

Linking Tualatin

Community Involvement Ideas Report

May 2013



Acknowledgements

Consulting Team

Matt Hastie *Angelo Planning Group*
Serah Breakstone *Angelo Planning Group*
Carolyn Reid *Angelo Planning Group*
Alan Snook *DKS Associates*
Michelle Marx *SERA Architects*
Ben Nielsen *SERA Architects*
Brendan Buckley *Johnson Reid*
Brandy Steffen *CH2M Hill*
Josh Ahmann *Criterion Planners*
Eliot Allen *Criterion Planners*

City Staff

Cindy Hahn *City Project Manager*
Kaaren Hofmann *Engineering Manager*
Aquilla Hurd-Ravich *Planning Manager*
Alice Rouyer *Community Development Director*
Ben Bryant *Management Analyst*

Tualatin Planning Commission

Mike Riley *Chair*
Alan Aplin
Bill Beers
Jeff DeHaan
Nic Herriges
Steve Klingerman
Cameron Grille

Tualatin City Council

Mayor Lou Ogden
Council President Monique Beikman
Councilor Wade Brooksby
Councilor Frank Bubenik
Councilor Joelle Davis
Councilor Nancy Grimes
Councilor Ed Truax



Tualatin Transportation Task Force Regular Members

Alan Aplin *TPAC Representative*
Bruce Andrus-Hughes *TPARK Representative*
Brian Barker *TVF&R*
Bill Beers *TPAC Representative*
Monique Beikman *City Councilor*
Charlie Benson *Citizen Representative*
Kelly Betteridge *TriMet*
Ryan Boyle *Citizen Representative*
Wade Brooksby *City Councilor*
Karen Buehrig *Clackamas County*
Joelle Davis *City Councilor*
Cheryl Dorman *Business Rep/Chamber of Commerce*
Travis Evans *Citizen Representative*
Jan Giunta *CIO Representative*
Allen Goodall *Business Rep - Large Employer*
Judith Gray *City of Tigard*
Julia Hajduk *City of Sherwood*
Steve L Kelley *Washington County*
Nancy Kraushaar *Citizen Representative*
Deena Platman *Metro*
Lidwien Rahman *ODOT*
Randall Thom *Business Rep - Small Employer*
Bethany Wurtz *Tualatin Tomorrow Representative*

Member Alternates

Gail Hardinger *Alternate Business*
Nic Herriges *Alternate Citizen*
John Howorth *Alternate Citizen*
Candice Kelly *Alternate Tualatin Tomorrow*
Lou Ogden *Mayor*
Ray Phelps *Alternate Business/Chamber*
Valerie Pratt *Alternate TPARK*
Mike Riley *Alternate CIO*

Tualatin Parks Advisory Committee (TPARK)

Dennis Wells *Chair*
Bruce Andrus-Hughes
Kay Dix
Connie Ledbetter
Dana Paulino
Valerie Pratt
Steve Ricker

Members of the Transit Working Group

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Preface

This report describes the Linking Tualatin process from its beginning in November 2011 through completion of a multi-day community workshop in June 2012 and formulation and review of draft implementation actions in August 2012. The Linking Tualatin planning process will be complete when the City Council adopts a resolution accepting the Linking Tualatin Final Plan, including acknowledging completion of key documents included in the process, such as this report.

Some of the ideas discussed and illustrated in this report have been brought forward into the Linking Tualatin Final Plan. These broad concepts for land use changes would enable increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs and creating linkages between Tualatin and the rest of the region.

Ideas in the Linking Tualatin Final Plan that were vetted through meetings and discussion with affected business and property owners are translated into implementation strategies to be accomplished through such actions as amendments to the Tualatin Development Code (TDC), inclusion in the City's Capital Improvement Plan (CIP), and consideration in the City's Parks and Recreation Master Plan Update. Acceptance of the Final Plan will not result in any immediate changes to the TDC or CIP but will enable future actions to implement some of the ideas formulated in this report and refined in the second phase of planning discussed in the Final Plan. Such implementation is envisioned to occur both in the

next 1-2 years and in the longer term as the Southwest Corridor Plan analysis and implementation proceeds over the next 2-5 years.

Other ideas formulated in the community workshop that were not brought forward into the Linking Tualatin Final Plan are preserved in this report. These ideas are presented without modification as they were formulated in the community workshop so that they might serve as inspiration for, and be referred to and built upon in future planning efforts.

As with all untested concepts, the Transit Ready Place ideas presented in this report that were not further refined in the Linking Tualatin Final Plan will need to undergo further evaluation at a later date if they are considered for implementation. This evaluation is expected to include discussion with business and property owners, detailed planning, and additional community conversation.



Introduction and Background

Project Overview

Tualatin residents and workers have few options to travel to the places they live, work, shop and play by bus or other transit services. Over 11,000 workers and over 5,000 residents lack regular transit service within one-quarter mile of where they live and work. Linking Tualatin is about helping better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. The process addresses concerns raised by people who live and work in Tualatin about the lack of these connections, including east-west transit connections for residents and workers.

The Linking Tualatin process brings together city staff, community members, local business owners, and employees to explore ways to increase transit use over the 20-year planning horizon or longer. While local transit service is important, many people also need improved transit connections to the rest of the Portland Metropolitan region. Linking Tualatin helps address this need by recommending future high capacity transit (HCT) options, which could include bus rapid transit, commuter rail, light rail, and enhanced local bus, as well as parking and congestion management strategies.

Because Linking Tualatin is part of a regional planning effort called the Southwest Corridor Plan, it focuses primarily on transit use in the corridor that includes Barbur Boulevard/OR 99W and I-5 (see Figure 8). In Tualatin, this includes a large area from Bridgeport Village and

Meridian Park Hospital on the east, west along the Tualatin River and SW Tualatin-Sherwood Road to OR 99W and SW Cipole Road. The Southwest Corridor Plan integrates multiple efforts by cities in the corridor, including preparation of local land use plans; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor.

Linking Tualatin focuses on seven key areas in an effort to make them more transit ready. Most are located in key employment or commercial areas in the city and within the Southwest Corridor planning area. The Transit Ready Places are:

- ▶ Downtown Tualatin
- ▶ Bridgeport Village
- ▶ Meridian Park/Nyberg Woods
- ▶ Leveton/Herman Road
- ▶ Teton
- ▶ Pacific Financial/124th Avenue
- ▶ Southwest Industrial



Figure 6 shows the boundaries of the Transit Ready Places. Improving transit connections, including local transit service, for Tualatin residents and visitors is important and is considered in this project as well as in the city's Transportation System Plan (TSP) Update, which is also currently underway. More information about how these areas and their boundaries were identified and refined is found in subsequent sections of this report.

This Linking Tualatin report provides a detailed description of the Linking Tualatin process, providing a comprehensive look at the key steps involved, including identification of project goals and evaluation criteria, assessment of existing conditions, evaluation of strategies, and ideas for future land use and transportation options. This report has undergone review and refinement by city staff, members of the city's Transportation Task Force, Transit Working Group, Park and Recreation Advisory Committee, Planning Commission, City Council and other community members. Page 8 shows a general overview of the Linking Tualatin process. In addition, a variety of future actions will need to be undertaken to implement the Plan (see pages 74-78.)

The Linking Tualatin process was conducted concurrently with an update of the City's Transportation System Plan (TSP) and both processes have included extensive community involvement, including the following:

- ▶ Meetings of a Transportation Task Force which has provided guidance for both processes
- ▶ Meetings of multiple Working Groups to address specific transportation topics in more detail, including identifying specific project ideas. The Transit Working Group provided guidance to Linking Tualatin and the TSP project while other working groups primarily supported the TSP process. However, their ideas also were used in the process of developing options for Transit Ready Places.
- ▶ Public open houses. A total of four public open houses are being held for the two projects, including the multi-day workshop described in this Plan.
- ▶ Meetings with community groups and businesses. Tualatin City staff have met with a variety of community groups, including Citizen Involvement Organizations, the Chamber of Commerce and representatives of individual businesses and institutions and has also conducted outreach to members of the Latino/Hispanic community.
- ▶ Extensive public information. The City has provided information to community members throughout the project via the City's Web site,

the Tualatin Today newsletter, Facebook and Twitter accounts, media releases and information provided via community group publications.

- ▶ Linking Tualatin Final Plan. The Final Plan will be accepted by the Tualatin City Council, and this report will continue to serve as a source of ideas and options for future planning based on the Linking Tualatin project.



Linking Tualatin

How today's work ends with a plan

STEP 1

Identify Focus Areas & Conditions

- Develop goals & objectives
- Survey existing conditions
- Establish evaluation criteria
- Identify draft focus areas

STEP 2

Develop & Evaluate Land Use Patterns

- Understand existing & future land use patterns
- Evaluate future land use alternatives
- Identify strategies to improve transit use
- Compare alternatives & strategies to evaluation criteria

STEP 3

Make Recommendations

- Recommend future land use changes if appropriate
- Identify transit and other transportation investments
- Suggest other implementation strategies

STEP 4

Create & Adopt the Plan

- Develop a Draft Plan
- Adopt the Final Plan

* Public involvement activities included throughout

Vision —————> Reality

Linking Tualatin will:

- Look at the relationships between land use, employment, and transit
- Help employees and residents increase transit use in the future
- Recommend future high capacity transit options, inside and outside of the city
- Connect "focus areas" of high employment, commercial, or residential use to transit



Current Transit Conditions in Tualatin

Tualatin has very limited transit service today. It is particularly lacking in local transit service and east-west transit connections, which would help residents and workers get to and from their homes and jobs, as well as to and from other parts of Tualatin to meet daily shopping, service or other needs. Current service within Tualatin includes:

- ▶ TriMet bus lines that serve the Tualatin and Mohawk Park & Ride facilities and bus lines along SW Boones Ferry Road and to Meridian Park Hospital
- ▶ Westside Express Service (WES) commuter rail line, with one stop in Tualatin, providing connections to Tigard, Beaverton and Wilsonville during peak commuting times
- ▶ The Tualatin Shuttle, funded by TriMet and operated by the Tualatin Chamber of Commerce, which provides weekday service intended primarily for employment purposes and serves about 85 riders per day.
- ▶ A vanpool from the Gateway transit center in Portland to Bridgeport Village. The vanpool is run by Enterprise Rideshare and includes one morning and one evening trip with an intermediate stop at Clackamas Town Center.

This represents a very limited set of transit services within Tualatin, with minimal or no service to much of the Linking Tualatin study area. There is no transit service available on SW Tualatin-Sherwood Road, for example, and most residents in the western part of the city live over a mile from the nearest transit stop. Because of the limitations of service during non-commuting hours, non-commuting trips may be more difficult to complete using transit in Tualatin. As Figures 1 and 2 illustrate, large sections of Tualatin are not served by regular transit service (with the exception of the Chamber Shuttle). Over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Providing or improving transit service to these areas, including connections to high capacity transit if it is provided in the future, is a priority for the city.



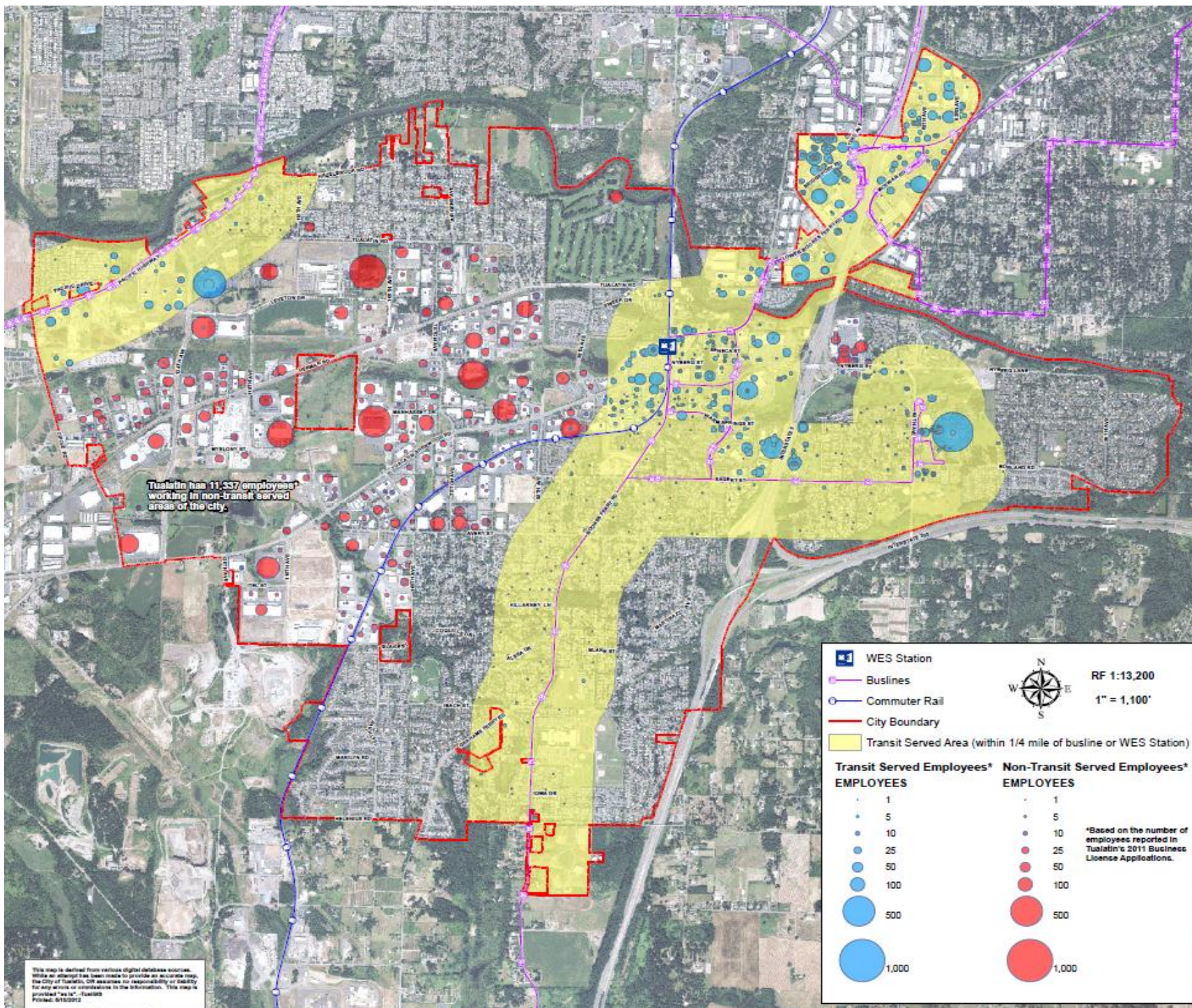
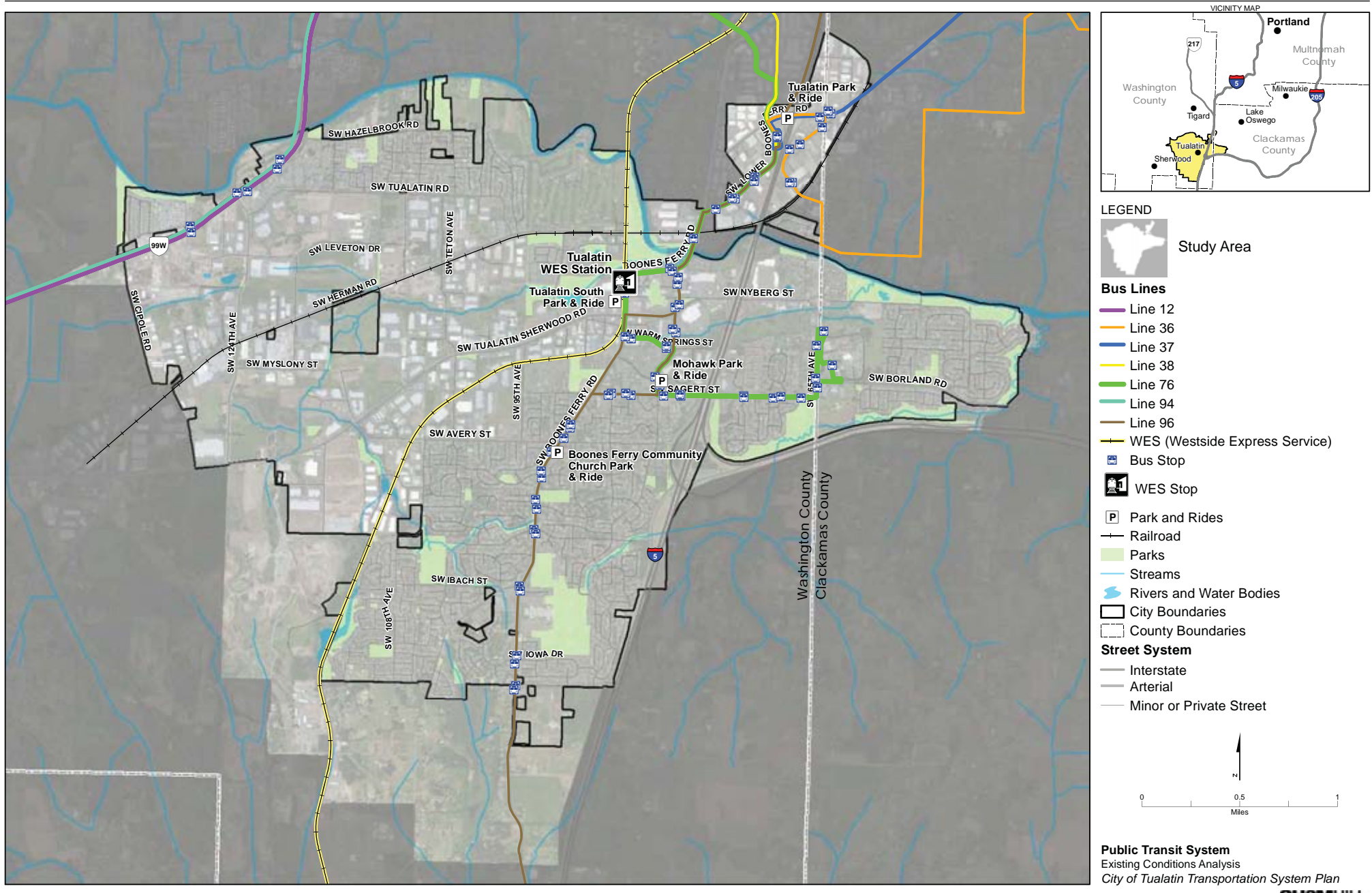


Figure 1. Quarter-mile transit service



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Figure 2. TriMet Service Map in the City of Tualatin

Contents and Purpose of Report

The purpose of this Linking Tualatin report is to document the planning process and provide ideas for land use and transportation options for each of the seven Transit Ready Places. The options (which are the preferred alternatives from the community workshop) suggest changes to future land uses, bicycle and pedestrian connections, road connections, and transit facilities intended to improve local and regional transit service.

The Plan includes an overview of Linking Tualatin work that has been completed to date, including:

- ▶ **Project goals and objectives**
- ▶ **Evolution of the Transit Ready Place boundaries**
- ▶ **Assessment of existing conditions, constraints and opportunities, including market conditions**
- ▶ **Coordination with transit improvements recommended in the city's Transportation System Plan update**
- ▶ **Evaluation criteria and indicators used in the INDEX model for comparing land use alternatives**
- ▶ **Suggested future land use and transportation options for each Transit Ready Place**

This report also includes a discussion of the relationship between Linking Tualatin and the Southwest Corridor Plan, and provides initial suggestions for actions and strategies that may be used to implement ideas in this report in the future.

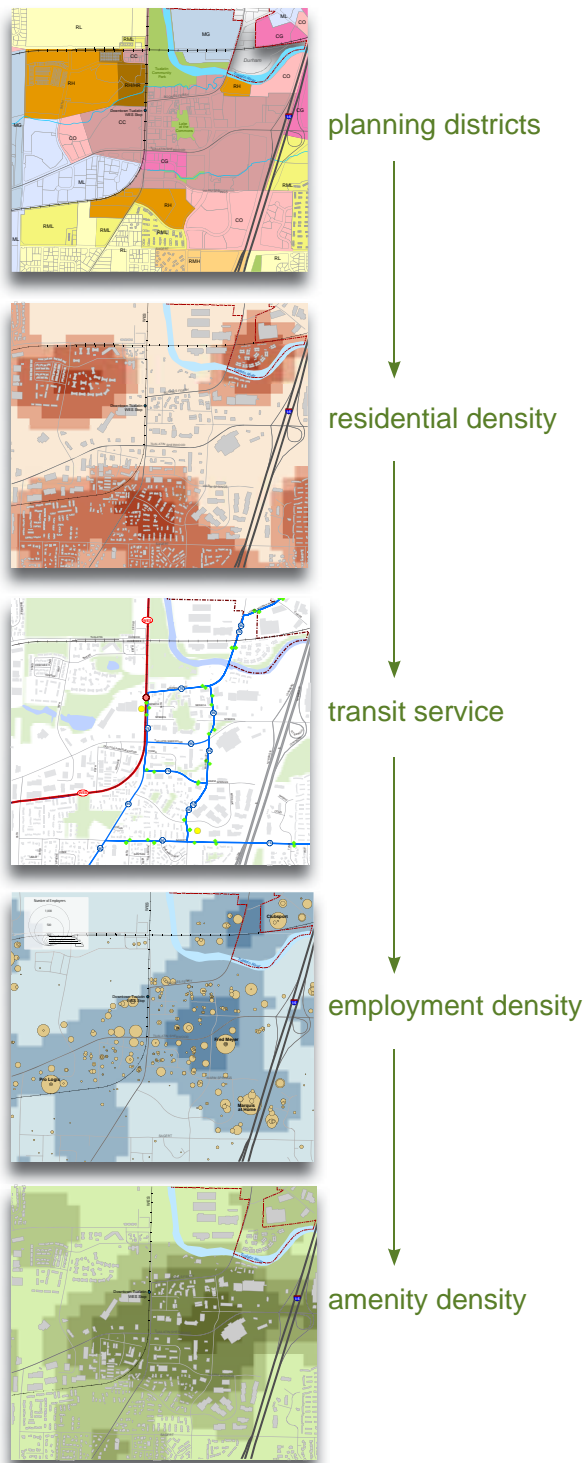
Report Development Process and Supporting Documents

Background Documents

Work leading up to this report included development of several reports and maps, which are briefly summarized below. Information from some of these documents is described further later in this section and complete copies of these documents are found on the Linking Tualatin Web page (www.tualatinoregon.gov/planning/linking-tualatin).

- ▶ **Plan & Policy Review** - provides a summary of state, regional and local policies and regulations that are relevant to Linking Tualatin and identifies areas where coordination is needed to ensure consistency between documents and planning processes.
- ▶ **Project Goals, Objectives & Evaluation Criteria** - outlines project goals and objectives and lists criteria used to compare and evaluate alternative scenarios during the community workshop (see pages 16-21.)
- ▶ **Key Transit Connections Map** - identifies key transit connections between the Transit Ready Places and beyond (regional linkages), as well as needed connections to and between other neighborhoods in Tualatin. The map was developed based on information in the Existing Conditions Report and discussions with city staff and advisory committees.
- ▶ **Existing Conditions Report** - provides a summary of existing conditions related to land use, transportation, infrastructure, development considerations and natural resources for the Tualatin community as a whole and for the specific Transit Ready Places. The information presented is focused on key conditions that are relevant to high capacity transit and to the project purpose. The summary provides a starting point that informs future stages of the Linking Tualatin project.

- ▶ Land Use
- ▶ Demographics
- ▶ Market conditions
- ▶ Transportation facilities
- ▶ Plans & policies
- ▶ Housing & employment
- ▶ Neighborhood amenities
- ▶ Constraints & opportunities



- ▶ **Constraints & Opportunities Analysis** - describes constraints and opportunities associated with increasing transit services and types of development that will support it in Tualatin's Transit Ready Places. The constraints and opportunities analysis served as the starting point for identification of land use and other recommendations during the community workshop.
- ▶ **Transit Ready Place Types** - identifies and describes the character, role and function of a Transit Ready Place. The Transit Ready Place Types were developed to help visualize the possibilities for each area. Each place type has its own distinct character, mix of land uses and activities, transit service and function, type and scale of development, and approach toward the design of public spaces and transportation facilities. Place types include mixed-use center, town center, industrial employment center, business employment district and mixed-use institutional employment.
- ▶ **Transportation System Plan (TSP) work** – identifies proposed transit facility and service improvements for the entire community, both within and outside the Linking Tualatin Transit Ready Place areas. These recommendations, along with similar proposals for future improvements related to freight, major transportation corridors, bicycle and pedestrian facilities and Tualatin's downtown area also are being considered and incorporated in Linking Tualatin recommendations. In addition, the TSP update process provides an opportunity to evaluate the impact of land use changes proposed as part of Linking Tualatin on the city's overall transportation system.
- ▶ **Existing Conditions INDEX Analysis** – The INDEX software program was used to assess the Transit Ready Places in terms of their current ability to achieve the project's goals and objectives. The INDEX program uses a combination of mapping and calculations to determine how well an area does in providing opportunities for employment, use of transit, ability to walk and bicycle, access to parks and open space and other measures associated with the project goals and objectives. This process is described in more detail on pages 39-40.

This information is described in more detail in the following section of this report. It was incorporated in a multi-day planning workshop conducted from June 4 to June 7 to develop alternatives and recommendations for each Transit Ready Place. These ideas are related to development, transit and other transportation facilities in each area, as well as preliminary implementation strategies

Transit Ready Places Overview



Introduction

Linking Tualatin focuses on land use, transit and supporting transportation recommendations for seven Transit Ready Places within the city. These places are located in key employment or commercial areas in the city and are generally located within the regional Southwest Corridor planning area. These include Bridgeport Village, the Downtown, Meridian Park Hospital and Nyberg Woods, Leveton/Herman Road, Teton, Southwest Industrial and Pacific Financial/124th Avenue areas. The process and criteria used to identify and refine the boundaries for these areas is described in more detail in subsection 3 of this section of this report. The section also summarizes the following:

- ▶ Project goals and objectives, particularly those related to project outcomes associated with land use, transportation and the economy.
- ▶ Existing conditions, opportunities and constraints within Transit Ready Places
- ▶ Future visions for each area
- ▶ Evaluation criteria used to assess how well different alternative recommendations for these areas achieve project goals and objectives

Project Goals and Objectives

One of the first steps in the Linking Tualatin process was to identify project goals and objectives to guide the process and provide a basis for the evaluation criteria. Project goals are listed below. Some of these goals are more product-oriented (e.g., land use, economy and transportation) and were more directly incorporated in evaluation criteria. Others are more process-oriented and helped guide the process for preparing the report (e.g., community involvement, consistency and coordination, and implementation).

Goal 1 – Community Involvement. Provide meaningful opportunities for citizens to be involved in the Linking Tualatin planning process, including those most directly affected by the outcomes, as well as the community at large.

Objectives

- ▶ Involve major employers, other business owners, institutions and business groups that will benefit from enhanced transit linkages to employment areas.
- ▶ Inform and involve the city's Citizen Involvement Organizations and other established community groups.
- ▶ Provide a variety of tools to allow all citizens of Tualatin the opportunity to learn about and participate in the planning process, including at events or locations they already attend and through the project Task Force and Transit Working Group.
- ▶ Reach out to people and groups that have not traditionally been involved in local planning processes.

Goal 2 – Economy. Enhance transit connections for employers and employees to strengthen Tualatin's economy.

Objectives

- ▶ Identify transit-related improvements that enhance services to Tualatin's businesses, build the local economy, and save businesses, employees and residents' time and money.
- ▶ Create transit connections that provide linkages to and support for other employers in the region and the regional economy.
- ▶ Recommend land use patterns that will result in higher levels of employment and efficiency for local businesses.



Goal 3 – Land Use. Develop land use plans for Transit Ready Places that support future use of transit as part of a multi-modal, convenient, safe, and well-connected transportation system and enhance community vitality and livability.

Objectives

- ▶ Create plans that support existing and planned future industrial/ manufacturing, commercial, retail, institutional and other employment uses, including schools and medical facilities.
- ▶ Build on and incorporate objectives from existing community or neighborhood plans, including providing access to commercial and retail services and adequate community facilities and services for residents and workers.
- ▶ Create opportunities for a complementary or supportive mix of land uses in Transit Ready Places, where appropriate, while minimizing conflicts between uses.
- ▶ Preserve the identity and values of single-family neighborhoods while enhancing local transit service to them.
- ▶ Foster types and patterns of development that are conducive to bicycling and walking and will support future high capacity and other transit use and help create healthy, livable employment areas and neighborhoods.
- ▶ Incorporate sustainable development and design practices in proposed land use planning recommendations for Transit Ready Places.

Goal 4 – Transportation Choice and Mobility. Provide a full range of safe, efficient transportation options within and between transit Transit Ready Places, and to other parts of the city and region, particularly linkages between transit and other modes of transportation, including bicycling, walking and driving.

Objectives

- ▶ Implement transportation projects identified in the city’s Transportation System Plan, particularly those that increase transit use and reduce travel times.
- ▶ Improve transit connections and services between residential neighborhoods and Transit Ready Places, including east-west connections.
- ▶ Strengthen Tualatin’s linkages with the regional transit system (bus, rail, etc.), creating safe, reliable transit service and connections within the city and to other parts of the region for residents, workers and visitors.
- ▶ Improve the ability to access transit services by people walking, bicycling and driving.



Goal 5 – Consistency and Coordination. Coordinate with regional partners to leverage regional resources, while building on and furthering local planning and other community objectives.

Objectives

- ▶ Assess consistency with state and regional policies, goals and objectives, including those for the Southwest Corridor Plan, in Linking Tualatin.
- ▶ Ensure consistency between Linking Tualatin and other local plans and planning processes, including citywide and local area plans.
- ▶ Protect natural resources and promote sustainability, livability and social equity.

Goal 6 – Implementation. Develop common sense, cost-effective and efficient tools and strategies to ensure implementation of project recommendations.

Objectives

- ▶ Identify and prioritize needed public and private investments that will help enhance transit facilities and services and stimulate transit ridership in Transit Ready Places.
- ▶ Develop a phasing plan that provides for a realistic and timely approach to improving transit and related facilities and services.
- ▶ Revise or establish city plans, policies or regulations needed to allow for or encourage transit use and investment.



Transit Ready Place Locations and Boundaries

The city went through an iterative, multi-step process to identify and then refine proposed boundaries for the Transit Ready Places evaluated through Linking Tualatin. These steps included the following:

- ▶ Identified a preliminary set of Transit Ready Places (also called focus areas during earlier stages of the project) based on conversations with city and Metro staff (see Figure 3)
- ▶ Articulated the following criteria for identifying and further refining the boundaries of these areas:
 - ▶ Represent key activity centers for employment, housing or other uses within the Southwest Corridor Planning Area (Figure 8)
 - ▶ Include land uses that support existing or more intense or efficient use of land in the future for housing or employment
 - ▶ Include employment areas not currently well-served by transit
 - ▶ Have potential for improving east-west transit connections, particularly for businesses and their workers, as well as for residents and visitors traveling to destinations within and outside Tualatin
 - ▶ Include existing or potential for transit-supportive transportation facilities, including bicycling, walking or use of shuttles to access transit stations or destinations
 - ▶ Provide access to or potential to connect to existing or planned transit systems such as WES
 - ▶ Preserve and protect existing stable neighborhoods
 - ▶ Optimize public investment

- ▶ Refined and consolidated selected areas for the purpose of describing existing conditions, constraints and opportunities within them (see Figure 4)
- ▶ Reviewed potential boundaries with the Transportation Task Force and Transit Working Group and recommended further refinements (see Figure 5)

Figure 6 shows the Transit Ready Places that were evaluated during the Linking Tualatin multi-day workshop. The boundaries of these areas are consistent with the criteria described above and represent significant input from project advisory groups and citizens in Tualatin.

In addition to developing and refining the Transit Ready Place boundaries, the team worked with community members at the outset of the process to identify a set of key transit connections within Tualatin and between the city and other parts of the region. Figure 7 illustrates these connections. A preliminary draft of this map was developed after an initial meeting with city staff, other members of the project team, local business leaders and representatives of Metro, Tri-Met, the Tigard-Tualatin school district and others. The map was subsequently refined based on feedback from the Transportation Task Force and Transit Working Group. This map was further updated as part of the Linking Tualatin and Transportation System Plan update processes to identify more specific ideas for future transit facilities and services which have been incorporated in this report.

Finally, Figure 8 shows the location of the regional Southwest Corridor Planning area, including the area that is within the City of Tualatin. This location is important in understanding how ideas for the Linking Tualatin project focus primarily on this area, as opposed to portions of the community outside of it.

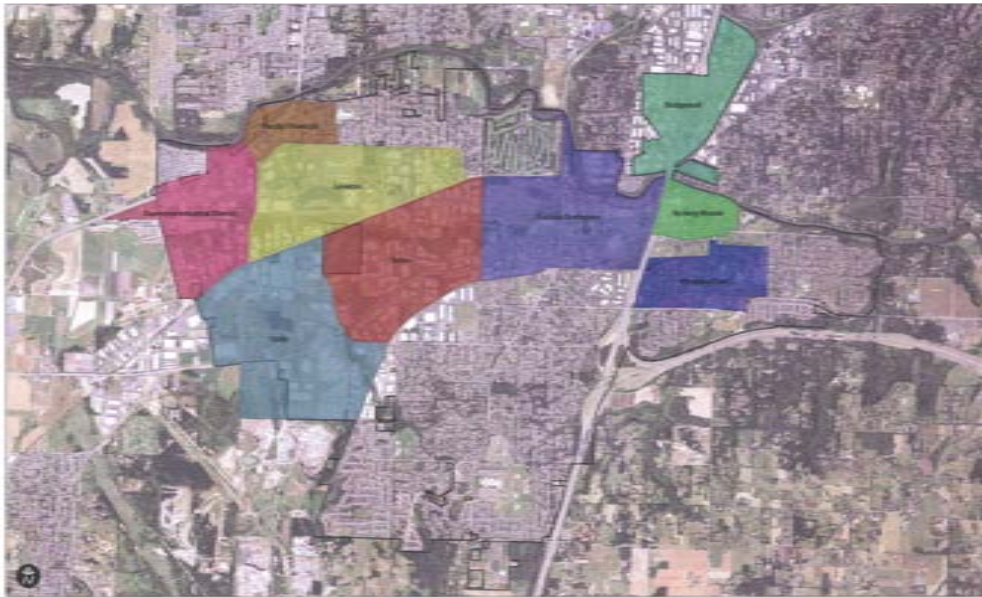


Figure 3. Initial Transit Ready Places

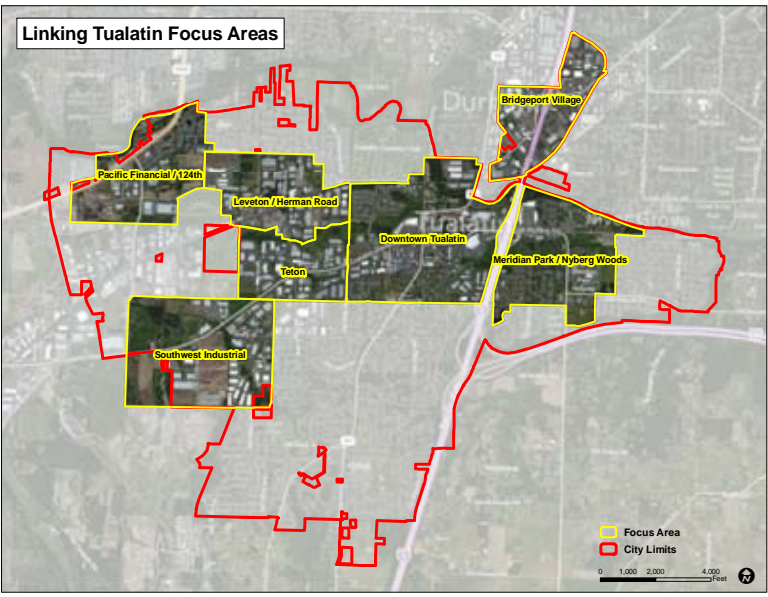


Figure 5. Third version of Transit Ready Places



Figure 4. Second version of Transit Ready Places

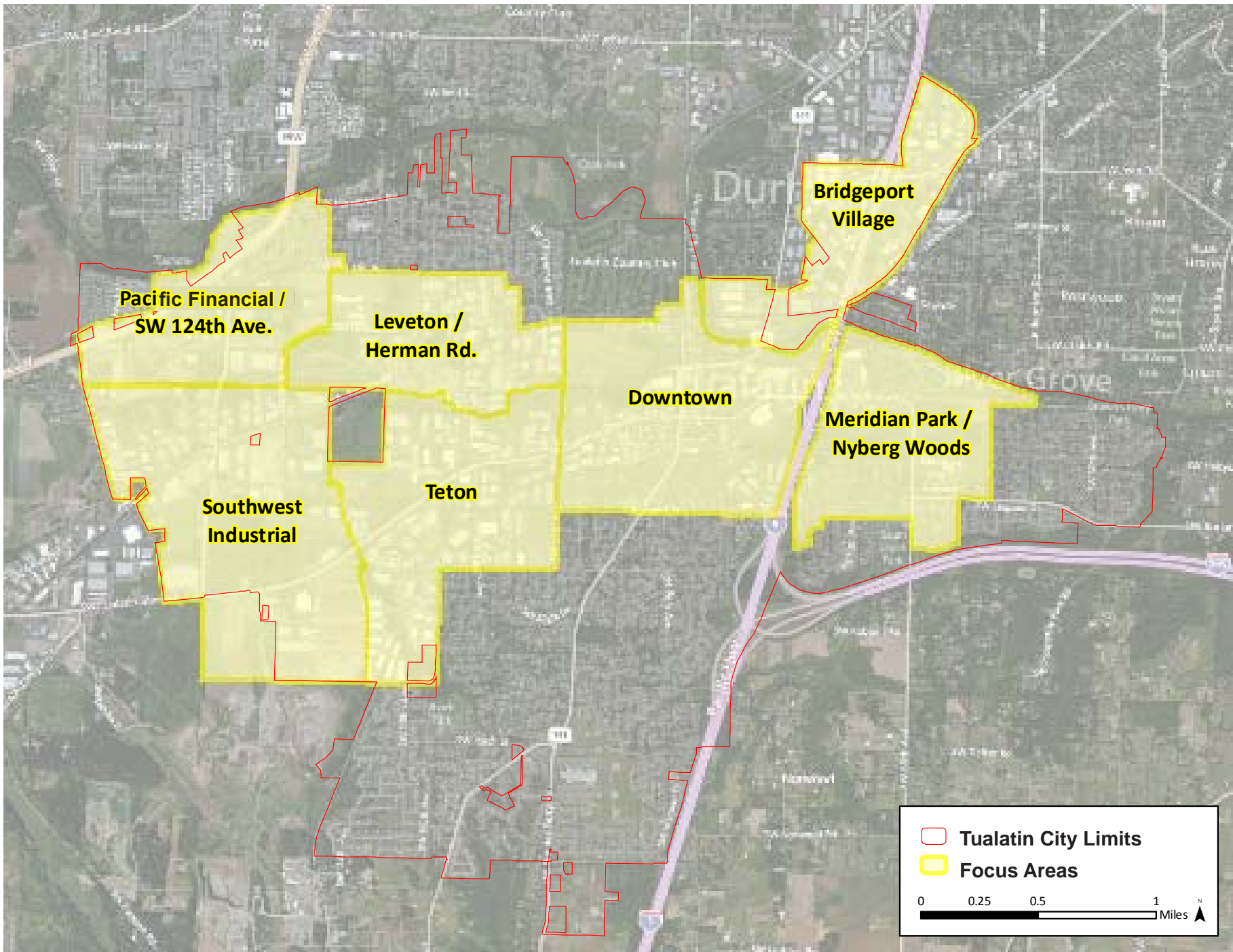
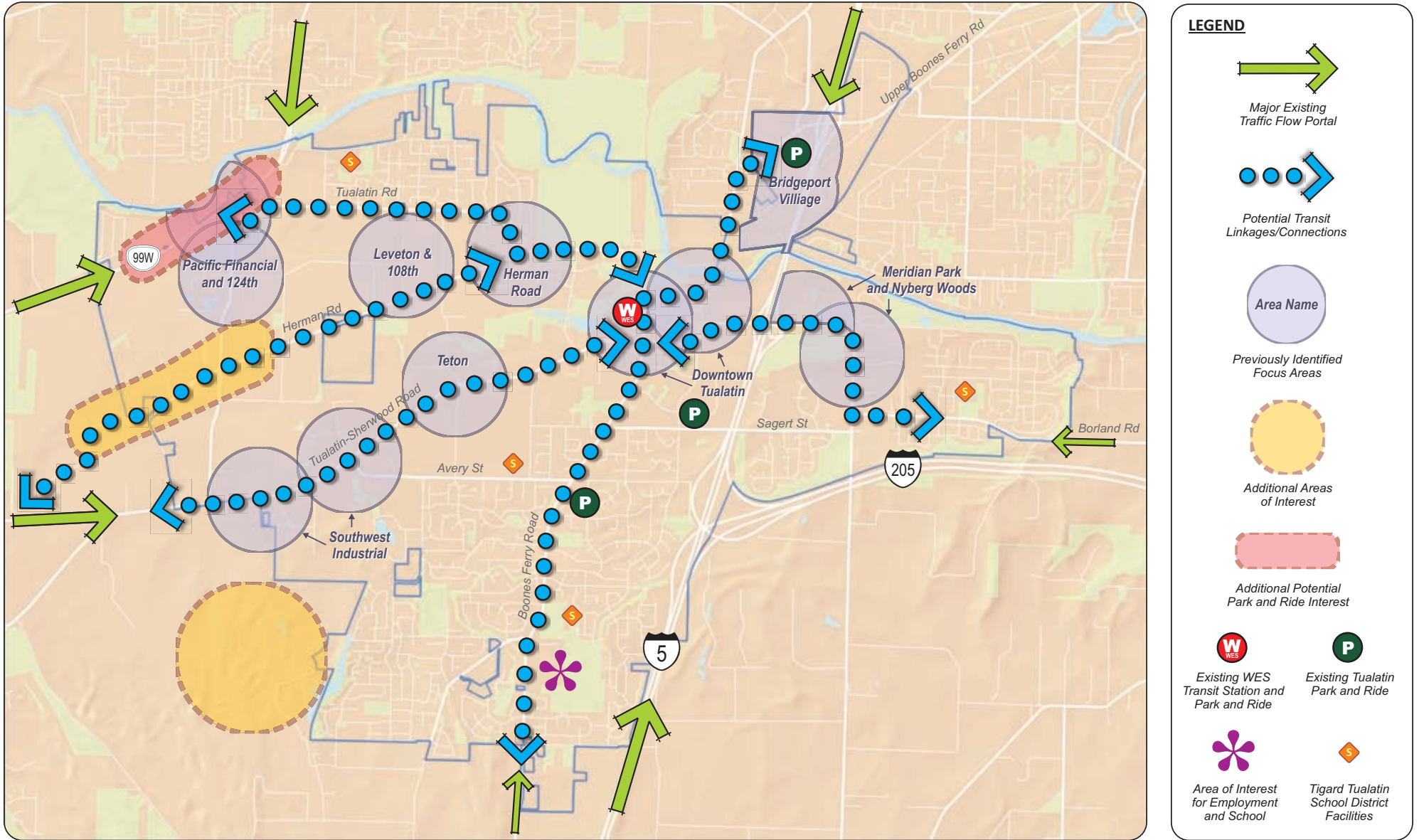


Figure 6. Final Transit Ready Places



LEGEND

- Major Existing Traffic Flow Portal
- Potential Transit Linkages/Connections
- Area Name
- Previously Identified Focus Areas
- Additional Areas of Interest
- Additional Potential Park and Ride Interest
- Existing WES Transit Station and Park and Ride
- Existing Tualatin Park and Ride
- Area of Interest for Employment and School
- Tigard Tualatin School District Facilities

Figure 7. Transit Connections Map

Southwest Corridor

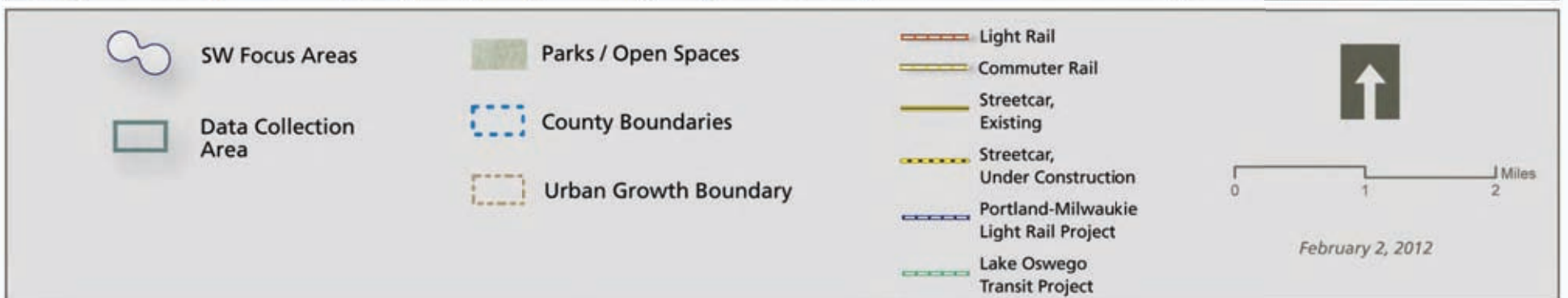
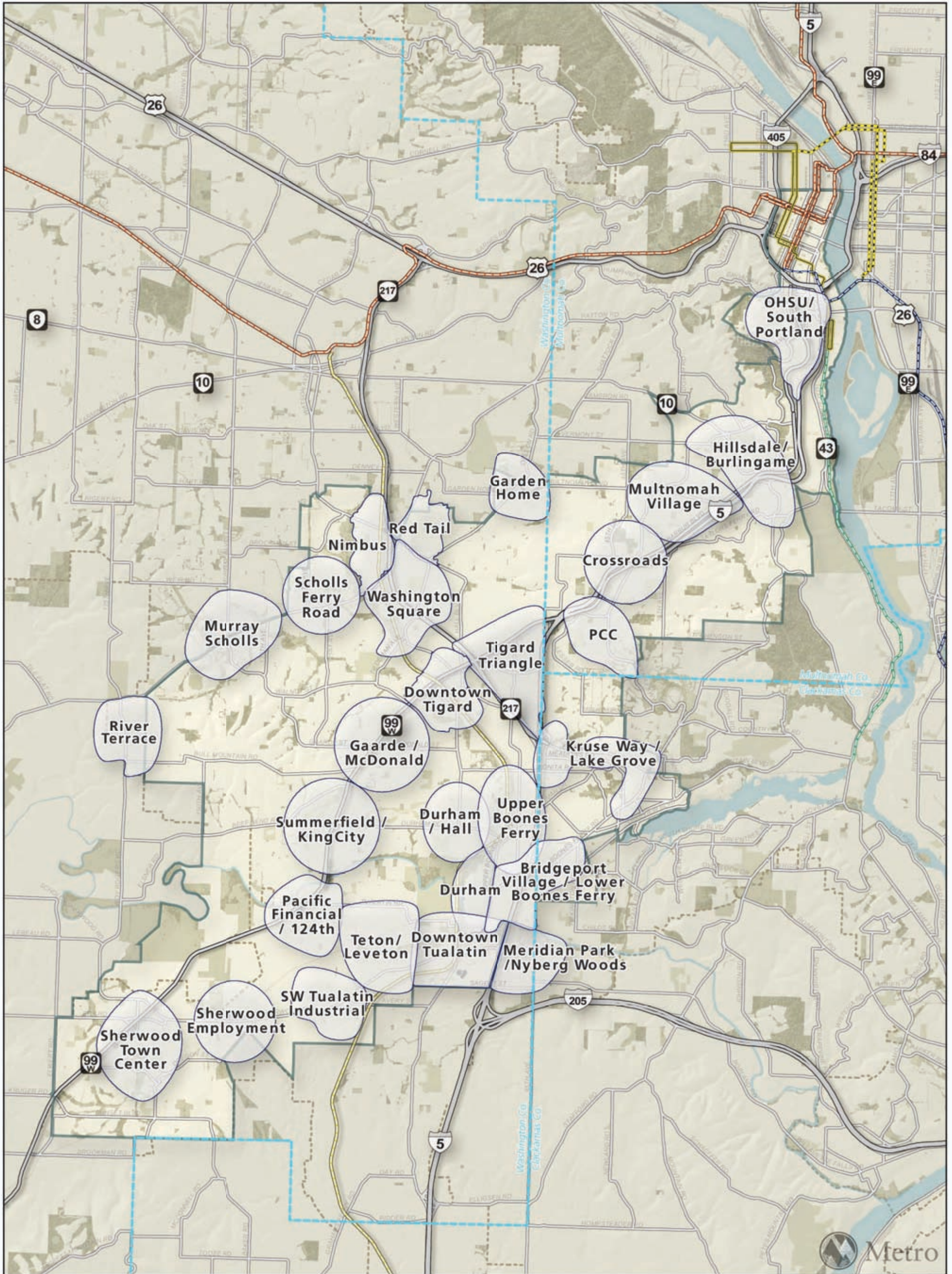


Figure 8. Southwest Corridor Focus Areas

Existing Conditions, Constraints and Opportunities



As mentioned previously, an early step in the Linking Tualatin process included an assessment of existing conditions in Tualatin as a whole and in the individual Transit Ready Places. The Existing Conditions Report provides a summary of existing conditions related to land use, infrastructure, demographics, market conditions, transportation facilities, neighborhood amenities, housing and employment and natural resources. The information presented in that report is focused on key conditions that are relevant to high capacity transit and the project goals and objectives. The report provides a baseline of information about the community and the Transit Ready Places that informed future stages of the Linking Tualatin project, including the constraints and opportunities analysis and development and refinement of alternatives for Transit Ready Places. Because existing conditions information at the community level was recently gathered and summarized as part of the Tualatin TSP update, that information was relied upon and incorporated into the Linking Tualatin Existing Conditions Report where appropriate.

The Constraints and Opportunities Report prepared for Linking Tualatin describes each Transit Ready Place in terms of its potential barriers to and prospects for increasing transit service in the area. Because work-related trips comprise the largest share of all trips by transit (59 percent), creating a higher concentration of jobs in the Transit Ready Places is a key emphasis of the report. In addition to employment density, providing a mixture of uses within employment districts is also vital to encouraging commuters to travel to work by transit. The report also focuses on the importance of pedestrian accessibility and comfort, and building and site design for improving transit-readiness. Figures 9 through 14 show the key constraints and opportunities for each Transit Ready Place as identified in the report. A complete copy of the report can be found on the Linking Tualatin Web site (www.tualatinoregon.gov/planning/linking-tualatin).

Bridgeport Village

The Bridgeport Village area is a major regional draw, and as such, has the potential to serve as a key transit destination. Though the area is largely built out, it may attract additional development and redevelopment as the economy improves. In particular, rising land values may incentivize the redevelopment of older, low-rise office and light industrial areas to the north and south of the retail district.

More intensive residential development in the area would provide a greater array of uses and an additional source of transit ridership. However, the relatively low amount of currently developable land will present a challenge for introducing more residential uses the area, to some degree. Consequently, new development may rely upon redeveloping existing low-intensity parcels.

Large parcels characterized by surface parking lots create a challenge in terms of providing pedestrian connectivity and comfort. There may be an opportunity to create a more structured block system with well-defined streets and sidewalks both within and between surface parking lots. This would result in smaller blocks, improved wayfinding, and safer pedestrian routes (as opposed to vehicle-only aisles and driveways).

An additional challenge to creating a pedestrian-friendly transit district is the wide, 5-lane design of Bridgeport Road and Lower Boones Ferry, the major east-west arterial in the area. The wide roadway creates a potentially uncomfortable environment for pedestrians.

Constraints

Development / Physical Conditions

- 1 I-5 creates a physical and psychological barrier, separating east from west.

Connectivity / Pedestrian Realm

- 2 5-lane road design along Bridgeport Road and Lower Boones Ferry potentially uncomfortable for pedestrians (though sidewalk-oriented commercial helps to mitigate).
- 3 Existing retail east of I-5 somewhat auto-oriented, and not conducive to pedestrian activity.

Opportunities

Land Use

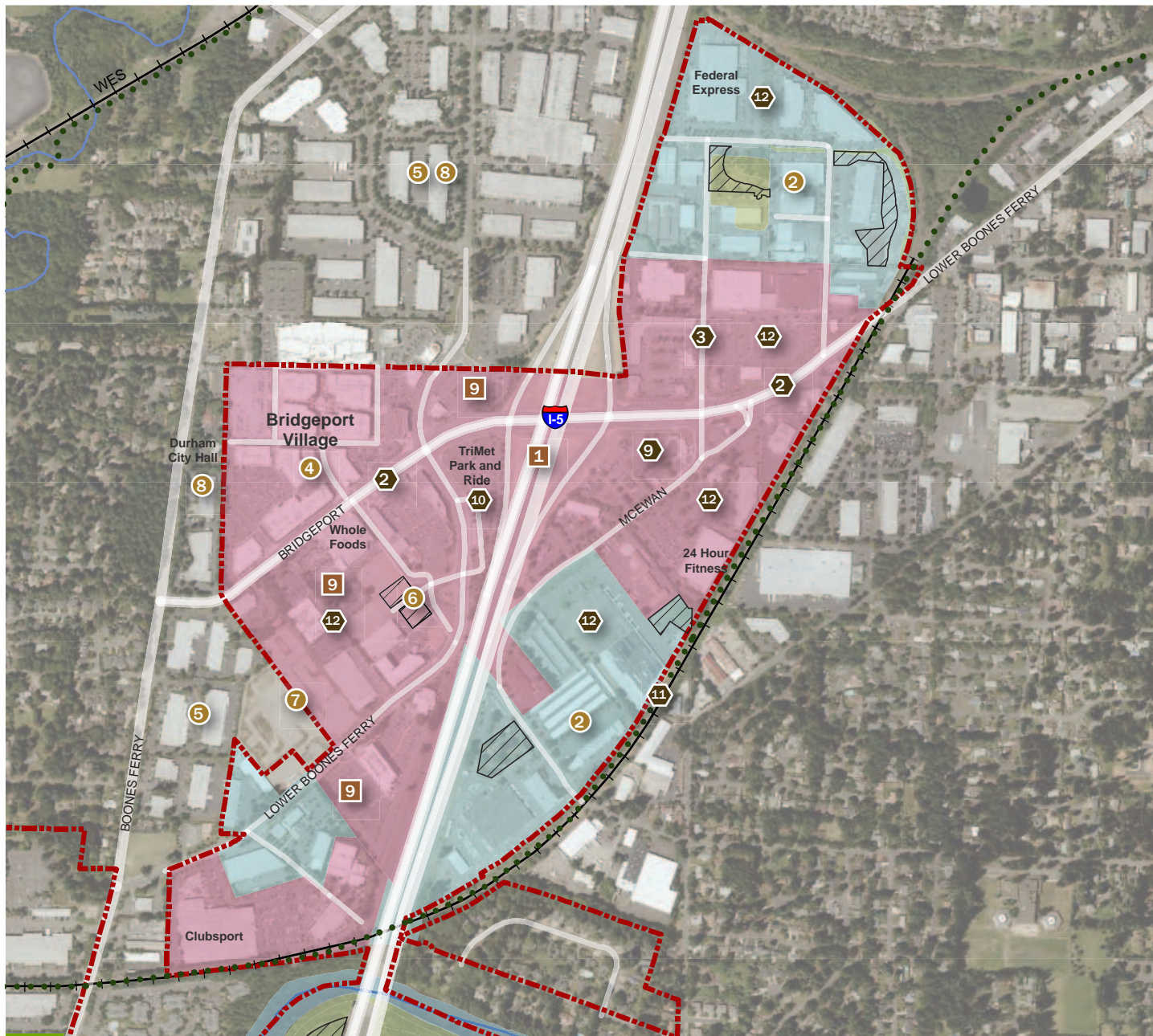
- 4 Bridgeport Village and surrounding retail is a major regional draw, and potential transit destination. Provides an array of services for nearby workers.
- 5 Single-story office and industrial parks may provide some employment-based transit ridership. Potential opportunity to redevelop these low-rise office and light industrial areas with higher densities and more compact development (with a mixture of uses) as the economy improves.
- 6 Opportunity to capitalize on the success of Bridgeport Village, and introduce additional high density residential uses (existing zoning allows multifamily residential and townhomes in parts of the focus area).
- 7 Proposed Alexan development will include apartments as well as live/work units, increasing residential uses in the district.
- 8 Opportunity to coordinate with the Cities of Tigard and Durham in planning for future high capacity transit.

Development / Physical Conditions

- 9 Good access to site from Interstate.
- 10 Opportunity to densify and create new development opportunities by replacing existing surface parking lots with structured parking when financially feasible.

Connectivity / Pedestrian Realm

- 11 Potential to capitalize on existing TriMet facilities and SMART connection.
- 12 Opportunity to connect to planned regional trail.
- 13 Opportunity to improve multi-modal connectivity through large blocks / parcels.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- railroad

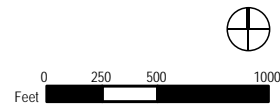


Figure 9. Bridgeport Village Constraints and Opportunities Map

Downtown Tualatin

Downtown Tualatin is home to an array of smaller office and commercial businesses, as well as key civic institutions and several apartment and condominium buildings. The downtown area is zoned to provide a range of retail and services, and as the heart of the community, it is a key destination and potential transit generator. The area is currently served by TriMet bus lines and WES commuter rail. However, many of the commercial uses in the downtown area are currently surrounded by surface parking. There may be an opportunity to improve multi-modal connectivity into and through large blocks and parking areas by creating well-defined streets and sidewalks and/or pedestrian and bicycle paths within and between surface parking lots. This would result in smaller blocks and a well marked and safe pedestrian route (as opposed to vehicle-only aisles and driveways).

Radiating out from the downtown core are office and industrial lands that may provide an employment-based transit destination. However, these employment areas are typically poorly connected to the surrounding street grid, and are surrounded by surface parking. Improving pedestrian connectivity into and through these large blocks and parcels may help to render these areas more transit-friendly.

The perimeter of the downtown area currently provides some medium to high density residential uses, potentially offering another source of transit ridership. However, high-density residential areas in the northwest portion of the focus area are physically separated from the remainder of the area by a creek and protected wetland. Introducing a larger degree of residential and mixed use developments within the downtown core may help to provide ridership for high capacity transit in the future while implementing the strategies within the Tualatin Town Center Plan calling for greater mixed-use development in the town center.

The supply of smaller parcels in the downtown area lends itself to smaller-scaled, pedestrian-oriented development. However, the supply of vacant or developable land is somewhat limited. Furthermore, the auto-oriented nature of the major arterials in the area may disincentivize pedestrian activity.

Constraints

Land Use

- 1 Some existing medium to high density residential, but many developments are poorly connected to the surrounding street grid.

Development / Physical Conditions

- 2 Few vacant / developable parcels.

Connectivity / Pedestrian Realm

- 3 Wide arterials potentially uncomfortable for pedestrians (though sidewalk-oriented commercial helps to mitigate).

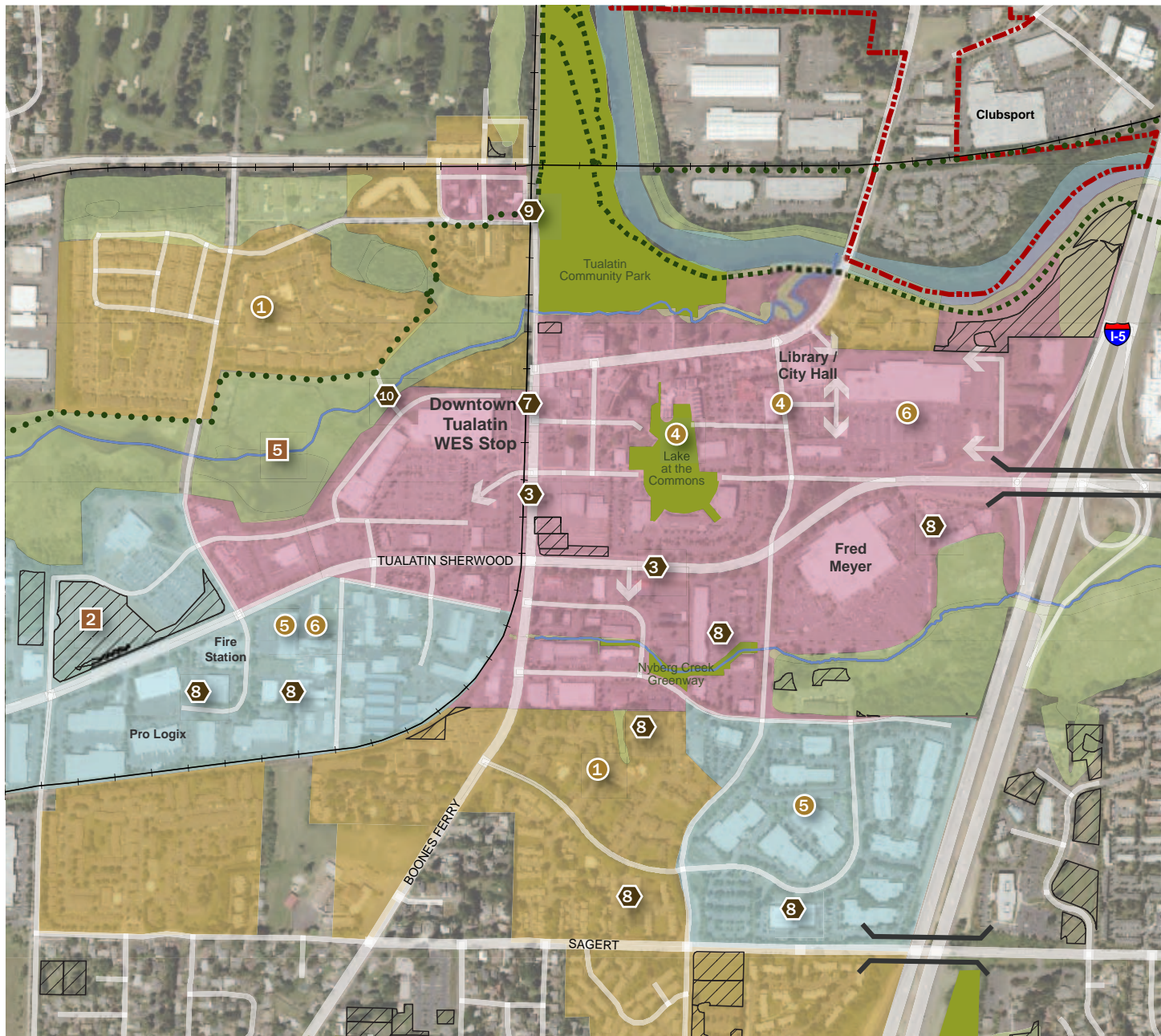
Opportunities

Land Use

- 4 Downtown Tualatin and its associated commercial and civic uses may serve as a potential transit destination.
- 5 Surrounding employment areas may serve as a potential transit destination (with improved connectivity).
- 6 Support for development and redevelopment of mixed-use and higher-density housing in the Downtown (including along Boones Ferry Road) per the Tualatin Tomorrow and Tualatin Town Center Plans.

Connectivity / Pedestrian Realm

- 7 Potential to capitalize on existing transit facilities, including WES commuter rail, regional bus service, and local vanpool and shuttle services.
- 8 Potential to improve multi-modal connectivity into and through large blocks / developments.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail and other existing / planned paths.
- 10 Bridge over wetland area helps to connect multi-family development to commercial areas and WES stop.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

Connectivity

- potential ROW extension (per Tualatin Town Center Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad

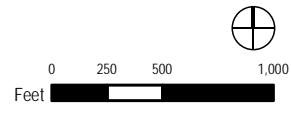


Figure 10. Downtown Constraints and Opportunities Map

Meridian Park / Nyberg Woods

The Meridian Park / Nyberg Woods focus area includes the Legacy Meridian Park Hospital complex, and its associated ancillary medical office uses. As the city's largest employer, the hospital and surrounding medical uses have the potential to serve as a major transit destination. However, commercial uses that might provide amenities and services to these health care workers (and potential transit riders) are somewhat limited at present. While there is a cluster of commercial uses along Nyberg Road located within 1/4 mile of the employment uses, connectivity to this commercial area is minimal due in part to a large wetland that divides the focus area. Furthermore, the 5-lanes of traffic along Nyberg Road renders the area somewhat uncomfortable for pedestrians. Encouraging workers to commute by transit, therefore, may rely upon providing a greater array of commercial services within a safe and comfortable walking distance of the job center.

While there is a significant amount of medium to high density residential uses within the focus area that may potentially provide ridership for transit, these developments are located within large parcels with limited pedestrian connectivity (many provide only one point of access into and out of the block or parcel).

Constraints

Land Use

- 1 Existing commercial development along Nyberg primarily auto-oriented, and a potential deterrent to pedestrian activity

Development / Physical Conditions

- 2 Large, undevelopable wetland creates a physical barrier and divides the focus area.
- 3 Steep terrain may create difficult walking conditions.
- 4 I-5 creates a physical and psychological barrier, separating east from west.

Connectivity / Pedestrian Realm

- 5 5-lane design of Nyberg Road potentially uncomfortable for pedestrians.
- 6 Limited pedestrian connectivity into and / or through large blocks / development parcels.

Opportunities

Land Use

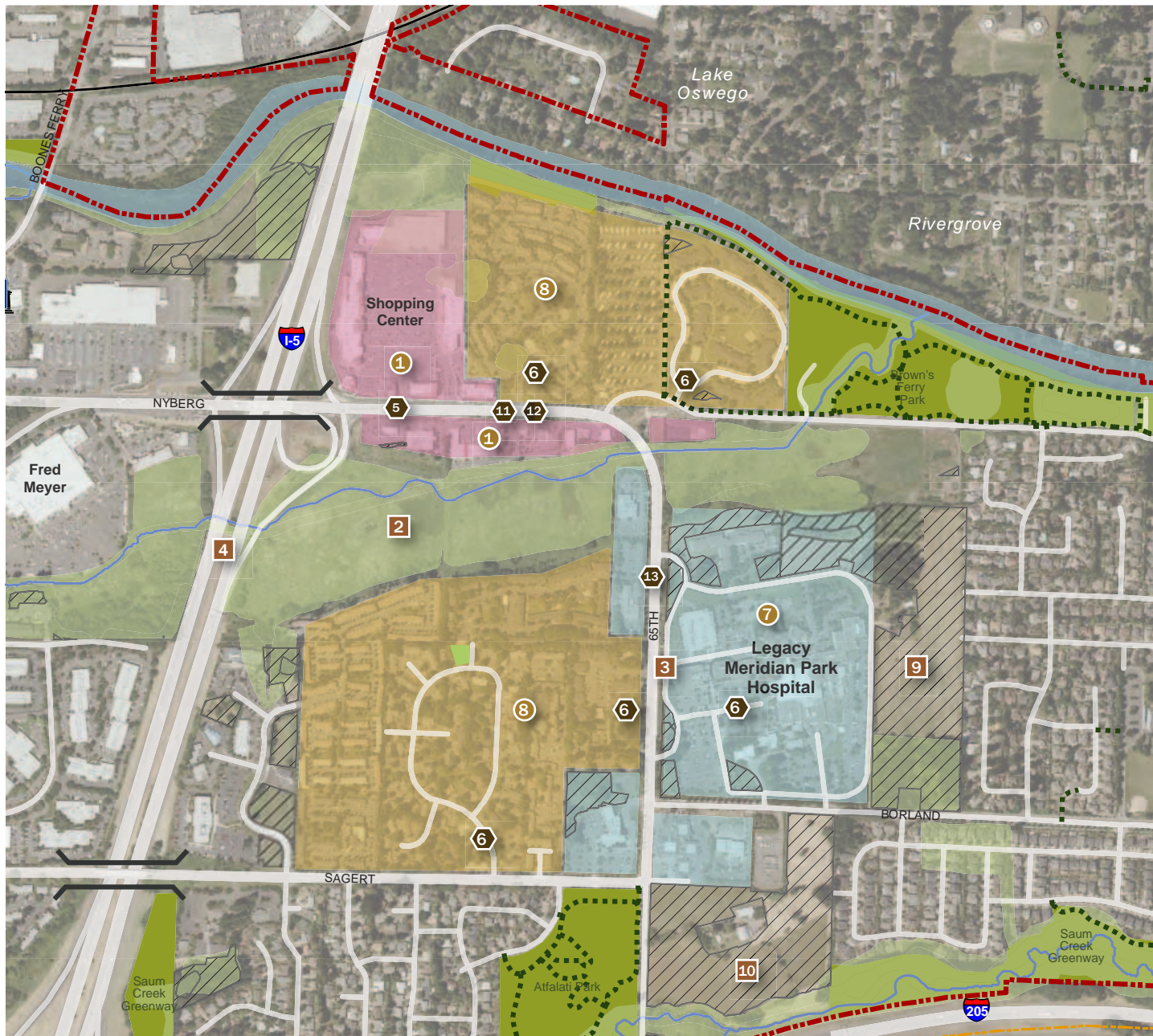
- 7 Legacy Meridian Hospital (and ancillary medical uses) a major employment generator, and potential transit destination.
- 8 Existing medium-high density residential may help provide transit ridership.

Development / Physical Conditions

- 9 Opportunity for future hospital expansion to provide good multi-modal connections to surrounding street grid and adjacent developments (parcel owned by Meridian Park Hospital).
- 10 Large developable parcels south of the medical center (potentially suited for medical, office, or multi-family uses).

Connectivity / Pedestrian Realm

- 11 Good automobile access from I-5 and along Nyberg Road
- 12 Area currently served by TriMet bus
- 13 Narrower, 3-lane design of 65th relatively pedestrian-friendly.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- existing / planned trail

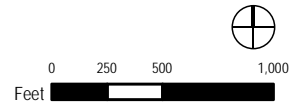


Figure 11. Meridian Park / Nyberg Woods Constraints and Opportunities Map

Teton / Leveton

The Teton / Leveton area is primarily characterized by employment-based land uses with an array of relatively low-density business and industrial users. The district is largely single-use, with few retail or commercial services that cater to the needs of the area's employees. An opportunity may exist to introduce a wider array of uses, in order to create a more self-sufficient employment district and allow employees to commute to work by transit without compromising their access to services during the day. The focus area currently has several large, developable parcels that might accommodate new development.

The Teton / Leveton area is somewhat constrained in terms of multi-modal connectivity. Opportunities may exist to improve multi-modal connectivity into and through large blocks in order to create a smaller street grid or improved system of paths that is more navigable and hospitable to pedestrians and bicyclists.

Opportunities

Development / Physical Conditions

- 1 Creek and wetland area bifurcates the focus area, physically separating north from south.
- 2 Railroad tracks limit connectivity north and south.

Connectivity / Pedestrian Realm

- 3 Wide design of Tualatin-Sherwood Road potentially uncomfortable for pedestrians.

Constraints

Land Use

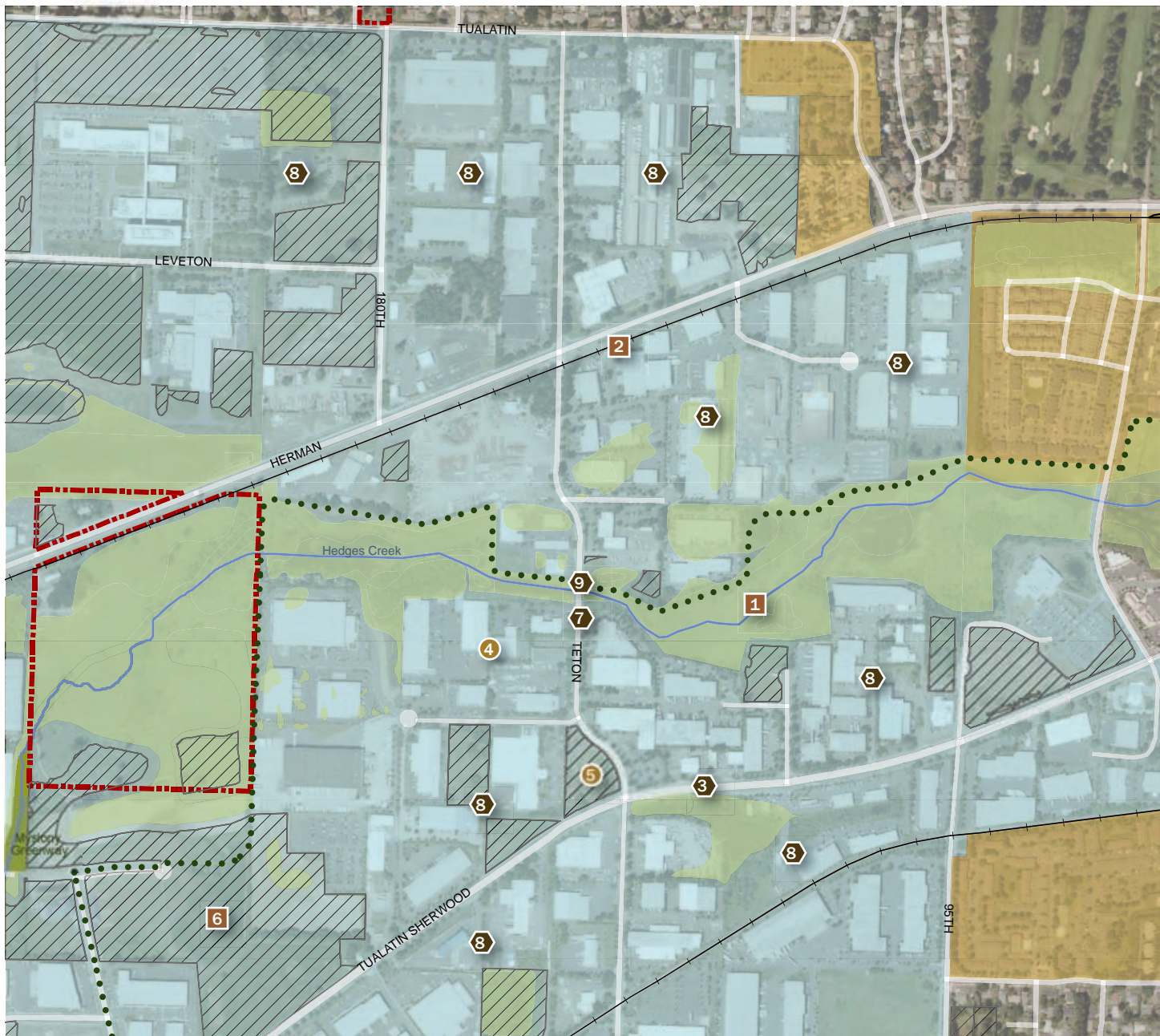
- 4 The concentration of employment uses may serve as a potential transit destination
- 5 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.

Development / Physical Conditions

- 6 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 7 Narrow cross section of Teton well-suited for multi-modal users.
- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- conceptual path
- railroad

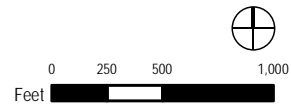


Figure 12. Teton / Leveton Constraints and Opportunities Map

Southwest Industrial

Like other west-side focus areas, the Southwest Industrial area is primarily characterized by employment-based uses, with an array of low-density business and industrial users. Like other employment-based focus areas, an opportunity may exist to introduce a wider array of uses in order to allow employees to commute to work by transit without compromising their access to services during the day. The focus area does have several large, developable parcels that might accommodate new development.

The Southwest Industrial area is characterized by large blocks and development parcels. Opportunities may exist to improve connectivity into and through large blocks in order to create a smaller street grid that is more navigable and hospitable to pedestrians. Furthermore, the auto-oriented, high volume nature of Tualatin-Sherwood Road may be potentially uncomfortable for pedestrians. Opportunities may exist to calm traffic along side streets in order to create a more hospitable environment for pedestrians and bicyclists.

Constraints

Development / Physical Conditions

- 1 Large, protected wetland areas will limit development opportunities.

Connectivity / Pedestrian Realm

- 2 Wide design of Tualatin-Sherwood Road potentially uncomfortable for pedestrians.

Opportunities

Land Use

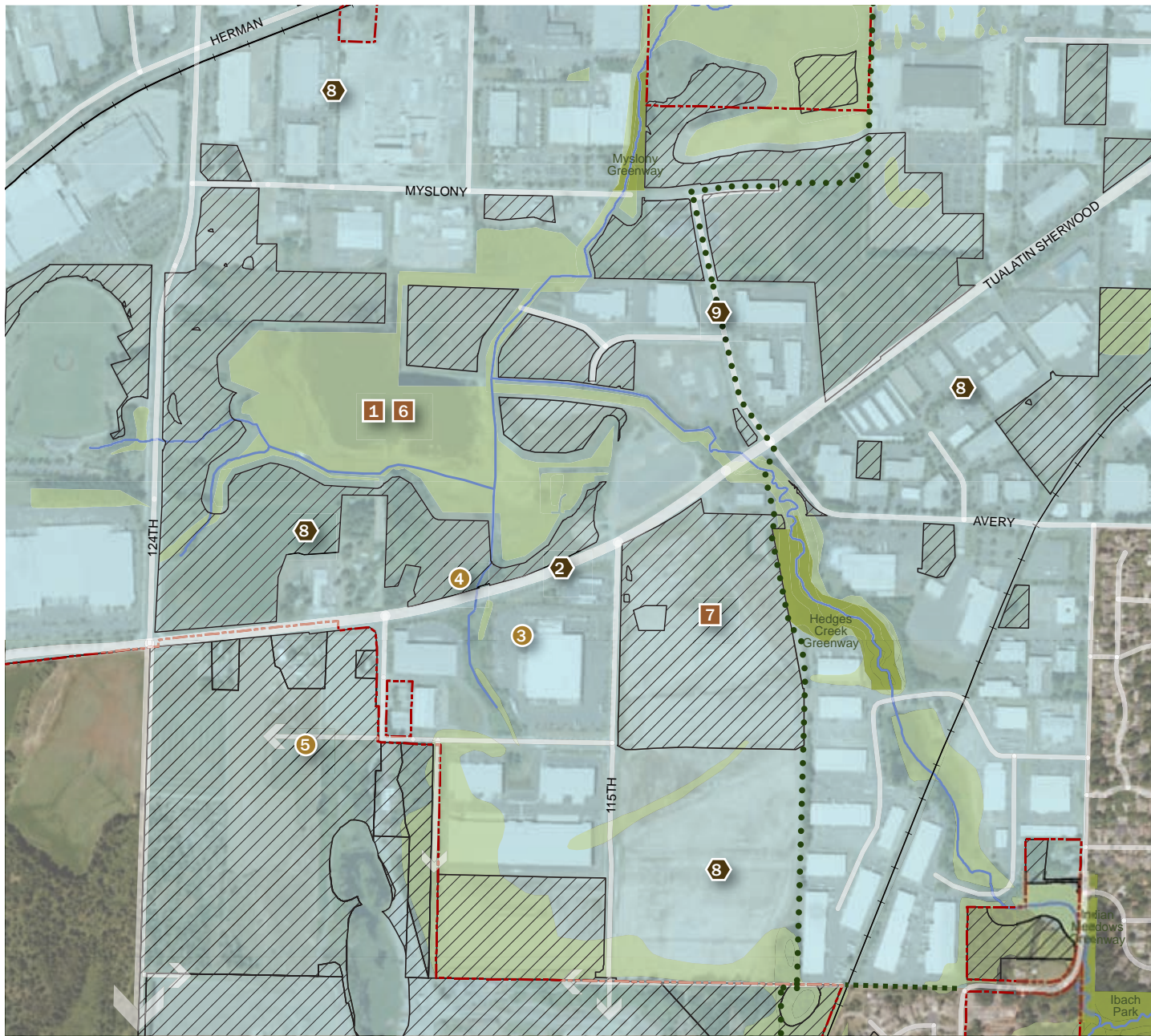
- 3 The concentration of employment uses may serve as a potential transit destination.
- 4 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.
- 5 Proposed commercial service area per the Southwest Concept Plan will help to provide needed services in the area.

Development / Physical Conditions

- 6 Protected wetland areas a potential natural amenity.
- 7 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

Connectivity

- potential ROW extension (per Southwest Concept Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad

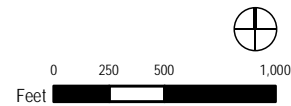


Figure 13. Southwest Industrial Constraints and Opportunities Map

Pacific Financial / 124th

Like other western focus areas, the Pacific Financial 124th area is primarily characterized by employment uses, with an array of dispersed business and industrial users, including a few commercial uses along Highway 99. Like other employment areas, an opportunity may exist to introduce a wider array of uses in order to allow employees to commute to work by transit without compromising their access to services during the day. The focus area does have several large, developable parcels that might accommodate new development.

The wide, auto-oriented nature of Highway 99 may present a challenge in terms of encouraging pedestrian activity. However, 99W is a major focus for future regional transit investments. Furthermore, like other west-side focus areas, the Pacific Financial / 124th area is characterized by large blocks and parcels with limited or ill-defined pedestrian connections into and through developments. Opportunities may exist to improve connectivity into and through large blocks in order to create a smaller street grid or improved system of paths that is more navigable and hospitable to pedestrians and bicyclists.

The area does have some medium-high density residential uses that could also provide a source of transit ridership. However, these developments have limited connectivity to the surrounding street grid. An opportunity may exist to improve connectivity into and through these developments.

Constraints

Development / Physical Conditions

- 1 Protected wetland area will limit development opportunities.

Connectivity / Pedestrian Realm

- 2 Wide design of Highway 99 potentially uncomfortable for pedestrians.

Opportunities

Land Use

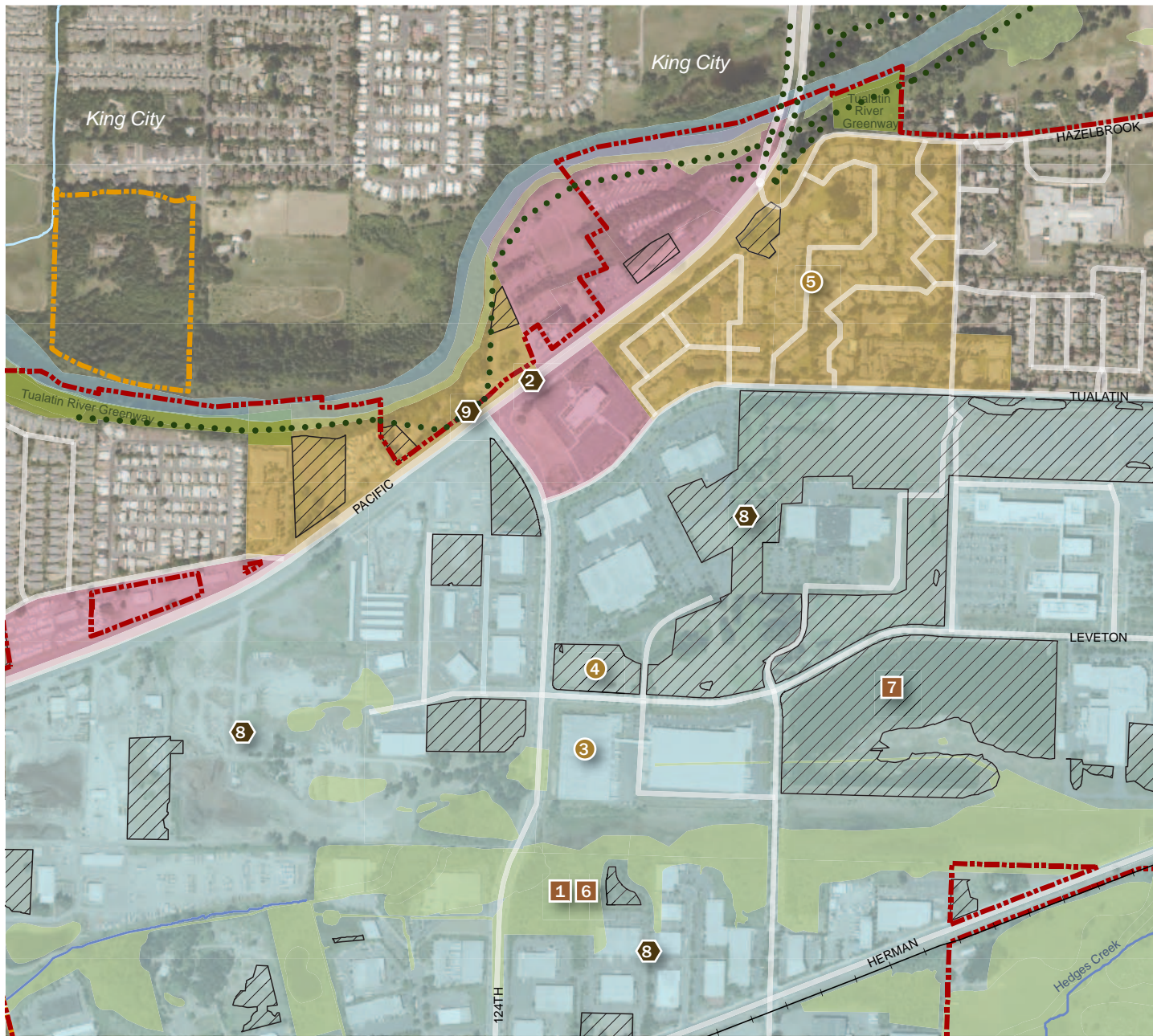
- 3 The concentration of employment uses may serve as a potential transit destination.
- 4 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.
- 5 Existing multi-family developments may provide ridership for future high capacity transit.

Development / Physical Conditions

- 6 Protected wetland areas a potential natural amenity.
- 7 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to planned Westside Trail.



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- conceptual path
- railroad

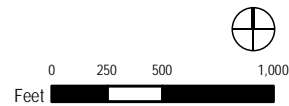


Figure 14. Pacific Financial / 124th Constraints and Opportunities Map

Transit Ready Place Types

In addition to describing existing conditions, constraints and opportunities within Transit Ready Places, the project team developed a set of future visions for how these areas could develop in the future. These visions describe the character and size of new buildings, how transit could serve the area, and the types of roads, walkways and bicycle facilities that would be needed to help people drive, walk and bike within these areas, including helping make connections to future transit. Five different visions were developed. Three of the types represent a mix of housing and businesses, i.e., “mixed use” development. These are similar in some respects to land use types or visions developed for other transit-oriented areas in the region and elsewhere. The other two types represent employment areas without a housing component. The employment place types represent a unique direction, compared to other transit-oriented planning efforts in this region.

In some cases one vision may describe an entire Transit Ready Place. In other cases, particularly in larger or more diverse areas, multiple visions might apply. The process of developing these visions included a consultation with Michael Freedman, a renowned urban designer and planner, who provides cities across the country with advice on how to revitalize downtowns, mixed use centers and commercial strips. Mr. Freedman’s ideas about creating activity centers, gathering places and other locations to spur creativity and community vitality have been incorporated in this planning process.

The following table and images summarize these future visions and were used as a reference for participants and project team members during the multi-day workshop. (Additional details about Transit Ready Places can be found in Appendix E.)

Category	Potential Location
Mixed Use Center	<ul style="list-style-type: none"> • Bridgeport Village • Portions of Downtown • Nyberg Woods
Town Center	<ul style="list-style-type: none"> • Downtown
Industrial Employment Center	<ul style="list-style-type: none"> • Teton • Southwest Industrial Area
Business Employment District	<ul style="list-style-type: none"> • Leveton/Herman Road
Mixed Use Institutional Employment	<ul style="list-style-type: none"> • Meridian Park/Nyberg Woods • Pacific Financial/ 124th



Figure 15. Mixed Use Center



Figure 16. Town Center



Figure 18. Business Employment District



Figure 17. Industrial Employment Center



Figure 19. Mixed Use Institutional Employment

Evaluation Criteria and INDEX Indicators

Two types of evaluation criteria were developed for use in the Linking Tualatin project: quantitative and qualitative. The quantitative criteria are measurable and tied to specific indicators used in the INDEX software model. One example of a quantitative criteria is the average walking distance or time to a transit stop within a given area. The INDEX model is an assessment program developed by Criterion Planners to compare planning alternatives against a variety of indicators that are quantitative measures of different evaluation criteria. The result of the INDEX assessment is a number on a scale of 1 - 100 that indicates how well the alternative meets the criteria. The qualitative criteria are not strictly measurable but are equally as important in meeting project objectives. An example of a qualitative criteria is whether the report includes feasible strategies for implementation. The qualitative criteria were assessed using a more discretionary approach and based on the experience and knowledge of the project team and public workshop participants.

Some criteria and indicators were weighted differently in different Transit Ready Places. For example, criteria related to the economy goal and objectives had greater weight when applying them to employment-based areas, while indicators related to neighborhood preservation received more emphasis in areas within or adjacent to single-family residential areas. Generally, the evaluation criteria call for a process that achieves the following:

- ▶ Establishes transit-supportive levels of employment (i.e., there are enough projected jobs per acre in a given area to warrant bus or other transit service)
- ▶ Establishes transit connections linking local and regional employment centers
- ▶ Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services
- ▶ Preserves identity of existing residential neighborhoods while enhancing transit service to them
- ▶ Establishes land use patterns that are conducive to walking and biking and support high-capacity transit
- ▶ Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability
- ▶ Implements transportation projects identified in the city's Transportation System Plan
- ▶ Improves east-west transit connections between residential areas and focus areas
- ▶ Creates plans that are consistent with state, local and regional policies, goals and objectives
- ▶ Identifies feasible strategies for implementation

Table 1 shows the INDEX indicators (quantitative criteria) that were used, along with the specific thresholds that were established for this project.

Table 1. Linking Tualatin INDEX Indicator Application Overview (right)

Linking Tualatin INDEX Indicators

Where is it applied?

Indicator	Bridgeport Downtown Meridian Park Pacific Financial	Leveton Teton Southwest Industrial Pacific Financial
Establishes transit-supportive levels of employment.		
Employment (total employees)	X	X
Employment density (employees per acre)	X	X
Non-Residential building density (floor area ratio)	X	X
Establishes transit connections linking local and regional employment centers.		
Average walking distance to the closest transit stop (for employees)	X	X
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services		
Diversity of uses (differences between nearby uses)		X
Average walking distance to grocery stores (for residents)	X	
% of employees within 1/8 mile of a restaurant	X	X
Average walking distance to parks / school yard (for residents)	X	
Preserves identity of existing residential neighborhoods while enhancing transit service to them.		
Population	X	
Housing units	X	
Share of housing that is multi-family	X	
Multi-Family housing density (housing units per acre)	X	
Average walking distance to closest transit stop (for residents)	X	
Jobs/Housing balance (ratio of people to jobs)	X	
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.		
Average block length	X	X
% of streets with sidewalks	X	X
% of streets with bike lanes	X	X
Employees within a 1/4 mile of transit stops		X
% of dwellings within an 1/8 mile of street, bus, bike, or pedestrian facilities	X	
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.		
% of land dedicated to Open Space	X	X
Residential total CO2 emissions (Houses + Vehicle Travel)	X	
Non-Residential total CO2 emissions (Buildings + Vehicle Travel)		X

Transit Ready Place Ideas

Planning Process

Background analysis and planning for Transit Ready Places were described in the previous section of the report. This work served as the starting point for a multi-day community workshop held in early June at the Tualatin Public Library. The intent of the workshop was to work closely with city staff, affected agencies, community members, business owners, and members of the advisory committees to develop and evaluate alternative land use and other scenarios for the Transit Ready Places. The ultimate goal of the workshop was to produce a set of ideas related to development, transit and other transportation facilities in each Transit Ready Place and identify preliminary implementation strategies. The workshop program is shown on page 41 and summarized below.

Day One. The project team set up in preparation for the week's activities. They also met with city staff and affected agencies to review and discuss opportunities, constraints and evaluation criteria. An evening open house was conducted to review materials with Tualatin's Citizen Involvement Organizations, Transportation Task Force, Transit Working Group, Park and Recreation Advisory Committee (TPARK), Planning Commission and City Council.

Day Two. Small group focus sessions for each Transit Ready Place to develop preliminary alternative options. The project team evaluated alternatives using INDEX model. The Transit Working Group met to review and discuss alternatives.

Day Three. Small groups worked to refine alternatives for each Transit Ready Place prepared on Day Two and select a preferred alternative. The evening open house was conducted to present and discuss evaluation process and preferred alternatives. On this and the previous day, a transportation planner and market analyst also reviewed preliminary and refined options to ensure they were consistent with transportation and market analysis work conducted earlier in the planning process and would be feasible from those points-of-view.

Day Four. The team worked to document and prepare a summary presentation of the workshop process and results. Evening open house was conducted to present results to Citizen Involvement Organizations, Transportation Task Force, Tualatin Planning Commission, TPARK, and City Council.



Community Workshop



Community members are welcome to attend any of the events below. Best times for general information listed in **blue**. *All events will be held at the Tualatin Library (18878 Southwest Martinazzi).

	Monday, June 4 Review Work to Date	Tuesday, June 5 Develop Land Use Alternatives	Wednesday, June 6 Recommend Preferred Alternatives	Thursday, June 7 Document & Present Workshop Results		
Morning 8:00 to 8:30 am	Targeted input from interested community members on the areas below, covering land use alternatives identification, ranking, & suggested refinements.		Targeted input from interested community members on the areas below, to create/refine preferred alternatives.		Morning 8:00 to 8:30 am	
8:30 to 10:00 am		Focus area 1: Bridgeport Village	Focus area 1: Bridgeport Village		8:30 to 10:00 am	
10:00 to 11:30 am		Focus area 2: Downtown	Focus area 2: Downtown		10:00 to 11:30 am	
Afternoon 12:00 to 1:30 pm	Agency/Technical Staff Review & discuss focus area boundaries & transit oriented place types with public agency partners . Review & discuss opportunities & constraints, evaluation criteria weighting.	Focus area 3: Leveton/ Herman Road	Focus area 3: Leveton/ Herman Road		Afternoon 12:00 to 1:30 pm	
1:30 to 3:00 pm		Focus area 4: Teton	Focus area 4: Teton		1:30 to 3:00 pm	
3:00 to 4:30 pm		Focus area 5: Southwest Industrial	Focus area 5: Southwest Industrial		3:00 to 4:30 pm	
4:30 to 6:00 pm		Focus area 6: Meridian Park/ Nyberg Woods	Focus area 6: Meridian Park/ Nyberg Woods		4:30 to 6:00 pm	
Evening 6:00 to 7:30 pm	Open House/ Welcome Workshop Review focus areas, transit oriented place types, & evaluation criteria with CIOs, Task Force, TPC, TPARK, & City Council (6-8 pm). Informal presentations at 6 & 7 pm to review work & answer questions.	Transit Working Group Meeting (6-8 pm) to discuss focus area alternatives.	Agency/ Technical Staff Review & discuss work on focus areas (6-8 pm).	Workshop Check In Post results of work on focus areas. (6-8 pm)	Workshop Results Presentation of workshop results & next steps to CIOs, Task Force, TPC, TPARK, & City Council (6-8 pm).	Evening 6:00 to 7:30 pm
7:30 to 8:00 pm						Focus area 7: Pacific Financial/ 124th

Best times for general information listed in **blue**. Public also invited to attend meetings in **green** that are of interest.

For more information visit www.ci.tualatin.or.us/LinkingTualatin

The workshop was widely advertised in order to encourage as much participation as possible. Methods of advertising included:

- ▶ Press release to local newspapers
- ▶ Announcements in the city's Year of Transportation newsletter and on the city's Web site, including pages for Linking Tualatin and the Year of Transportation and on the city's Facebook and Twitter sites
- ▶ Emails to interested parties list, including to members of the Tualatin Transportation Task Force, Transit Working Group, Tualatin Park and Recreation Advisory Committee (TPARK), Planning Commission City Council, Citizen Involvement Organizations (CIOs), city volunteer list (over 800 people), Chamber of Commerce and other groups and individuals who have expressed an interest and/or participated in the project to date
- ▶ Publication of an article in the Tualatin Life newsletter
- ▶ Invitations provided at meetings conducted with several local business representatives interviewed by the project team
- ▶ Notices about the project and workshop posted in the Tualatin Public Library

In addition, city staff and representatives of Commercial Citizen Involvement Organization met with and provided pre-workshop questionnaires to a number of local businesses to get advance and feedback about current commuting habits and needs of employees and ideas about how Transit Ready Places could be developed in the future to better meet the needs of local employers. Staff met with or received questionnaires from the following businesses and groups:

- ▶ Crowley's Granite Concepts
- ▶ Legacy Meridian Park Hospital
- ▶ Novellus Systems
- ▶ Oregon Nurses Association
- ▶ Portland General Electric
- ▶ Pacific Natural Foods

▶ Precision Wire Components

The workshop was successful, with a committed group of community participants helping to develop, refine and evaluate the alternatives, and ultimately recommend a preferred alternative for each Transit Ready Place. The final presentation on Day Four provided an overview of the entire workshop and documented the evaluation process, including the results of the INDEX model, that led to selection of each preferred alternative.



Summary of Ideas

This section of the report identifies preferred options for each Transit Ready Place, which were developed during the community workshop. Ideas focus on specific topics and relate back to the project goals and objectives established early in the process, as follows:

- ▶ Land use ideas that result in higher levels of employment and efficiency, create opportunities for a mix of appropriate uses, preserve single-family neighborhoods, foster development that is conducive to bicycling and walking, support future high capacity and other transit types and are feasible from a market perspective.
- ▶ Ideas for bicycle and pedestrian facilities that improve the ability to access transit services by people walking and bicycling.
- ▶ Open space ideas that protect natural resources and help create healthy, livable employment areas and neighborhoods.
- ▶ Concepts for city streets that improve the ability to access transit by driving and improve connections with, and access to, the regional transit system.
- ▶ Options for transit facilities and services that implement transit projects identified in the city's TSP, improve transit connections and services between residential neighborhoods and Transit Ready Places, including east-west connections, and create safe, reliable transit service and connections within the city and to other parts of the region.

Following is a summary of specific ideas for each Transit Ready Place, including the following information:

- ▶ Process of developing one or more options for each area
- ▶ Map of proposed alternative summarizing proposed ideas
- ▶ Bulleted summary of key ideas
- ▶ Results of INDEX analysis

Some of the ideas discussed and illustrated in this report have been brought forward into the Linking Tualatin Final Plan. Other options formulated in the community workshop that were not brought forward into the Linking Tualatin Final Plan are preserved in this report. These ideas are presented without



modification as they were developed in the community workshop so that they might serve as inspiration for, and be referred to and built upon in future planning efforts.

As with all untested concepts, the Transit Ready Place ideas presented in this report that were not further refined in the Linking Tualatin Final Plan will need to undergo further evaluation at a later date if they are considered for implementation. This evaluation is expected to include discussion with business and property owners, detailed planning, and additional community conversation.

Bridgeport Village

For the Bridgeport Village area, two initial options were developed during Day Two of the community workshop. On Day Three, selected elements of the two options were combined and refined to form the preferred option, which is shown in Figure 20.

The preferred Bridgeport Village option includes the following ideas:

- ▶ Improve walking and bicycling connections, including a new signal and improved pedestrian crossings on Lower Boones Ferry Road and a new bike/pedestrian crossing over the Tualatin River near the southwest corner of the site.
- ▶ Expand local street system, especially through the new mixed-use area in the southwest corner of the area (PacTrust site).
- ▶ Expand the existing Tualatin park and ride facility and build a structure on the site, including small scale commuter-oriented retail uses on the ground floor (e.g., coffee shop).
- ▶ Create mix of housing, shopping and eating, including PacTrust site, through new mixed-use land use designations.
- ▶ Create commercial development opportunities east of I-5 through new commercial/office land use designations.
- ▶ Create a new park in the northeast corner of the site and a pocket park just north of the new mixed-use (Alexan) development in Tualatin and Durham.

Bridgeport Goal Achievement
(% of Objectives Achieved)

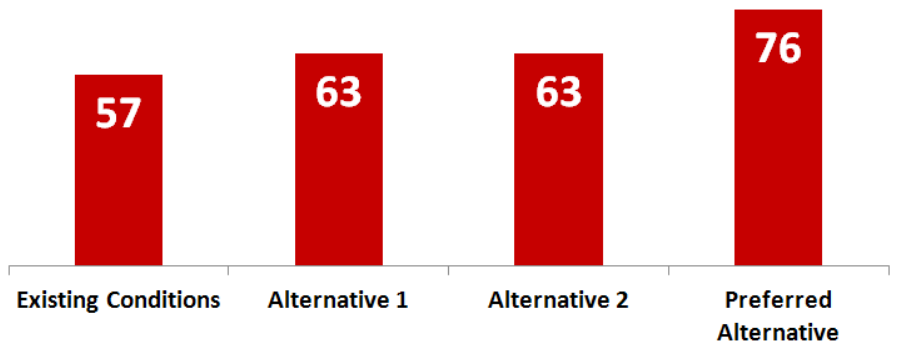


Table 2 shows the results of the INDEX analysis and compares the preferred alternative to existing conditions. As shown, the preferred alternative results in a 20 point increase over the existing conditions score, indicating that 76 percent of project objectives will be achieved.

Bridgeport's relatively high score, compared to other areas including the Downtown, is in part a function of the relatively higher number and density of projected future residents and workers in this area, as well as the relatively short average distance from workers to existing or future potential transit facilities.

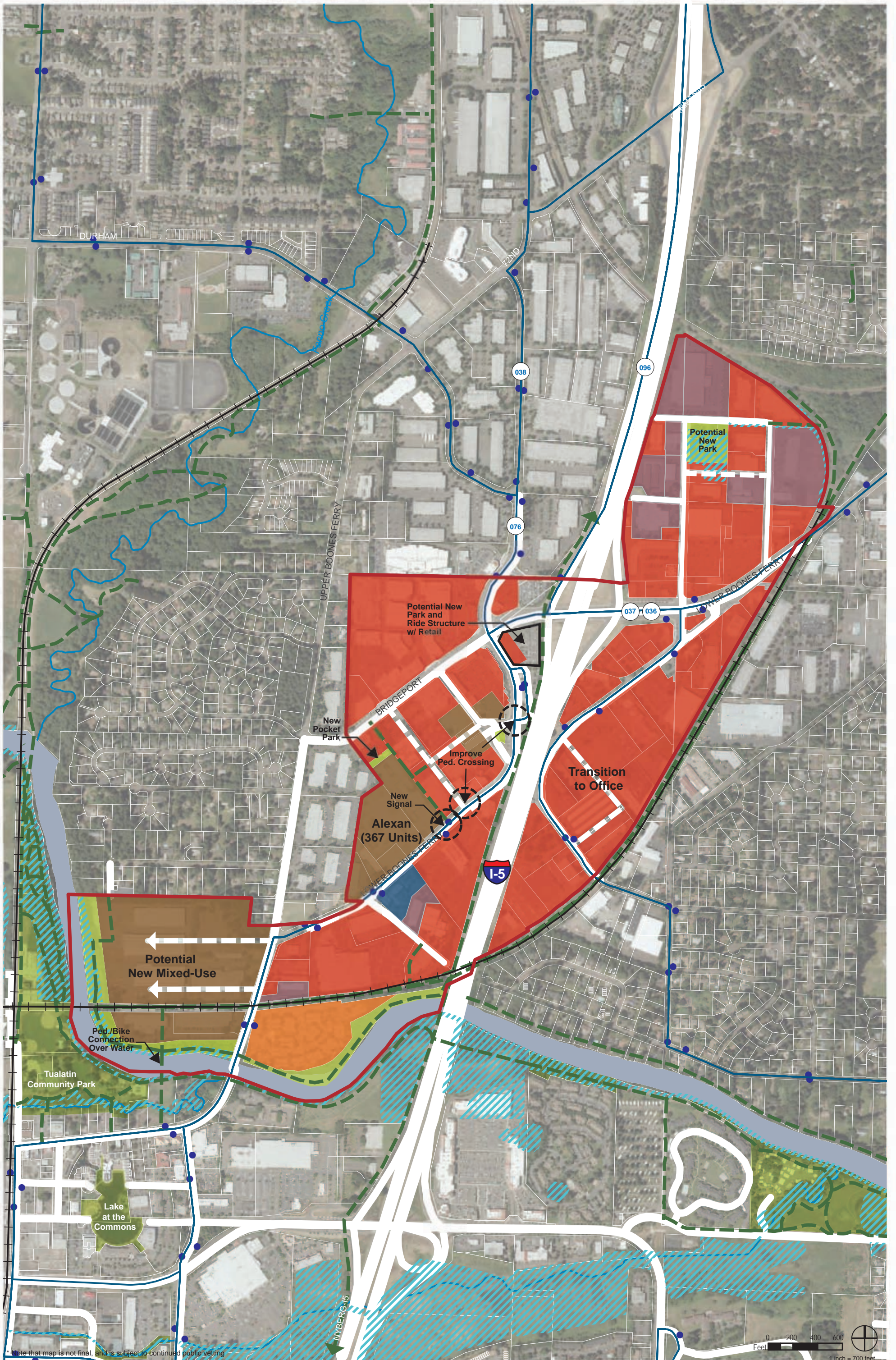


Figure 20. Bridgeport Village Workshop Preferred Alternative



* Note that map is not final, and is subject to continued public vetting

Table 2. Bridgeport Village Preferred Option INDEX Indicator Result Score

Bridgeport Village - Mixed Use Center					
Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2	Scenario 3 (Preferred)
Establishes transit-supportive levels of employment.					
Employment	None	4,216	5,231	5,472	6,136
Employment Density	25+ (employees per net acre)	22.32	27.49	28.54	31.81
Non-Residential Building Density	0.50 + (floor to area ratio)	0.34	0.45	0.51	0.57
Establishes transit connections linking local and regional employment centers.					
Transit Proximity to Employment	Less than 1,000 (feet)	1,208	1,166	1,182	1,031
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services					
Residential walk distance to grocery stores	Less than 1,000 (feet)	2,930	2,783	3,131	2,802
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	87.7	80.6	81.4	97.4
Residential walk distance to park / schoolyard	Less than 1,000 (feet)	3,028	2,530	2,767	988
Preserves identity of existing residential neighborhoods while enhancing transit service to them.					
Population	None	1,248	3,138	2,730	2,994
Dwelling Unit Count	None	577	1,522	1,318	1,450
Multi-Family Dwelling Share	70 to 90 (% of dwelling units)	100	100	100	100
Multi-Family Dwelling Density	20 + (dwelling units per gross acre)	31.46	27.83	26.29	28.09
Transit Proximity to Housing	Less than 1,000 (feet)	546	990	1,145	871
Jobs/Housing Balance	0.80 to 1.20 (employees / dwelling unit)	7.31	3.44	4.15	4.23
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.					
Street Segment Length	300 or less (feet)	841	679	743	697
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	70.2	78.7	73.7	74.8
Bicycle Network Coverage	50% + (% of streets with bike lanes)	40.78	48.54	37.51	66.68
Residential Multi-Modal Access	75% + (% of dwellings w/i 1/8 mile of 3 modes)	90.1	66.9	61	96.8
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.					
Open Space Share	5 + (% of total net area)	3.1	11.4	6.6	5.5
Residential Total CO2 Emissions	None	14,392	14,420	14,389	14,399

KEY INDEX Rating and Weighting Score **56.9** **63.3** **63.1** **76.1**

- Score improved
- Score decreased marginally
- Score decreased

Downtown

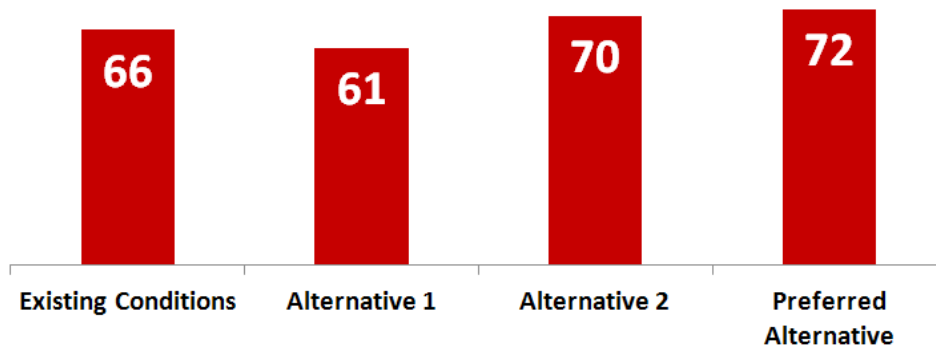
Similar to Bridgeport Village, the workshop process for the Downtown area involved development of two different options on Day Two that were then combined and refined to produce the proposed preferred option. The preferred Downtown option is shown in Figure 21.

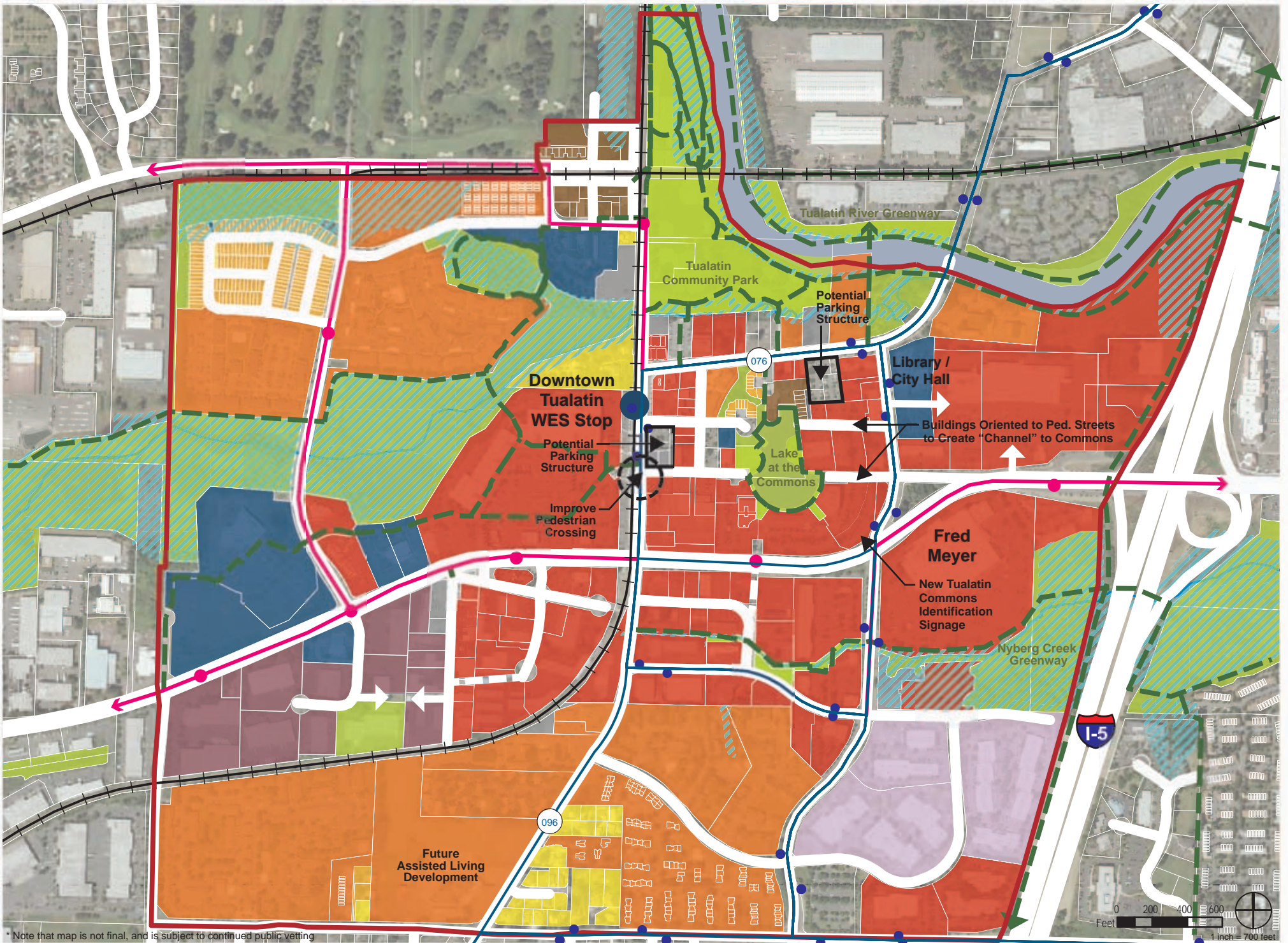
Ideas for the Downtown Transit Ready Place include:

- ▶ Improve visibility and vitality of the Commons/Downtown core through the use of a gateway structure, building orientation, and possible new parking structures.
- ▶ Extend commercial uses south of Tualatin-Sherwood Road (west of SW Boones Ferry Road) through new commercial land use designations.
- ▶ Create new walking, bicycling connections, including an improved pedestrian crossing of Boones Ferry Road just west of the Commons.
- ▶ Create local transit service with a potential hub at the WES light rail station.
- ▶ Create walking and bicycling connections to the new mixed-use area to the north (PacTrust property) to improve the downtown's economy and provide more potential transit ridership in the downtown.

INDEX results show that the preferred alternative provides an improvement over existing conditions. The detailed INDEX results are shown in Table 3.

Tualatin Town Center Goal Achievement
(% of Objectives Achieved)





* Note that map is not final, and is subject to continued public vetting

Figure 21. Downtown Tualatin Workshop Preferred Alternative

- | | | | | | | | | |
|------------------------------|--------------------------|-------------------|------------------------|-----------------------------|------------|--------------------------|--------------------------|-------------------------|
| Downtown Focus Area Boundary | Existing TriMet Busline | Proposed Busline | Stream | Existing/Planned Trail/Path | Commercial | Institutional Employment | Industrial Employment | Low Density Residential |
| Taxlot | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |

Table 3. Downtown Preferred Option INDEX Indicator Result Score

Tualatin Town Center - Mixed Use Center						
Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2	Scenario 3 (Preferred)	
Establishes transit-supportive levels of employment.						
Employment	None	3,682	4,027	5,017	5,324	
Employment Density	25+ (employees per net acre)	15.29	16.64	20.23	20.01	
Non-Residential Building Density	0.50 + (floor to area ratio)	0.24	0.32	0.46	0.47	
Establishes transit connections linking local and regional employment centers.						
Transit Proximity to Employment	Less than 1,000 (feet)	1,126	1,298	840	838	
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services						
Residential walk distance to grocery stores	Less than 1,000 (feet)	2,341	2,366	2,539	2,530	
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	99.2	99.3	99.4	99.5	
Residential walk distance to park / schoolyard	Less than 1,000 (feet)	2,042	2,055	2,364	2,297	
Preserves identity of existing residential neighborhoods while enhancing transit service to them.						
Population	None	3,680	6,341	4,599	4,662	
Dwelling Unit Count	None	1,945	3,275	2,404	2,435	
Multi-Family Dwelling Share	70 to 90 (% of dwelling units)	89.6	93.8	91.6	91.7	
Multi-Family Dwelling Density	20 + (dwelling units per gross acre)	17.27	20.24	18.46	18.57	
Transit Proximity to Housing	Less than 1,000 (feet)	1,767	1,742	943	1,026	
Jobs/Housing Balance	0.80 to 1.20 (employees / dwelling unit)	1.89	1.23	2.09	2.19	
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.						
Street Segment Length	300 or less (feet)	529	534	534	507	
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	83.3	84.5	83.5	83.8	
Bicycle Network Coverage	50% + (% of streets with bike lanes)	43.09	58.2	42.7	69.16	
Residential Multi-Modal Access	75% + (% of dwellings w/i 1/8 mile of 3 modes of transit)	90.5	94.8	89	92.5	
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.						
Open Space Share	5 + (% of total net area)	11.9	16.9	11.9	15.4	
Residential Total CO2 Emissions	None	15,456	15,464	15,421	15,439	
		INDEX Rating and Weighting Score	65.8	60.7	69.7	71.6

KEY

- Score improved
- Score decreased marginally
- Score decreased

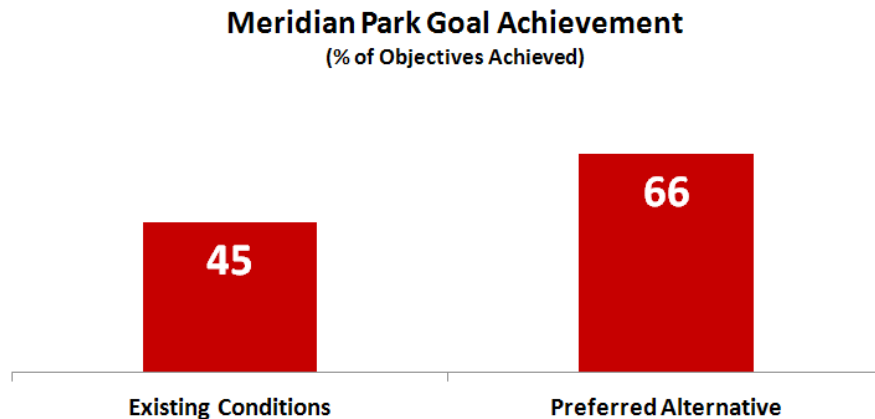
Meridian Park/Nyberg Woods

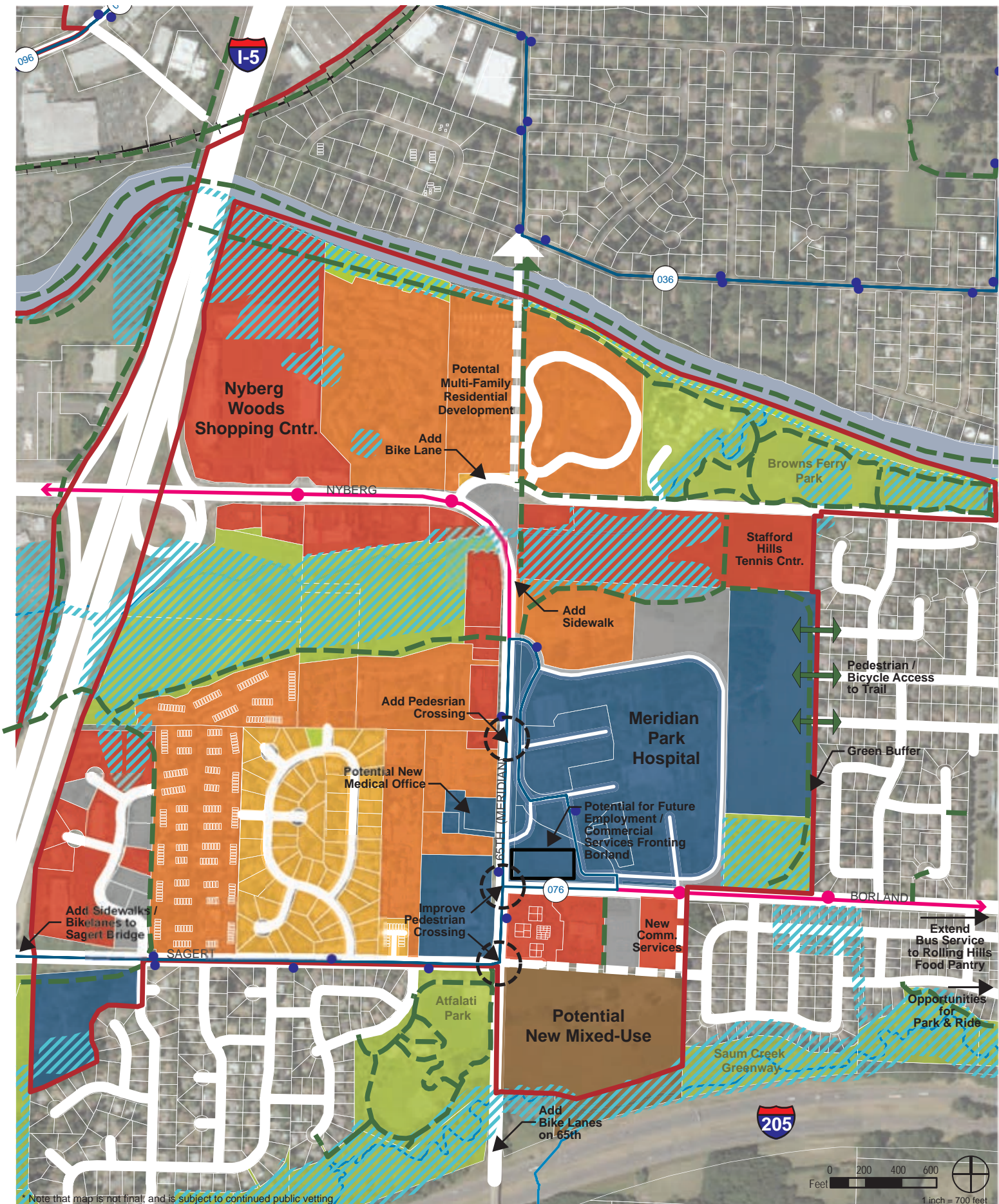
The workshop process for this Transit Ready Place included development of just one scenario on Day Two. That scenario was then refined and revised during Day Three to form the preferred option. The preferred Meridian Park/Nyberg Woods alternative is shown in Figure 22.

Ideas for this area include:

- ▶ Extend sidewalks and bicycle lanes, particularly on 65th and Nyberg Roads and on the Sagert Bridge.
- ▶ Provide improved pedestrian crossings along 65th near the Meridian Park Hospital.
- ▶ Connect people to existing and planned trails, including new bicycle and pedestrian access at the eastern edge of the area to connect to the existing residential neighborhood.
- ▶ Provide housing, shopping, lodging, and eating opportunities south of Meridian Park Hospital through new commercial and mixed-use land use designations.
- ▶ Provide additional bus service along Nyberg Road and Borland Road to connect to the Tualatin Food Pantry at Rolling Hills Community Church.
- ▶ Create a landscape buffer between the Meridian Park Hospital uses and residential neighborhoods to east and create a looped trail around the site.

INDEX results indicate a significant improvement over the existing conditions baseline, achieving approximately 66 percent of project objectives (compared with 45 percent for the baseline). Detailed INDEX results are shown in Table 4.





* Note that map is not final, and is subject to continued public vetting

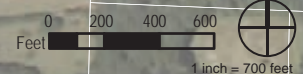


Figure 22. Meridian Park / Nyberg Woods Workshop Preferred Alternative



- | | | | | | | |
|------------------------------|--------------------------|-------------------|------------------------|-----------------------------|--------------------------|--------------------------|
| Downtown Focus Area Boundary | Existing TriMet Busline | Proposed Busline | Stream | Existing/Planned Trail/Path | Commercial | Business Employment |
| Taxlot | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Industrial Employment |
| | | | | Low Density Residential | Institutional Employment | High Density Residential |

Table 4. Meridian Park / Nyberg Woods Preferred Option INDEX Indicator Result Score

Meridian Park / Nyberg Woods - Mixed Use Center			
Indicator	Objective (Units)	Existing Conditions	Scenario 1 (Preferred)
Establishes transit-supportive levels of employment.			
Employment	<i>None</i>	2,415	3,810
Employment Density	<i>25+ (employees per net acre)</i>	11.94	16.76
Non-Residential Building Density	<i>0.50 + (floor to area ratio)</i>	0.38	0.59
Establishes transit connections linking local and regional employment centers.			
Transit Proximity to Employment	<i>Less than 1,000 (feet)</i>	1,543	1,659
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services			
Grocery Proximity to Housing	<i>Less than 1,000 (feet)</i>	6,561	6,338
Restaurant Adjacency to Employment	<i>75% + (% of employees w/i 1/8 mile)</i>	51	77.6
Park/Schoolyard Proximity to Housing	<i>Less than 1,000 (feet)</i>	1,980	2,029
Preserves identity of existing residential neighborhoods while enhancing transit service to them.			
Population	<i>None</i>	3,521	4,501
Dwelling Unit Count	<i>None</i>	1,858	2,324
Multi-Family Dwelling Share	<i>70 to 90 (% of dwelling units)</i>	88.2	90.6
Multi-Family Dwelling Density	<i>20 + (dwelling units per gross acre)</i>	18.97	20.35
Transit Proximity to Housing	<i>Less than 1,000 (feet)</i>	1,606	1,170
Jobs/Housing Balance	<i>0.80 to 1.20 (employees / dwelling unit)</i>	1.3	1.64
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.			
Street Segment Length	<i>300 or less (feet)</i>	486	501
Pedestrian Network Coverage	<i>90% + (% of streets with sidewalks)</i>	55.5	60.7
Bicycle Network Coverage	<i>50% + (% of streets with bike lanes)</i>	24.97	62.02
Residential Multi-Modal Access	<i>75% + (% of dwellings w/i 1/8 mile of 3 modes of transit)</i>	65.6	83.3
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.			
Open Space Share	<i>5 + (% of total net area)</i>	11.3	10.7
Residential Total CO2 Emissions	<i>None</i>	15,687	15,670
INDEX Rating and Weighting Score		45.2	65.6

KEY

- Score improved
- Score decreased marginally
- Score decreased

Leveton/Herman Road

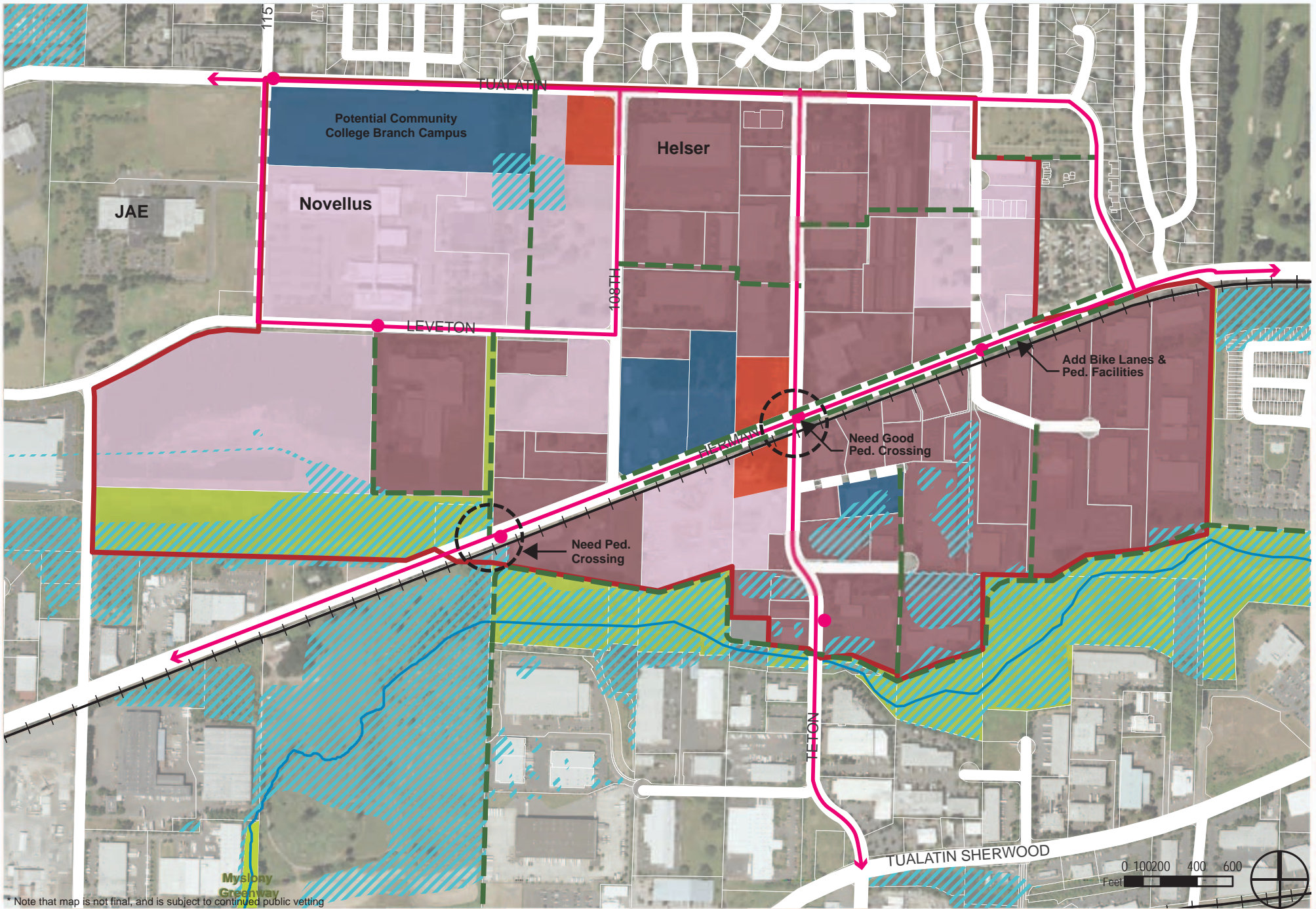
The workshop process for the Leveton/Herman Road area included development of one scenario on Day Two which was then refined and revised during Day Three to form the preferred option. The preferred Leveton/Herman Road alternative is shown in Figure 23.

Ideas for this area include:

- ▶ Create opportunities for workers and residents to meet daily shopping needs by creating some commercially zoned land at key locations.
- ▶ Provide more local street connections throughout the area.
- ▶ Create new walking and bicycling connections throughout the area, including connections to Tonquin Trail.
- ▶ Add bike lanes and pedestrian facilities to Herman Road.
- ▶ Expand the types of businesses and employers allowed in area through either new land use designations in selected areas or changes to the existing development code
- ▶ Create local bus service along Leveton, Teton and Tualatin, as well as other major streets in the area.
- ▶ Consider the potential for a new community college campus north of Novellus.

Results from the INDEX analysis indicate a significant improvement over the existing conditions baseline, achieving approximately 66 percent of project objectives (compared with 31 percent for the baseline). Detailed INDEX results are provided in Table 5.





* Note that map is not final, and is subject to continued public vetting

Figure 23. Leveton Workshop Preferred Alternative

- | | | | | | | | | |
|------------------------------|--------------------------|-------------------|------------------------|-----------------------------|------------|--------------------------|--------------------------|-------------------------|
| Downtown Focus Area Boundary | Existing TriMet Busline | Proposed Busline | Stream | Existing/Planned Trail/Path | Commercial | Institutional Employment | Industrial Employment | Low Density Residential |
| Taxlot | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |



Table 5. Leveton Preferred Option INDEX Indicator Result Score

Leveton / Herman Rd. - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	None	2,793	3,538	4,907
Employment Density	25+ (employees per net acre)	13.76	15.51	18.63
Commercial Building Density	0.50 + (floor to area ratio)	0.28	0.36	0.48
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	Less than 1,000 (feet)	6,640	1,427	1,134
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	0.60 + (diversity of uses)	0.61	0.61	0.72
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	0	74.3	62.2
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	300 or less (feet)	1,185	1,142	1,062
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	71.4	80.6	83.6
Bicycle Network Coverage	50% + (% of streets with bike lanes)	70.48	99.52	100
Transit Oriented Employment Density	30 + (Employees / net acre w/i 1/4 mile transit stops)	0	15.32	18.72
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	None	26,896	26,892	26,946

KEY

Score improved
Score decreased marginally
Score decreased

INDEX Rating and Weighting Score	31	52.8	65.6
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Teton

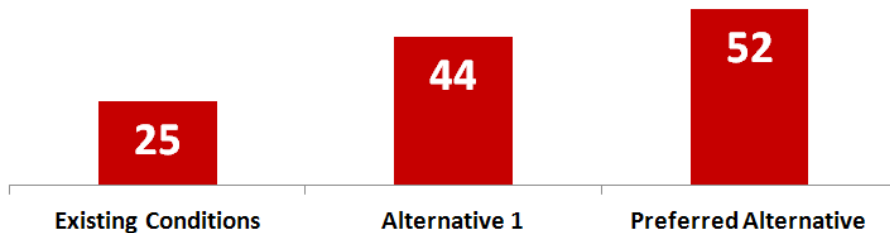
The workshop process for the Teton area involved development of one scenario on Day Two which was then refined and revised during Day Three to create the preferred option. The preferred Teton scenario is shown in Figure 24.

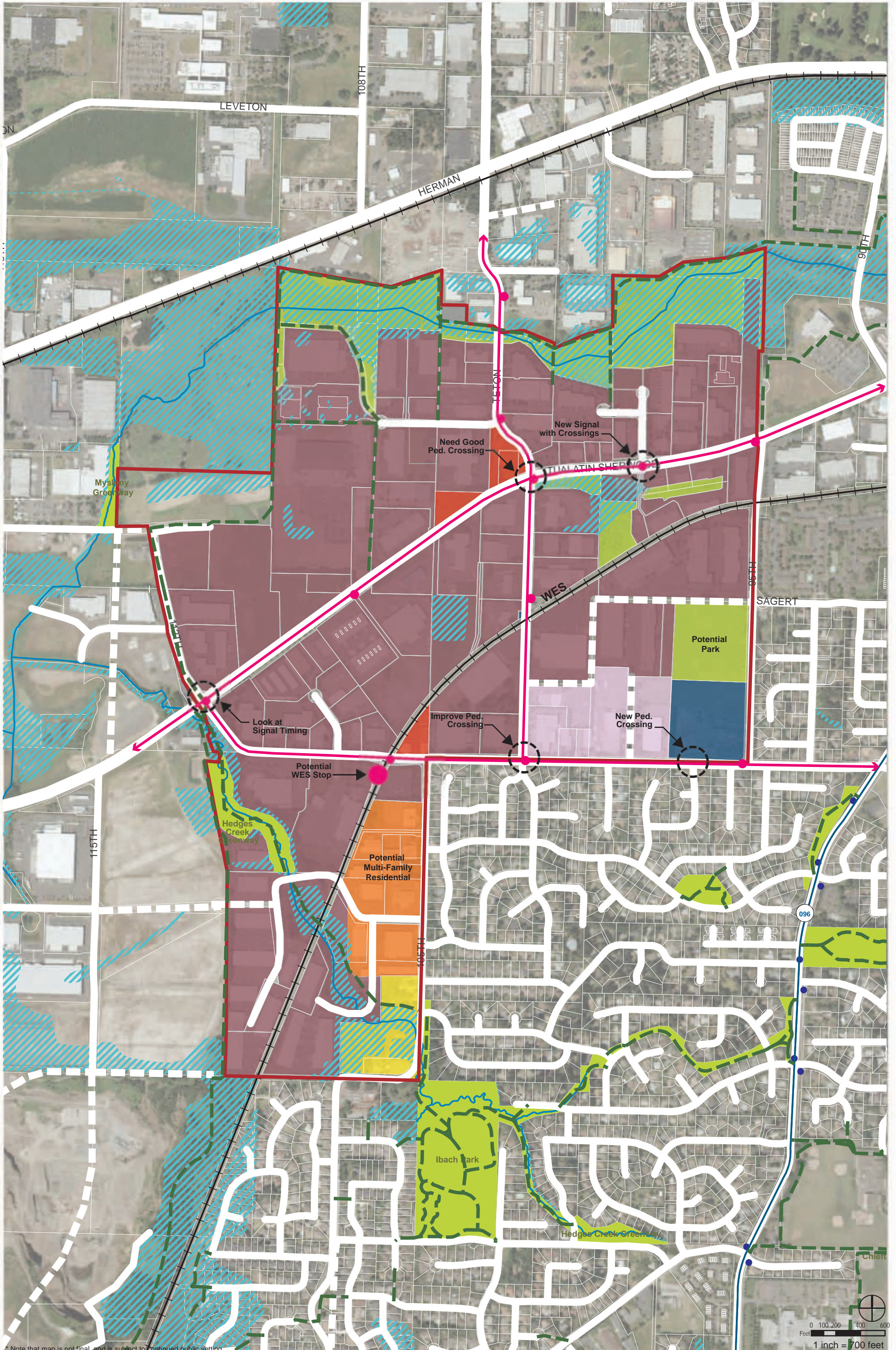
Ideas for this area include:

- ▶ Create opportunities for workers and residents to meet daily shopping needs through new commercial zoning designations at key locations.
- ▶ Provide more local street connections, particularly by extending Sagert west across 95th Avenue to intersect with Teton.
- ▶ Create new walking and bicycling connections throughout the area, including connections to Tonquin Trail.
- ▶ Create new and/or improved pedestrian crossings along Tualatin Sherwood Road and 112th Avenue.
- ▶ Expand the businesses and employers allowed in area through either new land use designations in selected areas or changes to the existing development code.
- ▶ Create local bus service along major roads in the area, including Tualatin Sherwood Road, Teton and Avery.
- ▶ Create housing opportunities south of Avery and west of 105th Avenue through new high density residential designations.

Results from the INDEX analysis show a notable improvement over the existing conditions baseline, achieving approximately 52 percent of project objectives (compared with 25 percent for the baseline). Detailed INDEX results are provided in Table 6.

Teton Goal Achievement
(% of Objectives Achieved)





Note that map is not final, and is subject to continued public vetting



Figure 24. Teton Workshop Preferred Alternative

- | | | | | | | | | |
|------------------------------|--------------------------|-------------------|------------------------|-----------------------------|------------|--------------------------|--------------------------|-------------------------|
| Downtown Focus Area Boundary | Existing TriMet Busline | Proposed Busline | Stream | Existing/Planned Trail/Path | Commercial | Institutional Employment | Industrial Employment | Low Density Residential |
| Taxlot | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |



Table 6. Teton Preferred Alternative INDEX Indicator Result Score

Teton - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	None	3,700	4,882	4,425
Employment Density	25+ (employees per net acre)	12.06	14.29	13.73
Commercial Building Density	0.50 + (floor to area ratio)	0.29	0.39	0.37
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	Less than 1,000 (feet)	5,292	1,308	1,004
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	0.60 + (diversity of uses)	0.19	0.45	0.46
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	4.6	53.1	57
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	300 or less (feet)	1,111	1,166	1,072
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	70	73.4	81.2
Bicycle Network Coverage	50% + (% of streets with bike lanes)	68.06	100	100
Transit Oriented Employment Density	30 + (Employees / net acre w/l 1/4 mile transit stops)	0	16.6	16.83
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	None	28,484	28,492	28,525

KEY

Score improved
Score decreased marginally
Score decreased

INDEX Rating and Weighting Score	25	44.2	52.4
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Southwest Industrial

For the Southwest Industrial area, workshop participants created one alternative scenario on Day Two, which was then refined and revised on Day Three to form the preferred alternative. The preferred alternative for this area is shown in Figure 25.

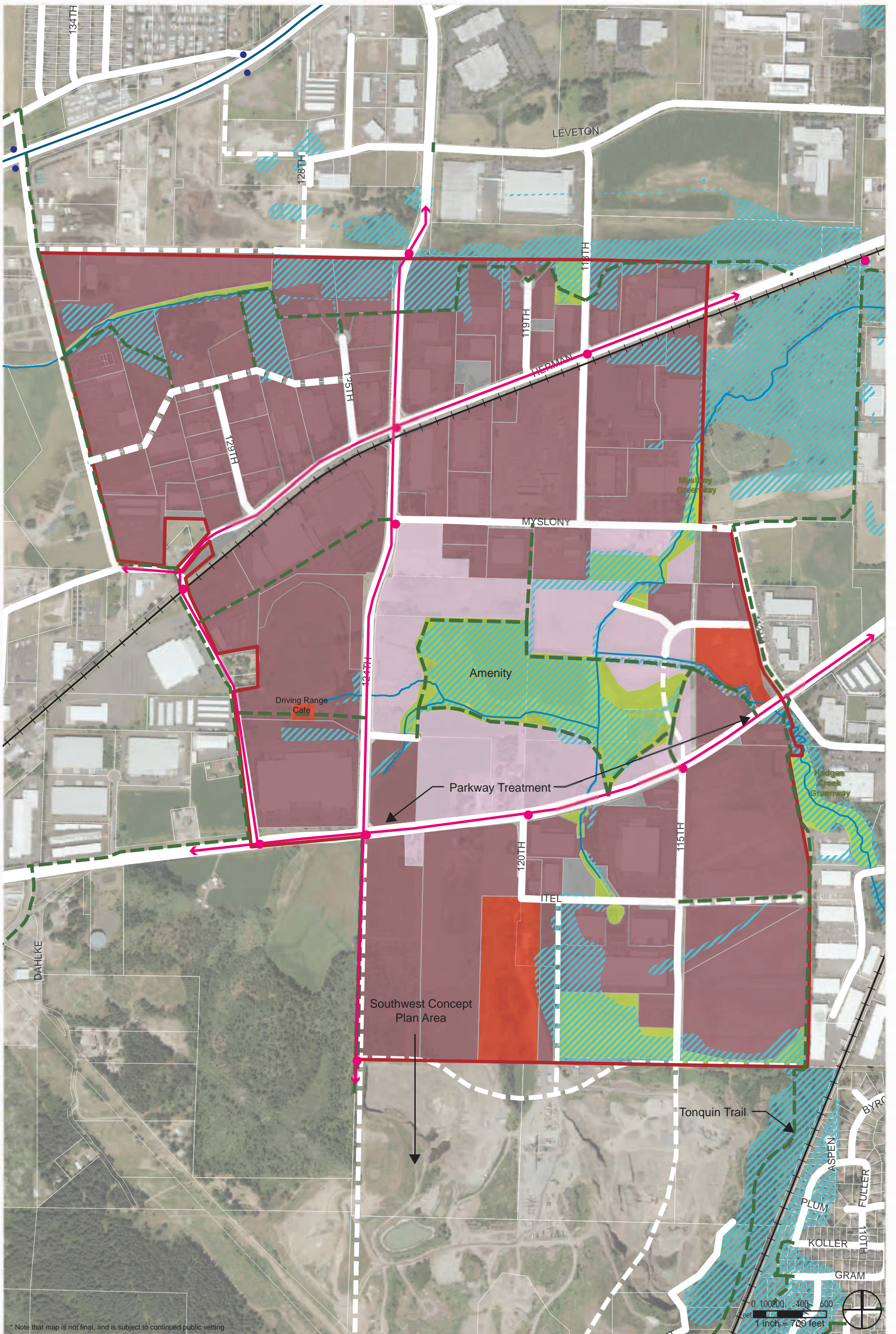
Ideas for the Southwest Industrial area include:

- ▶ Create opportunities for workers and residents to meet daily shopping needs through new commercial zoning designations at key locations.
- ▶ Provide more local street connections throughout the area and connecting to areas to the south.
- ▶ Create new walking and bicycling connections throughout the area, including connections to Tonquin Trail.
- ▶ Create business development around the wetland areas north of Tualatin Sherwood Road through new business employment designations.
- ▶ Consider implementing a “parkway treatment” along Tualatin Sherwood Road through the area
- ▶ Create local bus service, particularly along Tualatin Sherwood Road, Leveton, and 124th Avenue.

Results from the INDEX analysis showed a relatively lower gain in achieving project objectives compared to some of the other Transit Ready Places, but did show an improvement over the existing conditions baseline, achieving approximately 42 percent of project objectives (compared with 24 percent for the baseline). Detailed INDEX results are provided in Table 7.

Southwest Industrial Goal Achievement
(% of Objectives Achieved)





* Note that map is not final, and is subject to continued public vetting

Figure 25. Southwest Industrial Workshop Preferred Alternative

Downtown Focus Area Boundary	Existing TriMet Busline	Proposed Busline	Stream	Existing/Planned Trail/Path	Commercial	Institutional Employment	Industrial Employment	Low Density Residential
Taxlot	Existing TriMet Bus Stop	Proposed Bus Stop	Wetland / Natural Area	Park	Mixed Use	Business Employment	High Density Residential	



Table 7. Southwest Industrial Preferred Option INDEX Indicator Result Score

Southwest Industrial - Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	None	2,779	5,535	6,762
Employment Density	25+ (employees per net acre)	8.53	10.89	13.27
Commercial Building Density	0.50 + (floor to area ratio)	0.19	0.41	0.48
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	Less than 1,000 (feet)	6,958	2,265	1,573
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	0.60 + (diversity of uses)	0.03	0.24	0.51
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	0	34.1	40.9
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	300 or less (feet)	1,237	1,151	1,027
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	71	88	77.1
Bicycle Network Coverage	50% + (% of streets with bike lanes)	54.69	100	100
Transit Oriented Employment Density	30 + (Employees / net acre w/i 1/4 mile transit stops)	0	11.59	11.83
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	None	23,570	23,586	23,574

KEY

- Score improved
- Score decreased marginally
- Score decreased

INDEX Rating and Weighting Score

24.2	31.4	42
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Pacific Financial/124th

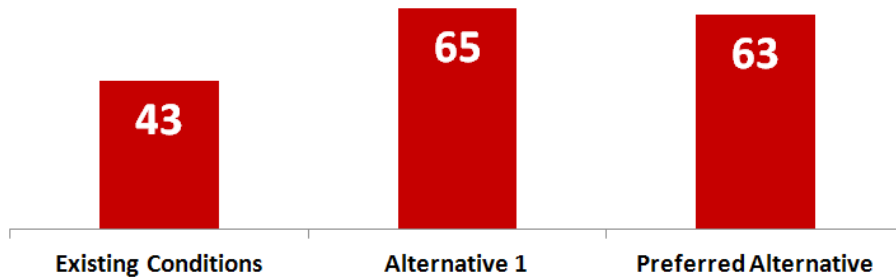
For the Pacific Financial area, workshop participants created one scenario on Day Two, which was then refined and revised on Day Three to form the preferred option. The preferred scenario for this area is shown in Figure 26.

Ideas for this area include:

- ▶ Create mix of housing, shopping and eating opportunities north of OR 99W through new mixed use designations and development of a new park.
- ▶ Create new road connections to break up large blocks.
- ▶ Create new pedestrian and bicycle connections, including connections to the Tualatin River Greenway and along OR 99W.
- ▶ Create opportunities for workers and residents to meet daily shopping needs through new commercial zoning designations at key locations.
- ▶ Consider a new community college campus south of Tualatin Road.
- ▶ Create a park and ride and transit center near the intersection of OR 99W and 124th Avenue.
- ▶ Consider government services to meet the needs of city and county residents through institutional designations near the proposed transit center.

Per the INDEX results, the preferred alternative provides a slight improvement over the existing conditions baseline, achieving approximately 51 percent of project objectives (compared with 43 percent for the baseline). Detailed INDEX results are provided in Table 8.

Pacific Financial Goal Achievement
(% of Objectives Achieved)



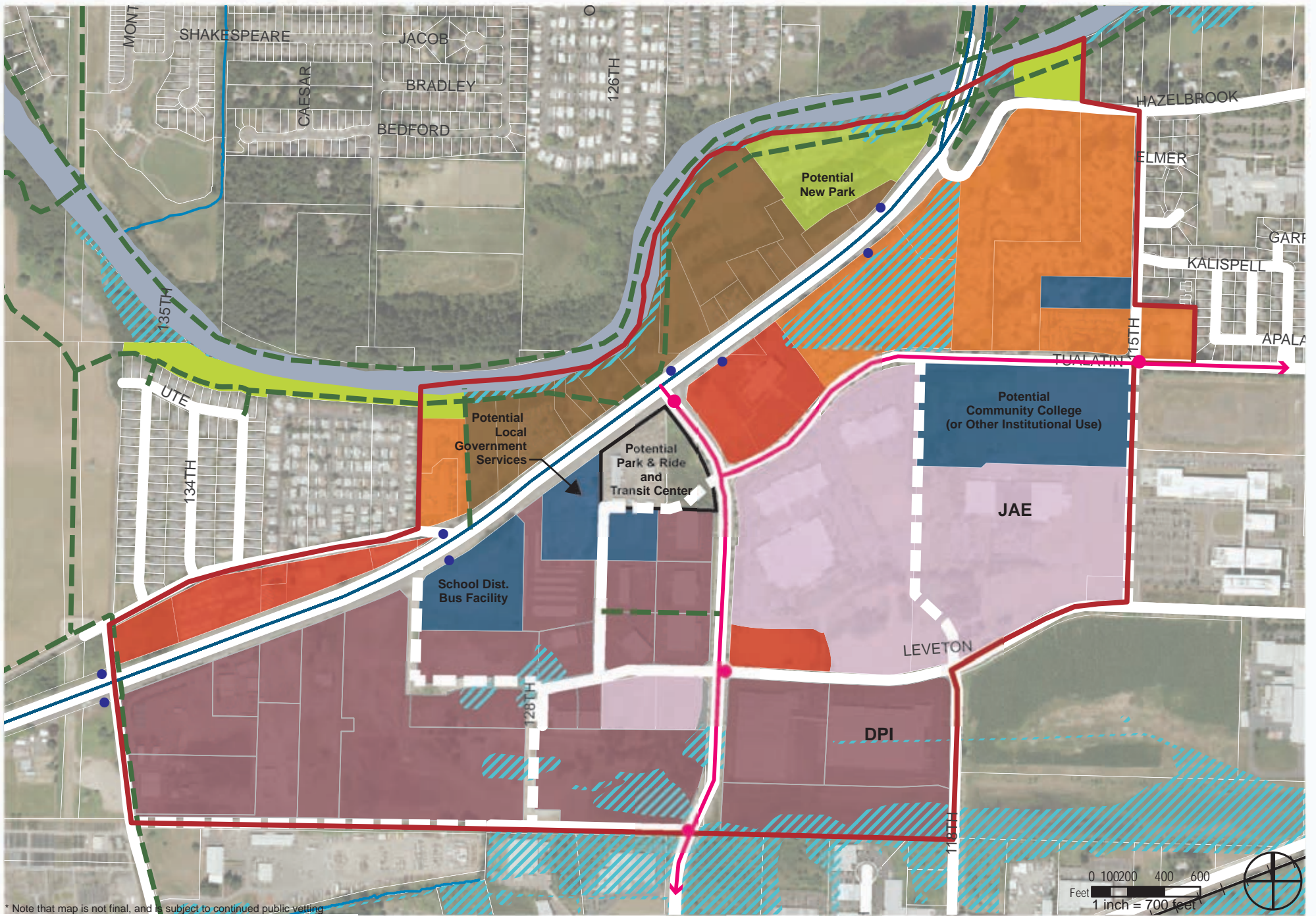


Figure 26. Pacific Financial / 124th Workshop Preferred Alternative



- | | | | | | | | | |
|------------------------------|--------------------------|-------------------|------------------------|-----------------------------|------------|--------------------------|--------------------------|-------------------------|
| Downtown Focus Area Boundary | Existing TriMet Busline | Proposed Busline | Stream | Existing/Planned Trail/Path | Commercial | Institutional Employment | Industrial Employment | Low Density Residential |
| Taxlot | Existing TriMet Bus Stop | Proposed Bus Stop | Wetland / Natural Area | Park | Mixed Use | Business Employment | High Density Residential | |

Table 8. Pacific Financial / 124th Preferred Option INDEX Indicator Result Score

Pacific Financial / SW 124th Ave. - Mixed Use / Employment Center

Indicator	Objective (Units)	Existing Conditions	Scenario 1	Scenario 2 (Preferred)
Establishes transit-supportive levels of employment.				
Employment	None	1,657	3,889	3,724
Employment Density	25+ (employees per net acre)	9.85	17.56	16.72
Commercial Building Density	0.50 + (floor to area ratio)	0.16	0.58	0.59
Establishes transit connections linking local and regional employment centers.				
Employment Proximity to Transit	Less than 1,000 (feet)	2,629	1,214	1,202
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services				
Land Use Balance	0.60 + (diversity of uses)	0.81	0.84	0.85
Restaurant Adjacency to Employment	75% + (% of employees w/i 1/8 mile)	18.8	51.8	55.8
Preserves identity of existing residential neighborhoods while enhancing transit service to them.				
Population	None	1,707	1,838	1,863
Dwelling Unit Count	None	897	997	1,010
Multi-Family Dwelling Share	70 to 90 (% of dwelling units)	87.1	100	100
Multi-Family Dwelling Density	20 + (dwelling units per gross acre)	17.29	14.02	13.9
Jobs/Housing Balance	0.80 to 1.20 (employees / dwelling unit)	1.85	3.9	3.69
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.				
Street Segment Length	300 or less (feet)	1,346	1,181	1,231
Pedestrian Network Coverage	90% + (% of streets with sidewalks)	50.6	80.5	84
Bicycle Network Coverage	50% + (% of streets with bike lanes)	57.49	75.26	100
Residential Multi-Modal Access	75% + (% of dwellings w/i 1/8 mile of 3 modes of transit)	89.9	98	98
Transit Oriented Employment Density	30 + (Employees / net acre w/i 1/4 mile transit stops)	9.79	19.51	18.51
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.				
Non-Residential Total CO2 Emissions	None	21,701	21,530	21,626
Residential Total CO2 Emissions	None	16,486	16,360	16,431

KEY

Score improved

Score decreased marginally

Score decreased

INDEX Rating and Weighting Score

43.4

64.5

62.8



Overall Achievement of Project Goals and Objectives

Based on the INDEX analysis, the preferred alternatives for the Transit Ready Places make significant progress towards achieving project goals and objectives in comparison to current conditions in these areas. Summary observations include:

- ▶ In the Leveton and Teton areas, INDEX scores nearly doubled in comparison to existing conditions. This is in large part due to providing transit service in these areas, as well as improving walking, bicycling and road connectivity.
- ▶ INDEX scores for Bridgeport Village, the Downtown area, Meridian Park/Nyberg Woods and Leveton range from 66 to 72. These are very strong scores for an area outside of the Downtown Portland area in terms of meeting goals related to development, bicycling, walking and transit.
- ▶ In some areas, notably the Teton, Pacific Financial/124th and Southwest Industrial areas, INDEX scores appear to be relatively low (compared to other areas). This is a function of relatively low densities of employment assumed for these areas given assumed land use types and a significant number of properties which are constrained by environmental resources (e.g., wetlands) and therefore not considered developable in the future. However, as noted above, these areas also saw significant increases in the future ability to achieve project goals and objectives related to land use, transportation and the economy. In particular, walking distance to transit will be reduced substantially in these areas if local transit service is provided in suggested areas. The INDEX analysis indicates enough future development to support bus transit service.
- ▶ Average walking distance to transit for residents decreased substantially for areas with existing and/or proposed future housing.

The following graphs (Figures 27 through 32) provide a more detailed look at the results of the INDEX analysis by zooming in on specific indicators and showing INDEX results compared among areas and with the target (where a specific numerical target was established).

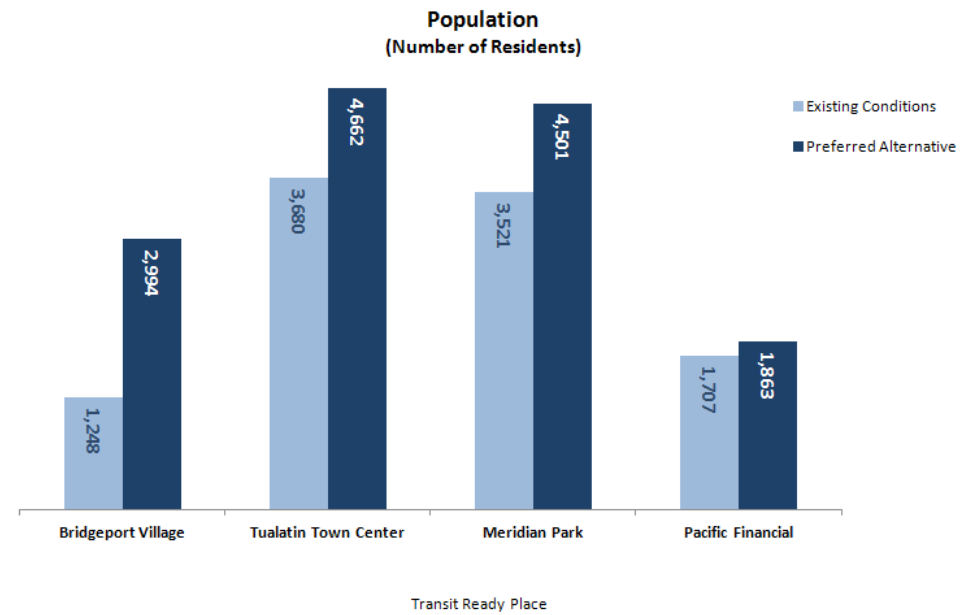


Figure 27. Population in total number of residents (this indicator was only applied to those areas where residential development occurs or will occur).

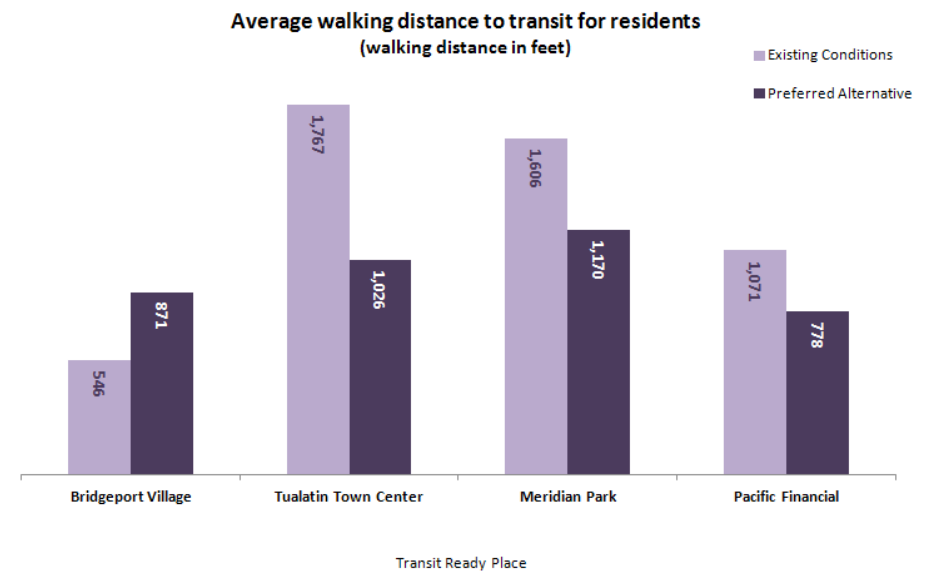


Figure 28. Average walking distance to transit (in feet) for residents. Again, this indicator only applies in areas where there are residential uses. This figure also indicates the five-minute walk target.

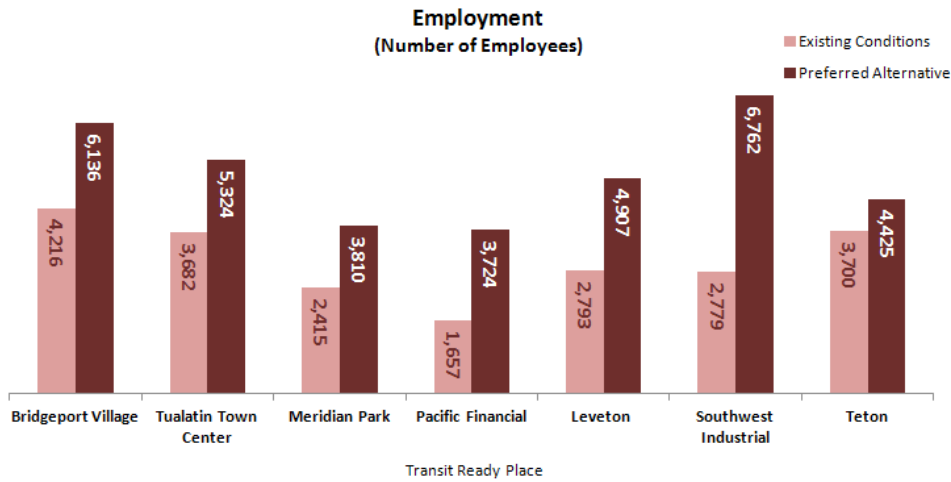


Figure 29. Employment in total number of employees.
This indicator applies to all of the Transit Ready Places.

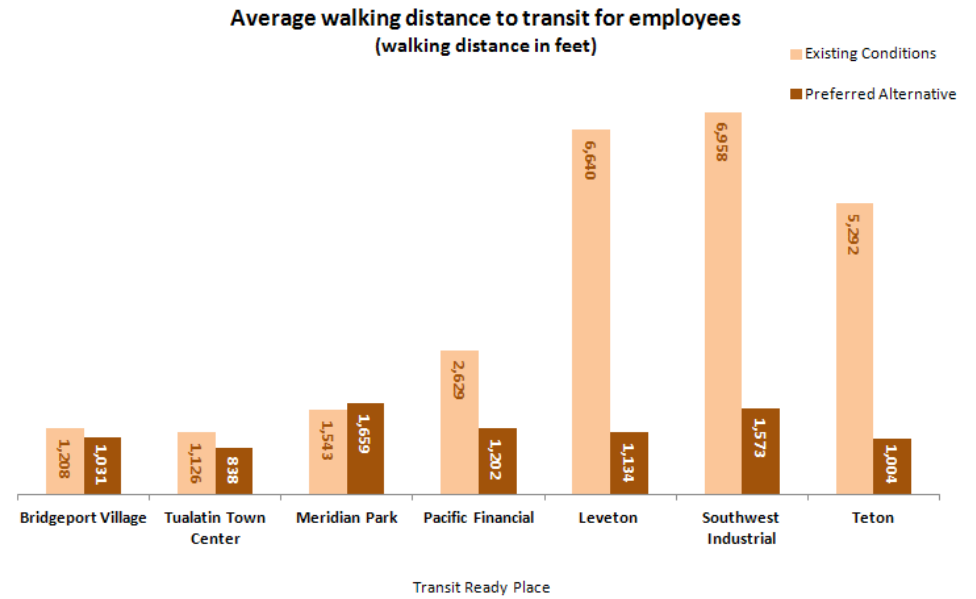


Figure 31. Average walking distance to transit (in feet) for employees.
This graph also shows the five, ten and twenty minute walk thresholds.

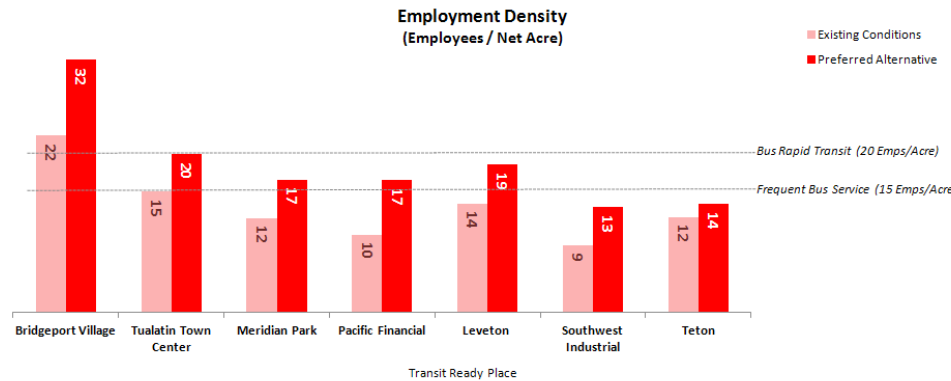


Figure 30. Employment density in number of employees per net acre and targets to support bus rapid transit and frequent bus service.

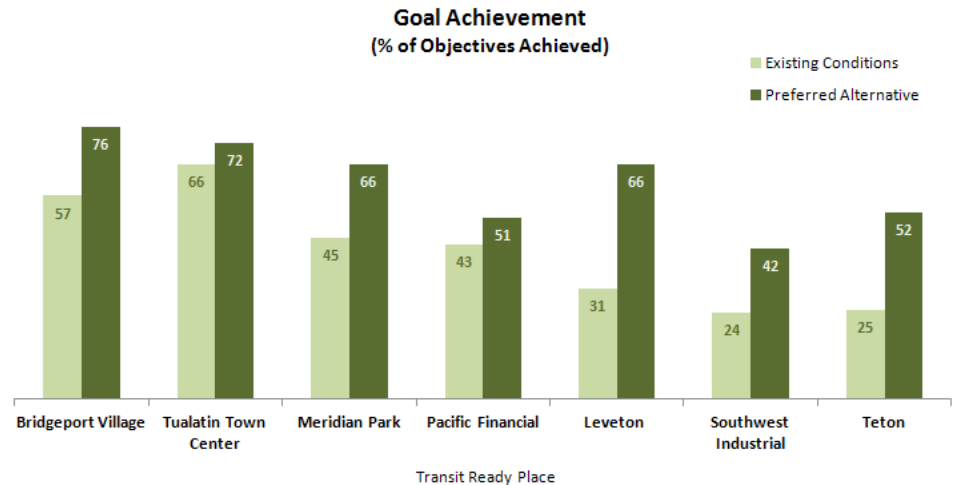


Figure 32. Overall comparison of all Transit Ready Places, including both their existing conditions and preferred alternative INDEX results.

New Transit Facilities and Services

Figure 33 summarizes potential transit facilities and services within all of the Transit Ready Places, combining the ideas from individual areas. This includes potential transit “routes” and possible park and ride and/or transit stop locations. This map is generally consistent with the “Transit Ideas” map produced as part of the Linking Tualatin and Transportation System Plan update process.

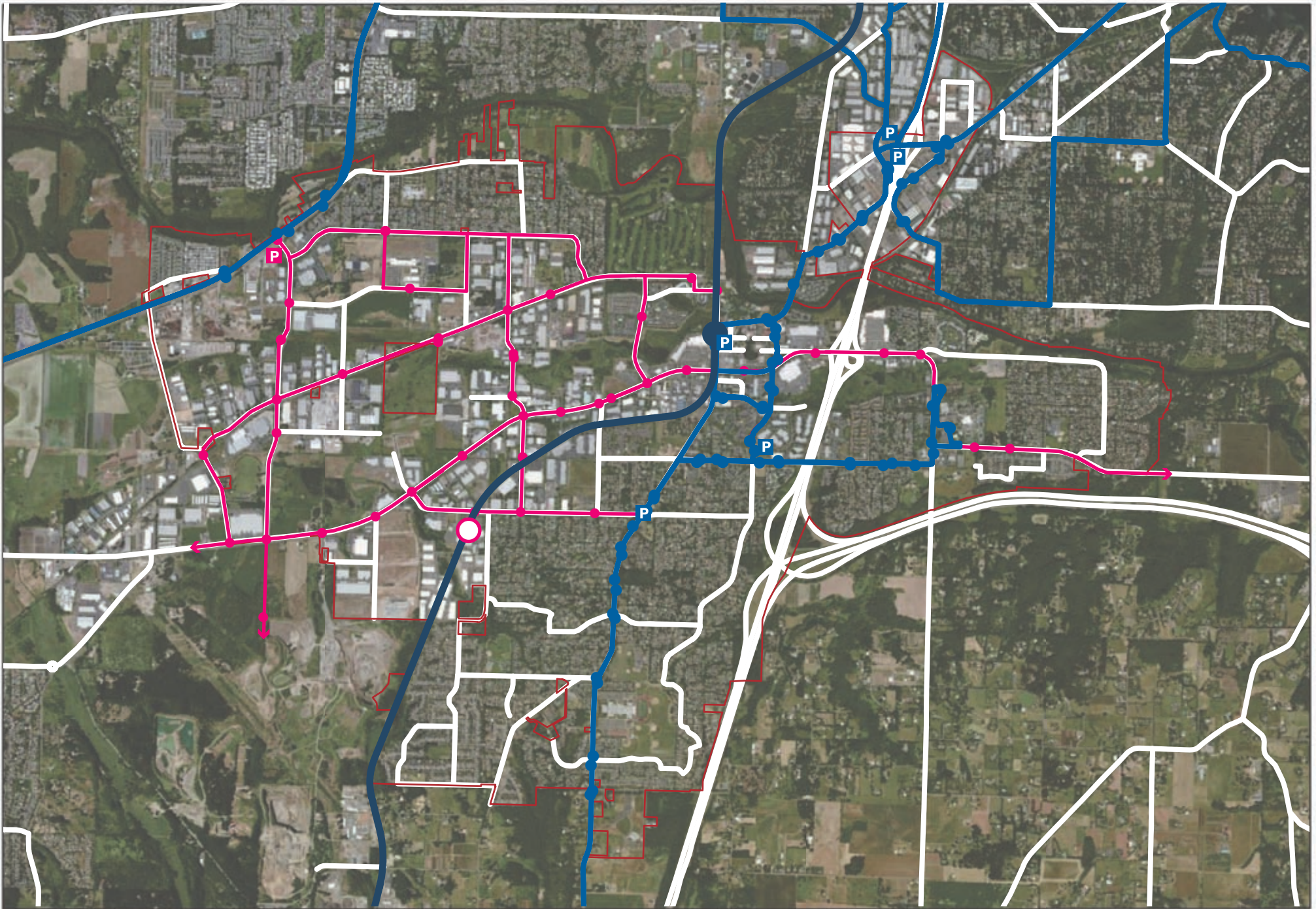
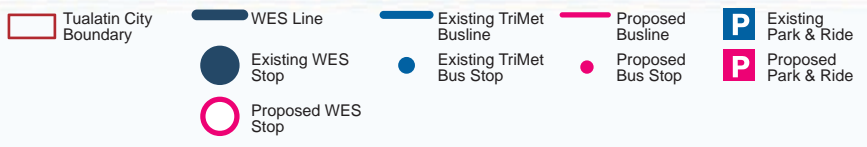


Figure 33. Tualatin Transit Charrette Preferred Alternative



Relationship to Southwest Corridor Plan

Overview

The Southwest Corridor Plan addresses the Barbur Boulevard/OR 99W/I-5 corridor between Portland and Sherwood. The plan is being developed through a partnership of the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin, Washington and Multnomah counties, ODOT, TriMet, and Metro.

The Southwest Corridor is identified as Metro's next priority for a regional high capacity transit corridor in Metro's Regional High Capacity Transit Plan. According to Metro, it shows the greatest ridership projections for potential high capacity transit corridors in the region. In December 2010, Metro received a grant from the Federal Transit Administration to analyze alternatives for improving transit in the corridor. Metro narrowed the range of transit alternatives in 2012, and will identify one or more preferred alignments and modes of high capacity transit in Fall 2013. The transit alternatives analysis is part of a larger planning process, which will also take into consideration improvements to the roadway, bicycle, pedestrian, and freight systems in the corridor. Several alignments are currently being considered within the larger corridor and no final decisions about the alignment or type of transit service have been made as of the preparation of this report.

The Linking Tualatin project is Tualatin's local contribution to the Southwest Corridor Plan and considers high capacity transit areas throughout Tualatin, in addition to those on the OR 99W corridor and in the vicinity of Interstate 5. The Linking Tualatin recommendations are expected to

be consistent with Southwest Corridor Plan goals and guidelines. The City of Tualatin's efforts are being conducted in coordination with the regional framework. At the same time, the City of Tualatin is also using Linking Tualatin as an opportunity to identify specific transit needs for the community, including both local transit service and potential links to regional high capacity transit. Tualatin's local efforts should provide the basis for and guide regional plans as they relate to Tualatin.



Southwest Corridor

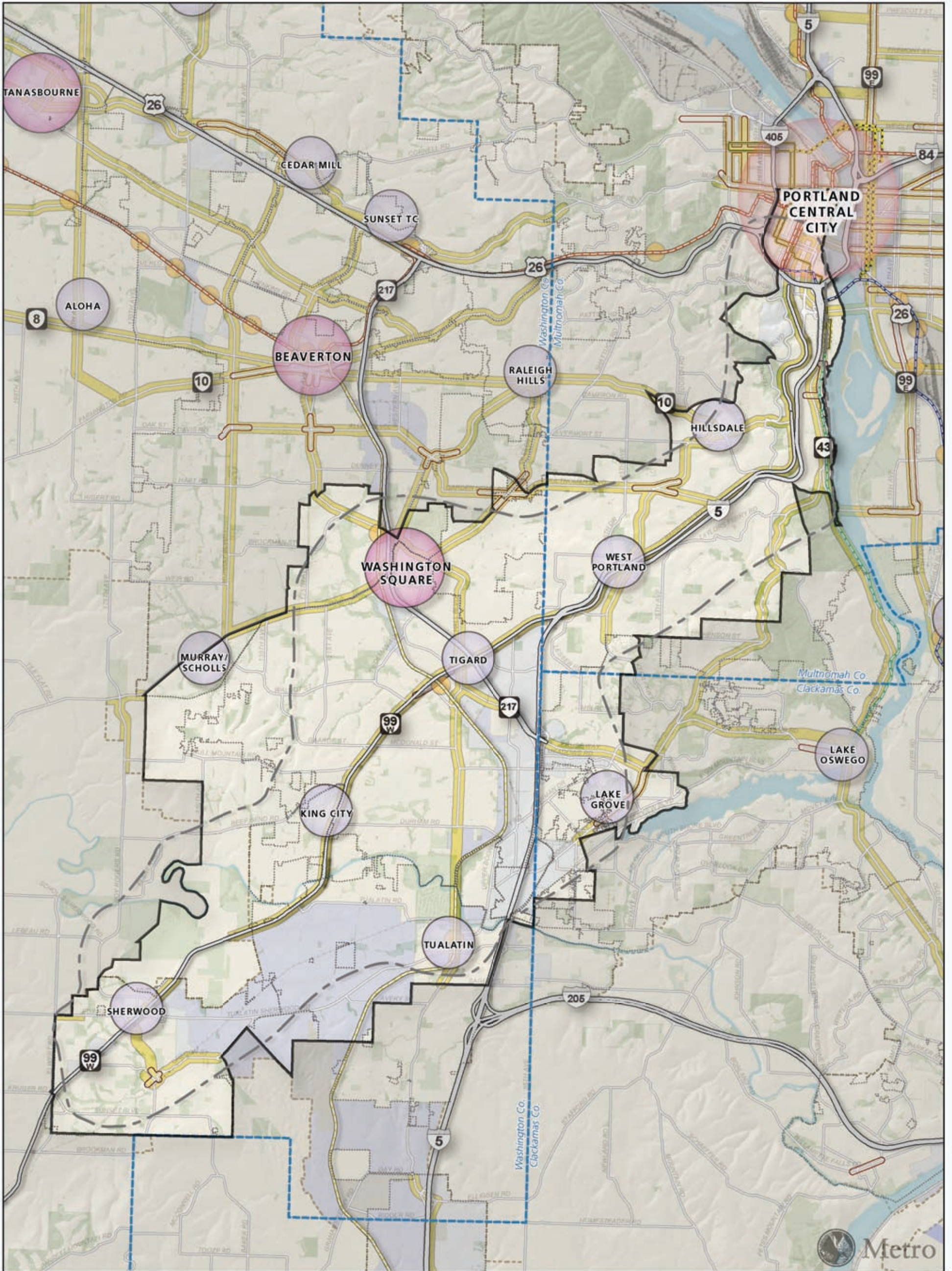


Figure 34. Southwest Corridor Study Area

Potential Linking Tualatin Connections to Future Regional Transit Facilities or Services

Linking Tualatin represents an opportunity for the City of Tualatin to recommend how high capacity transit could best serve the community's needs in the future. It also has created an opportunity to evaluate how areas in Tualatin may or may not have enough jobs or households in the future to be served either directly or indirectly by high capacity transit. The ability to provide high capacity transit service typically depends on having enough workers or residents within a given area to provide enough riders to warrant investments in high capacity transit facilities and services. This is measured by the number of housing units or jobs per acre within a given area. Measurements are for each entire Transit Ready Place. Selected areas within these places could have higher or lower development densities. General rules-of-thumb used by Metro and other regions indicate that approximately 20-50 jobs per acre (or higher) or 20-40 (or more) housing units per acre are needed to support high capacity transit although these numbers can vary depending on a variety of other factors.

In this discussion of findings, "direct" benefits refer to those areas that are very close to a potential high capacity transit stop or station (e.g., within one-quarter to one-half mile). "Indirect" benefits refer to those areas that are farther away from such a facility but could access it by another transit connection or via driving or bicycling (assuming most people would not walk more than one-half mile to access transit). Based on the preliminary alternatives and ideas for Transit Ready Places in Tualatin, the project team has developed the following preliminary findings associated with planning for regional transit facilities and services:

- ▶ No matter what alignment or service type for high capacity transit is ultimately recommended by the region, providing connections to it and creating local transit service to Tualatin's employment areas, commercial, mixed use and residential areas is essential. A variety of ideas have been identified to date during the Linking Tualatin process to meet this goal. Many of them are summarized elsewhere in this report and in recommendations from the city's TSP process. In general, they include the following:
 - ▶ Connections from high capacity transit (if it is built) to other parts of Tualatin such as the residential neighborhoods and less dense employment areas such as Teton, Leveton, Southwest Industrial,

Meridian Park and Pacific Financial/125th to create opportunities for workers, residents, and visitors to travel between Tualatin and other parts of the region

- ▶ An enhanced local transit system within Tualatin along Tualatin-Sherwood Road, Tualatin Road, Herman Road, and 124th Avenue, with an emphasis on improved east-west connections and adequate service for all residents and workers
- ▶ Improved or expanded park and ride facilities and transit centers or hubs in key locations, including Bridgeport Village, the Downtown, OR 99W and the southeastern portion of the city
- ▶ Study of different alternatives for providing future transit service, with recommendations that result in a cost-effective method for providing local transit service in a way that maximizes investments and ongoing funding by the city and its businesses and residents
- ▶ Preliminary analysis indicates that, on average, only the Bridgeport Village area and possibly Tualatin's Downtown are expected to have sufficient employees and housing units to support direct service by high capacity transit within a 10-20 year planning horizon. This is based on a threshold of 20 or more jobs per acre and 20 or more housing units per acre needed to support high capacity transit (bus rapid transit.) Based on land use and development assumptions, only these two areas would meet these thresholds. This may argue for an alignment, type and frequency of service for high capacity transit that directly serves these areas. This could be an I-5 alignment or some other route from Tigard that would directly serve these areas.
- ▶ Businesses and workers within the Teton, Leveton/Herman Road and Southwest Industrial areas also would benefit from connections to high capacity transit, as would residents in nearby residential areas. The analysis indicates that, on average, these areas would have enough jobs to support regular or in some cases frequent bus service in the future. Participants in the Linking Tualatin and Tualatin Transportation System Planning processes have identified some type of transit service along Tualatin-Sherwood Road as a high priority future transit recommendation.
- ▶ If high capacity transit were located along Highway 99, the only Transit Ready Place which would directly benefit from this service would be the Pacific Financial/124th area. Based on preliminary land use alternatives for this area and the thresholds described above, it is not expected, on

average, to have enough workers and housing units to directly support high capacity transit service. However, nearby employment areas (Leveton/Herman Road, Teton and the Southwest Industrial area) could indirectly benefit, as would residents in nearby residential areas.¹

This discussion of findings related to high capacity transit service should be considered as a preliminary set of ideas only. These and other ideas associated with future regional transit service will be discussed in more detail during subsequent stages of the SW Corridor Planning process and as planning actions based on Linking Tualatin occur in the future.

Next steps for Integration of Southwest Corridor Plan and Linking Tualatin

Next steps in the Southwest Corridor Plan to be undertaken by Metro in coordination with their regional partners include the following, as documented by Metro on its Southwest Corridor Plan web site:

- ▶ Evaluate and prioritize strategies for the corridor to implement proposed alternatives
- ▶ Identify, evaluate and agree on commitments for pursuing an implementation strategy and public investments

The City of Tualatin will continue to coordinate its Linking Tualatin planning efforts with these regional efforts. In turn, the region will review and incorporate the City's efforts in its land use analysis and development of alternatives and associated strategies. The City also will use the results of Linking Tualatin to continue to advocate for improved local transit service from the region (i.e. TriMet) and/or explore other methods for providing local transit service.

¹ The Transit Working Group recommends that the City be open to high density zoning in the area south of 99W in the Pacific Financial area. This reflects the group's support of modifying zoning/land use in this area if high capacity transit is ultimately recommended along 99W.

Implementation Actions and Next Steps

Overview

This report provides a summary of potential strategies and actions that may be used by the city to implement the recommendations from the Linking Tualatin project. These strategies were identified during the Linking Tualatin multi-day workshop and subsequently expanded and refined based on review by the Linking Tualatin Task Force and Transit Working Group. Implementation strategies include elements related to land use, transit service and facilities, other transportation facilities, and agency coordination. This is a preliminary assessment of strategies that may be useful to the city; further evaluation and expansion of implementation approaches will be done in subsequent phases of the Linking Tualatin process. Implementation strategies are organized by the following categories:

- ▶ **Acceptance of the Linking Tualatin Final Plan.** The Final Plan is expected to be accepted by the City as documentation of the analysis and planning undertaken in the Linking Tualatin process, including acknowledgement of completing key documents included in the process, such as this report.
- ▶ **Development Code amendments.** A number of amendments to the city's Development Code are suggested to help implement the land use and transportation ideas in this report. Some of the amendments may be proposed for adoption following acceptance of the Linking Tualatin Final Plan. Others may be deferred until a later date, particularly those that require more time and community

conversation than is feasible within the Linking Tualatin project time frame or those that might be needed to support specific proposals for high capacity transit in Tualatin.

- ▶ **Other land use and development strategies.** These strategies would be undertaken as development in Transit Ready Places proceeds over time. Some of them (e.g., implementation of specific funding strategies) may require additional community conversation and/or separate planning processes to implement.
- ▶ **Transit facilities and services.** These ideas are generally oriented to providing local transit to support Tualatin's businesses, workers and residents. Some also may be linked to potential future high capacity transit service to Tualatin. All of them will require more detailed planning and analysis, as well as coordination with a variety of local and regional stakeholders.
- ▶ **Other transportation recommendations.** These include possible improvements to local streets, bicycle or pedestrian facilities to support future transit use and associated land use ideas. These will need to be evaluated further in conjunction with the city's Transportation System Planning and Capital Improvement Planning efforts.

Development Code Amendments

A number of ideas in this report would require changes to the city's Development Code, including allowing for or encouraging development

of small scale retail or personal service uses in selected areas and creating mixed use developments in other areas. Many of these ideas would support provision of future local transit service in Tualatin. They also would support potential future high capacity transit service but could be implemented and beneficial to the community with or without high capacity transit. These ideas are expected to undergo further consideration for possible implementation at a later date after more detailed planning, evaluation and community conversation.

- ▶ Expand the city's Mixed Use Commercial Overlay District to other areas, including in the vicinity of the Bridgeport Village lifestyle center and/or in the Downtown area. This overlay district allows a mix of uses including commercial, retail, office and residential. It also contains design standards intended to create a pedestrian-friendly environment and enhance compatibility between residential and other uses. This approach may or may not be appropriate in all areas where a mix of uses is proposed and will be evaluated as a potential implementation strategy on a case-by-case basis.
- ▶ Refine the city's Industrial Business Park Overlay District to allow for more types of businesses and provide greater flexibility in development and design. This overlay can be applied in the manufacturing districts (ML and MG zones) and is intended to emphasize industrial uses but allow a broader mix of retail and office uses to support industrial businesses.
- ▶ Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for small shops, restaurants or other services. The city could also consider revising this overlay to allow for health and fitness studios.
- ▶ Relax current restrictions on commercial uses in manufacturing districts along arterials roads, while maintaining environmental restrictions and provisions to reduce the number of curb cuts. Currently, the manufacturing districts (MG and ML) require a special setback of 300-350 feet for commercial uses along certain arterials (Tualatin-Sherwood Road, SW 124th Avenue and Highway 99W). The setback creates a potential barrier to developing commercial uses in these districts. Amendments to this language could remove the barrier but still limit access from arterials and continue to preserve mobility in these corridors.
- ▶ Redesignate specific properties to allow for shops, restaurants and services for workers and nearby residents or to expand types of

developments allowed. Changes to existing land use designations in some areas would require a Plan Map Amendment. A Plan Map Amendment can be initiated by a property owner (quasi-judicial process) or by the city (legislative process). The procedure for an amendment requires public notice, a neighborhood meeting, a recommendation from the Planning Commission and a public hearing before the City Council. It is assumed that any Map Amendments would be implemented as part of a separate planning process, conducted after the Linking Tualatin process is completed.

- ▶ Adopt Planned Unit Development (PUD) provisions into city's Development Code. PUD provisions can be applied in any district and are useful for providing maximum flexibility to develop projects. PUD provisions are typically optional and their use generally involves coordination with property owners, developers, staff and neighbors. They allow flexibility in development and design standards without requiring an additional adjustment or variance process. The city does not currently have PUD provisions but could adopt them if deemed suitable.
- ▶ Allow for higher employment densities to help create opportunities for transit-supportive development if there is road or transit capacity. Specific strategies for increasing densities could include:
 - ▶ Consider potential revisions to parking or landscaping requirements to allow for higher development densities
 - ▶ Allow for and/or increase opportunities for density bonuses or density transfers
- ▶ Permit higher density in the transit area, as an incentive. Improve opportunities for development by better communicating permitting or review processes and requirements with potential development applicants.

Other Land Use Development Actions

In addition to amending the city's Development Code, a number of other strategies could be undertaken to implement some of this report's land use ideas. In general, these strategies would be taken as development occurs on a particular site or area and/or through additional planning processes as a follow-up to the Linking Tualatin project.

- ▶ Consider use of urban renewal funding to pay for public facilities and transit investments, recognizing that application of urban renewal would require a larger community conversation before it could be implemented.
- ▶ Consider use of local improvement districts (LIDs) to fund selected public improvements such as sidewalks or pathways, bike racks, benches, lighting, or other similar improvements.
- ▶ Consider use of bond measures to pay for public improvements that would have broad community benefits.
- ▶ Work with potential property buyers or tenants, as well as surrounding businesses and residents, and other interested parties such as the Tigard-Tualatin School District, to explore specific ideas such as a new Community College campus. Implementation of specific uses such as this will likely require targeted marketing efforts, coordination between the city and potential buyers, and proactive efforts related to providing transit service in these areas.
- ▶ Assist property owners with land assembly through coordination among adjacent property owners and/or assistance with landowner negotiations.
- ▶ Promote phased development of larger sites to help ensure that goals for specific Transit Ready Places or properties can be met over time.
- ▶ Promote information sharing about state, regional or federal programs that provide developers with tax incentives or subsidies for desired types of development.

Transit Services and Facilities

Possible implementation actions and approaches related to transit improvements include the following:

- ▶ Conduct a follow-up transit study to determine the type of transit service needed in specific locations, including through coordination with local employers, residents, citizen involvement organizations (CIOs) and institutions. Service determinations will be based, in part, on estimated number of residents and businesses in an area and through consideration of different transit models (TriMet vs. local system, for example). The follow-up study may be used to identify transit recommendations related to Transit Ready Places, as well as other areas in the city that would benefit from transit service (e.g., established residential neighborhoods).
- ▶ Refine and prioritize plans and locations for suggested transit facilities, as needed, including through evaluation for consistency with the Transportation System Plan process.
- ▶ Coordinate with TriMet, Metro and other cities and agencies as needed.
- ▶ Determine appropriate approaches to transit service provision and funding.
- ▶ Advocate for needed transit service in Tualatin and work to build community support.
- ▶ Implement transit-supportive land use and connectivity actions as identified in Linking Tualatin.

Other Transportation Improvements

This report includes several other non-transit transportation facility ideas. Most of these ideas represent local street or pathway connections to improve access to potential future transit facilities. They also are intended to generally improve local connectivity and access to community amenities and existing or possible future commercial and retail services. Some also include improving or creating pedestrian crossing facilities on major roadways. Implementation strategies include:

- ▶ Further evaluate proposals in conjunction with the Transportation System Plan update process to ensure consistency and explore opportunities for streamlining of planned projects.
- ▶ Further evaluate the feasibility of new connections in light of property specific conditions and plans in coordination with property and business owners.
- ▶ Prioritize suggested improvements to increase efficiency and enable appropriate channeling of funds to specific projects.
- ▶ Continue to coordinate with property owners, businesses and residents or neighborhoods (CIOs) to refine locations for transportation improvements.
- ▶ Require dedication of right-of-way needed for transportation improvements, as appropriate, as new development occurs. Linking Tualatin identifies new connections, including roads and bicycle/pedestrian facilities. Per Chapter 74 of the code, the city can require dedication of right-of-way and/or construction of transportation improvements at the time of development.
- ▶ Seek support and funding for improvements in existing and developed areas.
- ▶ Explore ways to reduce single occupancy vehicle (SOV) assumptions and increase the share of alternate transportation modes.

Next Steps

This report serves as a supporting document to a Linking Tualatin Final Plan, which outlines specific strategies for implementing Linking Tualatin. As such, it presents ideas and options for achieving land use and transportation objectives that will enhance opportunities for improving future transit services and facilities in the City.