



## MEETING AGENDA

### TUALATIN PLANNING COMMISSION

December 18, 2014; 6:30 p.m.  
JUANITA POHL CENTER  
8513 SW TUALATIN RD  
TUALATIN, OR 97062

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1. **CALL TO ORDER & ROLL CALL**  
Members: Alan Aplin (Chair), Bill Beers, Jeff DeHaan, Cameron Grile, Nic Herriges, Adam Butts and Jan Giunta  
Staff: Aquilla Hurd-Ravich, Planning Manager; Cindy Hahn, Associate Planner
2. **APPROVAL OF MINUTES**
  - A. Approval of November 20, 2014 TPC Minutes.
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**  
Limited to 3 minutes
4. **ACTION ITEMS**
5. **COMMUNICATION FROM CITY STAFF**
  - A. Basalt Creek Concept Plan - Project Update
6. **FUTURE ACTION ITEMS**
  - A. 2015 Meeting Calendar
7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
8. **ADJOURNMENT**



# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners  
**FROM:** Lynette Sanford, Office Coordinator  
**DATE:** 12/18/2014  
**SUBJECT:** Approval of November 20, 2014 TPC Minutes.

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**ISSUE BEFORE TPC:**

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**Attachments:** [TPC Minutes 11/20/14](#)



# City of Tualatin

www.tualatinoregon.gov

UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF November 20, 2014

**TPC MEMBERS PRESENT:**

Alan Aplin  
Adam Butts  
Jeff DeHaan  
Bill Beers  
Cameron Grile  
Jan Giunta

**STAFF PRESENT**

Aquilla Hurd-Ravich  
Alice Cannon  
Kaaren Hofmann  
Lynette Sanford

**TPC MEMBER ABSENT:** Nic Herriges

**GUESTS:**

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

Alan Aplin, Chair, called the meeting to order at 6:30 pm and reviewed the agenda. Roll call was taken.

2. **APPROVAL OF MINUTES:**

Mr. Aplin asked for review and approval of the September 18, 2014 TPC minutes. MOTION by Grile SECONDED by Giunta to approve the minutes, MOTION PASSED 6-0.

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

None

4. **ACTION ITEMS:**

None

5. **COMMUNICATION FROM CITY STAFF:**

**A. City of Tualatin's 2016-2020 Capital Improvement Plan**

Alice Cannon, Assistant City Manager, thanked the Commission Members for their service and announced that Kaaren Hofmann, our Engineering Manager, will be leaving the City of Tualatin. Ms. Hofmann has accepted the position as City Engineer with the

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

City of Newberg and her last day will be December 5<sup>th</sup>. Ms. Cannon noted that Ms. Hofmann has worked for the City of Tualatin for 18 ½ years and began as an Engineer, moved in to the Project Engineer role, and has been the Engineering Manager for approximately 3 years. During her tenure, Ms. Hofmann has been heavily involved in the management of several projects including the Transportation System Plan, the Martinazzi project, Seneca Street, and Library parking redesign.

Ms. Hofmann presented the 2016-2020 Capital Improvement Plan, which included a PowerPoint presentation. Ms. Hofmann explained that the CIP is a 5 year road map which includes five different project categories:

- Facilities/Equipment
- Parks & Recreation
- Technology
- Transportation
- Utilities

Ms. Hofmann stated that the priorities of the CIP are health and safety, cost savings, satisfying regulatory requirements, supporting Council goals, and implementing Master Plans. The Funding sources include system development charges, water rates, wastewater rates, storm rates, road maintenance, gas taxes, general fund, and grants and donations.

Ms. Hofmann noted that project requests always exceed available funding and there is currently \$800,000 in unfunded projects. Ms. Hofmann went through the slides which detailed the draft project list and project values. She also noted the entire CIP will up on our web site if they have specific questions. There will also be a form available if anyone would like to recommend a project. Ms. Giunta asked if this was the form a member of a Citizen Involvement Organization would use. Ms. Hofmann stated that this form is for the public and there is a separate process for the CIO's. Mr. Beers asked if the City could veto a submitted request. Ms. Hofmann responded that the person would first be contacted and the subsequent process would be determined by staff members. Ms. Cannon added that some great ideas have come directly from citizens.

Mr. Aplin asked if the City self-performs any of the work or if they always hire outside contractors. Ms. Hofmann replied that they generally use outside contractors, but if it was self-performed it will show up on the list. Ms. Giunta asked if some of the projects on the transportation utilities list could be constructed by a developer. Ms. Hoffman answered that every developer pays a transportation development tax that goes into the fund for future projects. Discussion continued regarding the different fees assessed for the projects.

Mr. DeHaan inquired about the prioritization of the unfunded projects list. Ms. Hofmann responded that the list is alphabetical, not listed by priority. Mr. DeHaan also brought up a safety issue along the stretch of the road from Herman to Teton and wanted to know if it is a priority. Ms. Hofmann responded that it's been acknowledged that it is an issue,

but it's an expensive project and a matter of trying to balance the need against the funds available. Ms. Hurd-Ravich stated that some of these projects were assigned to the Transportation System Plan (TSP), which may push these into the funded list. Ms. Giunta noted that there is an imminent child safety issue at the mid-block crossing of Grahams Ferry Rd. Ms. Cannon acknowledged that it should be added to the list.

**6. FUTURE ACTION ITEMS**

Ms. Hurd-Ravich stated that in December there will be a Basalt Creek Update. There will be a quasi-judicial decision required in January for a LA Fitness sign variance. They have already had the Pre-Application and Neighborhood Developer meetings.

**7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

None.

**8. ADJOURNMENT**

Mr. Aplin adjourned the meeting at 7:12 pm.

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



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners

**THROUGH:** Aquilla Hurd-Ravich, Planning Manager

**FROM:** Cindy Hahn, Associate Planner

**DATE:** 12/18/2014

**SUBJECT:** Basalt Creek Concept Plan - Project Update

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### **ISSUE BEFORE TPC:**

Tonight's presentation is a summary of the December 2 Joint City Council meeting with Wilsonville, including a review of a Base Case land use scenario that has been developed and evaluated. The presentation is for informational purposes and to gather input to help create two additional scenarios in Winter 2015.

### **EXECUTIVE SUMMARY:**

In September, staff and the consultant team shared the land suitability analysis identifying areas of the Basalt Creek planning area that are most suitable for development based on natural and man-made constraints, parcel size, slope, and various other factors. After completing the land suitability analysis, staff started to look at the type of land use that might be most suitable in different parts of the planning area, and how those land uses might be served by roads and wet infrastructure (sewer, storm, water). Other tasks that went into developing the Base Case Scenario include:

- identifying land uses that might be appropriate in the area
- sketching in a conceptual local road network
- overlaying wet infrastructure (sewer, storm, water)
- evaluating the scenario for impacts on transportation and public utility systems
- identifying a base case jurisdictional boundary between Tualatin and Wilsonville; for simplicity sake, this boundary is located along the East-West Arterial as discussed in the 2004 Metro ordinance.

### **Base Case Scenario and Evaluation Results**

The Base Case Scenario includes a range of land uses such as light industrial and warehousing, office park, industrial tech/flex space, single-family residences, townhomes and apartments, neighborhood commercial, and undeveloped natural areas. A base case jurisdictional boundary, as well as local roads, were included so that a preliminary design for wet infrastructure, which usually follows road right-of-way, could be developed.



# Joint Council Meeting #2

December 2, 2014



# Agenda

I. Project Update

II. Building the Base Case

III. Base Case Scenario

a) Land Use

b) Transportation

c) Wet Infrastructure

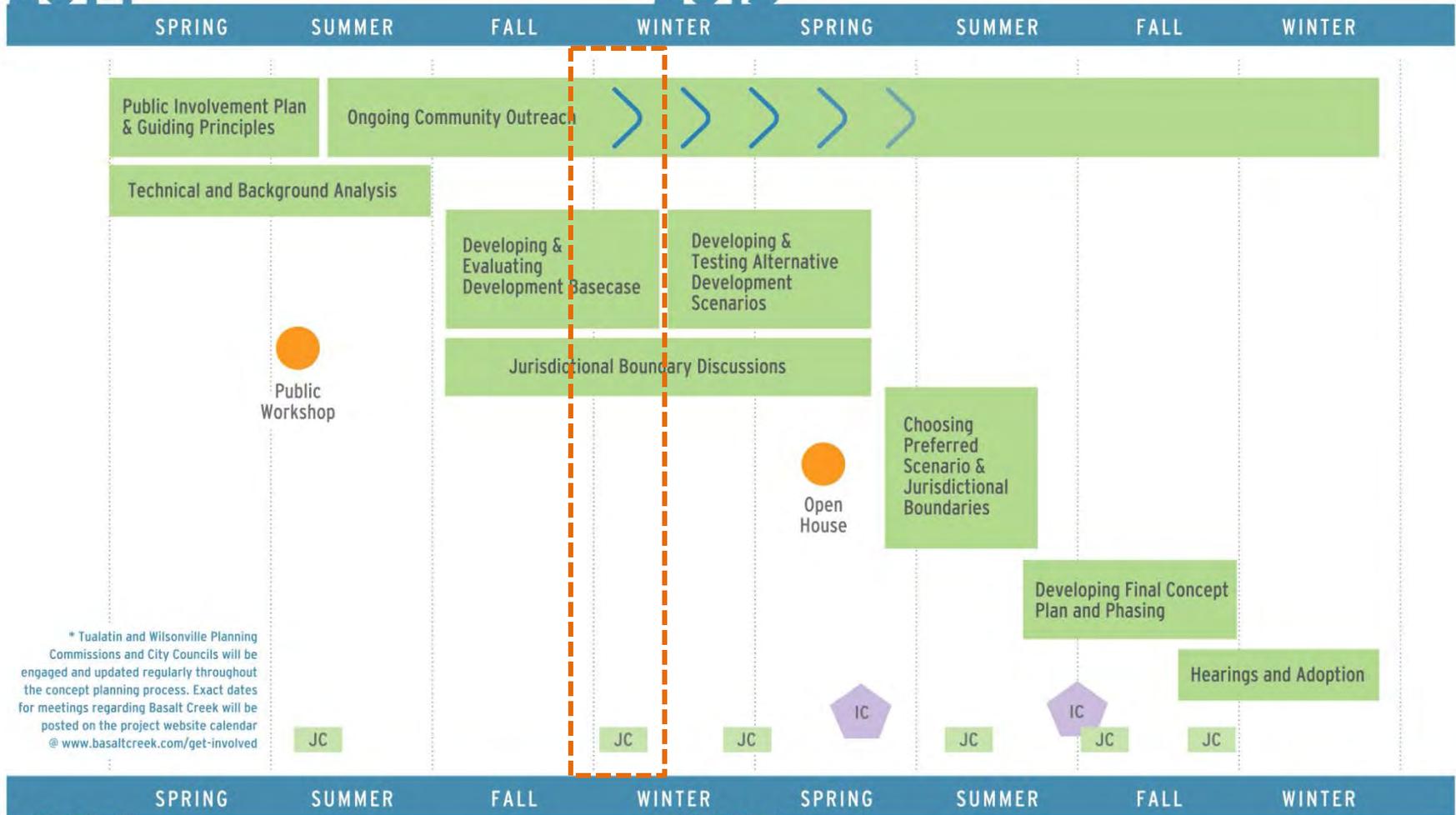
IV. Next Steps

V. Discussion

# Project Update

2014

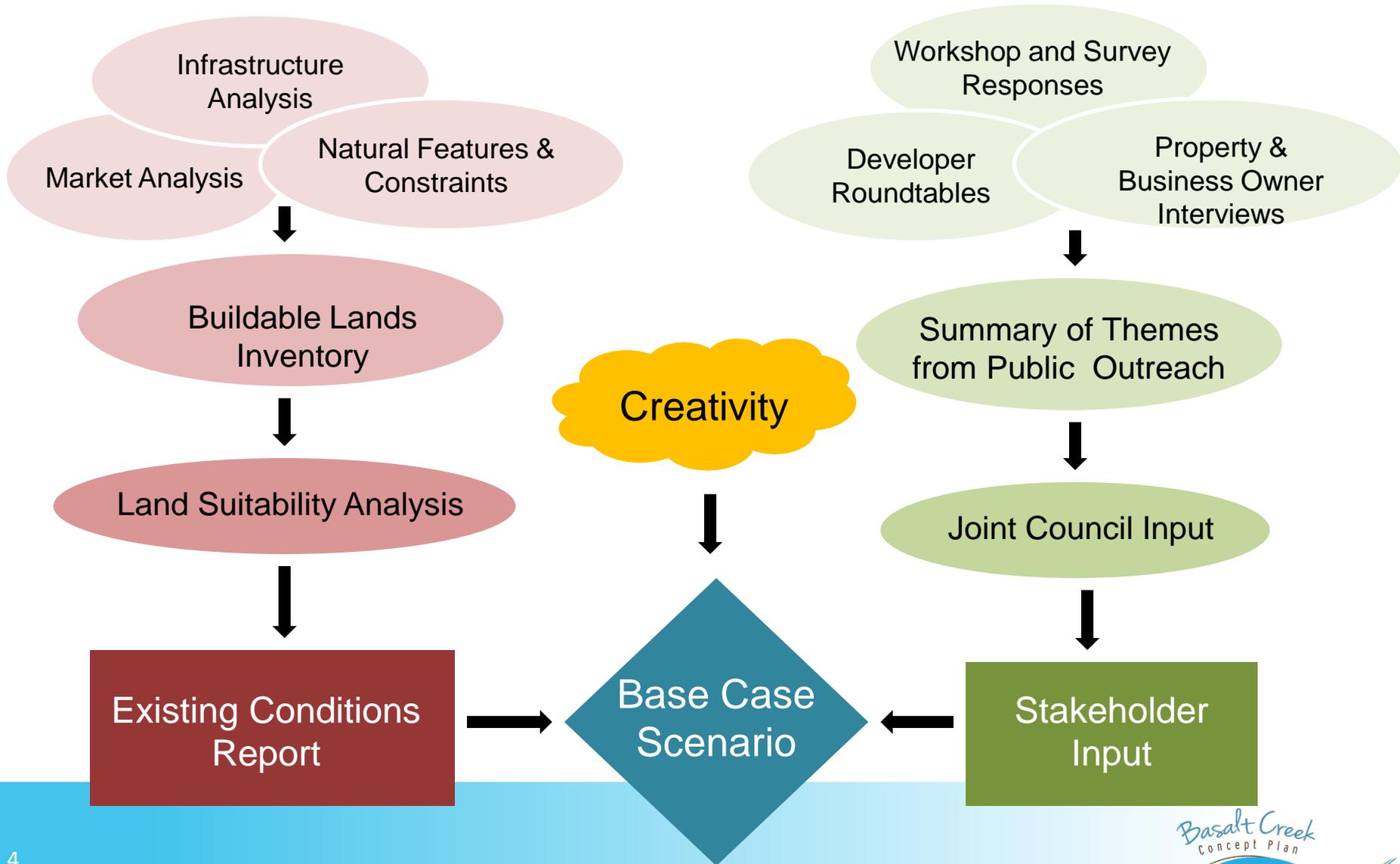
2015



\* Tualatin and Wilsonville Planning Commissions and City Councils will be engaged and updated regularly throughout the concept planning process. Exact dates for meetings regarding Basalt Creek will be posted on the project website calendar @ [www.basaltcreek.com/get-involved](http://www.basaltcreek.com/get-involved)

JC = Joint Council Meetings  
IC = Individual Council Meetings

# Building the Base Case



# Base Case Objectives

Base Case  
Scenario

- Design principles focused on conventional land uses types
- Started with the regional forecast and adjusted to be more employment focused
  - Understand impacts on the transportation system and trip sideboards
- Develop an initial city boundary, based on Metro ordinance
  - Understand infrastructure cost and service implications

# *Building the Base Case* Stakeholder Input

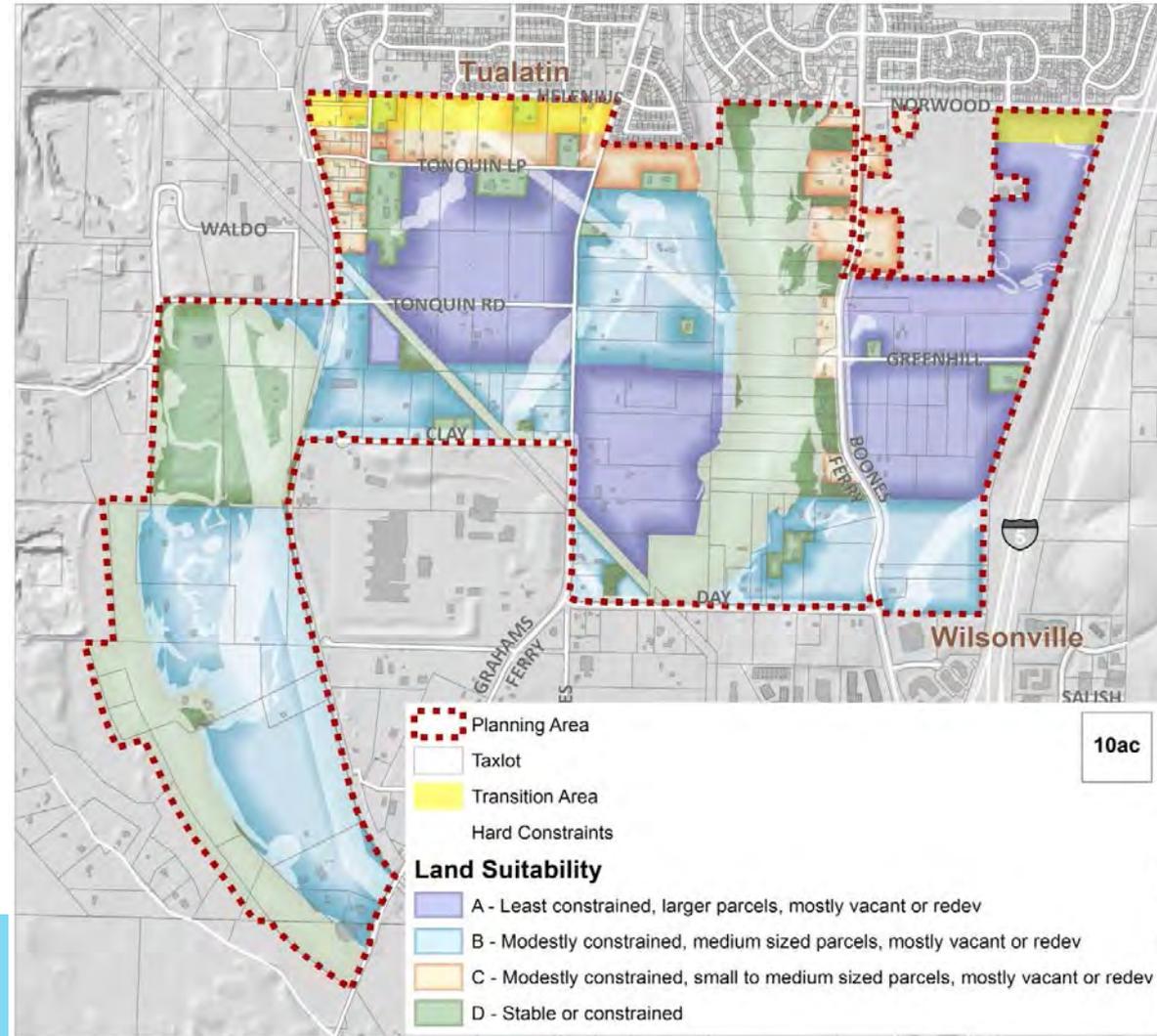
- Appropriate transitions between land uses
- Concerns about cut-through traffic
- Desire for green spaces and trails
- Small-scale retail to serve local neighborhoods and workers
- Market demand for updated industrial development type
- Explore creative, innovative land use solutions



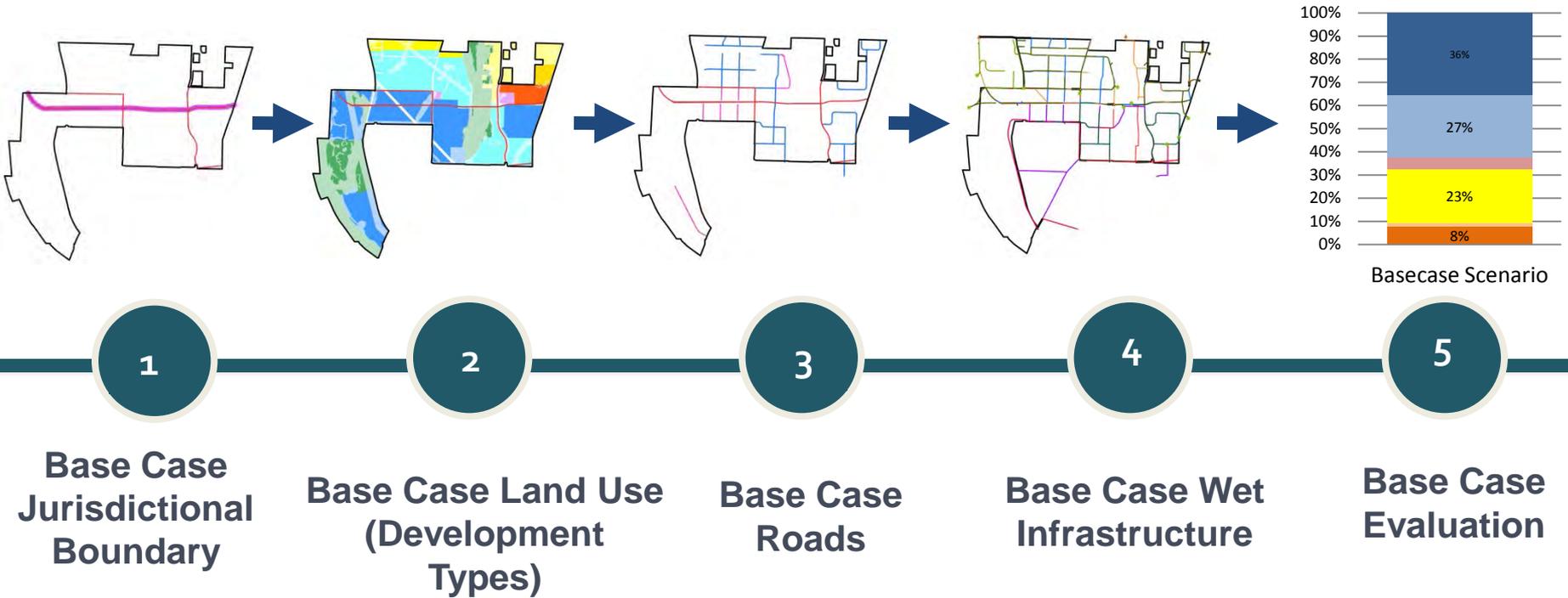
# Building the Base Case

## Land Suitability Analysis

Suitability Category	Vacant Acres
A	197
B	144
C	38
D	12



# Building the Base Case Scenario Development



# *Building the Base Case* Scenarios are Crash Test Dummies





# **BASE CASE SCENARIO: LAND USE (DEVELOPMENT TYPES)**

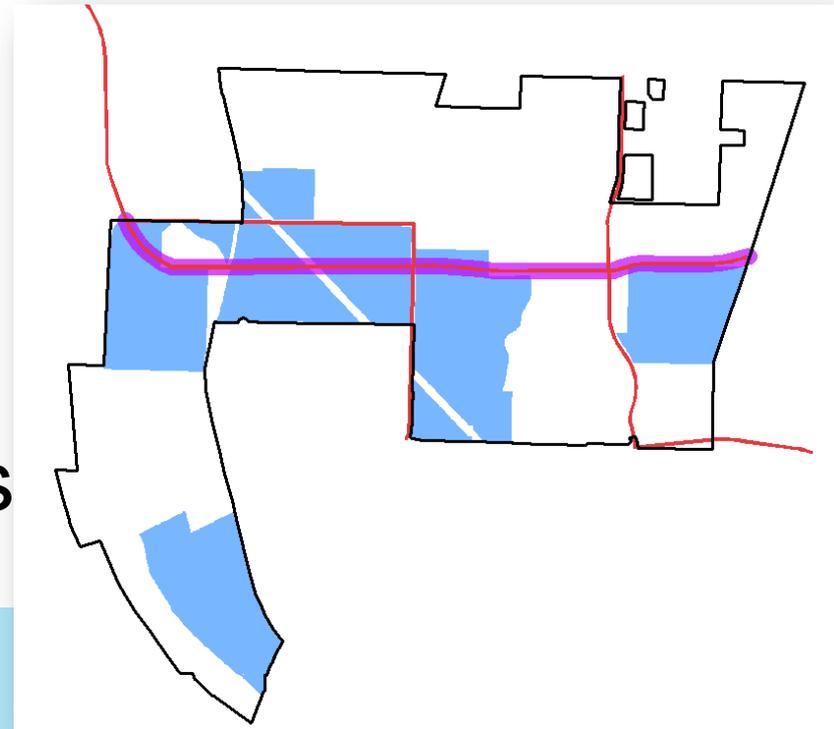
# Light Industrial and Warehousing

## Land Use Mix

- Retail 1%
- Office 5%
- Industrial 94%

## Structure

- Ave. height: 1-2 stories



# Office Park/Flex

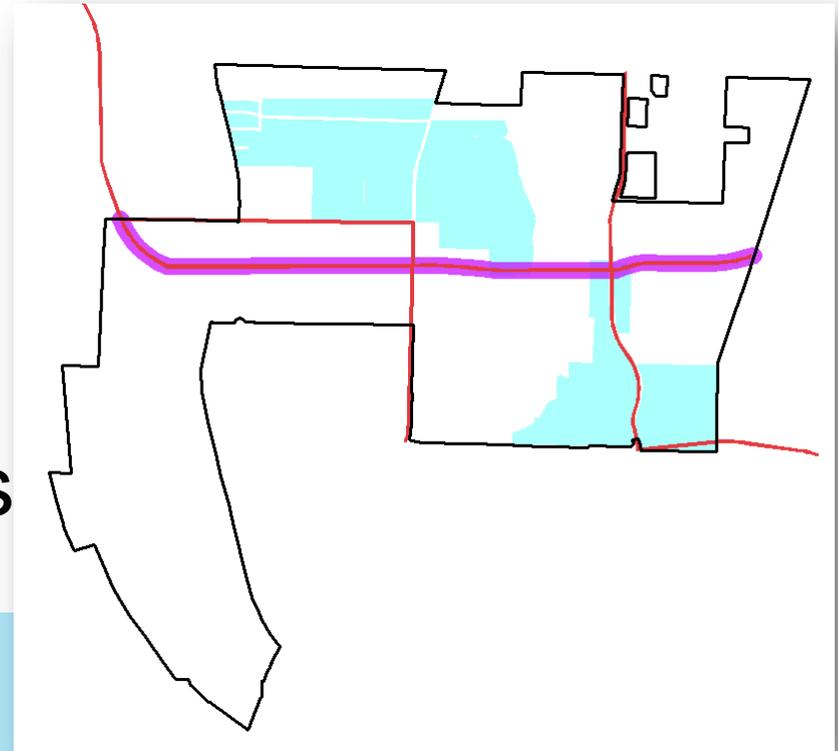


## Land Use Mix

- Retail 13%
- Office 31%
- Industrial 56%

## Structure

- Ave. height: 1-4 stories



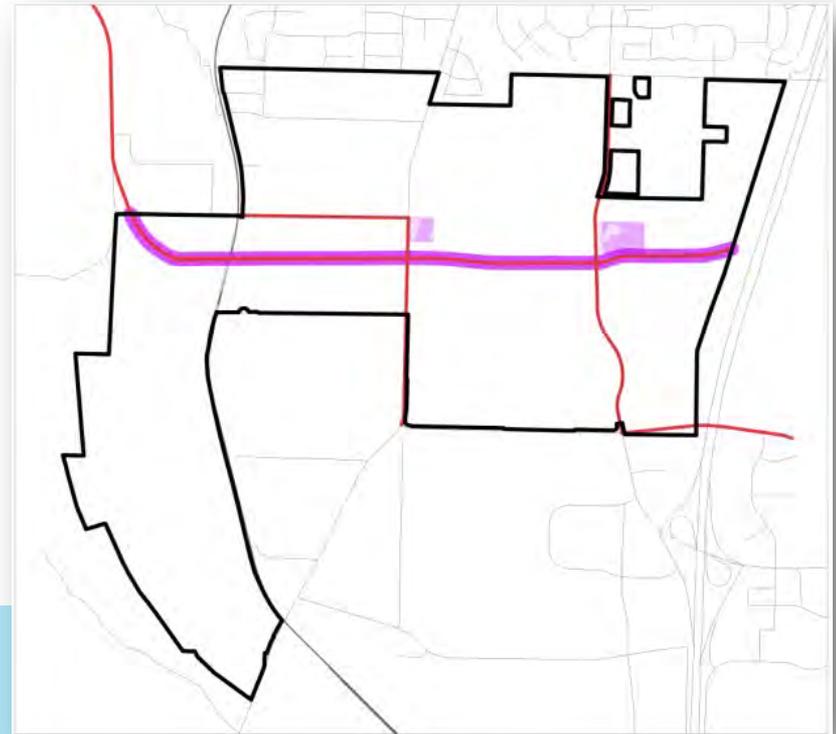
# Neighborhood Commercial

## Land Use Mix

- Commercial
  - Retail 77%
  - Office 7%
- Residential 3%
- Industrial 13%

## Structure

- Ave. height: 1 story



# Conventional Single Family

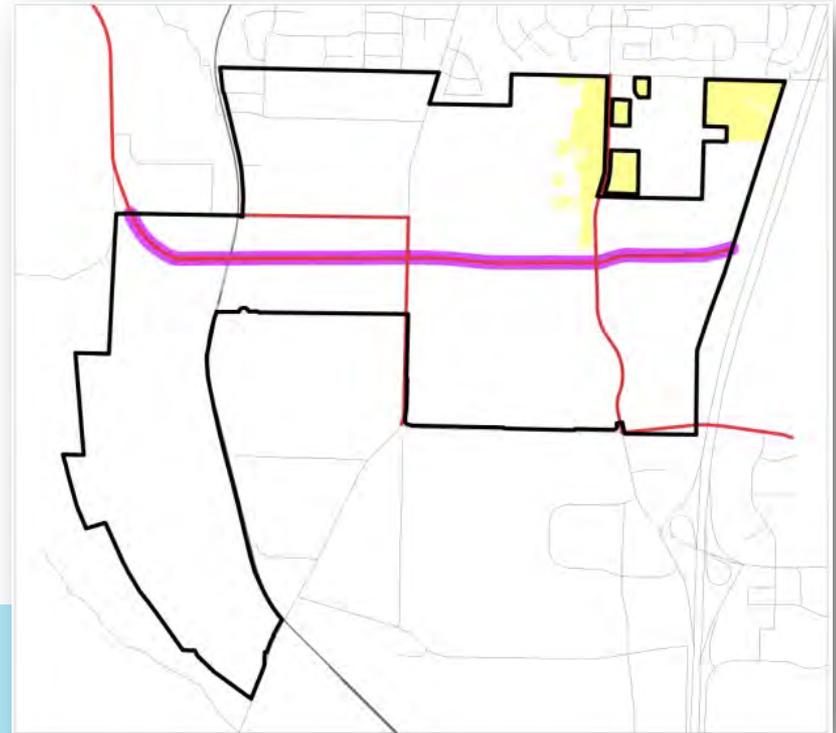


## Land Use Mix

- Single Family
  - 6,000 sf: 12%
  - 7,500 sf: 88%

## Structure

- Ave. height: 2 stories



# Suburban Residential



## Land Use Mix

- Single Family
  - 5,000 sf: 50%
  - 6,000 sf: 40%
  - 7,500 sf: 10%

## Structure

- Ave. height: 2 stories



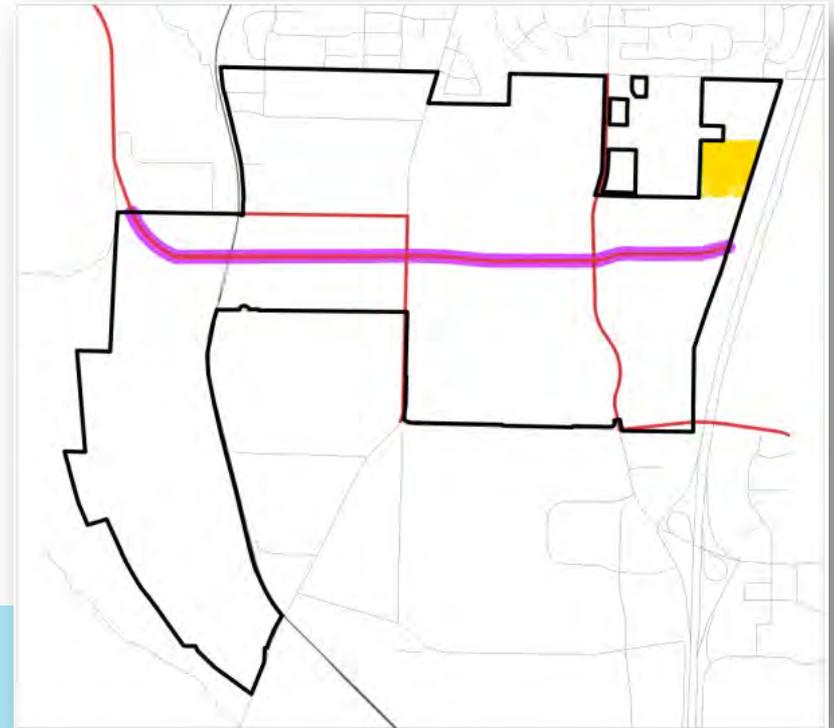
# Compact Neighborhood

## Land Use Mix

- Townhomes 19%
- Single Family
  - 5,000 sf: 23%
  - 6,000 sf: 47%
  - 7,500 sf: 12%

## Structure

- Ave. height: 2 stories



# Suburban Multifamily

## Land Use Mix

- Multifamily 97%
- Townhomes 3%

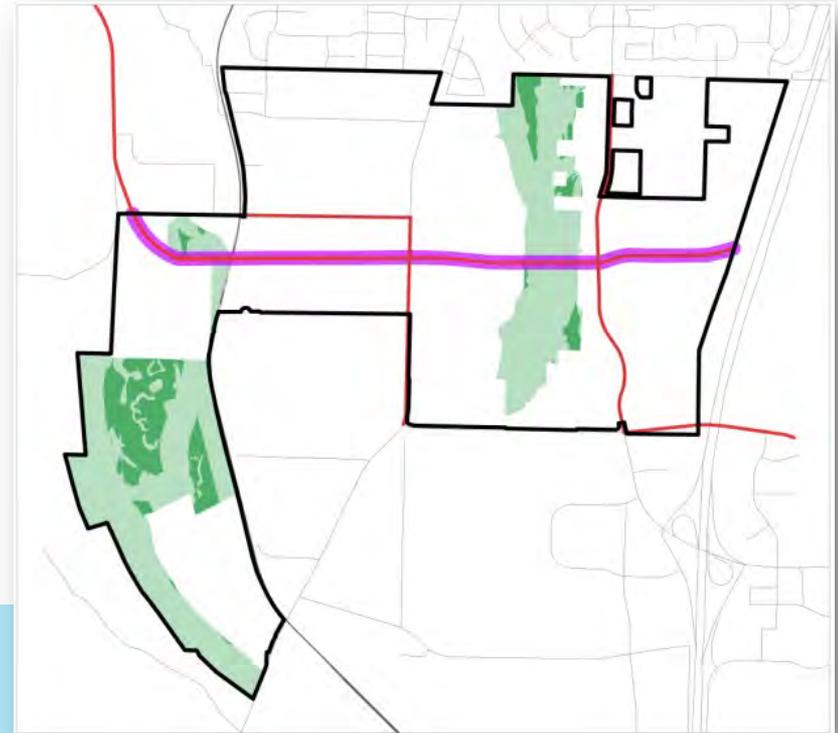
## Structure

- Ave. height: 2-3 stories

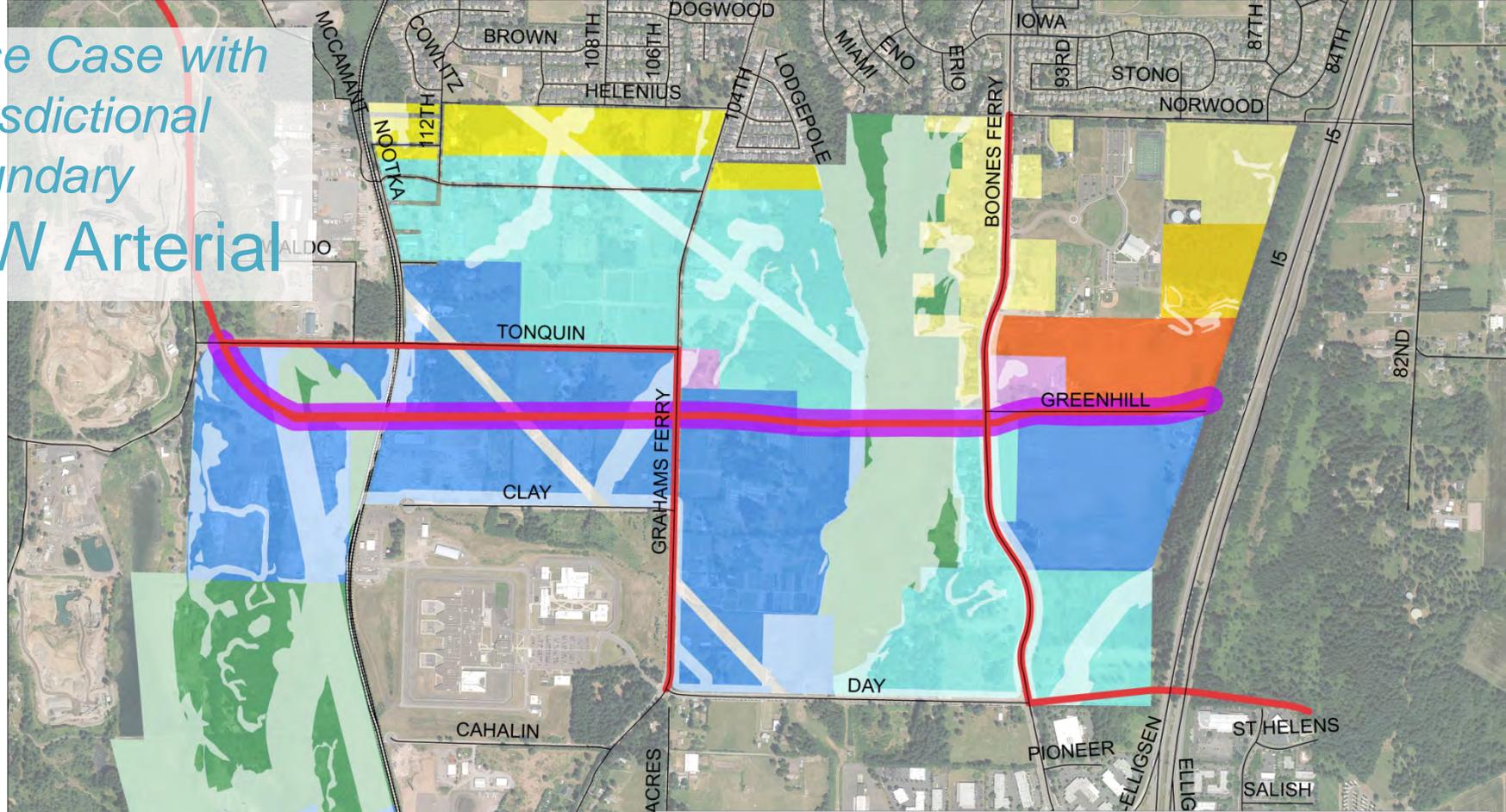


# Undeveloped Natural Areas

- Maintains private ownership
- No trails or open space programming in Base Case
- Regulations would prevent intense development



# Base Case with Jurisdictional Boundary E-W Arterial



## Basalt Creek Base Case Scenario

### Legend

-  Planned Future Roads
-  Basecase Local Access Roads
-  Basecase Local Connector Roads
-  Basecase Jurisdictional Boundary
-  Existing Streets
-  Railroad

### Development Type

-  Neighborhood Commercial
-  Suburban Multifamily
-  Compact Neighborhood
-  Suburban Residential
-  Conventional Single Family
-  Office Park/Flex
-  Light Industrial and Warehousing
-  Undeveloped Natural Area





# **BASE CASE SCENARIO: INDICATORS (EVALUATION CRITERIA)**

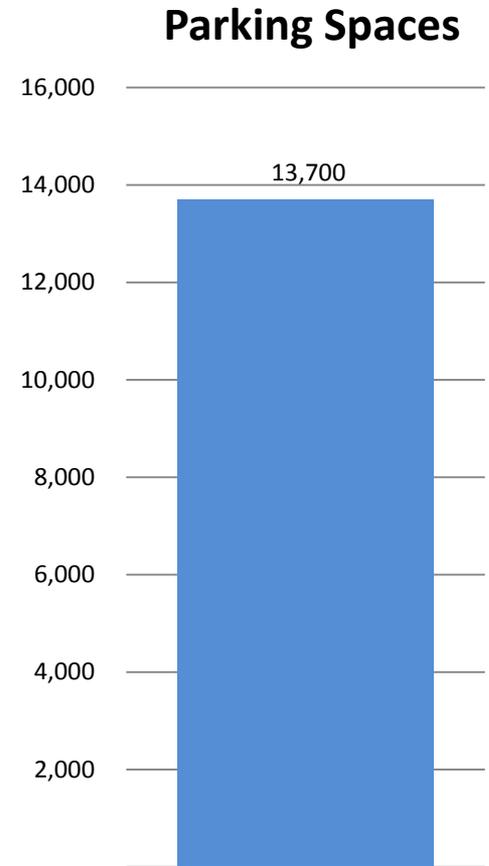
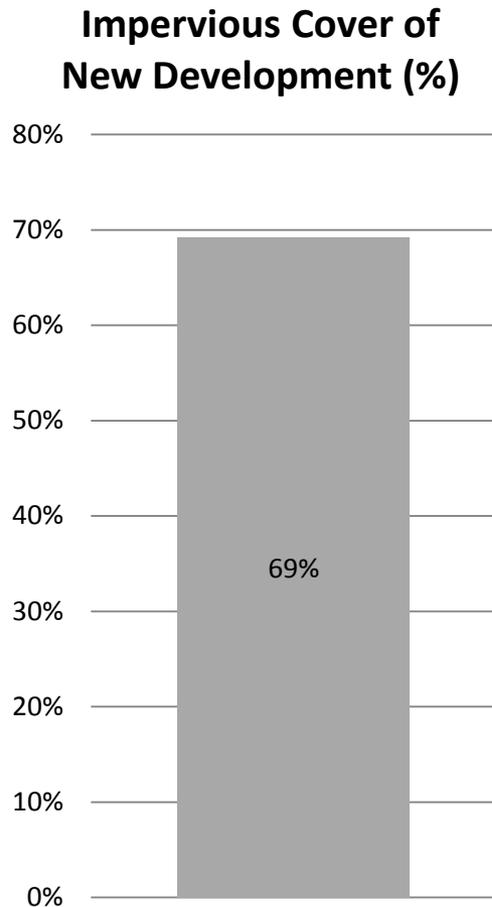
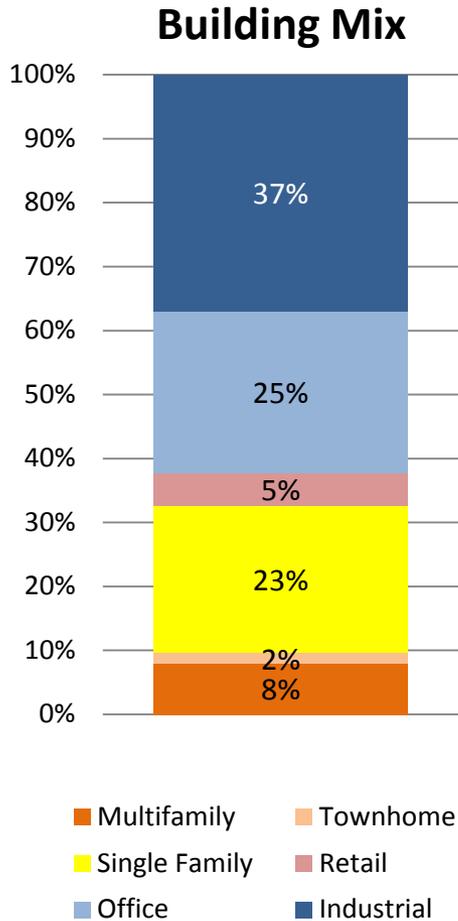
# Comparison to Forecast

	New Households	New jobs	New trips generated*
<b>Transportation Refinement Plan Forecast</b>	1,386	2,562	1,989
<b>Urban Growth Report Forecast</b>	1,214	2,316	1,638
<b>Base Case</b>	653	4,058	1,968

\*PM Peak Hour trips. Trip rates: Households = 0.63, Retail jobs = 0.73, non-retail jobs = 0.37

# Base Case Indicators

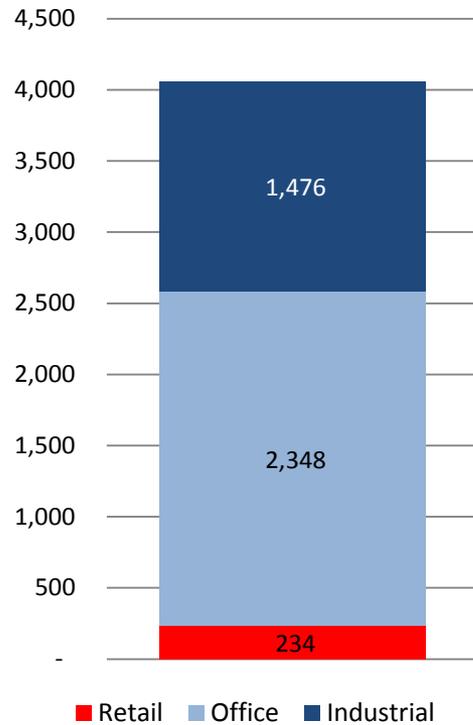
## Physical Form



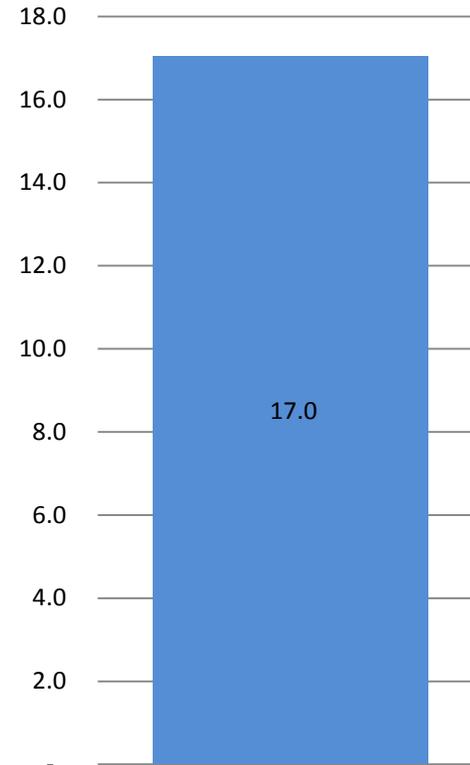
# Base Case Indicators

## Employment

### Employment by Type



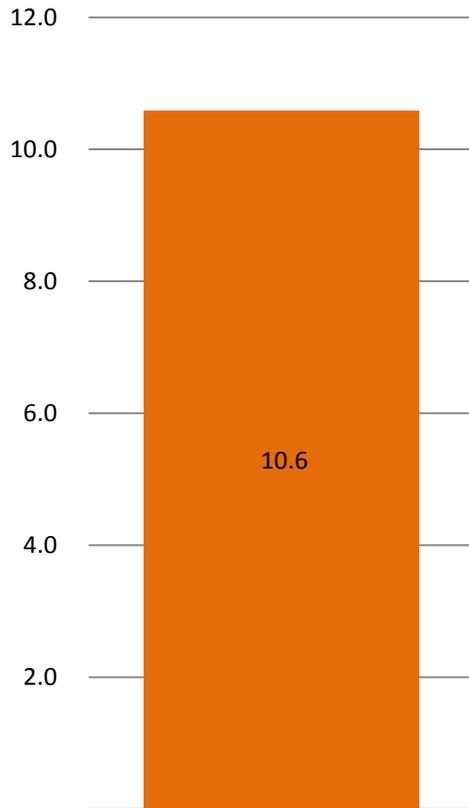
### Jobs per Net Acre



# Base Case Indicators

## Housing

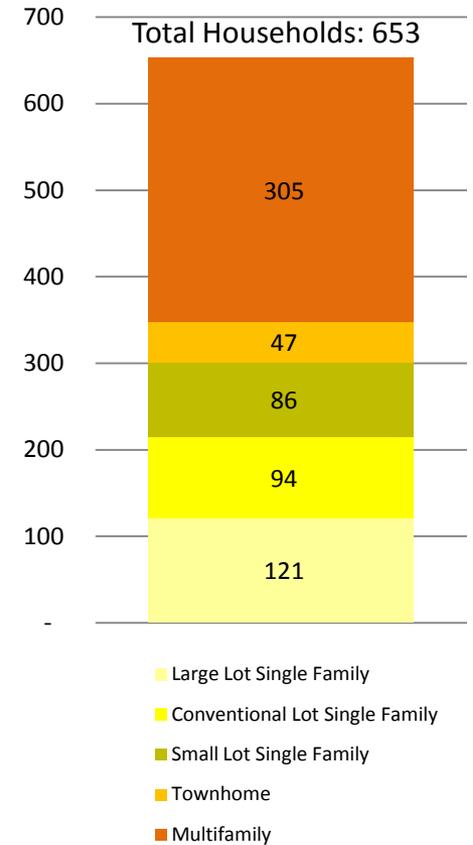
### Housing Units per Net Acre



### Owner / Renter Mix



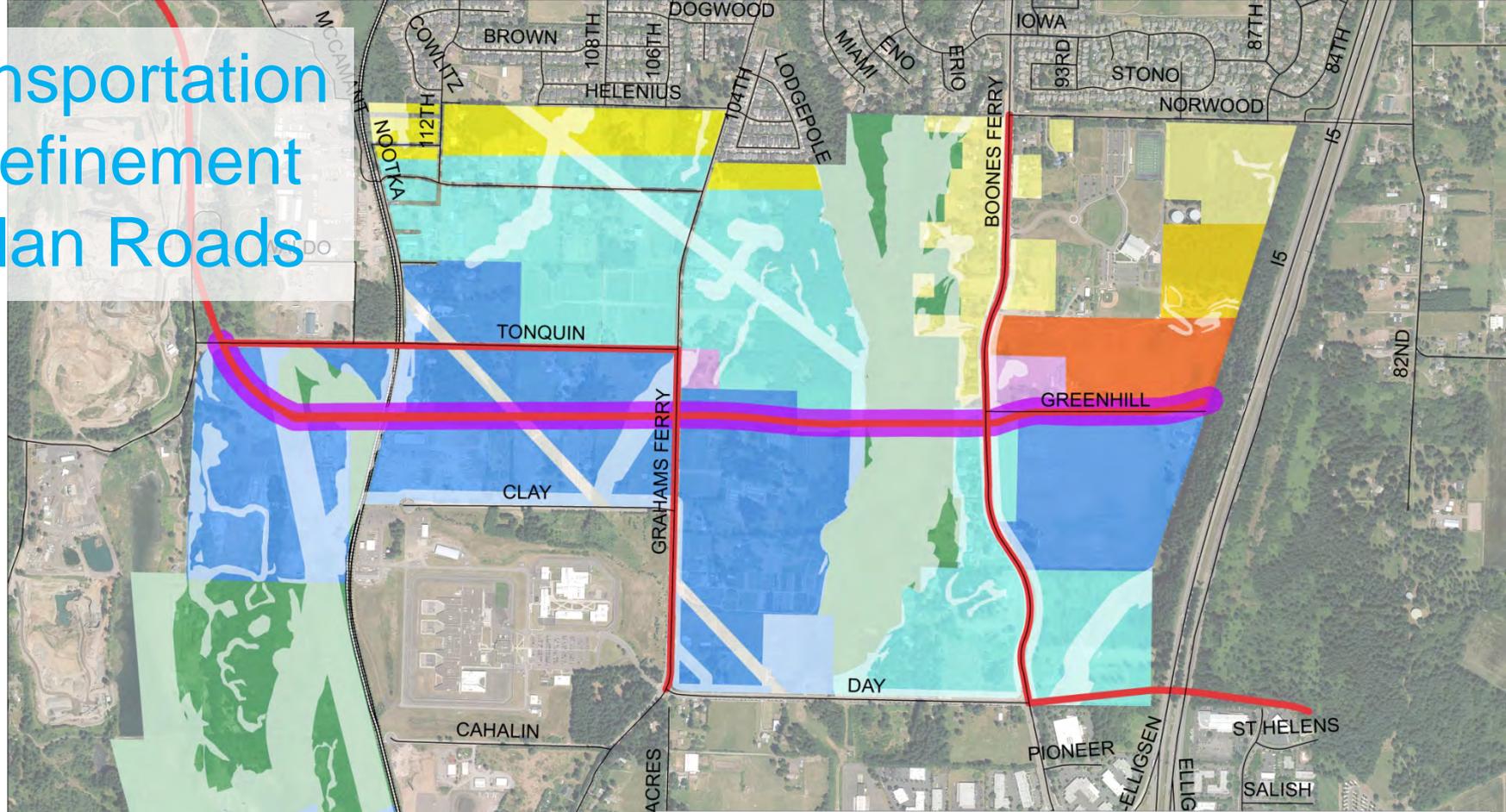
### Housing by Type





# **BASE CASE SCENARIO: TRANSPORTATION**

# Transportation Refinement Plan Roads



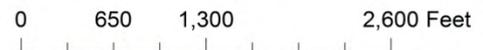
## Basalt Creek Base Case Scenario

### Legend

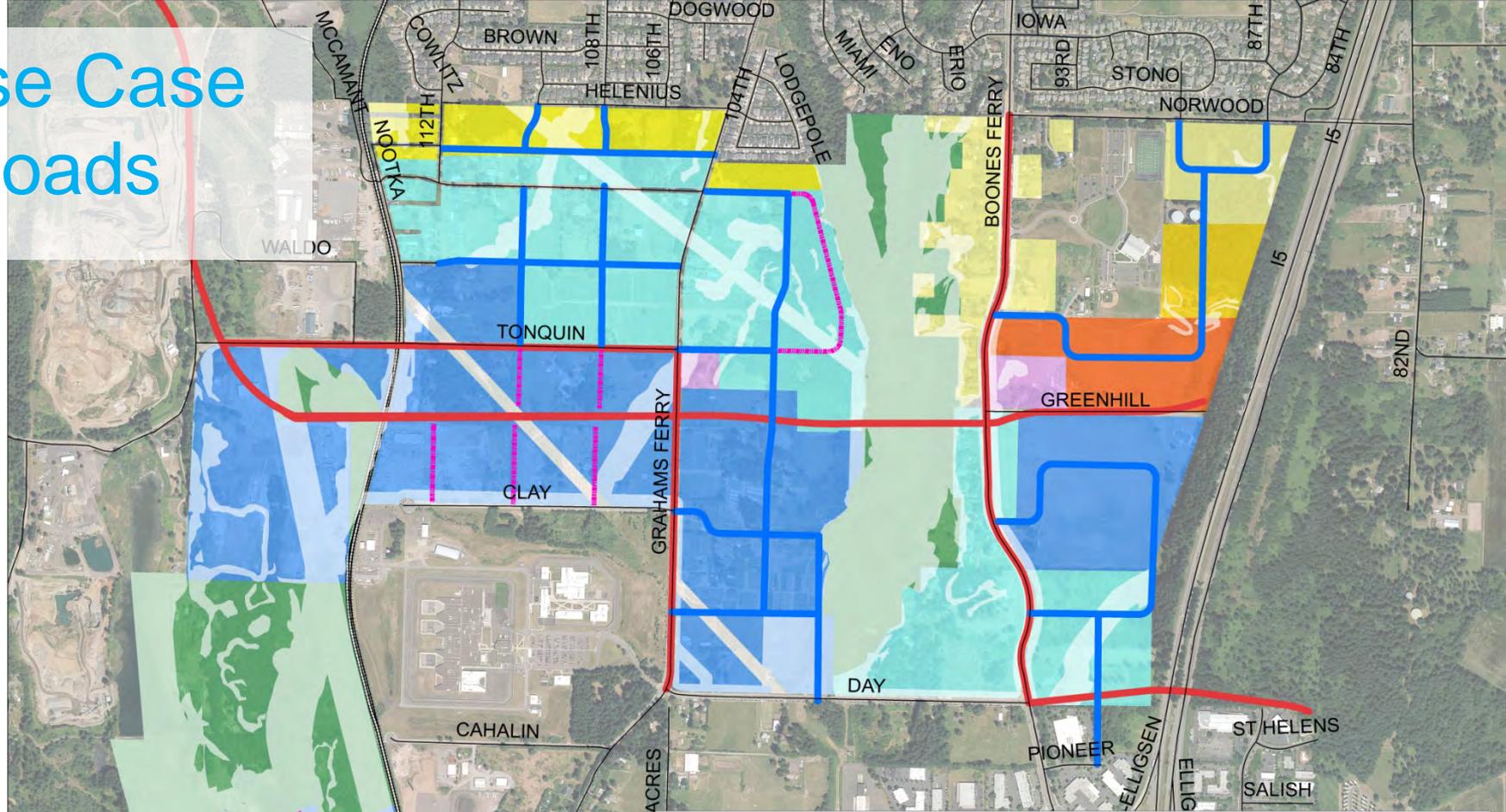
-  Planned Future Roads
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### Development Type

-  Neighborhood Commercial
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-  Light Industrial and Warehousing
-  Undeveloped Natural Area



# Base Case Roads



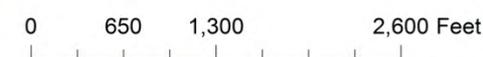
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### Legend

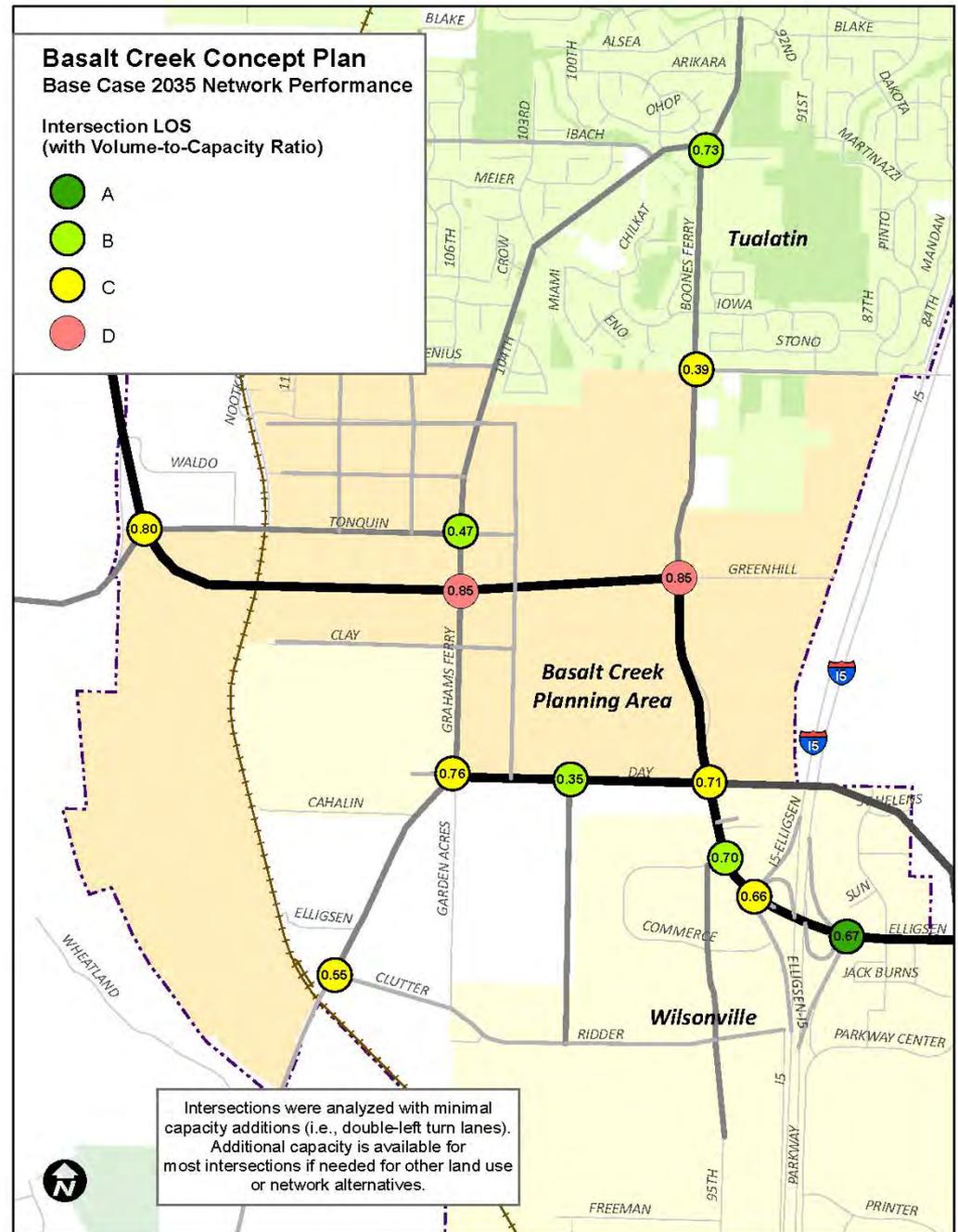
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### Development Type

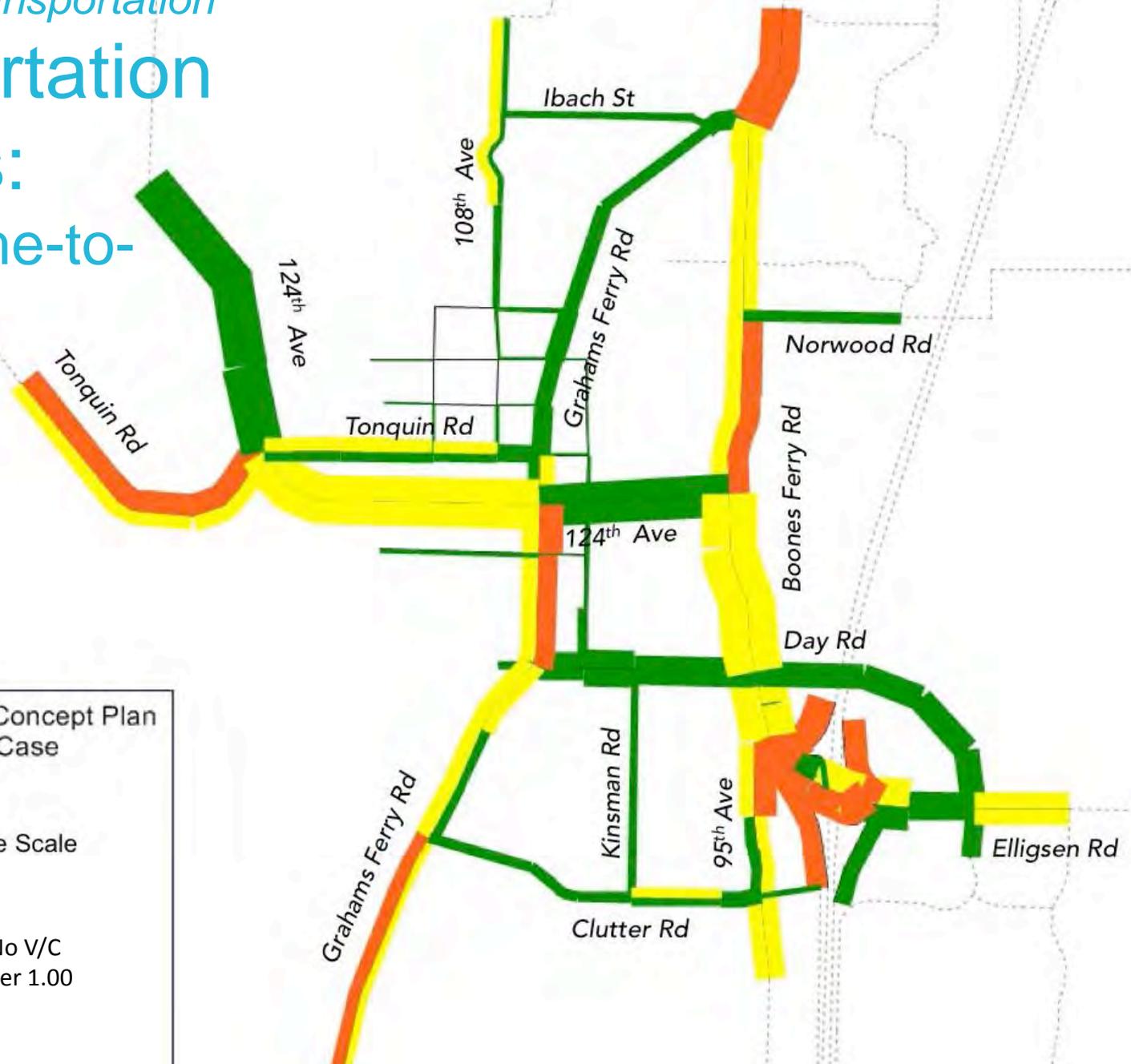
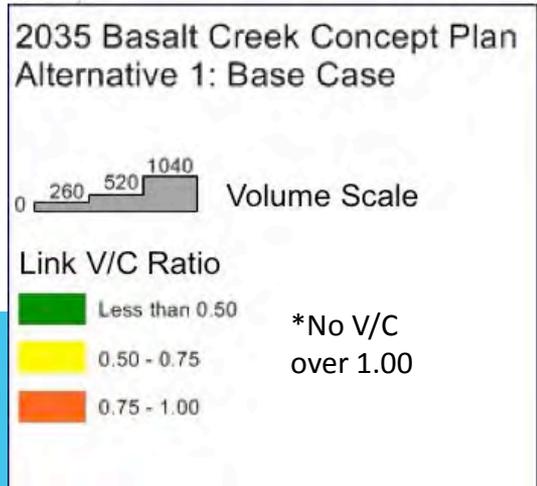
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-  Compact Neighborhood
-  Suburban Residential
-  Conventional Single Family
-  Office Park/Flex
-  Light Industrial and Warehousing
-  Undeveloped Natural Area



# Base Case Transportation Transportation Analysis: Intersection Volume-to- Capacity



# Base Case Transportation Transportation Analysis: Link Volume-to- Capacity

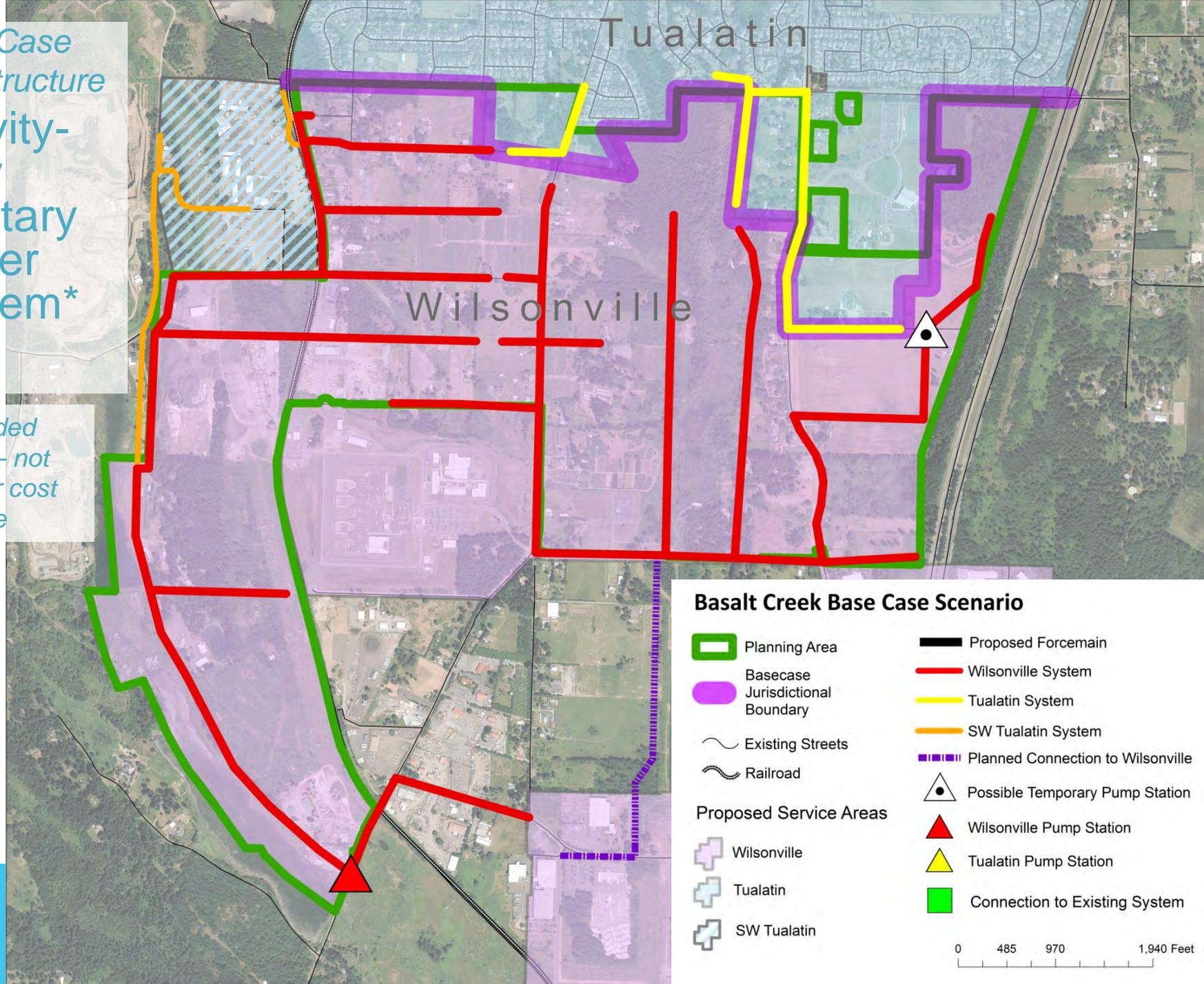




# **BASE CASE SCENARIO: WET INFRASTRUCTURE**

Base Case  
Infrastructure  
Gravity-  
Only  
Sanitary  
Sewer  
System\*

\*Discarded  
Option – not  
used for cost  
estimate



Tualatin

Wilsonville

**Basalt Creek Base Case Scenario**

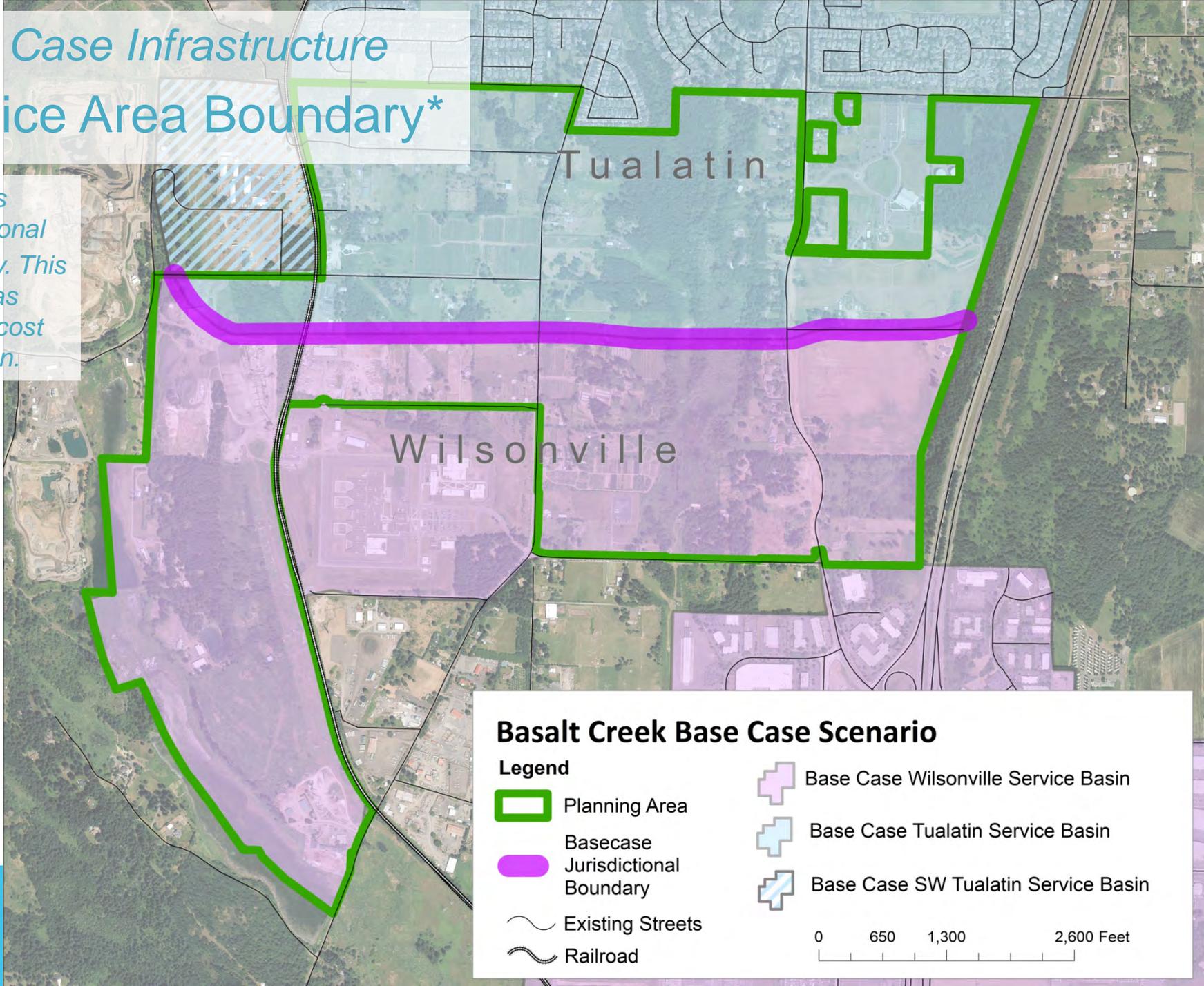
- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Proposed Service Areas
  - Wilsonville
  - Tualatin
  - SW Tualatin
- Proposed Forcemain
- Wilsonville System
- Tualatin System
- SW Tualatin System
- Planned Connection to Wilsonville
- Possible Temporary Pump Station
- Wilsonville Pump Station
- Tualatin Pump Station
- Connection to Existing System

0 485 970 1,940 Feet

# Base Case Infrastructure

## Service Area Boundary\*

\*Same as Jurisdictional Boundary. This option was used for cost estimation.



### Basalt Creek Base Case Scenario

#### Legend

 Planning Area

 Basecase Jurisdictional Boundary

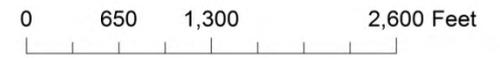
 Existing Streets

 Railroad

 Base Case Wilsonville Service Basin

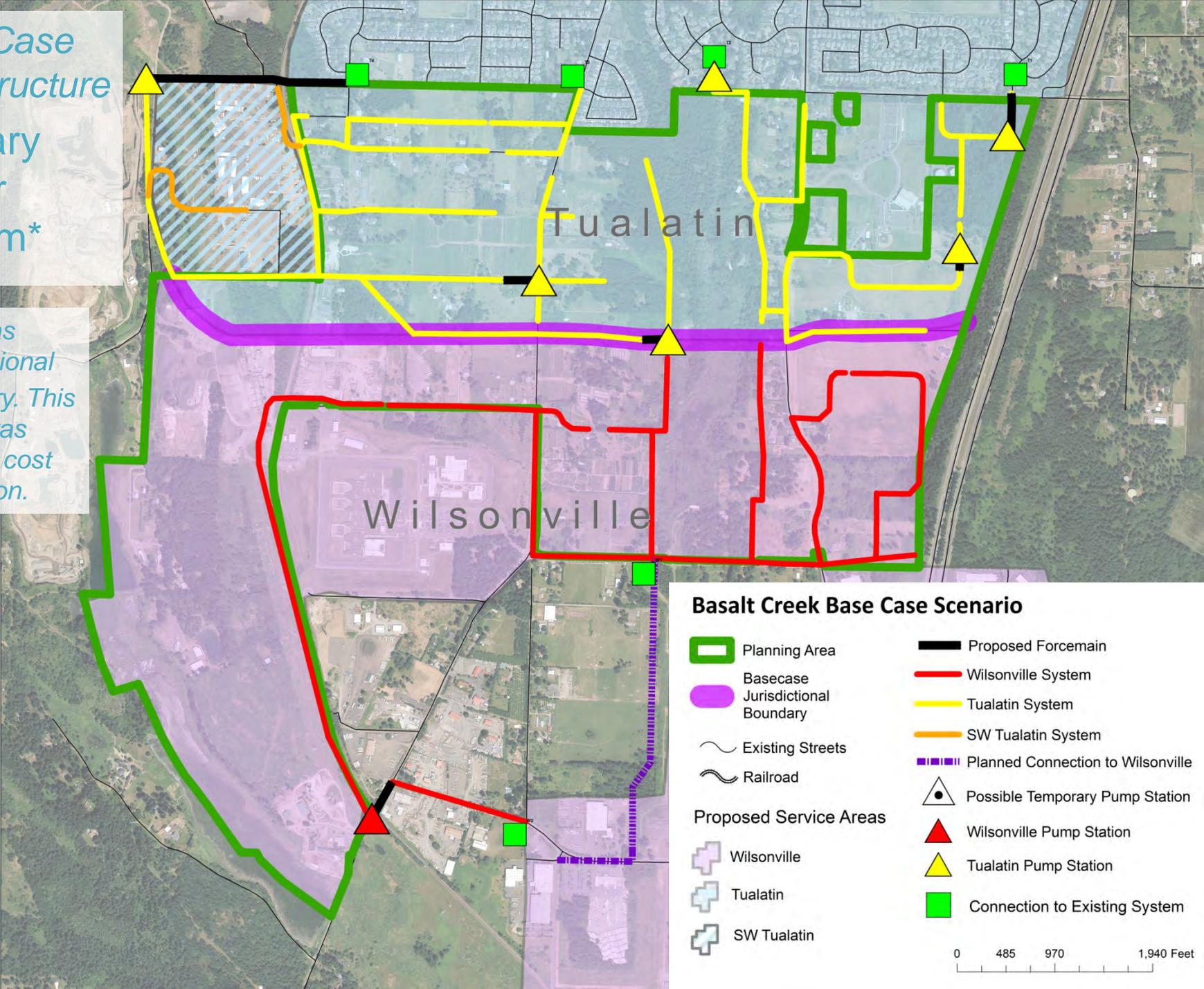
 Base Case Tualatin Service Basin

 Base Case SW Tualatin Service Basin



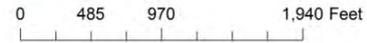
# Base Case Infrastructure Sanitary Sewer System\*

\*Same as Jurisdictional Boundary. This option was used for cost estimation.



## Basalt Creek Base Case Scenario

- Planning Area
  - Basecase Jurisdictional Boundary
  - Existing Streets
  - Railroad
  - Proposed Forcemain
  - Wilsonville System
  - Tualatin System
  - SW Tualatin System
  - Planned Connection to Wilsonville
  - Possible Temporary Pump Station
  - Wilsonville Pump Station
  - Tualatin Pump Station
  - Connection to Existing System
- Proposed Service Areas
- Wilsonville
  - Tualatin
  - SW Tualatin



# *Base Case Infrastructure*

## Sanitary Sewer System – Comparing Options

### **Gravity-Only**

- Deep pipes (>25 ft.)
- Difficult to phase
- Complicated to finance through SDCs
- Fewer pump stations; fewer upgrades to existing pipes

### **Service Areas Coincide with City Boundaries**

- Shallower pipes
- Simpler to phase and finance
- 7 pump stations
- Ongoing O&M costs for pump stations; pipe upgrades in Tualatin

# Base Case Infrastructure

## Sanitary Sewer Concept Plan

### Proposed Pump Stations

- Tualatin: **5** (+ 1 existing PS upgrade)
- Wilsonville: **1**

### Total Length of Pipe

Jurisdiction	Pipe Length (miles)
Tualatin	7.5
Wilsonville	4.8

### Peak Flows

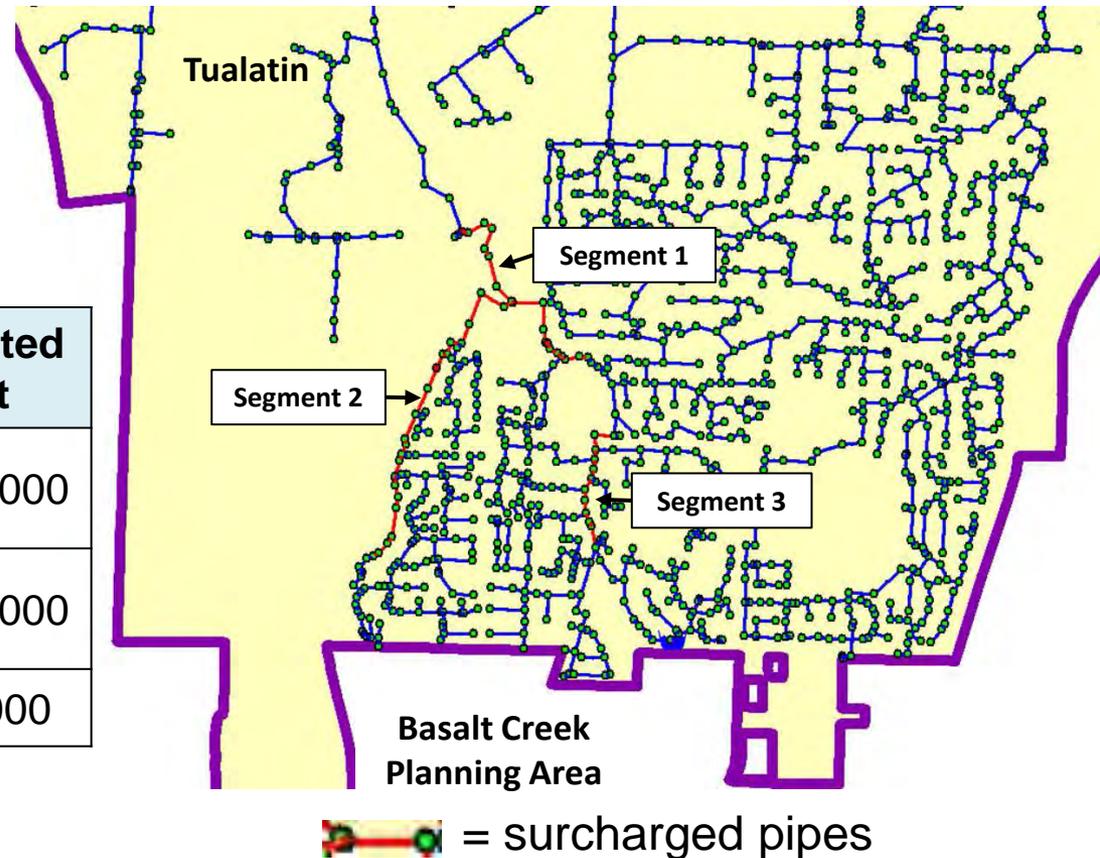
Jurisdiction	Peak Flow (gal/day)
Tualatin	1,134,000
Wilsonville	816,000
<b>TOTAL</b>	<b>1,950,000</b>

# Base Case Infrastructure

## Sanitary Sewer Tualatin System

Expected upgrades:

No.	Original Pipe Size	Upgrade To	Estimated Cost
1	10-15 inches	12-18 inches	\$1,000,000
2	10-15 inches	18 inches	\$1,600,000
3	8 inches	12 inches	\$800,000



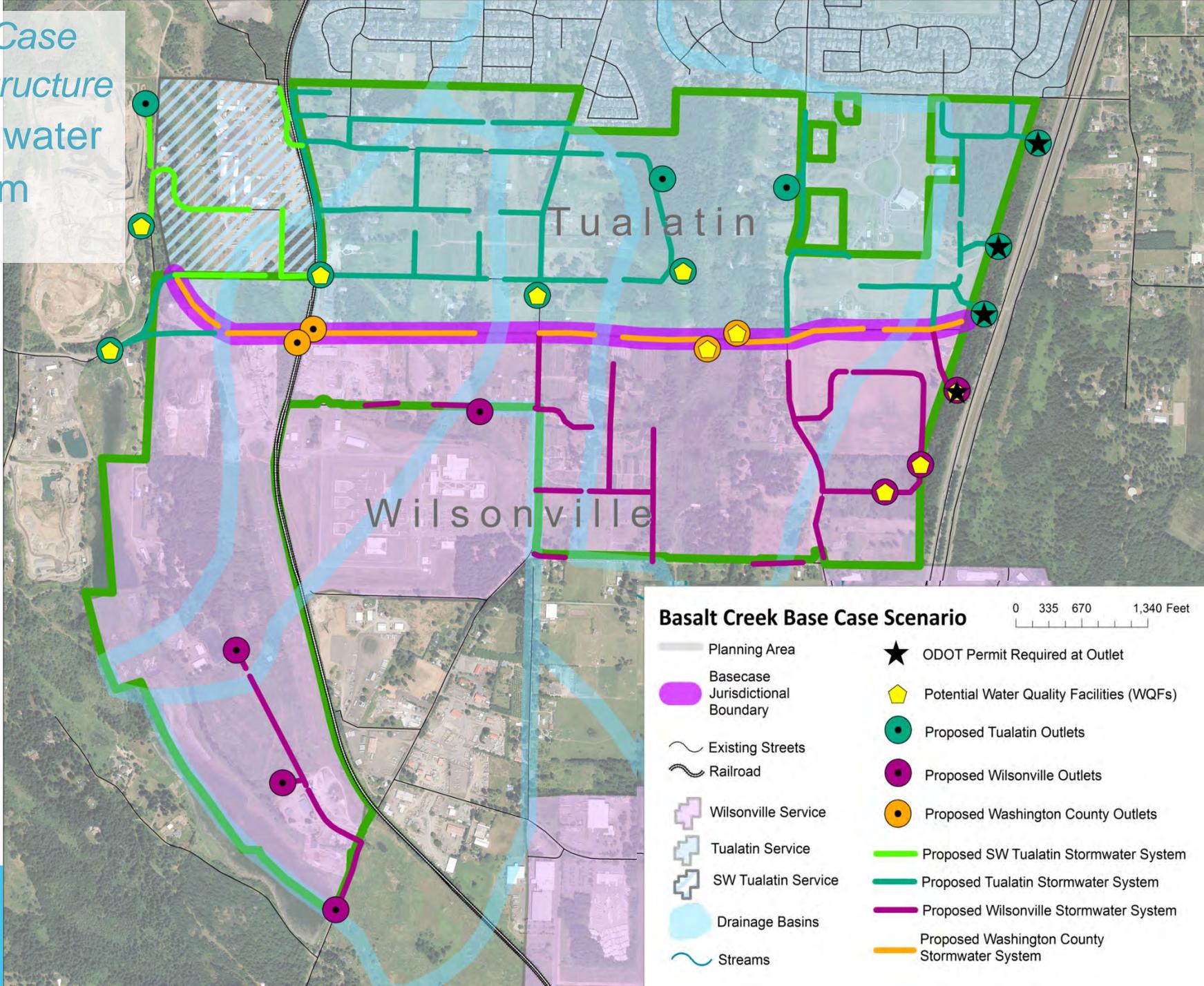


# Base Case Infrastructure Sanitary Sewer Costs

<b>Jurisdiction</b>	<b>Tualatin (\$ Millions)</b>	<b>Wilsonville (\$ Millions)</b>
Basalt Creek Cost	21.7	14.2
Existing System Upgrade Cost	3.4	4.5
<b>Total Cost</b>	<b>25.1</b>	<b>18.7</b>

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

# Base Case Infrastructure Stormwater System



# Base Case Infrastructure Stormwater Concept Plan

## Potential Water Quality Facilities (WQF)

- Tualatin: **5 potential, 4 included in cost estimate**
- Wilsonville: **3**
- Washington County: **2**

## Design Concerns

- Tualatin: Three outlets on eastern edge may require ODOT permits
- Wilsonville: One outlet on eastern edge may require ODOT permit

## Total Pipe Length

Jurisdiction	Pipe Length (miles)
Tualatin	6.0
Wilsonville	3.1

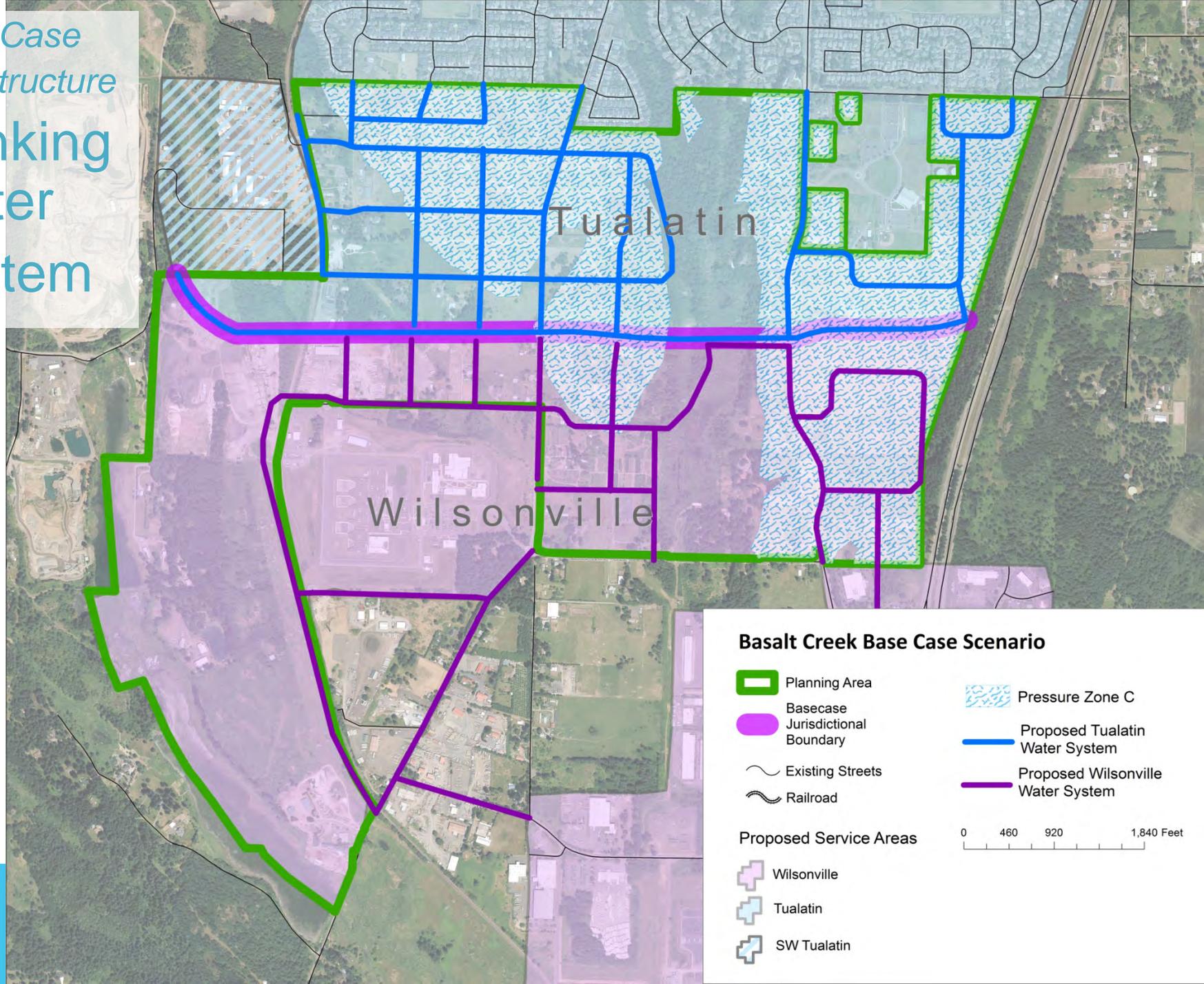
NOTE:  
Stormwater  
collection for E-W  
arterial is not  
included

# Base Case Infrastructure Stormwater Costs

<b>Jurisdiction</b>	<b>Tualatin (\$ Millions)</b>	<b>Wilsonville (\$ Millions)</b>
Basalt Creek Cost	9.1	4.6

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

Base Case  
Infrastructure  
Drinking  
Water  
System

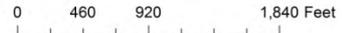


**Basalt Creek Base Case Scenario**

-  Planning Area
-  Basecase Jurisdictional Boundary
-  Existing Streets
-  Railroad
-  Pressure Zone C
-  Proposed Tualatin Water System
-  Proposed Wilsonville Water System

**Proposed Service Areas**

-  Wilsonville
-  Tualatin
-  SW Tualatin



# *Basecase Infrastructure*

## Drinking Water Concept Plan

### Total Length of Pipe

Jurisdiction	Pipe Length (ft)	Pipe Length (miles)
Tualatin	39,520	7.5
Wilsonville	32,270	6.1

### Peak Flows

Jurisdiction	Max Flow (gal/day)
Tualatin	389,000
Wilsonville	140,500
<b>TOTAL</b>	<b>529,600</b>

### Existing System Impacts

- Wilsonville Improvements: Booster Station at C Level Tank

# Base Case Infrastructure Drinking Water Costs

Jurisdiction	Tualatin (\$ Millions)	Wilsonville (\$ Millions)
Basalt Creek Cost	10.4	8.5
Existing System Upgrade Cost		0.6
<b>Total Cost</b>	<b>10.4</b>	<b>9.1</b>

NOTE: Cost estimate is at a concept level, +100%/-50% accuracy.

# *Base Case Infrastructure*

## **Utility Concept Plan Risks**

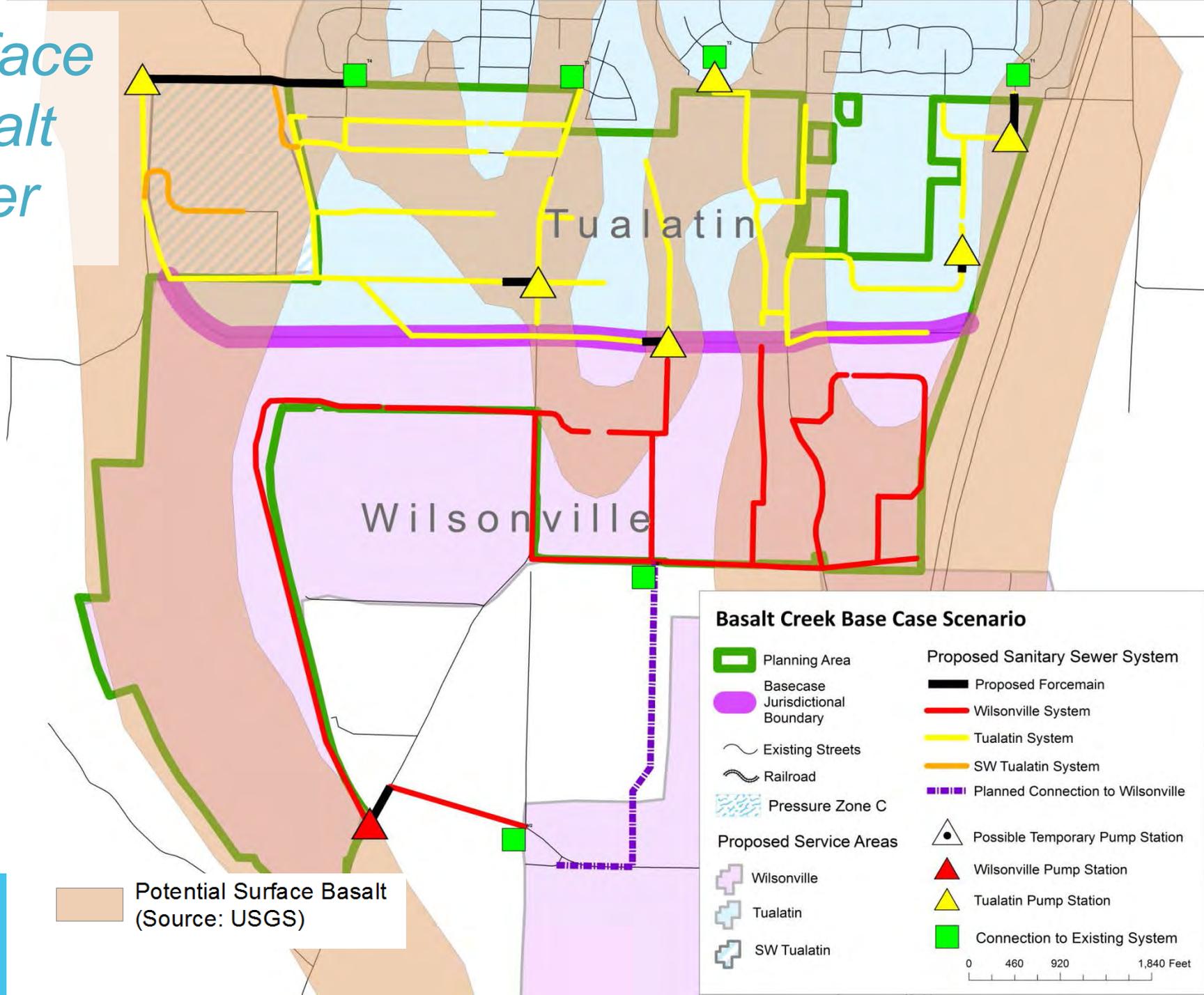
### **Shallow Basalt Rock:**

- USGS maps show basalt at a depth of 0-100 feet in the Basalt Creek area and potential surface basalt in many areas
- Potential to encounter rock (10% of sanitary lines and 5% of drinking water lines) was included in cost estimate
- Maximum pipe depth of 25 feet was used in the design

### **Railroad Crossings:**

- Sanitary sewer and drinking water lines cross the existing railroad tracks in a few locations, generally along proposed or existing roadways

# Surface Basalt Layer



**Basalt Creek Base Case Scenario**

- Planning Area** (Green outline)
- Basecase Jurisdictional Boundary** (Purple outline)
- Existing Streets** (Thin grey line)
- Railroad** (Wavy grey line)
- Pressure Zone C** (Blue hatched area)
- Proposed Service Areas**
  - Wilsonville (Light purple)
  - Tualatin (Light blue)
  - SW Tualatin (Light green)
- Proposed Sanitary Sewer System**
  - Proposed Forcemain (Thick black line)
  - Wilsonville System (Red line)
  - Tualatin System (Yellow line)
  - SW Tualatin System (Orange line)
  - Planned Connection to Wilsonville (Dashed purple line)
- Possible Temporary Pump Station** (Triangle with a dot)
- Wilsonville Pump Station** (Red triangle)
- Tualatin Pump Station** (Yellow triangle)
- Connection to Existing System** (Green square)

0 460 920 1,840 Feet

Potential Surface Basalt (Source: USGS)

# Base Case Infrastructure Cost Estimate

Utility	Tualatin (\$ Million)	Wilsonville (\$ Million)
Sanitary Sewer	25.1	18.7
Drinking Water	10.4	9.1
Stormwater	9.1	4.6
<b>TOTAL</b>	<b>44.6</b>	<b>32.4</b>

NOTE:

- Further analysis of existing upgrades of drinking water and stormwater systems may be required
- Cost estimate is at a concept level, +100%/-50% accuracy.

# Next Steps

***Dec – Jan:*** Develop two Alternative Scenarios

***February:*** Joint Council Meeting

***Feb – March:*** Revisions to Alternative Scenarios

***March:*** Public Open House

***April:*** Individual Council work sessions

***Spring/Summer:*** Develop Preferred Scenario



# DISCUSSION

# Discussion Questions

- Feedback or questions on the Base Case Scenario?
- Input on changes in the Base Case to evaluate in the alternative scenarios?

GRACE LUCINI  
23677 SW Boones Ferry Road  
Tualatin, Oregon 97062  
December 7, 2014

To: All Tualatin City Council Members and Wilsonville City Council Members -Joint Cities Basalt Creek Concept Planning Meeting -**Meeting December 2, 2014**  
All Wilsonville Planning Commission Members -Commission Meeting -**December 10, 2014**  
All Tualatin Planning Commission Members -Commission Meeting - **December 18, 2014**

Re: Basalt Creek Area Concept Planning

Please Include this communication as part of the public record for the Basalt Creek Area Concept Planning-- to be associated with the Public Meetings listed above.

I have been observing the Basalt Creek Concept Planning process. Several unaddressed issues become apparent as the Basalt Creek Area Base Case Scenario is presented. These issues are created when the comments and presentations on the concept planning process are compared to the stated intent of Metro Ordinance 04-1040B----which is the basis for the entire concept planning process.

Unaddressed issues are:

1. The entire Basalt Creek Concept Planning process is based upon the current designated location of the East West Connector
2. The utility, safety, feasibility, and cost of the East-West Connector has not been established due to the lack of the appropriate level of due diligence
3. Due to lack of appropriate level of due diligence, if the location or design of the East-West Connector needs to be revised-planning based upon the current location will be of questionable use---- at the expense of the taxpayers.
4. Current presentations on conceptual planning for the Basalt Creek Area do not appear to conform to statements which are specific to the future development of the Tualatin Study Area within Metro Ordinance 04-1040B, which is the basis and authorizing tool for the Basalt Creek planning process.
5. The Base Case presentation – the first of three alternative scenarios to be presented for consideration-includes road and infrastructure detail which will need to accommodate the stated primary purpose of the 124<sup>th</sup>-East West Connector – which is to have limited local access /cross traffic to increase the volume and flow of regional freight traffic from Highway 99 to Interstate 5 unless overpasses are constructed for local roads across the 5-6 lane 6% grade East-West Connector –adding significant design and construction costs.
6. The Base Case Scenario presentation provides an extremely high level magnitude discrepancy factor for anticipated cost factors on construction through known masses of large basalt rock formations and mountain

ridges and steep grades. Topographical maps and onsite inspection of the location of the proposed concept plan (as presented) - easily suggests cost factors will weigh significantly towards the upper end of construction costs.

An update on the Basalt Creek Concept Planning Project is being presented on the progress on the staff and consultants' findings and to present their Base Case primary Base Case scenario for Concept Planning. Two additional scenarios are to be developed within the next month based upon the feedback provided by the City Councils, and their respective Planning Commissions.

When Metro authorized the process of the concept planning for the Basalt Creek Area in 2004, Metro Ordinance 04-1040B included remarks specific to the Basalt Creek Concept Planning process including:

- Establishment of a Highway 99-I-5 Regional Freight Transportation Connection
- Utilizing the Connection as a basis for jurisdictional boundaries
- Zoning on the north side of the Connector to be "Outside Residential Neighborhoods"
- Zoning on the south side of the Connector to be "Industrial"
- Acknowledged and Identified over ½ of the acreage within the Tualatin Study area and the Coffee Creek Study area was not conducive for Industrial Development
- And provided for the Evaluation and Protection of the Natural Resources within the Basalt Creek Area as part of the process

## **METRO ORDINANCE 04-1040B**

### **II. Specific Findings for Particular Areas Added To UGB in Task 2 Remand Decision - Metro Ordinance 04-1040B**

#### **E. Tualatin**

*"The City of Tualatin and many residents of the area expressed concern about compatibility between industrial use and residential neighborhoods at the south end of the city. They have also worried about preserving an opportunity to choose an alignment between Tualatin and Wilsonville for the I-5/99W Connector; the south alignment for this facility passes through the northern portion of the Tualatin Study Area."*

*"In response to these concerns, the Council placed several conditions upon addition of this area to the UGB. First, the Council extended the normal time for Title 11 planning for the area: two years following the identification of a final alignment for the Connector, or seven years after the effective date of Ordinance No. 04-1040B, whichever comes sooner. This allows Title 11 planning by Washington County, the cities of Tualatin and Wilsonville and Metro to accommodate planning for the Connector alignment. "*

**"Second, the Council states that, so long as the alignment for the Connector falls close to the South Alignment shown on the 2040 Growth Concept Map, it will serve as the buffer between residential development to the north (the portion least suitable for industrial uses) and industrial development to the south (the portion of the area most suitable for industrial use)"**

### **II. SPECIFIC CONDITIONS FOR PARTICULAR AREAS - Metro Ordinance 04-1040B**

#### **C. Tualatin Area**

*"Washington County or, upon annexation to the Cities of Tualatin or Wilsonville, the cities, in conjunction with Metro, shall complete Title 11 planning within two years following the selection of the right-of-way alignment for*

the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040, whichever occurs earlier.

Title 11 planning shall incorporate the general location of the projected right of way alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the "South Alignment," as shown on the Region 2040 Growth Concept Map, as amended by Ordinance No. 03-1014, October 15, 2003, **the portion of the Tualatin Area that lies north of the right-of-way shall be designated "Outer Neighborhood" on the Growth Concept Map; the portion that lies south shall be designated "Industrial."**

**The governments responsible for Title 11 planning shall consider using the I-5/99W connector as a boundary between the city limits of the City of Tualatin and the City of Wilsonville in this area."**

### Staff Report Suitability for Industrial Development- Metro Ordinance 04-1040B

**Table 2. Chief Operating Officer's Recommendation**

EXPANSION AREAS	Total Acres	Net Acres	Dominant Earthquake Zone <sup>4</sup>	SUITABILITY FACTORS		
				Access	Proximity	Slope less 10%
<i>Damascus West</i>	102	69	D	✓	✓	✓
<i>Tualatin (MPAC-partial)</i>	646	339	D	✓	✓	✓
<i>Quarry (partial)</i>	354	236	D	✓	✓	✓
<i>Borland Rd N. (partial)</i>	575	164	A	✓	✓	✓
<i>Beavercreek (partial)</i>	63	30	D	--	✓	✓
<i>Coffee Creek (partial)</i>	264	97	D	✓	✓	✓

(Indicates approximately ½ of the Tualatin Study Area and less than ½ of the Coffee Creek Study Area was appropriate and/or anticipated to be Industrial Development)

### Condition IG of Exhibit F - Metro Ordinance 04-1040B

*"Requires the county or city to consider Metro's inventory of Goal 5 resources in their application of Goal 5 to the Tualatin Study Area. Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation) of the UGMFP requires the county or city to protect water quality and floodplains in the area. Title 11 of the UGMFP, section 3.07.1120G, requires the county or city to protect fish and wildlife habitat and water quality."*

### Entire Concept Planning process based upon location on East West Connector

It has been stated the location of the East West Connector as adopted by the Basalt Creek Concept Planning PAG Group in December 2012, and then adopted by Washington County Ordinance 767 in 2013, is to be incorporated and included as an existing factor within the Basalt Creek Concept Plan.

This is an important factor, as the East-West Connector is geographically located in the middle of the Basalt Creek Area, and includes a bridge which will tower approximately 100 feet into the air at the eastern end where it is anticipated the width of the bridge will be 5-6 lanes wide (to make accommodations for slow acceleration of freight trucks due to the steep grade).

**(Please see attached Preliminary Design for East West Connector including topographical cross-section)**

- A. It should be noted, the 124<sup>th</sup> East West connector does not in fact terminate at Interstate 5, nor do plans include any direct connection onto Interstate 5. All of the Interstate 5 regional freight traffic will be directed onto surface arterials and collectors which will then feed into an already compromised Elligsen/ Interstate-5 Interchange, competing with other local commercial and residential traffic.
- B. Preliminary design of the East West Connector indicates cut and fill of large amounts of land in order to achieve a minimum 6% road grade for regional freight traffic (which is within Washington County standards, but exceeds Federal Highway recommendations for design of highways for freight traffic).
- C. Preliminary design of the East West Connector indicates the East West Connector requires traffic stop lights at the top and bottom of a 6% grade bridge --- a known significant factor which will decrease speed and flow of freight traffic through the intersections and surrounding area.
- D. The steep expressway grade of the East West Connector will significantly and negatively impact local traffic when the 6% grade bridge over the wetlands becomes icy and the East-West Connector becomes slick and unsafe. Due to the above and below ground-level design of the East-West Connector (road cut and lengthy 100 foot bridge elevation); timely emergency vehicle access to attend accidents will be reduced due to limited access roads or off road access.
- E. The 6% grade of the Connector exceeds Federal ADA Recommendations may limit multimodality use of the East West Connector which is contrary to the current emphasis of State, Regional and local transportation goals. Design changes to accommodate ADA recommendations may increase design and construction costs which were not included during East-West Connector location discussions.
- F. Due to the need to cut and fill large amounts of land to construct the East-West Connector (which may also include an additional cross traffic proposed local road) in this area of known and identified - wetlands, high value riparian, and high value uplands habitat---- Have the appropriate State and Federal agencies been consulted and these projects properly vetted as to impact on known wetlands and Significant Natural Resources identified within Goal 5, 3 and 13 standards?
- G. Was the specific location and design of the East-West Connector as identified in Washington County Ordinance 767 reviewed or vetted by those agencies responsible for protection of local, state and federal natural resources- as addressed in Metro 04- 1040B.

If the appropriate reviews by the appropriate State and Federal agencies was not done during and as part of the Tualatin –Wilsonville IGA and/or PAG evaluation process (as to the specific location and design of the East West Connector within the Basalt Creek Area) and its impact upon identified Significant Natural Resources has not been determined-- it is not known if the present location of the Connector will require changes in location or design to comply with water quality standards or other environmental constraints.

If there are additional design features which are needed to reduce the 6% grade of the East-West Connector, or significant bridge design accommodations needed to increase multi-modal use- the ability and cost to achieve these changes---this information needs to be identified and included in the Concept Planning process for purpose of funding and to ensure compatibility with future planning.

Has the integrity and stability of the one basalt rock formation within the known wetlands upon which Washington County plans to use as the center footing for large 5-6 lane regional freight bridge ---has the appropriate level of due diligence been done to determine its feasibility for its intended use?

It seems appropriate these basic feasibility issues should be addressed and resolved immediately if the entire concept design process for the Basalt Creek Area revolves upon the viability of the specific location of this 5-6 lane connector and bridge before any concept scenario is presented for evaluation to the Cities or public.

Based upon the above, the design and location of the East-West Connector seems extremely counter intuitive for an expressway whose main purpose is to increase the flow of regional freight through this area- especially when other alternative scenarios did not pose such problems.

Spending time, effort and costs in concept planning based upon the location of the East-West Connector when appropriate feasibility studies specific to the connector's planned location may not have been obtained ---may be a significant oversight in the planning process. This may eventually cause a significant and unnecessary expense to taxpayers and may cause an unnecessary delay in resolution and implementation of the plan--- should the present location of the East West Connector be deemed inappropriate for construction.

### **Boundary and Zoning Issues**

1. Comments continue to be raised regarding the utilization of the East-West Connector as a basis for jurisdictional boundaries (as suggested in Metro Ordinance 04-1040B)--due to concerns about different types of zoning on the north and south sides of the Connector.

If the current location of the East-West Connector remains as indicated- a significant portion bisects land with known wetlands, and Significant Natural Resources which pose constraints upon development limiting development on approximately ½ of either side of the East-West Connector. And, due to the topography of the area, the eastern bridge portion of the East West Connector is anticipated to rise 100 feet above the ground. Consequently there will not be development at face to face street level on a large portion of the East-West Connector. Both of these issues should ease some concerns expressed about driving along the East West Connector and seeing different types of development abutting the expressway at street level and should be able to remove this concern as a limiting factor in the decision making process.

2. Those preparing concept zoning plans within the Basalt Creek Area should be cognizant and respectful of the numerous existing homes and neighborhoods which were built under the zoning, the laws and the regulations in place at time. It is these people and families who will bear significant impact by changes in governance or zoning implemented by this process. It is again important to recognize the residents and property owners within the Basalt Creek Area have no elected representation within the Basalt Creek Concept Planning process.

### **Issues which should be addressed regarding the proposed Basalt Creek Base Case Scenario:**

If the entire basis of the 124<sup>th</sup> East-West Connector is predicated on increasing the flow of Regional Freight Traffic from Highway 99 to Interstate 5 –in part by limiting the number of local access points interrupting the speed and flow of truck

traffic—then questions should be asked regarding the Base Case Scenario proposing a local road which intersect the East-West Connector and not included within the preliminary design plan for the East West Connector

- What type of traffic control is intended at the intersection of the 5 lane East-West Connector and the Base Case proposed local road which runs north and south parallel and between SW Boones Ferry Road and SW Grahams Ferry Road (as identified in the December 2014 Basalt Creek Concept Plan Base Case Scenario)?
- is a less expensive traffic light sufficient to meet the local traffic needs without significantly interrupting truck east-west truck traffic (which is estimated by Washington County Staff will be twice the volume of current Tualatin Sherwood Highway traffic)?
- will an overpass/s be required for proposed local north south roads, and
- who will pay for significant design and construction upgrade improvements to the East-West Connector plans, as well as the additional design & construction costs for the local road for any overpass across the 6% grade 5-6 lane Expressway through undulating topography?

**Please see the attached topographical map –Indicating the approximate locations of the East-West Connector and the proposed Base Case north-south local road which intersects the Connector in the middle of a steep ridge.**

**A Recommendation for future Basalt Creek Concept Planning discussions and presentations:**

As the topography of this area presents important constraints to the entire concept planning due to an extremely wide range of topographical features including steep grades and natural wetlands, it seems reasonable future concept plans should be presented with topographical overlays when making presentations to city officials and to the public-- to provide greater understanding and visual conceptualization of this complex project.

I appreciate your consideration of these issues when you forward your comments, recommendations or suggestions to the Basalt Creek Concept Planning staff and consultants as they make their revisions and create the next- and last- two alternative scenarios to be presented in February 2015.

Respectfully submitted,

Grace Lucini

Attachments:

- Preliminary Design for East West Connector-Washington County
- Topographical Map East West Connector with Base Case Local Road Overlay

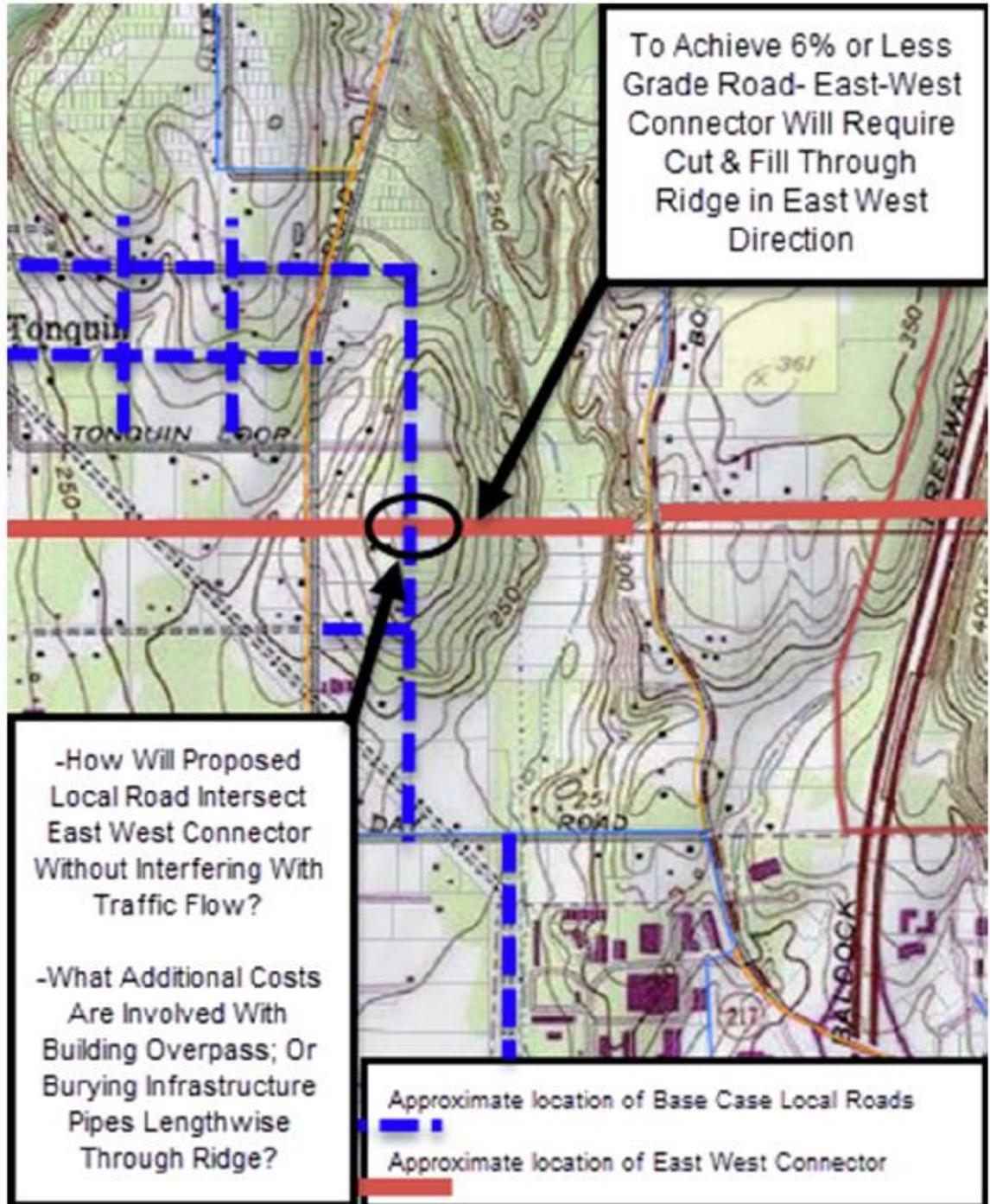
CC: Cindy Hahn, City of Tualatin  
Aquilla Hurd-Ravich, City of Tualatin  
Chris Neamtzu, City of Wilsonville

# Basalt Creek Preliminary Design - East-West Connector

January 2012



**Note- Cross Section of Cut and Fill Needed to Reduce Grade of Bridge**





# STAFF REPORT

## CITY OF TUALATIN

**TO:** Tualatin Planning Commissioners  
**FROM:** Lynette Sanford, Office Coordinator  
**DATE:** 12/18/2014  
**SUBJECT:** 2015 Meeting Calendar

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**ISSUE BEFORE TPC:**

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**Attachments:** [2015 TPC Calendar](#)

# 2015 TPC Meetings

JANUARY						
S	M	T	W	Th	F	S
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4	5	6	7	8	9	10
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25	26	27	28	29	30	31

January 15

**Actions:**

- Elections

**Updates/Briefings:**

July 16

**Actions:**

**Updates/Briefings:**

JULY						
S	M	T	W	Th	F	S
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FEBRUARY						
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February 19

**Actions:**

- Annual Report

**Updates/Briefings:**

August 20

**Actions:**

**Updates/Briefings:**

AUGUST						
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March 19

**Actions:**

**Updates/Briefings:**

September 17

**Actions:**

**Updates/Briefings:**

SEPTEMBER						
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April 16

**Actions:**

**Update/Briefings:**

October 15

**Actions:**

**Updates/Briefings:**

OCTOBER						
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May 21

**Actions:**

**Updates/Briefings:**

November 19

**Actions:**

**Updates/Briefings:**

NOVEMBER						
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JUNE						
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June 18

**Actions:**

**Updates/Briefings:**

December 17

**Actions:**

**Updates/Briefings:**

*All Actions, Updates/Briefings for the year are tentative and subject to change.*

DECEMBER						
S	M	T	W	Th	F	S
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