



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: April 23, 2012

SUBJECT: City Council Work Session Memorandum for April 23, 2012

- 1) **5:00 p.m. (30 min) – Transportation System Plan – Projects For Further Evaluation**
A list of projects to be forwarded to the technical evaluation process has been prepared for the Transportation System Plan (TSP). Staff is asking for review and direction prior to proceeding with next steps in the TSP planning process. Attached is a memo and attachments that will be used in this discussion. The Transportation Task Force meeting is scheduled for April 19; the information that comes out of that meeting will be provided to the City Council at the work session.
- 2) **5:30 p.m. (30 min) – Linking Tualatin** Staff has been working to refine project focus area boundaries and land use types. This information was presented to the Transit Working Group, the Tualatin Planning Commission, and the Transportation Task Force for their input. In addition, the Planning Commission reviewed the Constraints and Opportunities Report. The information is now being presented to City Council for review and comment in preparation for the Community Workshop scheduled to occur June 4-7.
- 3) **6:00 p.m. (30 min) – Basalt Creek Transportation Planning / Alignment of 124th**
Since the last update to Council, staff has incorporated input from the public and conducted a detailed analysis of the three transportation concepts. On April 26th, the Basalt Creek Policy Advisory Group will review the technical findings and recommend materials to be sent to the public for additional review. A draft Executive Summary of the full Basalt Creek Transportation Refinement Evaluation Report will be made available at the work session. Regarding the alignment of 124th, it is envisioned that ultimately, 124th would follow a straight, north-south path from Tualatin-Sherwood Road to Tonquin; however, there are short-term constraints to that alignment. Washington County has proposed three “interim” alignments on which staff is asking the Council’s input.

- 4) **6:30 p.m. (15 min) – Stafford Area Planning.** There are several items that Council will discuss, including Lake Oswego’s recent request for an urban growth boundary expansion for the Luscher Farms area, and an upcoming forum that Clackamas County is hosting on May 5 regarding “other infrastructure” in the Stafford area.

- 5) **6:45 p.m. (10 min) - Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for the Council to review the agenda for the April 23, 2012 City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Dayna Webb, Project Engineer
Alice Rouyer, Community Development Director

DATE: 04/23/2012

SUBJECT: Review and Finalize List of Transportation System Plan Projects to be Forwarded to the Technical Evaluation Process

ISSUE BEFORE THE COUNCIL:

A **list of projects** to be forwarded to the technical evaluation process have been prepared for the Transportation System Plan (TSP). This document is being presented to the City Council for review and direction to staff prior to proceeding with next steps in the TSP planning process.

POLICY CONSIDERATIONS:

The Council is being asked to review the **list of projects** for the Transportation System Plan and determine if additional projects need to be added prior to the technical evaluation process.

EXECUTIVE SUMMARY:

In order to engage the community in determining the list of projects, six Working Groups were created. Working Groups were designed to be the idea generators and “roll up your sleeves” events that focused around a specific transportation issue. Working Groups:

- Offer an opportunity for deeper discussion and deliberation with a smaller group of participants.
- Generate ideas and transportation solutions to be considered by the City Council, Transportation Task Force, and public.
- Are open to the public. Everyone with an interest in the subject is welcome to attend.

The topics of the Working Groups include:

- Industry & Freight
- Major Corridors
- Neighborhood Livability
- Downtown
- Bike & Pedestrian
- Transit

The first Working Group meetings occurred between February 9 and March 8. At the first

meeting participants identified system needs and deficiencies within Tualatin's transportation system and brainstormed potential solutions and future transportation projects. In these first meetings, over 100 people participated in the various topics and provided over 135 ideas for projects. Notes and maps from each Working Group meeting are available on the TSP webpage www.tualatintsp.org.

The second meetings of the Working Groups were held between March 29 and April 16. At the second meeting updated maps containing the project ideas from the first meeting were presented. Those who attended the meetings refined project ideas, identified projects that don't work, and identified those projects which have the greatest potential. In these second meetings, over 75 people participated in the various topics. Notes and a map from each Working Group meeting are available on the TSP webpage www.tualatintsp.org.

This list will be reviewed by the Transportation Task Force at their April 19, 2012 meeting. They will provide a recommended list of projects to move forward into the evaluation phase. Staff will provide the **list of projects** to the City Council as a supplemental to this packet, following the Transportation Task Force meeting.

DISCUSSION:

Next Steps:

- The Tualatin Planning Commission will review the **list of projects** at its May 1, 2012 meeting.
- At the May 24, 2012 Transportation Task Force meeting, the preliminary technical evaluation results will be reviewed.
- The third meetings of the Working Groups are anticipated between June 4 - 15. At the third meeting, participants will consider projects in terms of the project's goals and objectives, consider Transportation Task Force and community feedback, and further refine and prioritize recommendations for consideration at the Transportation Task Force. Additional working group meetings may be necessary for some topics.
- At the June 21, 2012 Transportation Task Force meeting, the members will develop a draft list of recommended projects to be included in the Transportation System Plan. Refinement of this list will continue with the Tualatin Planning Commission and City Council.

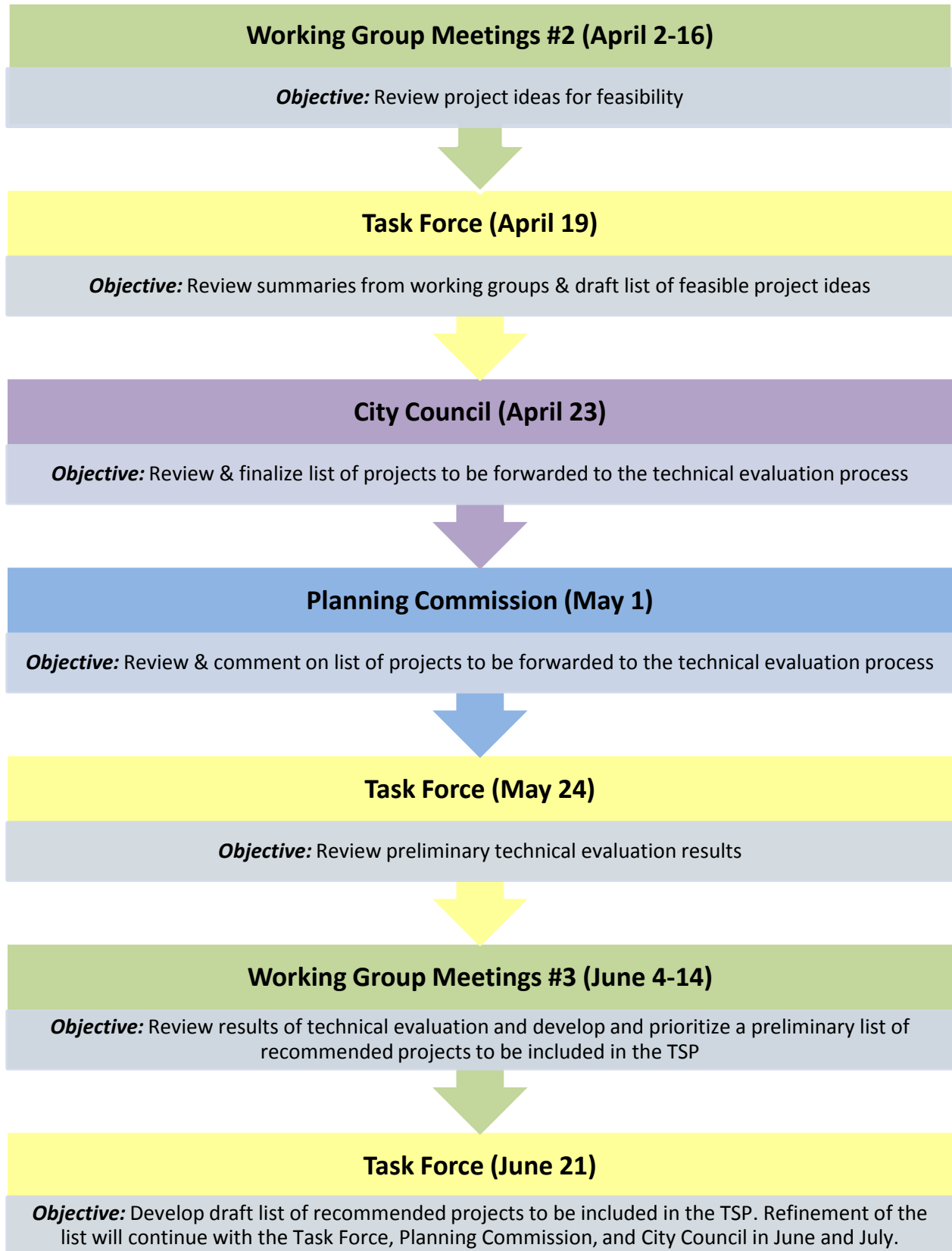
RECOMMENDATION:

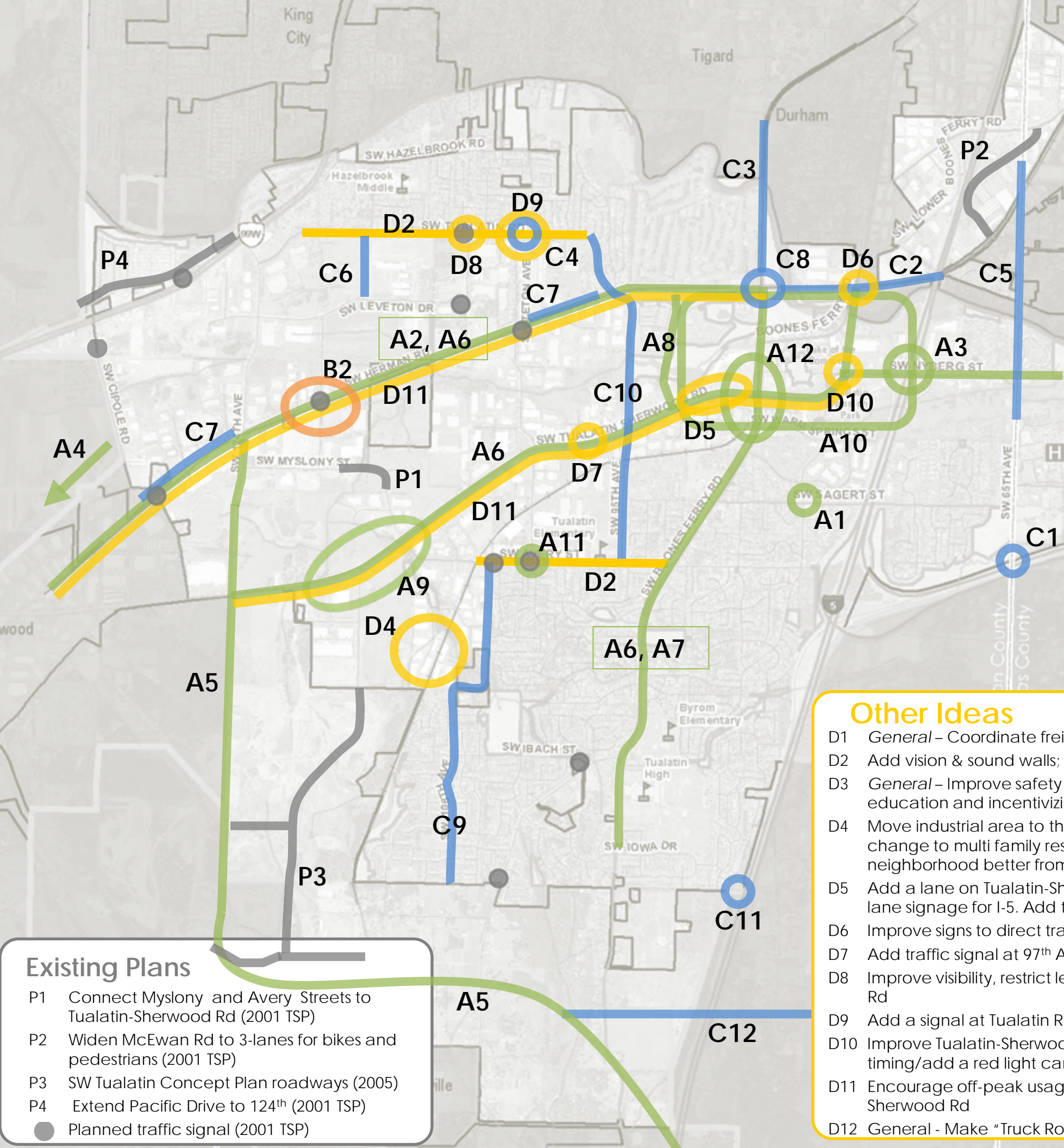
Staff recommends that the City Council consider this memo and attachments, and provide direction on the **list of projects** to be included in the Transportation System Plan evaluation prior to proceeding with the next steps in the planning process.

-
- Attachments:**
- A. Flow Chart
 - B. Project Idea Maps
 - C. List of Projects
 - D. PowerPoint

Tualatin Transportation System Plan

Developing the List of Projects for the TSP





- ### Congestion-Focused Ideas
- A1 Add a signal or roundabout at Sagert St and Martinazzi Ave
 - A2 Divert truck traffic from Tualatin Rd to Herman Rd
 - A3 Provide an undercrossing for Nyberg through traffic under I-5 to avoid signal/conflicts. Create an urban interchange.
 - A4 Reconsider the connection between 99W and Tualatin-Sherwood Rd (*note: in Sherwood*)
 - A5 Extend 124th Ave and connect to I-5 south of Tualatin
 - A6 Provide coordinated signal timing and access management along major arterials. Restrict trucks to right lane. Widen travel lanes.
 - A7 Widen Boones Ferry Rd. Remove right turn light at Tualatin-Sherwood Rd.
 - A8 Close 90th Ave to 18-wheel trucks
 - A9 Improvements to help mobility of through-traffic (Tualatin-Sherwood Rd)
 - A10 Create a loop road around central downtown, with a turn radius that works for trucks
 - A11 Improve turn radius at Avery St and Teton Ave, look at congestion
 - A12 Synchronize turn signals to/from Boones Ferry Rd to Tualatin-Sherwood Rd; coordinate with the train signal

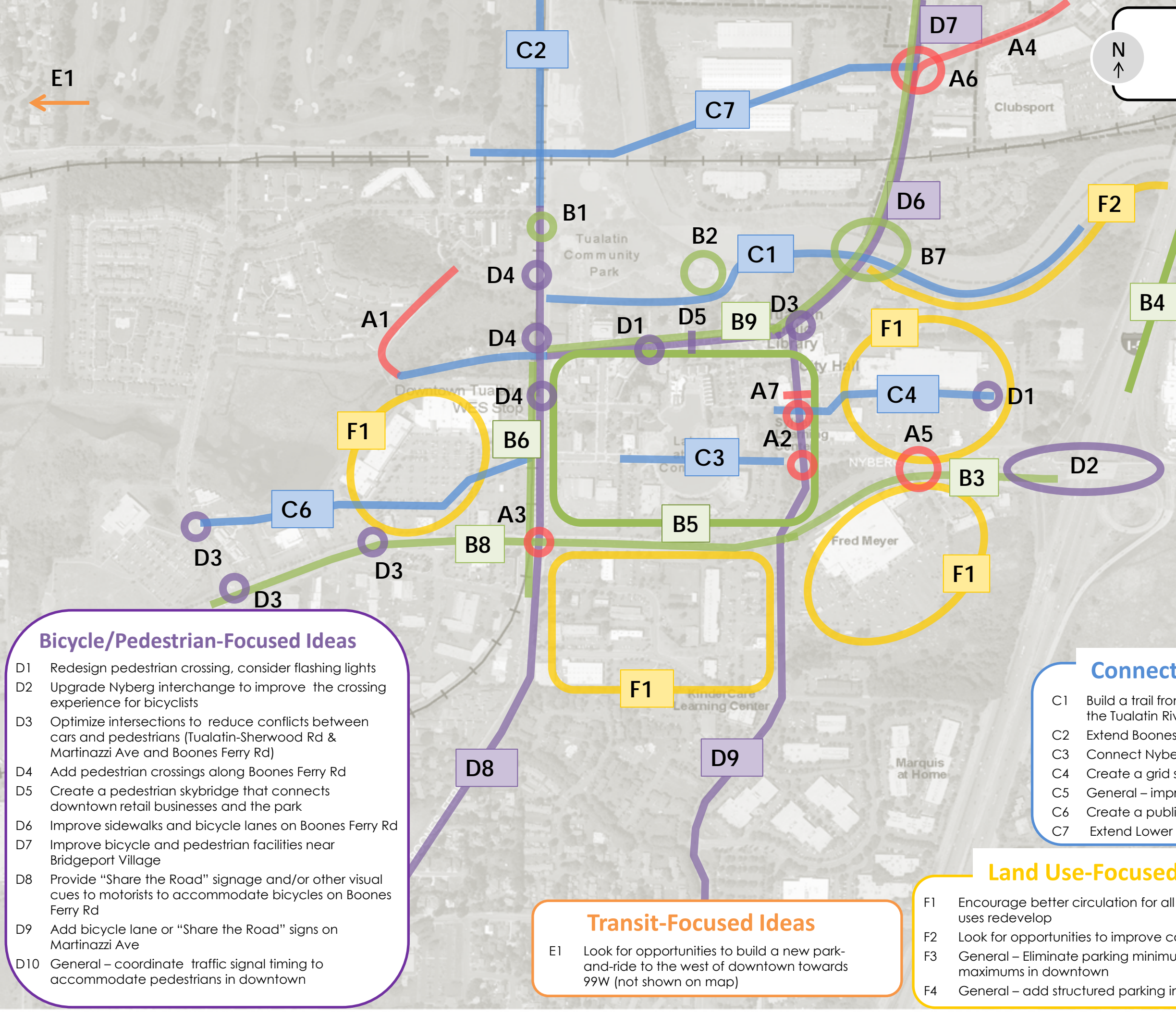
- ### Transit-Focused Ideas
- B1 *General* - Add Saturday, Sunday, late evening transit shuttle
 - B2 Add rail station with easy offload and access for industry
 - B3 *General* - Provide local loop bus
 - B3 *General* - Provide bus from Clackamas MAX stop to WES for employees

- ### Other Ideas
- D1 *General* - Coordinate freight receiving/shipping times
 - D2 Add vision & sound walls; reduce cut-through traffic.
 - D3 *General* - Improve safety and reduce congestion by education and incentivizing telecommuting
 - D4 Move industrial area to the SW area (no direct truck route), change to multi family residential, or buffer existing neighborhood better from industrial area
 - D5 Add a lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Add traffic camera for red light violations.
 - D6 Improve signs to direct traffic to correct street
 - D7 Add traffic signal at 97th Ave and Tualatin-Sherwood Rd
 - D8 Improve visibility, restrict left turns from 108th Ave onto Tualatin Rd
 - D9 Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd
 - D10 Improve Tualatin-Sherwood Rd/Martinazzi Ave signal timing/add a red light camera
 - D11 Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd
 - D12 *General* - Make "Truck Route" signs larger

- ### Connectivity-Focused Ideas
- C1 Add connection and entry to I-205
 - C2 Provide direct connection between Herman Rd & Boones Ferry Rd. Consider a tunnel.
 - C3 Add a connection to Hall Blvd/Tigard
 - C4 Add a left turn from Teton Ave to Tualatin Rd
 - C5 Extend 65th Ave north
 - C6 Improve 115th Ave
 - C7 Improve cross-section on Herman Rd
 - C8 Improve connection between Tualatin Rd and Boones Ferry Rd; add signal
 - C9 Balance the needs of neighborhood with local truck movement along 108th/105th Aves. Consider removing trucks/adding truck info signs.
 - C10 Extend 95th Ave north to Tualatin Rd
 - C11 Add an interchange on I-5 at Norwood Rd
 - C12 Create an east/west connection across I-5 (near Greenhill Rd)

- ### Existing Plans
- P1 Connect Myslony and Avery Streets to Tualatin-Sherwood Rd (2001 TSP)
 - P2 Widen McEwan Rd to 3-lanes for bikes and pedestrians (2001 TSP)
 - P3 SW Tualatin Concept Plan roadways (2005)
 - P4 Extend Pacific Drive to 124th (2001 TSP)
 - Planned traffic signal (2001 TSP)

Downtown Working Group



Safety-Focused Ideas

- A1 Upgrade bridge surface and improve illumination along path near Hedges Creek
- A2 Consider raised intersections for pedestrians at Seneca St and Nyberg St
- A3 Add a grade separated railroad crossing on Tualatin-Sherwood Rd
- A4 Reduce speeds near Bridgeport Village
- A5 Redesign Fred Meyer & Kmart intersection – upgrade the pedestrian connection
- A6 Add a roundabout at Lower Boones Ferry Rd and Boones Ferry Rd
- A7 Add a pedestrian island on Martinazzi Ave north of Seneca St

Congestion-Focused Ideas

- B1 Reconfigure park entrance to right in/right out only
- B2 Provide secondary exit from park, and provide additional parking
- B3 Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to I-5
- B4 Add a travel lane on I-5 northbound (between Tualatin and OR 217)
- B5 Create a one-way circulator loop roadway around downtown
- B6 Reduce ambient noise along Boones Ferry Rd in downtown
- B7 Replace/widen bridge on Boones Ferry Rd
- B8 Add HOV lanes on Tualatin-Sherwood Rd
- B9 Widen Boones Ferry Rd to 5 lanes

Connectivity-Focused Ideas

- C1 Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway
- C2 Extend Boones Ferry Rd to 85th Ave/Hall Blvd
- C3 Connect Nyberg Rd through the Commons
- C4 Create a grid system near the Kmart, connect to Seneca St
- C5 General – improve street connectivity in downtown
- C6 Create a public road between Boones Ferry Rd and SW 90th Ave
- C7 Extend Lower Boones Ferry Rd across Tualatin River

Land Use-Focused Ideas

- F1 Encourage better circulation for all modes and a transit-oriented focus when these major land uses redevelop
- F2 Look for opportunities to improve connections from downtown to the riverfront
- F3 General – Eliminate parking minimum development requirements and consider parking maximums in downtown
- F4 General – add structured parking in the downtown core

Bicycle/Pedestrian-Focused Ideas

- D1 Redesign pedestrian crossing, consider flashing lights
- D2 Upgrade Nyberg interchange to improve the crossing experience for bicyclists
- D3 Optimize intersections to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)
- D4 Add pedestrian crossings along Boones Ferry Rd
- D5 Create a pedestrian skybridge that connects downtown retail businesses and the park
- D6 Improve sidewalks and bicycle lanes on Boones Ferry Rd
- D7 Improve bicycle and pedestrian facilities near Bridgeport Village
- D8 Provide “Share the Road” signage and/or other visual cues to motorists to accommodate bicycles on Boones Ferry Rd
- D9 Add bicycle lane or “Share the Road” signs on Martinazzi Ave
- D10 General – coordinate traffic signal timing to accommodate pedestrians in downtown

Transit-Focused Ideas

- E1 Look for opportunities to build a new park-and-ride to the west of downtown towards 99W (not shown on map)

Bicycle and Pedestrian Working Group



Safety-Focused Ideas

- A1 Add pedestrian-focused crossing improvements at key crossings of Tualatin-Sherwood Rd & Nyberg St
- A2 Separate walking/bike area with plantings or barriers on 65th Ave between Borland Rd and Nyberg Ln including adding bicycle/pedestrian facilities on the bridge on 65th Ave
- A3 Improve visibility and safety near schools at crosswalks
- A4 Improve visibility at crosswalk at Siletz Dr & Boones Ferry Rd
- A5 Improve lighting at Jurgens Rd and Hazelbrook Rd
- A6 General - Add wayfinding signs for Safe Routes to School

Trail-Focused Ideas

- C1 Construct multi-use trails (between Martinazzi and 65th Aves, east-west connection to downtown, Tonquin Trail, & Borland Rd to Nyberg Ln)
- C2 Build bridges for pedestrian and bicycle access over the Tualatin River
- C3 Add a pedestrian shortcut between Hazelbrook Rd and 99W
- C4 Create multi-use path loops connecting all major areas including residential areas (Not on map)
- C5 Tonquin Trail

Facility-Focused Ideas

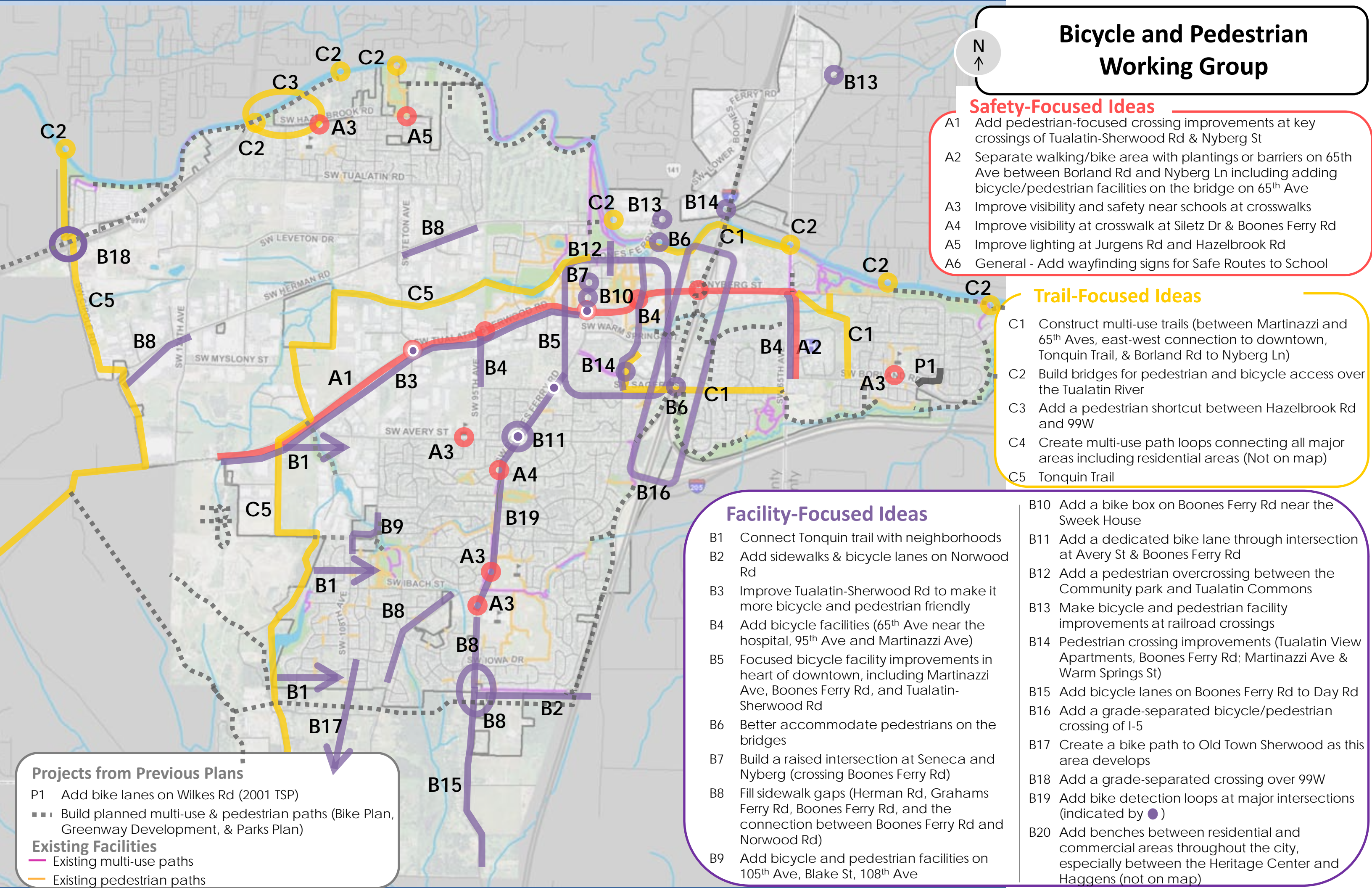
- B1 Connect Tonquin trail with neighborhoods
- B2 Add sidewalks & bicycle lanes on Norwood Rd
- B3 Improve Tualatin-Sherwood Rd to make it more bicycle and pedestrian friendly
- B4 Add bicycle facilities (65th Ave near the hospital, 95th Ave and Martinazzi Ave)
- B5 Focused bicycle facility improvements in heart of downtown, including Martinazzi Ave, Boones Ferry Rd, and Tualatin-Sherwood Rd
- B6 Better accommodate pedestrians on the bridges
- B7 Build a raised intersection at Seneca and Nyberg (crossing Boones Ferry Rd)
- B8 Fill sidewalk gaps (Herman Rd, Grahams Ferry Rd, Boones Ferry Rd, and the connection between Boones Ferry Rd and Norwood Rd)
- B9 Add bicycle and pedestrian facilities on 105th Ave, Blake St, 108th Ave
- B10 Add a bike box on Boones Ferry Rd near the Sweek House
- B11 Add a dedicated bike lane through intersection at Avery St & Boones Ferry Rd
- B12 Add a pedestrian overcrossing between the Community park and Tualatin Commons
- B13 Make bicycle and pedestrian facility improvements at railroad crossings
- B14 Pedestrian crossing improvements (Tualatin View Apartments, Boones Ferry Rd; Martinazzi Ave & Warm Springs St)
- B15 Add bicycle lanes on Boones Ferry Rd to Day Rd
- B16 Add a grade-separated bicycle/pedestrian crossing of I-5
- B17 Create a bike path to Old Town Sherwood as this area develops
- B18 Add a grade-separated crossing over 99W
- B19 Add bike detection loops at major intersections (indicated by ●)
- B20 Add benches between residential and commercial areas throughout the city, especially between the Heritage Center and Haggens (not on map)

Projects from Previous Plans

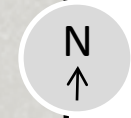
- P1 Add bike lanes on Wilkes Rd (2001 TSP)
- Build planned multi-use & pedestrian paths (Bike Plan, Greenway Development, & Parks Plan)

Existing Facilities

- Existing multi-use paths
- Existing pedestrian paths



Major Corridors and Intersections Working Group



Safety-Focused Ideas

- A1 Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd
- A2 Add traffic signal at Tualatin High School
- A3 Consistent speed zones for both Tualatin High School & Byrom Elementary School
- A4 Raise the southbound off-ramp to allow a better view of traffic on Nyberg Rd
- A5 Add traffic signal on Tualatin Rd at 108th Ave
- A6 *General* - consistent use of yellow turn signals on all traffic signals
- A7 Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd
- A8 Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.

Congestion-Focused Ideas

- B1 Widen Tualatin-Sherwood Rd
- B2 Signal or roundabout at Sagert St and Martinazzi Ave
- B3 Realign Sagert St/Borland Rd intersection
- B4 Consider a traffic loop in downtown (one way, right turn only)
- B5 Restrict right turn on red at Nyberg Interchange
- B6 Rethink access in vicinity of Tualatin Community Park
- B7 Consider removing ramp signals at Nyberg interchange
- B8 Prohibit left turns out of 108th Ave or remove trees in the southwest corner
- B9 Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd; widen Boones Ferry Rd
- B10 Redesign the intersection at the Fred Meyer (from Nyberg Rd)
- B11 Consider redesigning the Nyberg interchange into a full cloverleaf
- B12 Make two right turn lanes from I-5 north onto Nyberg Rd
- B13 Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras
- B14 Reconfigure Boones Ferry Rd at Tualatin Rd
- B15 Add a 4-way stop by 90th Ave at Kaiser
- B16 Add bus pullouts on Boones Ferry Rd
- B17 Widen Boones Ferry Rd
- B18 Add a southbound left turn and right turn lane to Nyberg interchange
- B19 Restrict trucks to right lane. Widen travel lanes.
- B20 Roundabout or signal intersection at Nyberg Rd/65th Ave; keep Nyberg Rd 2 lanes
- B21 Extend 124th Ave and connect to I-5
- B22 Address congestion caused by high school
- B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
- B24 Add right turn lane on Tualatin-Sherwood Rd at 124th Ave
- B25 Limit access and grade separate the intersection of Tualatin-Sherwood Rd and Boones Ferry Rd

Connectivity-Focused Ideas

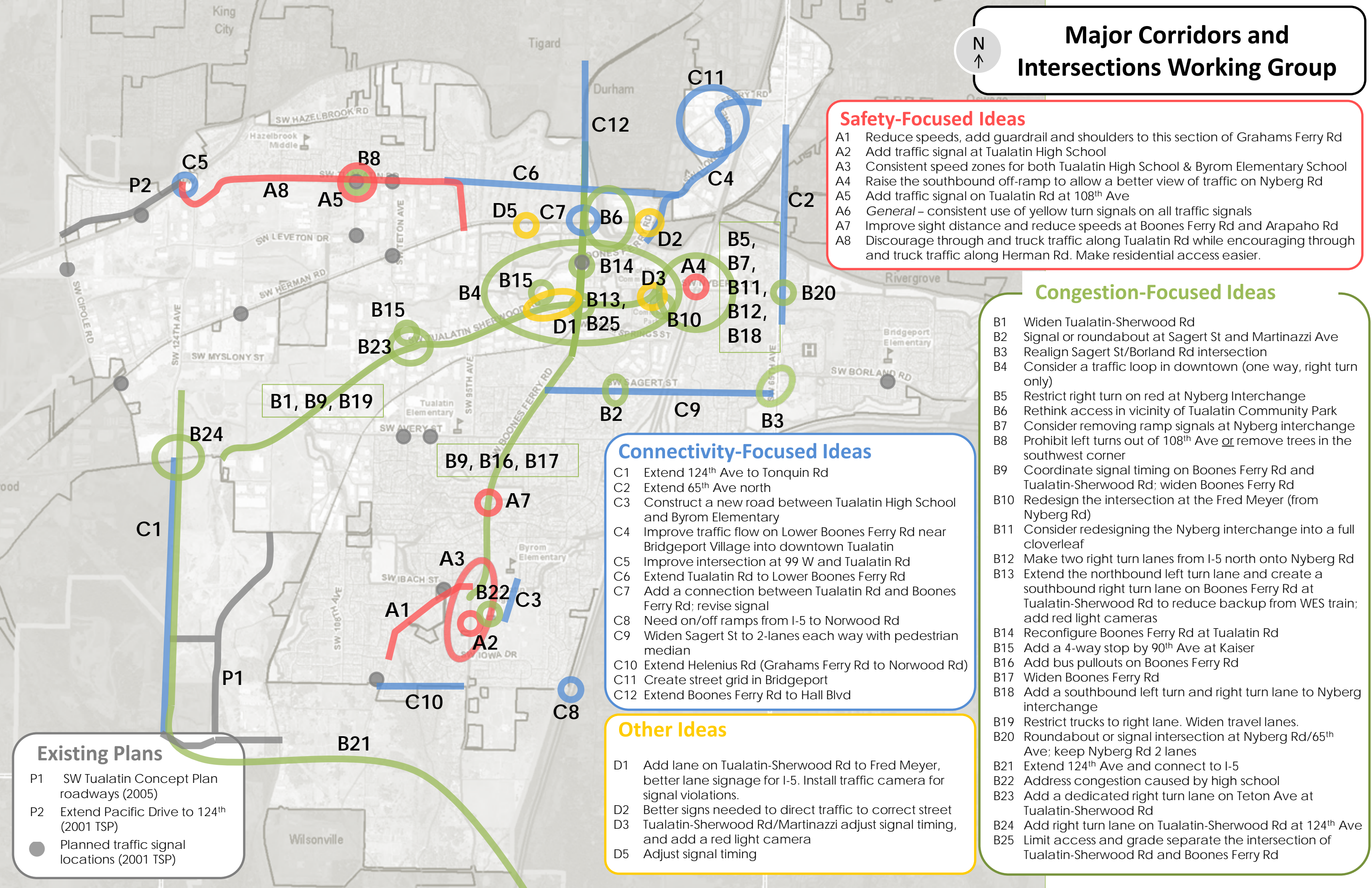
- C1 Extend 124th Ave to Tonquin Rd
- C2 Extend 65th Ave north
- C3 Construct a new road between Tualatin High School and Byrom Elementary
- C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
- C5 Improve intersection at 99 W and Tualatin Rd
- C6 Extend Tualatin Rd to Lower Boones Ferry Rd
- C7 Add a connection between Tualatin Rd and Boones Ferry Rd; revise signal
- C8 Need on/off ramps from I-5 to Norwood Rd
- C9 Widen Sagert St to 2-lanes each way with pedestrian median
- C10 Extend Helenius Rd (Grahams Ferry Rd to Norwood Rd)
- C11 Create street grid in Bridgeport
- C12 Extend Boones Ferry Rd to Hall Blvd

Other Ideas

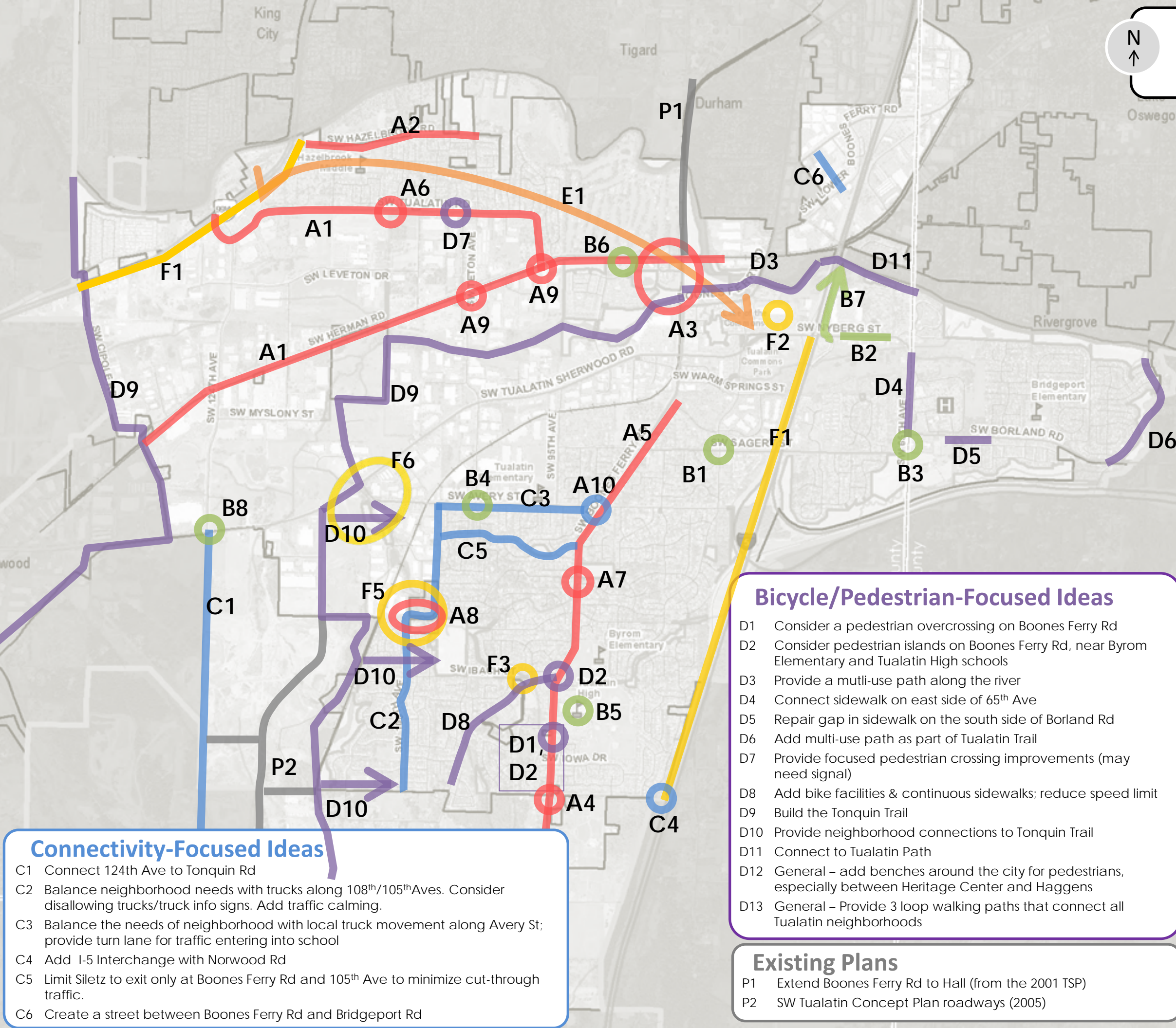
- D1 Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.
- D2 Better signs needed to direct traffic to correct street
- D3 Tualatin-Sherwood Rd/Martinazzi adjust signal timing, and add a red light camera
- D5 Adjust signal timing

Existing Plans

- P1 SW Tualatin Concept Plan roadways (2005)
- P2 Extend Pacific Drive to 124th (2001 TSP)
- Planned traffic signal locations (2001 TSP)



Neighborhood Livability Working Group



Safety-Focused Ideas

- A1 Discourage through and truck traffic along Tualatin Rd while encouraging a shift to Herman Rd. Make residential access along Tualatin Rd easier.
- A2 Improve lighting on Hazelbrook Rd
- A3 Reroute school buses away from Tualatin Community Park and two railroad crossings
- A4 Add a roundabout at Boones Ferry Rd & Norwood Rd
- A5 Explore ways to make Boones Ferry Rd more pedestrian-friendly, including the creation of one consistent speed limit, without widening
- A6 Improve intersection at 108th Ave and Tualatin Rd
- A7 Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd
- A8 Reduce speed, add sidewalks and bike lanes on Blake St curves. Possibly add trail through wooded area.
- A9 Eliminate free right turns
- A10 Require a stop before vehicles turn right onto Boones Ferry Rd between Mohawk St and Greenhill Ln

Congestion-Focused Ideas

- B1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- B2 Add a dedicated right turn lane into Nyberg Woods Apartments
- B3 Realign Sagert St and Borland Rd intersection (roundabout or signal)
- B4 Improve intersection at Avery St and Teton Ave
- B5 Address congestion caused by high school
- B6 Adjust signal timing to reflect traffic needs
- B7 Add two right turns onto I-5 northbound from Nyberg St
- B8 Add right turn lane from Tualatin-Sherwood Rd to northbound 124th Ave

Bicycle/Pedestrian-Focused Ideas

- D1 Consider a pedestrian overcrossing on Boones Ferry Rd
- D2 Consider pedestrian islands on Boones Ferry Rd, near Byrom Elementary and Tualatin High schools
- D3 Provide a mutli-use path along the river
- D4 Connect sidewalk on east side of 65th Ave
- D5 Repair gap in sidewalk on the south side of Borland Rd
- D6 Add multi-use path as part of Tualatin Trail
- D7 Provide focused pedestrian crossing improvements (may need signal)
- D8 Add bike facilities & continuous sidewalks; reduce speed limit
- D9 Build the Tonquin Trail
- D10 Provide neighborhood connections to Tonquin Trail
- D11 Connect to Tualatin Path
- D12 General - add benches around the city for pedestrians, especially between Heritage Center and Haggens
- D13 General - Provide 3 loop walking paths that connect all Tualatin neighborhoods

Connectivity-Focused Ideas

- C1 Connect 124th Ave to Tonquin Rd
- C2 Balance neighborhood needs with trucks along 108th/105thAves. Consider disallowing trucks/truck info signs. Add traffic calming.
- C3 Balance the needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school
- C4 Add I-5 Interchange with Norwood Rd
- C5 Limit Siletz to exit only at Boones Ferry Rd and 105th Ave to minimize cut-through traffic.
- C6 Create a street between Boones Ferry Rd and Bridgeport Rd

Existing Plans

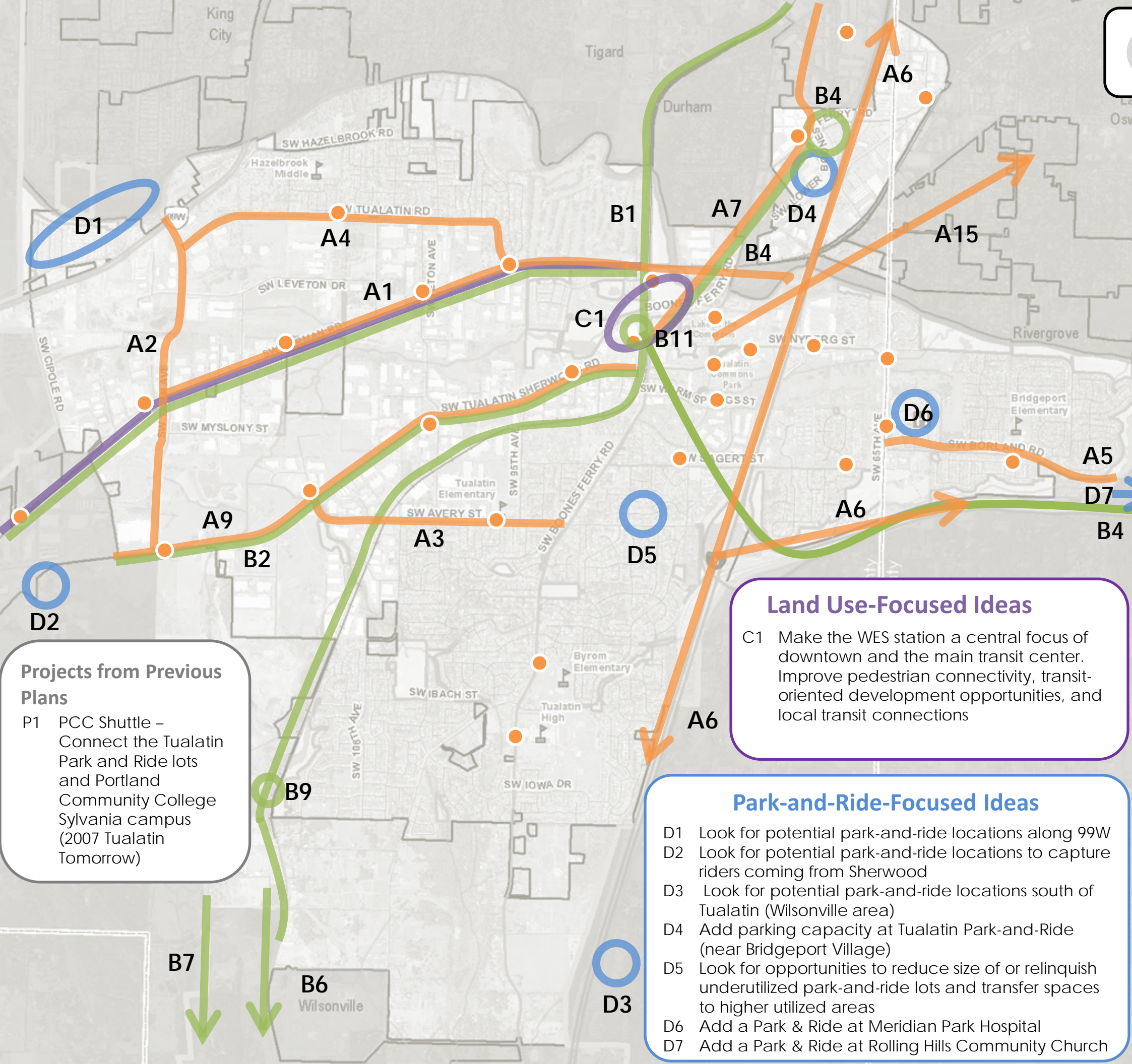
- P1 Extend Boones Ferry Rd to Hall (from the 2001 TSP)
- P2 SW Tualatin Concept Plan roadways (2005)

Other Ideas

- F1 Consider ways to lessen noise from 99W and I-5 on nearby residences
- F2 Consider changing "no right on red" sign
- F3 Intersection of Ibach/Grahams Ferry is confusing; rename road or better signs; need better lighting
- F4 General - Add gateway signs to announce CIOs
- F5 Move industrial area to the SW area (no direct truck route), change to multi family residential, or buffer existing neighborhood better from industrial area
- F6 Create small, neighborhood commercial for residents to walk to

Transit-Focused Ideas

- E1 Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin



Bus Service-Focused Ideas

- A1 Provide bus transit service on Herman Road
- A2 Provide bus transit service on 124th Street
- A3 Provide bus transit service on Avery Street
- A4 Provide bus transit service on Tualatin Road between downtown and 99W
- A5 Extend bus service to east Tualatin
- A6 Provide express bus service between Tualatin and downtown Portland, Airport, Clackamas, and Salem
- A7 Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service
- A8 Provide a loop bus route around the city
- A9 Add bus line from Yamhill Transit District to WES
- A10 General - Create an on-call shuttle for industrial and manufacturing workers during the day - consider charging fares
- A11 General - use SMART model for local buses (leave TriMet service area)
- A12 General - need extended service for all transit
- A13 General - use more energy efficient buses
- A14 Coordinate bus schedules with WES schedule
- A15 Provide transit service to Lake Oswego
- Potential bus stop locations connecting major employers and activity centers
- Throughout City: A8, A10, A11, A12, A13, A14

Land Use-Focused Ideas

- C1 Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections

Park-and-Ride-Focused Ideas

- D1 Look for potential park-and-ride locations along 99W
- D2 Look for potential park-and-ride locations to capture riders coming from Sherwood
- D3 Look for potential park-and-ride locations south of Tualatin (Wilsonville area)
- D4 Add parking capacity at Tualatin Park-and-Ride (near Bridgeport Village)
- D5 Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots and transfer spaces to higher utilized areas
- D6 Add a Park & Ride at Meridian Park Hospital
- D7 Add a Park & Ride at Rolling Hills Community Church

Rail Service-Focused Ideas

- B1 Eliminate freight rail trips during rush hours, to avoid interrupting bus and WES service
- B2 Provide rail or high capacity bus transit service on Tualatin-Sherwood Road (towards Sherwood)
- B3 Increase WES frequency
- B4 Extend MAX from Bridgeport Village to Clackamas with an elevated pedestrian bridge to connect station and park-and-ride with shopping
- B5 Decrease stop spacing on higher-volume routes
- B6 Extend WES to Salem
- B7 Oregon Passenger Rail between Portland and Eugene (route to be determined)
- B8 SW corridor High Capacity Transit
- B9 Add a WES Station in south Tualatin
- B10 General - Add more spaces for bicycles on WES trains
- B11 Add more bicycle storage at the WES station
- B13 Follow the existing rail line with High Capacity Transit
- Throughout City: B3, B5

Projects from Previous Plans

- P1 PCC Shuttle - Connect the Tualatin Park and Ride lots and Portland Community College Sylvania campus (2007 Tualatin Tomorrow)

B7

B6

Wilsonville

D3

Transportation System Plan – List of Projects

To be provided at the
City Council Work Session



City of Tualatin

Project Screening Results

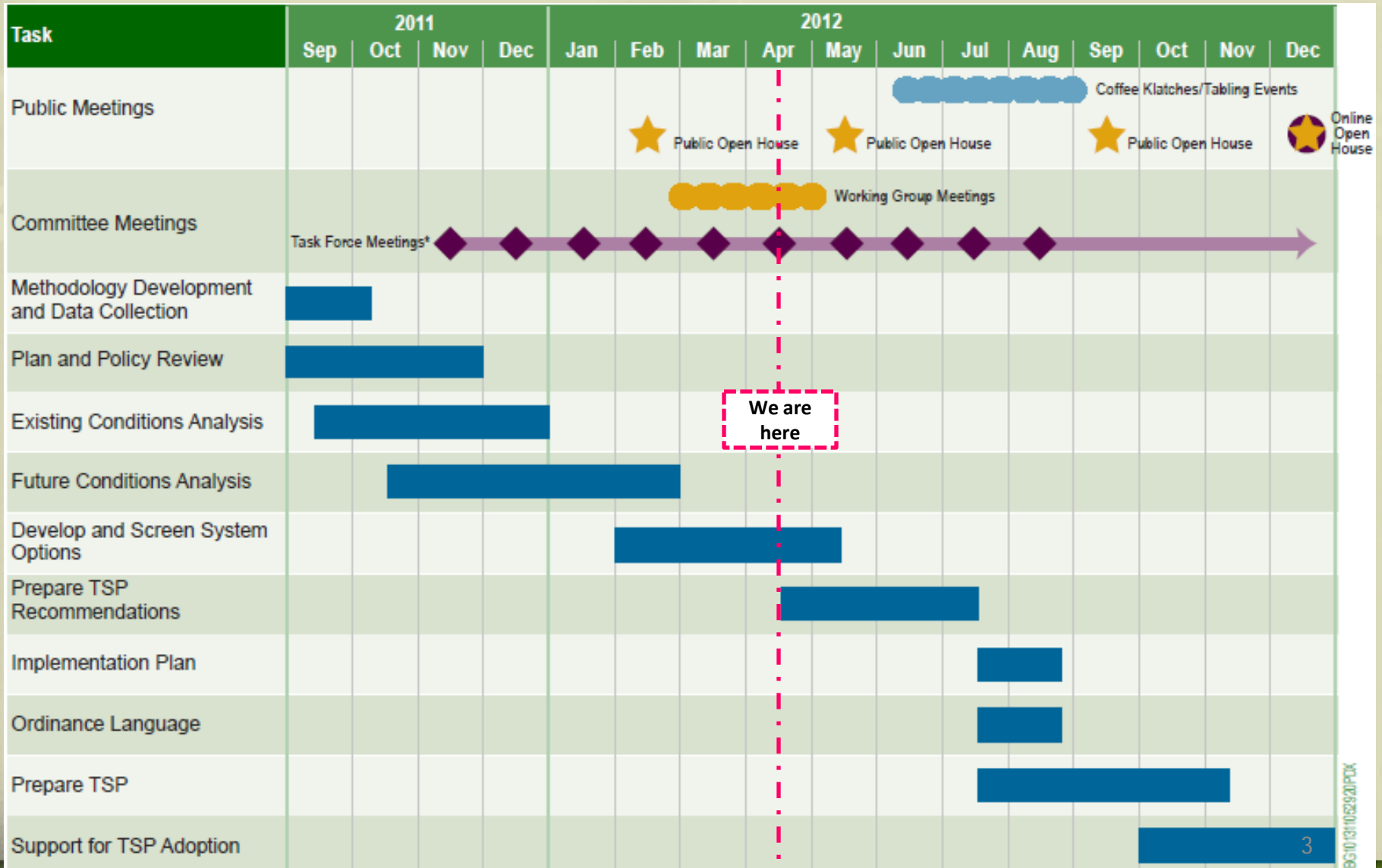
Tualatin TSP

Presentation to
Tualatin City Council
April 23, 2012

Presentation Outline

- What is the Screening Process?
- Screening Results
 - Bicycle and Pedestrian
 - Downtown
 - Neighborhood Livability
 - Major Corridors and Intersections
 - Transit
 - Industrial and Freight
- Next Steps

Tualatin's TSP Timeline



What Progress Have we Made?

- Remember March's theme?
 - "Generating a long list of potential project ideas"
- By April 1, the City collected a total of **248** preliminary project ideas from:
 - The first round of working groups (Feb/March)
 - The first TSP open house (Feb)
 - Online comment map and website
 - You! At March 15th Task Force Workshop
 - Ideas from various small group discussions (CIO meetings, Allied Waste, Chamber of Commerce gathering, city staff)

From Long List, We Screen...

- Screening helps us:
 1. Form a feasible set of project ideas to move into evaluation
 2. Organize project ideas into different “bins”
 - Project ideas to be evaluated for the TSP
 - Project ideas to be forwarded to others:
 - Other agencies
 - Other departments within the City of Tualatin
 - Projects that do not address a need and/or are not feasible to construct

Tualatin's TSP Process

STEP 1

Identify Needs and Opportunities

Develop Goals and Objectives

Survey Existing Conditions

Forecast Future Conditions

** Public Involvement Activities Included*

We are here

STEP 2

Develop and Evaluate Solutions

Create a Long List of Potential Solutions

Screen/Evaluate How Ideas Help Meet Goals and Objectives

** Public Involvement Activities Included*

STEP 3

Make Recommendations

Prepare Draft Project Recommendations

Refine Project Recommendations

Prioritize Project Recommendations

** Public Involvement Activities Included*

STEP 4

Create and Adopt the Plan

Develop a Draft TSP

Adopt the Final TSP

** Public Involvement Activities Included*

What is a Feasible Idea?

- Our screening questions:
 1. Is the project **transportation related**, and does it address a known transportation deficiency or opportunity?
 2. Is it within the City? Is it **within the city's control** to implement?
 3. Is it **technically feasible** to build this project?*
 4. Is the idea **cost prohibitive**? Are there more cost effective ways of addressing the same need?

* We used basic engineering design requirements to assess technical feasibility. Projects were removed only if they were nowhere close to meeting design requirements or were thought to make the identified need *worse* than forecasted under the no build analysis.

The Screening Process

- Second round of working group meetings (March/April)
- Participants were asked to provide input on feasibility of project ideas
 - Red - not feasible
 - Yellow - not sure and/or have questions
 - Green - feasible - move forward into evaluation
- Comments recorded for all red cards
- Engineering team used working group notes to assess feasibility of project ideas



Screening Results

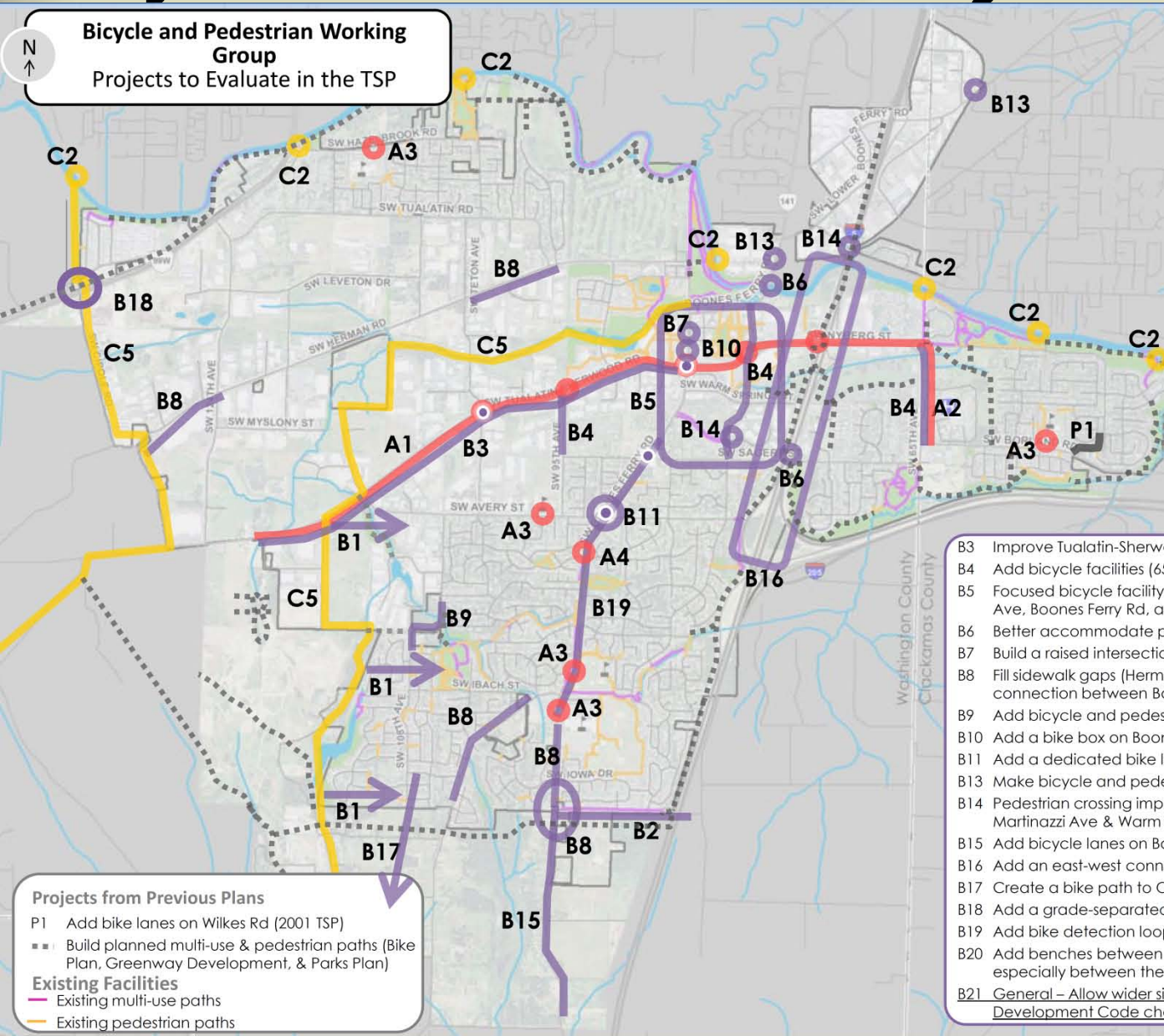
By Working Group
Topic Area



Bicycle/Pedestrian

Bicycle and Pedestrian - Projects to Evaluate

Bicycle and Pedestrian Working Group Projects to Evaluate in the TSP



Safety-Focused Ideas

- A1 Add pedestrian-focused crossing improvements at key crossings of Tualatin-Sherwood Rd & Nyberg St
- A2 Separate walking/bike area with plantings or barriers on 65th Ave between Borland Rd and Nyberg Ln including adding bicycle/pedestrian facilities on the bridge at 65th Ave
- A3 Improve visibility and safety near schools at crosswalks
- A4 Improve visibility at crosswalk at Siletz Dr & Boones Ferry Rd
- A6 General - Add wayfinding signs for Safe Routes to School

Trail-Focused Ideas

- C2 Build bridges for pedestrian and bicycle access over the Tualatin River
- C4 Create a system of bicycle boulevards (Bikeways on lower-volume streets) connecting all major areas including residential areas (Not on map)
- C5 Tonquin Trail

Facility-Focused Ideas

- B1 Connect Tonquin trail with neighborhoods
- B2 Add sidewalks & bicycle lanes on Norwood Rd
- B3 Improve Tualatin-Sherwood Rd to make it more bicycle and pedestrian friendly
- B4 Add bicycle facilities (65th Ave near the hospital, 95th Ave and Martinazzi Ave)
- B5 Focused bicycle facility improvements in heart of downtown, including Martinazzi Ave, Boones Ferry Rd, and Tualatin-Sherwood Rd
- B6 Better accommodate pedestrians on the bridges
- B7 Build a raised intersection at Seneca and Nyberg (crossing Boones Ferry Rd)
- B8 Fill sidewalk gaps (Herman Rd, Grahams Ferry Rd, Boones Ferry Rd, and the connection between Boones Ferry Rd and Norwood Rd)
- B9 Add bicycle and pedestrian facilities on 105th Ave, Blake St, 108th Ave
- B10 Add a bike box on Boones Ferry Rd near the Sweek House
- B11 Add a dedicated bike lane through intersection at Avery St & Boones Ferry Rd
- B13 Make bicycle and pedestrian facility improvements at railroad crossings
- B14 Pedestrian crossing improvements (Tualatin View Apartments, Boones Ferry Rd; Martinazzi Ave & Warm Springs St)
- B15 Add bicycle lanes on Boones Ferry Rd to Day Rd
- B16 Add an east-west connection across I-5
- B17 Create a bike path to Old Town Sherwood as this area develops
- B18 Add a grade-separated crossing over 99W
- B19 Add bike detection loops at major intersections (indicated by ●)
- B20 Add benches between residential and commercial areas throughout the city, especially between the Heritage Center and Haggens (not on map)
- B21 General - Allow wider sidewalks for strolling and outdoor cafes. (Potential Tualatin Development Code change)

Projects from Previous Plans

- P1 Add bike lanes on Wilkes Rd (2001 TSP)
- Build planned multi-use & pedestrian paths (Bike Plan, Greenway Development, & Parks Plan)

Existing Facilities

- Existing multi-use paths
- Existing pedestrian paths

Bicycle and Pedestrian - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
A5	Improve lighting at Jurgens Rd and Hazelbrook Rd	1 (transportation related, addressing an identified need)	Forward to engineering
B1	Add a pedestrian overcrossing between the Community park and Tualatin Commons	1 (transportation related), 4 (cost)	Consider upon future development
C3	Add a pedestrian shortcut between Hazelbrook Rd and 99W	1 (addressing an identified need)	Consider if a future development occurs at this location



Bicycle/Pedestrian

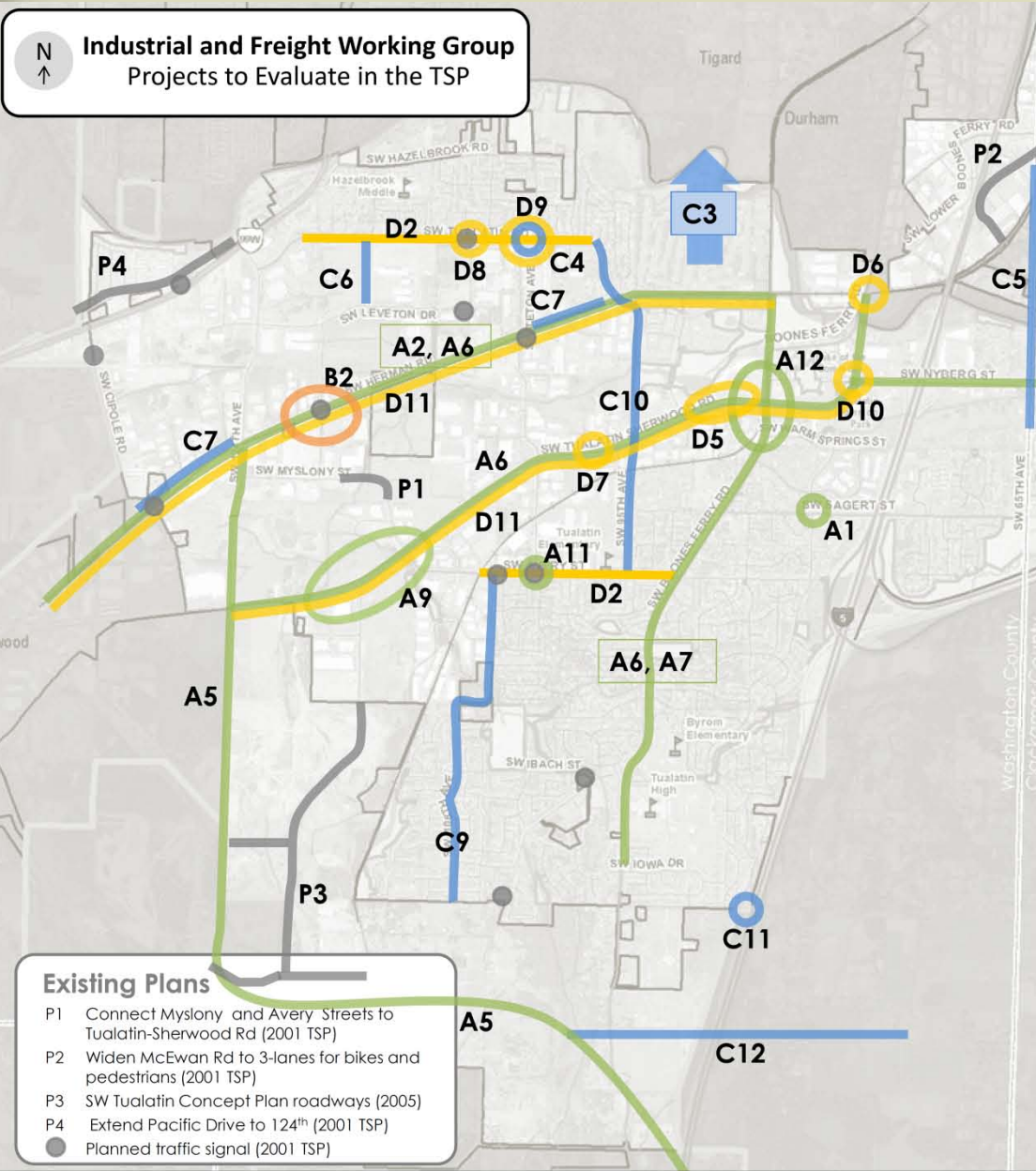
Discussion



Industrial and Freight

Industrial and Freight - Projects to Evaluate

Industrial and Freight Working Group Projects to Evaluate in the TSP



Congestion-Focused Ideas

- A1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- A2 Divert truck traffic from Tualatin Rd to Herman Rd
- A5 Extend 124th Ave and connect to I-5 south of Tualatin
- A6 Provide coordinated signal timing and access management along major arterials. Restrict trucks to right lane. Widen travel lanes.
- A7 Widen Boones Ferry Rd. Remove right turn light at Tualatin-Sherwood Rd. Remove right turn light in the northbound direction on Boones Ferry Rd.
- A9 Improvements to help mobility of through-traffic (Tualatin-Sherwood Rd)
- A11 Improve turn radius at Avery St and Teton Ave, look at congestion
- A12 Synchronize turn signals to/from Boones Ferry Rd to Tualatin-Sherwood Rd; coordinate with the train signal

Transit-Focused Ideas

- B1 General - Add Saturday, Sunday, late evening transit shuttle
- B2 Add rail station with easy offload and access for industry
- B3 General - Provide local loop bus

Connectivity-Focused Ideas

- C3 North-south connection to Hall Blvd. Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Add a left turn from Teton Ave to Tualatin Rd
- C5 Extend 65th Ave north
- C6 Improve 115th Ave
- C7 Improve cross-section on Herman Rd
- C9 Balance the needs of neighborhood with local truck movement along 108th/105th Aves. Consider removing trucks/adding truck info signs.
- C10 Extend 95th Ave north to Tualatin Rd
- C11 Add an interchange on I-5 at Norwood Rd
- C12 Create an east/west connection across I-5 (near Greenhill Rd)

Other Ideas

- D1 General - Coordinate freight receiving/shipping times
- D2 Add vision & sound walls; reduce cut-through traffic.
- D3 General - Improve safety and reduce congestion by education and incentivizing telecommuting
- D5 Add a lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Add traffic camera for red light violations.
- D6 Improve signs to direct traffic to correct street
- D7 Add traffic signal at 97th Ave and Tualatin-Sherwood Rd
- D8 Improve visibility, restrict left turns from 108th Ave onto Tualatin Rd
- D9 Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd
- D10 Improve Tualatin-Sherwood Rd/Martinazzi Ave signal timing/add a red light camera
- D11 Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd
- D12 General - Make "Truck Route" signs larger

Existing Plans

- P1 Connect Myslony and Avery Streets to Tualatin-Sherwood Rd (2001 TSP)
- P2 Widen McEwan Rd to 3-lanes for bikes and pedestrians (2001 TSP)
- P3 SW Tualatin Concept Plan roadways (2005)
- P4 Extend Pacific Drive to 124th (2001 TSP)
- Planned traffic signal (2001 TSP)

Industrial and Freight - Ideas Screened Out

ID	Project Idea	Based on what screening question?	Action to be taken
A3	Provide an undercrossing for Nyberg through traffic under I-5 to avoid signal/conflicts. Create an urban interchange	2 (ability to implement), 4 (cost)	None
A4	Reconsider the connection between 99W and Tualatin-Sherwood Rd (note: in Sherwood)	2 (ability to implement)	Forward to City of Sherwood
A8	Close 90th Ave to 18-wheel trucks	1 (addressing a transportation problem)	Reassess during review of functional classification plan
A10	Create a loop road around central downtown, with a turn radius that works for trucks	1 (addressing a transportation problem), 4 (cost)	None
B3	General – Provide bus from Clackamas MAX stop to WES for employees	1 (addressing a transportation problem)	Forward to TriMet

Industrial and Freight - Ideas Screened Out (cont'd)

ID	Project Idea	Based on what screening question?	Action to be taken
C1	Add connection and entry to I-205	3 (technical feasibility)	None
C2	Provide direct connection between Herman Rd & Boones Ferry Rd. Consider a tunnel	2 (ability to implement), 4 (cost)	None
C1	Add interchange at Norwood Road	3 (technical feasibility)	None
D4	Move industrial area to the SW area, change to multi-family residential, or buffer existing neighborhood better from industrial area	1 (transportation-related)	Forward to Planning



Industrial and Freight

Discussion

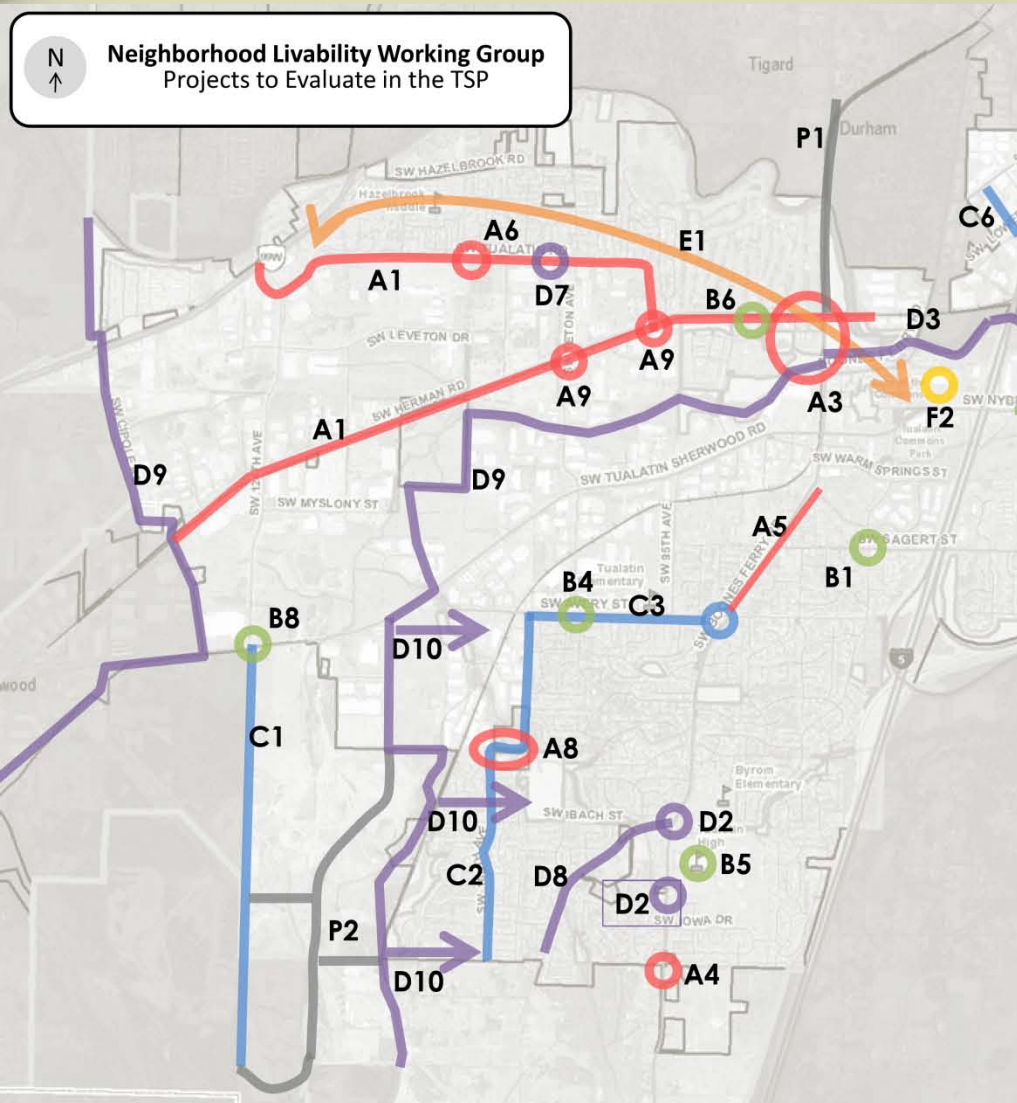


Neighborhood Livability

Neighborhoods - Projects to Evaluate



Neighborhood Livability Working Group Projects to Evaluate in the TSP



Safety-Focused Ideas

- A1 Discourage/restrict through & truck traffic along Tualatin Rd while encouraging a shift to Herman Rd & Leveton Rd. Make residential access along Tualatin Rd easier.
- A3 Reroute school buses away from Tualatin Community Park and two railroad crossings
- A4 Add a roundabout at Boones Ferry Rd & Norwood Rd
- A5 Explore ways to make Boones Ferry Rd more pedestrian-friendly, including the creation of one consistent speed limit, without widening
- A6 Improve intersection at 108th Ave and Tualatin Rd
- A8 Reduce speed, add sidewalks and bike lanes on Blake St curves. Possibly add trail through wooded area.
- A9 Eliminate free right turns

Congestion-Focused Ideas

- B1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- B2 Add a dedicated right turn lane into Nyberg Woods Apartments
- B3 Realign Sagert St and Borland Rd intersection (roundabout or signal)
- B4 Improve intersection at Avery St and Teton Ave
- B5 Address congestion caused by high school
- B6 Adjust signal timing to reflect traffic needs
- B8 Add right turn lane from Tualatin-Sherwood Rd to northbound 124th Ave

Connectivity-Focused Ideas

- C1 Connect 124th Ave to Tonquin Rd
- C2 Balance neighborhood needs with trucks along 108th/105thAves. Consider disallowing trucks/truck info signs. Add traffic calming.
- C3 Balance the needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school
- C6 Create a street between Boones Ferry Rd and Bridgeport Rd

Bicycle/Pedestrian-Focused Ideas

- D2 Consider pedestrian islands on Boones Ferry Rd, near Byrom Elementary and Tualatin High schools
- D3 Provide a multi-use path along the river
- D4 Connect sidewalk on east side of 65th Ave
- D5 Repair gap in sidewalk on the south side of Borland Rd
- D6 Add multi-use path as part of Tualatin Trail
- D7 Provide focused pedestrian crossing improvements (may need signal)
- D8 Add bike facilities & continuous sidewalks; reduce speed limit
- D9 Build the Tonquin Trail
- D10 Provide neighborhood connections to Tonquin Trail
- D11 Connect to Tualatin Path
- D12 General - add benches around the city for pedestrians, especially between Heritage Center and Haggens
- D13 General - Provide 3 loop walking paths that connect all Tualatin Neighborhoods. Create a system of bicycle boulevards (bikeways on lower-volume streets) connecting all major areas including residential areas (Not on map)

Transit-Focused Ideas

- E1 Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin

Other Ideas

- F2 Consider changing "no right on red" sign. Remove northbound right turn light in Boones Ferry Rd

Existing Plans

- P1 Extend Boones Ferry Rd to Hall (from the 2001 TSP)
- P2 SW Tualatin Concept Plan roadways (2005)

Neighborhood Livability - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
A2	Improve lighting on Hazelbrook Rd	1 (transportation-related)	Forward to Engineering
A7	Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd	1 (does not address a transportation problem)	Forward to Engineering
A10	Require a stop before vehicles turn right onto Boones Ferry Rd between Mohawk St and Greenhill Lane	3 (technical feasibility)	None
B7	Add two right turns onto I-5 northbound from Nyberg St	2 (ability to implement)	Forward to ODOT
C4	Add I-5 Interchange with Norwood Rd	3 (technical feasibility)	None
C5	Limit Siletz to exit only at Boones Ferry Rd and 105 th Ave to minimize cut-through traffic.	1 (not included in TSP analysis)	Revisit upon completion of Boones Ferry Road analysis and recommendations
D1	Consider a pedestrian overcrossing on Boones Ferry Rd	4 (cost)	Assess more effective, lower cost solutions to pedestrian safety

Neighborhood Livability - Ideas Screened Out (Cont.)

ID	Project	Based on what screening question?	Action to be taken
F1	Consider ways to lessen noise from 99W and I-5 on nearby residences	1 (transportation related)	Forward to Engineering
F3	Intersection of Ibach/Grahams Ferry is confusing; rename road or better signs; need better lighting	1 (transportation related, addressing a transportation problem)	Forward to Engineering
F4	General – Add gateway signs to announce CIOs	1 (transportation related)	Forward to CIOs
F5	Move industrial area to the SW area (no direct truck route), change to multifamily residential, or buffer existing neighborhood better from industrial area	1 (transportation related)	Forward to Planning
F6	Create small, neighborhood commercial for residents to walk to	1 (transportation related)	Forward to Planning



Neighborhood Livability

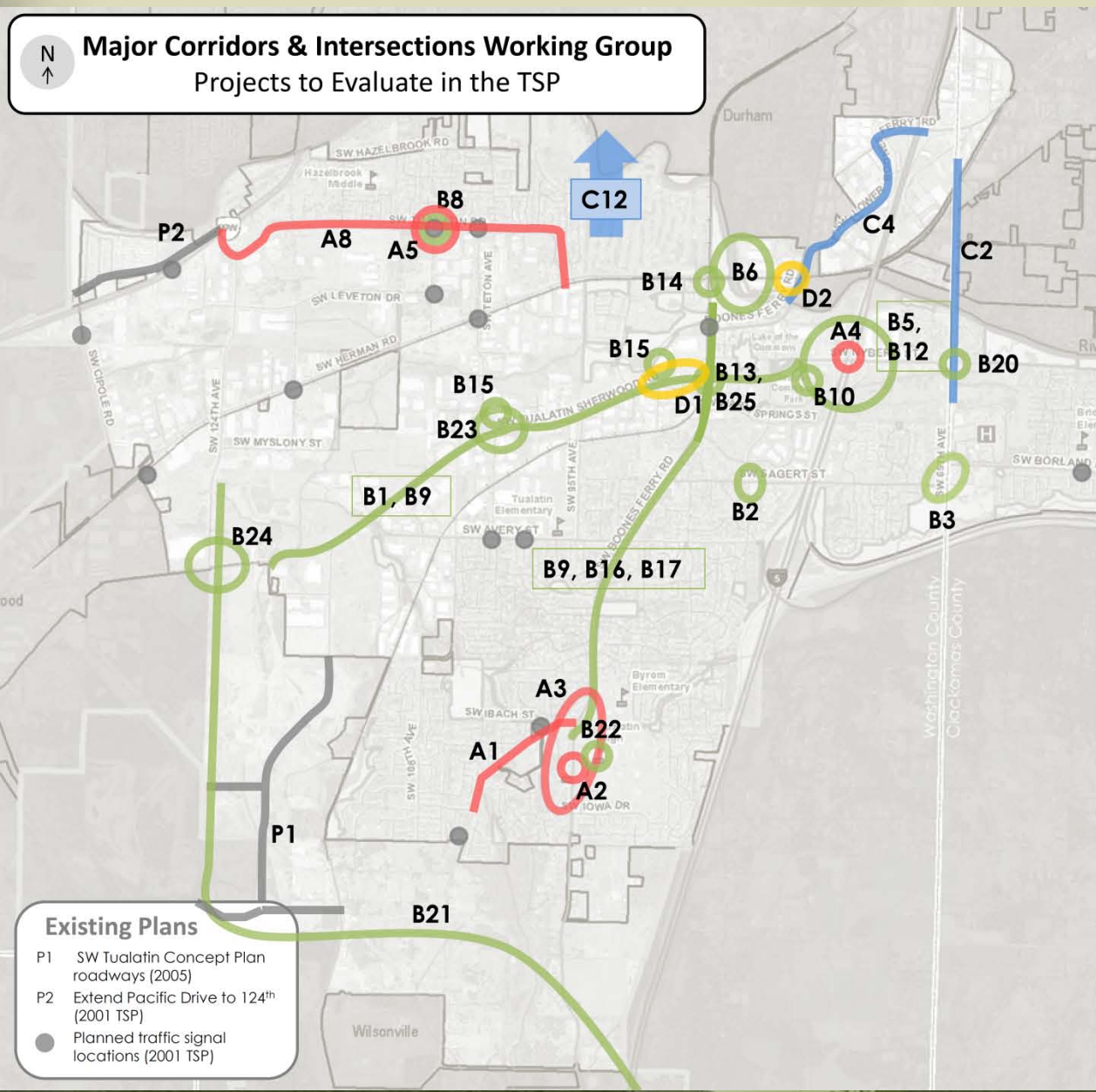
Discussion



Major Corridors and Intersections

Major Corridors - Projects to Evaluate

Major Corridors & Intersections Working Group
Projects to Evaluate in the TSP



Existing Plans

- P1 SW Tualatin Concept Plan roadways (2005)
- P2 Extend Pacific Drive to 124th (2001 TSP)
- Planned traffic signal locations (2001 TSP)

- Safety-Focused Ideas**
- A1 Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd
 - A2 Add traffic signal at Tualatin High School
 - A3 Consistent speed zones for both Tualatin High School & Byrom Elementary School
 - A4 Raise the southbound off ramp to allow a better view of traffic on
Improve the sight distance at the I-5-Nyberg Rd interchange
 - A5 Add traffic signal on Tualatin Rd at 108th Ave or on Teton Ave
 - A6 *General* – consistent use of yellow turn signals on all traffic signals
 - A8 Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.

- Congestion-Focused Ideas**
- B1 Widen Tualatin-Sherwood Rd
 - B2 Signal or roundabout at Sagert St and Martinazzi Ave
 - B3 Realign Sagert St/Borland Rd intersection
 - B5 Restrict right turn on red at Nyberg Interchange
 - B6 Rethink access in vicinity of Tualatin Community Park
 - B8 Prohibit left turns out of 108th Ave or remove trees in the southwest corner
 - B9 Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd; widen Boones Ferry Rd
 - B10 Redesign the intersection at the Fred Meyer (from Nyberg Rd)
 - B12 Make two right turn lanes from I-5 north onto Nyberg Rd
 - B13 Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras
 - B14 Reconfigure Boones Ferry Rd at Tualatin Rd
 - B15 Add a 4-way stop by 90th Ave at Kaiser
 - B16 Add bus pullouts on Boones Ferry Rd
 - B17 Widen Boones Ferry Rd
 - B20 Roundabout at Nyberg Rd/65th Ave; keep Nyberg Rd 2 lanes
 - B21 Extend 124th Ave and connect to I-5 and Tonguin Rd
 - B22 Address congestion caused by high school
 - B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
 - B24 Add right turn lane on Tualatin-Sherwood Rd at 124th Ave

- Connectivity-Focused Ideas**
- C2 Extend 65th Ave north
 - C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
 - C12 Extend Boones Ferry Rd to Hall Blvd Look for ways to provide north-south connectivity over Tualatin River for vehicles

- Other Ideas**
- D1 Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.
 - D2 Better signs needed to direct traffic to correct street

Major Corridors - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
A7	Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd	1 (does not address a transportation problem)	Forward to Engineering
B4	Consider a traffic loop in downtown (one way, right turn only)	1 (addressing a transportation problem), 4 (cost)	Look at other options to address downtown circulation
B7	Consider removing ramp signals at Nyberg interchange	1 (does not address a transportation problem), 2 (Ability to Implement)	Look at other options to address congestion at Nyberg interchange
B1	Consider redesigning the Nyberg interchange into a full cloverleaf	2 (ability to implement), 4 (cost)	Look at other options to address congestion at Nyberg interchange
B1	Add a southbound left turn and right turn lane to Nyberg interchange	1 (does not address a transportation problem), 4 (cost)	Look at other options to address congestion at Nyberg interchange
B1	Restrict trucks to right lane, widen travel lanes	2 (ability to implement)	None

Major Corridors - Ideas Screened Out (cont'd)

ID	Project	Based on what screening question?	Action to be taken
B25	Limit access and grade separate the intersection of Tualatin-Sherwood Rd and Boones Ferry Rd	1 (addressing a transportation problem), 4 (cost)	None
C3	Construct a new road between Tualatin High School and Byrom Elementary School	1 (does not address a transportation problem)	Look at other options to address school congestion
C5	Improve intersection at 99W and Tualatin Rd	1 (does not address a transportation problem)	None
C6	Extend Tualatin Rd to Lower Boones Ferry Rd	3 (technical feasibility)	None
C8	Add on/off ramps from I-5 to Norwood Rd	3 (technical feasibility)	None
C9	Widen Sagert St to 2 lanes each way with pedestrian median	1 (does not address a transportation problem)	None

Major Corridors - Ideas Screened Out (cont'd)

ID	Project	Based on what screening question?	Action to be taken
C10	Extend Helenius Road (Grahams Ferry Rd to Norwood Rd)	3 (technical feasibility)	None
C11	Create street grid in Bridgeport	1 (does not address a transportation problem), 2 (ability to implement)	None
D3	Tualatin-Sherwood Rd/Martinazzi Ave – Adjust signal timing, add a red light camera	2 (ability to implement)	Forward to Washington County – potential project already underway
D4	Adjust signal Timing	2 (ability to implement)	Forward to Washington County – potential project already underway



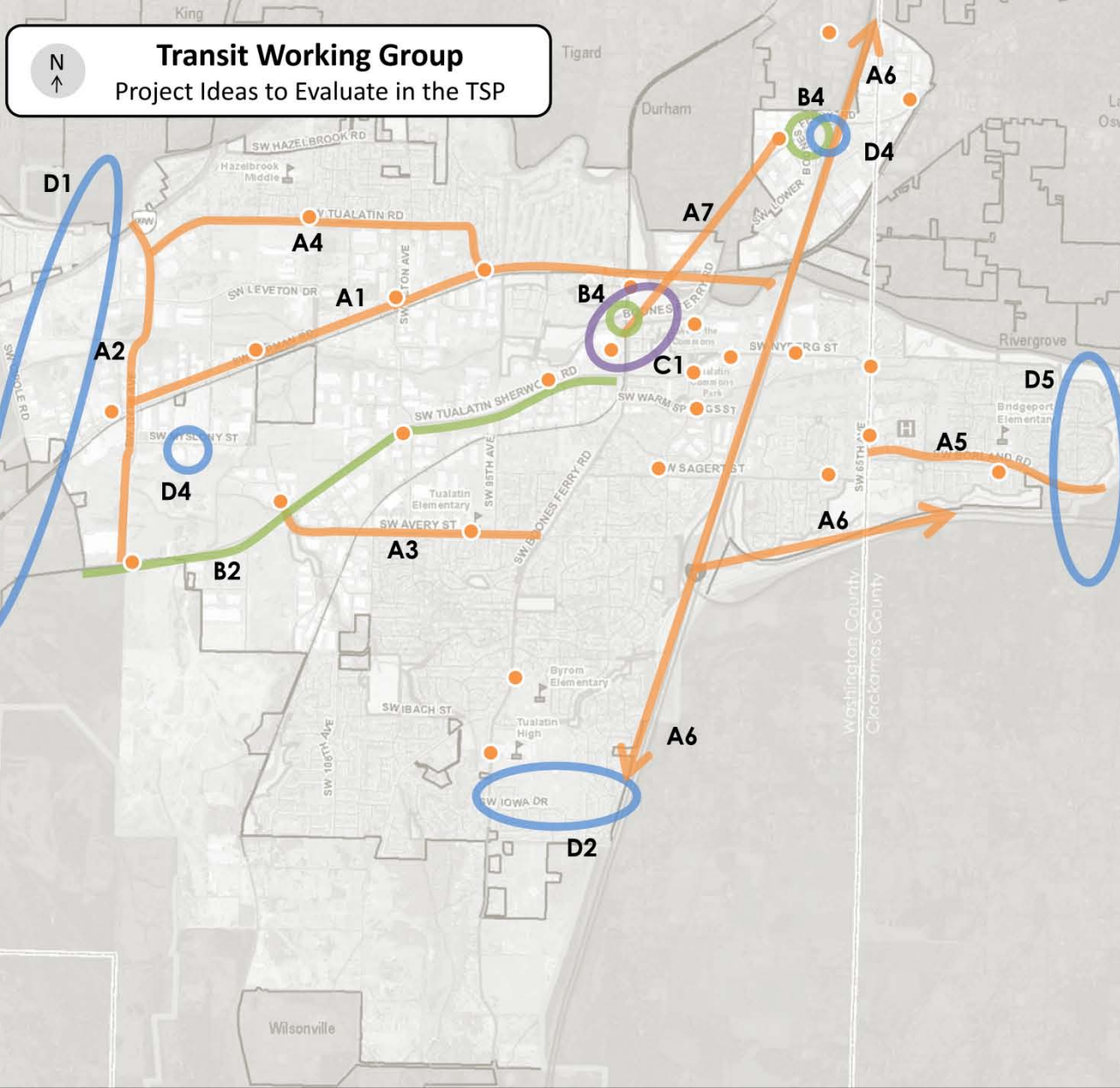
Major Corridors and Intersections

Discussion



Transit

Transit - Projects to Evaluate



Bus Service-Focused Ideas

- A1 Provide bus transit service on Herman Road
 - A2 Provide bus transit service on 124th Street
 - A3 Provide bus transit service on Avery Street
 - A4 Provide bus transit service on Tualatin Road between downtown and 99W
 - A5 Extend bus service to east Tualatin
 - A6 Improve bus service between Tualatin and Salem
 - A7 Provide a shuttle or trolley service between Bridgport Village and Commons area, especially for weekend service
 - A8 Provide a loop bus route around the city*
 - A10 Expand existing on-call shuttle and charge fares*
 - A12 General – need extended service hours for all transit*
 - A13 General – use more energy efficient buses*
 - A14 Coordinate bus schedules with WES schedule*
 - A16 Add stops on higher-volume routes*
- Potential bus stop locations connecting major employers and activity centers

*not shown on map

Rail Service-Focused Ideas

- B2 Provide rail or high capacity bus transit service on Tualatin-Sherwood Road (towards Sherwood)
- B4 Build elevated pedestrian bridge to connect park-and-ride with shopping at Bridgport Village
- B10 General – Add more spaces for bicycles on WES trains*

Land Use-Focused Ideas

- C1 Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections

Park-and-Ride-Focused Ideas

- D1 Look for potential park-and-ride locations in west Tualatin
- D2 Look for potential park-and-ride locations in south Tualatin
- D3 Add parking capacity at Tualatin Park-and-Ride (near Bridgport Village)
- D4 Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots
- D5 Add a park-and-ride location in east Tualatin

Transit - Ideas Screened Out

ID	Project	Screening Question	Moving forward into evaluation?
A9	Add bus line from Yamhill Transit District to WES	2 (Ability to Implement)	Forward to Yamhill Transit District and TriMet
A11	General –leave TriMet service area	3 (Technical Feasibility)	Assess ability to improve transit service in Tualatin first, and then reconsider the need for this idea
A15	Provide transit service to Lake Oswego	1 (Addressing a need)	None
B1	Eliminate freight rail trips during rush hours, to avoid interrupting bus and WES service	2 (Ability to implement)	Participate in future regional discussions around increasing WES frequency (B3)
B3	Increase WES frequency	2 (Ability to implement)	Participate in future regional discussions around increasing WES frequency
B5	Extend WES to Salem	2 (Ability to implement)	Participate in future regional discussions on this topic

Transit - Ideas Screened Out (Cont.)

ID	Project	Screening Question	Moving forward into evaluation?
B6	Oregon Passenger Rail between Portland and Eugene	2 (Ability to implement)	Participate in future regional discussions on this topic
B7	SW corridor High Capacity Transit	2 (Ability to implement)	Participate in ongoing regional discussions on this topic
B8	Add a WES Station in south Tualatin	1 (Addressing a need)	Reconsider upon future buildout of Basalt Creek area
B9	General – Add more spaces for bicycles on WES trains	2 (Ability to implement)	Forward to TriMet
B11	Follow the existing rail line with High Capacity Transit	2 (Ability to implement)	Forward to Metro for ongoing SW Corridor and other regional transit discussions



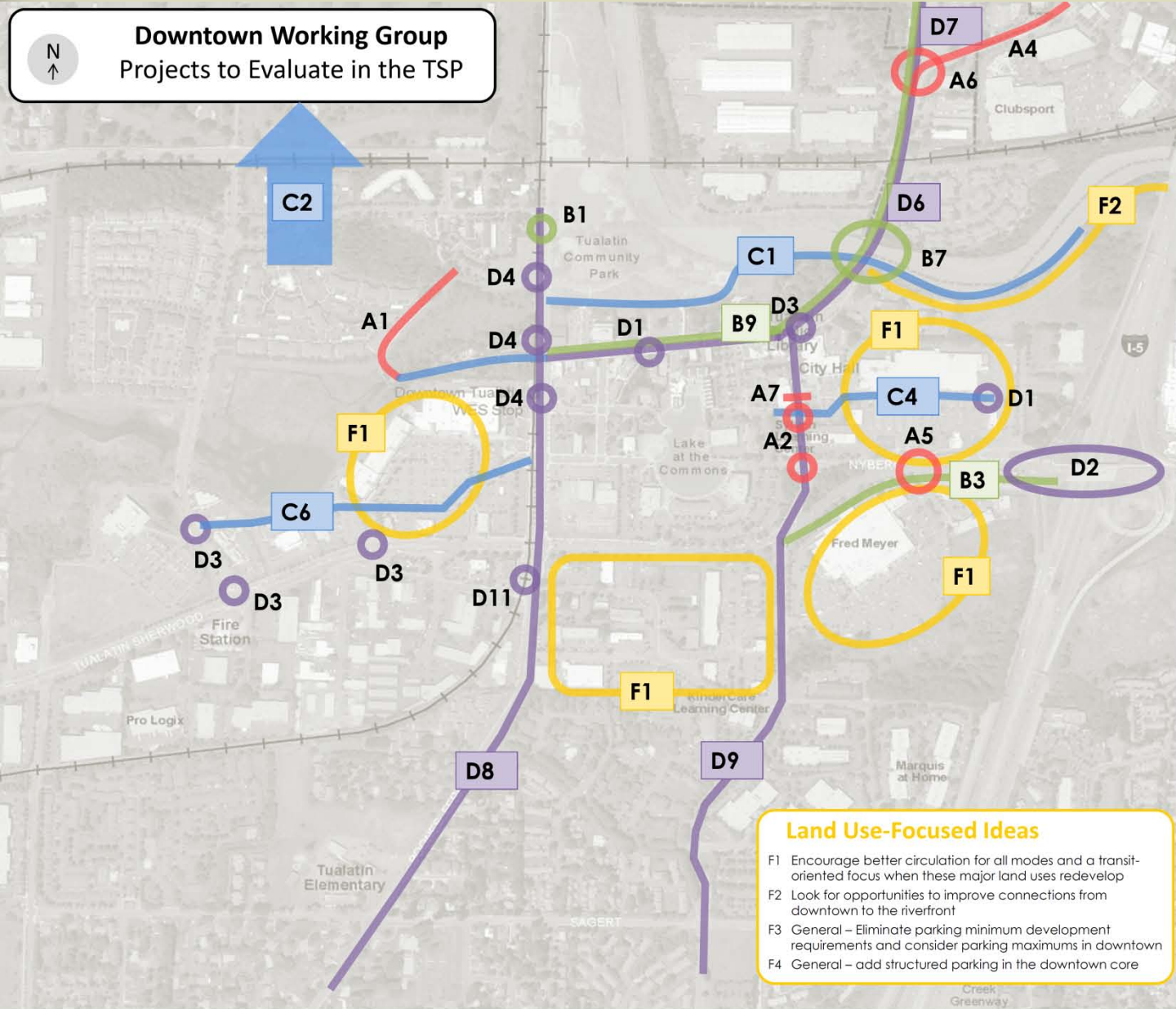
Transit

Discussion



Downtown

Downtown - Projects to Evaluate



Safety-Focused Ideas

- A1 Upgrade bridge surface and improve illumination along path near Hedges Creek
- A2 Consider raised intersections for pedestrians at Seneca St and Nyberg St
- A4 Reduce speeds near Bridgeport Village
- A5 Redesign Fred Meyer & Kmart intersection – upgrade the pedestrian connection
- A6 Add a roundabout at Lower Boones Ferry Rd and Boones Ferry Rd
- A7 Add a pedestrian island on Martinazzi Ave north of Seneca St

Congestion-Focused Ideas

- B1 Improve circulation into and out of the park
- B3 Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to I-5
- B7 Replace/widen bridge on Boones Ferry Rd
- B9 Widen Boones Ferry Rd to 5 lanes

Connectivity-Focused Ideas

- C1 Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway
- C2 Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Create a grid system near the Kmart, connect to Seneca St
- C5 General-improve street connectivity in downtown
- C6 Create a public road between Boones Ferry Rd and SW 90th Ave

Bicycle/Pedestrian-Focused Ideas

- D1 Redesign pedestrian crossing, consider flashing lights
- D2 Upgrade Nyberg interchange to improve the crossing experience for bicyclists
- D3 Optimize intersections to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)
- D4 Add pedestrian crossings along Boones Ferry Rd
- D6 Improve sidewalks and bicycle lanes Boones Ferry Rd
- D7 Improve bicycle and pedestrian facilities near Bridgeport Village
- D8 Provide "Share the Road" signage and/or other visual cues to motorists to accommodate bicycles on Boones Ferry Rd
- D9 Add bicycle lane or "Share the Road" signs on Martinazzi Ave
- D10 General – coordinate traffic signal timing to accommodate pedestrians in downtown
- D11 Focused pedestrian crossings

Land Use-Focused Ideas

- F1 Encourage better circulation for all modes and a transit-oriented focus when these major land uses redevelop
- F2 Look for opportunities to improve connections from downtown to the riverfront
- F3 General – Eliminate parking minimum development requirements and consider parking maximums in downtown
- F4 General – add structured parking in the downtown core

Downtown - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
A3	Add a grade separated railroad crossing on Tualatin-Sherwood Rd	1 (addressing a transportation problem), 4 (cost)	None
B2	Provide secondary exit from park, and provide additional parking	3 (technical feasibility)	Look at other options to improve circulation at park
B4	Add a travel lane on I-5 northbound (between Tualatin and OR 217)	2 (ability to implement)	Forward to ODOT
B5	Create a one-way circulator loop roadway around downtown	1 (addressing a transportation problem), 4 (cost)	Look at other options to address downtown circulation
B6	Reduce ambient noise along Boones Ferry Rd in downtown	1 (transportation-related)	None

Downtown - Projects to Screen (Cont.)

ID	Project	Based on what screening question?	Action to be taken
B8	Add HOV lanes on Tualatin-Sherwood Rd	2 (ability to implement), 3 (technical feasibility)	None
C3	Connect Nyberg Rd through the Commons	1 (addressing a transportation need)	Look at other options to address downtown circulation
C7	Extend Lower Boones Ferry Rd across Tualatin River	3 (technical feasibility)	None
D5	Create a pedestrian skybridge that connects downtown retail businesses and the park	1 (transportation-related), 4 (cost)	Consider upon future development



Downtown

Discussion

In Summary

- We started with **248** project ideas
- Of the **60** ideas proposed to be screened out...
 - 19 to be forwarded to other agencies or City departments
 - 6 to be reconsidered again in the future
 - 6 will be considered as part of regional conversations
 - 4 will be woven into other project ideas being evaluated

Next Steps

No.	Action	Timing
1.	Discuss results of TTF screening process with City Council	April 23
2.	Evaluate feasible project ideas	Late April through mid May
3.	Discuss evaluation results with Task Force	May 24
4.	Hold 3 rd round of working groups to develop preliminary recommendations	June 4 – June 14
5.	Discuss preliminary recommendations with Task Force	June 21
6.	Public outreach on preliminary recommendations	Late June through August

Next Steps

STEP 1

Identify Needs and Opportunities

Develop Goals and Objectives

Survey Existing Conditions

Forecast Future Conditions

** Public Involvement Activities Included*

Our Next Meeting will Focus on Evaluation Results

STEP 2

Develop and Evaluate Solutions

Create a Long List of Potential Solutions

Screen/Evaluate How Ideas Help Meet Goals and Objectives

** Public Involvement Activities Included*

Our June Meeting will Focus on Preliminary Recommendations

STEP 3

Make Recommendations

Prepare Draft Project Recommendations

Refine Project Recommendations

Prioritize Project Recommendations

** Public Involvement Activities Included*

STEP 4

Create and Adopt the Plan

Develop a Draft TSP

Adopt the Final TSP

** Public Involvement Activities Included*



Discussion



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cindy Hahn, Associate Planner
Alice Rouyer, Community Development Director

DATE: 04/23/2012

SUBJECT: Review and Comment on the Refined Focus Area Boundaries, Transit-Oriented Place Types, and the Constraints and Opportunities Report for the Linking Tualatin Project.

ISSUE BEFORE THE COUNCIL:

Staff has been working to refine Linking Tualatin project Focus Area Boundaries and land use types. This information was presented to the Transit Working Group (on March 29), the Tualatin Planning Commission (on April 3), and the Transportation Task Force (on April 5) for their input. In addition, the Planning Commission reviewed the Constraints and Opportunities Report. The information is now being presented to City Council for review and comment in preparation for the Community Workshop scheduled to occur June 4-7 as the next step in the Linking Tualatin planning process.

POLICY CONSIDERATIONS:

The Council is being asked to review the **refined focus area boundaries**, and suggested modifications proposed by the Transit Working Group and Transportation Task Force, and to comment on whether any further changes may be needed in preparation for the Community Workshop in June.

The Council is also being asked to review the **transit-oriented place types** and to consider whether the vision for each place type is appropriate; whether initial ideas about applying the place types to specific focus areas make sense; and whether various characteristics of the place types, such as ideas about activity level, transit facilities, and walkability, seem reasonable.

EXECUTIVE SUMMARY:

Progress to Date

Staff and our consultants have gathered and prepared a number of reports over the past few months. At the March 12, 2012 work session staff presented the project goals and objectives and Existing Conditions Report to the City Council for review and discussion. At that meeting the Linking Tualatin project received a positive review and City Council recommended that the project proceed with next steps in the planning process. Currently the project is in **Step 2: Develop & Evaluate Land Use Patterns,**

Focus Area Update

- The **Constraints and Opportunities Report** for Linking Tualatin was prepared by the consultant team at the end of February 2012. The report was presented to the Tualatin Planning Commission at the April 3 meeting and is posted on the Linking Tualatin web page.

This report describes constraints and opportunities associated with increasing transit in Tualatin's focus areas. It builds on information contained in the Existing Conditions Report and Key Transit Connections map, and gathered at the Kick-off Meeting / Open House in February and Working Group meetings in early March. It identifies challenges and looks for opportunities to accomplish the following in focus areas in Tualatin:

- Improve connectivity to and through development
- Improve access to services
- Improve pedestrian accessibility and comfort along streets
- Increase transit trips
- Improve livability and pedestrian-friendliness.

The Constraints and Opportunities Report will help participants in the Community Workshop, scheduled for June 4-7, discuss and identify alternative changes and investments that may be desirable in the focus areas in the future to increase transit use. Alternative changes could include increasing residential density or allowing more commercial services in industrial areas. Examples of potential investments could be better sidewalks and bike facilities and connections. (Attachment A contains the Constraints and Opportunities Report.)

- **Focus Areas** are places in the city with existing concentrations of employment that could benefit from access to increased transit. Focus Area boundaries for the Linking Tualatin project were first identified in a general way in December 2011 to January 2012.
- Several comments about the focus area boundaries were made by the Transit Working Group (on March 29) and Transportation Task Force (on April 5). These comments are reflected on Attachment B, which shows the refined boundaries and, in light yellow, the suggested boundary changes. Attachment C provides a detailed view of the boundary of each focus area as shown in the map in Attachment B.

These boundaries will form the basis for work that will occur in the Community Workshop.

- **Transit-Oriented Place Types** describe the character of a focus area, as well as its role and function in the community. They also help us visualize the possibilities for a focus area in the future. There are several elements or characteristics that make up a transit-oriented place type including:

- General Vision and Character
 - Activity Level
 - Transit Function
 - Connectivity and Multi-Modal Transportation
 - Development Types and Building Scale
 - Parking
 - Challenges
- **Five distinct transit-oriented place types** were developed for Tualatin based on research and work completed by peer cities such as Tigard, and additional research from the Center for Transit Oriented Development. The place types and their suggested applicability to Tualatin's focus areas are shown in the following table:

Place Types and Potential Applicability to Focus Areas

Category	Potential Location
Mixed-Use Center	Bridgeport Pacific Financial / 124th
Town Center	Downtown
Industrial Employment District	Teton Southwest Industrial Area
Business Employment District	Leveton / Herman Road
Mixed-Use Institutional / Employment	Meridian Park / Nyberg Woods Pacific Financial / 124th

The Transit Working Group, Transportation Task Force, and Tualatin Planning Commission have reviewed and commented on the place types and their applicability to Tualatin's focus areas. In general, these groups commented that the vision presented by the place types is on target, that the ideas about transit facilities, walkability, and activity level make sense, and that initial thoughts about applying the place types to the focus areas are reasonable. Lively discussion focused on the Pacific Financial / 124th focus area and whether the Mixed-Use Center or the Mixed-Use Institutional / Employment place type is preferable. There also was discussion about Tualatin's industrial areas, which more closely resemble the Industrial Employment District place type today, but which it may be desirable to transition to the Business Employment District place type in the future.

Tualatin's transit-oriented place types are described in detail in the Linking Tualatin Focus Area Typologies Report (Draft completed March 22, 2012). They will be used in the upcoming Community Workshop to visualize what each focus area might look and feel like as a transit and pedestrian-oriented district in the future and to aid in the analysis of scenarios or alternatives for each focus area. (Attachment D is the Focus Area Typologies Report.)

DISCUSSION:

Next Steps

The refined focus area boundaries and transit-oriented place types were reviewed and discussed at the March 29 meeting of the Transit Working Group, the April 3 meeting of the Tualatin Planning Commission, and the April 5 meeting of the Transportation Task Force. The Tualatin Planning Commission also reviewed the Constraints and Opportunities Report at their April 3 meeting.

A capstone event for the Linking Tualatin project is the Community Workshop scheduled for June 4-7 in the Tualatin Library Community Room. This event will run from 8:00 am to 8:30 pm all four (4) days with Tualatin residents, workers, employers, and others participating at various times to identify alternative changes and investments that may be desirable in the focus areas in the future to increase transit use. At the heart of the event is development of a preferred scenario or alternative for each of the focus areas. A public open house is planned for the first evening to review the focus areas, workshop schedule, transit-oriented place types, and other information. A public meeting and presentation of workshop results and next steps will occur at the conclusion, on the evening of June 7. The outcome of this workshop will be used as the basis of the conceptual Linking Tualatin Plan.

In preparation for the Community Workshop, focus area evaluation criteria are being developed. The evaluation criteria fall into eight (8) categories:

- demographics
- land use
- housing
- employment
- recreation
- environment
- travel
- climate change

They will be used to compare the land use alternatives developed during the Community Workshop with one another, as well as to assess how well the alternatives align with the project goals and objectives, which they are based upon. There are both quantitative and qualitative criteria, and the quantitative measures, which can be weighted differently by focus area, will be used in the INDEX modeling analysis during the Community Workshop. The Focus Area Evaluation Criteria are posted on the Linking Tualatin web page.

RECOMMENDATION:

The Tualatin Planning Commission received a report on the Constraints and Opportunities Report, Focus Area Boundary refinement, and Transit-Oriented Place Types at their April 3 meeting, and was asked to comment to the City Council on the Linking Tualatin project prior to proceeding with next steps in the planning process. There was discussion about possibly holding the June 5 Planning Commission meeting in the Tualatin Library Community Room where the Community Workshop will be occurring, and a request to rearrange some dates in an effort to achieve the conventional review sequence:

- Working Group
- Task Force
- Planning Commission

- City Council

One Commissioner thought that the Mixed-Use Center and Town Center place types may need to be distinguished more from each other, and another Commissioner noted that the Linking Tualatin project needs a distinct vision. Overall, the Planning Commission commented that staff continues to provide a good synthesis of a substantial amount of information and that the comprehensive community involvement process and frequent check backs with both the Planning Commission and City Council were effective, appreciated, and should definitely continue.

Staff recommends that the City Council consider this memo and attachments, and provide direction on the Linking Tualatin project prior to proceeding with next steps in the planning process.

Attachments: A. Constraints and Opportunities Report
 B. Refined Focus Area Boundaries
 C. Focus Areas - Boundary Details
 D. Focus Areas Typologies Report
 E. PowerPoint



Linking Tualatin

Constraints and Opportunities

09 March, 2012



Prepared by SERA Architects, with assistance from Angelo Planning Group





General Constraints and Opportunities

Linking Tualatin addresses concerns raised by people who live or work in Tualatin about local transit not reaching most of the city's employment centers. Through this study, the City will bring together community members, local business owners, and employees to find ways to help increase transit use, as well as walking and biking to work, in the future. While local transit service is important, many people also need improved transit connections to the rest of the Portland Metropolitan region. Linking Tualatin will try to meet this need by recommending future high capacity transit options such as bus rapid transit, commuter rail, light rail, enhanced local bus, or parking and congestion management for our city

Because Linking Tualatin is part of a regional transit planning effort called The Southwest Corridor Plan (SW Corridor Plan), it focuses primarily on transit use in the corridor that includes Barbur Boulevard/Highway 99W and I-5 (see Figure 1). The SW Corridor Plan will integrate multiple efforts by cities in this 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 – likely bus rapid transit or MAX light rail – to serve the corridor.

The city has identified a preliminary set of focus areas, most of which are located in key employment or commercial areas in the city and are generally located within the SW Corridor planning area. These include the downtown, Meridian Park Hospital, Leveton, Teton, Tualatin-Sherwood Road/124th Avenue, Bridgeport Village and industrial areas south of OR 99W. Existing residential neighborhoods are not the primary focus of the Linking Tualatin Plan and no changes in land uses in those areas are expected as part of the plan. However, improving transit connections, including local transit service, for Tualatin residents and visitors is very important and will be considered in this project and in the city's Transportation System Plan (TSP) Update, which is also currently underway.

This document describes constraints and opportunities associated with increasing transit in Tualatin's focus areas in the future. The report builds on information included in a summary of Existing Conditions prepared for Linking Tualatin. It also recognizes earlier project work that helped define the focus areas and identified

key local and regional transit connections within Tualatin and between other communities. One of the next steps in the Linking Tualatin planning process will be to develop a series of land use alternatives for the focus areas described in this report. This will be done during an interactive, multi-day community workshop (also referred to as a “charrette”). The constraints and opportunities identified in this document will help serve as a starting point for working with Tualatin residents, workers, employers and others to identify land use and other recommendations for the focus areas during that event. In addition, in advance of the workshop, Transportation Task Force members will have an opportunity to review this Report and identify additional opportunities and constraints to be considered.

Increasing the number of people that commute to work by transit is vital in terms of increasing overall transit ridership. Work-related trips comprise the largest share of all trips by transit: 59% of all transit trips are work-related trips.¹ However, increasing work-related transit trips will heavily rely upon increasing employment and residential densities, introducing a wider array of uses, and improving the pedestrian environment within employment areas. As such, the constraints and opportunities identified in this report generally center around improving multimodal connectivity into and through large blocks and development parcels, introducing a wider array of uses within employment districts in order to provide employees with access to services during the day, and improving the pedestrian experience along large arterials.

Transit’s share of the commute trip is highly correlated with population and employment density.² Workers are more likely to commute to work by transit when jobs are concentrated into high density job centers that are well connected to transit-accessible neighborhoods. Within Tualatin, this may translate into a general opportunity to allow and encourage higher density employment development in key focus areas, providing a greater **concentration of jobs** within the city.

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. If there are no restaurants or services (such as child care facilities, dry cleaners, doctor’s offices, etc.) within easy walking distance from jobs, workers are forced to drive in order to access crucial services during the day. Conversely, surveys have found that up to 96% of workers will walk to stores, restaurants, and dry cleaners located within a quarter mile of office buildings.³ General opportunities may exist in Tualatin to broaden the array of uses within employment districts in order to make travel by transit more convenient and practical for workers. Increasing employment densities also will help to create the demand necessary to support additional retail and services in focus areas.

Improving **pedestrian accessibility** and comfort within focus areas will also help encourage trips by transit. Large blocks with few opportunities for street crossings can make walking impractical, time consuming and/or unsafe, and

wide, auto-oriented corridors often create challenging conditions for pedestrians. Opportunities exist to improve walkability (and by proxy, transit-readiness) within Tualatin's focus areas by creating a finer-grained, more connected grid of narrow streets, and calming traffic, where appropriate, to create a sense of safety for pedestrians.

Finally, transforming the **design** and character of buildings and sites to create more vital "places" within the focus areas can help create more pedestrian-friendly and more livable districts, while creating long term value for property owners. This may mean using development standards and guidelines specific to transit districts to ensure that new development creates great spaces for all users, consequentially encouraging transit ridership.

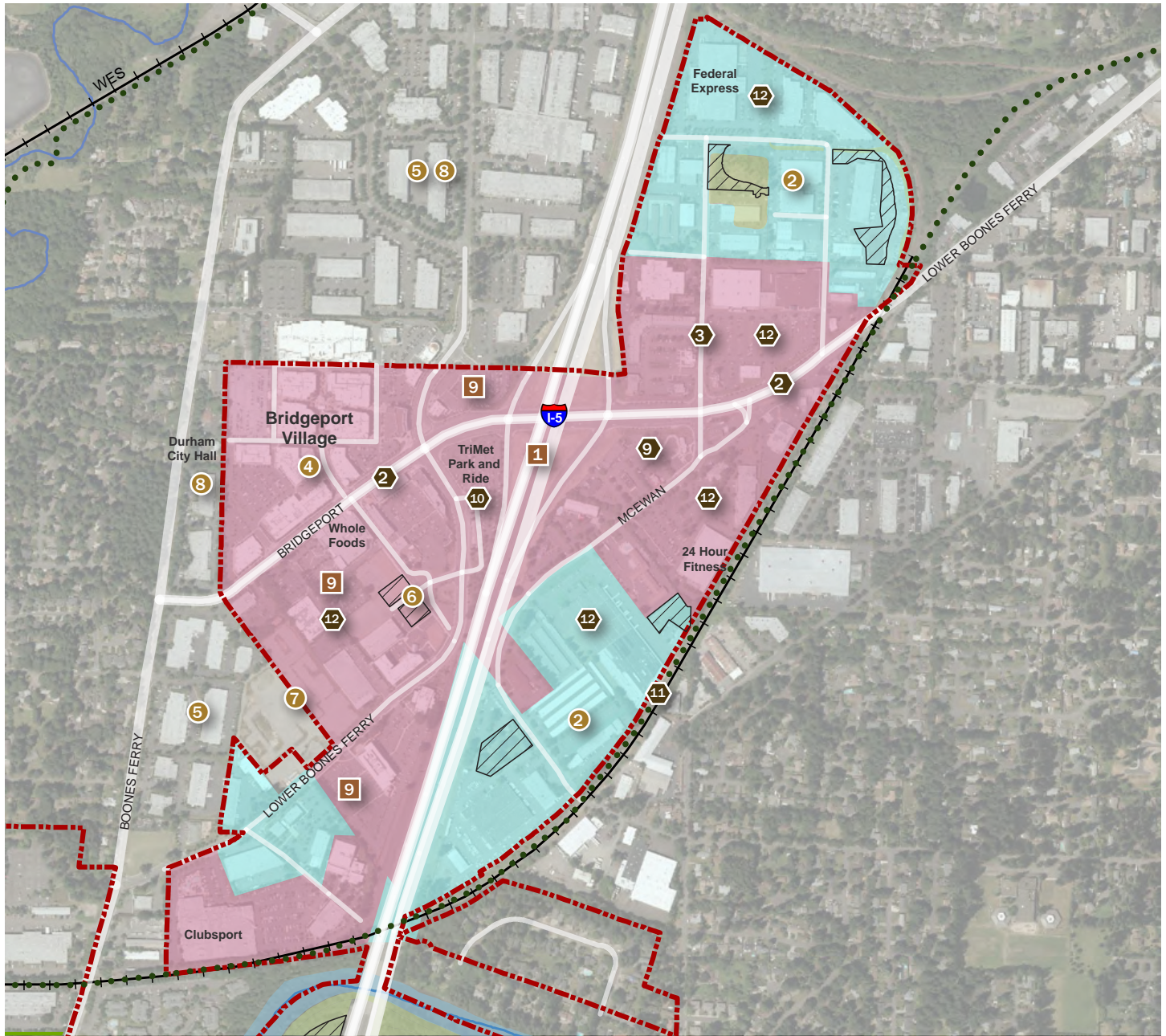
1 2007 APTA Transit Factbook, as cited by Greenberg, Ellen and Dena Belzer, "Transit + Employment, Increasing Transit's Share of the Commute Trip." Reconnecting America and the Center for Transit-Oriented Development

2 Greenberg and Belzer, "Transit + Employment, Increasing Transit's Share of the Commute Trip." Reconnecting America and the Center for Transit-Oriented Development

3 Ibid.

Constraints and Opportunities by Focus Area

Bridgeport Village



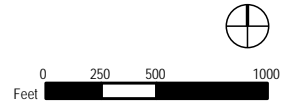
Potential Transit Origins / Destinations

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

Development / Physical Conditions

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

city limit
 ugb
 railroad



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.

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.

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.

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.

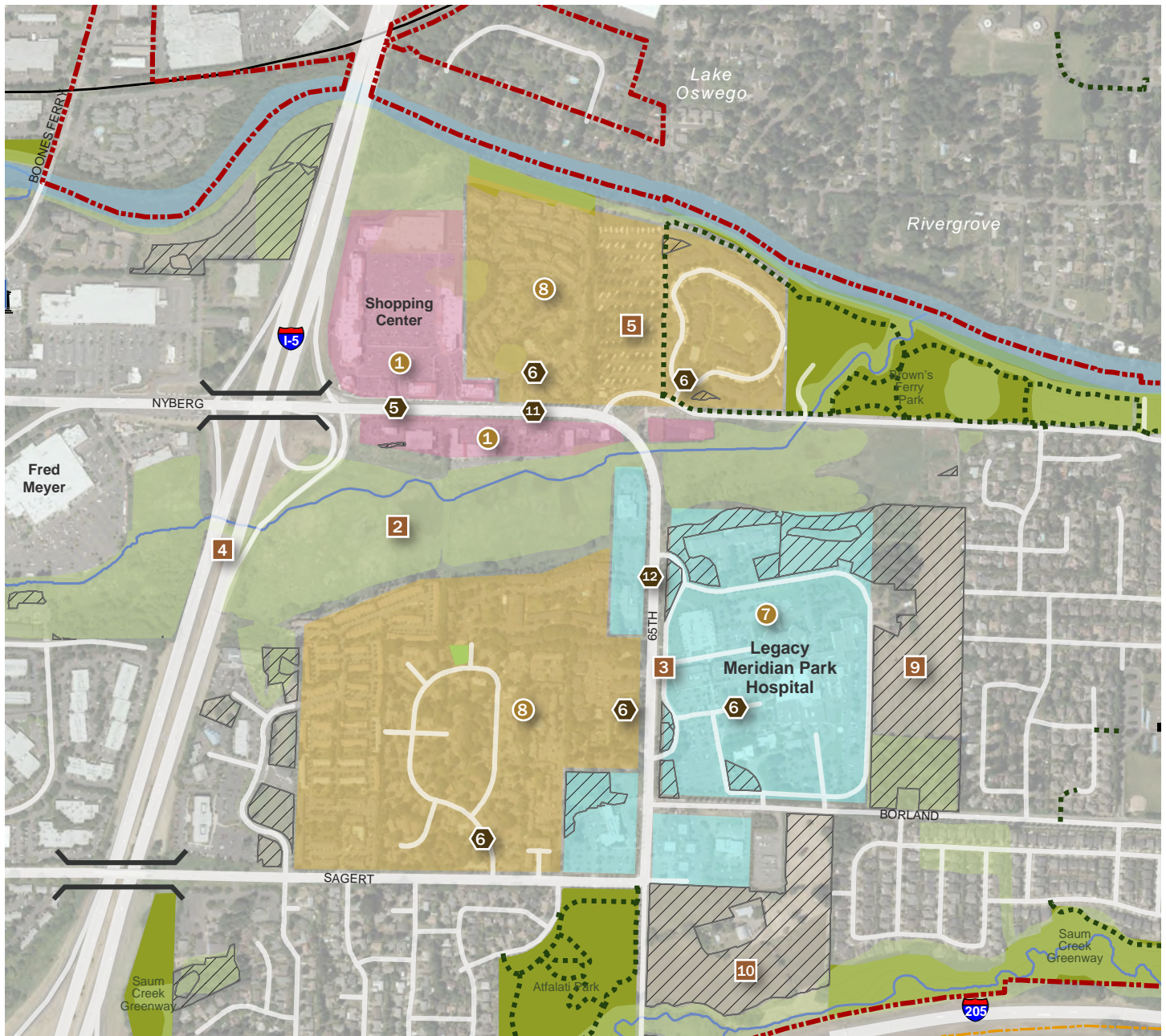
Development / Physical Conditions

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

Connectivity / Pedestrian Realm

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

Meridian Park / Nyberg Woods



- 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



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.

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.

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).

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.

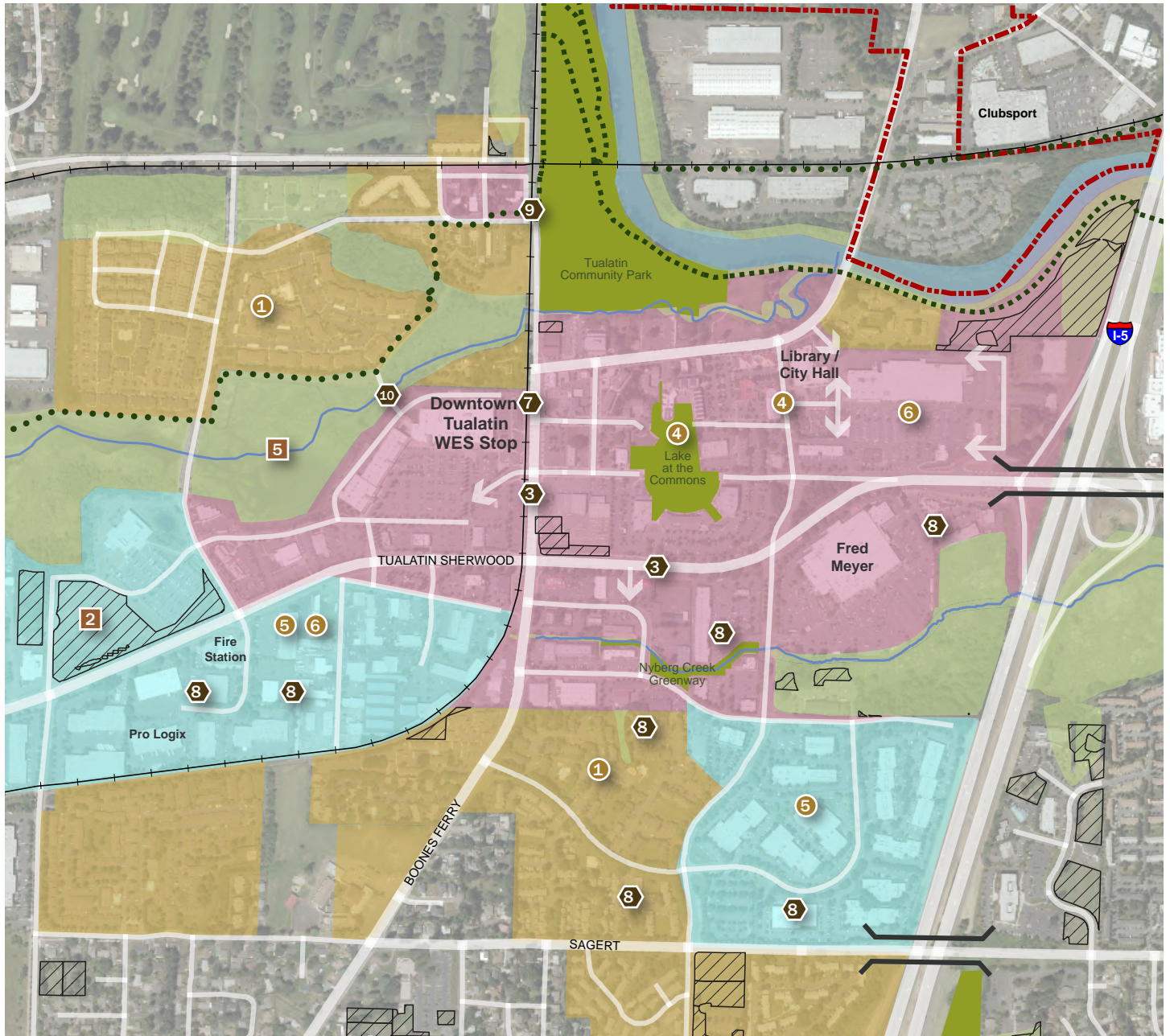
Development / Physical Conditions

- 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

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

Downtown Tualatin



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 TualatinTown Center Plan)
- conceptual path
- existing / planned trail

city limit
 ugb
 railroad



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

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).

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.

Opportunities

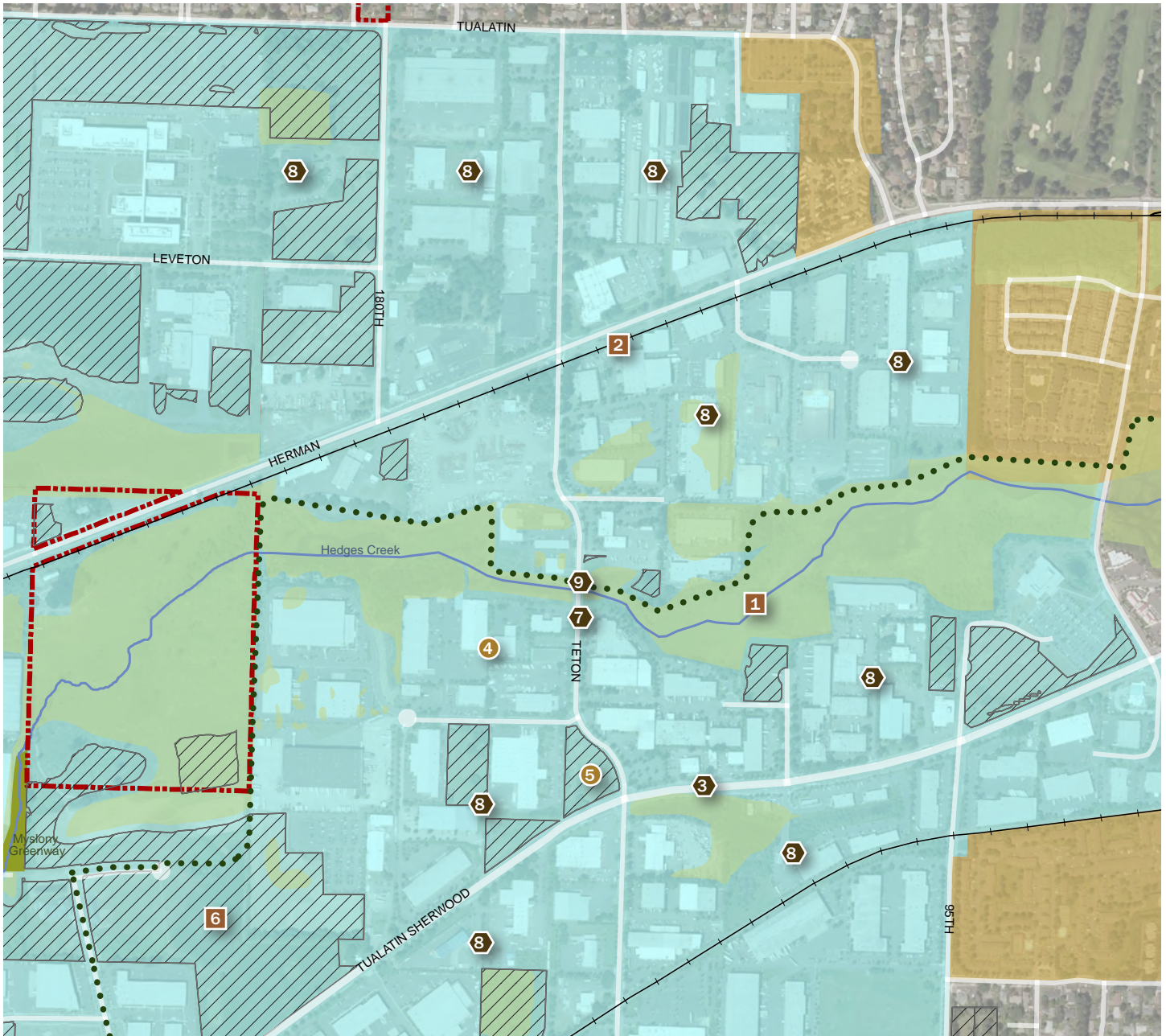
Land Use

- 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.

Teton / Leveton



Potential Transit Origins / Destinations

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

Development / Physical Conditions

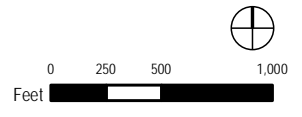
- vacant / developable parcels
- wetland / natural area
- park

city limit

ugb

conceptual path

railroad



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.

Constraints

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.

Opportunities

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.

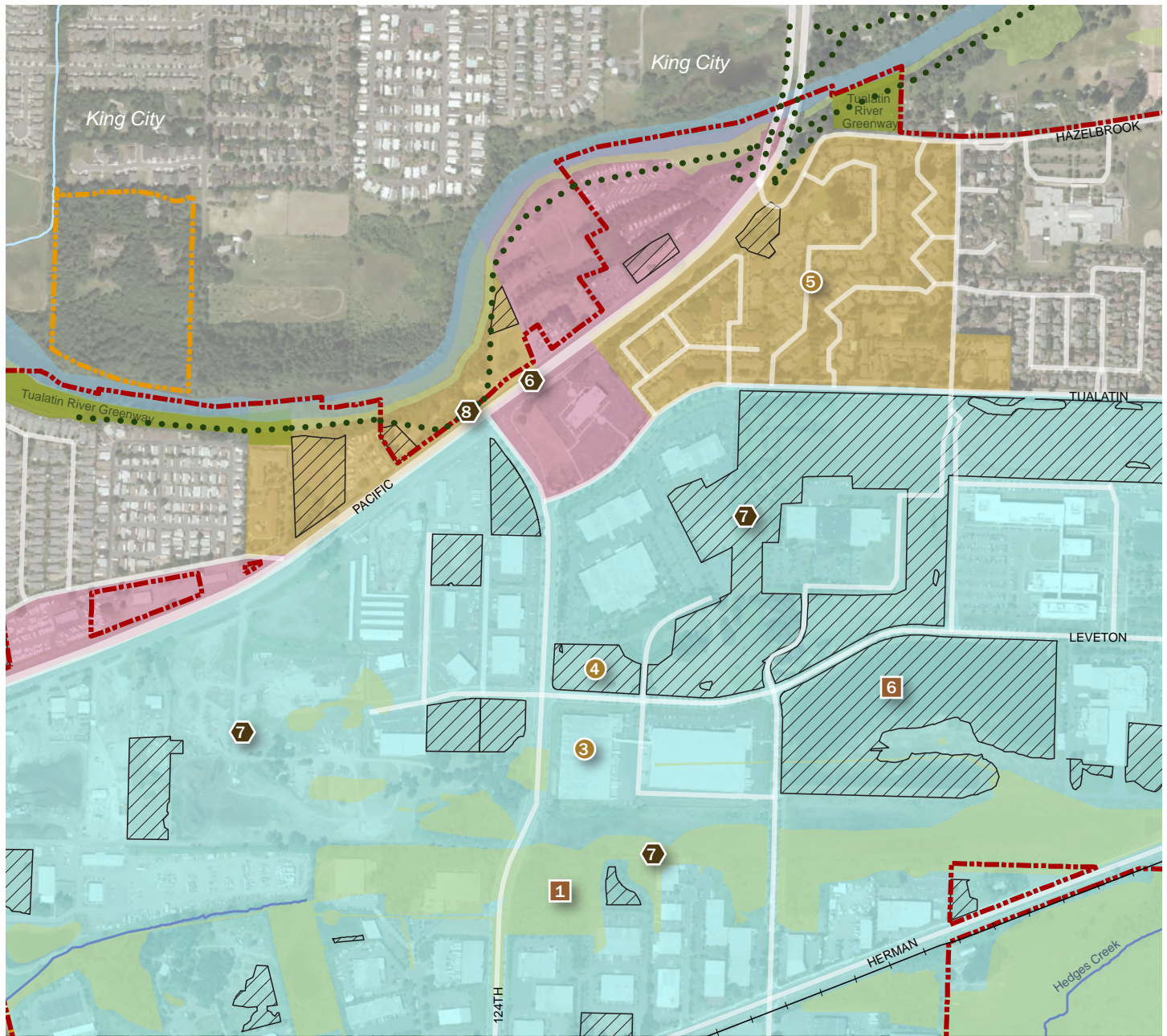
Development / Physical Conditions

- 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.

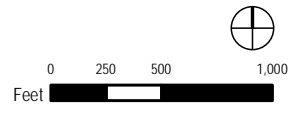
Pacific Financial / 124th



- 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



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

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.

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.

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.

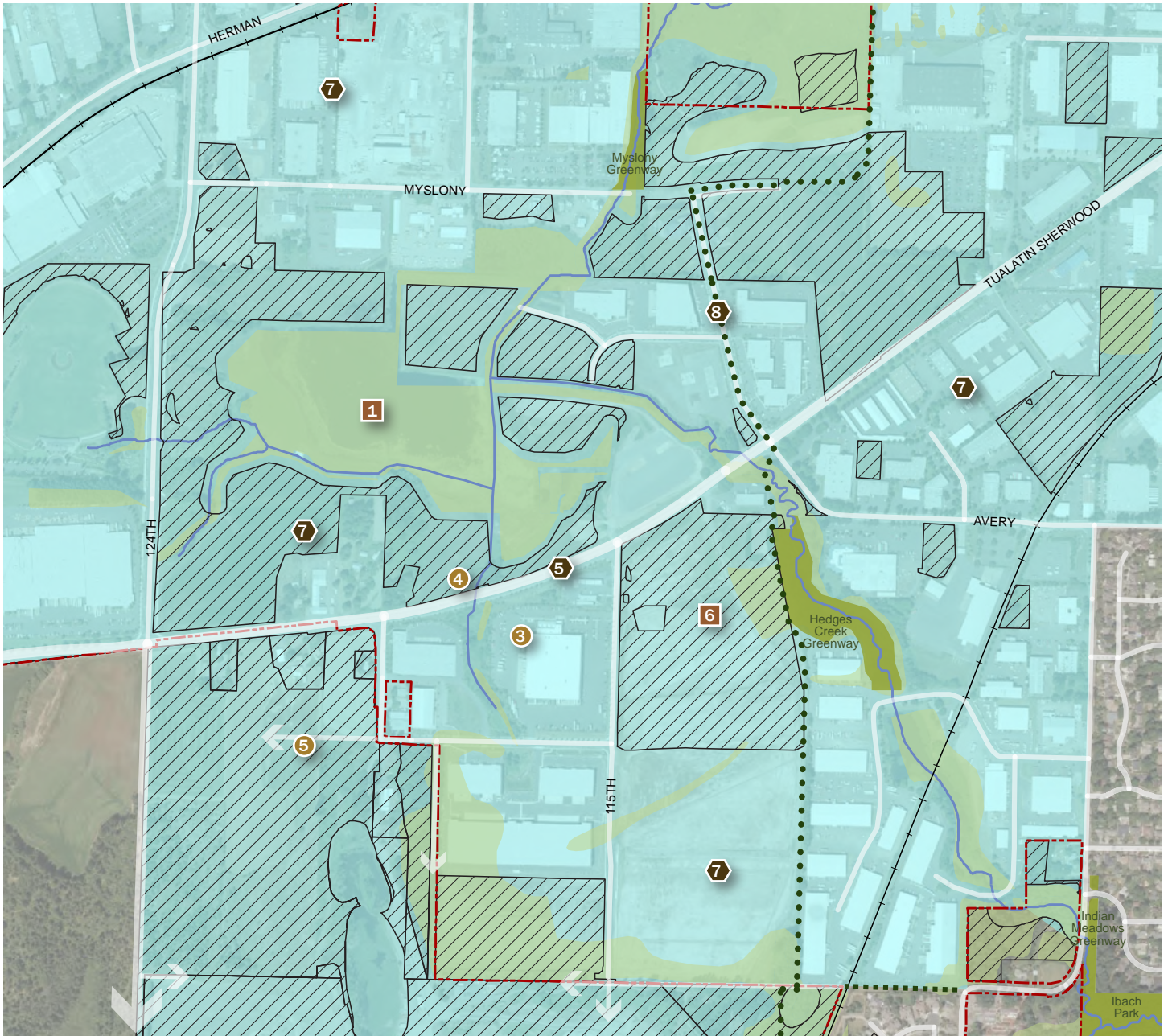
Development / Physical Conditions

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

Connectivity / Pedestrian Realm

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

Southwest Industrial



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



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.

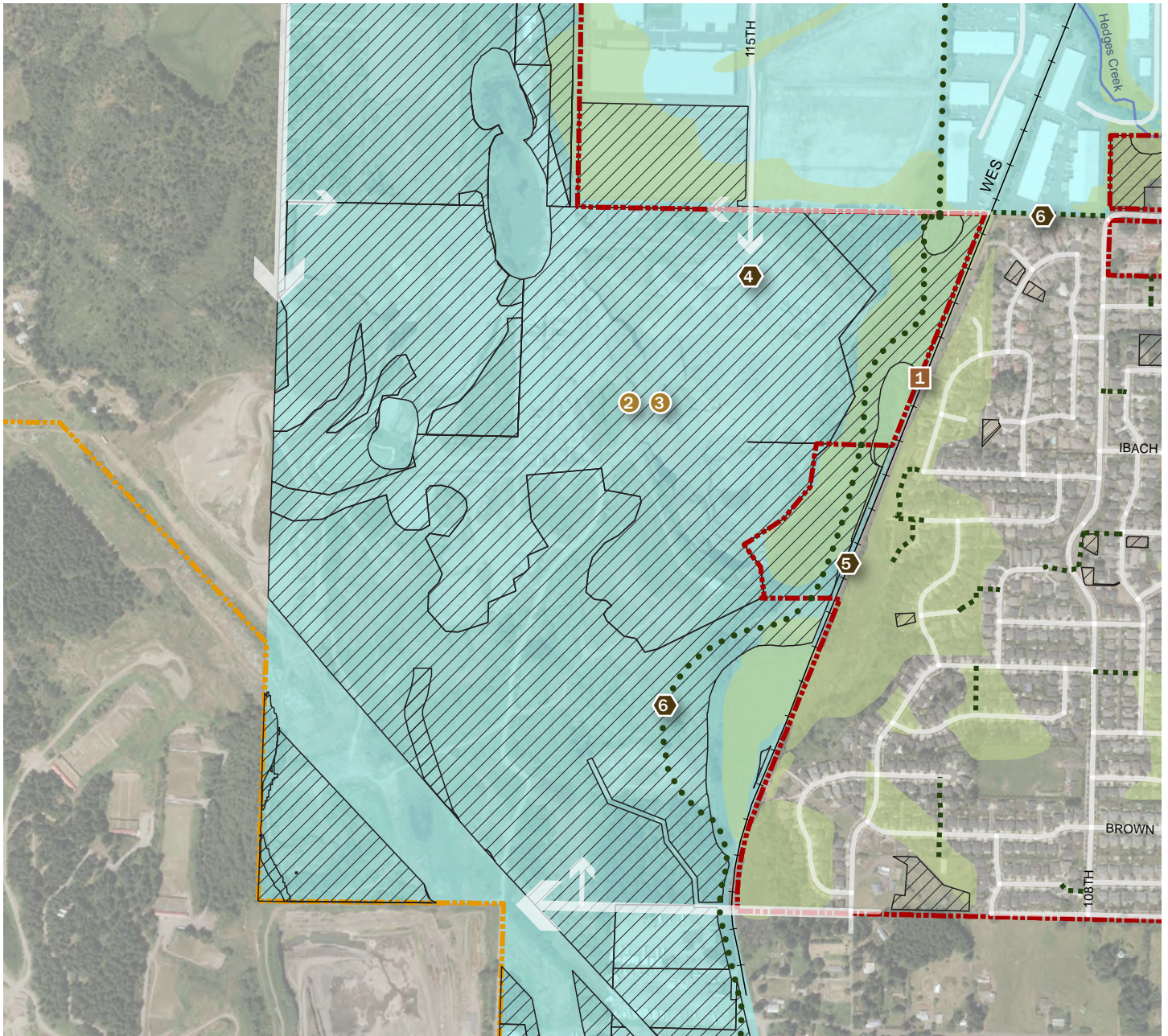
Development / Physical Conditions

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

Connectivity / Pedestrian Realm

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

Southwest Tualatin Concept Plan Area



Potential Transit Origins / Destinations

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

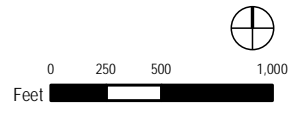
Development / Physical Conditions

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

Connectivity

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

- city limit
- ugb
- railroad



Given that the area currently has few users, the Southwest Tualatin Concept Plan Area presents an opportunity to create a well connected, pedestrian-friendly employment area with services and amenities for workers. A concept plan has been adopted for the area that calls for development with industrial and high tech users in a corporate campus setting with many user amenities. The adopted concept plan also outlines a conceptual street network for the area.

An opportunity may exist to establish design and development guidelines for the area that encourage a more pedestrian-oriented approach to employment and corporate campus developments. Such guidelines might help to ensure that new development provides a well connected grid of streets and paths through large blocks and sites, and that building and site design is pedestrian-oriented and creates a sense of “place” within the district.

Constraints

Land Use

Development / Physical Conditions

- 1 Railroad line and elevation change creates barrier between concept plan area and existing single-family development.

Opportunities

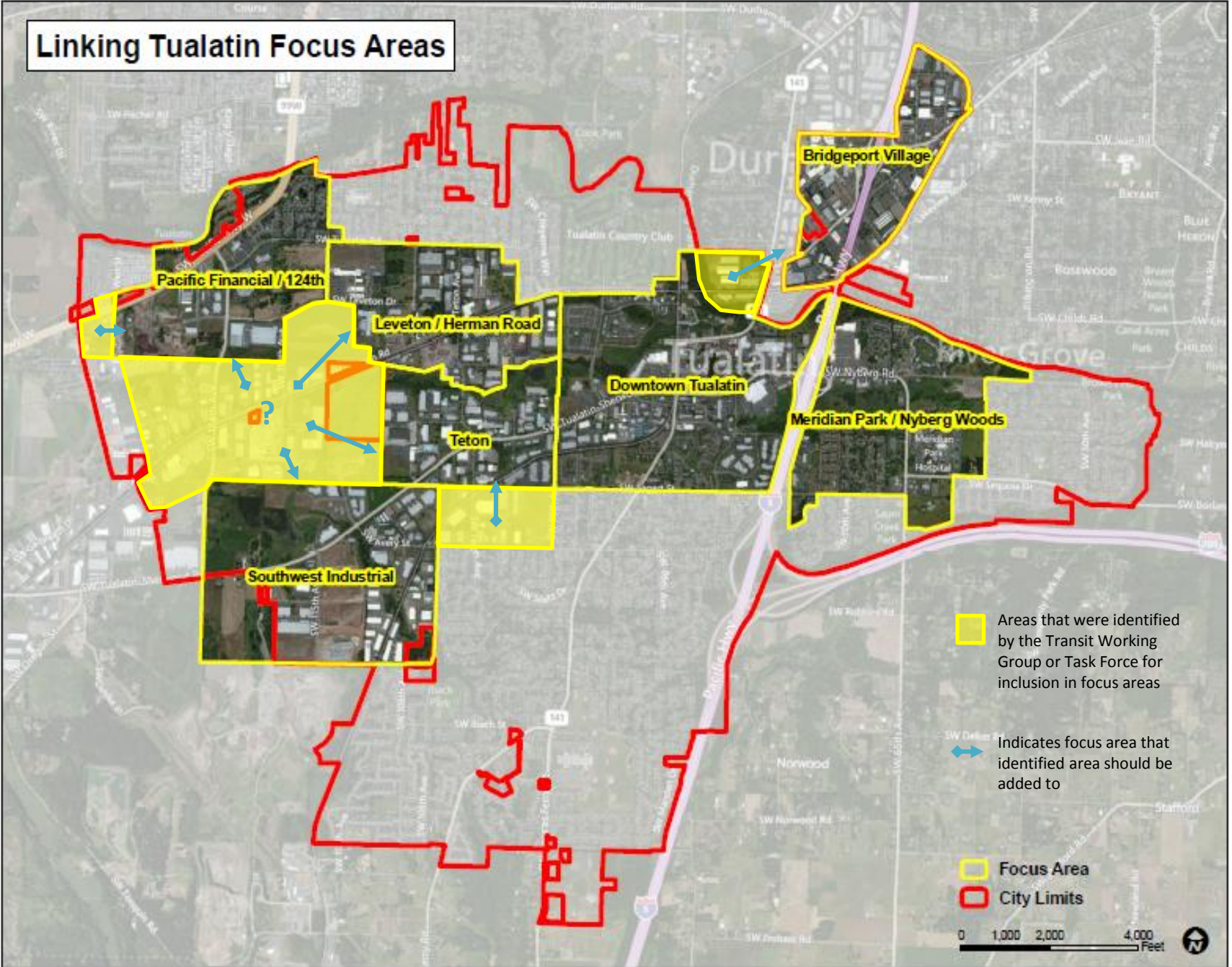
Land Use

- 2 The concentration of employment uses may serve as a potential transit destination.
- 3 Opportunity to introduce a wider array of uses in order to cater to local employees and create a more self-sustaining employment district.

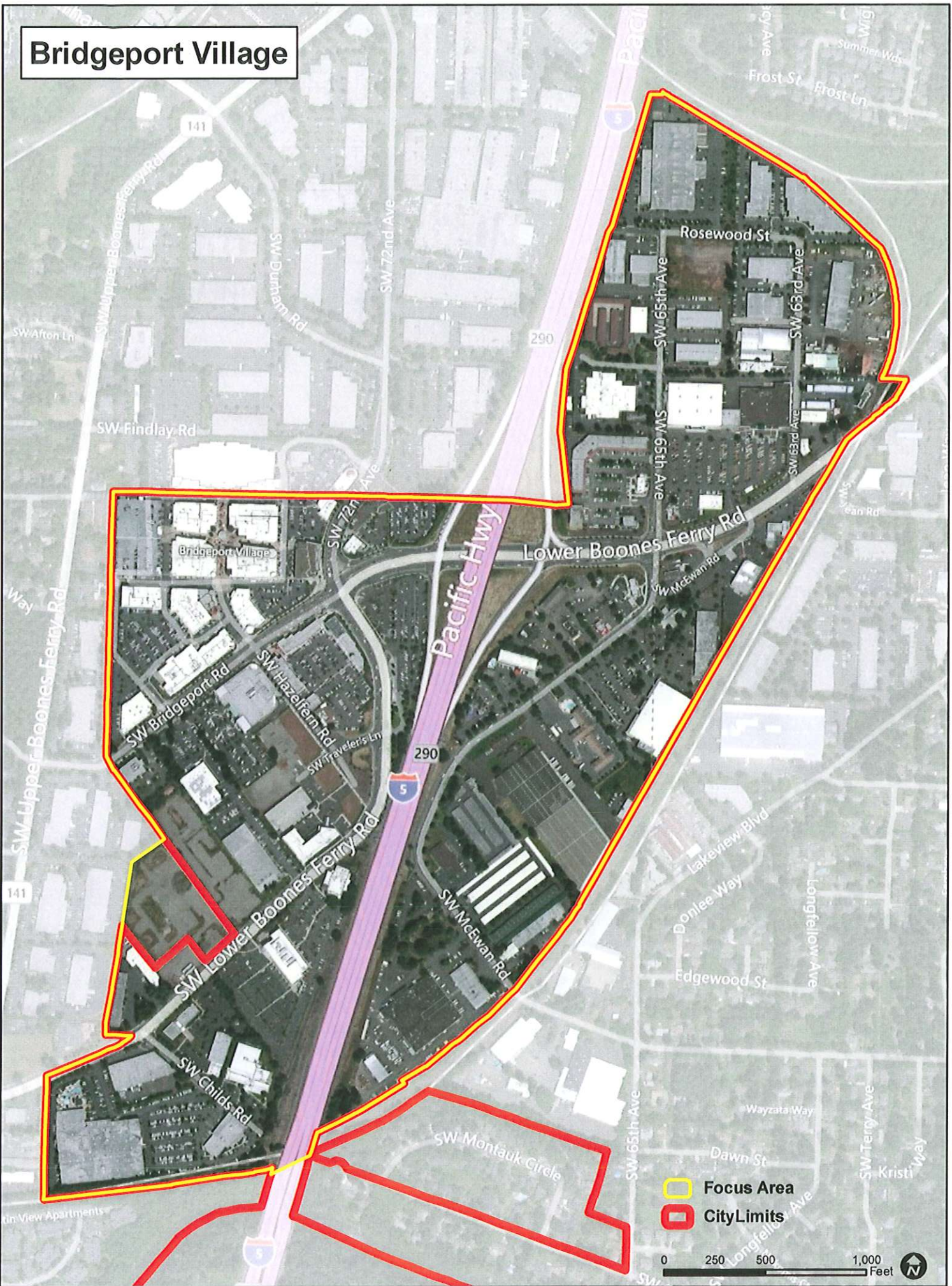
Connectivity / Pedestrian Realm

- 4 Blank slate development potential creates opportunity to provide finer-grained multi-modal connectivity into the area.
- 5 Potential to create new WES stop
- 6 Opportunity to provide strong ped/bike connection to Tonquin Trail and adjacent residential development.

Linking Tualatin Focus Areas



Bridgeport Village



- Focus Area
- City Limits



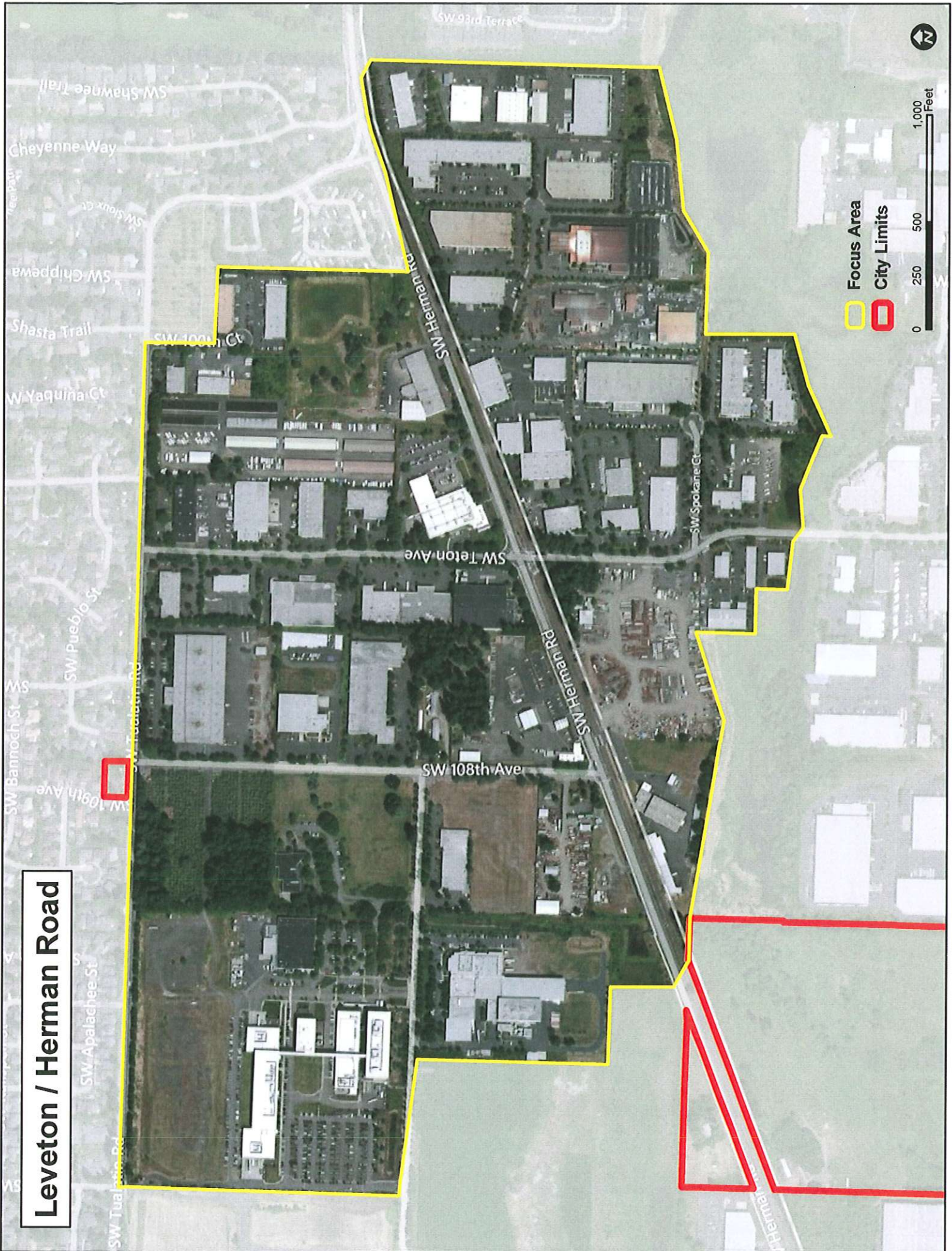
Meridian Park / Nyberg Woods



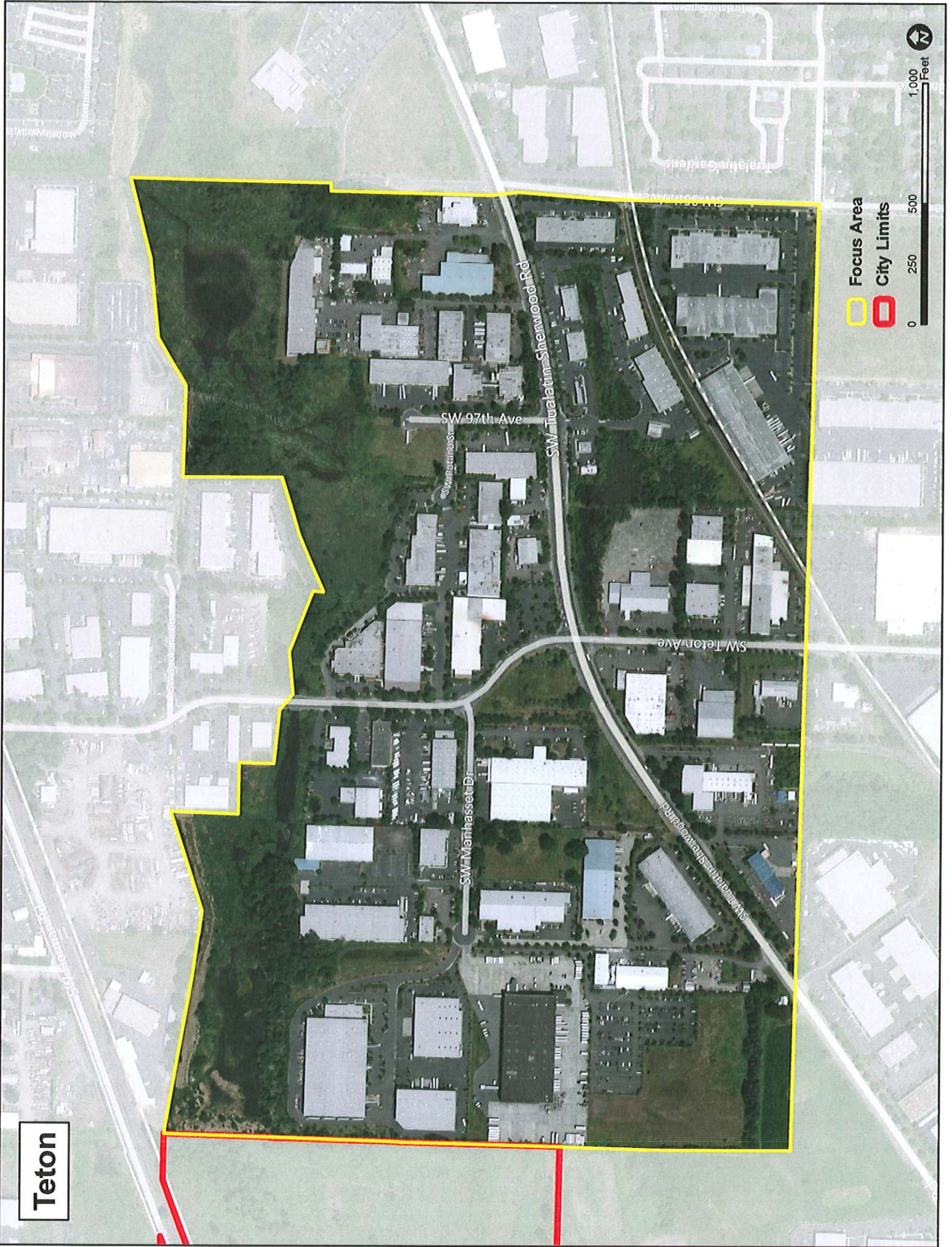
Downtown



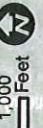
Leveton / Herman Road



Teton



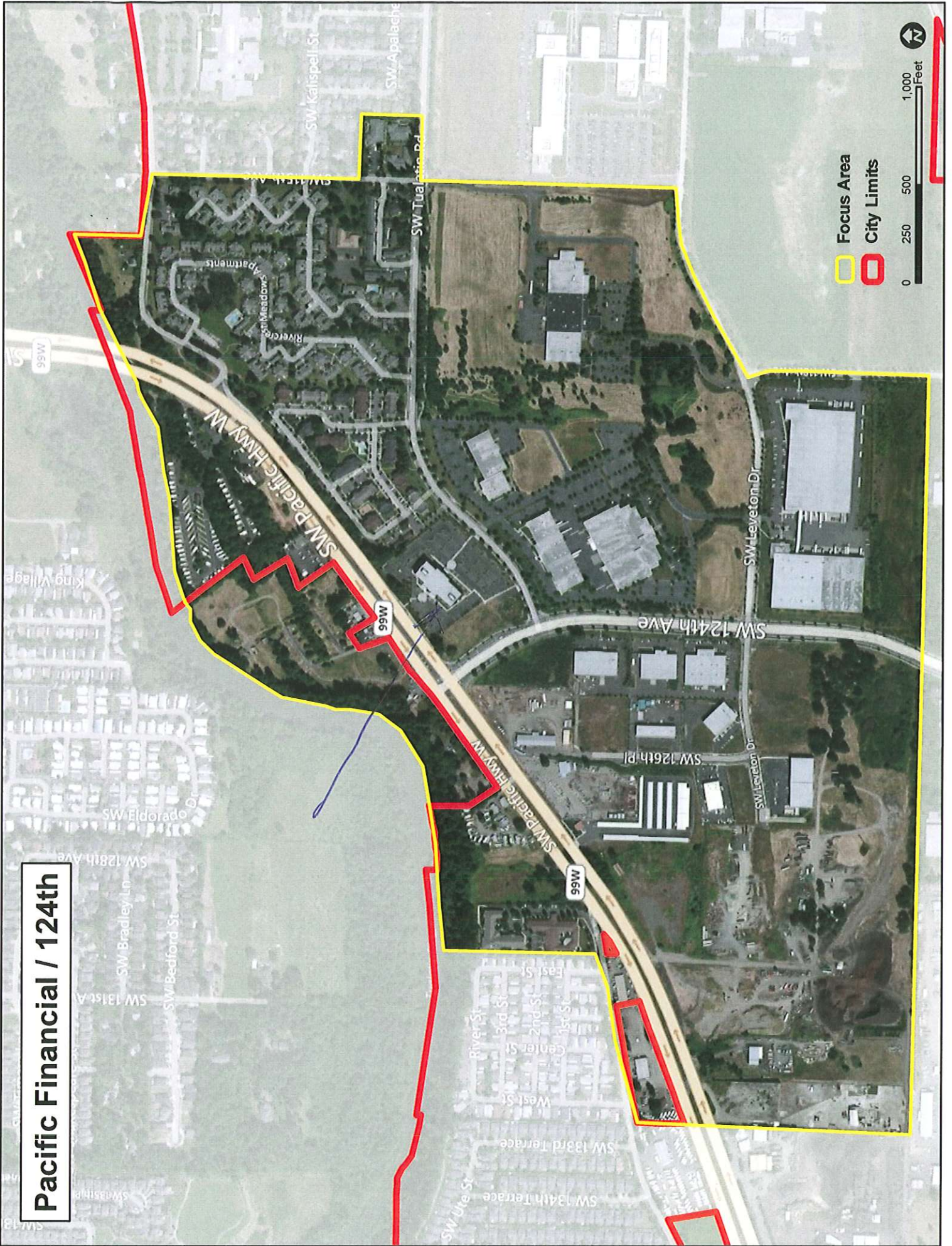
Focus Area
City Limits



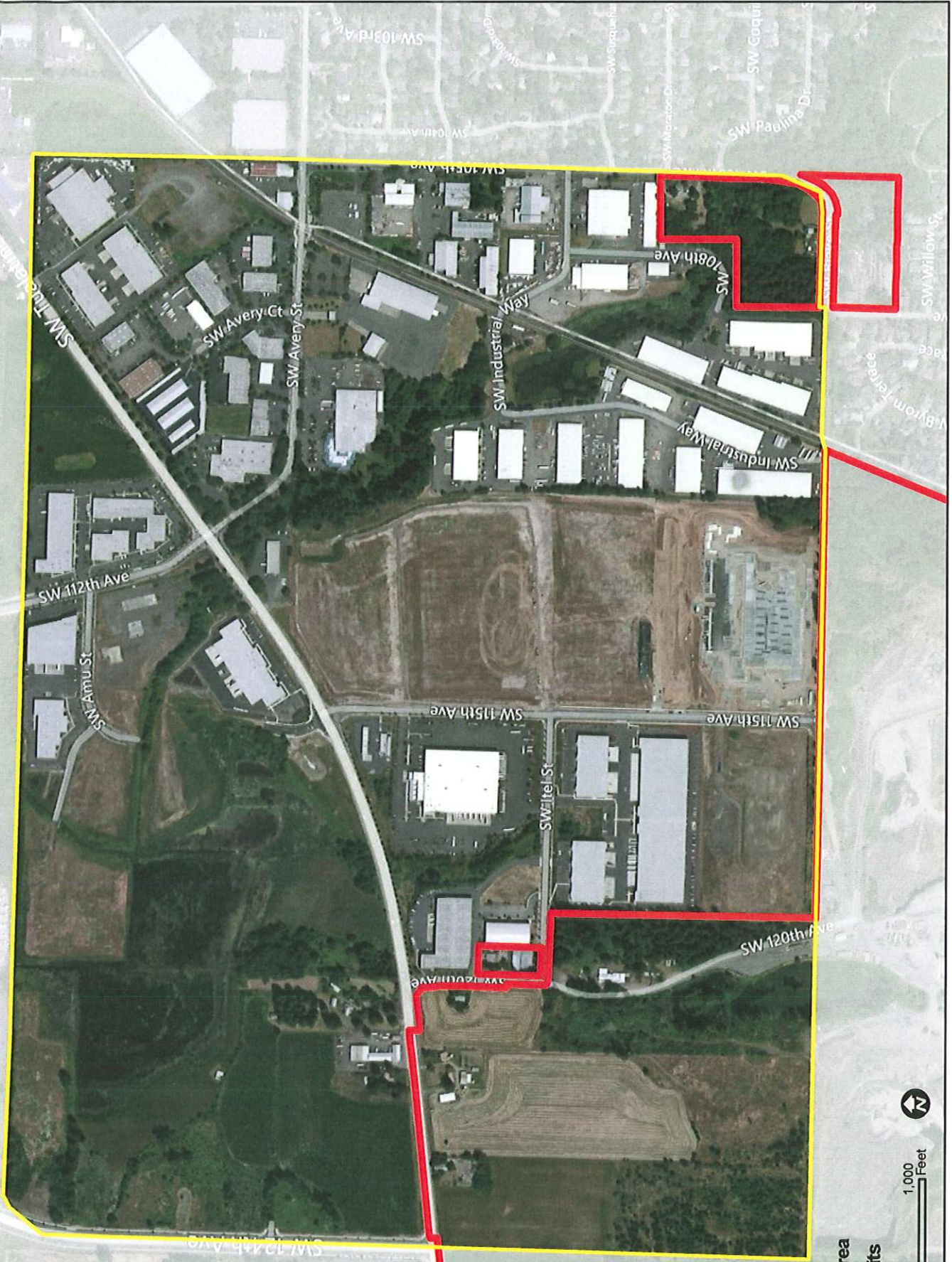
1,000 Feet

0 250 500

Pacific Financial / 124th



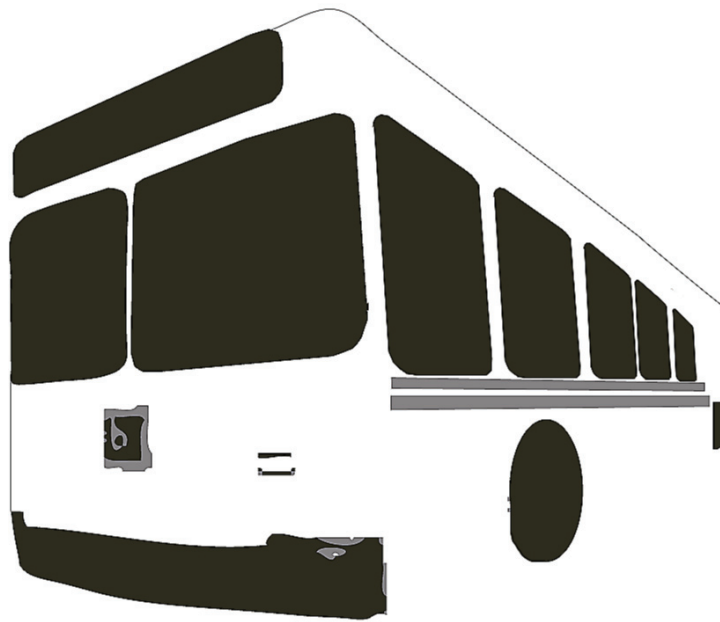
Southwest Industrial



Focus Area
City Limits

0 250 500 1,000 Feet





Linking Tualatin

Focus Area Typologies Report

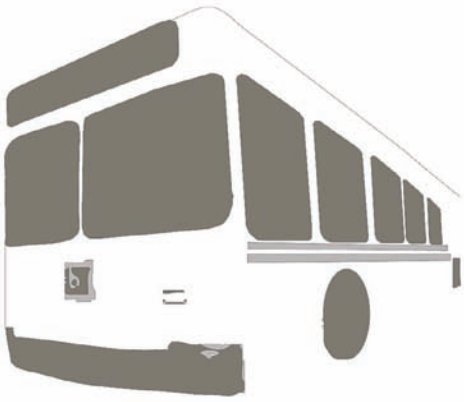
Draft

22 March, 2012



Prepared by SERA Architects, with assistance from Angelo Planning Group





Introduction

Project Background

Linking Tualatin addresses concerns raised by people who live or work in Tualatin about local transit not reaching most of the city’s employment centers. Through this study, the City will bring together community members, local business owners, and employees to find ways to help increase transit use, as well as walking and biking to work, in the future. While local transit service is important, many people also need improved transit connections to the rest of the Portland Metropolitan region. Linking Tualatin will try to meet this need by recommending future high capacity transit options such as bus rapid transit, commuter rail, light rail, enhanced local bus, or parking and congestion management for our city

Because Linking Tualatin is part of a regional transit planning effort called The Southwest Corridor Plan (SW Corridor Plan), it focuses primarily on transit use in the corridor that includes Barbur Boulevard/Highway 99W and I-5 (see Figure 1). The SW Corridor Plan will integrate multiple efforts by cities in this 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 – likely bus rapid transit or MAX light rail – to serve the corridor.

The city has identified a preliminary set of focus areas, most of which are located in key employment or commercial areas in the city and are generally located within the SW Corridor planning area. These include the downtown, Meridian Park Hospital, Leveton, Teton, Tualatin-Sherwood Road/124th Avenue, Bridgeport Village and industrial areas south of OR 99W. Existing residential neighborhoods are not the primary focus of the Linking Tualatin Plan and no changes in land uses in those areas are expected as part of the plan. However, improving transit connections, including local transit service, for Tualatin residents and visitors is very important and will be considered in this project and in the city’s Transportation System Plan (TSP) Update, which is also currently underway.

What is a “Typology”

The intent of this report is to identify potential “typologies” for each of the identified focus areas. For the purposes of this project, a typology is a transit-oriented “vision” for the focus area that describes that area’s character, role, and function within the

transit system (and within the community as a whole). Said differently, a typology is a **“transit-oriented place type,”** and helps us to visualize the possibilities for the focus areas. Each typology will have its own distinct character, land use mix, type and scale of development, and approach toward the design of public spaces and multi-modal connectivity.

The typologies presented in this report build off of and directly address opportunities and constraints identified during earlier phases of this project. As mentioned in the opportunities and constraints report, increasing work-related transit trips will heavily rely upon improving urban form and multi-modal connectivity within the focus areas. As such, the typologies presented herein are aspirational, in that they envision what each of the focus areas might look and feel like as a transit and pedestrian-oriented district.

Tualatin Focus Area Typologies

1. Mixed-Use Center

Precedents: Employment / Retail Destination (Tigard); Suburban Center (CTOD)



General Vision and Land Use Character:

A Mixed-Use Center provides an array of large and small format retail, employment, entertainment, and residential uses, and attracts visitors from within the city and / or across the region. The mixture of uses within the district may be both horizontal (with different single-use buildings located next to each other) and vertical (with a mixture of uses provided within a single building).

While retail and employment uses (including office, education, and health clinics) primarily define the character of the district, medium and high density residential uses (potentially located at the perimeter of the district) helps provide opportunities to live near services and employment.

Activity Level

A Mixed-Use Center is an 18-hour activity center, providing retail and employment opportunities during the day, and dining and entertainment opportunities during the evening.

Transit Function

A Mixed-Use Center is a significant transit “destination,” attracting visitors from surrounding neighborhoods and / or across the region. Providing medium to high density residential uses within the district will help to provide “origin” trips as well. Additional origin trips will occur if park and ride facilities are provided.

Connectivity and Multi-Modal Transportation

A Mixed-Use Center is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. Blocks may be larger than in other typologies, however, and where streets are widely spaced, there are designated pedestrian and bicycle paths within and between large blocks to provide safe and direct connections between transit, services, and employment uses.

Sidewalks are fairly wide, in order to accommodate pedestrian traffic, and there are street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are mid- to low-rise (1-4 stories, depending upon the mix of uses provided within the building). While single-use retail may be one story on the low end, residential or residential mixed-use buildings may be taller.

Residential development may include flats located within single-use apartment or mixed-use buildings, as well as townhouses. Retail and office may be large or small format, and may be located within single-use or mixed use buildings.



Top Row: Housing may be midrise, in mixed-use or single use buildings, or lowrise, including townhomes.

Middle and Bottom Rows: A Mixed-Use Center provides an array of large and small format retail, employment, entertainment, and residential uses, and provides a high-quality sidewalk experience.

Parking

On-street, surface, and some structured parking for large residential, employment, commercial, and entertainment uses.

Examples

Bridgeport Village, Tanasbourne, Lloyd/Irvington

Target Metrics

(to be determined)

Minimum FAR:

Employees:

Dwelling units /acre:

Possible Applicability

The Mixed-Use Center could potentially be applied in the following focus areas:

- Bridgeport Village
- Pacific Financial / 124th

Planning Challenges:

- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Improving pedestrian and bicycle crossings across large arterials.
- Introducing medium and high density residential uses to the district

2. Town Center

Precedents: Town Center / Main Street (Tigard); Transit Town Center (CTOD); Mixed-Use Center (Seattle)



General Vision and Land Use Character:

A Town Center is a local center for economic and community activity, and provides a good mix of small and large format retail, smaller-scale employment, and civic/cultural uses, as well as a variety of medium to high density housing types. As such, a Town Center is a largely self-sufficient neighborhood, providing housing, services, employment opportunities, and other amenities that are easily accessible on foot, bike, or transit. Retail serves the needs of district residents as well as the community at large, and may include small, locally owned shops as well as large grocery or department stores (typically situated along busier arterials). All retail is oriented to the sidewalk.

Activity Level

A Town Center is a 14-hour district. Civic uses, office jobs, retailers, and restaurants help to foster daytime activity. Restaurants, bars, and other entertainment uses help to spur nighttime activity.

Transit Function

With office, retail, civic, and residential uses, the Town Center provides a mix of origin and destination trips. A Town Center is likely to provide transit connections (potentially through multiple modes) to other parts of the city and the region as well.

Connectivity and Multi-Modal Transportation

A Town Center is characterized by a tight street grid and narrow streets, and residents, employees, and visitors are able to walk comfortably and safely to businesses and services in the area. There are wide, generous sidewalks with well-defined street walls and transparent ground floors. Sidewalks provide amenities such as street trees and landscaping, pedestrian scale lighting, street furniture, public art, and high quality public spaces. Mid-block crossings are provided where needed, and there is a network of well-marked bicycle routes.

Development Types and Building Scale

Town Centers provide a good mix of multi-family housing types (including mid- and low-rise mixed-use and multi-family buildings, and townhomes). Retail, employment, and civic uses may be housed in single-use or mixed use buildings sited along the sidewalk.

Parking

The district provides plentiful on-street parking and structured parking garages, wherever possible. Surface parking lots are minimal.

Examples:

Downtown Hillsboro, Hollywood, Downtown Lake Oswego



Top Row: As the heart of the community, the Town Center may provide an array of civic uses.

Middle Row: Housing may be midrise, in mixed-use or single use buildings, or lowrise, including townhomes.

Bottom Row: The Town Center is characterized by an active street life, and provides an array of uses oriented to the sidewalk.

Target Metrics

(to be determined)

- Minimum FAR:
- Employees/acre:
- DU /acre:

Possible Applicability

The Town Center could potentially be applied in the following focus areas:

- Downtown Tualatin

Planning Challenges:

- Increasing residential densities/development while respecting the scale of existing development.
- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Improving pedestrian comfort along large arterials.

3. Industrial Employment District

Precedents: Special Use / Employment District (CTOD); Industrial Job Center (Seattle)



General Vision and Land Use Character:

The Industrial Employment District is envisioned as a transit-oriented, pedestrian-friendly job center where employees can commute to work by transit and walk to business and services near their workplace during the work day. It is primarily characterized by small and large light and heavy manufacturing and industrial uses (including tech-flex space), and provides a low to moderate density of jobs per acre. Other, non-industrial employment uses (including office) tends to be minimal, with most of the area dedicated to manufacturing operations. Residential uses are not permitted (though there may be some residential uses located at the periphery).



In addition to employment uses, there are some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners). Much of this retail may be located on or close to nearby arterials and/or major transit stops and employers.

Activity Level

Many businesses in these areas operate 24 hours per day, 7 days per week. However, most of the activity and services within the Suburban Employment District are centered around the pattern of the work day. Sidewalk activity and local commerce is busiest during the morning and evening commute, and during the lunch hour. Activity in the Industrial Employment District will tend to die down after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.

Transit Function

The Industrial Employment District is a transit "destination," and transit service is intended to connect employees from other areas of the city and the region to jobs located within these areas, and also to connect these job centers to mixed use, commercial and civic nodes, and other employment centers within the larger community.

Connectivity and Multi-Modal Transportation

As a transit-oriented employment district, the Industrial Employment District is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. There is a high volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility. Blocks may be larger than in other typologies, and where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, and employment uses.



Top Row: The Industrial Employment District is primarily characterized by small and large light and heavy manufacturing and industrial uses (including tech-flex space), as well as service and commercial uses that cater to local employees.

Middle Row Left: There is a high volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility.

Middle Row Right: Industrial Employment Districts provide on-street parking as well as off-street parking.

Bottom Row: Designated pedestrian and bicycle paths within large blocks help to provide safe and direct connections between transit, services, and employment uses.



Sidewalks and off-street pedestrian / multi-use paths linking employment uses to transit facilities and retail services are safe, comfortable, and sufficiently wide to ensure that workers can move easily and directly between transit, nearby services, and the workplace. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are typically 1-3 stories. Buildings may be single-use. Industrial land is protected for industrial uses by limiting height and FAR.

Along busier streets, buildings may be mixed-use (particularly, ground floor retail with office uses above).

Parking

Parking is provided both on-street and within on-site, surface parking.

Examples

Swan Island (Portland)

Target Metrics

(to be determined)

- Minimum FAR:
- Employees:
- DU /acre:

Possible Applicability

The Industrial Employment District could potentially be applied in the following focus areas:

- Teton
- Southwest Industrial

Planning Challenges

- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Building out and/or leasing existing supply to increase the overall number of employees, and/or increasing employment density and FAR.
- Introducing a wider array of services to serve the daily needs of workers.
- Improving pedestrian comfort along large arterials while facilitating freight mobility.

4. Business Employment District

Precedents: Special Use / Employment District (CTOD); Industrial Job Center (Seattle)



General Vision and Land Use Character:

Like the Industrial Employment District, the Business Employment District is envisioned as a transit-oriented, pedestrian-friendly job center where employees can commute to work by transit and walk to business and services near their workplace during the work day. It provides an array of employment uses in a well-landscaped, campus-like setting, and is primarily characterized by small and large light and tech manufacturing uses (including tech-flex space), offices uses, and corporate headquarters. There is a low to moderate density of jobs per acre. Residential uses are not permitted (though there may be some residential uses located at the periphery).



In addition to employment uses, there are some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners). Much of this retail may be located on or close to nearby arterials and/or major transit stops and employers.

Activity Level

Though many businesses in these areas may operate 24 hours per day, 7 days per week, the Business Employment District is primarily a 10-hour district, with activity centered around the pattern of the work day. Sidewalk activity and local commerce is busiest during the morning and evening commute, and during the lunch hour. Activity in the Business Employment District will tend to die down after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.



Transit Function

The Business Employment District is a transit "destination," and transit service is intended to connect employees from other areas of the city and the region to jobs located within these areas, and also to connect these job centers to mixed use, commercial and civic nodes, and other employment centers within the larger community.

Connectivity and Multi-Modal Transportation

As a transit-oriented employment district, the Business Employment District is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. There is a moderate to low volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility. Blocks may be larger than in other typologies, and where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, and employment uses.



Top Row: Developments in the Business Employment District provide quality landscaping, and employment uses are often located in a campus-like setting.

Middle Row: Buildings address the street, and along more highly trafficked streets may provide a mixture of service and/or commercial uses.

Bottom Row: Individual developments maximize pedestrian and bicycle connectivity by providing clear internal circulation within large parcels, and directly connecting to the sidewalk.



Sidewalks and off-street pedestrian / multi-use paths linking employment uses to transit facilities and retail services are safe, comfortable, and sufficiently wide to ensure that workers can move easily and directly between transit, nearby services, and the workplace. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are typically 1-3 stories. Buildings may be single-use. Along busier streets, buildings may be mixed-use (particularly, ground floor retail with office uses above). Ancillary retail or commercial uses may be located closer to the street in some locations where larger employment uses are set further back.

Parking

Parking is provided both on-street and within on-site, surface parking.

Examples

Amberglen (Hillsboro)

Target Metrics

(to be determined)

- Minimum FAR:
- Employees:
- DU /acre:

Possible Applicability

The Business Employment District could potentially be applied in the following focus areas:

- Herman Road / Leveton

Planning Challenges

- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Overcoming long walking distances within business and campus developments.
- Building out and/or leasing existing supply to increase the overall number of employees, and/or increasing employment density and FAR.
- Introducing a wider array of services to serve the daily needs of workers.
- Improving pedestrian comfort along large arterials while facilitating freight mobility (where necessary).

5. Mixed-Use Institutional / Employment

Precedents: Special Use / Employment District (CTOD); Special Districts (Seattle)



General Vision and Land Use Character

The Mixed-Use Institutional / Employment District is primarily characterized by large employers or other special uses, including health care or other campus or institutional uses (sports arenas, universities, etc). Employment densities are relatively high, and the employer/institution and its corresponding ancillary uses are the major destination and transit generator, and tends to define the character of the neighborhood. The district also provides commercial retail and services within easy walking distance from jobs and housing to serve the needs of district residents and employees (such as restaurants, child care facilities, banks, and dry cleaners). Much of this retail may be located on nearby arterials. There may also be some medium to high density housing.

Activity Level

The Mixed-Use Institutional / Employment District often functions beyond the 10-hour work day. When there is a large health care facility, activity is often 24/7, and educational institutions are often busy well into the evenings and weekends. This around the clock activity may have implications on transit demand. However, ancillary businesses and commercial services in the area are likely to function around the pattern of the business day. Activity in the area may decrease after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.

Transit Function

Primarily an employment and institutional services destination, with some origin trips from surrounding residential uses.

Given the large number of employees in the area, large employers and institutions may provide shuttle services to transport users and employees to and from transit stations and other destinations.

Connectivity and Multi-Modal Transportation

The Mixed-Use Institutional / Employment District provides comfortable sidewalks linking employment and institutional uses to residential uses, transit facilities, and retail services. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. Where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, residential, and employment uses. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Within campuses and large institutional developments, buildings may be quite tall (actual height limitations depend upon the planning district designation, but may be as tall as 95 feet in the Medical Center district, or 50 feet in the Institutional district).



Top Row, Left: Buildings and screen walls located along the sidewalk help to define the public realm.

Bottom Row, Left: Ground floor retail space helps provide opportunities for services.

Top and Bottom Row, Right: clear, internal pedestrian and bicycle paths can help to break up large blocks and creates a safe and comfortable walking environment.

Ancillary office and commercial uses may be located in low- to mid-rise single use or mixed-use buildings. Residential buildings may be low- to mid-rise (including flats and townhouses).

Parking

Campuses and large institutions may provide structured parking garages, while smaller uses and residential developments will likely provide surface parking.

Examples

Providence, Emmanuel, and Good Samaritan, and Kaiser Sunnyside Hospitals in Portland.

Target Metrics:

(Note: metrics below per CTOD "Special Use/ Employment District" typology)

- Minimum FAR:
- Employees:
- DU /acre:

Possible Applicability

The Mixed-Use Institutional / Employment District could potentially be applied in the following focus areas:

- Meridian Park / Nyberg Woods
- Pacific Financial / 124th

Planning Challenges

- Improving multi-modal connectivity to, from, and within large residential and institutional developments.
- Introducing a wider array of services to serve the daily needs of workers.
- Improving pedestrian comfort along large arterials.

City of Tualatin Linking Tualatin Review & Discussion

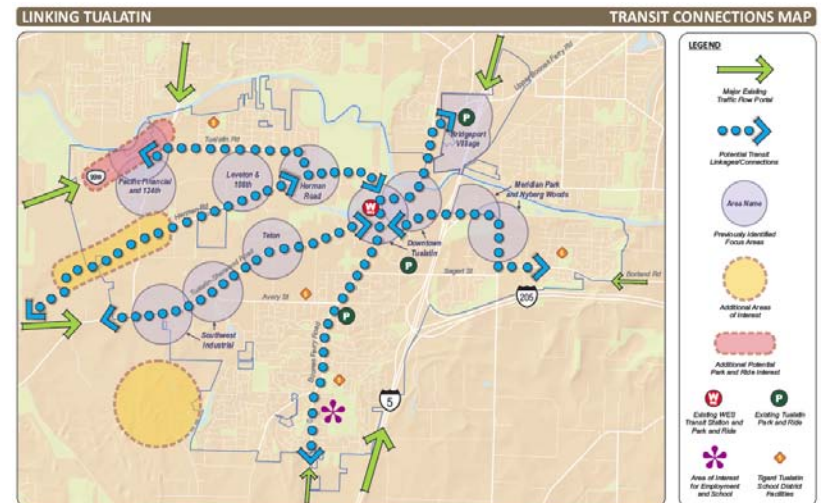


April 23, 2012

Progress to Date

- **Information Gathering & Reports:**

- Goals & Objectives
- Key Transit Connections
- Plan & Policy Review
- Market Analysis
- Existing Conditions
- Constraints & Opportunities
- Potential Project Ideas



Progress to Date

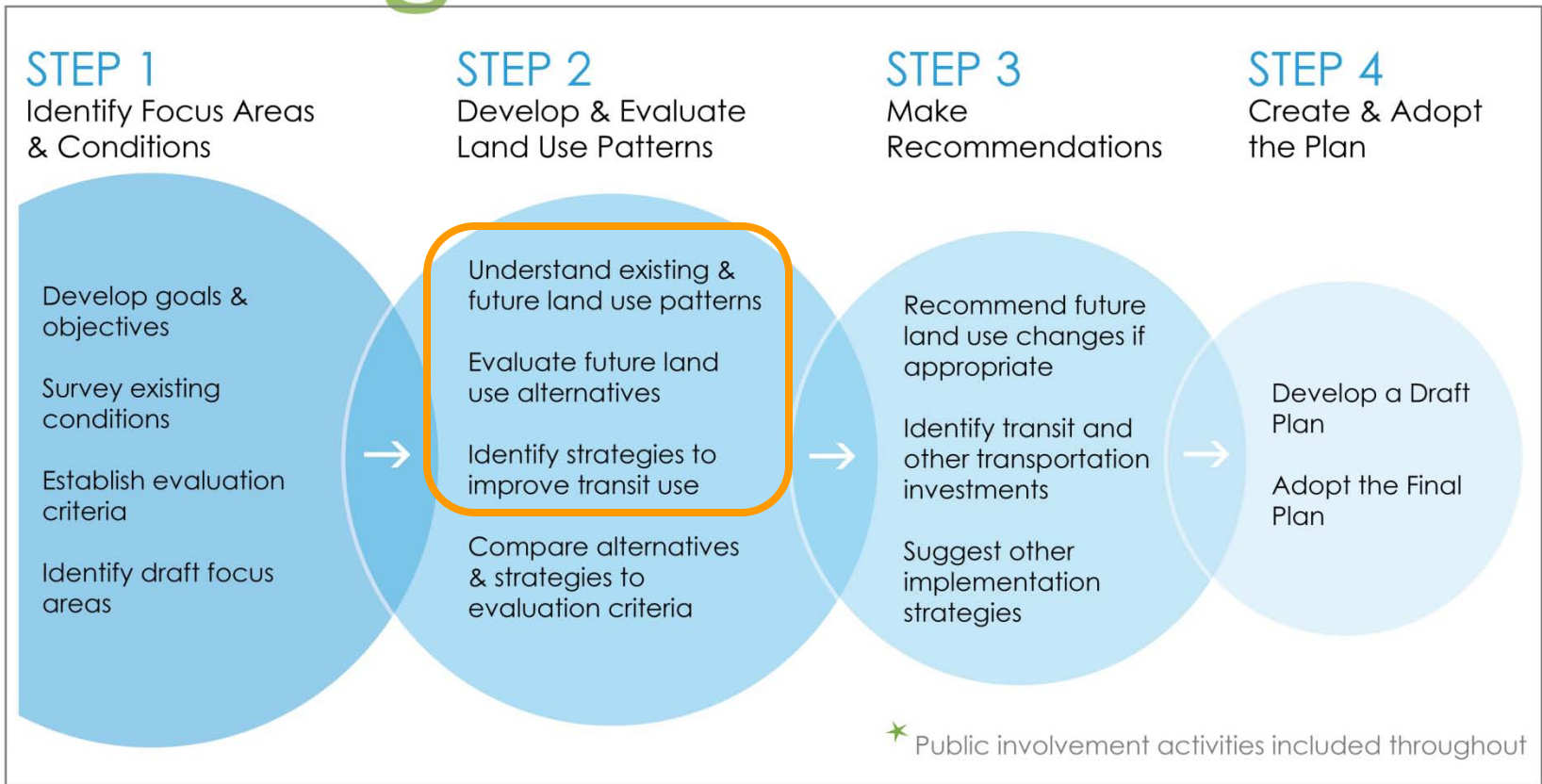
- **Meetings / Events:**
 - Transportation Task Force
 - Transit Working Group
 - Kick-off Meeting / Open House
 - Chamber Key Leaders Breakfast





Progress to Date

Linking Tualatin How today's work ends with a plan

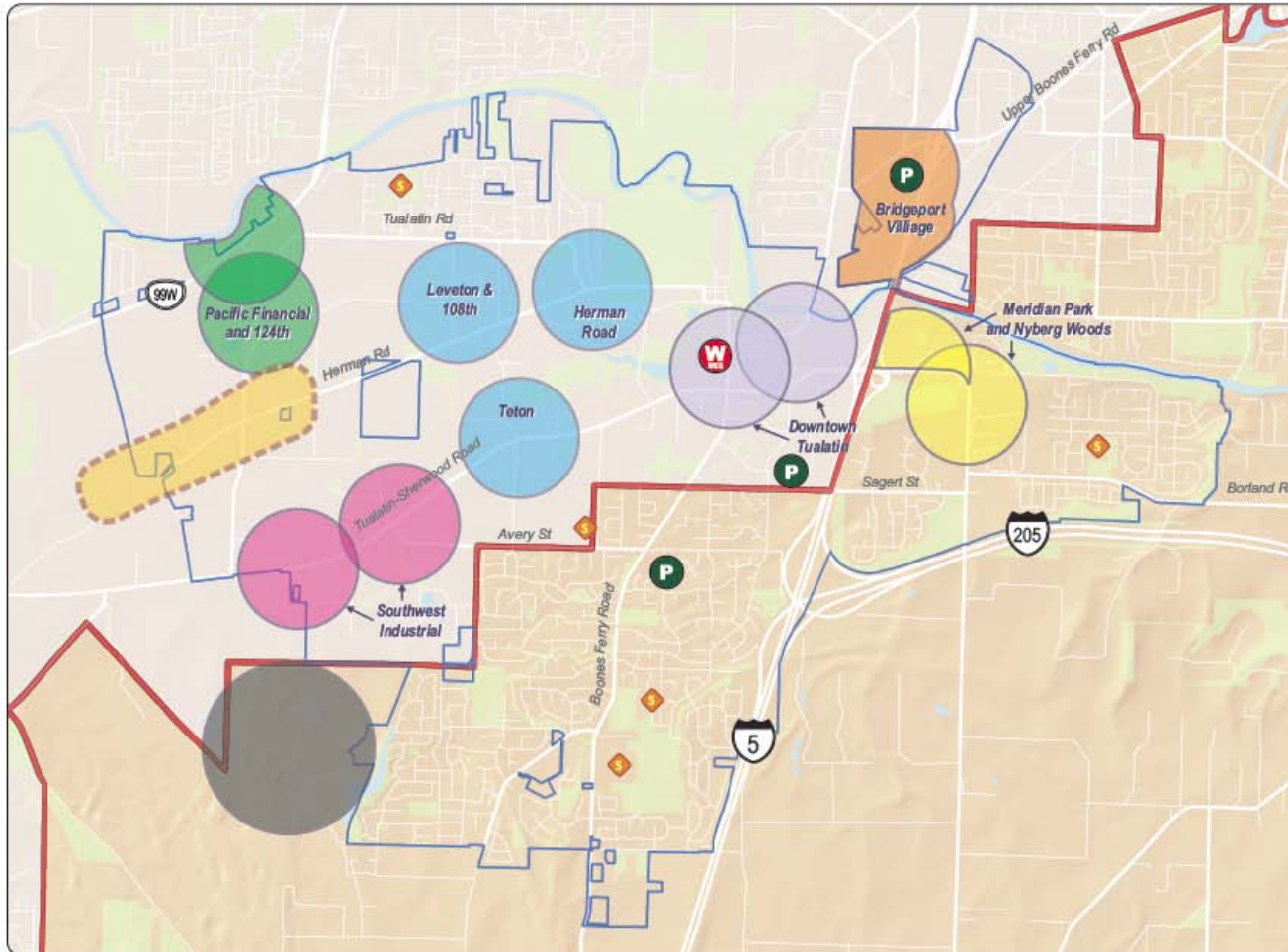


Vision —————> Reality

Focus Area Update

LINKING TUALATIN

FOCUS AREAS AND OTHER AREAS OF INTEREST



LEGEND

Previously Identified Focus Areas Combined for Existing Conditions

- SW Tualatin Industrial
- Bridgeport Village
- Meridian Park Nyberg Woods
- Pacific Financial 124th
- Teton Leveton
- Downtown Tualatin
- SW Tualatin Concept Plan Area

Additional Areas of Interest

- Existing WES Transit Station and Park and Ride
- Existing Tualatin Park and Ride

- Tiger Tualatin School District Facilities
- SW Corridor Data Collection Area Boundary

Constraints & Opportunities

- **Improve:**
 - **Connectivity** to & through development
 - **Access** to services
 - **Pedestrian** accessibility & comfort along streets
 - **Livability** & pedestrian-friendliness
- **Increase transit trips**

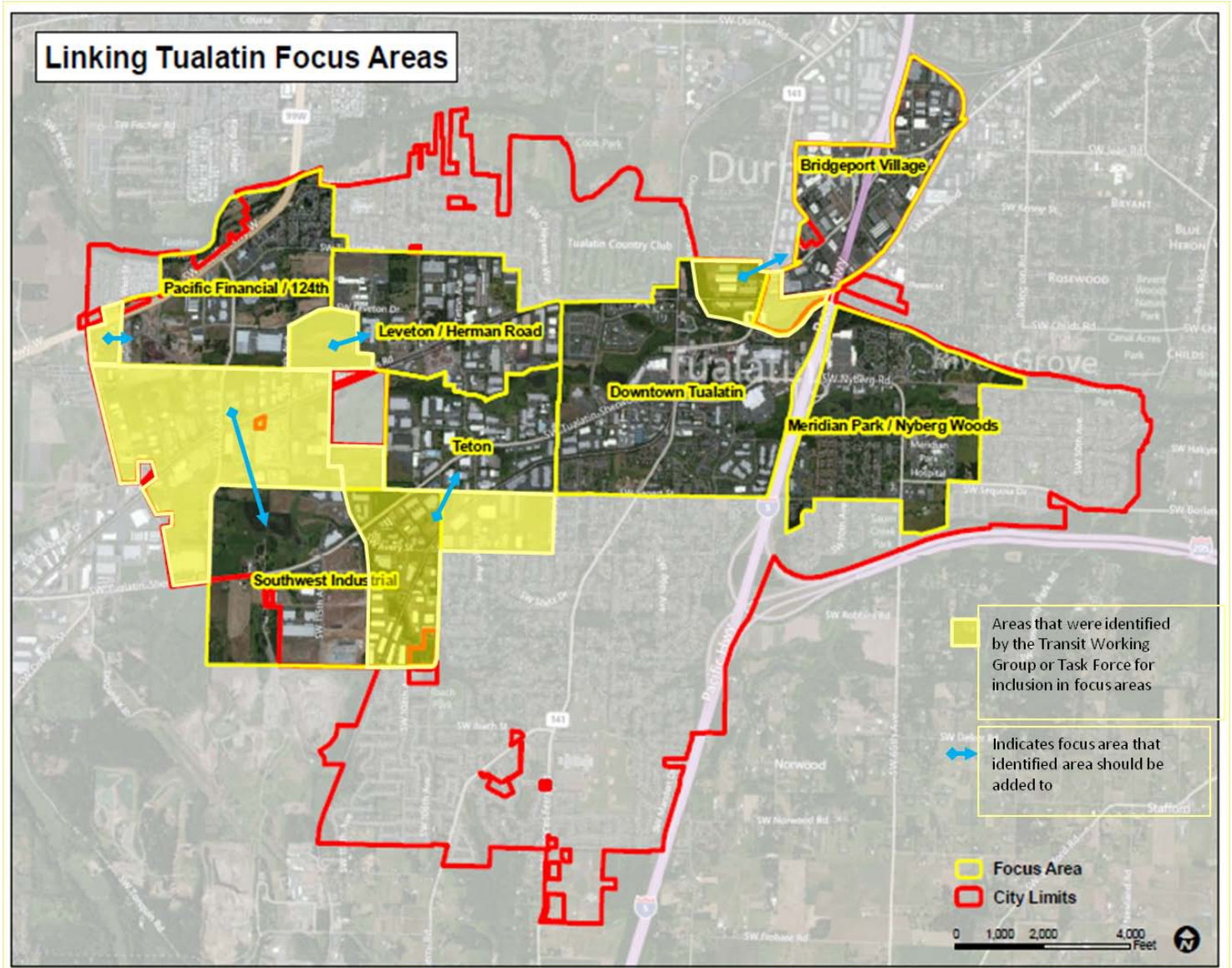


Boundary Refinement

- Employment areas
- Multiple family residential areas
- Parks & open space areas



Boundary Changes





Transit-Oriented Place Types

- Identify future vision for focus areas
- Describe:
 - Land use & activities
 - Transit service & function
 - Other transportation facilities
 - Urban design, landscaping
- Used to develop land use & other recommendations during Community Workshop



Tualatin's Place Types

- **Mixed-Use Center**
 - Provides array of retail, entertainment & residential uses
 - Attracts visitors from within city & across region
- **Town Center**
 - Local center for economic & community activity
 - Provides good mix of retail, office, civic/cultural & residential uses
 - Self-sufficient neighborhood
- **Mixed-Use Institutional / Employment**
 - Large employers or other special uses, such as health care, universities, etc.
 - Retail & services within easy walking distance of housing and jobs

Tualatin's Place Types	Retail / Commercial	Building Type & Scale	Industrial	Building Type & Scale	Residential	Building Type & Scale	Activity Level	Transit Origin or Destination	Level of Bicycle & Ped Traffic	Parking	Focus Area
Mixed-Use Center	Y	1-4 story Single or mixed-use Large blocks	N	n/a	Y	Apt, flat, townhome Mixed-use	18-hr	Mostly D, with some O	High	Street Surface Some structure	Bridgeport
Town Center	Y	1-4 story Single or mixed-use Street-facing Small blocks	N	n/a	Y	Apt, flat, townhome Mixed-use Street-facing	14-hr	Mix of D & O	High	Street Structure Minimal surface	Downtown
Mixed-Use Institutional / Employment	Y	1-6 story Single or mixed-use Large blocks On arterials	N	n/a	Y	Apt, flat, townhome Single or mixed-use	10-hr to 24/7	Mostly D, with some O	Med to High	Surface Structure Minimal street	Meridian Park / Nyberg Woods; Pacific Financial / 124 th

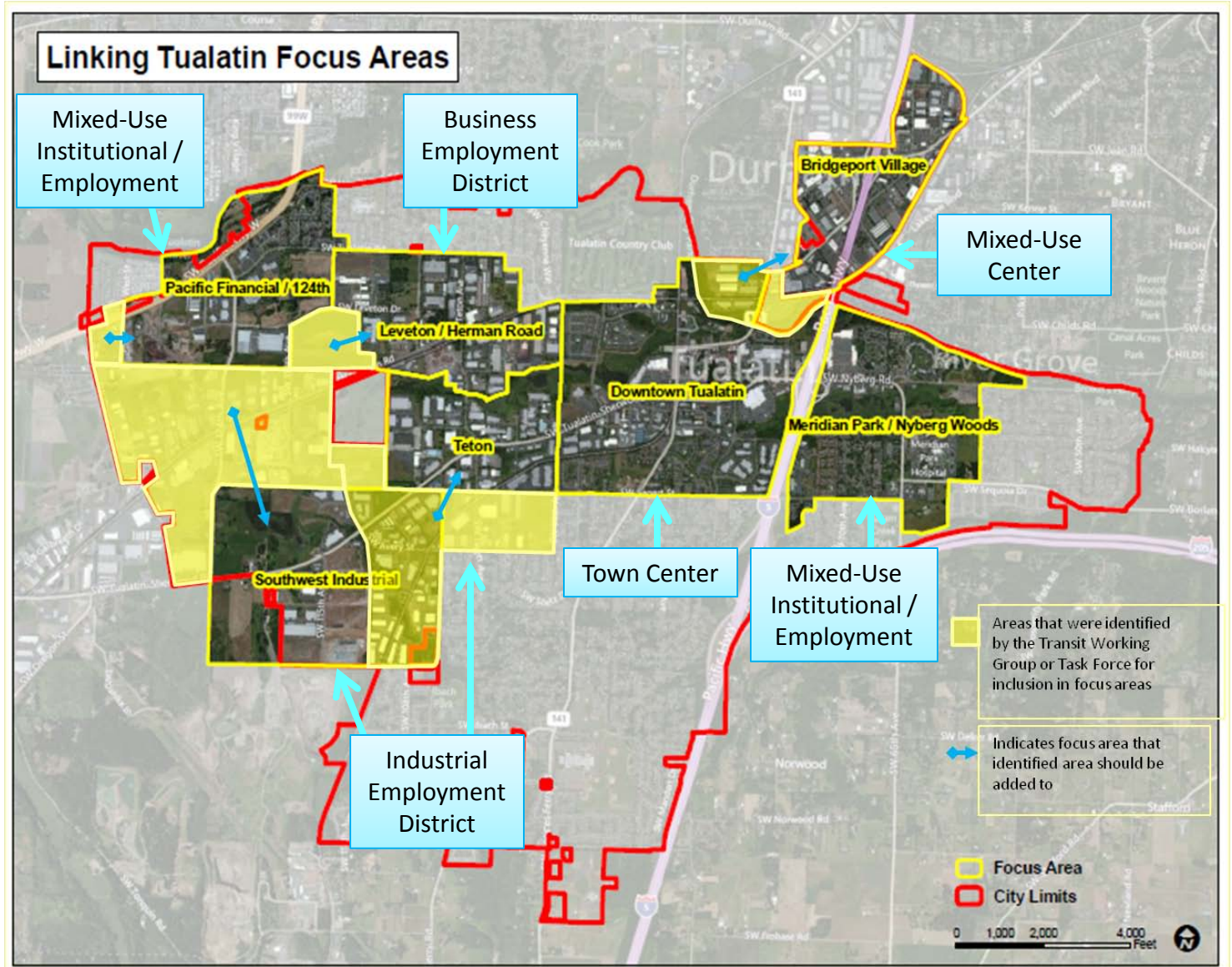


Tualatin's Place Types

- **Industrial Employment District**
 - Transit-oriented, pedestrian-friendly job center
 - Provides service retail for employees during day
 - Light & heavy manufacturing / industrial uses & no residential use
- **Business Employment District**
 - Transit-oriented, pedestrian-friendly job center
 - Provides service retail for employees during day
 - Array of light and tech manufacturing & office uses, & corporate HQs, in well-landscaped, campus-like setting; no residential uses

Tualatin's Place Types	Retail / Commercial	Building Type & Scale	Industrial	Building Type & Scale	Residential	Building Type & Scale	Activity Level	Transit Origin or Destination	Level of Bicycle & Ped Traffic	Parking	Focus Area
Industrial Employment District	Y	Minimal ancillary services On arterials or at transit stops	Y	1-3 story Single or mixed-use Light & heavy manufacturing Tech-flex High freight volume Large blocks	N	n/a	24/7	D	Med	Street Surface Minimal structure	Teton Southwest Industrial
Business Employment District	Y	Minimal ancillary services On arterials or at transit stops	Y	1-3 story Single or mixed-use Light & tech manufacturing, office, HQ Campus-like Mod to low freight volume Large blocks	N	n/a	10-hr, with some 24/7	D	Med to High	Street Surface Minimal structure	Leveton / Herman Road

Tualatin's Place Types



Next Steps Community Workshop

- **What will happen?**
 - Concentrated work on focus areas & place types
- **When?**
 - June 4-7
- **Who will attend?**
 - Staff & consultants
 - Task Force members
 - Planning Commission members
 - Working Group participants
 - **All are welcome!**





Discussion

1. Are there any comments on the **refined Focus Area boundaries**?
2. Are the **Transit-Oriented Place Types** the kinds of places we envision in Tualatin in the future? Are our initial ideas about how they apply to the different focus areas on target? Do you think aspects of the place types, such as ideas about activity level and transit facilities make sense?



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ben Bryant, Management Analyst

DATE: 04/23/2012

SUBJECT: Basalt Creek Transportation Planning / SW 124th Avenue Alignment

ISSUE BEFORE THE COUNCIL:

1. Review the Executive Summary of the Basalt Creek Transportation Refinement Evaluation Report
2. Review and provide input on the SW 124th Avenue extension alignment

EXECUTIVE SUMMARY:

1. BASALT CREEK TRANSPORTATION REFINEMENT EVALUATION REPORT

Background

In an effort to ensure that the extension of SW 124th Avenue functions effectively, the City of Tualatin has been collaborating with the City of Wilsonville, Washington County, Metro, and the Oregon Department of Transportation (ODOT) to solidify a transportation network in the Basalt Creek Planning Area. After a couple of workshops with staff members and elected officials from the partnering agencies, a few concepts were presented to improve transportation between SW 124th Avenue and I-5. In addition to the City Council's review of these concepts on January 9th, they were shared with residents at an open house in December and again at the Tualatin TSP open house in February.

Since February, the technical staff has incorporated input from the public and conducted a more detailed analysis of the concepts. On Thursday, April 26th, the Basalt Creek Policy Advisory Group will review the technical findings and recommend materials to be sent to the public for additional review.

A draft Executive Summary of the full Basalt Creek Transportation Refinement Evaluation Report will be made available at the Council Work Session.

Next Steps

- **April 26th:** Policy Advisory Group (Review Evaluation Report)

- **May:** Open House
- **June:** Policy Advisory Group (Recommend Final Decision)

2. SW 124th AVENUE EXTENSION ALIGNMENT

Background

Last April, the City Council adopted a set of ordinances to implement the Southwest Tualatin Concept Plan. One of the most significant public infrastructure investments that was identified in this plan is the extension of SW 124th from Tualatin-Sherwood Road to Tonquin Road. The purpose of the extension of SW 124th is to facilitate employment growth in the planning area and help improve transportation connections between Highway 99W, Tualatin-Sherwood Road, and I-5 once road improvements in the Basalt Creek area are also made. As envisioned in the plan, the alignment of SW 124th would follow a north-south straight alignment (Attachment A).

Alignment Constraints

The long-term vision to have SW 124th follow a relatively straight line has significant short-term constraints. Most notably, the southernmost section (approximately half-mile) of the straight alignment is currently an active quarry (Knife River). The timing of the closure and reclamation of this aggregate mineral mining site is unknown at this time. As a result of this site, this section of road presents substantial topographical constraints. In addition, Knife River supports local jobs and produces critical materials for the regional construction industry.

Further, the southernmost section of the straight alignment is currently outside the Urban Growth Boundary. While current law provides an exception process to build regional transportation facilities outside the UGB, Washington County has advised that a short-term "interim" alignment be selected due to current topographical constraints until the quarry site is reclaimed.

Short-Term "Interim" Alignments

Given the alignment constraints, Washington County proposed three "interim" alternative concepts in an effort to build the road in the short-term. These concepts are outlined in Attachment B. In the short-term, each concept would be constructed as a two-lane road with eight foot shoulders to allow safe bike and pedestrian travel. An example picture of the future build-out can be found in Attachment C.

In addition to the "interim" alignment, Washington County has proposed improvements to Tonquin Road. Mainly, improvements include straightening out the curve where SW 124th is anticipated to intersect with Tonquin Road.

Preferred "Interim" Alignment

The SW 124th Avenue Extension project has been guided by an "Interested Parties Group" which is comprised of local property owners, businesses, citizens, along with technical staff members from Washington County and the City of Tualatin. In November, the group recommended Alignment 1A (Attachment B). The group felt that this alignment minimized the acres of properties that would become undevelopable. Further, this alignment only crosses the power line easement once, thus decreasing cost.

This recommendation was further supported by the comments received at two open houses and a Tualatin CIO 5 meeting.

Long-Term Alignment

Although Washington County is working on a short-term solution, their long range transportation system plan will keep SW 124th as a straight road from Tualatin-Sherwood Road to Tonquin (Attachment B, Alignment 2). Once Knife River ceases mining operations and reclaims the site, Washington County and the City of Tualatin can work to construct the remaining southern portion. The southern portion of the "interim" alignment can then be used as part of SW 115th, in an effort to minimize waste.

Next Steps

- **April:** Washington County will gather and summarize input from open house.
- **May - July:** Washington County Coordinating Committee will approve final list of projects to be funded by MSTIP.

DISCUSSION:

Does the City Council wish to support the Interested Parties Group recommendation of "Alignment 1A?"

Attachments: A - Basalt Creek Executive Summary
 B - PowerPoint - Basalt Creek Transportation Refinement Report Findings
 C - Southwest Tualatin Concept Plan Map
 D - SW 124th Avenue Alignments
 E - Proposed 124th Cross Section (Short-term)

Executive Summary

This report documents the background, purpose, development of alternatives, and findings for the Basalt Creek Transportation Refinement Plan. The refinement planning effort is intended to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area, which is currently an unincorporated urban area of Washington County lying between the cities of Tualatin to the north, and Wilsonville to the south (see Figure 1 on next page).

Project Background and Purpose

The need to plan for the future transportation system in the Basalt Creek area is driven not only by future growth in the Basalt Creek Planning area itself, but by future growth in adjacent areas such as the Southwest Tualatin Concept Planning Area and the Tonquin Employment Planning Area, also shown in Figure 1. Several related planning efforts provide direction and context for the Basalt Creek Transportation Refinement Plan:

- The **I-5/99W Connector Study** recommended an alternative that spreads east-west traffic across three smaller arterials rather than a single expressway. Although a specific alignment was not defined, the eastern end of the southern arterial was generally located within the Basalt Creek Planning Area, south of Tonquin Road. The present planning effort aims to not preclude the future southern arterial.
- The **2035 Regional Transportation Plan (RTP)** calls for detailed project planning and near-term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange, supporting industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas.
- The **SW 124th Avenue Extension** Project, currently underway, is planning and designing the corridor described in the RTP from Tualatin-Sherwood Road to Tonquin Road. The present planning effort aims to extend the corridor to I-5 as envisioned in the RTP and ensure consistency with current SW 124th Avenue project.
- The **Boones Ferry Road** improvement project, also currently underway, provides pedestrian and bicycle improvements and an intermittent center turn lane between Norwood Road and Day Road. It is an assumed improvement for the Basalt Creek area.
- The **Tonquin Trail** master plan, currently in development, will provide new bicycle and pedestrian connections between Sherwood, Tualatin, and Wilsonville, and connect to the larger regional trail system. The present planning effort aims for compatibility with likely future alignments.

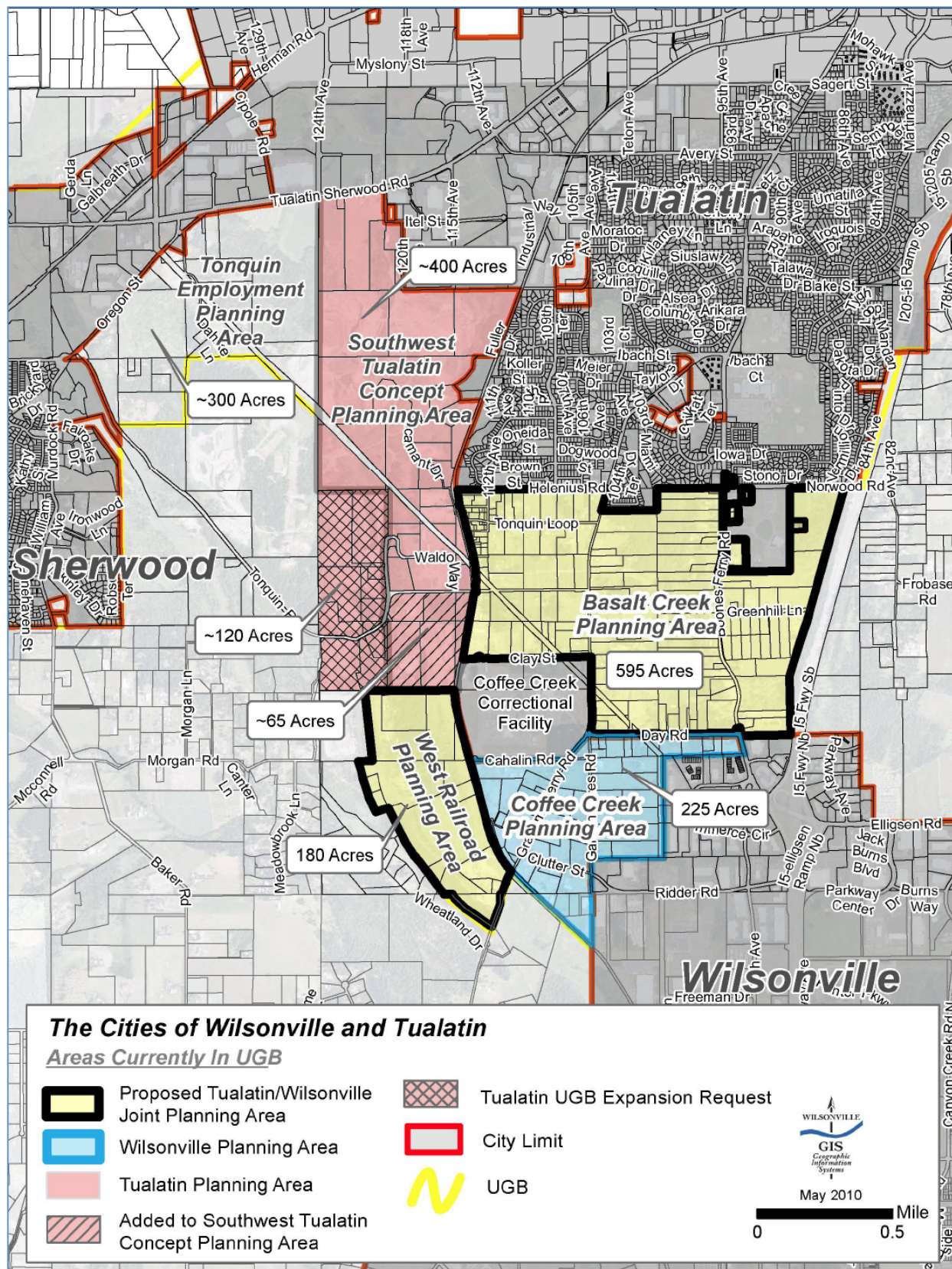


Figure 1: Basalt Creek and other planning areas

Finally, completion of this transportation refinement plan sets the stage for the Cities of Tualatin and Wilsonville to begin joint concept planning for the Basalt Creek area, including further refinement of the local transportation system.

Guiding Considerations

Prior to developing alternatives, partner agencies articulated a set of considerations to guide selection, and preferred characteristics of the primary east-west facility through the area.

- **Guiding considerations** included: ability to fund and phase improvements, level of impacts (environmental, right-of-way, etc.), support for development, consistency with regional policy, and traffic operations performance.
- **Facility characteristics** included: for the primary arterial connection, a 45 mph prevailing speed and access spacing of one-half mile to one mile to improve capacity.

Alternatives Considered

Using the considerations and preferred characteristics described above, the multi-agency group developed alternatives for the major transportation system in the Basalt Creek area. Three roadway network concepts emerged, each featuring a main east-west arterial:

Improve Existing. This concept proposed to widen Tonquin Road, Grahams Ferry Road, and Day Road to five lanes, providing a single corridor connecting the 124th Avenue Extension to the I-5/Elligsen Road interchange.

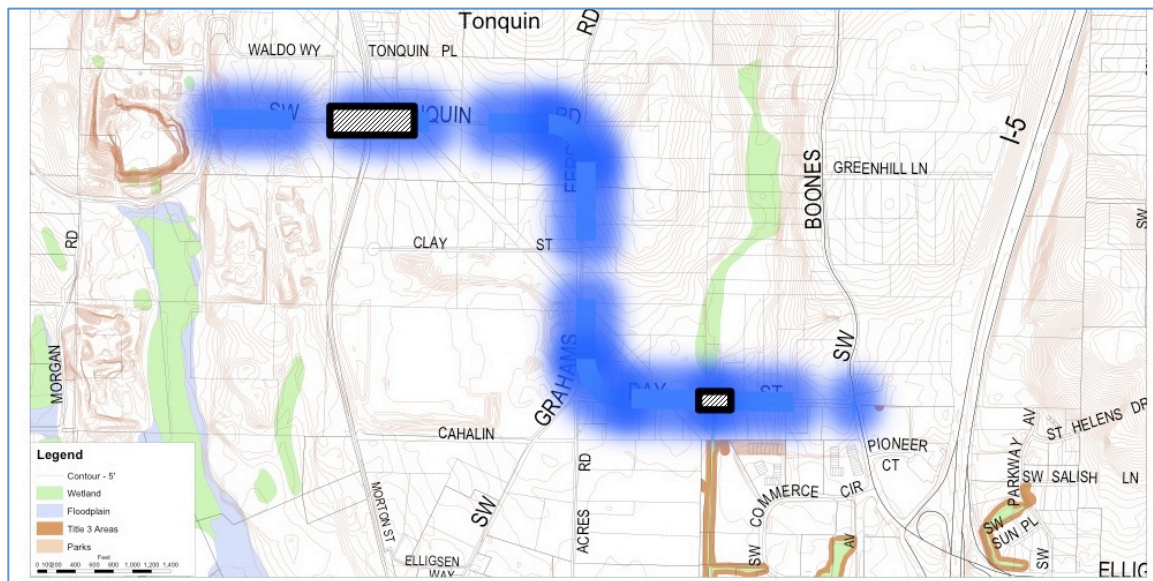


Figure 2: Improve Existing network concept

Diagonal Alignment. This concept proposed to widen Tonquin Road to five lanes and construct a new, diagonally-aligned facility between the Tonquin/Grahams Ferry intersection and the I-5/Elligsen Road interchange area.

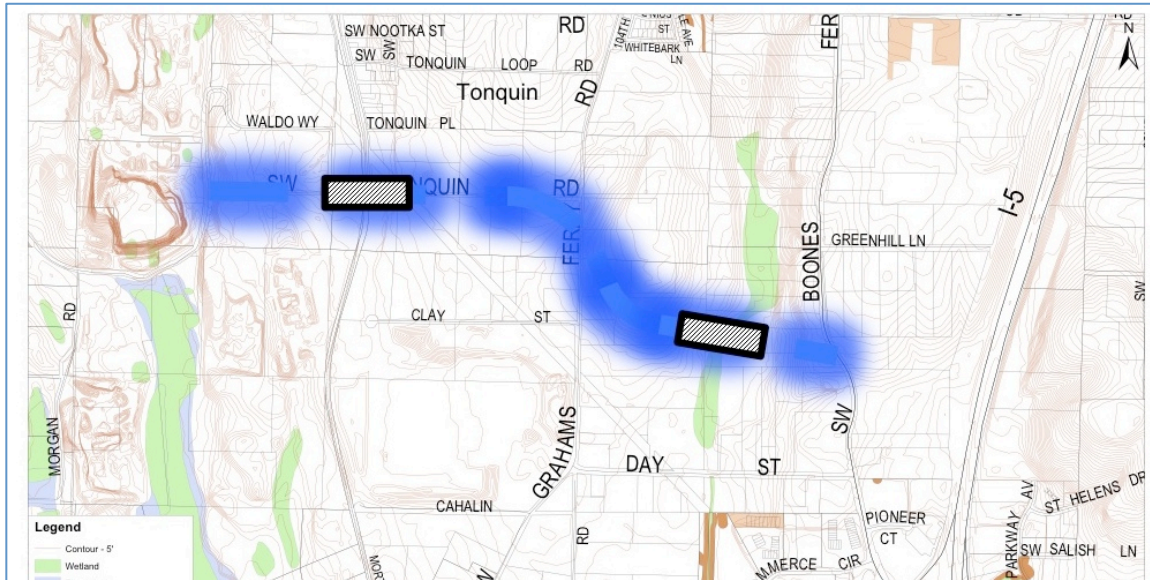


Figure 3: Diagonal Alignment network concept

East-West Alignment. This concept proposed a new five-lane east-west facility from the 124th Avenue Extension towards I-5, leaving Tonquin Road to develop as a parallel three-lane road for property access.

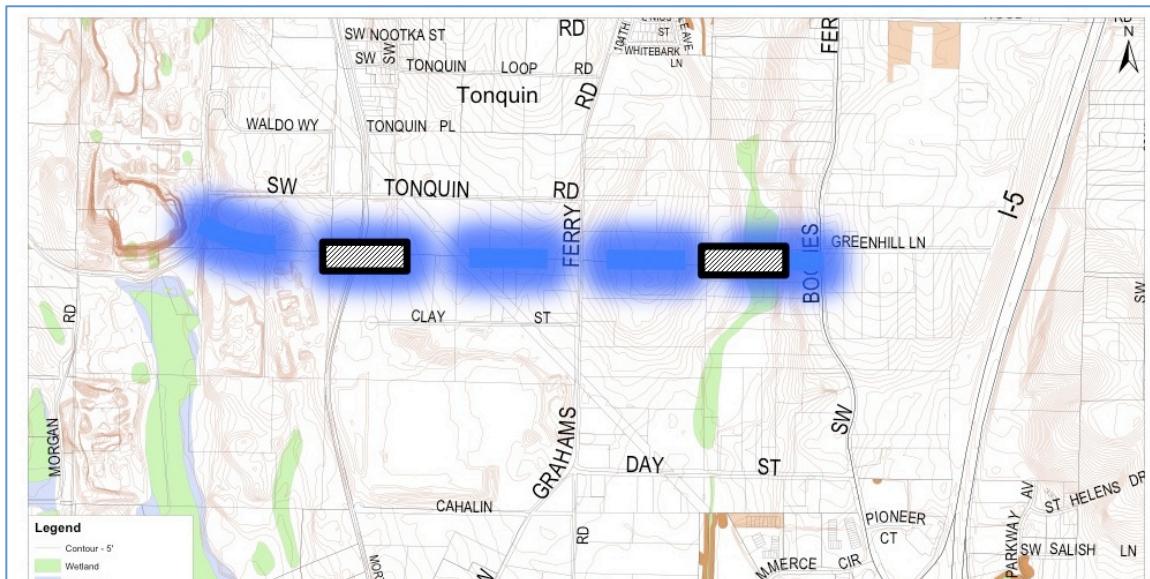


Figure 4: East-West Alignment network concept

Additionally, four I-5 interface concepts were developed:

- **Improve Existing Interchange.** This concept would make incremental improvements to the existing I-5/Elligsen Road interchange configuration, such as widening off-ramps.
- **Overcrossing to Elligsen Road.** This concept would either extend Day Road east over I-5, looping down to Elligsen Road, or extend a new diagonally-aligned facility over I-5 to Elligsen Road.
- **Northern Overcrossing.** This concept would extend a new east-west facility over I-5 in the vicinity of Greenhill Road on the west and Frobase Road on the east, connecting into the Stafford area.
- **Split Diamond.** This concept would modify the interchange, moving the I-5 southbound off and I-5 northbound on ramp terminals to a Day Road or Diagonal overcrossing, and provide collector-distributor roads.

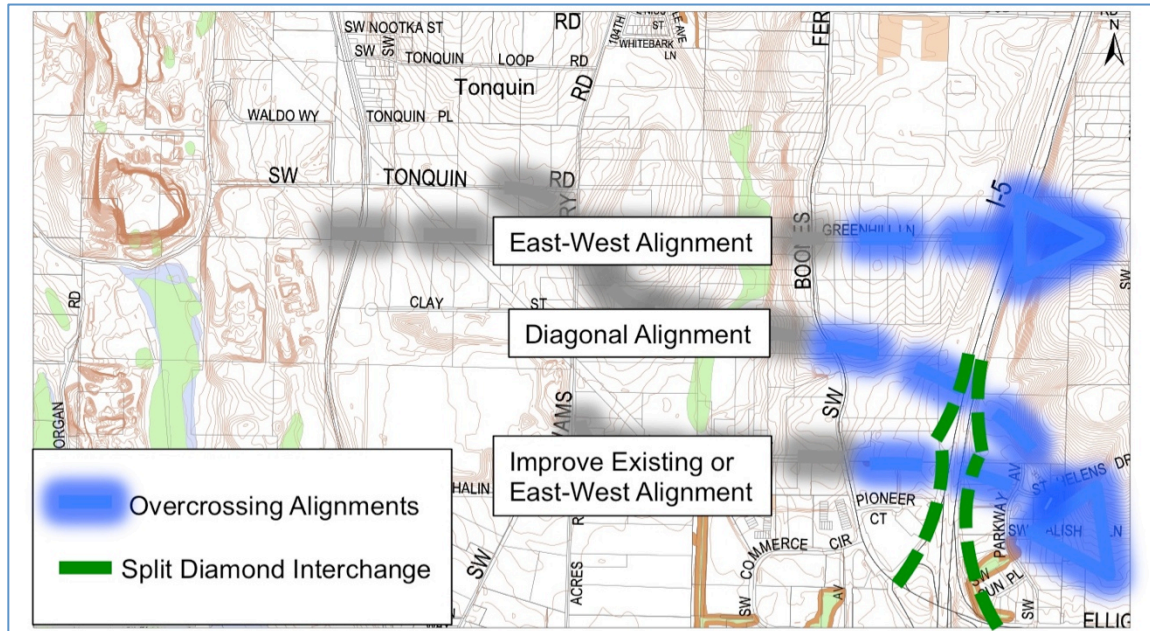


Figure 5: I-5 Interface concepts

Findings

The three network concepts and four I-5 interface concepts were evaluated according to the guiding considerations developed at the beginning of the process. Table 1, below, summarizes how the concepts performed by each evaluation measure. A more detailed evaluation matrix is included at the end of Chapter 4. **Note that the Improve Existing network concept was not evaluated to the same level of detail as the other two concepts**, as initial traffic analysis screening showed that improving existing roads only would not provide acceptable performance in 2035.

Basalt Creek Transportation Refinement Plan Technical Report

Table 1: Evaluation Summary

Evaluation Measure	Network Concepts			I-5 Interface Concepts			
	East-West	Diagonal	Improve Existing	Improve Existing Inter-change	Day/Diagonal Over-crossing	Northern Over-crossing	Split Diamond Inter-change
Cost	\$139M	\$130M	\$82M	\$0.5M	\$34-44M	\$38M	\$48M
Ability to Phase	+	+	+	+	+	✓	-
Supportive of Development	+	✓	-	+	✓	+	✓
Environmental Impact	-	--	+	+	+	+	✓
Consistency with RTP	+	+	✓	+	+	✓	✓
Traffic Operations	+	-	--	+	+	+	-
Constructability	+	✓	+	+	✓	+	-

Sources: DKS Associates and Quincy Engineering, 2012

+ Performs well ✓ Performs adequately - Does not perform well -- Performs poorly

Key findings from the evaluation are:

- Of the network concepts, only the East-West Alignment provides acceptable traffic operations under 2035 conditions, assuming growth in the region's urban reserves areas consistent with Metro's RTP.
- The Improve Existing Interchange concept is a key part of potential improvement phasing, as it improves traffic conditions in north Wilsonville and helps to delay the need for a new I-5 overcrossing, but is insufficient in itself to address needs in 2035.
- All alternatives are compatible with the Tonquin Trail. Right of way purchases for the future roadway network should consider needs for the Tonquin Trail and its connections to the larger regional trail system. This includes coordination to provide a potential multi-use path on a future east-west I-5 overcrossing.
- The East-West concept, with two overcrossings, creates different traffic patterns in the area in 2035 than the network currently assumed in the RTP (see Chapter 4 of this report for more detail):
 - Compared to the RTP projects, the East-West concept removes a significant number of vehicles from the street network around downtown Tualatin, including Tualatin-Sherwood Road.
 - The East-West concept significantly increases vehicle volumes on SW 124th Avenue, and on Tualatin-Sherwood Road west of 124th.
 - In north Wilsonville, the East-West concept increases vehicle volumes on Parkway Center Drive, but generally reduces volumes on the west side of the I-

5/Elligsen Road interchange, particularly on Grahams Ferry Road and Ridder Road.

- The Day Road overcrossing to Elligsen Road is effective in drawing traffic off of Boones Ferry Road and Elligsen Road, as well as improving conditions at the I-5/Elligsen Road ramp terminals. This improvement (or the northern overcrossing improvement) would be needed by 2035 regardless of growth in urban reserves areas to provide adequate operation at the I-5/Elligsen Road interchange.
- A second overcrossing in the vicinity of Greenhill Road/Frobese Road is needed in 2035 under urban reserves growth conditions in order to provide new east-west connectivity and to continue to relieve the interchange of through traffic.
- The split diamond interchange concept, as an addition to the two new overcrossings, appears to have no clear traffic operations benefit for the transportation system in the area due to constraints west of I-5, unless additional future facilities or capacity improvements are planned. However, any I-5 overcrossing in the vicinity of Day Road should be designed so as not to preclude a future split diamond, with room under the overcrossing for collector-distributor roads.

A complete set of improvements including the primary arterial network, I-5 interface, and the additional projects mentioned above would total up to \$220 million. However, over \$120 million of this total is accounted for by projects already assumed in the financially constrained RTP, and another approximately \$130 million in projects is included in the State RTP (which assumes new revenue sources), such as a five-lane Boones Ferry Road and portions of the I-5 to 99W Southern Arterial (east of 124th Avenue).

Table 2, on the following page, compares cost elements from both the Diagonal and East-West alternatives, as well as the I-5 treatments, to the costs of projects already planned in the RTP. Phasing years shown reflect the year by which a project should be complete in order to maintain acceptable traffic operations in the Basalt Creek area. Full costs for each project are provided by potential phasing year, although design and right of way costs could be incurred earlier. The Tonquin Trail is not included, as cost estimates are not yet available, but this project is included in the financially constrained RTP as well. Potential phasing for the Diagonal and East-West alternatives is illustrated in Figures 6 and 7.

Basalt Creek Transportation Refinement Plan Technical Report

Table 2: Cost Estimates for Diagonal and East-West Alignment Alternatives with Potential Improvement Phasing

Improvement	Diagonal Alt Cost (\$M)	East-West Alt Cost (\$M)	Previously Planned?*
2020			
3-lane 124 th Avenue Extension ^a	\$20.0	\$20.0	Federal RTP
Improve Tonquin Road to 3 lanes (124 th Avenue Extension to Grahams Ferry Road) ^b	\$10.5	\$10.5	Federal RTP
Improve Grahams Ferry Road to 3 lanes (Tonquin Road to Day Road) ^b	\$5.4	\$5.4	Federal RTP
Improve Boones Ferry Road to 3 lanes (Norwood Road to Day Road) ^a	\$10.8	\$10.8	In design
Boones Ferry Road/Commerce Circle/95 th Avenue Intersection Improvements ^c	\$2.5	\$2.5	Federal RTP
Construct Tonquin Trail **	-	-	Federal RTP
TOTAL 2020	\$49.2	\$49.2	\$49.2
2030			
Improve 124 th Avenue Extension to 5 lanes ^a	\$14.0	\$14.0	Federal RTP
5-lane East-West facility (124 th Avenue Ext to Boones Ferry Rd) ^b	N/A	\$57.9	State RTP
Improve Tonquin Road to 5 lanes (124 th Avenue Extension to Grahams Ferry Road) ^b	\$6.7	N/A	State RTP
5-lane Diagonal facility (Grahams Ferry Road to Boones Ferry Road) ^b	\$42.9	N/A	State RTP
5-lane Boones Ferry Road (new facility to Day Road) ^b	\$0.8	\$1.1	State RTP
5-lane Day Road (Kinsman Extension to Boones Ferry Road) ^b	\$5.8	\$5.8	Similar to RTP project
3-lane Kinsman Road Extension ^c	\$10.4	\$10.4	Federal RTP
Boones Ferry Road/Commerce Circle/95 th Avenue Access Control (right-in/right-out)	minimal	minimal	No
TOTAL 2030	\$80.6	\$89.2	\$156.2
2035 UGB			
5-lane Overcrossing of I-5 (Day Road/Boones Ferry Road intersection to Elligsen Road) ^b	\$33.7-\$44.1	\$33.7-\$44.1	State RTP
TOTAL 2035 UGB	\$33.7-\$44.1	\$33.7-\$44.1	\$50.0
2035 RTP			
5-lane Overcrossing of I-5 (East-West facility/Boones Ferry Road intersection to Stafford Road) ^b	N/A	\$38.0	State RTP
TOTAL 2035 RTP	\$0	\$38.0	\$0
GRAND TOTAL	\$165-\$175	\$210-220	\$255

Source of cost estimates: ^a Washington County, ^b Quincy Engineering, ^c 2035 Regional Transportation Plan

* Totals for each interim year in this column, as well as grand total, represent total dollar amount either allocated in the RTP or committed for projects already in development. See Chapter 4 for more information on RTP comparison projects.

** Tonquin Trail costs are being estimated outside of this transportation refinement plan process.

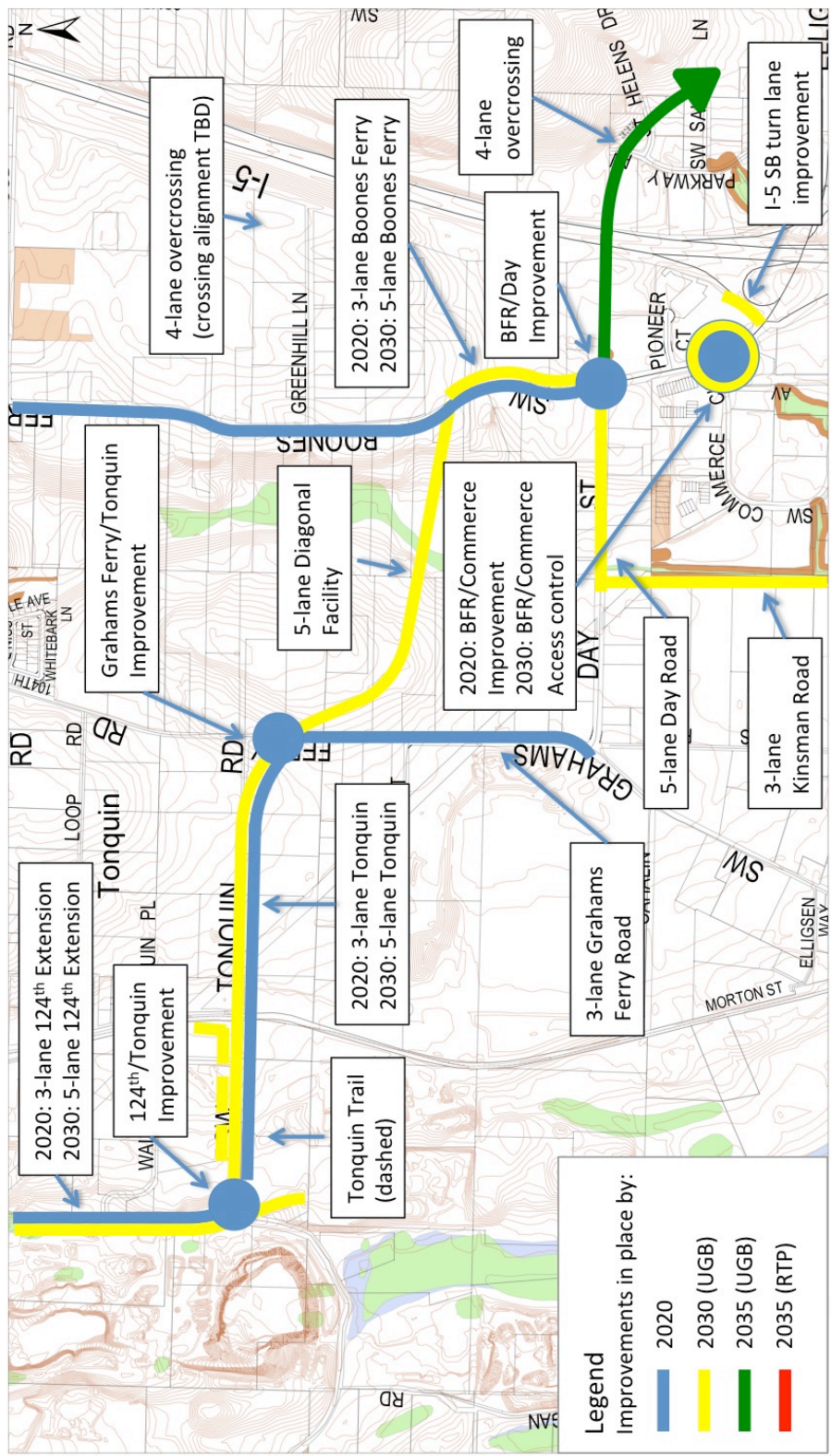


Figure 6: Summary of Potential Phasing (Diagonal Concept)

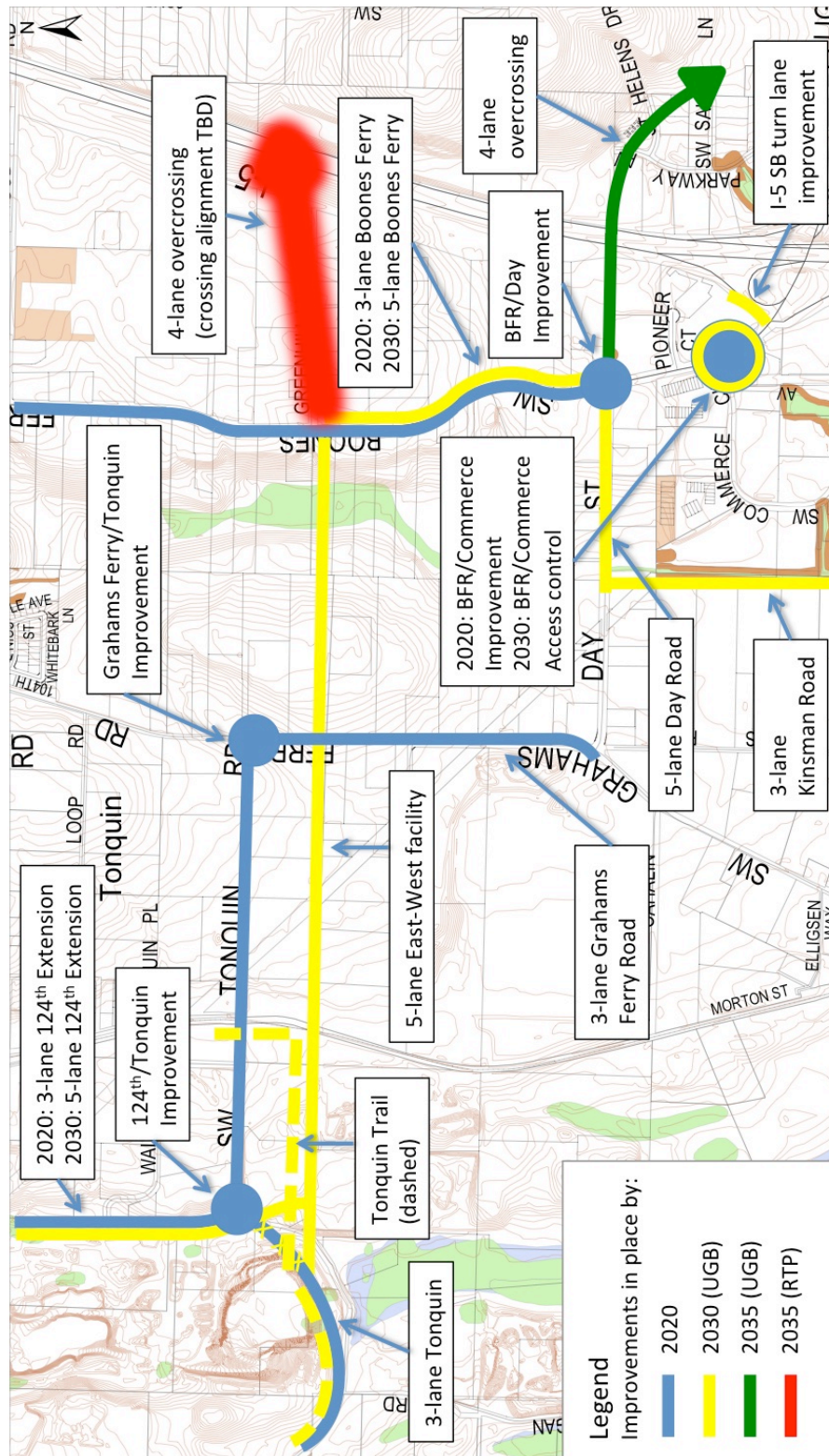


Figure 7: Summary of Potential Phasing (East-West Concept)



Basalt Creek Transportation Refinement Report Findings

Tualatin City Council Work Session

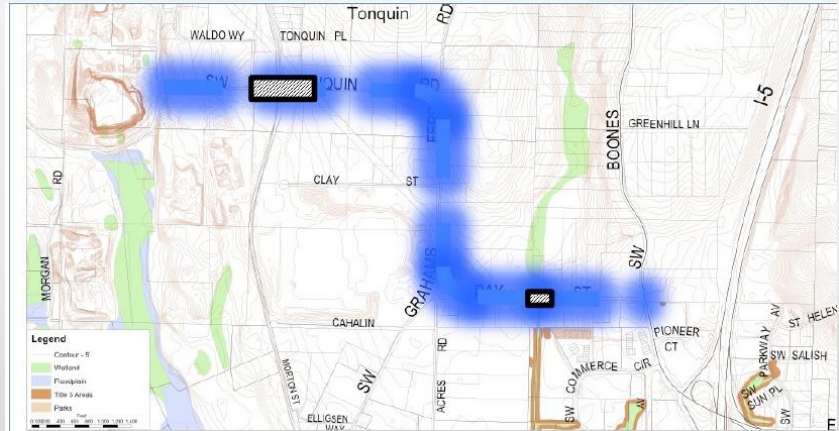
April 23, 2012



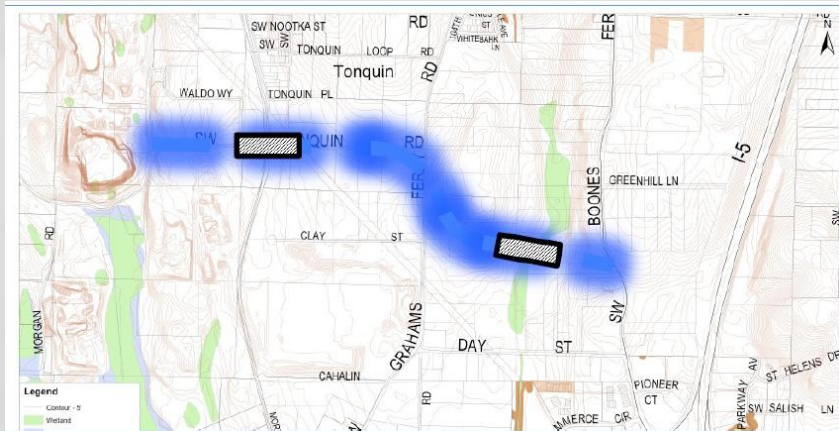
City of Tualatin

Basalt Creek Concepts

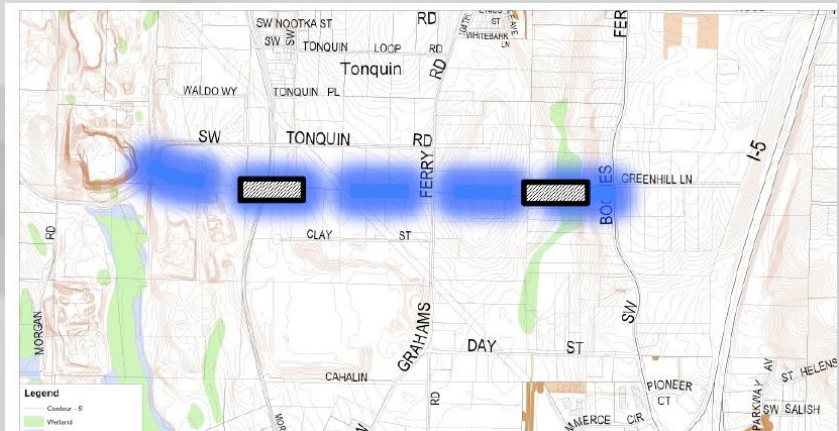
Concept 1:
Improve Existing
Roads



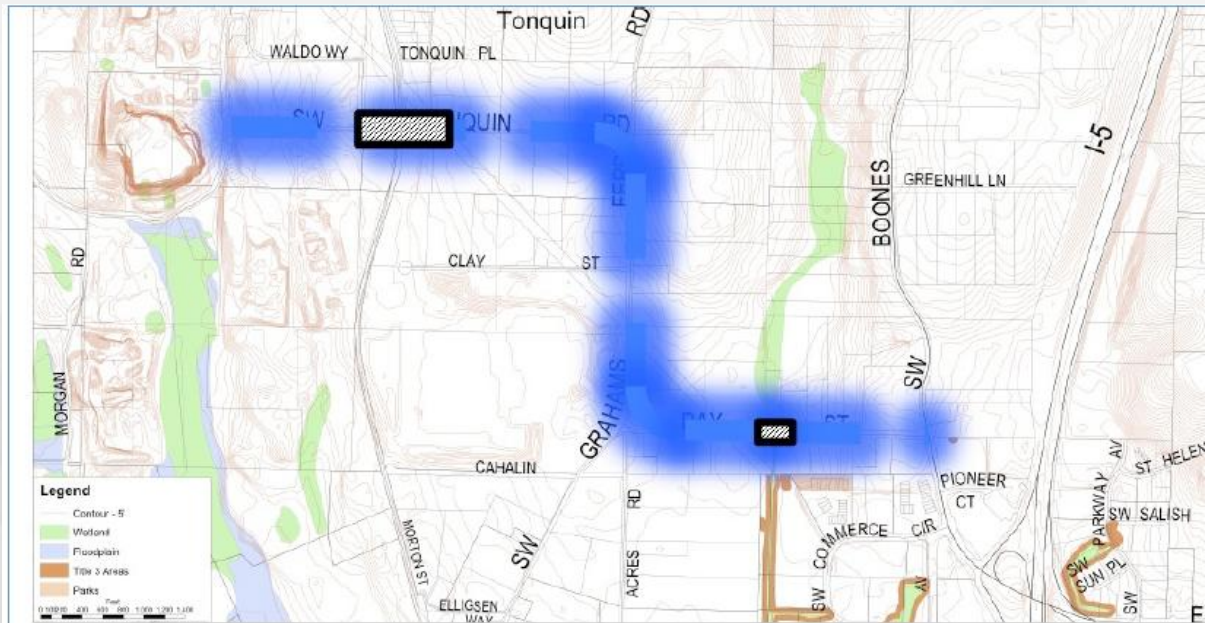
Concept 2:
Diagonal
Alignment



Concept 3:
East-West
Alignment



Concept 1: Improve Existing



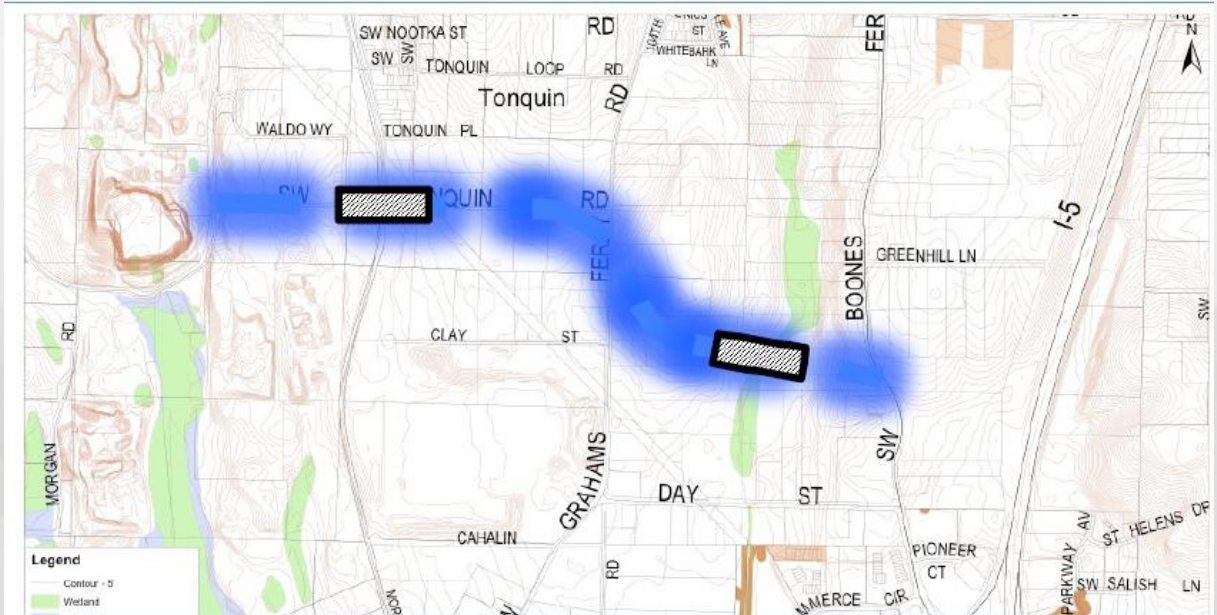
Improvements Include:

- Widening Tonquin, Grahams Ferry, and Day to 5 lanes
- Two new bridges (over railroad tracks & creek)

Findings:

- Provides adequate mobility for next 20 years
- Does not provide adequate mobility for planned growth in the metropolitan region through 2035

Concept 2: Diagonal Alignment



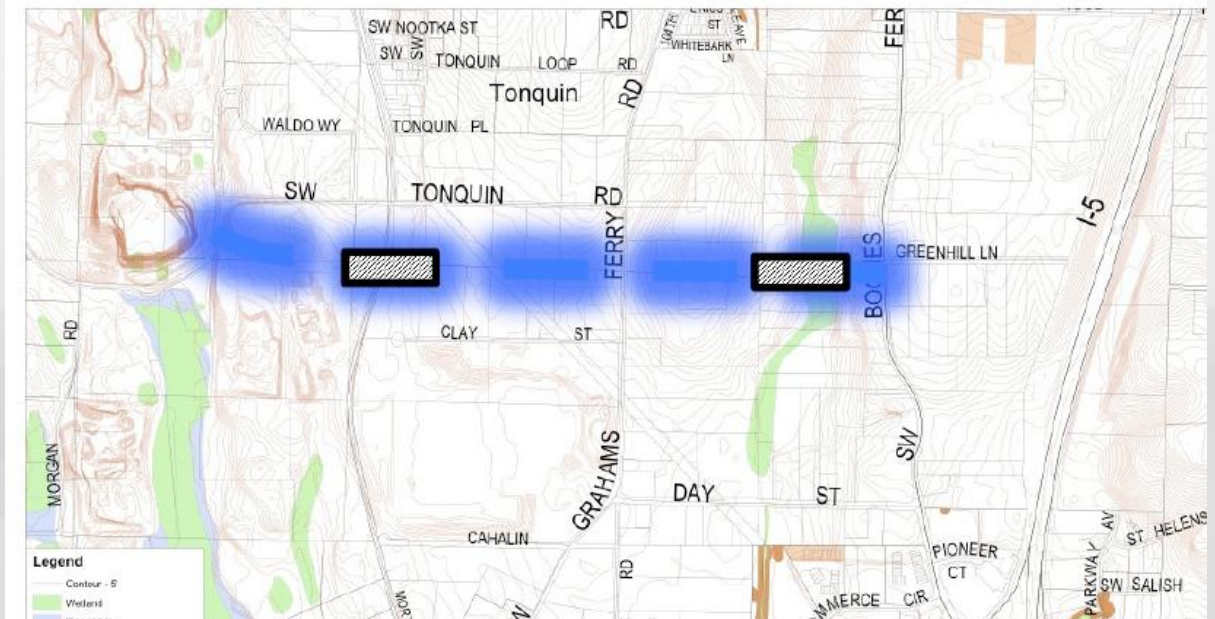
Improvements Include:

- New 5-lane Tonquin extension between Grahams Ferry and Boones Ferry
- Widens Grahams Ferry and Boones Ferry (south of new arterial), Tonquin, and Day to 5 lanes
- Two new bridges (over railroad tracks & creek)

Findings:

- Provides adequate mobility for next 20 years
- Single east-west arterial corridor west of Grahams Ferry does not provide adequate mobility for planned growth in the metropolitan region through 2035

Concept 3: East-West Alignment



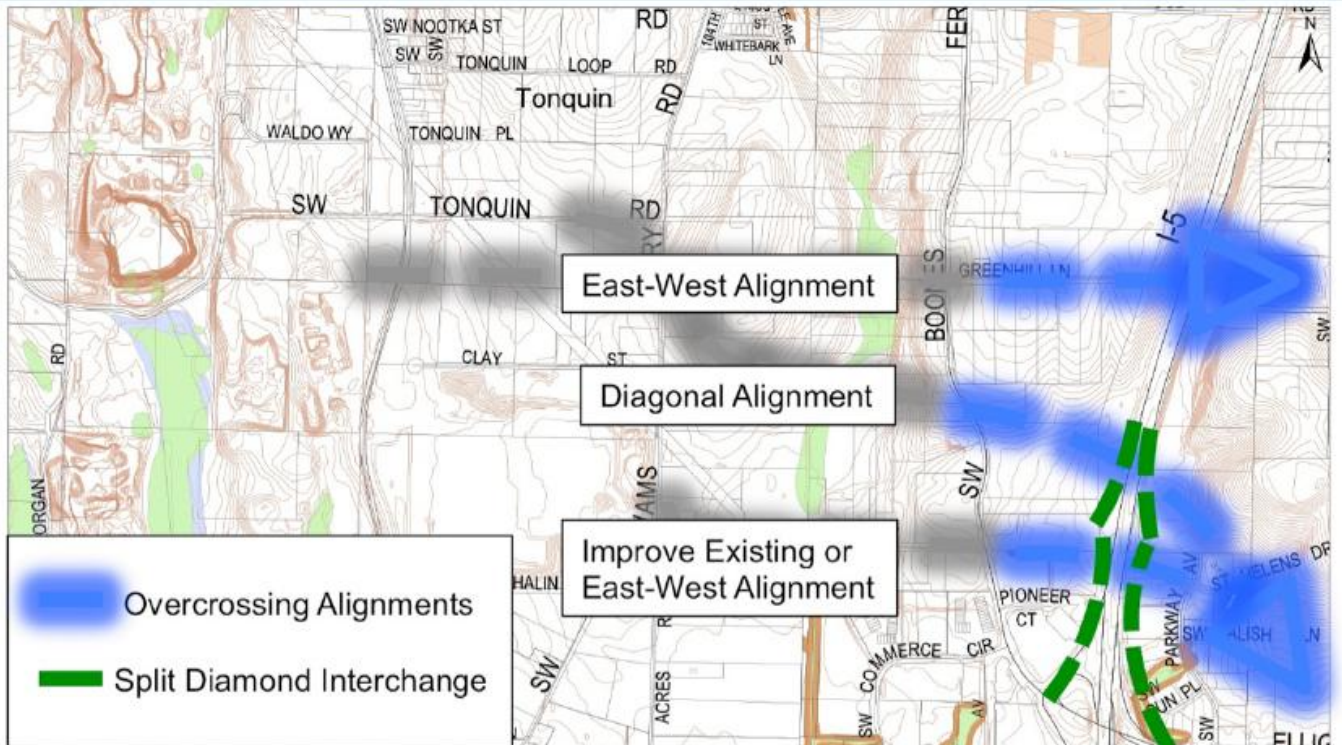
Improvements Include:

- New 5-lane facility between future 124th Avenue and Boones Ferry south of Tonquin Road
- Widens Grahams Ferry and Boones Ferry (south of new arterial), and Day to 5 lanes
- Two new bridges (over railroad tracks & creek)

Findings:

- Provides adequate mobility for next 20 years
- Requires new I-5 overcrossing to provide adequate mobility for planned growth in the metropolitan region through 2035

I – 5 Connection Concepts



All Concepts: Will require improvements along Boones Ferry Road at I-5 to meet interchange mobility standards in the future

Diagonal Concept: With new I-5 overcrossing, still would not meet mobility needs for planned growth in the metropolitan region through 2035

East-West Concept: Requires two new I-5 overcrossings (on east-west alignment and at Day Road) to meet mobility needs for planned growth in the metropolitan region through 2035.

Evaluation Findings

Evaluation Measure	Network Concepts			I-5 Interface Concepts			
	East-West	Diagonal	Improve Existing	Improve Existing Inter-change	Day/Diagonal Over-crossing	Northern Over-crossing	Split Diamond Inter-change
Cost	\$139M	\$130M	\$82M	\$0.5M	\$34-44M	\$38M	\$48M
Ability to Phase	+	+	+	+	+	✓	-
Supportive of Development	+	✓	-	+	✓	+	✓
Environmental Impact	-	--	+	+	+	+	✓
Consistency with RTP	+	+	✓	+	+	✓	✓
Traffic Operations	+	-	--	+	+	+	-
Constructability	+	✓	+	+	✓	+	-

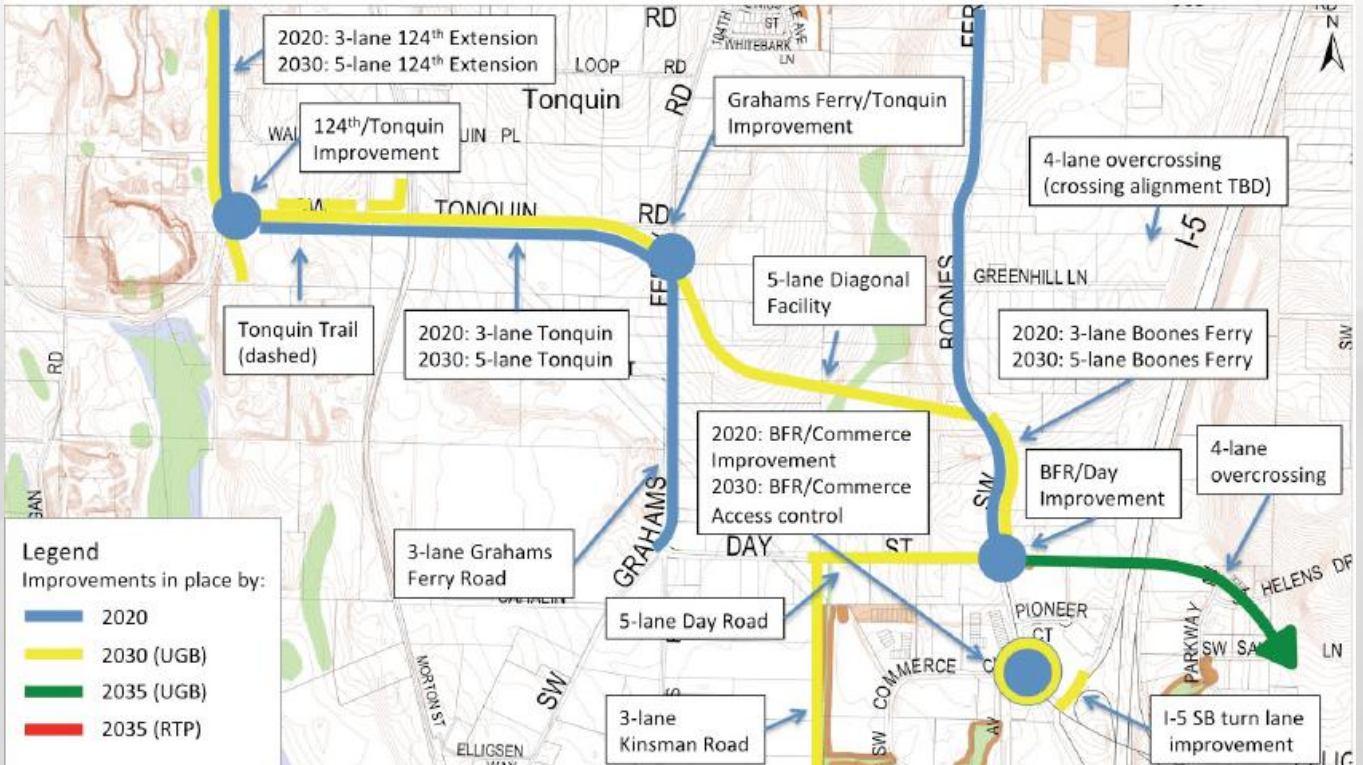
Sources: DKS Associates and Quincy Engineering, 2012

+ Performs well ✓ Performs adequately - Does not perform well -- Performs poorly




Highlights

- Only the East-West Alignment provides acceptable traffic operations under 2035 growth assumptions
- East-West Alignment significantly reduces the number of vehicles in downtown Tualatin, including Tualatin-Sherwood Road
- East-West Alignment increased traffic volumes on Tualatin-Sherwood Road west of 124th Avenue
- Day Road overcrossing is effective mid-term; however, Greenhill overcrossing is needed by 2035

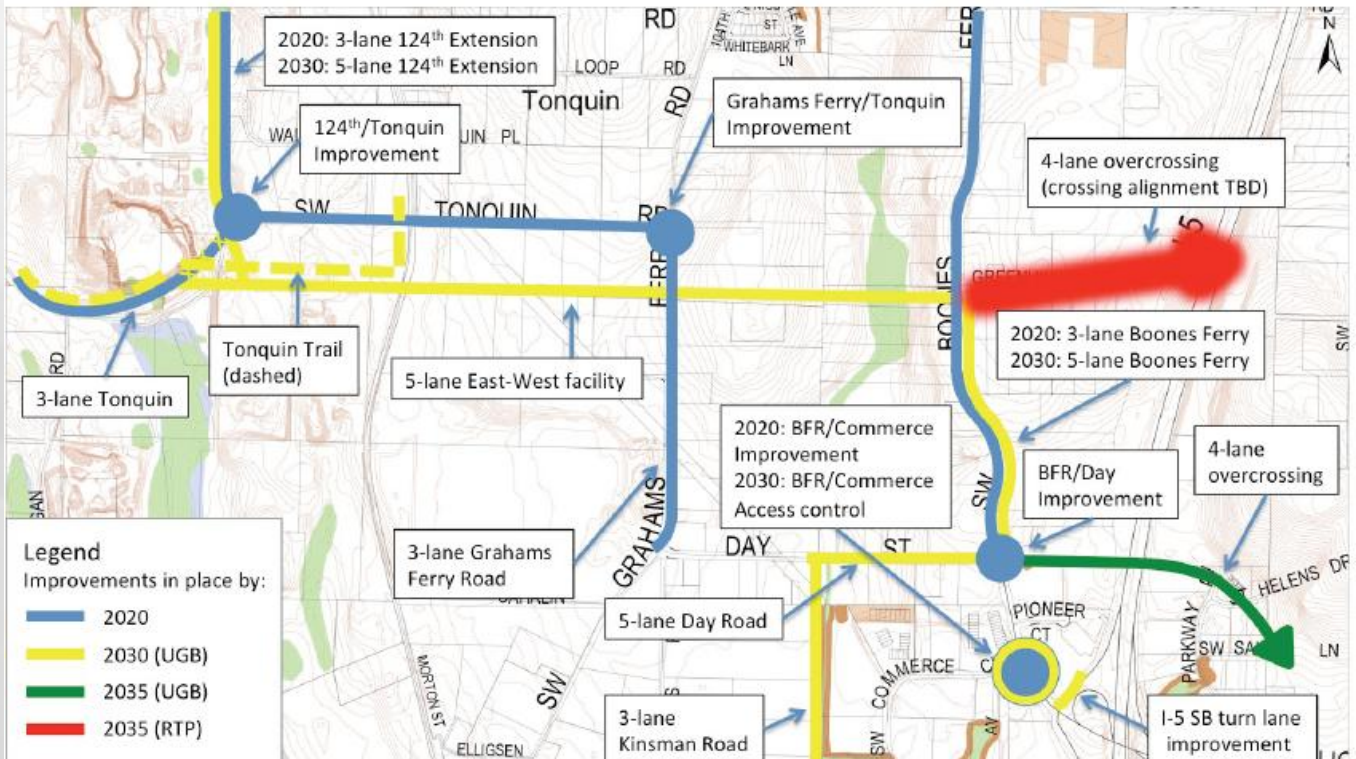
Diagonal Concept Phasing




Cost Estimates

Map Legend	Phasing Year	Diagonal Concept
	2020	\$49.2 Million
	2030	\$80.6 Million
	2035 (UGB Growth)	\$33.7 – \$44.1 Million
	Total	\$165-175 Million

East-West Concept Phasing



Cost Estimates

Map Legend	Phasing Year	East-West Concept
	2020	\$49.2 Million
	2030	\$89.2 Million
	2035 (UGB Growth)	\$33.7 – \$44.1 Million
	2035 (Urban Reserves Growth)	\$38 Million
	Total	\$210-\$220 Million



SW 124th Avenue Extension Alignments

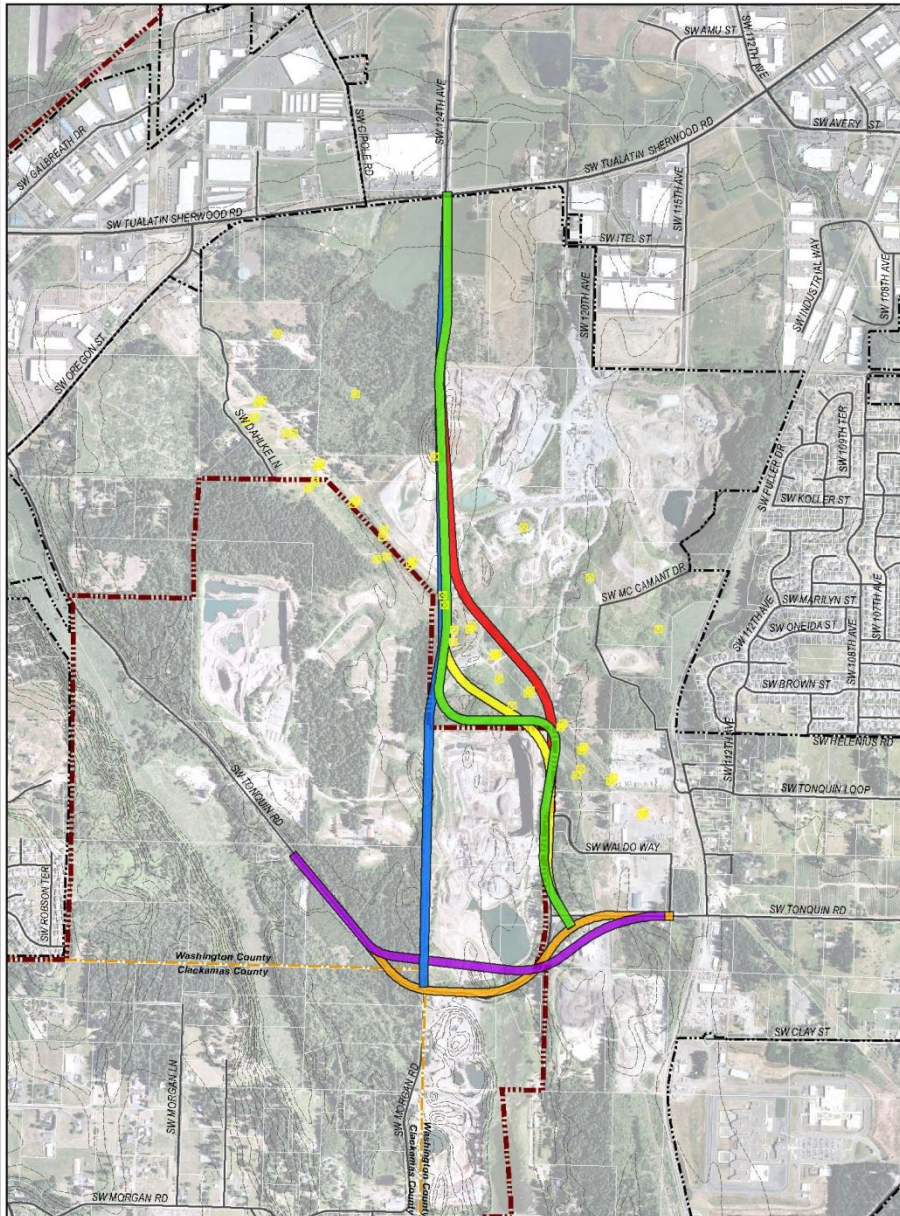
Tualatin City Council Work Session

April 23, 2012



City of Tualatin

SW 124th Avenue Concepts



Legend

Metro Urban Growth Boundary (UGB)	Concept Alignments
County Boundary	124th Alternative 1A
City Boundary	124th Alternative 1B
Streets	124th Alternative 2
Arterial Streets	124th Alternative 3
10-foot Contours	Tonquin Alternative 1
Transmission Line Towers	Tonquin Alternative 2

0 1,000 2,000
Feet

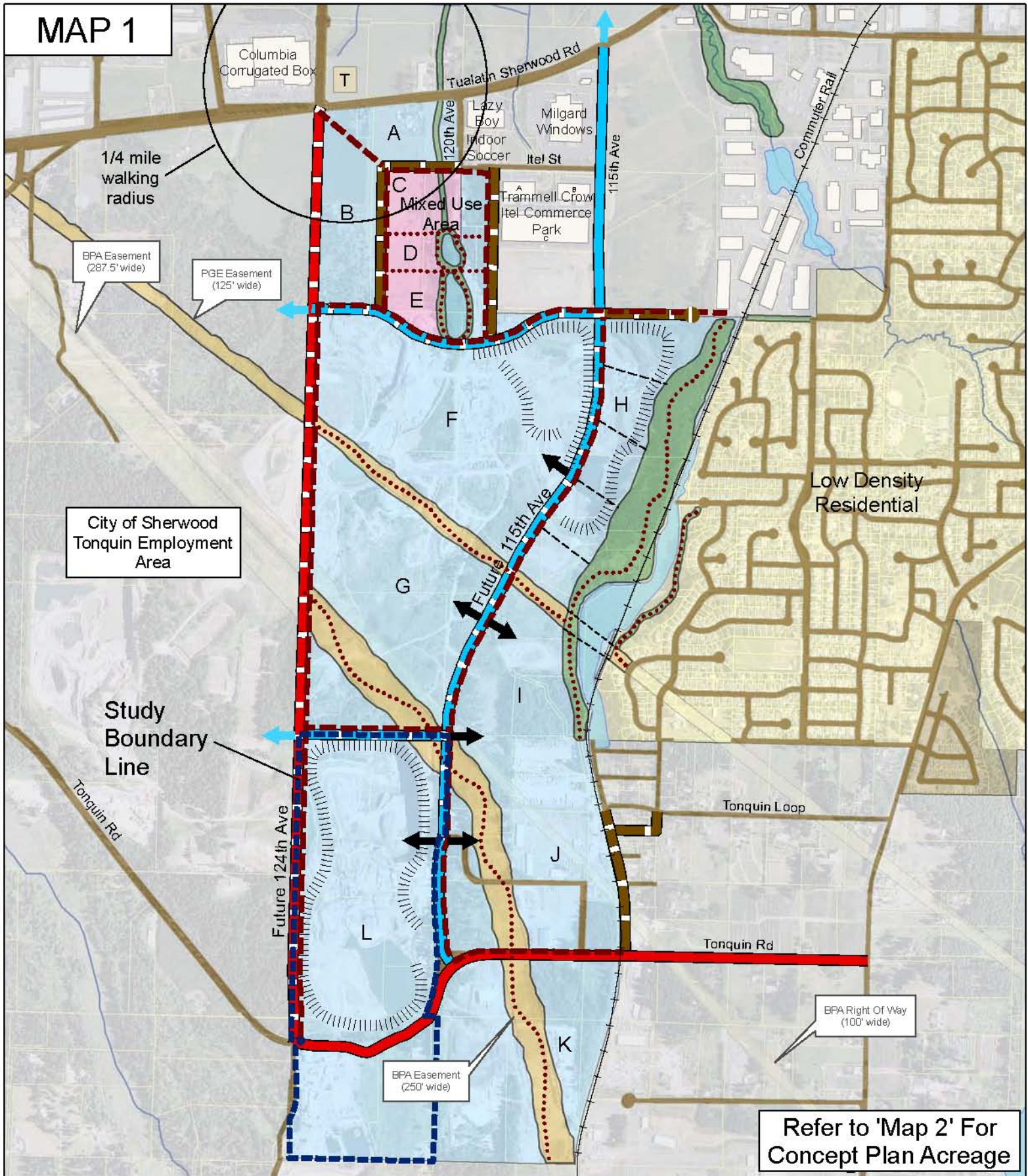
Source Data:
Metro RLS, 2009-2010
Washington County, Oregon 2009 (Aerial)

SW 124th Avenue Project

Concept Alignments

DRAFT
November 2011

MAP 1



Refer to 'Map 2' For Concept Plan Acreage

ALTERNATIVE IV SW Tualatin Concept Plan

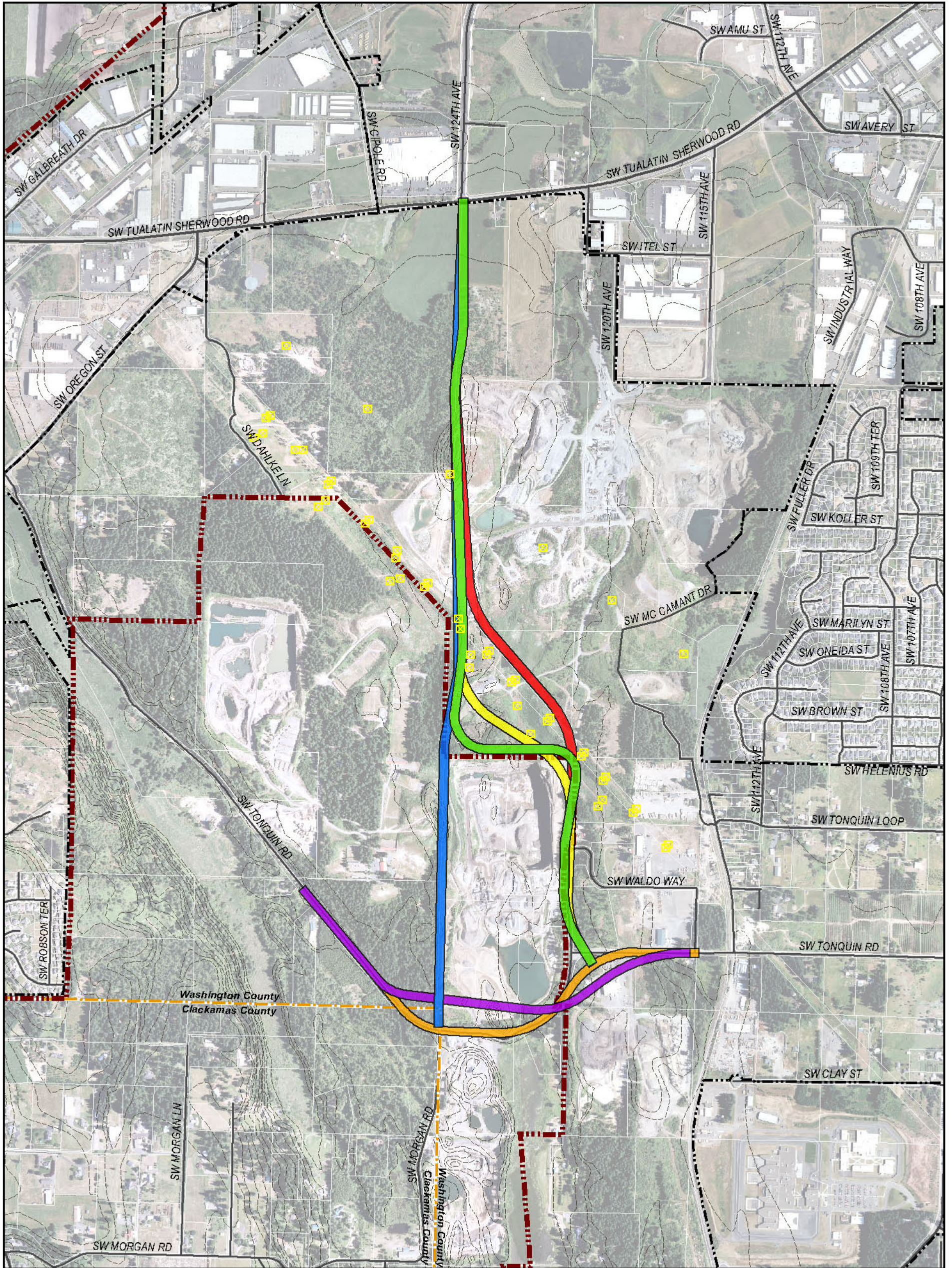


Printed: August 10, 2010

ROAD LEGEND: Solid Lines = existing Dashed Lines = proposed

Local Streets	Transit Hub	Easements and Green Space	Water Body
Arterials	Pedestrian Route-Trails	Future Industrial	Low Density Residential
Collectors	Pedestrian Route-Sidewalk	Future Mixed Use	Medium Low Density Residential

Potential Urban Reserve/UGB Expansion

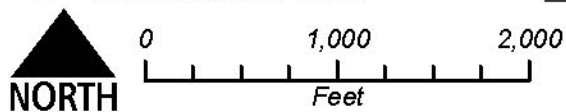


Legend

- Metro Urban Growth Boundary (UGB)
- County Boundary
- City Boundary
- Streets
- Arterial Streets
- 10-foot Contours
- Transmission Line Towers

Concept Alignments

- 124th Alternative 1A
- 124th Alternative 1B
- 124th Alternative 2
- 124th Alternative 3
- Tonquin Alternative 1
- Tonquin Alternative 2



Source Data:
Metro RLIS, 2009-2010
Washington County, Oregon 2009 (Aerial)

SW 124th Avenue Project

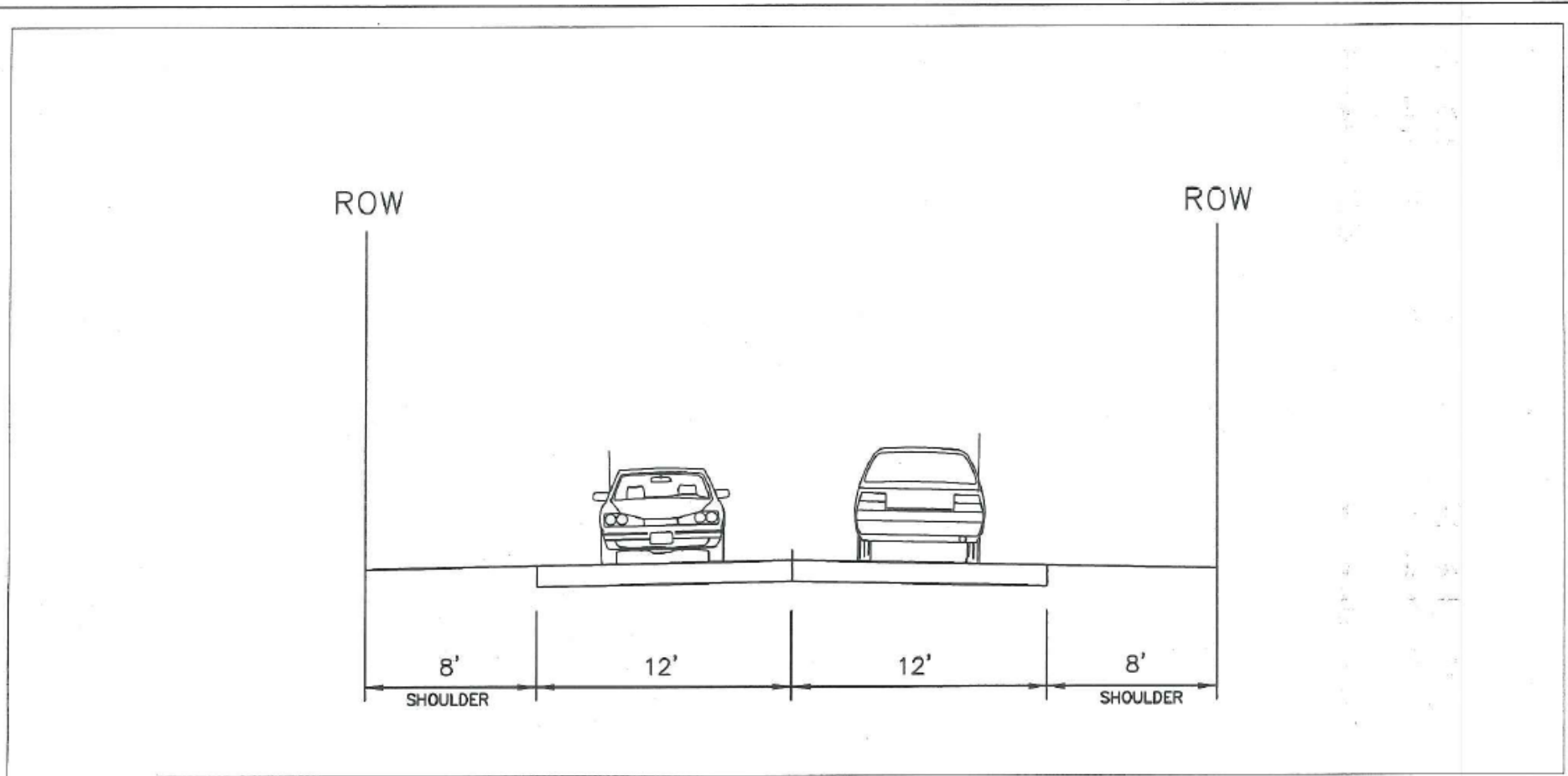
Concept Alignments

DRAFT
November 2011



Attachment C

Proposed 124th Avenue Cross Section (Short-term)



124th AVENUE PROJECT

TYPICAL CROSS SECTION - MAY VARY IN SOME LOCATIONS



WASHINGTON COUNTY

DEPT. OF LAND USE
AND TRANSPORTATION

OREGON

Attachment C

Proposed 124th Avenue Cross Section (Short-term)





MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Aquilla Hurd-Ravich, Planning Manager
Alice Rouyer, Community Development Director

DATE: 04/23/2012

SUBJECT: Lake Oswego Urban Growth Boundary Amendment and Concept Planning in Stafford Hamlet

ISSUE BEFORE THE COUNCIL:

The City of Lake Oswego invited the Cities of Tualatin and West Linn and Clackamas County to discuss their application to Metro for a Major Amendment to the Urban Growth Boundary. The request would bring land into the UGB for park and recreation purposes. The land is owned by the City of Lake Oswego. This action will require concept planning at some level and coordination between the Cities and the County which led to a broader discussion about concept planning the Stafford Hamlet.

EXECUTIVE SUMMARY:

Mayor Ogden, Mayor Kovash, Mayor Hoffman, Chair Lehan and their staff took part in a discussion on April 11th, 2012 about Lake Oswego's proposed Urban Growth Boundary amendment and Concept Planning in Stafford Hamlet. The main points of the discussion included:

- Lake Oswego's application to bring 92 acres of city owned park and open space land located on the north side of Rosemont Road and on the east and west sides of Stafford Road. Discussion centered around if the Cities had objections to this proposal and how it fit with overall concept planning of the Stafford Hamlet. (Attachment A)
- Questions were raised about the most appropriate process for this request. The City was directed by Metro to apply under the new process as if Urban and Rural Reserves were adopted.
- If the new rules apply, the County has signed an Intergovernmental Agreement (IGA) with Metro guiding concept planning for this area. The IGA states that a concept plan must be approved by the county, city or cities who will govern the area and Metro. It also calls for opportunities for public involvement and it specifies that Tualatin and West Linn shall be invited to participate in concept planning of the area that is the subject of Lake Oswego's major amendment application. (Attachment B)

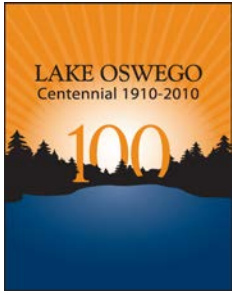
Next Steps Lake Oswego Amendment:

- Lake Oswego staff has until August 2 to identify the correct process, either under the old UGB rules or new Reserves rules, and identify what the actions the County is looking for in order to approve the concept plan. The County does not support the proposal at this time. (Attachment C)
- The County staff identified three actions the City should complete:
 1. The City of Lake Oswego needs to meet with the Hamlet and their own neighborhood associations to discuss the proposal
 2. The County Commissioners need to agree on the approach to concept planning for the entire Stafford Hamlet
 3. The City of Lake Oswego needs to reassure the County that they will continue to participate in concept planning the area.

Next Steps Stafford Hamlet Concept Planning:

The County will host a third community forum on May 5th to discuss infrastructure related to developing the area around Borland Road and Stafford Road. (Attachment D)

Attachments: [A - Lake Oswego UGB Application](#)
 [B - Metro Clackamas County IGA](#)
 [C - County Letter Regarding Application](#)
 [D - Stafford-Borland May Forum](#)



CITY OF LAKE OSWEGO
PLANNING AND BUILDING SERVICES

380 A Avenue
PO Box 369
Lake Oswego, OR 97034

503-635-0290
www.ci.oswego.or.us

February 24, 2012

Martha Fritzie
Clackamas County Transportation & Development
150 Beaver Creek Road
Oregon City, OR 97045

Dear Ms. Fritzie:

The City of Lake Oswego owns park property outside of the urban growth boundary (UGB) in the Stafford area. On February 21, 2012 the City Council passed a resolution directing staff to submit an application to Metro by March 15, 2012 for a major modification of the UGB to bring in approximately 92 acres of this park property. The intent of this effort is to preserve the area for current and future park use by Lake Oswego citizens, and be able to manage and enhance the urban agriculture and historic uniqueness of these properties through a variety of means including programs, tours, gardening, and other urban agricultural and historical activities. Attached is a copy of the resolution which was approved. This document more clearly explains the City's intent, and clarifies the reasons for this action.

As part of Metro's application, the City is required to obtain and submit comments from the governing body with land use jurisdiction over the subject area, which is Clackamas County. Under the Metro code, the statement may recommend approval, denial, or no preference on the proposed UGB amendment. Therefore, we are requesting that this be considered and a response returned to the City on the enclosed Service Provider Comment Form by March 9, 2012. Additional background materials are included to assist you in understanding the City's intent and reasons for the proposed amendment.

If you have any questions, please contact me at 503-697-6576 or email degner@ci.oswego.or.us.

I appreciate your time and consideration of the City's application to Metro.

Sincerely,

Dennis Egner, AICP
Assistant Planning Director/Long Range Planning Manager
City of Lake Oswego

Attachments

RESOLUTION 12-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO AUTHORIZING AN APPLICATION TO METRO TO EXPAND THE URBAN GROWTH BOUNDARY TO INCLUDE CERTAIN LUSCHER FARM AREA PARK PROPERTIES

WHEREAS the City of Lake Oswego owns certain properties known as the Rudy Luscher Farm property and the Rassekh, Farr, Firlane and Crowell properties (referred to collectively in this Resolution as the “Luscher Area Properties”), all of which are outside the Urban Growth Boundary and outside the city’s Urban Service Boundary; and

WHEREAS all of the Luscher Area Properties, except for the Rassekh Property, are currently within unincorporated Clackamas County;

WHEREAS, the current Exclusive Farm Use zoning for most of the Luscher Area Properties operates to restrict, make uncertain, or make subject to County approval many of the city’s desired uses, such as educational classes, training and seminars, farm and garden tours, historical and cultural activities, community events, and facility rentals; and

WHEREAS, in order to bring the use of the Luscher Area Properties within the control of the city and its residents, it will be necessary to bring those properties within the Urban Growth Boundary as an initial step; and

WHEREAS the city is considering construction of a tennis center on the Rassekh Property, which also requires bringing that property within the Urban Growth Boundary; and

WHEREAS on October 4, 2006, the City Council enacted Ordinance 2464, amending the city’s Comprehensive Plan to exempt areas needed for the development of public parks and recreation facilities from the provisions of Policy 1 of Goal 14, which otherwise prohibits expansion of the Urban Service Boundary in areas that were not designated “Tier 1” in February of 1998; and

WHEREAS in its adopted findings supporting Ordinance 2464, the City Council concurred with the Planning Commission that there is a demonstrated need for park and recreation facilities that cannot be met inside the City’s current Urban Service Boundary, and also found that the purpose of the Comprehensive Plan limitation on expansion of the Urban Services Boundary was to control urbanization of the Stafford Area, and that expansion of the boundary for needed park and recreation facilities was not contrary to that purpose; and

WHEREAS, consistent with the 2006 findings, the proposed application to expand the Urban Growth Boundary to include the Luscher Area Properties is only for the purpose of bringing city park properties within the city boundaries and within the city’s regulatory authority, and not for

the purpose of expanding housing, commercial or industrial uses into the Stafford area; and

WHEREAS, the City Council finds that, following expansion of the Urban Growth Boundary, it will be appropriate to initiate the process to expand the city's Urban Service Boundary to include the Luscher Area Properties; and

WHEREAS, following expansion of the Urban Growth Boundary and Urban Services Boundary, it will be appropriate to begin the process to establish a "Park and Natural Area" zone designation on the Comprehensive Plan Map for the Luscher Area Properties other than Rassekh, and ultimately to ask the voters to approve annexing those properties to the city; and

WHEREAS, following expansion of the Urban Growth Boundary and Urban Services Boundary, it will be appropriate to begin the process to change the zone designation for the Rassekh Property from "R-15" to "Park and Natural Area."

WHEREAS it is the City Council's intent to retain, pursue and promote an historic and agrarian landscape within the Luscher Area Properties, including urban agriculture and horticultural activities, and also to establish active recreational uses within the area; and

WHEREAS it is recognized that the Rudy Luscher Farm property in particular is a truly unique and valuable community asset that represents a significant portion of the city's natural resource, open space and urban agricultural asset base, requiring thoughtful consideration of proper uses, stewardship and vision; and

WHEREAS it is also recognized that the Rudy Luscher Farm property is unique in combining a working organic farm, Oregon Tilth's expertise and demonstration gardens, the community gardens, the children's garden, the Clematis Society, and Parks and Recreation programs; and that locating these resources together in one place creates the potential for significant synergies including greater community cohesion and agricultural/environmental educational opportunities, and also creates a powerful educational collaborative that provides internships, training, school-group tours, education programs, and other possibilities that need to be evaluated, nurtured and protected; and

WHEREAS the Rudy Luscher Farm property also has the potential for expanded historic and agricultural tourism activities; and

WHEREAS while maintain and nurturing the types of uses described above, the Rudy Luscher Farm property should continue to be used primarily for agriculture-related activities and for the preservation of the historic farmstead complex, which currently includes a Clackamas County Historic Overlay; and

WHEREAS, the city recognizes that agriculture-related activities are critical components of the

city's sustainable future; that there is a need for comprehensive sustainability standards to govern the development and use of the Luscher Area Properties; and that each component from design to maintenance must be viewed through the sustainability lens to ensure long-term financial, cultural and environmental viability; and

WHEREAS, where development occurs on Luscher-area properties, "low-impact" sustainable and energy efficient design should be utilized.

IT IS HEREBY RESOLVED by the City Council of the City of Lake Oswego that:

1. Staff is directed to submit an application to Metro by March 15, 2012 to bring the Luscher Area Properties within the Urban Growth Boundary.
2. This Resolution shall be effective immediately upon its adoption by the City Council.

CONSIDERED AND ADOPTED at the meeting of the City Council of the City of Lake Oswego on the 21st day of February, 2012.

AYES: Mayor Hoffman, Moncrieff, Jordan, Tierney

NOES: Kehoe, Gudman, Olson

EXCUSED:

ABSTAIN:

Jack D. Hoffman, Mayor

ATTEST:

Catherine Schneider, City Recorder

APPROVED AS TO FORM:

David Powell
City Attorney

Summary of Proposed UGB Amendment – Luscher Area Properties

Applicant: City of Lake Oswego

Proposed UGB Expansion: See Exhibits A (Proposed Urban Growth Boundary), B (Proposed Urban Service Boundary) and C (Associated Tax Lots).

Written Statement from Governing Body: A complete Major UGB Amendment application to Metro must include a written statement from the governing body with land use jurisdiction over the subject area (Clackamas County). Under the Metro Code, the statement may recommend approval, recommend denial or express no preference on the proposed UGB amendment. The governing body may delegate the decision to its staff and may use the Service Provider Comment Form (attached).

Service Provider Comments: A complete Major UGB application to Metro must also include completed “Request for Comment from Service Provider” forms from any providers of urban services to the subject area. Providers may include special districts, cities or counties. Urban services include but are not limited to water, sewer, storm drainage, transportation, schools, parks and open space.

Reasons for Proposed UGB Amendment:

The City of Lake Oswego intends to submit an application to Metro on March 15, 2012 to include approximately 92 acres of city-owned park and open space land located at the southerly entrance to the City of Lake Oswego within the Urban Growth Boundary (UGB). Applications to add land to the UGB under the Major Amendment process are accepted once a year (March 15) and only for the following purposes: public facilities and services, public schools, natural areas, land trades and other non-housing needs.

Anticipating continuing urbanization pressures in the North Stafford area, the City of Lake Oswego began acquiring land in 1991 to fulfill current and future needs for park and open space using funds from voter-approved bond measures. The City currently owns about 140 acres in the vicinity of Stafford & Rosemont Roads that establish a unique historic/cultural landscape character at this southerly entrance into Lake Oswego.

The subject city-owned properties are currently under Clackamas County jurisdiction and are predominantly zoned for Exclusive Farm Use (EFU). The EFU zoning protects the land for commercial agriculture but functions to restrict or require County land use approval of many of the desired uses of the city-owned properties, including but not limited to educational classes, training and seminars, farm and garden tours, historic and cultural activities, community events and facility rentals. The zoning limitations placed on the use of the properties for anything other than agriculture has made it difficult to manage the properties on a day-to-day basis for park purposes or make the

properties available for broader public use. Examples of some of the limitations associated with the location outside of the UGB and EFU zoning include:

Use of Existing Park Facilities is Limited

Buildings and land can only be used to store agriculturally related equipment and supplies in the EFU zone. Therefore, the City isn't allowed to store park vehicles or supplies in any of the buildings located on EFU land to maintain nearby park property or the Hazelia athletic field.

Park System Development Charges (SDC's)

Park SDCs are collected for new development to pay for park and trail improvements. Park SDCs cannot be used to pay for any park development outside of the UGB. Due to limited resources for capital development, park SDCs will be an important source of revenue to pay for any future park improvements at Luscher Farm Area properties, including expansion of facilities for community gardens.

Sewer and Water

City water and sewer facilities cannot be extended to any of the park properties outside of the UGB. As a result, porta-potties are rented on an annual basis to accommodate patrons and visitors to Luscher Farm. The updated Luscher Area Master Plan will identify locations for restrooms to accommodate current and future demand. However, these facilities will not be able to be provided unless the subject park properties are inside the UGB.

Rentals

Rentals of facilities and grounds for meetings, weddings, and other events are not permitted in the EFU zone. City staff receives numerous calls from people interested in renting facilities at Luscher Farm for these purposes. Income from facility rental in other areas of the park system helps to offset costs, as it would at Luscher Farm.

Public Programs

In 1999, City staff was asked to develop programs at Luscher Farm. A program proposal was approved by the City Council which included developing the farm into an educational and historical center. The program was a long-term vision focusing on adaptive reuse of the farm facilities for classes, tours, facility rentals, museum, and tourism development. The goal was to capitalize on the historical and agricultural past and expand this focus to agricultural/historical programming and tourism. A conditional use permit was submitted to Clackamas County and denied.

Community events are not generally allowed on EFU land. However, the County will allow occasional events upon special request. Last year, the County allowed two events at Luscher Farm. Unlike the City of Lake Oswego, the County does not have a formal process or permit for special events. Again, this raises uncertainty regarding what types of public programs or community events might be acceptable or allowed under the EFU zoning.

Luscher Area Master Planning & Funding Opportunities

The City is currently involved in developing an updated master plan for the Luscher Farm Area, which includes all properties located outside the UGB. The resulting plan will represent the community's expectations for how these properties will be used and managed in the future. While the details of the plan are not yet complete or adopted by the City, the community has identified priorities for these properties, including urban agricultural, historical, natural area and recreational components. To implement the master plan, alternative funding opportunities will be required, such as business and private partnerships and foundation support. These sources of funding cannot be pursued until the UGB is amended because organizations cannot be assured plans can be implemented.

City staff has been attempting to carefully balance the demand from the public to use these properties with EFU zoning requirements for many years. As public demand for access to the property has grown, this balance is becoming more difficult to achieve.

Next Steps

The City recognizes that the Rudy Luscher Farm property is unique in combining a working organic farm, Oregon Tilth's expertise and demonstration gardens, the community gardens, the children's garden, the Clematis Society, and Parks and Recreation programs. The location of these resources together in one place creates the potential for significant synergies – including agricultural/environmental educational opportunities and collaboration that could provide internships, training, school group tours, education programs, and other possibilities that need to be evaluated, nurtured and protected.

Including the approximately 92 acres of city-owned land within the UGB now will provide the first step and certainty that the City needs to finalize and adopt the Luscher Area Master Plan and pursue the types of opportunities identified above.

Assuming Metro approves the UGB amendment, the City will initiate the following steps after the Metro action:

- Expansion of the Lake Oswego Urban Service Boundary (USB) to identify the City of Lake Oswego as the logical provider of urban services to the area.

- Amend Lake Oswego Comprehensive Plan Map to apply “Parks/Natural Area” designation and appropriate zoning
- Annexation of subject properties (requires voter approval)
- Adoption of Luscher Area Master Plan to guide long-term uses, programs and improvements
- Minor and Major Development Review (subject to procedures outlined in the implementing zone and adopted Luscher Area Master Plan)

If you have questions or need additional information regarding the proposed UGB Amendment, please contact:

Denny Egner, Long Range Planning Manager
Planning Department
City of Lake Oswego
P.O. Box 369
Lake Oswego, OR 97034
503-697-6576
503-635-0290 fax
degner@ci.oswego.or.us

Please mail, FAX or e-mail the completed “Service Provider Comment Form” to Denny Egner by **March 9, 2012** so it can be included in the application we submit to Metro on March 15, 2012.

Thank you very much for your assistance.

Attachments:

Exhibit A – Proposed UGB Amendment (Aerial)
Exhibit B – Proposed USB Amendment (Aerial)
Exhibit C – Proposed UGB (Associated Tax Lots)
Service Provider Comment Form

REQUEST FOR COMMENT FROM SERVICE PROVIDER

(Part I to be completed by applicant and submitted to each service provider. Part II to be completed by the service provider and returned to the applicant to be included in the application package.)

PART I

To: _____

Name of Service Provider

From: City of Lake Oswego - Parks & Recreation Department

Name of Applicant

Attached is a copy of an application for an amendment to the Metro Urban Growth Boundary (UGB). Please review this application and return your comments on it to the applicant as soon as possible, but **NO LATER THAN March 9, 2012**.

In general, land placed inside the UGB will develop to an average residential density of ten units per net buildable acre or for urban commercial or industrial use, as determined by local zoning. Land outside the UGB cannot be served by sewer, and generally, cannot be developed at more than one unit to the net acre. In reviewing this petition, please consider: (1) whether its approval would make it more efficient (less expensive) or less efficient (more expensive) to serve other, adjacent areas for which service is planned or expected; and (2) whether there would be an orderly and economic way to extend your service to the area included in the petition if the petition were approved.

Thank you for your help. Please contact Denny Egner at 503-697-6576 regarding any specific questions on the application. Please call the Regional Planning Department at Metro, 503-797-1839, if you have any general questions on the UGB amendment process.

PART II

I have reviewed the attached application for an amendment to Metro's UGB. In reviewing the application, I have reached the following conclusions (mark an "X" in the appropriate space and indicate your reasons):

1. Approval of the application would make it ___ more efficient (less expensive on a per unit basis), ___ less efficient (more expensive on a per unit basis), or ___ would have no efficiency impact (same expense on a per unit basis) to serve other adjacent areas inside the UGB for which service is planned and expected, for the following reasons:

2. If the application were approved, the area ___ could, or ___ could not be served by us in an orderly and economic fashion, for the following reasons:

3. My position on the application is:

_____ I Support Approval

_____ I Oppose Approval

_____ I am Neutral


_____ I Support with Conditions


Comments and explanation (explain any conditions):


Signed _____ Date _____


Title _____

Exhibit A - Proposed Urban Growth Boundary Modification

 Lake Oswego City Limits

 Current Urban Growth Boundary

 Parks

 Proposed Park Property to be brought into UGB

0 150 300 600 900 1,200 Feet

1 inch = 400 feet

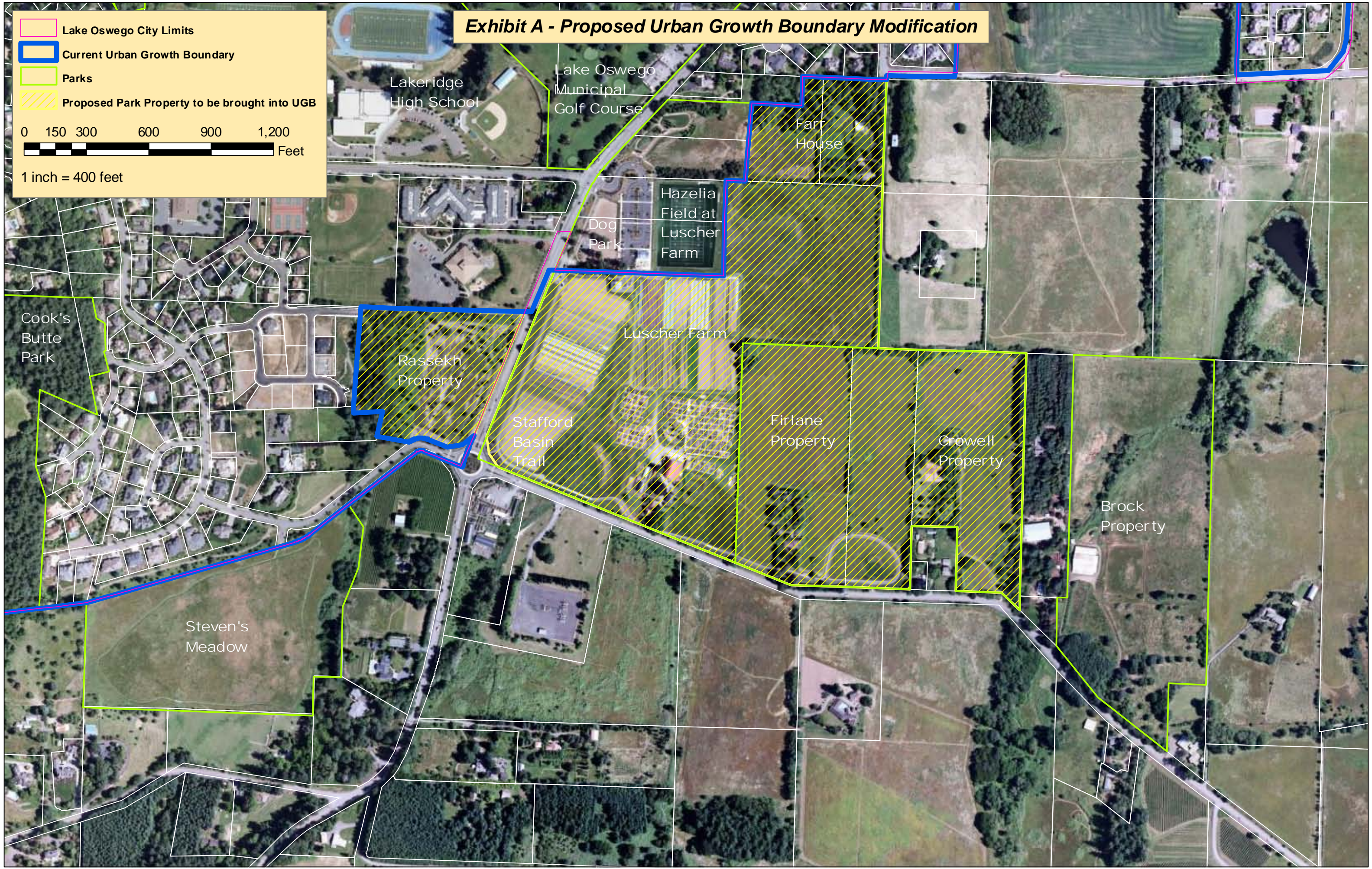






Exhibit B - Proposed Urban Services Boundary Modification

 Lake Oswego City Limits

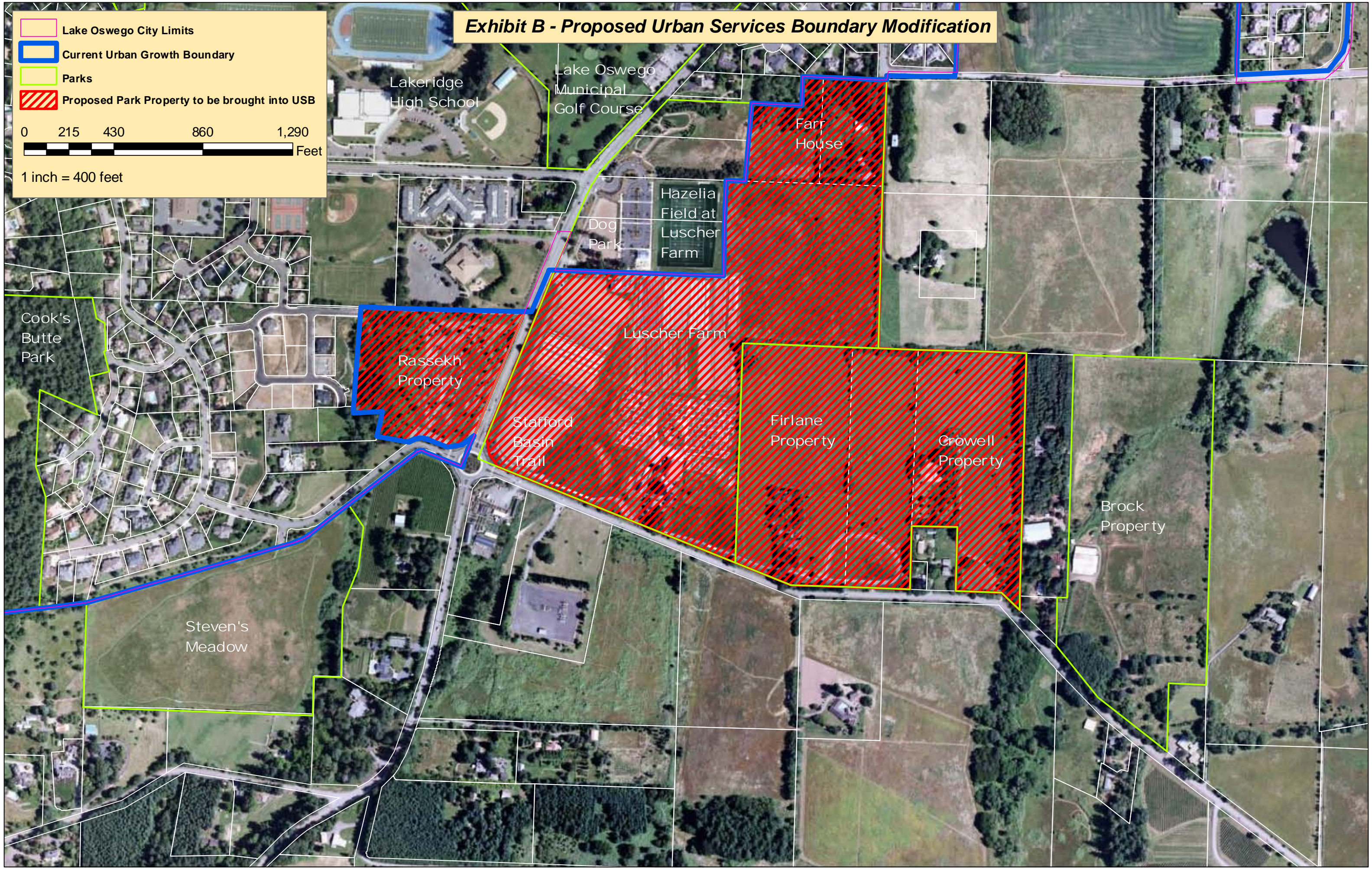
 Current Urban Growth Boundary

 Parks

 Proposed Park Property to be brought into USB

0 215 430 860 1,290
Feet

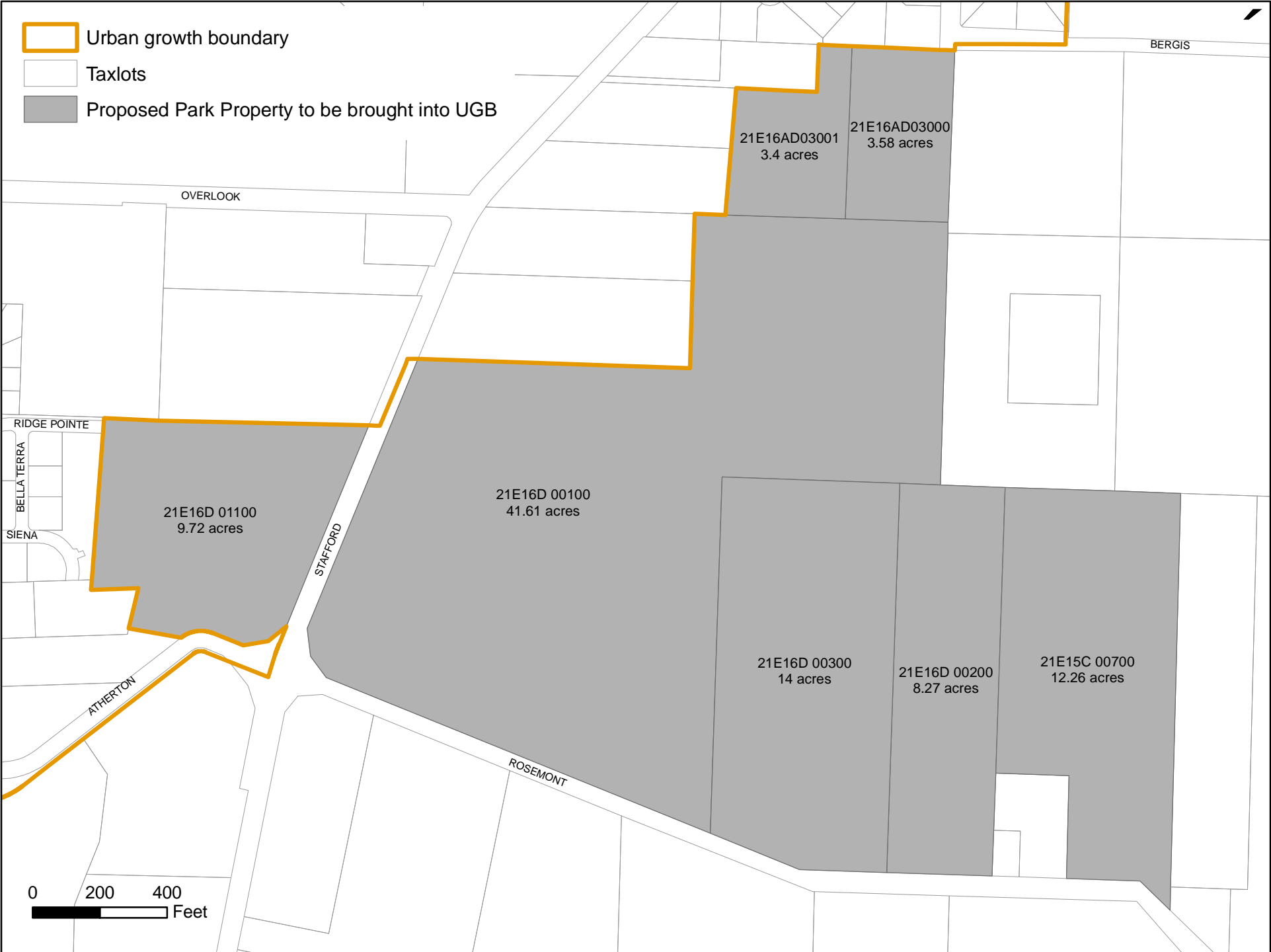
1 inch = 400 feet



Urban growth boundary

Taxlots

Proposed Park Property to be brought into UGB



**Intergovernmental Agreement
Between Metro and Clackamas County
To
Adopt Urban and Rural Reserves**

This Agreement is entered into by and between Metro and Clackamas County pursuant to ORS 195.141 and 190.003 to 190.110 for the purpose of agreeing on the elements of an ordinance to be adopted by Metro designating Urban Reserves and of an ordinance to be adopted by Clackamas County designating Rural Reserves, all in Clackamas County.

PREFACE

This agreement will lead to the designation of Urban Reserves and Rural Reserves. Designation of the Urban and Rural Reserves by this agreement will help accomplish the purpose of the 2007 Oregon Legislature in enacting Senate Bill 1011, now codified in ORS 195.137 to 195.145 (“the statute”):

Facilitate long-term planning for urbanization in the region that best achieves

- Livable communities;
- Viability and vitality of the agricultural and forest industries; and
- Protection of the important natural landscape features that define the region.

RECITALS

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for the three-county area in which they exercise land use planning authority to achieve the purpose set forth in the statute; and

WHEREAS, the Oregon Legislature enacted the statute in 2007, at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes the four local governments to designate Urban Reserves and Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require Metro and Clackamas County (“the parties”) to designate reserves and to enter into a formal agreement between them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the parties have followed the procedures and considered the factors set forth in the statute and the rule; and

WHEREAS, the parties have completed an extensive and coordinated public involvement effort; and

WHEREAS, the parties have coordinated their efforts with cities, special districts, school districts and state agencies in the identification of appropriate Urban and Rural Reserves;

NOW, THEREFORE, Metro and Clackamas County agree as follows:

AGREEMENT

- A. **Metro agrees** to consider the following policies and Urban Reserve designations at a public hearing and to incorporate them in the Regional Framework Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:
1. A policy that designates as Urban Reserves those areas shown as proposed Urban Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
 2. A policy that determines that the Urban Reserves designated by the Regional Framework Plan pursuant to this agreement are intended to provide capacity for population and employment between 2010 and 2060, a total of 50 years from the date of adoption of the ordinance designating the reserves.
 3. A policy that gives highest priority to Urban Reserves for future addition to the urban growth boundary (UGB).
 4. A map depicting the Urban Reserves adopted by Metro and the Rural Reserves adopted by Clackamas County following this agreement.
 5. A policy that Metro will not add Rural Reserves designated by ordinance following this agreement to the regional UGB for 50 years.
 6. A policy that Metro will not designate Rural Reserves as Urban Reserves for 50 years.
 7. A policy that Metro will require a "concept plan", the required elements of which will be specified in the Urban Growth Management Functional Plan in consultation with the county, for an area of Urban Reserves under consideration for addition to the UGB to be completed prior to the addition. Concept plans shall include elements on finance, provision of infrastructure, natural resource protection, governance, the planning principles set forth in Exhibit B and other subjects critical to the creation of great

communities. Concept plans will provide that areas added to the UGB will be governed and planned by cities prior to urbanization.

8. A policy that Metro will review the designations of urban and rural reserves, in coordination with Clackamas, Multnomah and Washington Counties, 20 years after the adoption of reserves by the four governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.

B. Clackamas County agrees to consider the following policies and Rural Reserve designations at a public hearing and to incorporate them in its Comprehensive Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:

1. A policy that designates as Rural Reserves the areas shown as proposed Rural Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
2. A map depicting the Rural Reserves designated by the Comprehensive Plan and the Urban Reserves adopted by Metro following this agreement.
3. A policy that Clackamas County will not include Rural Reserves designated pursuant to this agreement in the UGB of any city in the county for 50 years from the date of adoption of the ordinance designating the reserves.
4. A policy that the county will not re-designate Rural Reserves as Urban Reserves for a city in the county for 50 years from the date of adoption of the ordinance designating the reserves.
5. A policy that commits the county, together with an appropriate city or cities, to participation in development of a concept plan for an area of Urban Reserves under consideration for addition to the UGB.
6. A policy that the county will review the designations of Urban and Rural Reserves, in coordination with Metro and Multnomah and Washington Counties, 20 years after the adoption of reserves by the four governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.

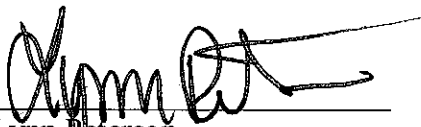
C. Clackamas County and Metro agree to follow this process for adoption of the ordinances that will carry out this agreement:

1. Each government will hold at least one public hearing on its draft ordinance prior to its adoption.
2. Metro and the county will hold their final hearings and adopt their ordinances no later than June 8, 2010.

3. If testimony at a hearing persuades Metro or the county that it should revise its ordinance in a way that would make it inconsistent with this agreement, then it shall continue the hearing and propose an amendment to the agreement to the other party and to Multnomah and Washington Counties.
 4. If Clackamas County or Metro proposes an amendment to the agreement, the party proposing the agreement will convene the four governments to consider the amendment. Any objections or concerns raised by a government that is not party to this IGA shall be considered carefully and the four governments shall take reasonable, good faith steps to reach consensus on the amendment. After this consultation, Clackamas County and Metro may agree to an amendment.
 5. Metro and Clackamas County will adopt a common set of findings, conclusions and reasons that explain their designations of Urban Reserves and Rural Reserves as part of their ordinances adopting the reserves. Metro and the county will incorporate maps into their respective plans that show both the Urban and Rural Reserves in Exhibit A to this agreement, with the county showing only the reserves in the county.
 6. Metro and Clackamas County will establish, in coordination with Multnomah and Washington Counties, a process for making minor revisions to boundaries between Urban Reserves and undesignated land that can be made at the time of concept planning, and a process for making minor additions to Rural Reserves, with notice to, but without convoking all four reserves partners.
 7. Within 45 days after adoption of the last ordinance adopting reserves of the four governments, Clackamas County and Metro will submit their ordinances and supporting documents to LCDC in the manner of periodic review.
- D. **Clackamas County and Metro further agree** to work with the city of Sandy to revise their three-party Intergovernmental Agreement on Green Corridors and Rural Reserve and Population Coordination, dated December 3, 1997, to ensure protection of visual resources along U.S. Highway 26 between the Metro urban growth boundary and the Sandy urban growth boundary.

E. This agreement terminates on December 31, 2060.

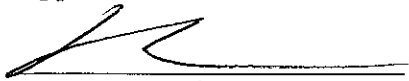
CLACKAMAS COUNTY



Lynn Peterson
Chair, Clackamas County
Board of Commissioners

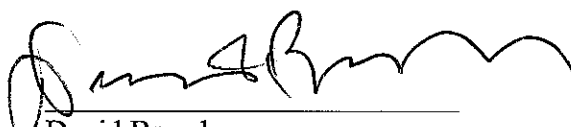
Dated: 2-25-10 III.2.

Approved as to form:



Dan Chandler, County Counsel

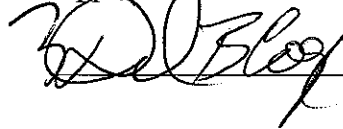
METRO



David Bragdon,
Metro Council President

Dated: 3 March 2010

Approved as to form:



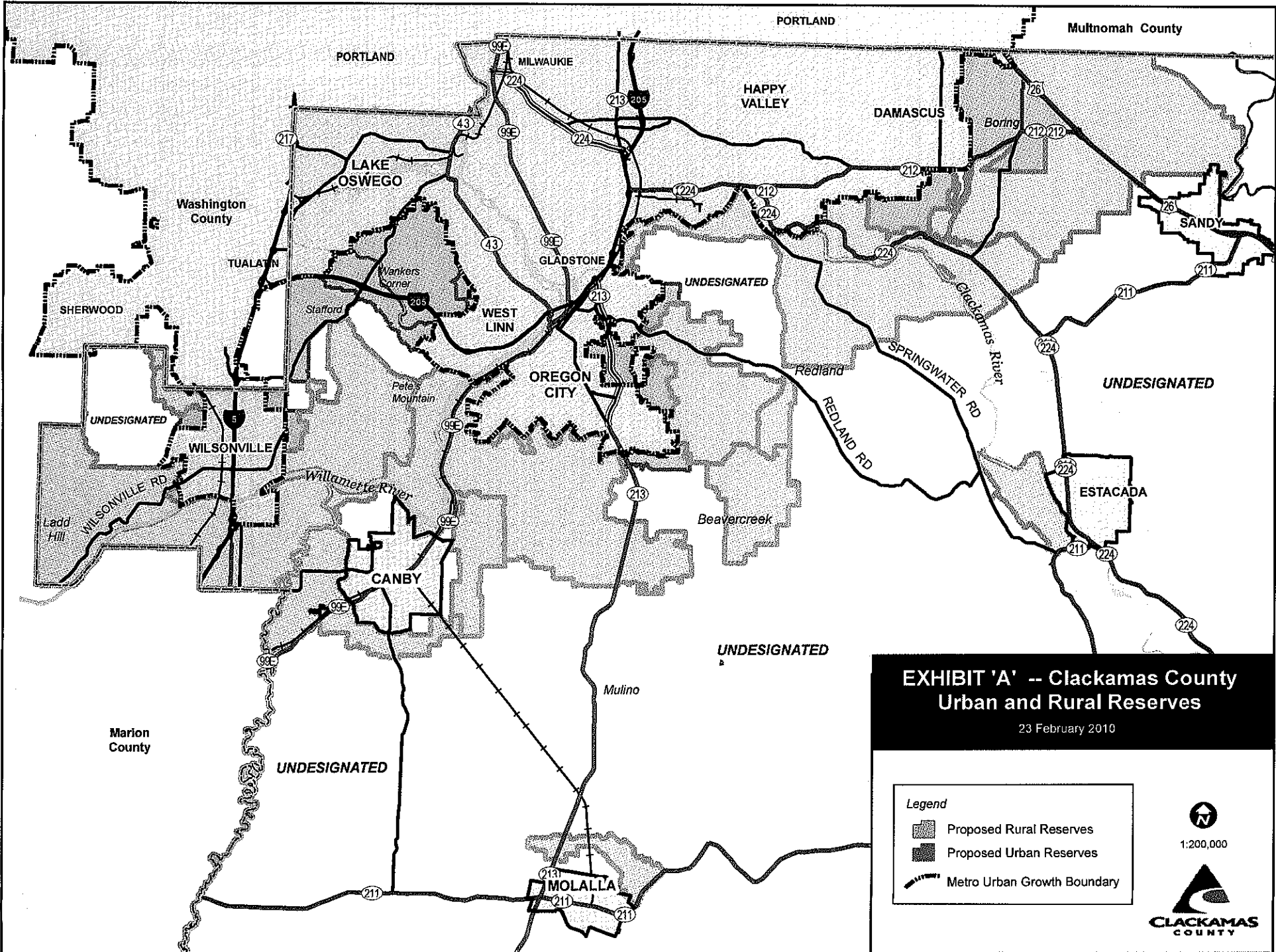



EXHIBIT B
PRINCIPLES FOR CONCEPT PLANNING OF URBAN RESERVES

1. Except for Areas 4A, 4C, and 4D concept planning for specific, enumerated Urban Reserves on the Urban and Rural Reserves map may occur separately and at different times. Concept planning for Areas 4A, 4C, and 4D must be coordinated so that Area 4C (Borland Road) is planned and developed as the town center serving the vast majority of Area 4A (North Stafford) and Area 4D (South Stafford).
2. A concept plan for any Urban Reserve area must be approved by the county, the city or cities who will govern the area and Metro, with ample opportunities for public involvement, including recognized citizen involvement entities, such as community planning organizations, hamlets and neighborhood associations. Concept plans will recognize community-based planning efforts such as the Stafford Hamlet Values & Vision Statement.
3. The following cities shall be invited to participate in concept planning of the following Urban Reserves:
 - Areas 1D and 1F (Clackanomah) – Damascus, Gresham and Sandy
 - Area 3C (Newell Creek Canyon/Holly Lane) – Oregon City
 - Area 4A and 4B (North Stafford Area) – Tualatin, Lake Oswego and West Linn
 - Area 4C (Borland Road) - Tualatin, Lake Oswego and West Linn
 - Area 4D (South Stafford) - Tualatin, Lake Oswego, West Linn, and Wilsonville
4. Concept plans shall provide that any area added to the UGB shall be governed by one or more of the following cities, or a new city, with preferences to the following:
 - Areas 1D and 1F (Clackanomah) – Damascus and Gresham
 - Area 3C (Newell Creek Canyon/Holly Lane) – Oregon City
 - Area 4A and 4B (North Stafford Area) – Tualatin, Lake Oswego and West Linn
 - Area 4C (Borland Road) - Tualatin, Lake Oswego and West Linn
 - Area 4D (South Stafford) - Tualatin, Lake Oswego, West Linn, and Wilsonville
5. Concept planning for Urban Reserve areas that are suitable for industrial and other employment uses – such as portions of Clackanomah and the Borland Road area - will recognize the need to provide jobs in this part of the region, and that the areas were brought into the Urban Reserves principally meet those needs.
6. Concept planning for Urban Reserve areas that are suitable for a mix of urban uses – such as the Borland Road area – will ensure the areas are developed with the opportunity to provide employment and mixed- use centers with housing at higher densities and intense employment at higher floor-to-area ratios, and will include designs for a walkable, transit-supportive development pattern.

7. Concept planning shall recognize environmental and topographic constraints and habitat areas, such as the buttes in the Clackanomah area, Newell Creek Canyon in Urban Reserve Area 3C and the riparian areas along creeks in the North Stafford Area, recognizing that these areas include important natural features, and sensitive areas that may not be appropriate for urban development. Concept planning will reduce housing and employment capacity expectations accordingly
8. Concept planning for the portion of the Clackanomah area along Highway 26 will recognize the need to provide and protect a view corridor considering, among other things, landscaping, signage and building orientation. Metro and Clackamas County also recognize the need to work with the City of Sandy to revise the existing intergovernmental agreement among the parties.

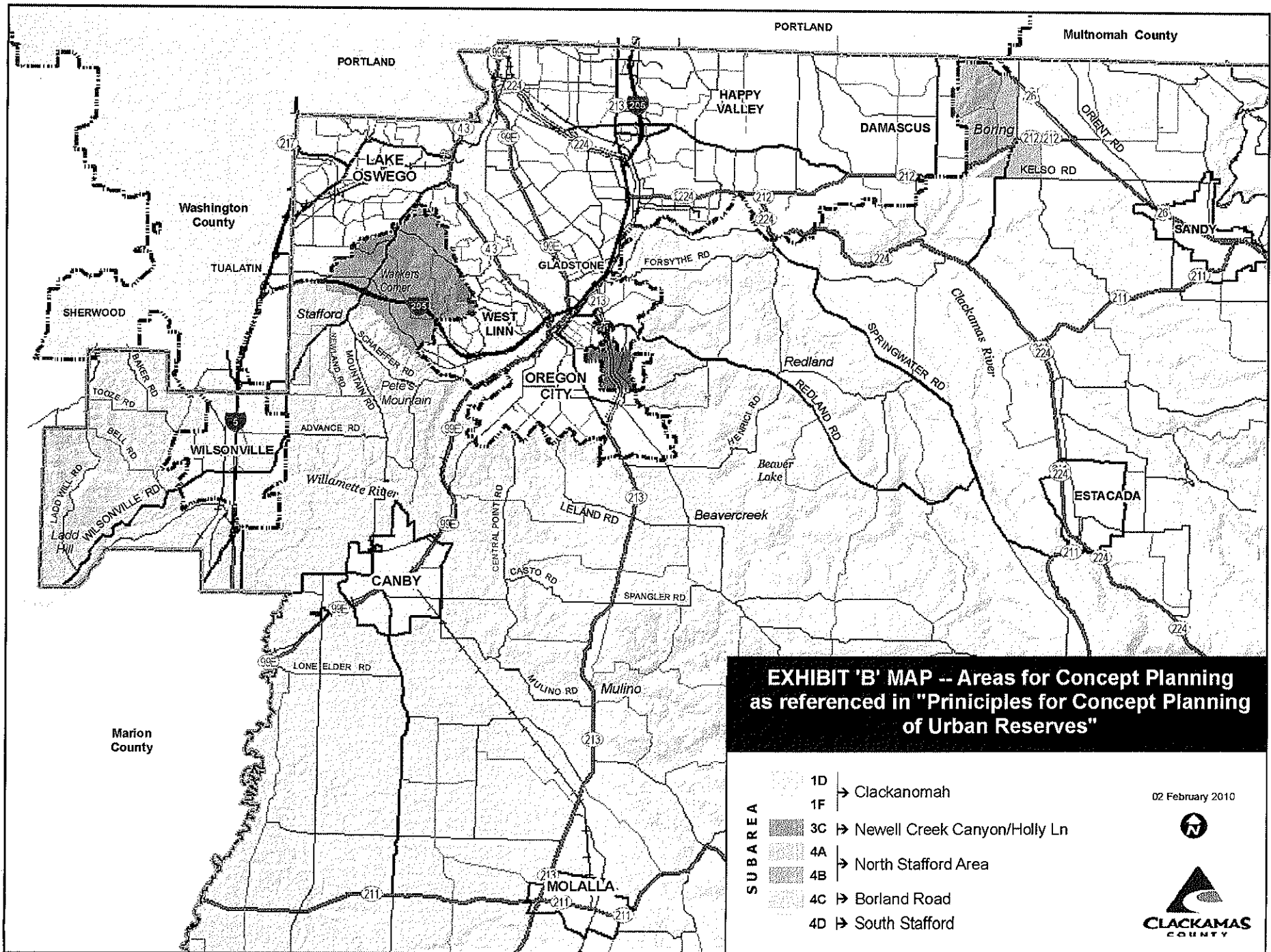


EXHIBIT 'B' MAP -- Areas for Concept Planning as referenced in "Principles for Concept Planning of Urban Reserves"

- | | | |
|-----------------|----|--------------------------------|
| SUB AREA | 1D | → Clackanomah |
| | 1F | → |
| | 3C | → Newell Creek Canyon/Holly Ln |
| | 4A | → North Stafford Area |
| | 4B | → |
| | 4C | → Borland Road |
| | 4D | → South Stafford |

02 February 2010



**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

In the Matter of Approving an Intergovernmental Agreement to Consider Designating Urban and Rural Reserves in the Clackamas County Comprehensive Plan



Resolution No. 2010-17,
Page 1 of 2

This matter having come before the Clackamas County Board at its regularly scheduled Business Meeting on February 25, 2010, and

It appearing to the Board that pursuant to ORS 195.141 and 190.003 to 190.110, Metro and Clackamas County are authorized to enter into an Intergovernmental Agreement (IGA) to identify urban and rural reserves and to establish a coordinated process designating reserves in the Metro regional framework plan and Clackamas County Comprehensive Plan; and

It appearing to the Board that Clackamas County implemented a coordinated public involvement plan consistent with state law to develop and analyze reserve study areas including public open houses, citizen organization meetings, coordinating committee meetings and other stakeholder meetings; and

It appearing to the Board that the Clackamas County Reserves Policy Advisory Committee was convened and made recommendations to the Board for designation of urban and rural reserves in Clackamas County; and

It appearing that the Clackamas County Planning Commission held a public hearing on August 10, 2009 to receive public testimony regarding the designation of Urban and Rural reserves in Clackamas County and forwarded a recommendation to the Board; and

It appearing that the Clackamas County Board of County Commissioners conducted a public hearing on September 8, 2009 to consider further public input on the urban and rural reserves map; and

It appearing that pursuant to OAR 660-027-0030(3) an intergovernmental agreement ("Reserves IGA") is a preliminary, non-appealable decision that is required prior to designating urban and rural reserves in the Clackamas County Comprehensive Plan; and

It appearing to the Board that, while there are minor disagreements with our partner governments on specific land designations in other counties, the overall land need, and overall reserves designations strike the correct balance under state law; and

It appearing that Exhibit B to the Reserves IGA addresses important planning principles to be applied to specific Urban Reserve areas when they are planned for inclusion in the Urban Growth Boundary; and

It appearing that the Reserves IGA attached hereto includes all of the necessary elements required by state law;

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

In the Matter of Approving an
Intergovernmental Agreement to Consider
Designating Urban and Rural Reserves in
the Clackamas County Comprehensive
Plan



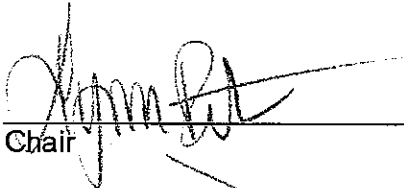
Resolution No. 2010-17,
Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED that:


1. The Reserves IGA is approved, and the Chair is authorized to sign and forward the Reserves IGA to Metro.
2. Clackamas County is committed to working as an equal partner with Metro, Multnomah County and Washington County to maintain and enhance the livability and prosperity of the region through the implementation of the Reserves IGA.

ADOPTED this 25th day of February, 2010.

BOARD OF COUNTY COMMISSIONERS



Chair



Recording Secretary



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

April 3, 2012

Metro Planning Staff
c/o Dennis Egner
City of Lake Oswego
380 A Avenue
PO Box 369
Lake Oswego, OR 97034

RE: Statement Regarding Lake Oswego's Application for Major Modification to the UGB

Dear Mr. Egner:

At this time, the Clackamas County Board of Commissioners (Board) cannot support Lake Oswego's proposal to expand the Metro urban growth boundary (UGB) to include approximately 93 acres of city-owned land. The Board has discussed the matter and remains concerned about several issues:

- We have been given insufficient time to thoroughly review and respond to this request.
- It is unclear what concept planning and coordination activities Lake Oswego will do with West Linn, Tualatin, and the Stafford Hamlet with respect to this proposal and whether those activities would be sufficient to satisfy provisions in the intergovernmental agreement (IGA) between the County and Metro regarding urban and rural reserves.
- It is uncertain whether Lake Oswego will continue to participate in local and regional planning efforts in the Stafford area once their immediate interests are satisfied, should this proposal be approved.

Until such a time as these concerns can be adequately addressed, the Board cannot support this proposal. The Board does intend to take advantage of continued opportunities to participate in the process as this application is reviewed and evaluated by Metro.

Sincerely,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Charlotte Lehan, Chair

cc: Michael McCallister, Planning Director, Clackamas County (via email)



Stafford-Borland *Forums for the Future*, 2011-12

FORUM #3:

*A Community Conversation on
Urban Public Services & the Development Process*
Athey Creek Middle School, 2900 SW Borland Rd., West Linn
May 5, 2012

AGENDA

- 9 a.m. **Sign-in/Refreshments**
- 9:10 **Welcome/Introductions/Purpose**
Dave Adams, Chair, Stafford Hamlet
Charlotte Lehan, Chair, Clackamas County Commission
- 9:20 **Infrastructure/Urban Public Services -- Panel**
Moderator: Mike McCallister, Clackamas County Planning Director
Carri Pak, Clean Water Services
Lorna Stickle, Regional Water Providers Consortium
Steve Forster, Fire Marshal/Division Chief, Tualatin Valley Fire & Rescue
- 10:30 **Break**
- 10:40 **Development Process**
Moderator: Dan Chandler, Clackamas County Commissioners Office
Ed Trompke, Jordan Ramis PC

- 11:45 **What's Next?**
Dave Adams
Charlotte Lehan
- Noon **Adjourn**

Stafford-Borland Forums for the Future is co-sponsored by Clackamas County and the Stafford Hamlet.

Questions, suggestions or comments? Contact: Chris Roth, Clackamas County Hamlets and Villages Liaison, 503.742.5920 or christinerot@co.clackamas.or.us.

More information and materials from past Forums and today's Forum are available at http://www.clackamas.us/citizenin/stafford_forum.html.

DRAFT

April 2012

Clackamas County, Stafford Hamlet co-sponsor community forum on urban public services and the development process, May 5

With the Stafford area now designated as an “urban reserve,” residents, businesses and the County are interested in learning more about issues related to possible future urbanization in the area.

To keep the conversation going, Clackamas County and the Stafford Hamlet will co-host the third of three community forum on **Saturday, May 5** from **9 am to noon: *A Community Conversation about Urban Public Services and the Development Process.***

The forum will be held at Athey Creek Middle School, 2900 SW Borland Rd., West Linn. The forum is open to the public, though particularly aimed at people who live, work or have other interests in the Stafford area.

The three-hour session will focus on issues of related to the potential future of urban services in the Stafford area, including sanitary sewer, water, fire protection and development.

The purposes of the series of community forums are to:

- Increase our collective knowledge of the issues arising from potential urbanization of any portion of the area, and
- Have a community conversation about the future of the area without the intense pressure of a potential urban growth boundary amendment.

This is the third *Community Forum for the Future* taking place during 2011-12 to help area residents, property owners, businesses and agencies prepare for the future of the area. The first one, on Nov. 5, 2011, focused on development, capacity and density. The topic of the second Forum, on February 4, 2012, was transportation.

For more information, contact Chris Roth, 503.742.5920 or christinerot@co.clackamas.or.us.

DRAFT

**STAFFORD-BORLAND
FORUM FOR THE FUTURE, #3:
*A Community Conversation about
Urban Public Services and the Development Process***

Featuring speakers from area public service providers, including sewer, water and fire protection, and development experts. Come to listen, learn and share ideas related to potential future urban services in the Stafford area. There is no charge and all are welcome.

**9 am – noon, Saturday, May 5, 2012
Athey Creek Middle School, 2900 SW Borland Rd., West Linn**

This is the third FORUM FOR THE FUTURE taking place during 2011-12 to help residents, property owners, businesses and agencies prepare for the future of the Stafford area. The first Forum, in November 2011, focused on development, capacity and density; the second Forum, which was held in February 2012, focused on transportation issues. Information from all of the forums is available at http://www.clackamas.us/citizenin/stafford_forum.html.

*For more information, contact Chris Roth, 503.742.5920 or christinerot@co.clackamas.or.us.
Sponsored by Clackamas County and the Stafford Hamlet*