Hunziker to city limits</b> Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	\$ Pedestrian	Do not include
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
2066 Tigard ODOT	<b>Tigard Town Center (Downtown) Pedestrian Improvements</b> Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$ Pedestrian	Do not include. Vaguely defined; specific transit priorities addressed in other projects.
2077 Tigard ODOT	<b>Tigard Transit Center crossing improvements.</b> Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
2079 Tigard	<b>Tigard Transit Center pedestrian path</b> Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢ Pedestrian	All options: Include. Note: may be funded through STIP
2080 Tigard	<b>Tigard Transit Center sidewalk infill</b> Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢ Pedestrian	All options: Include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

Multimodal Projects Continued on Next Page

## 5. OR-217 Crossing: Multimodal Projects

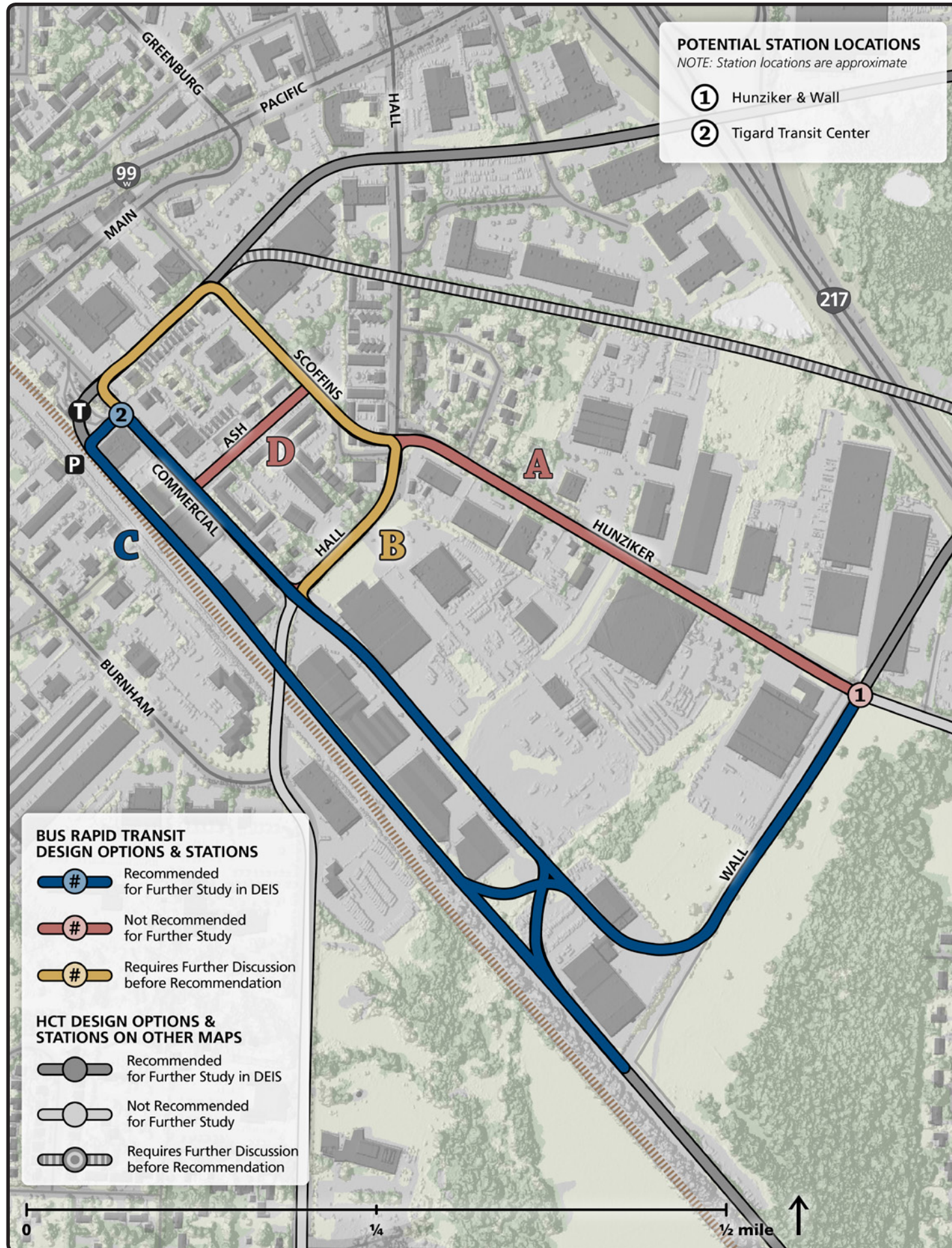
<b>2090</b> Tigard	<b>Hall Blvd sidewalks: Locust to Hunziker</b> Locust St to Hunziker St - pedestrian infill	\$ Pedestrian	Do not include
<b>3117</b> Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
<b>3128</b> Tigard ODOT	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Bicycle	Do not include
<b>3129</b> Tigard	<b>Tigard Transit Center Bicycle Hub</b> Provide bicycle hub at Tigard Transit Center	¢ Bicycle	All options: Include as bike 'n ride
<b>5024</b> Tigard	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
<b>5035</b> Tigard Wash. Co. ODOT	<b>Hall Boulevard Widening, Highway 99W to Fanno Creek</b> Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$ Multimodal	Do not include
<b>5036</b> Tigard Wash. Co.	<b>Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge</b> Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$ Multimodal	Do not include
<b>9014</b> Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)
<b>9053</b> Portland Tigard	<b>Ped/Bike Connection between Tigard Triangle and PCC-Sylvania</b> Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$ Multi-Use Trail	All options: Consider opportunity to add ped/bike facilities to HCT connection

Include in DEIS
Include Partially
Do Not Include

Cost: ¢ = up to \$500,000   \$ = up to \$5M   \$\$ = up to \$10M   \$\$\$ = up to \$20 M   \$\$\$\$ = more than \$20M



## 6. Downtown Tigard



Design Options

The following options in downtown Tigard correspond with the Beveland South or Hampton OR-217 Crossing options. The northern crossing options, Beveland North and Clinton to Tigard Transit Center, would connect to the WES alignment or to Hall Boulevard via a new street between Main Street and Ash Avenue. The main difference between the downtown Tigard options connecting to southern crossings is the footprint required to access the Tigard Transit Center in downtown Tigard.

Recommended for further study because:

- C. Commercial Street to Tigard TC (no downtown loop) would:
  - Result in the fastest travel time among the three options;
  - Have the smallest footprint in downtown Tigard.

Further discussion required because:

- B. Commercial Street with Downtown Loop via Hall would:
  - Avoid the sharp curve included with the non-loop option that could be challenging for BRT;
  - Result in a longer, slower alignment.

Not recommended because:

- D. Downtown Loop via Ash Street instead of Loop via Hall would:
  - Result in more property impacts to downtown Tigard compared to alternative loop.
- A. Hunziker would:
  - Require BRT operation in mixed traffic in order to avoid eliminating access to industrial business by left-turning trucks resulting in slower, less reliable service.

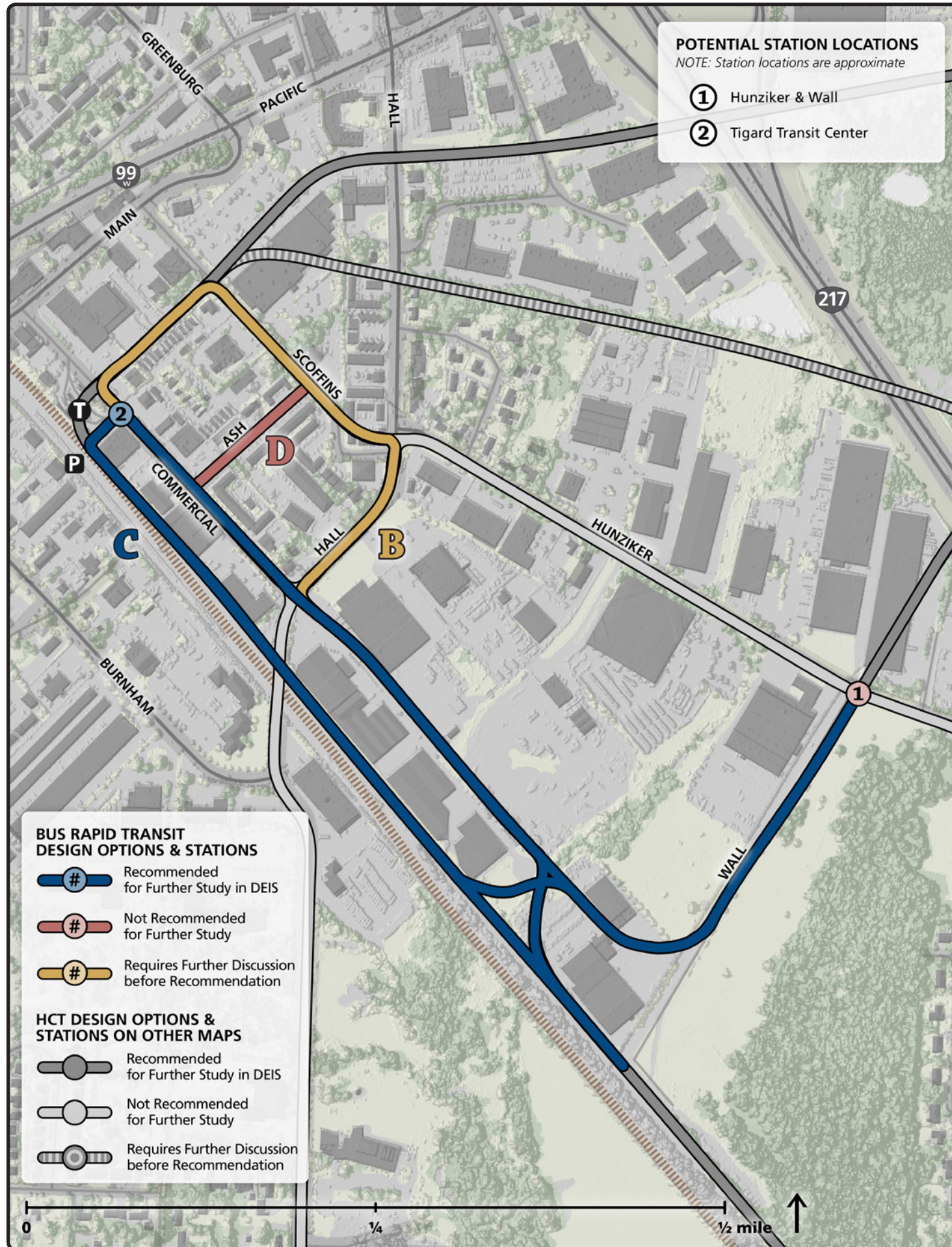
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>6. Downtown Tigard</b>								
A	Hunziker (with downtown loop)	●	○	◐	◑	◒	◓	◔
B	Commercial St with Downtown Loop via Hall	◐	◑	◒	◓	◔	◕	◖
C	Commercial St to Tigard TC (no downtown loop)	◐	◑	◒	◓	◔	◕	◖
D	Downtown Loop via Ash St instead of Loop via Hall	◐	◑	◒	◓	◔	◕	◖

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts / DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ◐ ◑ ◒ ◓ ◔ ◕ ◖ Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS Requires Further Discussion before Recommendation

# 6. Downtown Tigard: LRT Design Options



## Design Options

The following options in downtown Tigard correspond with the Beveland South or Hampton OR-217 Crossing options. The northern crossing options, Beveland North and Clinton to Tigard Transit Center, would connect to the WES alignment or to Hall Boulevard via a new street between Main Street and Ash Avenue. The main difference between the downtown Tigard options connecting to southern crossings is the footprint required to access the Tigard Transit Center in downtown Tigard.

### Recommended for further study because:

C. Commercial Street to Tigard TC (no downtown loop) would:

- Result in the fastest travel time among the three options;
- Have the smallest footprint in downtown Tigard.

### Further discussion required because:

B. Commercial Street with Downtown Loop via Hall would:

- Avoid the sharp curve included with the non-loop option that could be challenging for LRT and could create noise impacts;
- Result in a longer, slower alignment.

### Not recommended because:

D. Downtown Loop via Ash Street instead of Loop via Hall would:

- Result in more property impacts to downtown Tigard compared to alternative loop.

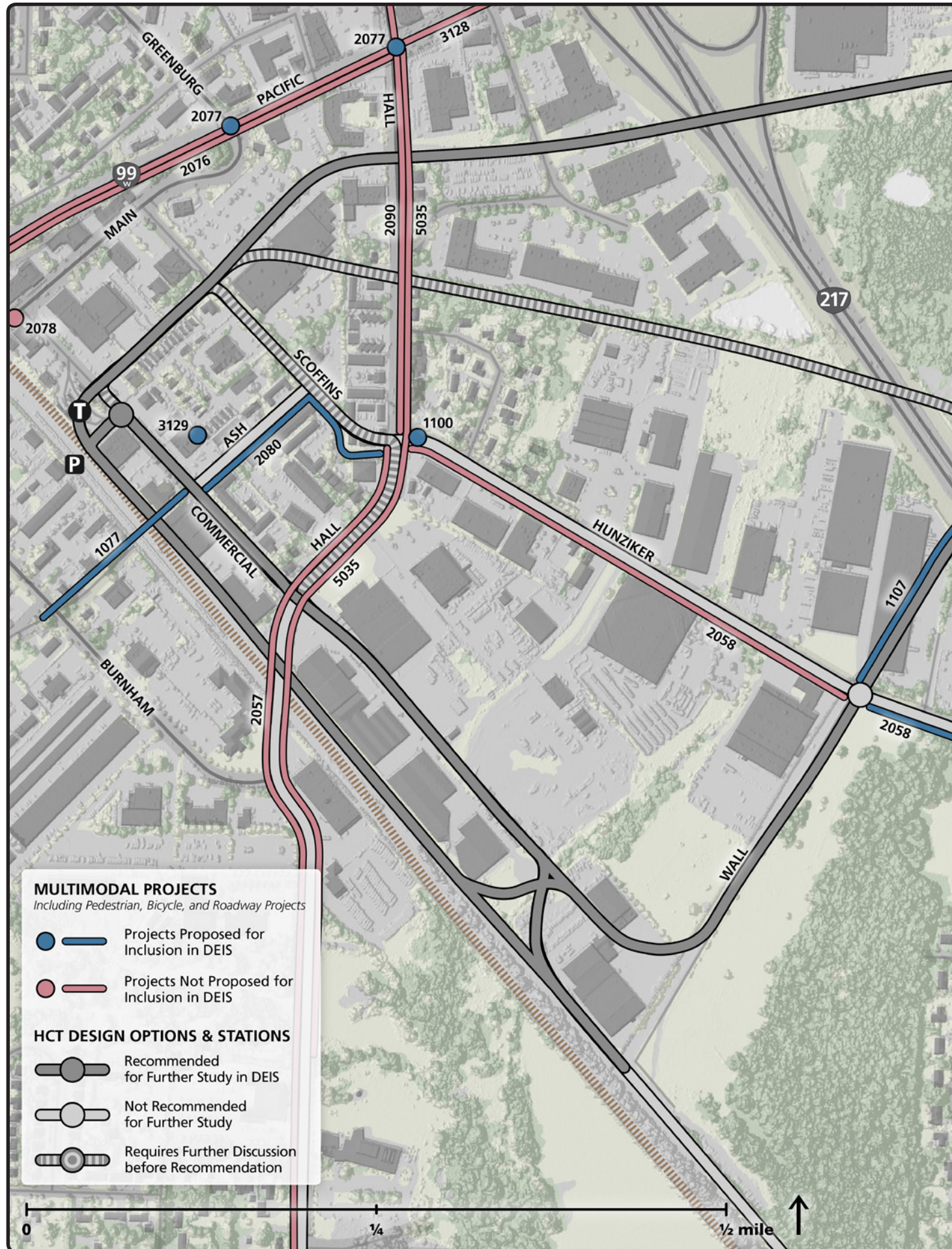
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>6. Downtown Tigard</b>								
B	Commercial St with Downtown Loop via Hall	●	●	●	●	●	●	●
C	Commercial St to Tigard TC (no downtown loop)	●	●	●	●	●	●	●
D	Downtown Loop via Ash St instead of Loop via Hall	●	●	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts / DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst ○

Proposed for Further Study in DEIS (Blue) / Not Proposed for Further Study in DEIS (Red) / Requires Further Discussion before Recommendation (Yellow)

# 6. Downtown Tigard: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include a new street connection and pedestrian and bicycle projects intended to improve access to potential station areas in downtown Tigard. Several projects were already covered by other projects, or were not along to the recommended transit alignment options, and were not recommended.

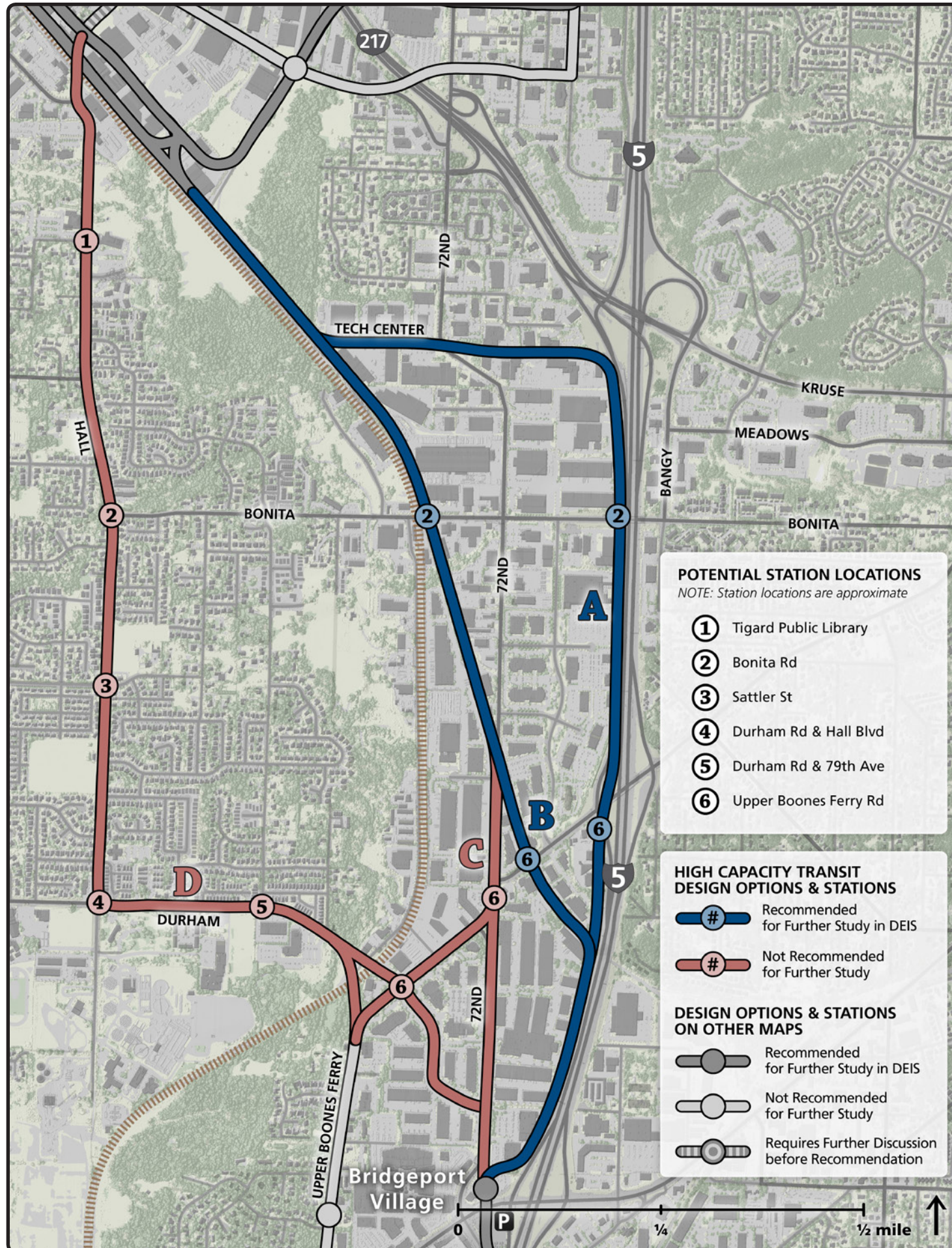
### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
1077 Tigard	<b>Ash Avenue railroad crossing (new roadway)</b> Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street	\$ Auto/Freight	All options: Include. Requires closure of another crossing by city.
1100 Tigard Wash. Co.	<b>Hall/Hunziker/Scoffins Intersection Realignment</b> Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$ Auto/Freight	Do not include
1107 Tigard Wash. Co.	<b>Hwy. 217 Over-crossing - Beveland/Hampton Connection</b> Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$ Auto/Freight	With Beveland or Hampton alignment: Include
2057 Tigard	<b>Hall Boulevard sidewalks: Hunziker to city limits</b> Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	\$ Pedestrian	Do not include
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
2066 Tigard ODOT	<b>Tigard Town Center (Downtown) Pedestrian Improvements</b> Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$ Pedestrian	Do not include. Vaguely defined; specific transit priorities addressed in other projects.
2076 Tigard ODOT	<b>Tigard Transit Center 99W sidewalk infill.</b> Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	\$ Pedestrian	Do not include
2077 Tigard ODOT	<b>Tigard Transit Center crossing improvements.</b> Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$ Pedestrian	All options: Include crosswalk visibility and timing elements at Greenburg, Hall, Dartmouth, 72nd, and 68th.
2078 Tigard	<b>Tigard Transit Center Park &amp; Ride pedestrian path.</b> Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St	¢ Pedestrian	Do not include. Feasibility unclear due to existing parking.
2079 Tigard	<b>Tigard Transit Center pedestrian path</b> Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢ Pedestrian	All options: Include. Note: may be funded through STIP
2080 Tigard	<b>Tigard Transit Center sidewalk infill</b> Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢ Pedestrian	All options: Include
2090 Tigard	<b>Hall Blvd sidewalks: Locust to Hunziker</b> Locust St to Hunziker St - pedestrian infill	\$ Pedestrian	Do not include
3128 Tigard ODOT	<b>Pacific Hwy-99W Bike Lanes in Tigard</b> Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan.	\$ Bicycle	Do not include
3129 Tigard	<b>Tigard Transit Center Bicycle Hub</b> Provide bicycle hub at Tigard Transit Center	¢ Bicycle	All options: Include as bike 'n ride
5035 Tigard, ODOT, Wash. Co.	<b>Hall Boulevard Widening, Highway 99W to Fanno Creek</b> Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$ Multimodal	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

## 7. South Tigard

# 7. Tigard South: Design Options for BRT and LRT



## Design Options

Three of the options in this segment would operate parallel to a portion of the WES alignment between Tigard and Tualatin before reaching Bridgeport Village by differing routes. These options would serve more employment compared to the remaining option, which would connect to Bridgeport Village via Hall Boulevard and serve mainly households. WES alignment options are differentiated by right-of-way ownership and by varying impacts to industrial businesses.

### Recommended for further study because:

- B. WES Alignment to Parallel I-5 via PNWR Freight Rail ROW would:**
- Avoid impacts to industrial business accesses on SW 72nd Avenue;
  - Avoid congested intersections along SW 72nd Avenue;
  - Require fewer property acquisitions compared to WES option utilizing Tech Center Drive, resulting in lower costs.
- A. WES Alignment to Parallel I-5 via Tech Center Drive would:**
- Avoid impacts to industrial business accesses on SW 72nd Avenue;
  - Avoid congested intersections along SW 72nd Avenue;
  - Avoid PNWR freight rail right of way, the use of which would require negotiations with rail owners;
  - Provide connectivity to areas east of I-5 at the SW Bonita Road and SW Carman Drive/SW Upper Boones Ferry Road crossings.

### Not recommended because:

- C. WES Alignment and SW 72nd Ave would:**
- Impact industrial business accesses on SW 72nd Avenue;
  - Potentially impact traffic on SW 72nd Avenue.
- D. Hall Blvd to Durham Rd would:**
- Travel through predominantly single family residential areas with limited ridership and development potential;
  - Result in slower travel times compared to WES alignment options.

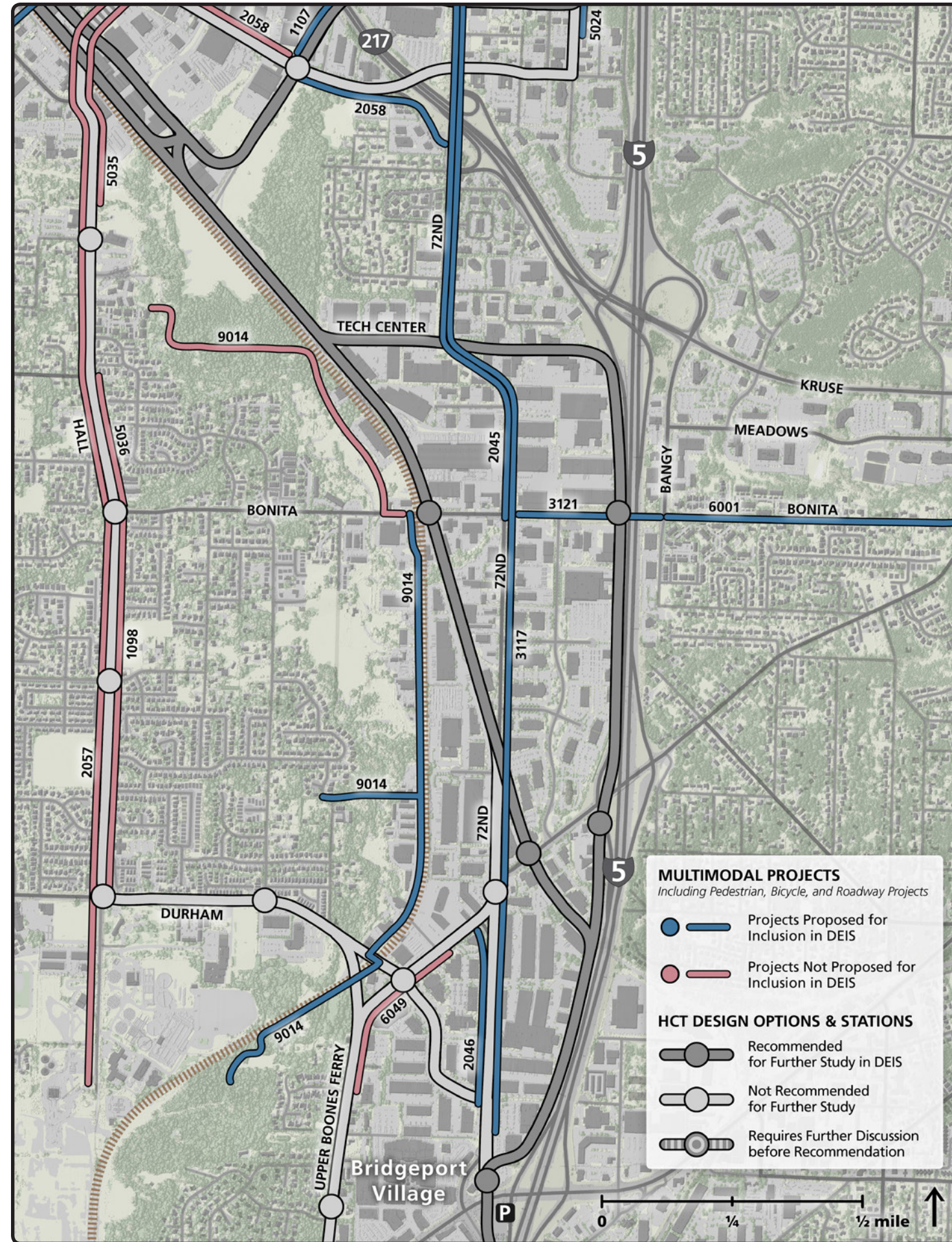
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>7. Tigard to Durham</b>								
A	WES Alignment to Parallel I-5 via Tech Center Drive	●	●	●	●	●	●	●
B	WES Alignment to Parallel I-5 via PNWR Freight Rail ROW	●	●	●	●	●	●	●
C	WES Alignment and 72nd Ave	●	●	●	●	●	●	●
D	Hall Blvd to Durham Rd	●	●	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts  
 DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS (Blue) / Not Proposed for Further Study in DEIS (Red)

# 7. South Tigard: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects intended to improve access to potential station areas. Several projects were not along the recommended transit alignment options, and were not recommended.

###	Project Title	Cost	Draft DEIS Recommendation
City/Ownership	Project Description	Primary Mode	
1098 Tigard Wash. Co.	<b>Hall Boulevard Widening, Bonita Road to Durham</b> Widen to 3 lanes or for transit; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$ Auto/Freight	Do not include
2045 Tigard	<b>72nd Avenue sidewalks: 99W to Bonita</b> Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$ Pedestrian	With Triangle North station: Include one side from 99W-Dartmouth (25%) With Triangle South station: Include one side Dartmouth-Hunziker (25%) With 72nd/Tech Center Drive station: Include west side Tech Center Dr-south of Landmark Ln (20%) With WES/Bonita station: Include east side Bonita-Landmark Ln (10%)
2057 Tigard	<b>Hall Boulevard sidewalks: Hunziker to city limits</b> Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits	\$ Pedestrian	Do not include
2058 Tigard	<b>Hunziker Street Sidewalks: 72nd to Hall</b> Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$ Pedestrian	With Hunziker/Beveland station: Include one side from Beveland overcrossing to 72nd (50%)
3117 Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
3121 Tigard Lake Oswego	<b>Bonita Road bike lanes: 72nd to Bangy</b> Install bike lanes from 72nd Avenue to Bangy Road	€ Bicycle	With WES/Bonita station: Include as re-striping only
5024 Tigard	<b>68th Avenue (widen to 3 lanes)</b> Widen to 3 lanes, or for transit, including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$ Multimodal	With Triangle North station: Include sidewalk on one side from Atlanta to south of Baylor (2%) With 68th alignment: Include
5035 Tigard Wash.Co. ODOT	<b>Hall Boulevard Widening, Highway 99W to Fanno Creek</b> Widen to 3 lanes, or for transit, plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$ Multimodal	Do not include
5036 Tigard Wash. Co.	<b>Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge</b> Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$ Multimodal	Do not include
6001 Lake Oswego	<b>Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.</b> Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd	€ Bike/Ped	With WES/Bonita station: Include bike lanes only as minor widening
6049 Durham	<b>Boones Ferry Sidewalks</b> Improve sidewalks and bicycle lane on Boones Ferry Road from north of Durham Road to Afton Lane	€ Bike/Ped	Do not include
9014 Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)

Include in DEIS    Include Partially    Do Not Include

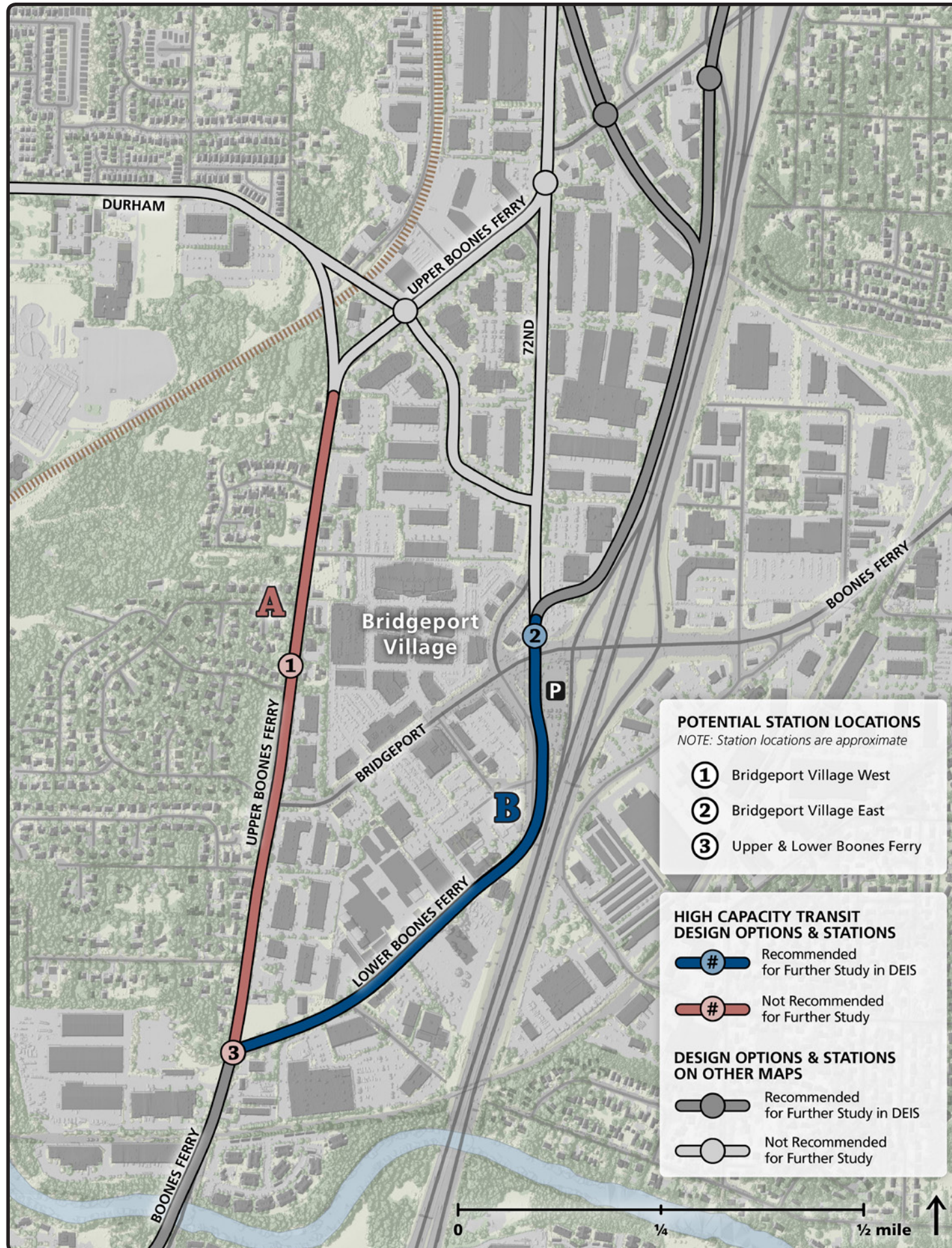
Cost: € = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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## 8. Bridgeport Village

# 8. Bridgeport Village: Design Options for BRT and LRT



## Design Options

There are two options under consideration for this segment. Upper Boones Ferry Road, to the west of Bridgeport Village, could connect to the Hall Boulevard or SW 72nd Avenue options to the north. Lower Boones Ferry Road, to the east of Bridgeport Village, could connect to SW 72nd options or options parallel to I-5 to the north.

### Recommended for further study because:

B. Lower Boones Ferry Road would:

- Serve the main entrance of Bridgeport Village;
- Provide direct access to Tualatin Park & Ride lot;
- Include a bridge crossing over the SW Lower Boones Ferry/SW Bridgeport Road intersection;
- Be accessible to new housing developments south of Bridgeport Village.

### Not recommended because:

A. Upper Boones Ferry Road would:

- Not serve the main entrance of Bridgeport Village;
- Require a long walk to the Tualatin Park & Ride lot;
- Remove recent streetscaping installed by the City of Durham;
- Impact tree groves purchased by Durham through a bond measure;
- Be incompatible with the recommended parallel to I-5 options to the north.

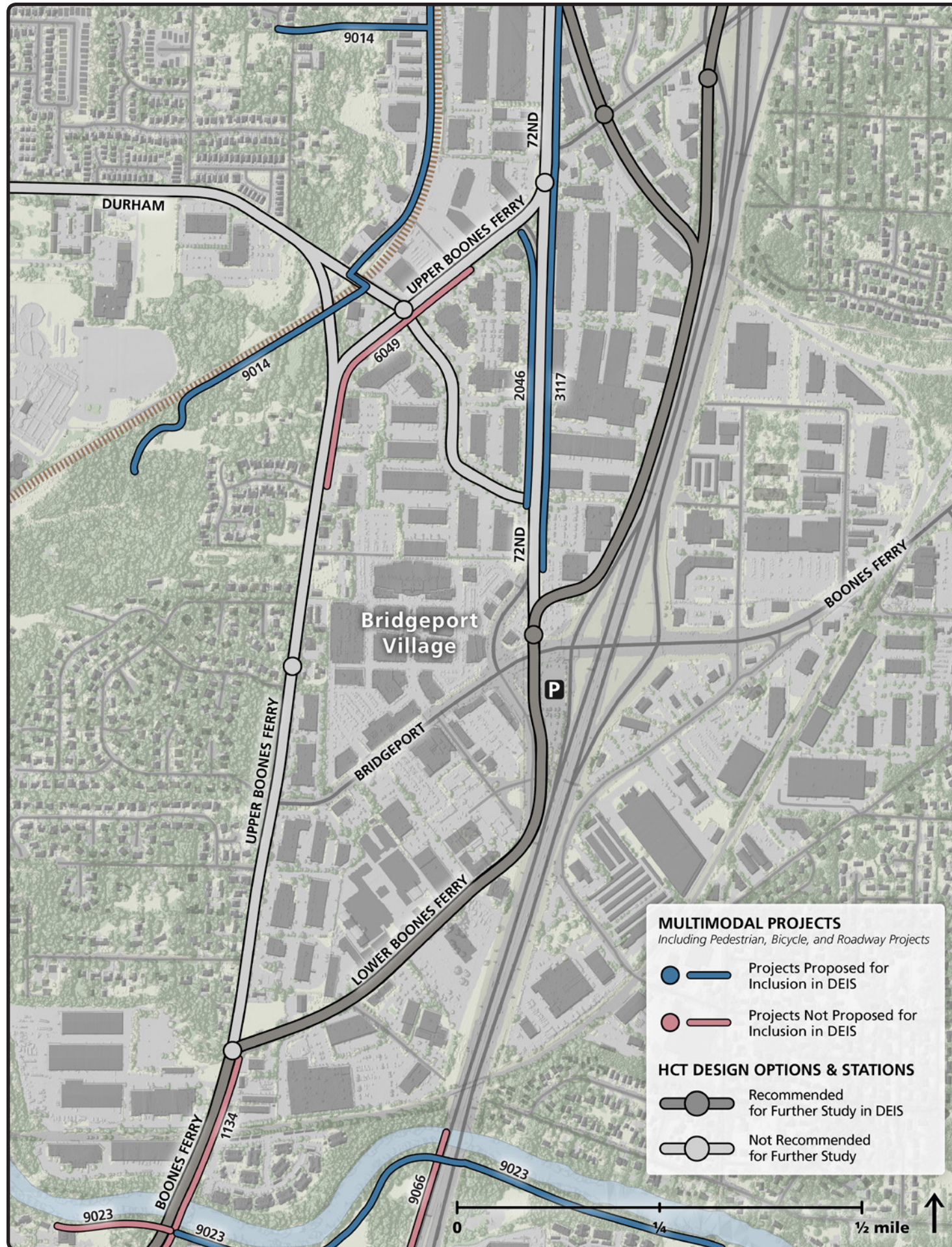
ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>8. Bridgeport Village</b>								
A	Upper Boones Ferry (from Durham Rd or 72nd)	●	●	●	●	●	●	●
B	Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	●	●	●	●	●	●	●

CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts  
DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

# 8. Bridgeport Village: Multimodal Projects



## Multimodal Projects

Multimodal projects recommended to advance include pedestrian and bicycle projects along 72nd Avenue intended to improve access to potential station areas. One project was not along the recommended transit alignment options, and was not recommended.

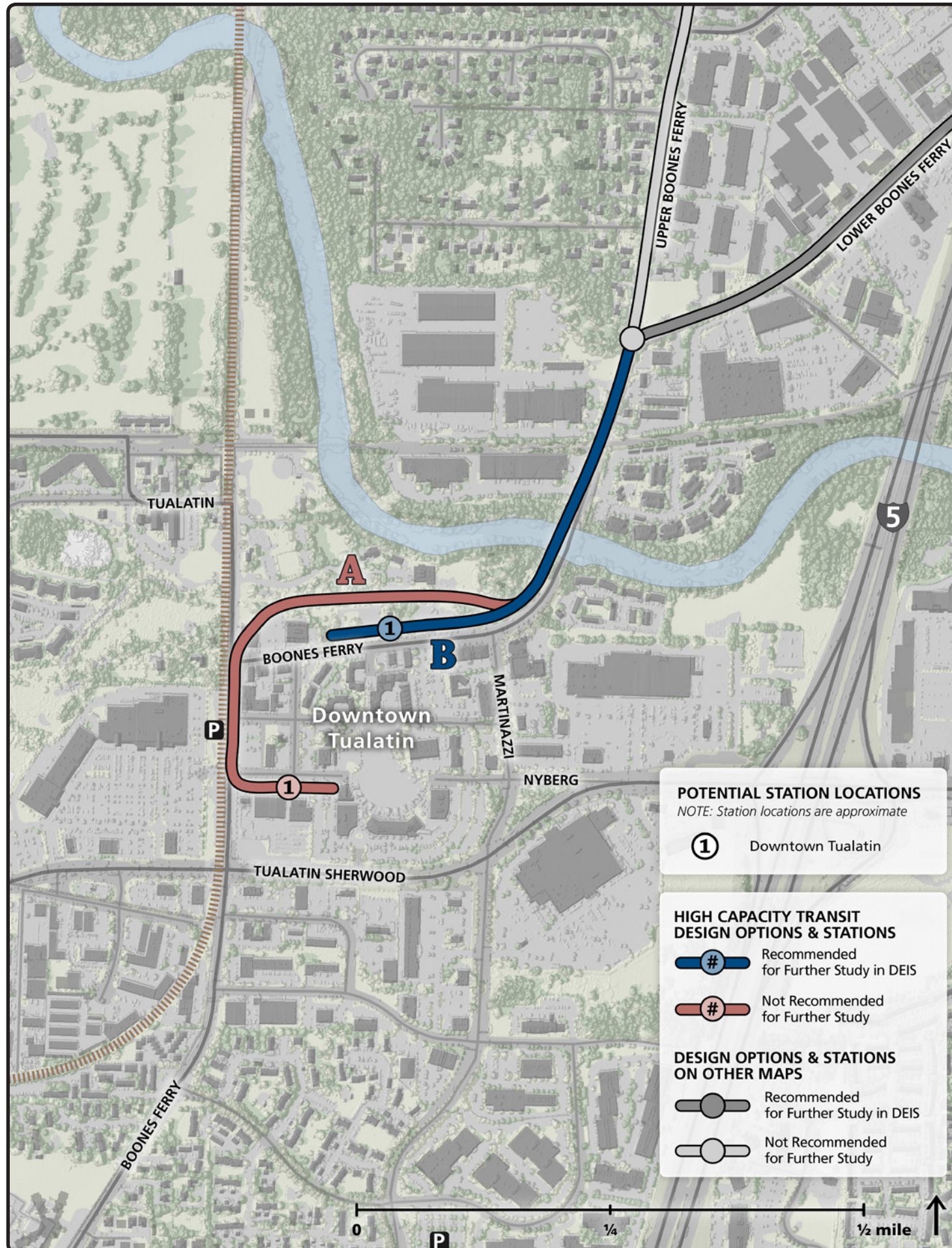
### City/Ownership	Project Title Project Description	Cost Primary Mode	Draft DEIS Recommendation
1134 Tualatin Washington Co.	<b>Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)</b> Reconstruction/widen to 5 lanes or for transit from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$ Auto/ Freight	Do not include
2046 Tigard	<b>72nd Avenue sidewalks: Upper Boones Ferry to Durham</b> Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$ Pedestrian	With Bridgeport Village front-door station: Include With 72nd alignment: Include
3117 Tigard Tualatin	<b>72nd Avenue bikeway: 99W to city limits</b> Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$ Bicycle	All options: Include if done through re-striping (conversion from 3-lane to 2-lane with bike lanes)
6049 Durham	<b>Boones Ferry Sidewalks</b> Improve sidewalks and bicycle lane on Boones Ferry Road from north of Durham Road to Afton Lane	¢ Bike/Ped	Do not include
9014 Tigard	<b>Fanno Creek Trail - Tualatin River to Tigard St</b> Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$ Multi-Use Trail	With WES/Bonita station: Include from Bonita to Ashford (20%) With Durham/79th station: Include Bonita to Durham Park (40%) With Bridgeport West station: Include Bonita to Ashford (20%)
9023 Tigard Tualatin	<b>Tualatin River Pathway</b> Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$ Multi-Use Trail	With Tualatin TC Station or UBF/LBF Station: Include from Boones Ferry Road east to existing trail (80%)
9066 Tualatin ODOT	<b>North/South I-5 Parallel Path in Tualatin</b> Ped/bike pathway	\$\$ Multi-Use Trail	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: ¢ = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M

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## 9. Tualatin



**POTENTIAL STATION LOCATIONS**  
 NOTE: Station locations are approximate  
 ① Downtown Tualatin

**HIGH CAPACITY TRANSIT DESIGN OPTIONS & STATIONS**  
 # Recommended for Further Study in DEIS  
 # Not Recommended for Further Study

**DESIGN OPTIONS & STATIONS ON OTHER MAPS**  
 Recommended for Further Study in DEIS  
 Not Recommended for Further Study

**Design Options**

There are two options under consideration in this segment. Both would include a new crossing parallel to the Boones Ferry Road bridge over freight rail tracks and the Tualatin River, and both would travel north of Boones Ferry Road in downtown Tualatin. The second option would continue south into downtown to better connect with the WES station; however, a station directly adjacent to the WES platform would not be possible without widening Boones Ferry Road and impacting properties.

**Recommended for further study because:**

- B. Parallel to Boones Ferry Road (north of downtown) would:
- Provide walk access to downtown Tualatin and to the WES station;
  - Result in fewer property impacts and traffic impacts compared to the alternative option.

**Not recommended because:**

- A. WES Connection via Boones Ferry Road near Nyberg Road would:
- Result in more impacts to commercial properties in downtown;
  - Likely require elimination of left turn pockets or other lanes on SW Boones Ferry Road at SW Nyberg Road.

ID	Option	CAP	TRA	ACC	ENV	DEV	PRP	TRF
<b>9. Tualatin</b>								
A	WES Connection via Boones Ferry near Nyberg Rd	☐	☐	☐	☐	☐	☐	☐
B	Parallel to Boones Ferry Rd (north side of downtown)	●	●	●	●	●	●	●

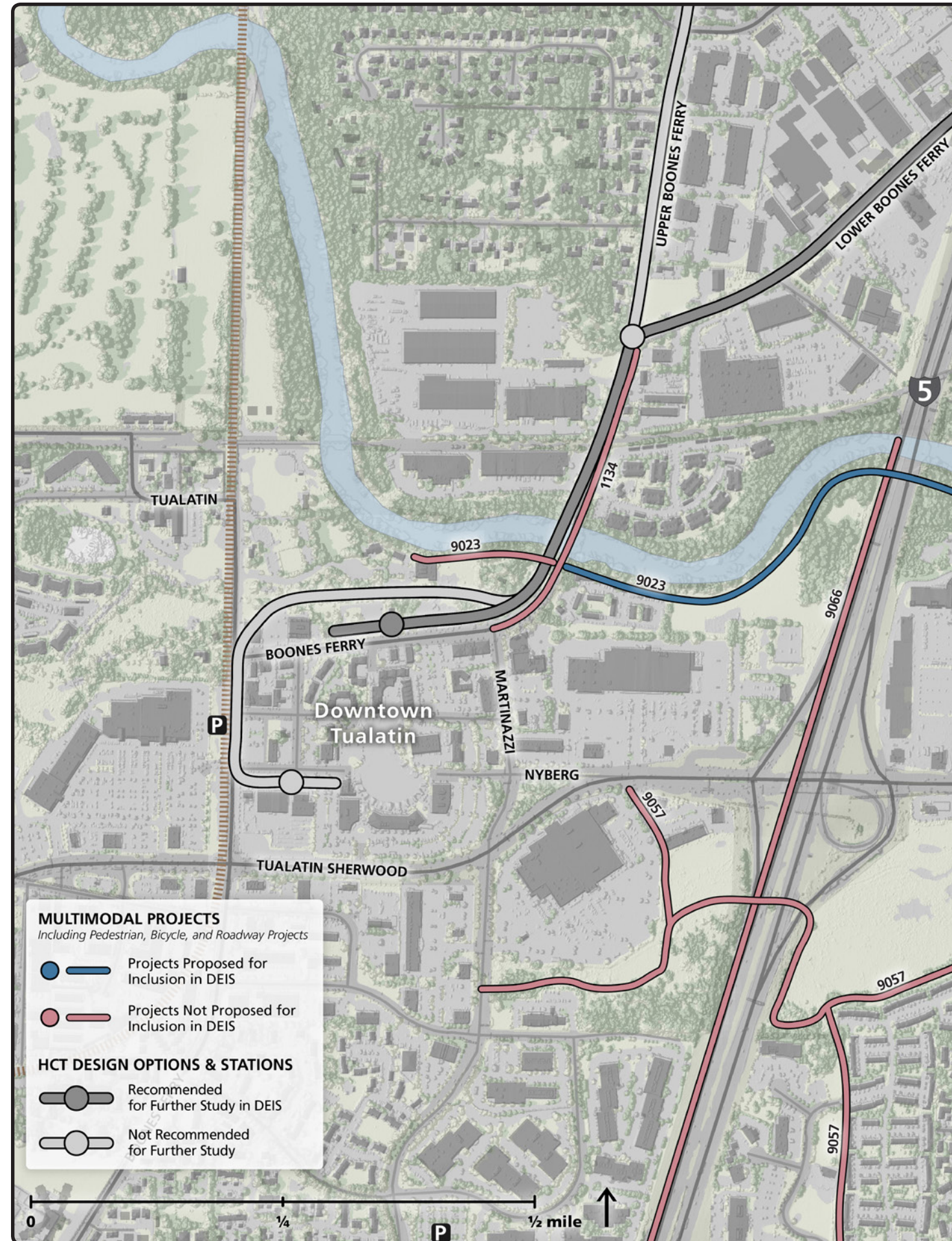
CAP = Capital Costs / TRA = Travel Time / ACC = Accessibility to Transit / ENV = Environmental Impacts

DEV = Development/Redevelopment Potential / PRP = Property Impacts / TRF = Traffic Impacts

Best ● ● ● ● ● Worst

Proposed for Further Study in DEIS Not Proposed for Further Study in DEIS

# 9. Tualatin: Multimodal Projects



## Multimodal Projects

One multimodal project was recommended to advance – a trail connection between the potential station area and employment and residential areas to the east. Several projects did not provide direct access to the potential station areas, and were not recommended.

###	Project Title	Cost	Primary Mode	Draft DEIS Recommendation
1134	<b>Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)</b>	\$\$\$	Auto/ Freight	Do not include
9023	<b>Tualatin River Pathway</b>	\$\$	Multi-Use Trail	With Tualatin TC Station or UBF/LBF Station: Include from Boones Ferry Road east to existing trail (80%)
9057	<b>Nyberg Creek Greenway</b>	\$	Multi-Use Trail	Do not include
9066	<b>North/South I-5 Parallel Path in Tualatin</b>	\$\$	Multi-Use Trail	Do not include

Include in DEIS    Include Partially    Do Not Include

Cost: € = up to \$500,000    \$ = up to \$5M    \$\$ = up to \$10M    \$\$\$ = up to \$20 M    \$\$\$\$ = more than \$20M



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners

**THROUGH:** Aquilla Hurd-Ravich

**FROM:** Cindy Hahn, Associate Planner

**DATE:** 05/15/2014

**SUBJECT:** Basalt Creek Concept Plan Project - Update and Presentation of Partnering Agreement and Public Involvement Plan

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### **ISSUE BEFORE TPC:**

The Tualatin Planning Commission will receive an update on the Partnering Agreement and Public Involvement Plan for the Basalt Creek Concept Plan project.

### **EXECUTIVE SUMMARY:**

Staff from Tualatin and Wilsonville have been working with the Basalt Creek consultant team led by Fregonese Associates (FA) to develop a Public Involvement Plan (PIP). The PIP will guide community engagement throughout the course of the project. The FA Team includes sub-consultants CH2M Hill, Leland Consulting Group, and DKS Associates.

At tonight's meeting, staff will present the updated Partnering Agreement identifying the role and responsibilities of the Basalt Creek Concept Plan project partners. In addition, the Public Involvement Plan will be presented for Planning Commission's review. Staff presented both documents to the City Council at the April 28, 2014 work session.

### **NEXT STEPS**

Next steps in the planning process include completing a detailed calendar of milestones for the project, inventorying and mapping existing conditions in the study area, and developing guiding principles and evaluation measures to be used in assessing alternative land use scenarios. A Joint Council meeting to review progress to date is anticipated for summer 2014. Planning Commissions and City Councils of both Tualatin and Wilsonville will receive regular updates throughout the concept planning process.

### **DISCUSSION:**

#### **PARTNERING AGREEMENT**

The Partnering Agreement (Attachment A) presented tonight has been revised to include a statement about compliance with Oregon Public Meetings Law (ORS 192.610-192.690) in notice and conduct of all public meetings for the project. City Council reviewed and provided feedback on this document at the April 28, 2014 work session.





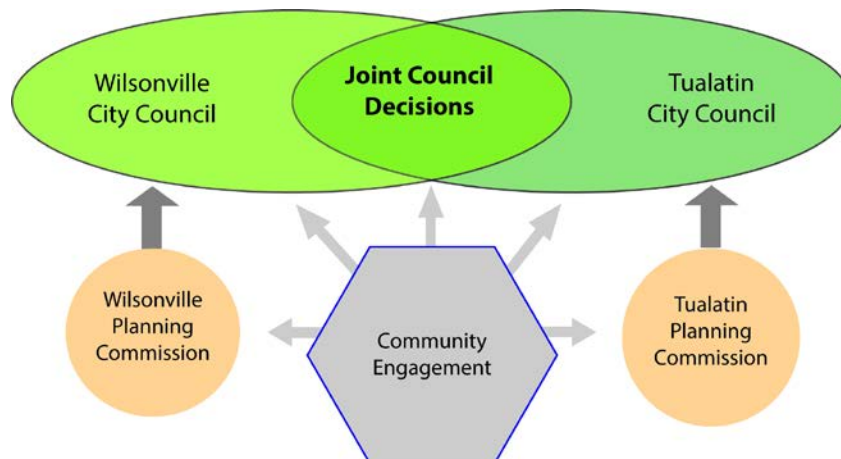


## **Basalt Creek Concept Plan Project Partnering Agreement**

### **Purpose**

The purpose of this agreement is to identify the roles and responsibilities of the Basalt Creek Concept Plan project partners. Specifically, it highlights the duties of the multiple stakeholder groups and the two City Councils. In July 2010, the Cities of Tualatin and Wilsonville entered into a Memorandum of Understanding which outlined their commitment to work collaboratively to create a land use concept plan. This document furthers that agreement with additional detail regarding the process to finalize the Basalt Creek Concept Plan.

### **Decision-making Structure**



The cities will undertake the planning process both through meetings of existing public bodies and through specially-scheduled meetings and workshops with the public and stakeholders. In notice and conduct of all public meetings for the project, staff members will follow Oregon Public Meetings Law (ORS 192.610 -192.690).

### **Roles & Responsibilities:**

*Council Subcommittee* – Two elected officials for each city will serve on this subcommittee to outline and further refine the process for this project. This group will be charged with two primary tasks: 1) establish a decision making framework; and 2) identify community engagement techniques to be used throughout the project. It is envisioned that the subcommittee will meet on a limited basis at the beginning of the project to accomplish these tasks.

*Joint City Councils*<sup>1</sup> – The Tualatin and Wilsonville City Councils will be the ultimate decision-making body for the final Basalt Creek Concept Plan. Both City Councils will be tasked with approving the guiding principles, selecting the preferred land use scenario which will also include the provision of public services, identifying future jurisdictional boundaries, and approving the final Basalt Creek Concept Plan.

*Tualatin City Council*<sup>ii</sup> – While the final plan will be approved jointly by both City Councils, it is recognized that there will be some issues that require greater input from the City of Tualatin. Specifically, measures, ordinances, and resolutions to amend the Tualatin Development Code to implement the final plan will be made by the Tualatin City Council. The Tualatin City Council will receive periodic check-ins from staff throughout the planning process.

*Wilsonville City Council*<sup>iii</sup> – While the final plan will be approved jointly by both City Councils, it is recognized that there will be some issues that require greater input from the City of Wilsonville. Specifically, measures, ordinances, and resolutions to amend the Wilsonville Development Code and Comprehensive Plan to implement the final plan will be made by the Wilsonville City Council. The Wilsonville City Council will receive periodic check-ins from staff throughout the planning process.

*Tualatin Planning Commission*<sup>iv</sup> – The role of the Tualatin Planning Commission will be to consider input gathered through community engagement and from the Agency Review Team to further recommendations to the Tualatin and Wilsonville City Councils. In addition, they will serve in their advisory capacity to amend the Tualatin Community Plan Map to implement the final Basalt Creek Concept Plan.

*Wilsonville Planning Commission*<sup>v</sup> – The role of the Wilsonville Planning Commission will be to consider input gathered through community engagement and from the Agency Review Team to further recommendations to the Tualatin and Wilsonville City Councils. In addition, they will serve in their advisory capacity to amend the Wilsonville Development Code and Comprehensive Plan to implement the final Basalt Creek Concept Plan.

*Community Engagement*<sup>vi</sup> – Throughout the process, development of the Basalt Creek Concept Plan will be informed through a variety of community engagement opportunities that will be described in detail in the Public Involvement Plan (PIP) for the project. Engagement opportunities are expected to include interviews, focus groups, public workshops, and online survey and comment opportunities. Input gathered through community engagement will be shared with the two Planning Commissions and City Councils.

*Agency Review Team*<sup>vii</sup> – In addition to being informed through community engagement, the Basalt Creek Concept Plan process will be assisted by the Agency Review Team, whose primary role will be to advise staff members of both cities about regulatory and planning compliance. Input gathered from this group will be included in regular updates to the Planning Commissions and City Councils. Involvement in this group will be essential for some key agencies that need to approve or agree with the concept plan, while other agencies will be invited to participate in the planning process when their advice is needed on specific issues. The Agency Review Team will include members from the following organizations:

- Essential Agencies
  - Metro
  - ODOT
  - Tualatin Valley Fire & Rescue
  - Washington County
  - Bonneville Power Administration
- Invited Agencies
  - City of Sherwood
  - City of Tualatin (Departments other than Community Development/Planning)
  - City of Wilsonville (Departments other than Community Development/Planning)
  - Clackamas County
  - Clean Water Services
  - Portland General Electric

- Northwest Natural
- Sherwood School District
- SMART
- Tigard/Tualatin School District
- Tri-Met
- Tualatin Valley Water District
- Wilsonville / West-Linn School District

Major agreements will be discussed at meetings, but some elements or decisions for moving forward with technical work may be made outside of meetings. As appropriate, the Agency Review Team will be consulted with and informed. As requested, additional staff from each agency will be copied on communications for meetings, review of materials, and general coordination where other related area projects may be involved.

*Tualatin and Wilsonville Staff Members<sup>viii</sup>* – Staff members from the cities will keep others informed during this process and coordinate information that is distributed to the community. Any information that will be distributed publicly for the Basalt Creek Concept Plan will be reviewed by one key staff member from each of the cities. This will ensure the cities are prepared to field questions that may be raised by the public.

### **Process Schedule**

The process diagram in Attachment A outlines key milestones and deliverables in the project.

### **Process and Protocols/Communications/Commitments**

*Meeting Ground Rules (all meetings):*

- Notify staff if not able to attend a meeting or will be late.
- Read materials in advance.
- Provide comments on draft meeting materials that are distributed in advance of meetings for comment.
- Treat everyone with respect.
- Listen carefully with the intent of understanding.
- Let others finish before speaking.
- Share the air– let others speak once before speaking twice.
- Raise issues honestly, clearly and early in the process.
- Express concerns or issues; silence on an issue will be understood to mean agreement.
- Focus questions and comments on the subject at hand and stick to the agenda.
- When discussing events or issues of the past, apply them productively to the present discussion.
- Collaborate with other group members – seek to find common ground.
- Put cell phones on silent mode.
- Participate!

End meetings on time. If agenda items cannot be completed on time, groups members will decide if the meeting should be extended, if an additional meeting should be scheduled, or if the issue will be dealt with in another way (subgroup, email, etc.).

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<sup>i</sup> Staff members will follow Oregon Public Meetings Law (ORS 192.610 -192.690) in notice and conduct of public meetings for the project.

<sup>ii</sup> Ibid.

<sup>iii</sup> Ibid.

<sup>iv</sup> Ibid.

<sup>v</sup> Ibid.

<sup>vi</sup> Ibid.

<sup>vii</sup> Ibid.

<sup>viii</sup> Ibid.

**Public Involvement Plan**  
**Basalt Creek Concept Plan**  
**April 2014**

## OVERVIEW

This document outlines the Public Involvement Plan for the Basalt Creek Concept Plan and includes in detail the outreach, education and communication services that the project team, comprised of the Fregonese Associates Team (FA Team) and staff from Tualatin and Wilsonville, will use to engage the public and stakeholders in development of the Concept Plan. The FA team will work closely with cities of Tualatin and Wilsonville Project Management Team (PMT) to coordinate and develop a transparent planning process based on the best available data, including meaningful public engagement strategies to prioritize critical issues. The FA Team will communicate clear and realistic growth scenarios and ultimately develop consensus around an achievable preferred land use strategy.

This memo is organized around four **major tasks**:

- I. Engagement Materials
- II. Targeted Stakeholder Outreach
- III. Public Events and Online Surveys
- IV. Informational Updates & Announcements

Within each of the major tasks, **task deliverables** from the detailed scope of work are included and outlined in detail. For each **task deliverable**, the Public Involvement Strategy includes the following information:

- **Description and Purpose**  
Describes the purpose of the deliverable to provide context for the activity and its relationship to the overall project
- **Materials**  
Each task deliverable may contain one or more than one set of materials, which will be identified in this section
- **Roles**  
Anticipated roles are identified for the PMT and FA Team within each task

### Roles and Responsibilities Framework

- The **Fregonese Associates Team** (FA Team) refers to the prime project consultant, Fregonese Associates, and includes the sub-consultants CH2M Hill (CH2M), Leland Consulting Group (LCG),

and DKS Associates (DKS), collectively referred to in this document as the FA Team. As the prime consultant, Fregonese Associates staff will lead the consultant team, working as the point of contact for the PMT, identifying methods and analysis approach, developing the outreach strategy, and managing the project timeline based on the agreed-upon work program.

- **Project Management Team (PMT)** consists of the project managers from the Cities of Tualatin and Wilsonville. The project managers from each city will make decisions as a team and communicate with the FA Team as one decision-making entity. To streamline the revision process throughout the project, the FA Team requests that all feedback is consolidated through the PMT. Once established, the agreed-upon deadlines for review must be met to keep the project on schedule. The PMT will manage the process of keeping staff from their respective individual cities informed during plan development. The PMT will also coordinate information distributed to the community. Any information distributed publicly for the Basalt Creek Concept Plan will be reviewed in advance by the PMT.
- The **Agency Review Team (ART)** is tasked with the primary role of advising staff members of both cities about regulatory and planning compliance. Input gathered from the ART will be included in regular staff updates to the Planning Commissions and City Councils. Involvement in this group will be required for some key agencies that need to approve or agree with the concept plan, while other agencies will be invited to participate in the planning process when their advice is needed on specific issues. The ART will include members from the following organizations:
  - Essential Agencies
    - Metro
    - ODOT
    - Tualatin Valley Fire & Rescue
    - Washington County
    - Bonneville Power Administration
  - Invited Agencies
    - City of Sherwood
    - City of Tualatin (Departments other than Community Development/Planning)
    - City of Wilsonville (Departments other than Community Development/Planning)
    - Clackamas County
    - Clean Water Services
    - Northwest Natural
    - Portland General Electric
    - Sherwood School District
    - SMART
    - Tigard/Tualatin School District
    - Tri-Met
    - Wilsonville/West-Linn School District

Major agreements will be discussed at meetings, but some elements or decisions for moving forward with technical work may be made outside of team meetings. As appropriate, the ART

will be consulted with and informed. As requested, additional staff from each agency will be copied on communications for meetings, review of materials, and general coordination.

- **Joint Council** refers to Council Meetings involving Councils from both the City of Tualatin and the City of Wilsonville. The Tualatin and Wilsonville City Councils will be the ultimate decision-making body for the final Basalt Creek Concept Plan. Both City Councils are tasked with approving the guiding principles, selecting the preferred land use scenario (which will also include the provision of public services), identifying future jurisdictional boundaries, and approving the Final Basalt Creek Concept Plan.
- The **Tualatin City Council** and the **Wilsonville City Council** will convene independently to review and discuss issues that require greater input from their respective City Councils. Specifically, measures, ordinances, and resolutions to amend the individual Cities' Codes will be needed to implement the final plan. The Tualatin City Council and the Wilsonville City Council will receive regular briefings from their respective staff throughout the planning process.
- The role of the **Tualatin Planning Commission** and the role of the **Wilsonville Planning Commission** will be to consider input gathered through community engagement and from the ART and make recommendations to their respective City Councils. In addition, they will serve in their advisory capacity to respectively amend the Tualatin Community Plan Map and the Wilsonville Development Code and Comprehensive Plan to implement the final Basalt Creek Concept Plan.

## Revision Process

For all deliverables there will generally be two rounds of review and document editing, with approximately one week for each round (one week for the PMT to review an initial draft, and another week for the consultant to make revisions and submit to PMT for final comments and edits). This timeframe, however, is general. The exact timeframe for the revision process of each deliverable will be determined on a case-by-case basis according to the level of complexity and lead time necessitated by respective public meeting laws of each City. For example, materials for use at Individual and Joint Council meetings must be submitted to city recorders' offices at least one week in advance of the meeting date. In some cases, the PMT may need more than one week to submit comments to the consultant, as they will be coordinating and consolidating comments between the Cities of Wilsonville and Tualatin.

## Public Involvement Strategy Goals

The Cities of Tualatin and Wilsonville are committed to public involvement that:

- Provides early and ongoing opportunities for stakeholders to raise issues and concerns
- Facilitates equitable and constructive communication between the public and project team
- Empowers residents to become involved with the project
- Encourages participation with other planning efforts in both cities
- Provides the public with balanced and objective information to help them understand the problem, alternatives, opportunities and solutions



- Offers alternative accommodations to encourage participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language
- Builds on existing communication networks and resources of both cities

## Types of Involvement

The following categories can be used to group public participation activities by depth of engagement. A table below organizes these activities by stakeholder group, while the “Communication Methods” section presents the same information, organized by milestones. It is important to note that many outreach activities can achieve multiple levels of engagement, depending on the activity objective, design, and contextual factors.

### Informing

This level of participation will focus on educating and informing all interested parties (even those who are just peripherally interested) about the project background, status updates, public events and participation opportunities and major milestones and decision points. The level of technical detail about a given topic will be tailored to be audience-appropriate. For example, the level of detail about environmental constraints analysis methodology will be greater at an ART meeting than at a public open house, because ART members are staff or regulating and enforcing agencies. However, more detailed information will often be made available to the public should a reasonable request for it be made. Informing is the most broadly used level of engagement in many cases because it is a precursor to higher levels of engagement and must reach a large number of stakeholders.

### Consultation

Consultation with stakeholders entails asking them to provide input on the goals, alternatives and plan. This level of engagement is critical for identifying major issues and concerns among particular stakeholder groups as well as the general public. Different opportunities for providing input will be designed to be appropriate for a range of stakeholders. In essence, this level involves “checking in” with stakeholders to say, “did we get it right?” Surveys and open houses can achieve this level of engagement, among others.

### Participation

Participation requires that stakeholders are helping to define and shape project goals, evaluating options and alternatives, and possibly helping to shape recommendations to be included in the plan. Public meetings, workshops, or work sessions can achieve this level of engagement.

### Collaboration

Stakeholders help to craft alternatives in collaborative engagement activities. It involves a high level of project detail and usually long-term commitment to reviewing background documents. Technical experts as well as elected officials and decision-makers are commonly leaned upon to perform these duties, though citizen advisory committees and stakeholder group representatives may also contribute substantial efforts. The audience for this level of engagement includes stakeholders who have a higher

level of interest in the project and those who will be interested and impacted by the outcomes of the project.

### **Partnership**

The most engaged level of participation, partnership entails shared responsibility for developing and implementing solutions, as well as decision-making authority. This level of engagement frequently occurs at the institutional level, with public agencies and elected bodies, as well as private-sector representatives, cooperating to agree upon and apply solutions to realize the best possible outcomes for the public interest. The City Councils of Tualatin and Wilsonville will have the final decision making authority for the project. Informed by the input from the public workshop and staff, the City Councils will review information and make their recommendations.

### **Communication Methods**

The project team will utilize online and print communication methods to inform stakeholders about public events and opportunities to participate in the development of the plan. The following list identifies public activities and the expected communication methods which will be used to advertise these activities and events.

Council meetings for either City:

- Community calendars for individual cities
- Basalt Creek project website

Public workshop and open house announcements, including online surveys:

- Community Calendars for both Cities
- City of Tualatin and City of Wilsonville Facebook pages
- Basalt Creek Twitter feed
- Basalt Creek project website
- Press releases to local media

Release of draft plan document for review:

- City of Tualatin and City of Wilsonville Facebook pages
- Basalt Creek Twitter feed
- Basalt Creek project website
- Press releases to local media

Release of final plan document for review:

- City of Tualatin and City of Wilsonville Facebook pages
- Basalt Creek Twitter feed
- Basalt Creek project website
- Press releases to local media

STAKEHOLDER GROUP	OUTREACH ACTIVITY	PROJECT TOPICS	PARTICIPATION LEVEL				
			Partner	Collaborate	Involve	Consult	Inform
<b>Property Owners</b>	1. Focus group	Project background, Existing conditions, Guiding principles, Alternative scenarios			X		X
	2. One-on-one interviews	Project background, Existing conditions, Guiding principles, Alternative Scenarios				X	X
	3. Online Survey	Project background, Existing conditions, Guiding principles, Alternative Scenarios				X	X
<b>Business Owners</b>	1. One-on-one interviews	Project background, Existing conditions, Guiding principles, Alternative Scenarios				X	
	2. Online Survey	Project background, Existing conditions, Guiding principles, Alternative Scenarios				X	X
<b>Developers</b>	1. Focus group	Project background, Existing Conditions, Development opportunities & barriers				X	X
<b>Residents</b>	1. One-on-one interviews	Existing conditions, Guiding principles, Alternative Scenarios				X	X
	2. Online Survey	Project background, Existing conditions, Guiding principles, Alternative Scenarios				X	X
<b>General Public</b>	1. Project website	Project background, Project Calendar, Project FAQ, Public event announcements/reminders, Online survey link, Comment form					X
	2. Posted flyers	Workshop & open house announcements/reminders					X
	3. Email	Project updates, Public event announcements/reminders, Online survey link, Link to comment form, Results of public events, results of Elected Officials and Agency decision points, Link to Concept Plan draft, Link to final Concept Plan					X
	4. Facebook/Twitter	Link to project website, Brief project updates, Link to Online Survey, Link to online comment form, Public event announcements/reminders, Results of open houses & Workshops, Results of elected officials' and public agency decision points, Link to draft Concept Plan, Link to final Concept Plan					X
	5. Newsletters	Project background, Project updates, Public event announcements/reminders, Results of public events, Results of Elected officials and public agency decision points					X
	6. Online Survey	Project background, Existing conditions, Guiding principles, Alternative Scenarios				X	
	7. Online Comment form	All				X	
<b>Informed Public</b>	1. Open House	Alternative scenarios, Draft preferred scenario		X			
	2. Workshop	Project background, Existing conditions, Guiding principles, Alternative scenarios		X			
	3. Draft Review	Draft preferred scenario		X			
	4. Public Hearings	Final preferred scenario, Jurisdictional boundary			X		
<b>Hard-to-reach Groups</b>	1. Phone calls	Project background, Public event announcements/reminders					X
	2. Mailers	Project background, Public event announcements/reminders					X
	3. Multi-lingual materials	Project background, Public event announcements/reminders					X
<b>Elected Officials</b>	1. Informational briefings	Project updates, Public feedback, Major milestones (existing conditions, draft and preferred scenarios), Preparation for decision points				X	
	2. Work sessions	Concept plan discussion, Jurisdictional boundary discussion		X			
	3. Draft review	Jurisdictional boundary, Finalconcept plan		X			
	4. Plan acceptance	Jurisdictional boundary, Finalconcept plan	X				
<b>Non-profits, schools, religious and advocacy groups</b>	1. Email	Project updates, Public event announcements/reminders, Online survey link, Link to comment form, Results of public events, results of Elected Officials and Agency decision points, Link to Concept Plan draft, Link to final Concept Plan					X
	2. One-on-one interview	Existing conditions, Guiding principles, Alternative scenarios				X	
	3. Open House	Alternative scenarios, Draft preferred scenario			X		
	4. Workshop	Project background, Existing conditions, Guiding principles, Alternative scenarios			X		
<b>Media</b>	1. Press releases	Project updates, Public event announcements/reminders, Online survey link, Link to comment form, Results of public events, results of Elected Officials and Agency decision points, Link to Concept Plan draft, Link to final Concept Plan					X

# I. OUTREACH MATERIALS

## Deliverables

1. General Milestone Calendar
2. Project Branding (Logo)
3. Stakeholder Contact List
4. Periodic Email Updates
5. Press Releases
6. Newsletter Articles
7. Materials for Project Website
8. Social Media

## 1. General Milestone Calendar

### Description and Purpose

A milestone calendar will be created to communicate an overview of the project process and timeline to the general public, key stakeholders and decision makers. The General Milestone Calendar will be an attractive, easy-to-understand flow diagram communicating the timing and sequence of major project milestones, public engagement opportunities and decision points. This graphic will be utilized in print, online and in presentations.

The purpose of a general milestone calendar is to:

- a) Facilitate public understanding of the general flow and sequencing of project tasks
- b) Alert the public, key stakeholders and decision makers in advance of critical junctures where their input is needed, including but not limited to:
  - a. Public meetings and events
  - b. Review/comment periods for draft concepts and documents
- c) Communicate updates in the timing or sequencing of key milestones

### Materials

*Key dates to show on the General Milestone Calendar will include but not be limited to the following:*

- ART meetings
- Joint Council Meetings
- Planning Commission Meetings
- Development of Guiding Principles
- Existing Conditions Report
- Public Workshop
- Development of Alternative Scenarios
- Public Open House

- Development of Final Plan
- Plan Acceptance Decision
- Availability of draft jurisdictional boundary memo for public review (review/comment period)

## Roles

### Project Management Team

- Review and provide feedback on General Milestone Calendar
- Distribute the final General Milestone Calendar to agency leads and other decision makers

### FA Team

- Design the Draft General Milestone Calendar
- Integrate comments and feedback
- Deliver final Calendar (electronic format) to the PMT and upload to project webpage

## 2. Project Branding

### Description & Purpose

The FA Team will develop a project logo which will be used on all outreach materials, reports and the website to create and reinforce the project identity. The purpose of branding is to establish a recognizable identity for the project. The FA Team will provide web and print-ready formats of the final logo to the PMT. File formats will include JPEG, Adobe Illustrator and PNG.

### Materials

A project logo and associated graphics will include attractive, easy-to-understand visual elements that reinforce agreed-upon guiding principles and project priorities.

## Roles

### PMT

- Provide feedback on the project logo

### FA Team

- Design project logo
- Distribute a web- and print-ready version of the logo for use by the PMT; upload and incorporate into project website
- Incorporate the project logo in PowerPoint presentations, outreach materials, reports and the project website materials

## 3. Interested Persons Contact List

### Description & Purpose

The FA Team will collaborate with the City of Tualatin and City of Wilsonville to effectively utilize the existing contact list of interested persons. Stakeholders on the contact list will receive periodic email updates corresponding to major project milestones, including notices of public events. The stakeholder contact list will be managed by the City of Tualatin and used to send project update messages via email.

### Materials

The master contact list will include names, email addresses, phone numbers, and addresses of stakeholders. This contact list should also track stakeholder types (i.e. property owner, business owner, resident) and organizational affiliations. The contact list can be used to track additional stakeholder information, such as identifying interview candidates, focus group members, or workshop attendees.

The contact list should include but not be limited to the following:

- Property Owners and Neighbors
- Other residents and tenants
- Tualatin Community Representatives (CIOs)
- Wilsonville Community Representatives
- Tualatin Business Representatives
- Wilsonville Business Representatives
- Westside Economic Alliance Representatives
- Horizon School Representatives
- Agency Review Team
- Stakeholder Interviewees

### Roles

#### PMT

- Collect new contact information from stakeholders by providing and collecting sign-in sheets at the public workshop and open house
- Manage and update master email distribution list
- Reach out to community groups to request permission to add their members to the outreach contact list
- Protect the addresses and privacy of individuals on the contact list
- Provide the FA Team with existing project email distribution lists. May necessitate merging of lists between organizations

#### FA Team

- Protect the addresses and privacy of individuals on the contact list
- Provide PMT with access to contact information collected through online surveys

## 4. Email Updates

### Description & Purpose

The purpose of on-going communications via email (using the Interested Persons contact list described above) is to highlight positive momentum toward achieving community goals. Email updates will be sent to the email distribution list described above to communicate project milestones and to notify stakeholders of the public workshop, open house, online surveys, online public draft documents, etc, as needed.

### Materials

General project updates may include, but not be limited to the following information:

- Status of the project in relation to the General Milestone Calendar
- Upcoming opportunities for public engagement
- Links to results and images from recent outreach activities
- Links to the online surveys
- Links to the project webpage
- Public availability of draft or final documents
- Outcomes of Joint Council meetings or major decision points
- Contact information for project management

### Roles

#### PMT

- Establish a PMT strategy for review of email content
- Review and approve a template for email updates
- Review and approve content for email updates
- Establish a project email address and contact for email blasts

#### FA Team

- Prepare an email template in Mailchimp (or similar service) to manage messaging to email distribution list
- Prepare content for email updates in consultation with the PMT
- Send email blasts prior to public meetings and at key milestones, once content is approved by PMT

## 5. Press Releases

### Description & Purpose

Project press releases will be issued jointly by the City of Tualatin and the City of Wilsonville on project-branded letterhead to reach local and regional media contacts at key milestones. The City of Tualatin, City of Wilsonville and the FA Team will jointly prepare and review press releases prior to issuing them.

Each City will send the releases to their local media contacts and they will also be shared with regional media contacts via the FlashAlert Newswire ([www.flashalert.net](http://www.flashalert.net)). Press releases will also be shared via the project's Twitter account, each City's Facebook page, and each City's website. Each press release will have two contacts—one from the City of Tualatin and the other from the City of Wilsonville. The FA Team will post the press releases on the project website.

## Materials

Press releases will be posted on each City's websites, Facebook pages, project-specific Twitter feed, and on the Basalt Creek project website.

## Roles

### PMT

- Draft press releases at key project milestones
- Review, edit and approve content
- Issue press releases to local and regional media contacts
- Post press releases to project Twitter feed, City Facebook pages, City websites, and the project website.
- The project contacts for each City will respond to media inquiries in a timely manner and report back to the PMT
- Media coverage will be shared on the project-specific Twitter feed

### FA Team

- In coordination with the PMT, draft and edit press releases and post press releases and media coverage to project website

## 6. Newsletter Articles

### Description & Purpose

Both the City of Tualatin and the City of Wilsonville have monthly newsletters that are mailed to their residents. Each City will be independently responsible for drafting and running articles in their newsletter at key milestones throughout the project. These articles may be based on the project press releases, but also may include information about upcoming meetings and other related content.

## Materials

Newsletter articles will be run in each City's newsletter at key milestones throughout the project.

## Roles

### PMT

- Draft articles at key milestones based on press releases or other content
- Review, edit and approve articles
- Run and distribute articles in each City's monthly newsletter and on the project website



## FA Team

- In coordination with the PMT draft and edit articles and post to project website

## 7. Materials for Project Website

### Description & Purpose

The existing project website will be utilized to provide project information such as background, objectives, milestones, and key engagement opportunities, as well as a venue to post draft and final documents for public review.

The overarching goals of the project website are distributing information to the public and key stakeholders and gathering their feedback at decision making points. The website should include the following:

- Project background and timeline
- Updates on milestones and key decision points
- Announcements of public involvement opportunities
- Results of outreach efforts
- Downloadable PDFs of website content and other engagement materials including project background and timeline, event announcements, etc.
- Links to the project's Facebook page and Twitter feed, as well as other relevant projects such as the SW Tualatin Concept Plan, Coffee Creek, 124<sup>th</sup>, Boones Ferry Road, etc.

### Materials

The FA Team will update, manage and provide text and images for website updates to the PMT corresponding to key milestones and decision points, public involvement opportunities, and draft and final documents as identified in this Public Involvement Plan. These updates will be tracked on a detailed (internal) Project Team Timeline and coordinated on an as needed basis.

### Roles

#### PMT

- Review, edit and approve website content
- Provide and host website URL
- Prepare and update a FAQ about the project

#### FA Team

- Provide initial review of the website structure and content and implement any changes or additions with PMT oversight
- Establish an RSS feed on the project website
- Provide draft and finalized content updates including PDFs, text and graphics to the PMT for approval

- Coordinate email blasts and website updates
- Manage and upload new materials for the website that are included as part of the Public Involvement Plan

## 8. Social Media

### Description & Purpose

Facebook page and Twitter feeds will provide another means for stakeholders to stay connected with the project progress. The Cities of Tualatin and Wilsonville will utilize their existing Facebook pages and Twitter feeds to provide Basalt Creek Plan updates and links to the Basalt Creek webpage including notices of public events and when new material is posted to the Basalt Creek project website. Posts will be added throughout the project at major milestones and as there are noteworthy updates to report. The City of Wilsonville will also develop a twitter feed specific to the Basalt Creek project which will help further advance public information and guide interested parties to the Basalt Creek Website.

### Materials

Facebook and Twitter content posted to City sites and a Basalt Creek specific Twitter feed.

### Roles

#### PMT

- Create brief, periodic Facebook and Twitter posts
- Review, edit and approve content
- Post content to Facebook and Twitter
- Content for updates will be generated by the PMT in collaboration with the FA Team.

#### FA Team

- In coordination with the PMT generate content and provide advice for Facebook and Twitter posts

## II. TARGETED STAKEHOLDER OUTREACH

### Task Deliverables

1. Interviews
2. Stakeholder Groups
3. Agency Review Team (ART)
4. Planning Commission Briefings
5. Individual Council Information Sessions
6. Joint Council Decision Information Sessions

# 1. Interviews

## Description & Purpose

The purpose of stakeholder interviews is to gain a better understanding of stakeholder goals and interests. These meetings will serve to highlight key issues of concern within the planning area, and other issues that relate to development and implementation of a project vision for the concept plan. These interviews will likely take place within the first six months of the project.

The FA Team will interview a selection of four community members, property, and business owners and other stakeholders identified by the PMT, selected from the following community groups:

- Property and business owners in Basalt Creek
- Community representatives from both Cities
- Residents of Basalt Creek
- Business owners/ representatives from both cities
- Westside Economic Alliance
- Horizon Church

## Materials

Materials will include an interview guide with general interview questions and topic areas for discussion.

## Roles

### PMT

- Identify interview candidates
- Make initial contact with interview candidates, assess willingness to participate
- Identify priority questions and topic areas to discuss with interviewees
- Help identify and secure locations for interviews

### FA Team

- Identify interview candidates in partnership with the PMT
- Review list of interview candidates with PMT
- Lead and facilitate the stakeholder interview discussions
- Create and print maps to guide interview conversations
- Keep a written record of interview conversations
- Provide notes of interview findings to the PMT

# 2. Focus Group Meetings

## Description & Purpose

Focus group meetings will be conducted with 6-7 participants and will be based on an open discussion format facilitated by the FA Team. These meetings will serve to highlight key issues of concern within the planning area, and other issues that relate to development and implementation of a project vision

for the concept plan. These meetings should take place within the first six months of the project. The FA Team proposes to conduct two focus groups meetings, one with developers and one with key property owners. Focus group member candidates will be identified through collaborative efforts between the FA Team and the PMT.

### Focus Group #1: Developer Roundtable

The Developer Roundtable is a forum which will be used to gather valuable information related to general and specific development opportunities and barriers in Basalt Creek. Involving developers at the local and regional level will help characterize and contextualize development potential and constraints in the area.

### Focus Group #2: Property Owner Meeting

The Property Owner Meeting is a stakeholder meeting for a small group with 6-7 property owners from the area (preferably a mix of both commercial and residential property owners). This meeting will provide a forum to learn about property owner priorities, concerns and suggestions for the future of Basalt Creek.

## Materials

A short presentation will be made to both groups on the overall project. Materials will include a facilitator's guide including questions and topic areas for discussion.

## Roles

### PMT

- Identify stakeholder group candidates
- Work with the FA Team to expand and revise list
- Make initial contact with candidates, assess willingness to participate
- Identify priority questions and topic areas to discuss
- Identify and reserve meeting locations
- Track responses and confirm attendance of invitees

### FA Team

- Identify stakeholder group candidates, advise on developers to include
- Work with the PMT to expand and revise list
- Develop a facilitators guide
- Lead and facilitate the stakeholder group discussions
- Create and print maps to guide conversations
- Keep a written record of group discussions
- Provide meeting notes to PMT

## 3. Agency Review Team (ART)

### Description & Purpose

An Agency Review Team (ART) will be formed to guide the development of the Concept Plan. The primary role of the ART is to advise the project team about regulatory and planning compliance. The ART will consist of representatives from regulatory agencies identified in the “Roles and Responsibilities Framework” section at the beginning of this document. They will meet preceding major project milestones to provide technical input for Concept Plan development.

### Materials

For all ART meetings:

- Meeting agenda
- Materials/documents for review
- PowerPoint presentations
- Presentation technology (projector, screen, etc.)

### Roles

#### ART members

- Provide guidance to project team on specific technical questions and issues
- Act as liaisons to their own agencies
- Review and provide feedback on draft concept plan

#### PMT

- Identify and invite individuals to join the ART
- Distribute meeting agenda and meeting materials to ART members prior to meetings
- Keep the official written record of meetings including attendees, notes, comments, outcomes and next steps
- Write and distribute meeting summaries to ART members
- Provide space and printed materials for meetings
- Provide periodic updates on feedback from the ART to the Planning Commission and City Councils

#### FA Team

- Create meeting agendas
- Facilitate meeting discussions, which may include short presentations
- Create meeting materials to support agenda
- Provide PMT with FA team notes to support the development of the official written record

## 4. Planning Commission Briefings

### Description & Purpose

Planning Commission Briefings are intended to provide project updates to the Cities individual Planning Commissions prior to major decision points to identify any issues and gather feedback from the Commissions. These briefings will include, at a minimum:

- Project Updates
- Concept Plan Discussion
- Jurisdictional Boundary Discussion
- Concept Plan Acceptance

Briefings to the Planning Commissions will take place prior to Individual Council briefings. The Planning Commission engagement is important to set the stage for future comprehensive plan amendments and other planning actions that will happen within each jurisdiction as a result of the concept plan acceptance.

### Materials

Meeting agendas will be developed to focus on gathering feedback and information from the Planning Commissions including:

1. Jurisdictional Boundaries Recommendation
2. Draft Preferred Scenario
3. Draft Concept Plan

### Roles

#### PMT

- Schedule briefings
- Create meeting agendas
- Keep written record of meetings and provide FA Team with meeting notes

#### FA Team

- Provide feedback on meeting agenda

## 5. Individual Council Information Briefings

### Description & Purpose

Individual Council briefings are intended to provide project updates at key points throughout the planning process. Briefings will include:

- Project updates
- Discussions about major milestones (Existing Conditions, draft and preferred scenarios)
- Identification of Council concerns and gathering feedback to inform the concept planning process

- Preparation of Council members for upcoming Joint Council decisions points

The FA Team assumes that PMT staff will brief their Councils as the project progresses. Individual Council update sessions with the FA Team will focus on building the capacity of each Council to make informed decisions when Joint Council action is required. The staff of each City will present materials to the Individual Councils.

## Materials

Meeting agendas will mirror major project elements that require a more detailed level of understanding among the Councils. Detailed briefings will allow Councils to validate project direction and provide guidance to the PMT and FA Team. Following are the suggested meeting topics for the FA Team to present to each Council for their input:

1. Draft Existing Conditions
2. Draft Alternative Scenarios
3. Draft Preferred Scenarios

## Roles

### PMT

- Schedule informational briefings (3 presentations to each Council with FA present; 6 meetings total)
- Keep written record of meetings and provide FA Team with meeting notes

### FA Team

- Attend meetings and present to Councils (or provide materials for PMT staff to present)
- Provide PowerPoint presentation or other written materials in advance, consistent with the individual cities' requirements

## 6. Joint Council Decision Information Sessions

### Description & Purpose

The Joint Council meetings will include informational presentations, facilitated discussions, and action regarding key decision points. There are four key decision points:

- Adoption of Guiding Principles and Review of Existing Conditions
- Decision on a Preferred Scenario
- Decision on Jurisdictional Boundaries
- Approval of Concept Plan

These meetings will be critical for Joint Council decision-making. The FA Team will collaborate with the PMT to determine which content to present. The FA Team will develop presentations to illustrate the evolution of the project process and provide key data and information critical to relevant decision

points. The Individual Council briefings will be coordinated with Joint Council meetings to deliver information in an efficient manner conducive to informed and effective decision-making.

In addition to meetings focused on the four key decision points, the FA Team will participate and lead a discussion with the Joint Council to elicit feedback for the development of the final concept plan and jurisdictional boundaries. These meetings will serve as informative discussion sessions to guide concept plan development, as well as a decision on a jurisdictional boundary. These sessions will cover:

- Alternative scenarios. The FA Team will present findings from the alternative scenarios, organized by relationship to Guiding Principles. The FA Team will facilitate a discussion of alternatives and solicit feedback. This feedback will be used to craft a preferred scenario oriented toward adoption by the Joint Council.
- Draft Preferred Scenario. The FA Team will present the draft preferred scenario. The Joint Council will have the opportunity to provide feedback on the direction of the preferred scenario. This will build on previous efforts to ensure key issues and concerns related to the concept plan are addressed.

The FA Team will collaborate with the PMT to determine the most effective methods for gathering Joint Council feedback. Methods may include instant polling questions and/or facilitated discussions.

## Materials

For each Joint Council meeting:

- Meeting agenda
- PowerPoint presentation
- Background documents
- Key discussion questions and instant polling (if used)

## Roles

### PMT

- Schedule Joint Council meetings (up to 6)
- Keep a written record of the meetings and provide FA Team with meeting notes

### FA Team

- Draft and revise presentations for meetings
- Present key materials and facilitate discussions, as needed
- Integrate Joint Council feedback into preferred scenario and subsequent revisions



## V. PUBLIC EVENTS & ONLINE SURVEYS

### Deliverables

1. Public Workshop
2. Public Open House
3. Online Surveys

### 1. Public Workshop

#### Description & Purpose

The FA Team will work with the PMT to design and run a public workshop that will inform the creation of a range of scenarios. We will understand stakeholder priorities through instant polling and a mapping exercise. The workshop will also inform stakeholders about the project objectives and background (through the brief presentation at the outset). Subsequent activities will be aimed at eliciting feedback about the community's vision for the Basalt Creek area. This feedback will help clarify priorities for the concept plan and inform the development of alternative scenarios.

#### Workshop Format

##### Group Presentation

The meeting will start with a brief PowerPoint Presentation from the PMT and the FA Team. The presentation will cover the planning process from start to finish, and include a description of project goals, activities and guiding principles. A project timeline with key public involvement dates will be shared with participants.

##### Instant Polling

The group presentation will transition into a set of 10 – 20 instant polling questions, which will ask stakeholders to respond to multiple choice questions about their priorities for the project. The polling results will be collected using clickers – remote devices that send instant polling results to the computer of the presenter. The tallied results can be shown immediately on the screen for all the audience to see. The FA Team will work with the PMT to develop the instant polling questions.

Example questions may include:

- Of these listed ideas, which is the most important for the future of Basalt Creek?
- Which is the least important?

To what extent do you agree or disagree with the following statements? (Scale of 1-5)

- Conservation is the top priority
- Economic development is the top priority
- Balance between conservation and development is the top priority

## Mapping Exercise

The FA Team will utilize a custom map-based exercise to gather information on community aspirations for future land uses, multimodal transportation network, employment, parks and open spaces. Following the group presentation and instant polling exercise participants will divide into small groups to perform a collaborative mapping exercise. Each group will be facilitated by a FA Team/PMT member, with assistance from other project team staff. Participants will work together in small groups using maps and icons representing future development and transportation investments. The FA Team will use the Envision Tomorrow (ET) suite of planning tools to digitize and analyze maps and comments from the public workshop to uncover themes and unique solutions to guide the scenario development and the development of a final concept plan and vision for the planning area.

## Materials

- PowerPoint presentation, including project background, objectives and timeline
- Instant Polling questions – responding to suggested guiding principles, prioritizing future policies and actions for Basalt Creek area
- Basemap – Basalt Creek project area chipsets for mapping activity
- Additional materials on boards in the meeting room as defined by FA Team and PMT
- Event flyer
- Event email announcement
- Agenda
- Sign in sheet
- Instant polling clickers and TurningPoint software
- Facilitator instructions
- Scissors, markers, and pens

## Roles

### PMT

- Identify and reserve a venue for the workshop
- Advertise workshop; print and distribute flyers announcing workshop
- Review workshop materials (workshop flyer and email announcement, agenda, presentation, instant polling questions, maps, chips)
- Assist and organize volunteers to serve as facilitators for the event
- Provide light refreshments

### FA Team

- Produce agenda for workshop
- Produce marketing materials to advertise public open house approximately one month in advance of the event. Materials include email announcements, project website announcements, announcement flyer or postcard.
- Prepare workshop agenda

- Develop and revise presentation, including instant polling questions
- Present at workshop
- Facilitate workshop activities, including instant polling and mapping exercise

## 2. Public Open House

### Description & Purpose

The public open house will provide participants with a comprehensive look at how each of the alternative scenarios performs, as measured against the project's evaluative criteria and guiding principles. General performance categories include transportation, housing choice, employment and infrastructure. In the brief Summary Presentation the FA Team will describe the project's public outreach and stakeholder engagement process and how public feedback was used to inform the development of the alternative scenarios.

The presentation will also briefly cover project background and objectives followed by a presentation of the alternative scenarios, accompanied by descriptions of how they each performed in different evaluative areas and indicators. The presentation will be followed by instant polling questions to understand people's preferences for different elements of each scenario, and the degree to which they support or do not support alternatives in the context of performance measures.

The FA Team will process and analyze results of the open house. Results will be communicated at ART meetings and informational Council meetings, as well as through email and website updates. Results will also be integrated into the Summary Presentation to be delivered at ART and Joint Council meetings.

### Materials

- PowerPoint Presentation, including a brief description of the project background, description of each scenario and its outcomes relative to project guiding principles and projected impacts on transportation, housing choice, employment and infrastructure indicators.
- Instant Polling questions – responding questions about support or lack of support for different elements of different scenarios (the results of which will feed into the development of the preferred scenario)
- Event flyer
- Event email announcement
- Agenda
- Sign in sheet
- Instant Polling clickers & TurningPoint software

### Roles

#### PMT

- Discuss open house approach
- Identify and secure location for open house

- Review open house content
- Provide staff to assist at open house
- Provide light refreshments
- Provide open house related updates to the Planning Commission and City Council
- Integrate workshop results into Summary Presentation on public outreach

#### FA Team

- Produce agenda for public open house
- Produce maps and other print materials for one public open house
- Produce marketing materials to advertise public open house approximately one month in advance of the event. Materials include email announcements, project website announcements, announcement flyer or postcard.
- Provide summaries of feedback (instant polling) from the open house event in PowerPoint

### 3. Online Surveys

#### Description & Purpose

The purpose of the online surveys will be to electronically replicate the engagement opportunity of the public workshops and in-person outreach events in order to engage a broader group of stakeholders. To the extent possible, the online survey will follow the presentation and include instant polling questions from the public workshop and open house. The online format will allow participants to click through the presentation at their own pace, and then to answer the same instant polling questions asked at the workshop and open house.

The analysis of the survey results will be integrated with the feedback from the public workshop and other outreach opportunities, and used as a guide both to develop scenarios and then to select or create a preferred scenario.

The online surveys will be designed to be user-friendly and straightforward. Each survey will be open for approximately two weeks following the public events. The FA Team will process and analyze results of the survey. Survey results will be communicated at ART meetings and informational Council meetings, as well as through email and website updates.

#### Materials

The FA Team will develop, conduct, and analyze the results from two online surveys. Links to the online surveys will be distributed to the stakeholder contact list via email as well as posted on the project website. Materials will include an online version of the workshop presentation, a survey posted to the project website, and a summary of survey results in PowerPoint presentation slide format.

## Roles

### PMT

- Provide a list of initial ideas for survey content
- Review, edit and approve website content

### FA Team

- Draft survey
- Incorporate edits from PMT
- Convert the survey into an online format and include on the project website
- Email survey link to stakeholder contact list
- Collect survey results
- Organize survey results into a summary
- Provide survey results summary to City Staff and present results to the ART; staff will present at individual Council sessions



*City of Tualatin*

City of

**WILSONVILLE**

OREGON



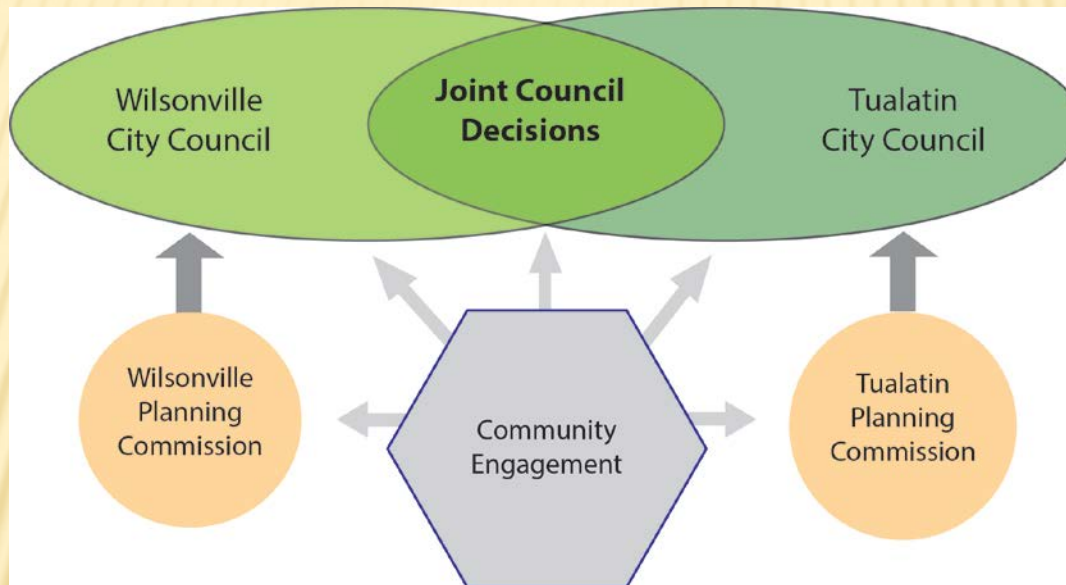
Tualatin Planning Commission

May 15, 2014

# **BASALT CREEK CONCEPT PLAN PROJECT UPDATE**

# PARTNERING AGREEMENT

## ✘ Decision-making Structure



- ✘ Included statement about compliance with Oregon Public Meetings Law

# PUBLIC INVOLVEMENT PLAN

## × Four Techniques:

- + Engagement materials
- + Targeted stakeholder outreach
- + Public events & online surveys
- + Informational updates & announcements



How do I get involved?

## × Five Levels of Involvement:

- + Informing
- + Consultation
- + Participation
- + Collaboration
- + Partnership



# PUBLIC INVOLVEMENT PLAN

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## ✘ Key Stakeholders:

- + Property Owners
- + Business Owners
- + Developers
- + Residents
- + Hard-to-Reach Groups
- + General Public
- + Elected Officials
- + Non-profits, Schools, Religious & Advocacy Groups
- + Media

Who will be involved?

# PUBLIC INVOLVEMENT PLAN

## ✘ Variety of Outreach and Engagement:

- + Project website redesign
- + Social & print media
- + Interviews & focus groups
- + Public workshop & open house
- + Agency Review Team (ART)
- + City Council & Planning Commission briefings
- + Joint City Council work sessions



# WORK PRODUCTS

- ✘ Existing Conditions Report
- ✘ Public Workshop & Open House
- ✘ Final Alternative Scenarios
- ✘ Preferred Scenario
- ✘ Final Boundary Map
- ✘ Title 11 Compliance Memo



# NEXT STEPS

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## ✘ Next Steps:

- + Calendar of Milestones
- + Guiding Principles and Evaluation Measures



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# **DISCUSSION & QUESTIONS**