



MEETING AGENDA
TUALATIN PLANNING COMMISSION

April 17, 2014; 6:30 p.m.
JUANITA POHL CENTER
8513 SW TUALATIN RD
TUALATIN, OR 97062

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

Staff: Clare Fuchs, Senior Planner; Ben Bryant, Management Analyst
2. **APPROVAL OF MINUTES**
 - A. Approval of March 6 TPC Minutes.
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
4. **ACTION ITEMS**
5. **COMMUNICATION FROM CITY STAFF**
 - A. SW Corridor Transit Alignment Options
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: 04/17/2014

SUBJECT: Approval of March 6 TPC Minutes.

ISSUE BEFORE TPC:

Attachments: [TPC Unofficial Minutes 3.6.14](#)



City of Tualatin

www.tualatinoregon.gov

UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF March 6, 2014

TPC MEMBERS PRESENT:

Alan Aplin
Nic Herriges (arrived during Action Item A)
Steve Klingerman
Bill Beers
Cameron Grile
Mike Riley

STAFF PRESENT

Aquilla Hurd-Ravich
Clare Fuchs
Colin Cortes
Lynette Sanford

TPC MEMBER ABSENT: Jeff DeHaan

GUESTS: Allen "Skip" Green, Brian Moore, Chris Goodell, Ken Aust, Josephine Aust

1. CALL TO ORDER AND ROLL CALL:

Mr. Aplin, Chair, called the meeting to order at 6:31pm. and reviewed the agenda. Roll call was taken.

2. APPROVAL OF MINUTES:

Mr. Riley asked for review and approval of the February 20, 2014 TPC minutes.
MOTION by Beers SECONDED by Grile to approve the February 20, 2014 minutes.
MOTION PASSED 5-0.

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

None

4. ACTION ITEMS:

A. Consideration of a Variance for a Wireless Communication Facility (WCF) Maximum Allowable Height for Verizon Wireless in the Institutional (IN) Planning District at 8930 SW Norwood Road (Tax Map 2S1 35D, Tax Lot 107) (VAR-14-01)

Mr. Aplin began the variance consideration proposal by reading the script regarding Quasi Judicial hearings.

Colin Cortes, Assistant Planner, presented the recommendation which included a PowerPoint presentation. Mr. Cortes explained that this is the first quasi judicial

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.

decision before the Planning Commission. The subject property is approximately 1.41 acres located at 8930 SW Norwood Road east of the Horizon Community Church campus. Mr. Cortes explained that the City developed the site under Washington County jurisdiction and later annexed it via Annexation (ANN-08-01) in 2008. Because the applicant requests to increase the legally non-confirming wireless communication facility (WCF) height existing when the City annexed the site in 2008, a variance is necessary. The variance is to increase the 100 foot wireless communication facility (WCF) by 10 feet to 110 feet. This proposal is necessary to provide wireless coverage.

Mr. Cortes noted there are alternatives to the staff recommendation for the Planning Commission. They are:

- Approve the proposed variance (VAR).
- Deny the request for the proposed VAR with findings that state which criteria in Tualatin Development Code (TDC) 33.025(2) the applicant fails to meet.
- Continue the discussion of the proposed VAR and return to the matter at a later date.

Allen "Skip" Green, 6233 SW Orchid Dr, Portland, OR 97219

Skip Green, who is representing Verizon Wireless, discussed the information on the slides which detailed the existing coverage, the co-location without height increase, and the proposal with the height increase. Mr. Klingerman asked if customers were complaining about lack of service. Mr. Green answered that he has received eleven email messages from people who live in the area who are unable to get coverage and that people have been complaining to Verizon for years regarding lack of coverage. The service of installation is based on where they put their antennas. Mr. Klingerman asked if there have been any negative comments. Mr. Green acknowledged that there have been no negative comments received. Mr. Aplin asked if the nearby school had any concerns. Mr. Green responded that the school has not commented.

Ken Aust, 8846 SW Stono Drive, Tualatin, OR 97062

Mr. Aust inquired as to when construction would begin. Mr. Green responded that if the variance is approved, he will need to file an Architectural Review which may take two months. In May, a building permit will need to be submitted. Construction may begin in late July or August and take approximately three weeks.

Mr. Klingerman asked what the impact would be if someone wants to develop this property in the future. Mr. Cortes explained that this is part of the Basalt Creek area, which would require a future annexation. The Basalt Creek Concept Plan will address these concerns.

MOTION by Klingerman, SECONDED by Riley to recommend approval of Variance (VAR-14-01). MOTION PASSED 6-0.

B. Consideration of Resolution 01-14TPC for a Variance request by Verizon Wireless for Wireless Communication Facility (WCF) height that would allow a 10-foot extension to an existing 100-foot monopole cell tower, raising the total height to 110 feet (ft).

Ms. Hurd-Ravich asked for a vote on the adoption of Resolution 01-14TPC.

MOTION by Klingerman, SECONDED by Riley. MOTION PASSED 6-0.

C. Consideration of Plan Map Amendment 14-01, amending Community Plan Map 9-1, to change the designation of two tax lots totaling 9.41 acres from General Commercial and Recreational Commercial to High Density Residential located at 17865 SW Pacific Highway (PMA-14-01).

Clare Fuchs, Senior Planner, presented the staff report for a Plan Map Amendment for a future apartment complex development, which included a PowerPoint presentation. Ms. Fuchs notes that the City has received an application requesting changing the planning designations of two tax lots, one General Commercial (CG) and the other Recreational Commercial (CR), to High Density Residential (RH). The applicant proposes to annex to the City the two tax lots located at 17865 SW Pacific Hwy plus a third tax lot (designated High Density Residential) (RH) which is located at 17985 SW Pacific Hwy.

Ms. Fuchs explained that the total site is approximately twelve acres, there are access restrictions, and commercial use not viable. This parcel is difficult for commercial use due to the flood plain and Natural Resources Protection Overlay. Ms. Fuchs stated that the options before the Planning Commission are to recommend approval to the City Council, recommend approval to the City Council with amendments, or recommend denial to the City Council. The Plan Map Amendment will go to the City Council on March 24th for a decision. Also on March 24th, the Council will hear the application for the annexation and the annexation agreement.

Mr. Aplan inquired about the access north of 124th and 99W. Ms. Fuchs explained that ODOT likes to separate the access areas by a quarter mile and pointed out the access and emergency access points on the slide. Mr. Klingerman inquired asked how many units will be in the proposed apartment complex. Ms. Fuchs responded that there will be a little over 200 units. Mr. Klingerman brought up concerns about additional traffic.

Brian Moore, 201 Ferry Street SE, Salem, OR

Mr. Moore is a Real Estate Director at Mountain West Development. He acknowledged that one of the questions they are asked about this development is if they will be low income housing. He stated that they will be market rate apartments, with varying sizes of units and income levels. This development will not include Section 8 housing.

Chris Goodell, AKS Engineering, 13910 SW Galbreath Dr, Suite 100, Sherwood, OR 97140

Mr. Goodell presented a PowerPoint presentation that showed highlights of this development. Mr. Goodell added that the traffic study showed that the rezoning will result in lower peak hour trips by vehicles. He added that this rezoning is consistent with the Tualatin Community Plan which sites this area as ideal for higher density residential. Mr. Klingerman asked if there will be access to the river. Mr. Goodell responded that they are working with staff for a pedestrian walkway by the river. Part of the annexation is working on how the City is extending the greenway trail. Ms. Hurd-Ravich added that the City is working on how the greenway trail can be extended from one end of the city to the other. Mr. Klingerman brought up the concern of pollution and trash from citizens visiting the river. Mr. Moore responded that this is an amenity for the prospective tenants and will be well kept by professional management of the apartment complex. A brief discussion ensued regarding emergency access points.

Mr. Klingerman inquired about how many bedrooms the units will be. Mr. Moore responded that they will be predominately 2 bedroom units in 2 ½-4 ½ story buildings. They will average 950 square feet per unit and there will be a community clubhouse. The taller buildings will have elevators and there will be interior access for some of the units. Mr. Herriges asked if there will be a visual impact from the river. Mr. Moore responded that the units will be approximately 125 feet from the river bank. Mr. Klingerman asked what their timeframe is for building. Mr. Goodell responded that they hope to begin grading in July of this year and will take approximately 12-13 months.

Josephine Aust, 8846 SW Stono Drive, Tualatin, OR 97062

Ms. Aust asked if there has been communication or concerns from the school districts involved with this development. Mr. Goodell responded that the schools have been notified and have not expressed concerns.

MOTION by Riley SECONDED by Beers for approval of the Plan Map Amendment (PMA-14-01). MOTION PASSED 6-0. DeHaan absent.

5. COMMUNICATION FROM CITY STAFF:

None.

6. FUTURE ACTION ITEMS

Ms. Hurd-Ravich reported that in April there will be an update on the Southwest Corridor from Ben Bryant. He will be seeking feedback from the Planning Commission. In May, there may be two variances before the Planning Commission.

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Klingerman inquired about the property behind Dutch Bros. Ms. Hurd-Ravich responded that a traffic study is needed before development can occur.

8. **ADJOURNMENT**

MOTION by Riley SECONDED by Beers to adjourn the meeting at 7:56pm. MOTION PASSED 6-0.

_____ Lynette Sanford, Office Coordinator



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commissioners

THROUGH: Alice Cannon

FROM: Ben Bryant, Management Analyst

DATE: 04/17/2014

SUBJECT: SW Corridor Transit Alignment Options

ISSUE BEFORE TPC:

The purpose of this meeting is to present information for discussion regarding the SW Corridor high-capacity transit alignment options. Staff will return on May 15th to ask for a recommendation to provide the City Council.

EXECUTIVE SUMMARY:

Background

Last summer, based on input from the Planning Commission, the Tualatin City Council provided direction to the Metro Southwest Corridor Steering Committee to continue studying light-rail transit (LRT) and bus-rapid transit (BRT) between Portland and Tualatin, via Tigard. Since that time, Metro and TriMet have been developing various alignment options in an effort to understand potential benefits, costs, property impacts, and environmental challenges.

Eliminating Options for Draft Environmental Impact Statement

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 has been charged with eliminating potential alignments that are not viable.

In April, the Steering Committee eliminated several options that had "red flags" due to qualitative factors such as community impacts, design challenges, etc. In Tualatin, the options removed included:

- "WES" Alignment
- Bridgeport Road Alignment
- Martinazzi Avenue Alignment
- I-5 / Nyberg Rivers Alignment

In June, the Steering Committee will be asked to eliminate additional options based on quantitative data including:

- Capital cost
- Property impacts
- Environmental impacts
- Future development potential
- Traffic, bike, and pedestrian impacts
- Transit performance (ridership, travel time, etc.)

Next Steps

Metro and TriMet are currently developing the quantitative data described above with the desire to share that information with the public at the following meetings:

- May 15th - Planning Commission
- May 15th - CIO Land Use Officers
- May 27th - City Council
- June - Steering Committee

Attachments: [Attachment A: Presentation](#)



Southwest Corridor Transit Update

Tualatin Planning Commission
4/17/2014



Where We've Been

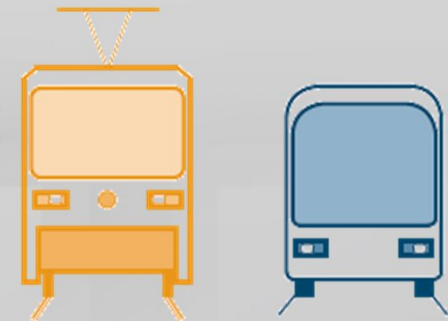
June 2013

Options To Remove From Study:

- High capacity transit to Sherwood
- "Hub and Spoke" option

Options To Study More:

- TriMet local bus service enhancement study
- Bus-Rapid Transit to Tualatin, via Tigard
- Light-Rail to Tualatin, via Tigard



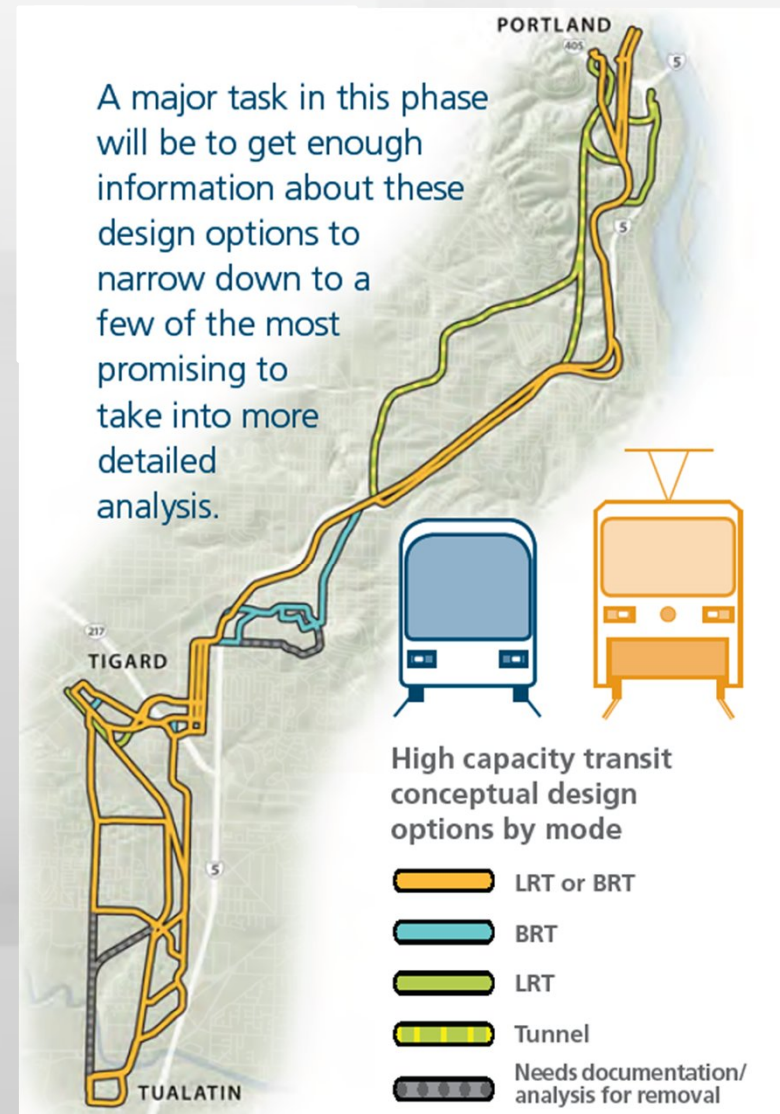
Where We've Been

July 2013



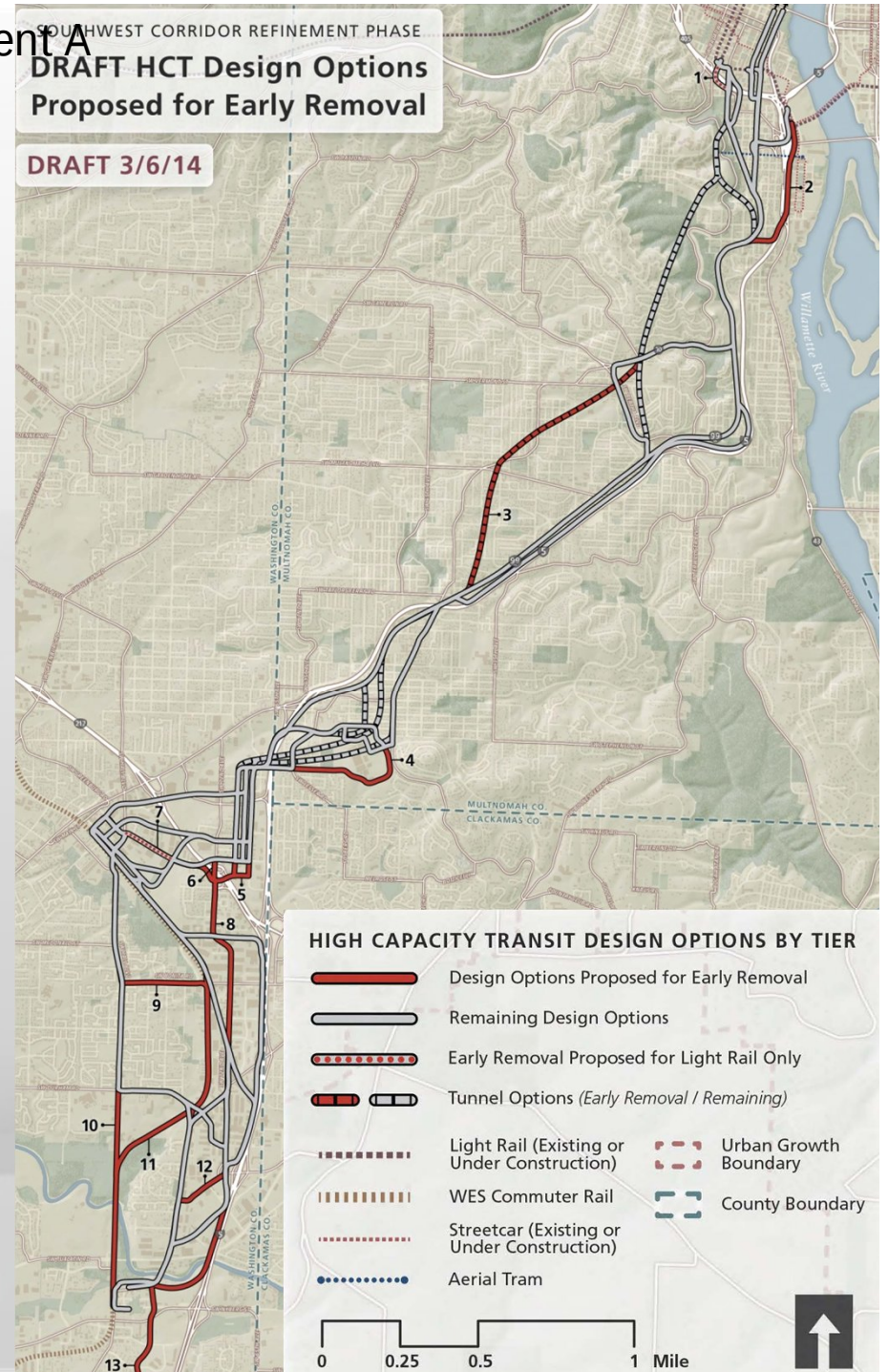
June 2014

“Refinement Phase”



Where We're Going

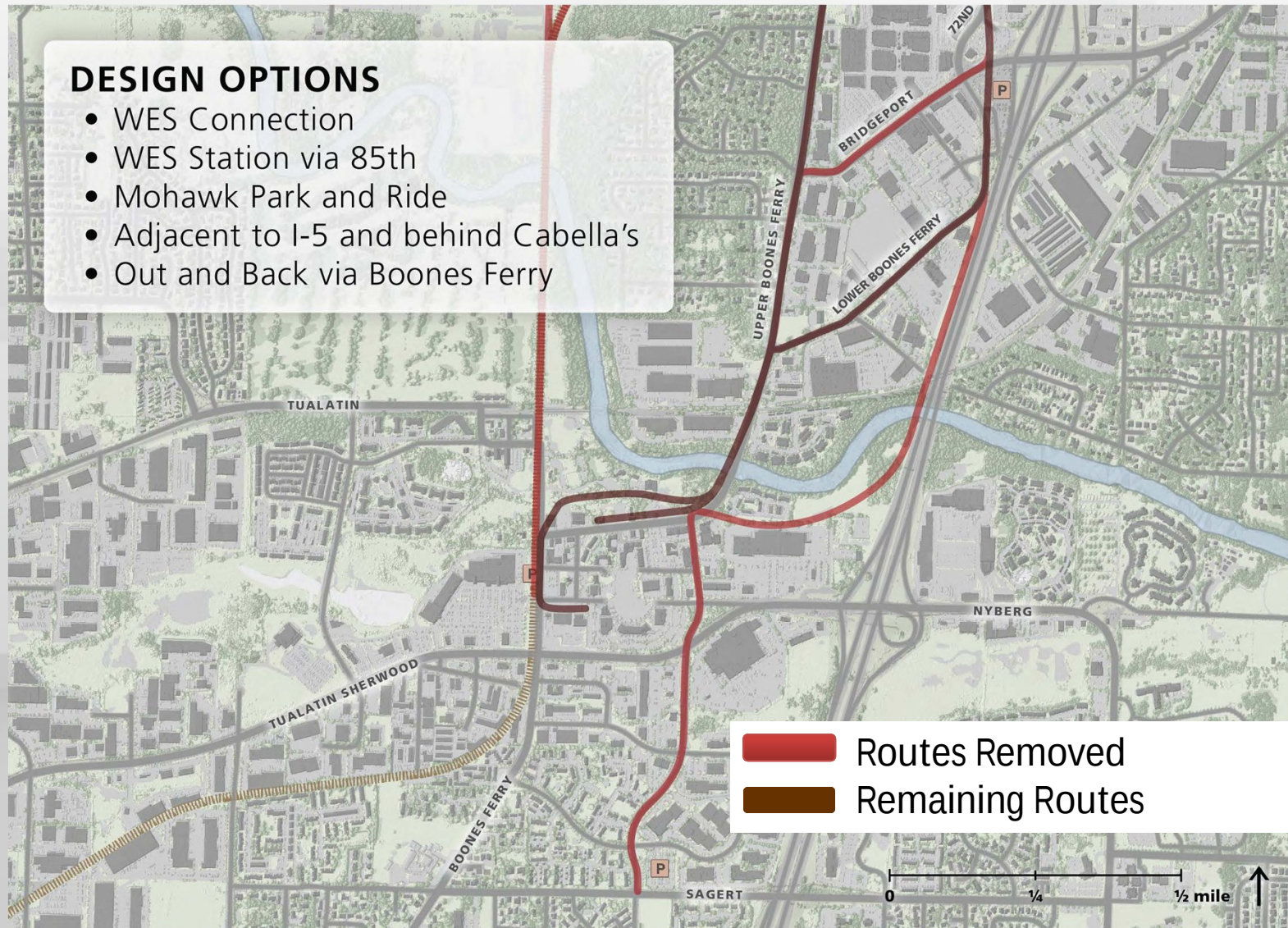
Refining Options for Draft Environmental Impact Statement:



Where We're Going

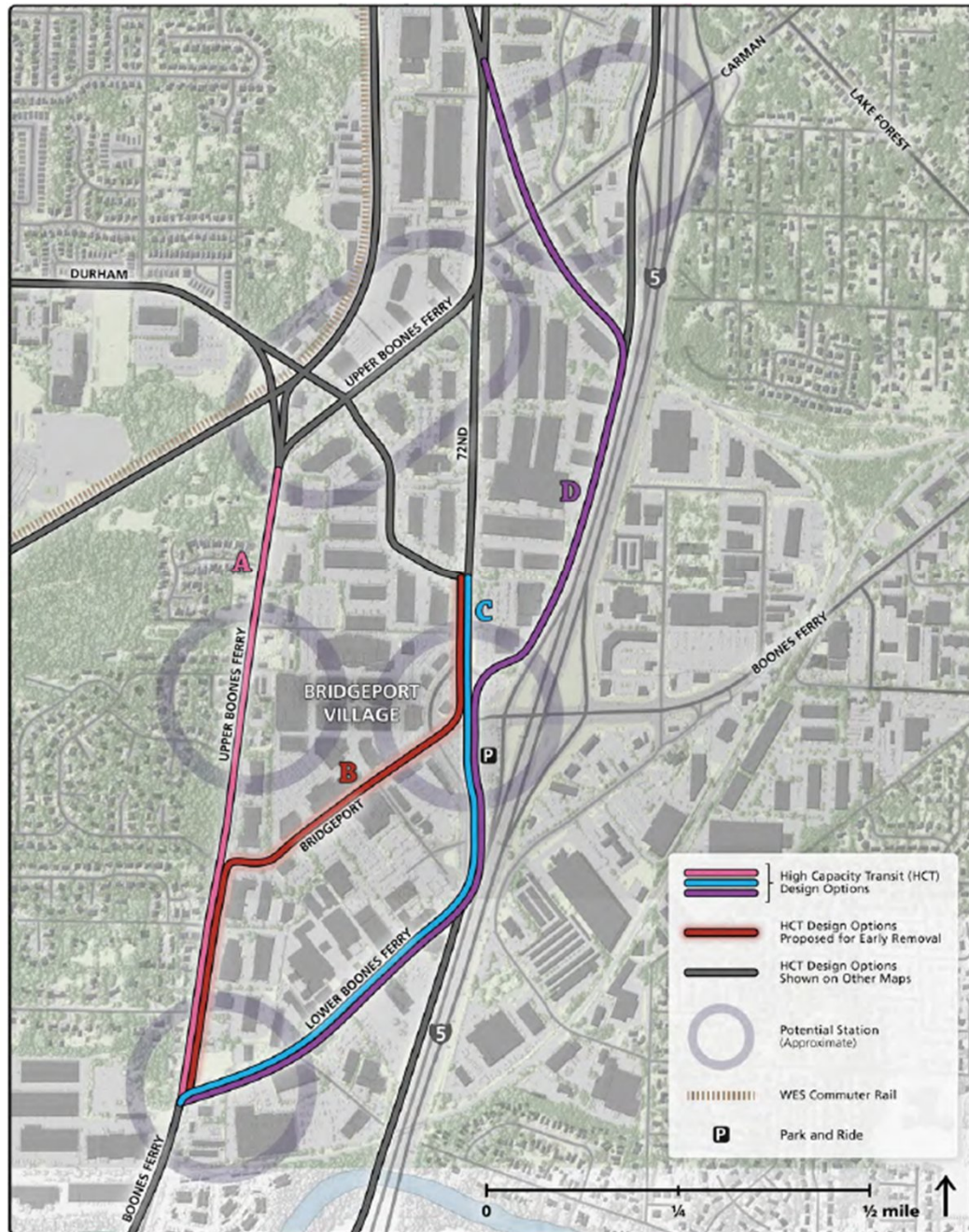
DESIGN OPTIONS

- WES Connection
- WES Station via 85th
- Mohawk Park and Ride
- Adjacent to I-5 and behind Cabella's
- Out and Back via Boones Ferry



Bridgeport Village

NOTE: The transit alignment options maps for the corridor, as well as associated opportunities and constraints, are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are likely to change.



B. Bridgeport Road via 72nd

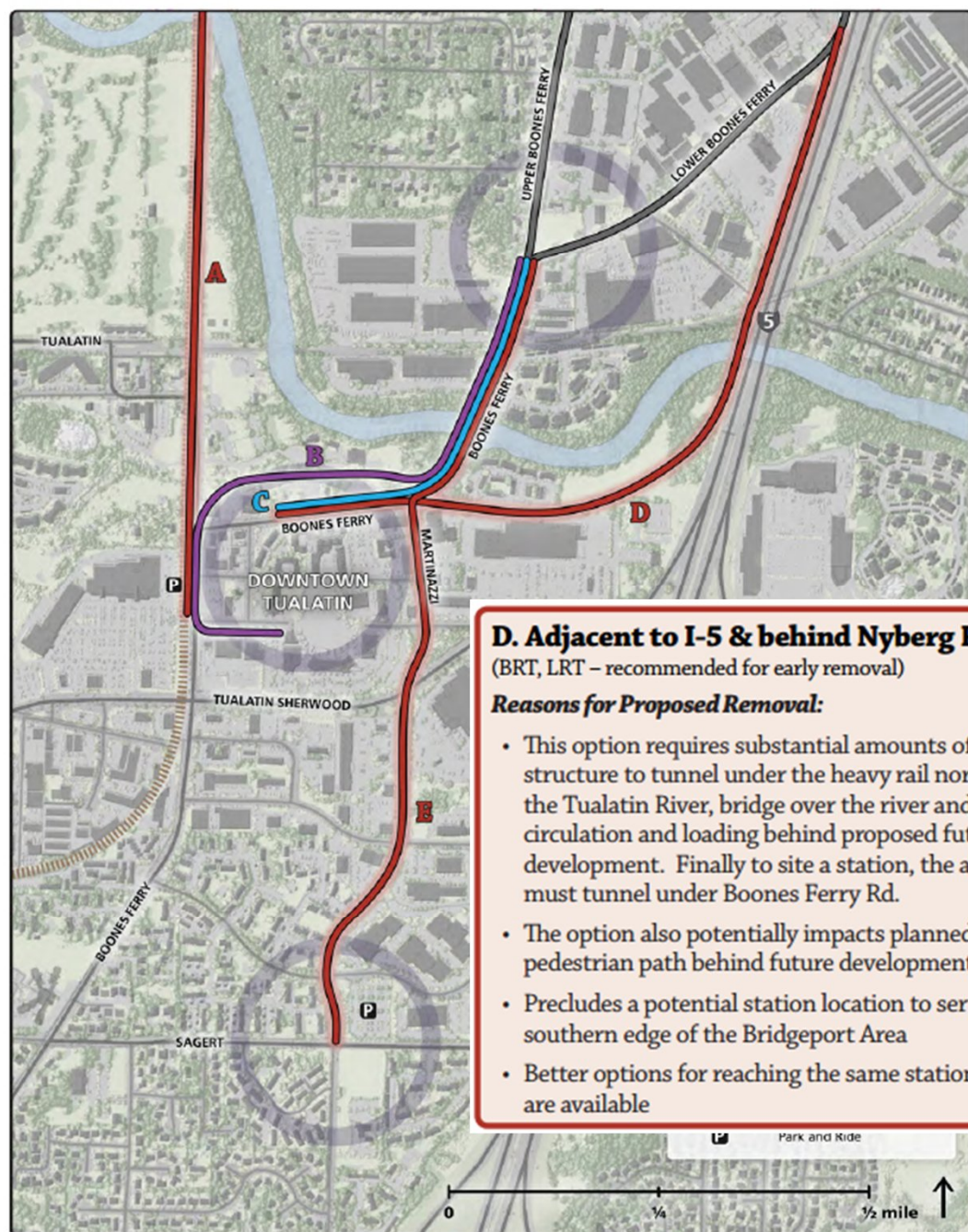
(BRT, LRT – recommended for early removal)

Reasons for Proposed Removal:

- Potentially extensive property/traffic impacts on SW Bridgeport Road
- Structure could be used to avoid property impacts, but this would result in high capital costs relative to competing at-grade options
- Routing onto Upper Boones Ferry Road results in impacts to trees and recent streetscaping improvements
- All alternative options in this segment would avoid Bridgeport Road and associated property impacts. The options on SW 72nd Avenue would also avoid Upper Boones Ferry Road and the impacts to trees.

Tualatin

NOTE: The transit alignment options maps for the corridor, as well as associated opportunities and constraints, are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are likely to change.



A. WES Connection via 85th

(BRT, LRT – recommended for early removal)

Reasons for Proposed Removal:

- Does not serve Bridgeport Village, which has been identified as a key HCT station
- Impacts to Cook Park, Durham City Park and Tualatin Community Park
- Roadway project extension of 85th Avenue was removed from Tualatin TSP due to public opposition to new river crossing
- All alternative options not using an extension of SW 85th Avenue would serve Bridgeport Village and avoid park impacts

D. Adjacent to I-5 & behind Nyberg Rivers

(BRT, LRT – recommended for early removal)

Reasons for Proposed Removal:

- This option requires substantial amounts of structure to tunnel under the heavy rail north of the Tualatin River, bridge over the river and over circulation and loading behind proposed future development. Finally to site a station, the alignment must tunnel under Boones Ferry Rd.
- The option also potentially impacts planned bike/pedestrian path behind future development
- Precludes a potential station location to serve the southern edge of the Bridgeport Area
- Better options for reaching the same station location are available

E. Mohawk Park & Ride

(BRT, LRT – recommended for early removal)

Reasons for Proposed Removal:

- Requires a very long structure (approximately 2/3 mile long) along SW Boones Ferry Road and SW Martinazzi Avenue, resulting in high capital costs relative to other options
- A large structure would not fit with the character of downtown Tualatin
- Options crossing the Tualatin River adjacent to the Lower Boones Ferry Bridge and turning west instead of continuing south would require far less structure and would result in fewer impacts to the built environment

Next Steps

