



## CITY OF TUALATIN

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May 11, 1983

City Council  
City of Tualatin

Members of the Council:

RE: Tualatin Community Plan Amendments-

PA 83-01 Industrial Lands Plan  
PA 83-03 Transportation Plan  
PA 83-05 Sewer Plan  
PA 83-06 Water Plan

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On November 29, 1983 the annexation of approximately 900 acres of industrial land in the western portion of the Tualatin Planning Area became effective. With this annexation, the City assumed responsibility for planning for this area, pursuant to an agreement with Washington County. It is Tualatin's responsibility under ORS 197 to integrate these lands into the Tualatin Community Plan providing 1) Planning District designations, 2) plans for supportive public facilities, and 3) protection for valuable resource lands, all in compliance with the Statewide Planning Goals and Guidelines. These four Plan amendments carry out this responsibility.

The Industrial Planning Area Plan Amendment deals with all industrial lands west of the former city limits, including both the incorporated and unincorporated areas. The May 11 hearing and adoption process, however, will deal only with the annexed properties. The unincorporated areas will be the subject of a public hearing along with the residential planning areas the night of June 1st.

The Transportation, Sewer, and Water Plans are updates of the existing 1979 plans. These updates are necessary to plan for public facilities in the Industrial Planning Area and the Residential Planning Areas.

The Tualatin Planning Advisory Committee (TPAC) has reviewed these documents in detail. At its April 20th meeting, TPAC moved to recommend approval of the Plans by the City Council as amended. The final draft of the Plans which has been previously

distributed to you includes all of TPAC's recommendations.

EXHIBIT A of this staff report is a "Reader's Guide" to the proposed amendments. It summarizes the findings and recommendations.

EXHIBITS B, C, and D are listings of staff proposed Amendments and Corrections. These are the result of final "fine-tuning" by the staff after the draft Plans were published.

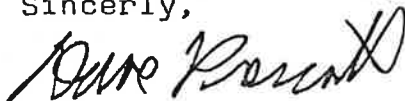
EXHIBIT D relates the findings relative to conformity with the Statewide Planning Goals and Guidelines and partially explains the reasoning for amending the Community Plan.

The four proposed Plan Amendments and the Industrial Planning Area Technical Memorandum are referenced as EXHIBIT D to this staff report.

#### RECOMMENDATION

Based on the staff report, both written and oral, the recommendations of the Tualatin Planning Advisory Committee which are reflected in the draft Plans, and the findings described in Exhibit E, Staff recommends that the City Council direct the City Attorney to prepare an ordinance to amend the Tualatin Community Plan and Planning District standards in accordance with the proposed Plan amendments and the provisions of Exhibits B, C and D, the proposed Amendments and Corrections.

Sincerely,



Dave Prescott,  
City Planner

DP/JM/as

attachments

## EXHIBIT A

Reader's Guide to the Proposed  
INDUSTRIAL PLANNING AREA PLAN AMENDMENT (PA 83-1),  
TRANSPORTATION PLAN UPDATE (PA 83-3),  
SEWER PLAN UPDATE (PA 83-5), and  
WATER PLAN UPDATE (PA 83-6)

May 11, 1983

### Introduction

The City of Tualatin is undertaking five different plan amendments during the first half of 1983 in order to provide planning district designations for lands within the western portion of the Tualatin Planning Area that were not part of the acknowledged 1979 Community Plan. These amendments include updates of the plans for street, sewer, and water systems. They also provide protection for valuable natural resource areas.

This report is the first phase of the plan amendment process. It includes the Industrial Lands, Transportation, Sewer, and Water plan amendments. The second phase will be the "Residential Planning Areas Plan Amendment." It will deal with residential lands to the northwest and south of the City.

This "Reader's Guide" summarizes the format and major elements of the Industrial Lands, Transportation, Sewer, and Water Plan Amendments.

### Industrial Planning Area Plan Amendment

This amendment has two parts: The Plan Amendment and the Technical Memorandum. They contain additions and revisions to the existing Plan text and map. The Plan Amendment does the following major things:

1. It changes the name of the Heavy Manufacturing (MH) Planning District to General Manufacturing (MG), allows certain types of retail sales in ML and MG districts, and provides better height standards.
2. It creates a Manufacturing Park (MP) Planning District which is designed especially for high technology and other large, light, clean industry.
3. It applies the Manufacturing Planning Districts to all of the lands annexed to the City in November, 1982. Generally,

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

all industrial lands next to residential districts are designated Light Manufacturing (ML), the Leveton property is designated Manufacturing Park (MP), and the balance of the area is designated General Manufacturing (MG).

4. It extends the Wetland Protection District onto the most western portion of the Hedges Creek Wetlands, which was not included in the initial mapping of the Wetlands in 1978 and 1979.
5. It places the Tonquin Scablands in the Wetlands Protection District. It also uses the Greenway and Riverbank Protection District to protect the cliff on the eastern side of the Scablands.

The Technical Memorandum has the following major components:

1. A detailed inventory of the natural resources and features of the Planning Area, including an analysis in accordance with the administrative rules governing Statewide Planning Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources. The discussion of the Hedges Creek Wetlands and the Tonquin Scablands is found in this section.
2. An up to date inventory and analysis of land use within the planning area.
3. An examination of industrial land consumption in order to help make accurate projections.
4. A detailed analysis of the development potential of each portion of the Industrial Planning Area.

### Transportation Plan Amendment

The Transportation Plan Amendment is a total update of the 1979 Transportation Plan. The proposed changes can be compared directly with the original text. The following examples show how the changes are highlighted:

Text that is added is underlined.

~~Text that is eliminated is crossed out.~~

Text that is unchanged is printed normally.

The plan was developed with the help of a computer model. Population and employment projections for full development of the City were prepared for various traffic zones that covered the entire planning area. From these, traffic generation rates were established. These total rates were assigned to the streets serving each traffic zone. After this data was fed into the computer, along with situational constraints such as street capacity and projected direction of flow, the computer generated

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

a projection of average daily traffic for each major street in the city.

The purpose of this plan is to accommodate and manage this projected flow. A street standard was assigned to each street based on the amount of traffic that can be expected.

This Plan makes the following major recommendations that are different from the 1979 Plan:

1. A new major north/south industrial collector, called 124th Avenue, is proposed for the western portion of the industrial area.
2. The Tualatin Road/Pacific Highway/124th Avenue intersection is to be totally realigned to provide a better, 90° intersection with the highway.
3. Much more specific analysis and design standards are included for the Norwood Interchange and the Norwood extension to Pacific Highway.
4. Tualatin-Sherwood Road is proposed to be five lanes wide instead of three as in the 1979 Plan.
5. Nyberg Street between I-5 and 65th is proposed to be five lanes wide instead of three as in the 1979 Plan.
6. New street standards are presented that place more emphasis on bikelanes and less on separate bike paths.
7. The Urban Renewal Plan's recommendation for a loop street around the downtown area is reflected.
8. Truck routes are established that work to keep through truck traffic from all residential areas.
9. A frontage road is proposed for the south side of Pacific Highway between Cipole Road and Tualatin Road in order to handle the increased industrial traffic projected for this area.

### Sewer and Water Plan Updates

These two plans are also updates from the 1979 Plan. However, the changes are not as extensive as those in the Transportation Plan. Generally, the amendments to these documents plan for the future extension of sewer and water service to the Western Industrial District and to the residential planning areas outside of the the City Limits when they are annexed. The policies and assumptions of each plan have not changed.

EXHIBIT "B"  
CORRECTIONS AND AMENDMENTS TO THE  
INDUSTRIAL LANDS PLAN AMENDMENT

MAY 11, 1983

Page 9

Change the first sentence in paragraph (b) to read:

METRO is responsible, specifically, for regional transportation planning and for defining and maintaining a regional Urban Growth Boundary (UGB).

Page 10

Correct paragraph (3) by renumbering it as paragraph (4).

Page 12

Correct paragraph (3) by renumbering it as paragraph (2).

Page 13

Amend the last sentence of paragraph (d) to read:

Each community is to designate land in various use categories to accomodate the acreage totals assigned to it by METRO for a variety of housing densities and employment opportunities.

Page 25

Add the following after 45.010 GENERAL MANUFACTURING PLANNING DISTRICT:

Amend Section 45.040, Prohibited Uses, by adding as number (4):

"Handling, storage, processing, or other activities dealing with hazardous, toxic, or radioactive waste".

Page 37

Add a new section as follows:

WETLANDS PROTECTION DISTRICT (WPD)

Amend the first sentence of Section 48.010(1) Purpose as follows:

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

There is hereby established in the City a Wetlands Protection District (WPD), which contains in excess of 300 acres of highly desirable developed and developable land within which there are situated certain natural marshes and wetlands. The surveyed portion of these wetland areas contain approximately 62.2 acres, with 16.76 acres in the surrounding 40 foot buffer.

EXHIBIT "C"

CORRECTIONS AND AMENDMENTS TO THE  
INDUSTRIAL LANDS TECHNICAL MEMORANDUM

MAY 11, 1983

Page TM.18

Amend paragraph 1 to read:

Land needed or desirable for open space. This includes the wooded lands, the grasslands, the Hedges Creek Wetlands, and the Tonquin Scablands.

Page TM.19

Amend the second paragraph to read:

The sand quarries have been determined to not be significant, outstanding, or needed in the long range land use plans of the City. There are alternative sites in the County for producing sand, including outside of the METRO Urban Growth Boundary. The sand operations present potential negative factors in attracting other light industrial uses to the area, a major goal of the City, due to noise, dust, and heavy truck traffic. Their location immediately adjacent to the Manufacturing Park Planning district greatly compounds their potential negative effect, as development of the MP area is central to the City's economic development efforts.

Add the following paragraph between the second paragraph and the "Conflict Analysis" paragraph:

The grasslands, while serving as open space and wildlife habitat, are determined to not be significant, outstanding or needed. These are lands that are within the Urban Growth Boundary and are determined to be needed for future urbanization. The industrial development pattern has already broken these open areas up. The necessary future urban development of the area will continue to consume these lands. This will displace some wildlife to the west and south into the very large natural grassland areas outside of the UGB. The City's setback and landscape requirements for industrial development will help preserve an appropriate open space environment.

Page TM.20

Amend the third sentence of paragraph 1 to read:

INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

The Wetland covers only approximately 15 to 17 percent or 11 to 12 acres of the 65 acre parcel within which this portion lies.

Page TM.21

Amend the next to the last sentence in paragraph 2 to read:.

With the Plan policy requiring preservation of these trees, the woods will be important to the many industrial employees expected in the area.

EXHIBIT "D"

CORRECTIONS AND AMENDMENTS TO THE

TRANSPORTATION PLAN AMENDMENT

MAY 11, 1983

Page 6

Amend paragraph (e) to read:

...successful economic development, a north/south arterial in the central portion is necessary.

Page 9

Amend paragraph (1) to read:

By the Year 2000, Tualatin lands will be fully developed, including the 1,775 acre Western Industrial District. This is anticipated due to 1) a much greater historic land consumption rate (25 acres per year) than what the 1979 Plan anticipated (9-15 acres per year); 2) an even greater rate when sewer and water service is available to most of the area; and 3) the catalyst effect that is expected when the 217 acre Manufacturing Park site develops.

Page 13

Amend paragraph (15) to read:

Preserve adequate right of way for a new arterial street connecting Tualatin-Sherwood Road...

Page 15

Add new objectives as numbers (33), (34), (35) and (36) that read:

(33) The City is committed to working with METRO, ODOT, Tri-Met and the surrounding jurisdictions to resolve the following outstanding regional transportation issues in the I-5/99W corridor:

- a. The need for and location of one or more arterial bypass routes connecting I-5 and 99W south of Highway 217;
- b. The need for and location of additional or improved I-5 interchange access south of Highway 217;
- c. The location of one or more transit trunk routes connecting Tualatin and other points in the

region; and

- d. The feasibility and possible location for an LRT connection in Tualatin.

(34) The City is committed to work with Tri-Met to resolve the following local transit issues in Tualatin:

- a. The location of a proposed transit station in Tualatin; and
- b. The identification of streets suitable for operation of local transit service.

(35) The City recognizes that amendments to this Transportation Plan may be necessary to incorporate the results of Objectives 33 and 34, above.

(36) The City will cooperate with METRO and Tri-Met on planning for and implementing alternative mode programs such as ride-sharing, staggered shift hours, etc.

Page 18

Amend the next to last sentence of the "Street Standards" paragraph to read:

Each of these is a recommended standard, and generally should be the minimum standard considered.

Page 31

Add "124th Avenue" to the list of Arterial Streets and eliminate "Tualatin Road" from the list.

Rename "Norwood/Cipole Expressway" as "Norwood Expressway."

Page 32

Amend the next to last sentence in the Lower Boones Ferry Road discussion to read:

The street should be constructed to street standard  $E_i$  with a four lane improvement and turn pockets at intersections.

Page 35

Amend the last sentence in the 65th Avenue discussion to read:

The street standard for 65th is  $D_i$ .

Page 37

Eliminate the last two sentences in the discussion of Tualatin/Sherwood Road and replace them with the following:

Section E<sub>t</sub> is planned for this arterial route.

Page 40

Eliminate the discussion of Tualatin Road and move it to the Collector section on Page 53.

Include as Section (10) the discussion of 124th Avenue currently on Page 53. Amend that discussion as follows:

124TH AVENUE is a proposed arterial that will serve to connect Pacific Highway, Tualatin Road, Herman Road, and Tualatin-Sherwood Road in the western portion of the industrial area. The corridor that it will follow generally moves north from Tualatin-Sherwood Road on an unimproved right of way that is on the section line between Sections 2S1 27 and 2S1 28. It follows this general alignment to the southwest corner of the Leveton property. At this point it will move north along the boundary of the property until it nears the property's northwest corner. Here, 124th will swing to the northeast and then to the northwest so that it will intersect Pacific Highway at a 90 angle. This intersection is described in more detail in the discussion of Tualatin Road in 11.100(14). This arterial should be built to Street Standards D<sub>b</sub> north of Myslony Street and D<sub>i</sub> to the south and at intersections.

Page 44

Rename "Norwood/Cipole Expressway" as "Norwood Expressway."

Page 45

Amend the second half of paragraph (c) to read as follows:

From there the Expressway turns northwest and will skirt the west side of Tigard Sand and Gravel. From this area the Expressway will continue to move to the northwest to connect with Pacific Highway in an alignment that has not been specifically defined at this time. However, it is anticipated that it will intersect Tualatin-Sherwood Road at Edy Road and then move west along Edy Road toward Sherwood before it turns north toward the Highway again.

Page 46

Amend the first sentence to read:

The Norwood Expressway offers the following advantages to the City:

Page 47

Add "Cipole Road" and "Tualatin Road" to the list of Collector

Streets and eliminate "124th Avenue" from the list.

Page 49

Amend the last sentence in the Nyberg Lane and 50th Avenue discussion to read:

As development occurs, Nyberg Lane should be constructed to Street Standard C<sub>p</sub> and 50th to Street Standard C<sub>b</sub>.

Change the Street Standard for McEwan Road from D<sub>b</sub> to D<sub>i</sub>.

Page 52

Add the following at the end of the discussion of 105th/108th at the top of the page:

The existing double 90 degree curves at Blake Street should be eliminated if possible, with a new, smoother curve section created at the time of full development of the street.

Change the Street Standard for 108th at the bottom of the page from D<sub>i</sub> to D<sub>b</sub>.

Page 53

Eliminate the discussion of 124th Avenue and move it to the Arterial section on Page 40.

Include as Section (14) the discussion of Tualatin Road currently on Page 40. Amend that discussion as follows:

- (a) Tualatin Road serves as a major collector between the downtown area and a variety of land uses, and at its western terminus with the Pacific Highway. Its potential use as an arterial is de-emphasized in order to protect the extensive residential uses on its north side and the potential high technology industrial uses to the south. To this end it is not being designated a truck route, there is no plan to straighten the curves at its eastern end, and its intersections with 124th Avenue and Herman Road are redesigned to discourage through traffic movements. However, a substantial amount of automobile traffic will use this route necessitating an improvement at some point in the future.
- (b) Street Section D<sub>b</sub> will be used for most of the street, with D<sub>i</sub> being used at major intersections. In the area east of 115th Avenue there is a stand of mature firs along the southern line of the street. A special standard should be used in this area so that these trees can be saved. The street should be designed so that the trees are placed in a center median. This

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

means that substantial right-of-way acquisition must come from the south. However, this is a single very large property that will probably develop as one piece. The necessary right-of-way can be acquired as part of the development review process.

- (c) The intersection of Tualatin Road with 124th Avenue and Pacific Highway (99W) will demand substantial redesign to handle the projected traffic flows and encourage drivers to use 124th instead of Tualatin Road.
- (d) This intersection area will be redesigned with the following major elements:
  - 1. Tualatin Road will be turned south across the northwest corner of the Leveton property to a point approximately 400 feet south of its existing location. It will continue on to the east to Cipole Road serving as a frontage road for the industrial uses in this area.
  - 2. The proposed 124th Avenue will intersect Tualatin Road at a 90 degree intersection approximately 400 feet south of its existing alignment. A traffic signal will be required. 124th will then move on northwest to form a 90 degree intersection with Pacific Highway.
  - 3. The intersection with Pacific Highway will either be signalized or be constructed as an interchange.
- (e) These improvements will allow for the safe merging of traffic from both 124th Avenue and Tualatin Road and the feeding of this traffic efficiently on and off Pacific Highway.
- (f) The Tualatin Road/Herman Road intersection will be rebuilt to encourage Herman as the through traffic route. Tualatin Road will be turned south along the existing gravel section just west of the intersection with Herman so that it intersects Herman at a 90 degree angle. The existing paved section to the east of this point will be closed and use only for local access. A signal will be required at this new intersection.

Amend the second sentence in the Herman Road discussion to read:

It should, therefore, be developed as Street Standard D, with the following modifications:

Page 54

Amend the first complete sentence at the top of the page concerning Herman Road to read:

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

The intersection with Tualatin Road should be redesigned as described in the Tualatin Road description, above. An independent bike path will be built along the north side of the road.

Add the following as (16) and renumber accordingly:

CIPOLE ROAD is an industrial collector connecting Tualatin-Sherwood Road, Herman Road, and Pacific Highway. It should be constructed to Street Standard D<sub>i</sub>.

Amend the last sentence of the 116TH AVENUE, HAZELBROOK ROAD, AND JURGENS ROAD section to read:

They should be constructed to Street Standard C<sub>b</sub> as development occurs, with the bike route being extended along Jurgens Road to the north so that it can connect with the bike path along the River.

EXHIBIT E

TUALATIN COMMUNITY PLAN AMENDMENT

PA 83-01, PA 83-03, PA 83-05, & PA 83-06

INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

FINDINGS RELATIVE TO CONFORMITY WITH

LCDC STATEWIDE PLANNING GOALS

GOAL 1 - CITIZEN INVOLVEMENT

The intent of Goal 1 is "to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process." The planning effort that has generated the proposed Plan Amendments has offered a number of opportunities for citizens to be involved in the planning process.

- a. The Plan Amendments are a direct outgrowth of the CPD 5 - Tualatin/Sherwood Community Plan process that was being carried out by Washington County prior to the annexation of the Industrial Planning Area. In this process, numerous public meetings were held.
- b. A mailing went out in January of 1983 to all property owners in the study area, informing them of the planning project and the process for its development. The mailing included the regular meeting times for the Tualatin Planning Advisory Committee, the address and phone numbers for the City staff members working on the amendments, and a listing of the ways that a citizen could be involved in the process.
- c. The Tualatin Planning Advisory Committee, the designated citizen group advisory to the Council on planning issues, held seven meetings during January, February, March, and April on the draft plans. These meetings were open to the public. Property owners were notified of the regular meetings, and the special study meetings were publicized in the Tualatin Times.
- d. The Tualatin City Council held a public hearing on the Proposed Plan amendment on May 11, 1983, that date being a special City Council meeting date. Notice of the hearing was published in the Tualatin Times in each of the two weeks preceding the week of the public hearing, and the notice was also posted at the City Hall, Public Library and other public locations around the City. The City mailed the notice to all property owners in the Industrial Planning Area.

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

- e. In addition to opportunities for public involvement incidental to the Plan Amendment process itself, property owners in the Industrial Planning Area participated in the process for annexation of the area to the City of Tualatin.

### GOAL 2 LAND USE PLANNING

The intent of Goal 2 is "to establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions." The Tualatin Community Plan and Community Development Standards as adopted by the Tualatin City Council on October 22, 1979, are the City's definitive statement of its planning process and the policy framework for that process. Following adoption of the proposed Plan Amendments, the future growth and development of the Industrial Planning Area and the entire City will occur within the policy and procedural framework contained in the Tualatin Community Plan and Community Development Standards.

- a. The City of Tualatin conducted a land use inventory in the Industrial Planning Area to determine the location of existing uses, vacant parcels and significant physical features. Existing land use patterns were considered in for the formulation of the Planning District Map for the Industrial Planning Area in order to encourage compatibility of future development.
- b. The City of Tualatin developed detailed projections of population and employment densities throughout the City in order to determine and plan for the needs for necessary public facilities and service, specifically transportation, sewer, and water.
- c. The City considered the existing Comprehensive Plan and zoning designations of Washington County in the formulation of the City's Planning District Map for the Industrial Planning Area and Transportation Plan Map. The resulting Planning District and Transportation Map thereby represents a Plan that is coordinated with the Plan of the County. This coordination between City and County Plans will help to insure that developments on various parcels will be compatible with one another.
- d. In developing the proposed land use plans for the Industrial Planning Area, the city has attempted to consider the opinions, wishes and future plans of property owners and other persons interested in the area.

### GOAL 3 - AGRICULTURAL LANDS

The intent of Goal 3 is to "preserve and maintain agricultural land." It must be noted that because the Industrial Planning

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

Area is within the Urban Growth Boundary of the Portland Metropolitan Region, it is subject to an exception of the agricultural goal. The Industrial Planning Area contains agricultural lands, however by virtue of being within the UGB, it is recognized that these lands will eventually convert to urban uses. In the interim, the Planning District standards will allow the agricultural uses to continue.

### GOAL 4 - FOREST LANDS

Because the Industrial Planning Area is within the Urban Growth Boundary of the Portland metropolitan Region, it is the subject of an exception to the Forest Land Goal. However, several parcels within the area contain fairly large numbers of evergreen trees. The City will, by policy contained in this Plan Amendment implemented through the architectural review process, require development to occur so that as many of these trees as possible are preserved.

### GOAL 5 - OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

The intent of Goal 5 is "to conserve open spaces and protect natural and scenic resources." There are no inventoried historic areas within the Industrial Planning Area. There are two open space, scenic and natural resource areas that are determined to be significant and needed. These are the western extension of the Hedges Creek Wetlands and the Tonquin Scablands. Both will be protected by the City's Wetlands Protection District. The wooded areas within the Industrial Planning Area are also identified and significant open space and scenic areas. Specific policies within the plan, implemented through the architectural review process, will be used to protect these areas.

### GOAL 6 - AIR, WATER AND LAND RESOURCES QUALITY

The intent of Goal 6 is "to maintain and improve the quality of the air, water and land resources of the State." Future development in the Industrial Planning Area in accordance with the Plan Amendments will not cause significant adverse impact on the quality of air, water and land resources in the area, and in some cases will probably improve the quality of these resources.

- a. All economic activity within the Industrial Planning Area is subject to the air quality regulations of the State Department of Environmental Quality. Development of property within the area under the City's land use regulations can result in an increase in air quality to the extent that the City's architectural review process will encourage tree preservation, resulting in the maintenance of a source of oxygen replenishment.

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

- b. The street improvements anticipated in the Transportation Plan will help to relieve and prevent traffic congestion, thereby enhancing air quality.
- c. Eventual provision of City sewers in the area will encourage the long term improvement of water quality through the reduction in the number of sub-surface sewage disposal systems.

### GOAL 7 - AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

The intent of Goal 7 is "to protect life and property from natural disasters and hazards." The Industrial Planning Area includes a fault line, necessitating that consideration be given during the building permit process in accordance with the Uniform Building Code. An area immediately east of Cipole Road is in the 100 year floodplain and will be subject to the provisions of the City's floodplain regulations. The poor building soils within the Wetlands areas are in areas where building is prohibited.

### GOAL 8 - RECREATIONAL NEEDS

The intent of Goal 8 is "to satisfy the recreational needs of the citizens of the State and visitors." The Industrial Planning Area presently contains a limited amount of residential development. Pursuant to the proposed Plan amendment, this residential development will eventually give way to industrial development. Therefore no recreational facilities are planned for the area within this amendment, other than the bike facilities identified in the Transportation Plan. It is assumed that the employees who work at the various businesses in the area reside in residential areas throughout the region, and that these residential areas include recreation facilities. To the extent that persons employed in the area live in the City of Tualatin, those persons will have the benefit of park and recreational facilities either existing or planned within the City. Furthermore, industries in the annexed area are now paying City property taxes, and a portion of those taxes is utilized for park and recreational facilities in the City that could benefit residents and employees in the area.

### GOAL 9 - ECONOMY OF THE STATE

The intent of Goal 9 is "to diversify and improve the economy of the State." Adoption of the proposed Plan amendments will further this long-term enhancement of the regional economy as well as that of the State. The industrial development potential of the Industrial Planning Area is greatly enhanced by the comprehensive planning and architectural review processes of the City, and by the provision of necessary City facilities and services, including streets, sewers, and water developed to urban standards. The Industrial Planning Area is part of a larger

## INDUSTRIAL LANDS, TRANSPORTATION, SEWER, & WATER PLAN AMENDMENTS

1,775 acres Western Industrial District which is becoming a major employment center for the region.

### GOAL 10 - HOUSING

The intent of Goal 10 is "to provide for the housing needs of the citizens of the State." Presently, there are 19 homes in the annexed portion of the Industrial Planning Area. In the long term, industrial development in accordance with this Plan will likely eliminate these residential units. The loss of these 19 units from the region's total housing stock is not significant, considering that the City of Tualatin alone projects a total of 8,910 dwelling units within the City's Urban Growth Boundary by the year 2000.

### GOAL 11 - PUBLIC FACILITIES AND SERVICES

The intent of Goal 11 is "to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development." Existing and future development in the Industrial Planning Area will be served by Tualatin sewer and water.

- a. The sewer system has existing lines that are near or border the eastern boundary of the area. The Sewer Plan presents a detailed plan for new lines by location and size. These plans are based on realistic projections of future employment and industrial needs in the Industrial Planning Area.
- b. The water system has existing lines that are near or border the eastern boundary of the area. The Water Plan presents a detailed plan for new lines by location and size. These plans are based on realistic projections of future employment and industrial needs in the Industrial Planning Area.

### GOAL 12 - TRANSPORTATION

The intent of Goal 12 is "to provide and encourage a safe, convenient and economic transportation system." The Transportation Plan update, which is supported by and supports the Industrial Lands Plan amendment, conforms with and helps to implement Goal 12.

- a. In order to effectively manage and accomodate the automobile, transit, and truck traffic projected for the Industrial Planning Area, the Transportation Plan must set out a plan for improvements to existing streets and development of new streets. The Plan does this and sets a transportation framework of expressways, arterials, and collectors that will meet the transportation needs.

- b. The Transportation Plan is based on realistic projections of future employment and shipping traffic in the Industrial Planning Area and throughout the entire City.

GOAL 13 - ENERGY CONSERVATION

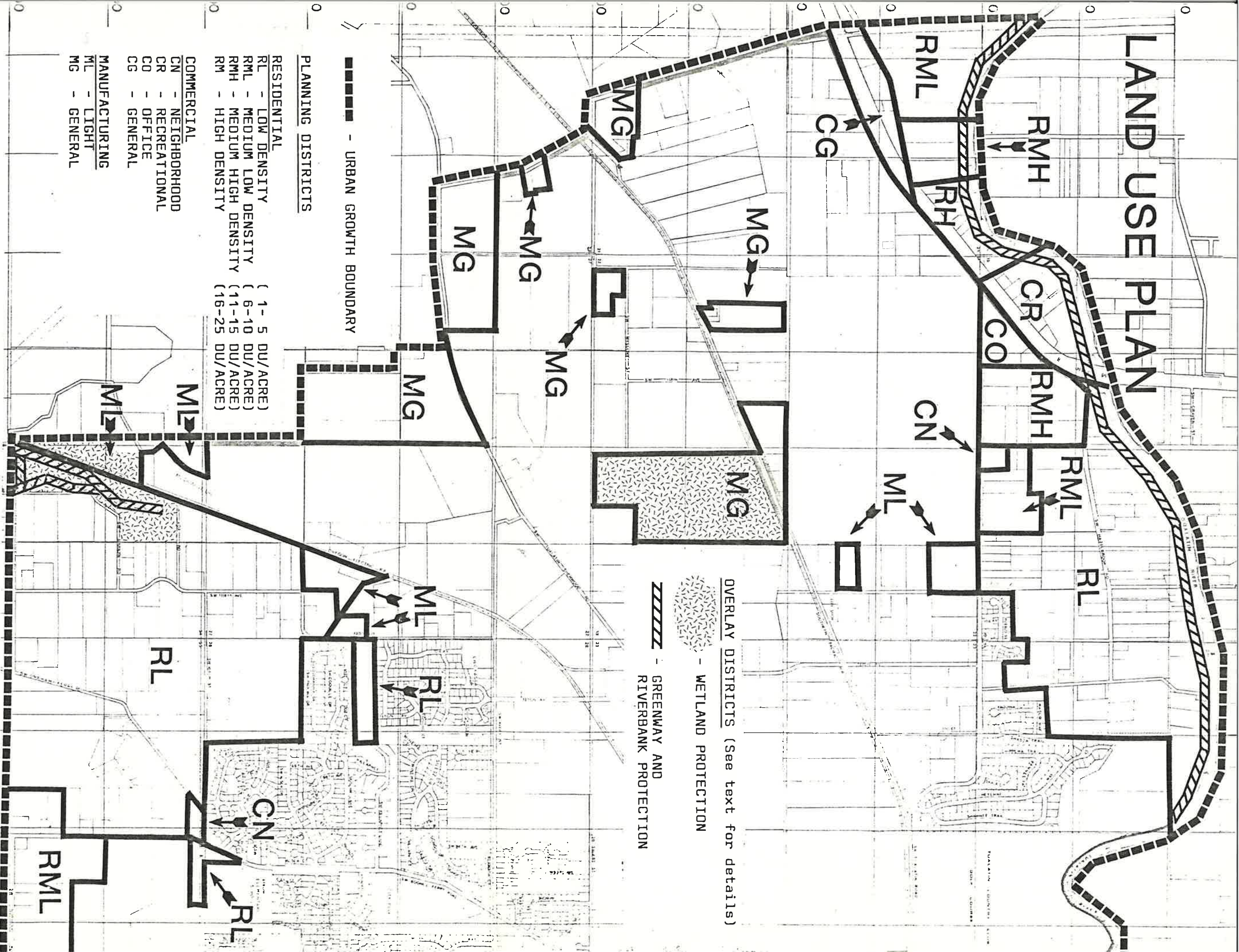
The intent of Goal 13 is "to conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principals." The nature and location of land use within the Industrial Planning Area, together with City regulations and procedures, are consistent with Goal 13.

- a. The Industrial Planning Area has excellent arterial and highway access, and with the future construction of the Norwood Expressway, excellent and important access to Interstates 5 and 205. The movement of material and goods to and from centers of manufacture and distribution is enhanced by this traffic network. The area is also served by two rail lines providing freight service. The ease of access to these transportation facilities, and the concentration of industrial uses in one area, conserves energy by the efficiency of commuter and freight movement.
- b. Future development in the area will be subject to the City's Building codes and architectural review process. The building codes stipulate minimum levels of insulation for new structures, thereby tending to reduce energy consumption necessary for heating and cooling. The architectural review process encourages energy efficiency of buildings by regulating building placement, choice of building materials, location of windows, choice of plant material for landscaping, and other design elements that can affect energy consumption.

GOAL 14 - URBANIZATION

The intent of Goal 14 is "to provide for orderly and efficient transition from rural to urban land uses." The Industrial Planning Area lies within the Urban Growth Boundary adopted by the Metropolitan Service District and approved by the Oregon Land Conservation and Development Commission. Consequently, land within the area has been designated as appropriate for urban development.

# LAND USE PLAN



OVERLAY DISTRICTS (See text for details)



- WETLAND PROTECTION



- GREENWAY AND RIVERBANK PROTECTION

——— - URBAN GROWTH BOUNDARY

## PLANNING DISTRICTS

### RESIDENTIAL

- RL - LOW DENSITY ( 1 - 5 DU/ACRE)
- RML - MEDIUM LOW DENSITY ( 6-10 DU/ACRE)
- RMH - MEDIUM HIGH DENSITY ( 11-15 DU/ACRE)
- RM - HIGH DENSITY ( 16-25 DU/ACRE)

### COMMERCIAL

- CN - NEIGHBORHOOD
- CR - RECREATIONAL
- CO - OFFICE
- CG - GENERAL

### MANUFACTURING

- ML - LIGHT
- MG - GENERAL

RML

ML

RL

CN

RL

RL

RML

RMH

CR

CO

CN

ML

CG

RML

RMH

RH

MG

MG

MG

MG

MG

MG

MG

MG

MG

MG

ML

RL

CN

RL