



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: March 21, 2011

SUBJECT: Work Session for March 28, 2011

4:00 p.m. (60 min) – Core Area Parking District Operations & Policies. Attached is a memo from staff that includes some background information and discussion issues. Members of the Core Area Parking Board will be in attendance and will participate in the discussion as well.

5:00 p.m. (60 min) – Southwest Concept Plan Code Amendments. Attached is a memo from staff regarding the changes being proposed to incorporate the Southwest Concept Plan into the code. Adoption of the code language is scheduled for the April 11th Council meeting.

6:00 p.m. (45 min) – Citizen Involvement Organization Program Update. Representatives of the Citizen Involvement Program will be making a presentation about their efforts to date and next steps in the development of the program.

6:45 p.m. (10 min) Council Meeting Agenda Review, Communications & Roundtable . This is opportunity for the Council to review the agenda for the March 28, 2011 City Council meeting and take the opportunity to brief rest of the Council on any issues of mutual interest.

Upcoming Council Meetings & Work Sessions : Attached is a three-month look ahead. If you have any questions, please let me know.

Dates to Note : Attached is a updated community calendar for the next three months.

As always, if you need anything from your staff, please feel free to let me know.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Eric Underwood, Development Manager
Alice Rouyer, Community Development Director

DATE: 03/28/2011

SUBJECT: Core Area Parking District Operations and Policies

ISSUE BEFORE THE COUNCIL:

Provide feedback on a recommendation from the Tualatin Core Area Parking District Board regarding Core Area Parking District policies and operations, to inform future decisions on budget and funding needs.

POLICY CONSIDERATIONS:

1. How should the Council address the current gap between Core Area Parking District revenue and operations/maintenance costs?
2. What is the Council's visioning for the future downtown and what is the City's role in supplying new public parking spaces in the Core Area?

EXECUTIVE SUMMARY:

- * The Core Area Parking District (CAPD) was established in the 1970s as part of the Central Urban Renewal District and was intended as a parking management tool for urban renewal development.
- * Many of the CAPD policies that were established in the late 1970s are still in place today.
- * The District has been operating with an increasing deficit for several years and a 2009 Fiscal Health Diagnostic triggered the need for more intense scrutiny of CAPD policies.
- * The operating deficit and parking demand concerns have given cause for the Board and staff to analyze the District on a more comprehensive level.
- * The CAPD Board has been working to resolve these issues for approximately one year.
- * For FY 2010/2011 the CAPD Board recommended to increase the tax rate by 5% and also to increase the parking fines to \$30 from the original \$10 fine.
- * The CAPD periodically receives inquiries from business owners, employees and property owners concerning the need for more parking spaces, more enforcement, etc.
- * A CAPD Board meeting was held on March 9, 2011 to discuss how the District will cover operation and maintenance costs for the 2011/2012 FY as well as next steps in the process of analyzing the future of the District.
- * City staff has begun discussions with a consultant to provide a framework for future discussions with the CAPD Board and City Council on District operations and policies.
- * The Core Area Parking District Board has drafted a position statement that will be presented as part of this report.

DISCUSSION:

History

The Core Area Parking District (CAPD) is a mechanism for providing sufficient parking for downtown businesses and patrons with the purpose to construct, operate, maintain and administer public parking facilities in the downtown commercial core. When the District was first established, it encompassed 24 acres in the downtown area roughly bordered by SW Martinazzi Avenue to the east, SW Boones Ferry Road to the west, SW Nyberg Road to the south, and Hedges Creek to the north. The District consisted of a total of five public parking facilities named the Green Lot, White Lot, Blue Lot, Red Lot and Yellow Lot (Attachment 1). Today, the District is somewhat larger encompassing approximately 27 acres in the downtown area with the boundary adjusted to the easternmost edge of the civic plaza area. The District now consists of a total of five public parking facilities named the Green Lot, White Lot, Blue Lot, Red Lot and Yellow Lot as well as the Library and Council Building parking facilities.

A recommendation resulting from a 1970's Central Urban Renewal Area study was to provide public parking lots and provide incentives for developers to build in the area. After studying different alternatives to the land use problems in the Core Area, the Urban Renewal Advisory Committee determined that public parking would be the best solution to many of the development-related problems. The Committee believed that development within the Core Area, as well as the general public, could benefit from providing public lots. Creating lots that are used by a variety of users is more efficient than each use providing separate parking. Such a policy allows denser development by reducing the total number of parking spaces needed and encouraging full use of the individual parcels.

The Central Urban Renewal Plan was adopted in October 1977. Upon its adoption, the process was set in motion for the City to begin urban renewal projects that were listed in the plan. Included in the projects was the formation of the Core Area Parking District. During March of 1978, the City Council met in work sessions to discuss the concept of developing a public parking district. The staff and Council developed a broad outline of how the district would be structured and established the Urban Renewal Advisory Committee (URAC).

Items that were considered by URAC consisted of determining the parking district boundary, determining a method of assessing costs of the District, how to distribute the costs, establishing the organization and duties of the Board, and developing a method whereby new construction would be assessed a fee for the parking impact that the new construction created in the District.

The work accomplished by URAC led to the adoption of Ordinance No. 475-79 by Council on June 11, 1979. This ordinance formed the Core Area Parking District, established the Board, established the impact fee for new development in the District, and provided for the assessment of taxes to businesses in the Core Area to maintain the parking lots. Urban renewal funds were identified to pay a large percentage of costs to construct public lots in the District.

Parking lots were constructed in the 1980s and 1990s. Developers built many buildings that now are in the District as a result of the actions. In 1993-1994, the Core Area Parking District Board spent considerable time reviewing the options for handling parking in the rapidly-growing downtown area. As a result of those meetings, it was agreed that the developer must provide at least 75% of the Tualatin Development Code required parking. The original Impact Fee was modified to address an additional 25% reduction opportunity. The fee was set at \$2,000 per public parking space. Funds collected were specifically identified to be expended only in constructing new public parking spaces. This Impact Fee was subsequently increased to \$3500 in June 2002.

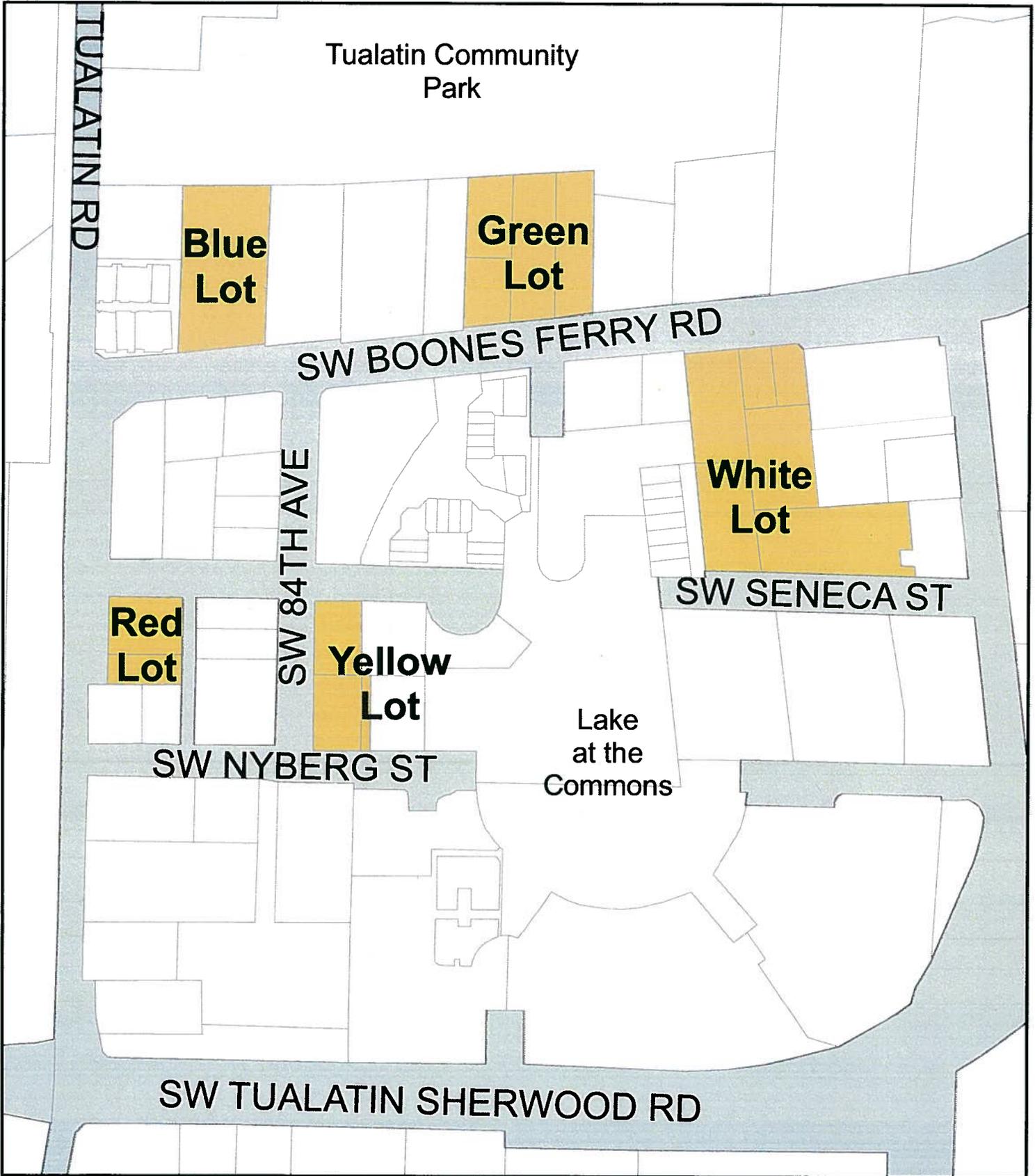
Prior to the end of the Central Urban Renewal (CURD), urban renewal funds have been available to supplement the impact fee revenue and supply additional parking. In the past five years, the City has constructed 31 additional parking spaces.

Present Day

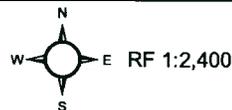
Beginning in Fiscal Year 1999/2000, operating costs of the program including maintenance and enforcement began exceeding expenses. Over the past year, the CAPD Board has reviewed options for addressing this gap. Options suggested by staff and reviewed by the CAPD Board at the summer/fall 2010 meetings are attached (Attachment 2)

Looking Ahead

The CAPD has evolved quite a bit over the years. In order to analyze some of the changes and future needs, staff has hired a consultant to:



 Public Parking Lots



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. Plotted 3/12/2008

CAPDB Suggestions for Long-term Funding of the District: Pros & Cons

CONCEPT

Increase Ticket Fines
APPROVED BY CITY COUNCIL JULY 12, 2010

PROS

Brings fine amts to comparable levels of other jurisdictions

CONS

Will not bring much additional revenue (approx \$1,500 additional rev per year)
 May experience less violations
 Might increase enforcement expenditure

Increase Taxes to CAPD Business Owners

Effective in reducing the CAPD deficit

Business owner likely to end up paying

Add Parking Fee for Employees

Will generate some additional revenue

Businesses will ultimately pay for this option.

Expand the District

Could generate enough additional tax revenue to significantly reduce the CAPD budget deficit

Potential of not achieving property owner buy-in

Add Parking Meters

Would generate some additional revenue

High capital costs; greater demand for enforcement
 Not a stand alone option

Outsource Parking to Private Entity

Alleviate/free up staff time
 Reduce costs to administer

City's density would need to be greater to generate the demand for such services

Charge for Residential Use

Add additional revenue

Difficult to regulate
 Residential is already parked

Projected Increased Business Occupancy	Revenue assessed through CAPD tax collection	Already at 90% occupancy rate
Charge Event Fees	Some additional revenue	Unreliable revenue source Event dependent
Reduce Maintenance/Landscaping Services	Some cost savings	Sacrifice parking facility aesthetics and repair
Reduce Labor Costs (Enforcement)	Significant cost savings	No parking enforcement Angry business owners
Increase Business License Fee	Some additional revenue Combined with increased parking fines could reduce the deficit by half (\$10,000)	Not enough additional revenue to make an impact as a stand alone option



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

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

DATE: 03/28/2011

SUBJECT: Incorporating the Southwest Tualatin Concept Plan into the Tualatin Development Code (PTA-10-04 AND PMA-10-02)

ISSUE BEFORE THE COUNCIL:

The issue before the Council is a discussion and review of proposed text amendments to chapters of the Tualatin Development code (TDC), and amendment of Community Plan Map 9-1 to implement the Southwest Tualatin Concept Plan (SWCP).

POLICY CONSIDERATIONS:

Does the Manufacturing Business Park (MBP) Planning District as proposed successfully implement the vision and goals of the Southwest Tualatin Concept Plan as accepted by the City Council in 2005 and 2010?

EXECUTIVE SUMMARY:

- On October 11, 2010, the City Council accepted the Southwest Tualatin Concept Plan by Resolution No. 5007-10 for a 614-acre area southwest of Tualatin. Attachment A includes the minutes of the October 11, 2010 City Council meeting.
- When the City Council accepted the Southwest Tualatin Concept Plan, the planning area included: 50 acres of land brought into the urban growth boundary (UGB) prior to 2002; 382 acres added to the UGB in 2002 and 2004 by Metro Ordinances No. 02-969B, 02-990A and 04-1040B; 117.5 acres identified in Metro's 2010 Urban Reserve process as the "Knife River Area"; and 65.5 acres south of Tonquin Road west of the Portland & Western Railroad brought into the UGB in 2004 identified as the "Basalt Creek Area". Attachment B shows the various UGB expansion areas; and Attachment C shows the Preferred Southwest Tualatin Concept Plan Map 1.
- Plan Text Amendment (PTA) 10-04 and the companion Plan Map Amendment (PMA) 10-02 will not affect the 117.5-acre Knife River Area or the 65.5-acre Basalt Creek Area. The proposed amendments will affect the 431 acres that comprise the balance of the Southwest Tualatin Concept Plan area, which is called the "Southwest Tualatin Regionally Significant Industrial Area" (SWRSIA) portion of the planning area. The SWRSIA includes the 50 acres of land brought into the UGB prior to 2002, which is designated Light Manufacturing (ML); PTA-10-04 and PMA-10-02 apply the new Manufacturing Business Park (MBP) Planning District (see discussion below) to this area, consistent with the rest of the SWRSIA.
- When the SWRSIA was added to the UGB in 2002 and 2004, Metro conditioned the land to be used for two types of industrial purposes: Regionally Significant Industrial Area (RSIA) and Industrial Area (IA). To implement this design type, the plan proposed, when it was accepted by the City Council in 2005 and 2010, to create a new Business Park land use district for the planning area. The two reasons for this designation include:
 - To allow more focused types of light industrial, high-tech and campus employment users, with strict limitations on commercial development to help meet Metro's goals regarding RSIA and other industrial development; and

- To provide a good transition zone between existing residential areas and potential residential areas in the Basalt Creek Planning Area to the east and industrial areas west of the Portland & Western Railroad by requiring high quality landscaping, buffering, and design standards intended to alleviate and/or mitigate potential impacts on adjacent residential districts, while promoting light industrial activities within a campus-like setting.
- The Manufacturing Business Park (MBP) Planning District as proposed in new TDC Chapter 64 implements the vision and goals of the Southwest Tualatin Concept Plan by encouraging a mix of light industrial and high-tech uses in a corporate campus setting. Examples of permitted uses include:
 - research and development offices and laboratories;
 - manufacturing, assembly and production uses;
 - food and beverage product processing and packaging;
 - molding or products from plastic and ceramic materials; and
 - printing and publishing.
- Prohibited uses in MBP include those that would conflict with development and operation of campus-style facilities for technology, light manufacturing, and higher wage employment uses and conflict with residential uses adjoining the MBP Planning District. Examples include:
 - auto wrecking;
 - fuel storage or distribution facilities;
 - forge plants;
 - junk or salvage yard;
 - rock crushing;
 - call center or customer service center; and
 - commercial storage yards, RV storage or mini-storage facilities.
- Conditional uses are limited to: (1) wireless communication facility; (2) training center and facilities for primarily industrial activities; (3) film and video production; and (4) caretaker residence. Attachment D includes a draft of the proposed new TDC Chapter 64 Manufacturing Business Park (MBP) Planning District; Attachment E is proposed amended Map 9-5 showing the Regionally Significant Industrial Area (RSIA) and MBP Commercial Services Overlay area; Attachment F shows the proposed amended Community Plan Map 9-1.
- The MBP Planning District includes an area approximately 16 net acres in size for limited, local-serving commercial service uses centered around SW 120th Avenue in the northern part of the SWRSIA. The area extends to SW Blake Street on the south and SW Itef Street on the north, and would be the MBP Commercial Services Overlay area, as shown on Map 9-5 in Attachment E. Examples of permitted uses in the MBP Commercial Services Overlay area include:
 - general offices;
 - medical and healing arts offices;
 - child day care center;
 - food store; and
 - restaurant without drive-up or drive through facilities.
- The MBP Planning District also includes provisions for maintaining the large-lot configuration mandated by the RSIA designation, which requires a minimum lot area of 100 acres and 50 acres for one or more parcels of land.

DISCUSSION:

Public Involvement

Development of the Southwest Tualatin Concept Plan was guided by input from a 31-member Technical Advisory Committee (TAC) that met 13 times during the planning process from 2004 through 2010, with a final meeting on January 21, 2011. The TAC included representatives from local, regional, state, and federal agencies and Tigard Sand and Gravel, the majority property owner within the SWCP area. Property owners, including representatives of the Tonquin Industrial Group, often participated in the TAC meetings as well.

The broader community was involved in the concept planning process through mailings to interested parties, regular postings on the project's webpage, several public open houses, and a Neighborhood Developer meeting (see Attachment G). Most recently, two public outreach meetings were held in the vicinity of the Southwest Tualatin Concept Plan area and two open houses were held at the City Police Station to solicit comment on the proposed

PTA-10-04 and PMA-10-02.

Throughout the planning process, periodic updates were posted in the City newsletter and on the City webpage. Finally, the Tualatin Planning Advisory Committee (TPAC) received frequent briefings and the City Council received memoranda and work session briefings on the project.

In response to the Tailgate held at SW 115th Avenue at SW Blake Street, an email was received from Jose Restrepo, Director, Facilities & Real Estate, McLane Foodservice, Inc., regarding extension of SW Blake Street east of SW 115th Avenue. According to Mr. Restrepo. McLane sees no benefit of extending Blake Street east of 115th Avenue, and for security purposes, wants to recommend the elimination of the portion of street from 115 to the cul-de-sac to avoid illegal dumping or overnight parking of vehicles." Mr. Restrepo's email is included in Attachment H.

In response to the proposed text amendment language creating the new TDC Chapter 64 Manufacturing Business Park (MBP) Planning District, business owners in the Tonquin Industrial Group (TIG) commented that the proposed Planning District is inappropriate for the Southwest Tualatin Concept Plan area because it does not preserve land for "true" industrial purposes and creates non-conforming conditions for existing industrial businesses in the area. The TIG includes six (6) business owners located on approximately 50 acres of land in the southeast part of the SWRSIA north of SW Tonquin Road and west of the Portland & Western Railroad tracks. Staff has been working with this group and their consultants to find a solution to their concerns while ultimately achieving the vision and goals of the Southwest Tualatin Concept Plan for the SWRSIA. Attachment I includes a list of businesses in the TIG; Attachment J includes five (5) comment letters received from owners in the group; and Attachment K is a letter received from Timothy Ramis, legal counsel for the TIG.

Neighbors in the Hedges Park subdivision continue to have concerns about a SW Blake Street connection. The City is working with this group and investigating the possibilities of vacating this right-of-way.

RECOMMENDATION:

At their meeting on February 1, 2010, the Tualatin Planning Advisory Committee (TPAC) reviewed the proposed PTA-10-04 and PMA-10-02 and made the following recommendations:

1. Approval of PTA-10-04: 4 Yes, 0 No, 1 Abstain.
2. Approval of PMA-10-02: 3 Yes, 0 No, 2 Abstain.

Staff recommends the City Council consider the information presented and provide direction to staff.

1. Specifically, staff seeks direction on the proposed TDC Chapter 64 and whether the language successfully implements the envisioned land uses in the Southwest Tualatin Concept Plan.
2. Second, staff seeks Council feedback on the request from the Tonquin Industrial Group.

Attachments:	<u>A. Resolution 5007-10</u>
	<u>B. UGB Expansion Areas Map</u>
	<u>C. Preferred Southwest Tualatin Concept Plan Maps 1 and 2</u>
	<u>D. Draft Proposed Chapter 64</u>
	<u>E. Proposed Amended Map 9-5</u>
	<u>F. Amended Community Plan Map 9-1</u>
	<u>G. Public Involvement Meetings</u>
	<u>H. General Correspondence</u>
	<u>I. List of Businesses in Tonquin Industrial Group (TIG)</u>
	<u>J. Comment Letters from Tonquin Industrial Group (TIG) Business Owners</u>
	<u>K. Comment Letter from T. Ramis about TIG</u>

G. GENERAL BUSINESS

1. Consideration of a Development Agreement Between the City of Tualatin and Legacy Health Systems

It was noted this item is also continued to the November 8, 2010 City Council meeting.

2. Resolution No. 5007-10 To Accept the Southwest Concept Plan

Senior Planner Aquilla Hurd-Ravich presented information on the Southwest Concept Plan, Alternative IV. The plan and map, if accepted, will be forwarded to Metro to complete the second of four milestones per the Intergovernmental Agreement with Metro. Ms. Hurd-Ravich went through the maps and Lombos noted the latest map indicates no Blake Street extension. What is on the screen is different than what is in the packet. Questions were asked about what is indicated on the latest map, with Blake Street extension not part of the map. Senior Planner Hurd-Ravich continue her review of the maps and explained the positive results from the concept plan.

Questions followed on how water would become part of the growth in the plan area, and better model with perhaps a regional facility with a public/private partnership. Senior Planner Hurd-Ravich said as work continues, there can be discussions with Clean Water Services (CWS) on the stormwater issue. Revegetation was mentioned and concern about areas not having vegetation when the work is done. Language can be included that can address those concerns. Timing issues of the plan was also discussed.

It was clarified that what is before Council is the concept plan that has been in the works for years, and essentially Council is asked to accept or not accept the plan. It is what Metro is requiring the City do and would release funds. It was proposed that Blake Street ends in a cul-de-sac, west of the railroad tracks, be modified in the plan. Also asked and answered were questions on the Transportation System Plan (TSP) and the employment base. Also addressed was the amount of traffic that would be generated from the concept plan.

Ms. Lombos explained the modified resolution, and the new language that was added to acknowledge the area that will be in coordination with the Basalt Creek planning area.

PROPOSERS/OPPONENTS – None.

COUNCIL DISCUSSION

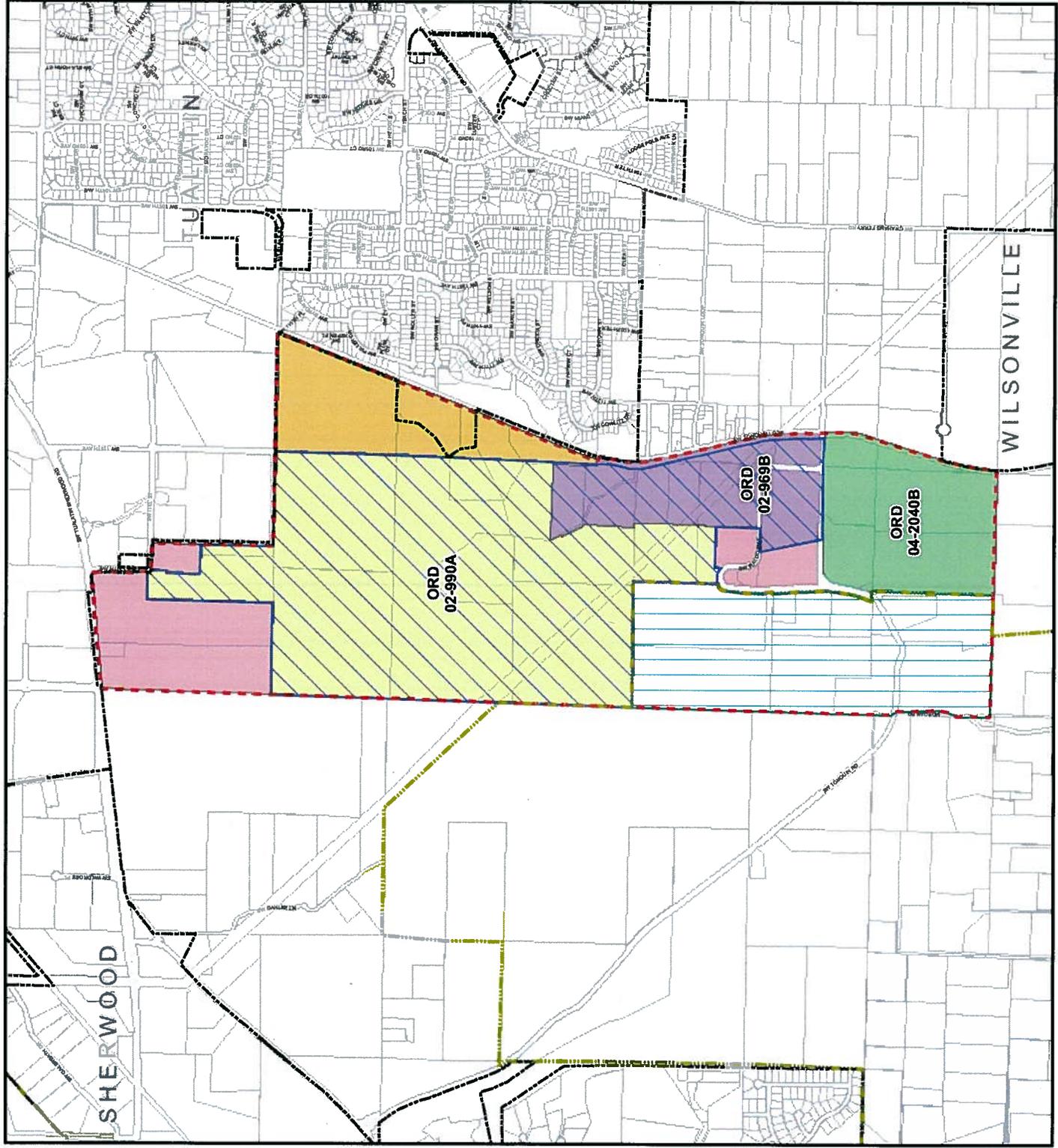
MOTION by Council President Barhyte, SECONDED by Councilor Maddux to accept the Southwest Concept Plan, with the modification to Blake Street, west of the railroad.

MOTION CARRIED. [Vote: 7-0]

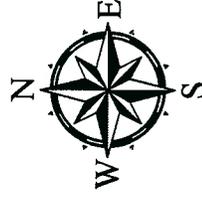
H. ITEMS REMOVED FROM CONSENT AGENDA

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

Urban Growth Boundary Expansions



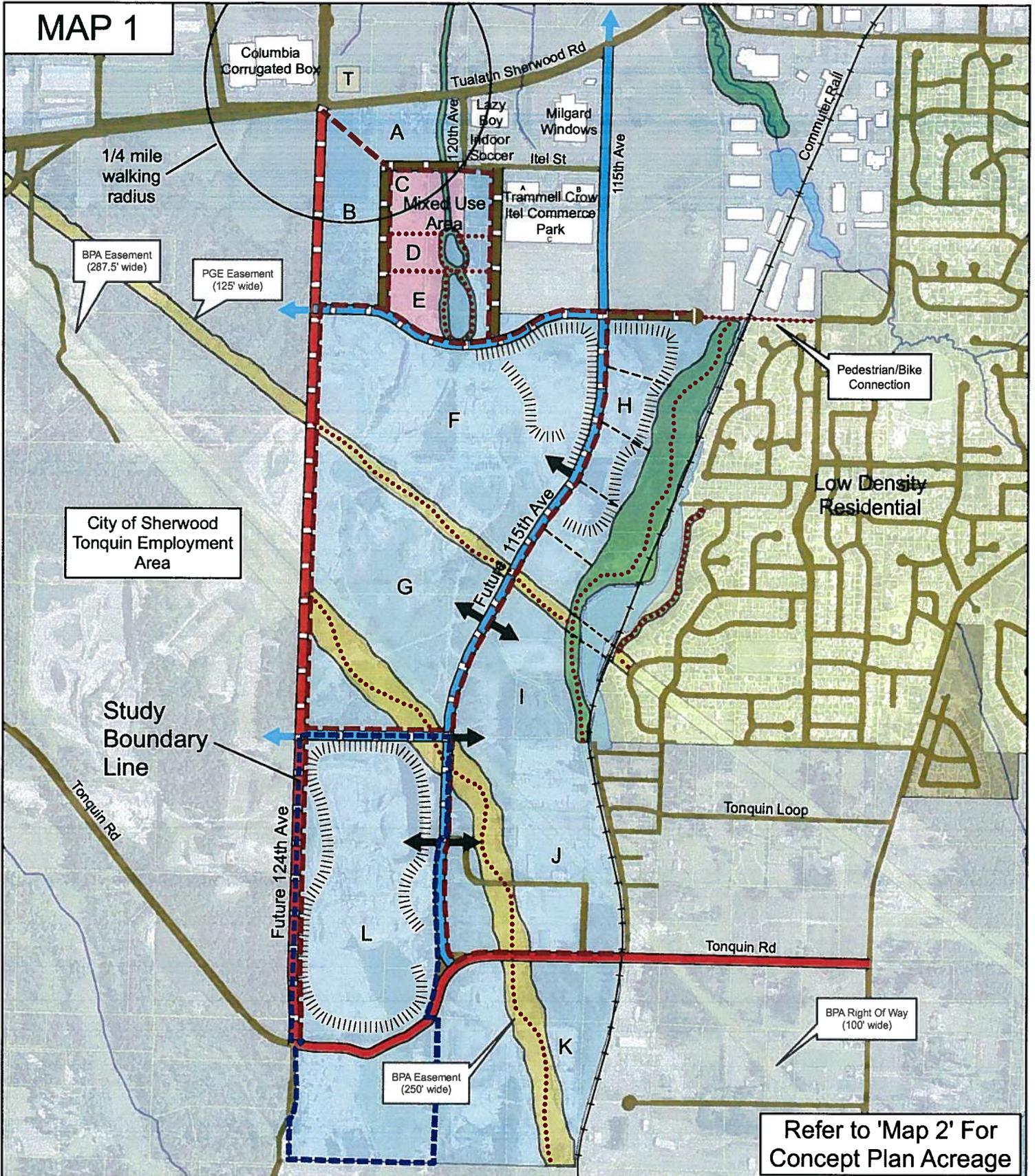
- Metro Urban Growth Boundary
 - SW Concept Plan Area
 - City Limits
 - Metro Regionally Significant Industrial Area
 - Urban Reserves
 - Taxlots
 - Right of Way
- UGB Expansion Areas**
- Basalt Creek
 - In UGB Prior to 2002
 - Industrial Expansion (2004)
 - Tigard Sand and Gravel (12/2002)
 - Tonquin Industrial Group (12/2002)



1:18,000

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Wilsonville assumes no responsibility or liability for any errors or omissions that may appear. This information is provided "as is". -Engineering and Building Department
Plotted 2/1/2011

MAP 1



ALTERNATIVE IV SW Tualatin Concept Plan

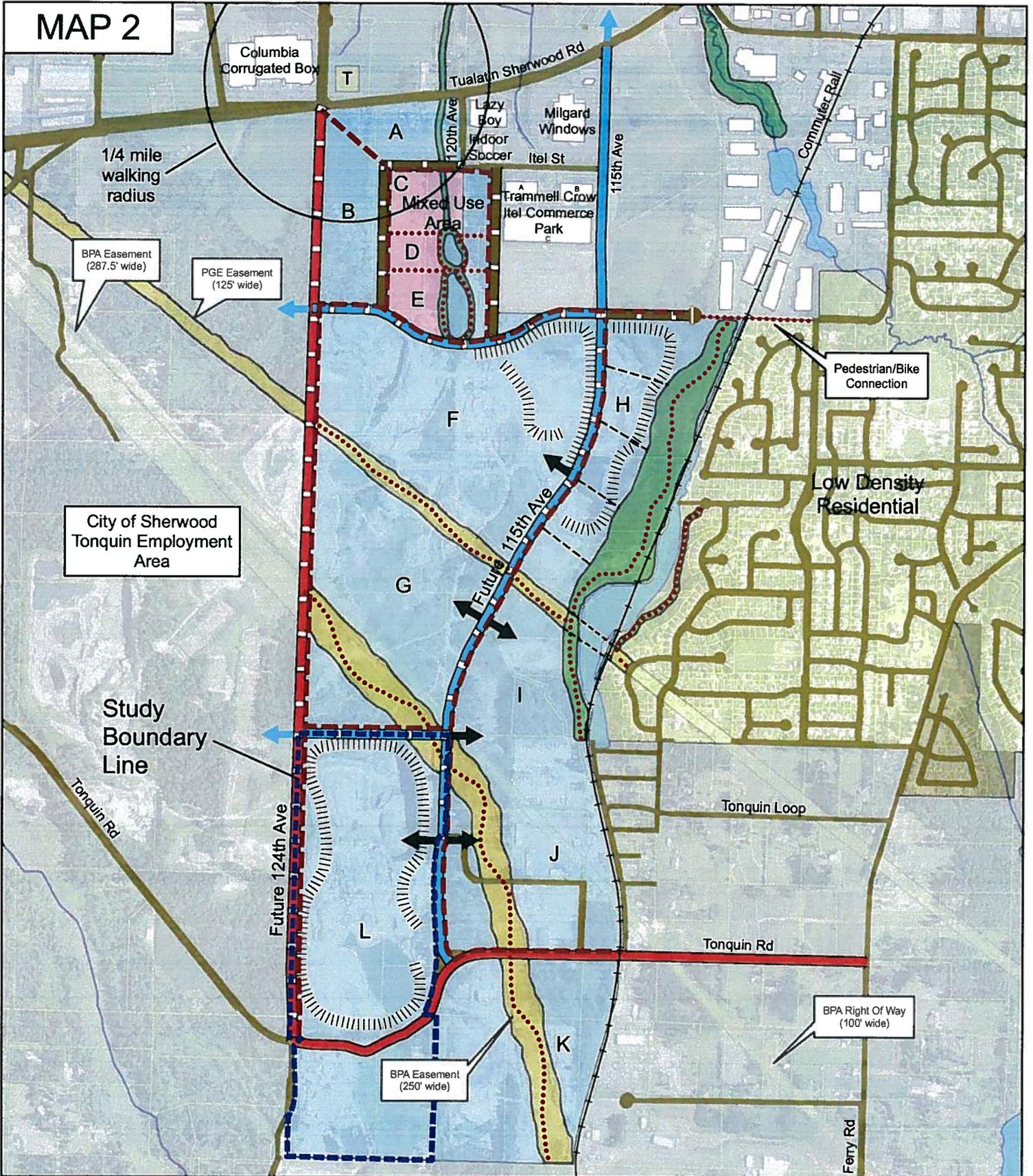


Printed: October 11, 2010

ROAD LEGEND: Solid Lines = existing Dashed Lines = proposed (Location of actual road could vary 200')

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

MAP 2



ALTERNATIVE IV
SW Tualatin Concept Plan

Concept Plan ID with Net Acreage



'A' - 12 acres	'D' - 5 acres	'G' - 79 acres	'J' - 61 acres
'B' - 20 acres	'E' - 5 acres	'H' - 41 acres	'K' - 19 acres
'C' - 6 acres	'F' - 96 acres	'I' - 27 acres	'L' - 77 acres

Printed: October 11, 2010

Chapter 64 (Entire Chapter 64 is proposed as *new text and shown as italicized.*)

Manufacturing Business Park Planning District (MBP)

Sections:

- 64.010 Purpose.**
- 64.020 Permitted Uses.**
- 64.021 Restrictions on Permitted Uses in MBP.**
- 64.030 Conditional Uses.**
- 64.035 Manufacturing Business Park Commercial Services Overlay**
- 64.040 Prohibited Uses**
- 64.050 Lot Size for Permitted and Conditional Uses.**
- 64.055 Industrial Master Plan.**
- 64.060 Setback Requirements for Permitted Uses.**
- 64.065 Setback Requirements for Conditional Uses.**
- 64.070 Sound Barrier Construction.**
- 64.080 Structure Height.**
- 64.090 Access.**
- 64.100 Off-Street Parking and Loading.**
- 64.110 Floodplain District.**
- 64.120 Environmental Standards.**
- 64.130 Natural Resources Protection District**
- 64.140 Community Design Standards.**
- 64.150 Landscape Standards.**

Section 64.010 Purpose.

The purpose of this district is to provide an environment for industrial development consistent with the Southwest Concept Plan (SWCP) (Accepted by the City in October, 2010) and as a Metro-designated Regionally Significant Industrial Area (RSIA) consistent with Metro's Urban Growth Boundary (UGB) expansion decisions of December 2002 and June 2004.

The MBP Planning District will be a mix of light industrial and high-tech uses in a

corporate campus setting, consistent with MBP Planning District development standards. Permitted uses are required to be conducted within a building and uses with unmitigated hazardous or nuisance effects are restricted. The RSIA-designated area requires at least one 100-acre parcel and one 50-acre parcel for large industrial users. The remainder of the area is likely to include light to medium industrial uses with some limited, local-serving commercial services.

The district is intended to provide for an aesthetically attractive working environment with campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity. It also is intended to protect existing and future sites for such uses by maintaining large lot configurations, a cohesive planned-development design and limiting uses to those that are of a nature that will not conflict with other industrial uses or nearby residential areas of the City.

Section 64.020 Permitted Uses.

No building, structure or land shall be used except for the following:

- (1) Research and development offices and laboratories for chemical, engineering, and physical sciences; medical and pharmaceutical products; alternative energy production from sources such as solar and wind; industrial products and consumer products.
- (2) Manufacture, assembly and production uses except the uses and activities listed as prohibited in 64.040:
- (3) Food and beverage product processing and packaging.
- (4) Metal fabrication (light to medium) (of unfinished or semi-finished metals).

- (5) Molding of products from plastic and ceramic materials.
- (6) Printing and publishing.
- (7) Warehousing related to the above uses.
- (8) Offices when part of a manufacturing use as listed in (1) through (7) above.
- (9) Corporate, regional, or district office headquarters for any use permitted in this Code, provided that the offices occupy at least 20,000 square feet and that no manufacturing is conducted where not otherwise permitted in this chapter.
- (10) Private parking lot improved and landscaped in accordance with TDC Chapter 73.
- (11) Greenways and Natural Areas, including but not limited to bike and pedestrian paths and interpretive stations.
- (12) Sewer and Water Pump Station, Pressure Reading Station. Water Reservoir.
- (13) Public works shop and storage yard.
- (14) Electrical substation.
- (15) Natural gas pumping station.
- (16) Wireless communication facility attached.
- (17) Transportation Facilities and Improvements.
- (18) Accessory Uses, incidental and subordinate to a permitted or conditionally permitted primary use.
- (19) Other uses of similar character, when found by the Community Development Director to meet the purpose of this district, as provided in TDC 31.070.

Section 64.021 Restrictions on Permitted Uses in MBP.

The following restrictions shall apply to those uses listed as permitted uses in TDC 64.020.

- (1) The use must be conducted wholly within a completely enclosed building, except off-street parking and loading, utility facilities, wireless communication facilities, outdoor storage of materials and products directly related to the permitted use
- (2) The retail sale of products manufactured, assembled, packaged or wholesaled on the site is allowed provided that the retail sale area, including the showroom area, shall be no greater than 5% of the gross floor area of the building not to exceed 1,500 square feet.

Section 64.030 Conditional Uses.

The following uses are allowed when authorized in accordance with TDC Chapter 32:

- (1) Wireless communication facility.
- (2) Training center and facilities for primarily industrial activities.
- (3) Film and video production.
- (4) Caretaker residence.

Section 64.035 Manufacturing Business Park Commercial Services Overlay

Additional uses listed below are permitted in the Commercial Services Overlay on Map 9-5 and only when conducted within an enclosed building except outdoor play areas of child day care centers as required by state day care certification standards. The maximum floor area for a single use listed in 64.035(1-8) is 3,000 square feet and the maximum building size for a building with multiple tenants is 20,000 sq. ft.

- (1) General offices.
- (2) Branch banks and ATM banking kiosks.
- (3) Medical and healing arts offices.
- (4) Child day care center.
- (5) Food store.
- (6) Restaurant, without drive-up or drive through facilities.
- (7) Dry Cleaners.
- (8) Printing, copying and office services.

Section 64.040 Prohibited Uses.

The following uses have activities, operations or physical characteristics that are not consistent with the Manufacturing Business Park as identified in TDC 64.010 and are prohibited. The uses represent conflicts with the development and operation of campus-style facilities for technology, light manufacturing, and higher wage employment uses and conflict with the residential areas that adjoin the MBP Planning District. The following uses are prohibited:

- (1) Residential dwellings.
- (2) Commercial uses defined by TDC Chapters 50, 51, 52, 53 and 54, except as otherwise provided in TDC 64.035.
- (3) Places of assembly.
- (4) K-12 Schools.
- (5) Others:
 - (a) Auto wrecking.
 - (b) Commercial radio or TV broadcasting antennas.
 - (c) Creosote treatment of products.
 - (d) Distillation of bones.
 - (e) Distillation of oil, coal, wood or tar compounds.
 - (f) Fuel storage or distribution facilities.
 - (g) Truck Driving School.
 - (h) Fat rendering.
 - (i) Forge plants.
 - (j) Junk or salvage yard.
 - (k) Manufacture of the following products:
 - (i) Acid.
 - (ii) Ammonia.
 - (iii) Bleaching powder.
 - (iv) Celluloid pyroxylin.
 - (v) Cement, lime, gypsum and plaster of paris.
 - (vi) Chlorine gas.
 - (vii) Creosote.
 - (viii) Disinfectant.
 - (ix) Dye stuffs.
 - (x) Explosives.
 - (xi) Fertilizer.

- (xii) Herbicides.
- (xiii) Insect poison.
- (xiv) Radioactive materials.
- (xv) Soap.
- (xvi) Sodium compounds.
- (xvii) Tar roofing, water-proofing and other tar products.
- (l) Rock crushing.
- (m) Rolling mills.
- (n) Saw mill and rough milling of lumber.
- (o) Slaughter of livestock or poultry.
- (p) Primary processing of organic materials such as tanning of leather.
- (6) Storage, transferring or processing of hazardous, toxic, or radioactive waste.
- (7) Call center or customer service center. Data processing or data storage center.
- (8) Commercial storage yards, RV storage or mini-storage facilities.
- (9) Parks and recreation facilities.

Section 64.050 Lot Size for Permitted and Conditional Uses.

Except for lots for public utility facilities, natural gas pumping stations and wireless communication facilities which shall be established through the Subdivision, Partition or Lot Line Adjustment process, the following requirements shall apply, except as otherwise provided in TDC Chapter 37.

- (a) The minimum lot area is 20,000 sq. ft. for parcels not identified in the RSIA on Map 9-5.
- (b) In accordance with the Metro RSIA designation and Metro Ordinance No. 02-969B and No. 02-990A, the minimum lot area for one or more parcels in the RSIA identified on Map 9-5 is 100 acres and 50 acres. When the minimum lot area of one or more Lots of Record in the RSIA is 100 acres, the minimum lot area for one or more lots may be reduced to 50 acres.
- (c) When the minimum lot area requirements for RSIA designated properties in (b) are met through a land

platting process or established in an Industrial Master Plan process, the minimum lot size for remaining parcels located in the RSIA is 20,000 sq. ft.

(d) The minimum lot area of a property within the RSIA may be reduced to less than 100 acres or 50 acres pursuant to an approved Industrial Master Plan as provided in TDC Chapter 37,

(2) The minimum average lot width shall be 100 feet.

(3) The minimum lot width at the street shall be 100 feet.

(4) For flag lots, the minimum lot width at the street shall be sufficient to comply with at least the minimum access requirements contained in TDC 73.400(8) to (12).

(5) The minimum lot width at the street shall be 50 feet on a cul-de-sac bulb.

(6) Lots or remnant areas created by the location of public streets may be less than 100 acres if necessary to create a logical, safe network of streets in the District.

(7) No minimum lot size, width or frontage requirement shall apply to wetland conservation lots.

Section 64.055 Industrial Master Plan.

Industrial Master Plans may be approved subject to TDC Chapter 37.

Section 64.060 Setback Requirements for Permitted Uses.

Except as determined and approved through an Industrial Master Plan in accordance with TDC Chapter 37 or the Architectural Review process in accordance with TDC Chapter 73, which may establish greater minimum setback requirements, the setbacks for permitted uses shall be:

(1) *Front Yard.* The minimum front yard setback to a public street shall be 30-50 feet.

(2) *Side Yard/Rear Yard.* The minimum side and rear yard setbacks shall be 0-100

feet as established in the Architectural Review process.

(3) For a Corner Lot, the minimum setback shall be 30-50 feet from a public street.

(4) To a private street, the minimum setback shall be 5 feet.

(5) Off-street parking and vehicular circulation areas shall be set back a minimum of 20-25 feet from any public right-of-way, and a minimum of 10 feet from any other property line.

(c) No spur rail track shall be permitted within 200 feet of an adjacent residential district.

(d) No setbacks are required at points where side or rear property lines abut a railroad right-of-way or track.

(6) No fence shall be constructed within 50 feet of a public right-of-way.

(7) Setbacks for a wireless communication facility shall be established through the Architectural Review process, shall consider TDC 73.510, shall be a minimum of 20 feet, and shall be set back from an RL District, or an RML District with an approved small lot subdivision, no less than 175 feet for a monopole that is no more than 35 feet in height and the setback shall increase five feet for each one foot increase in height up to 80 feet in height, and the setback shall increase 10 feet for each one foot increase in height above 80 feet.

(8) Except for setbacks abutting property lines in the RL District, the decision authority may allow a reduction of up to 35% of the required front, side or rear yard setbacks, as determined in the Architectural Review process, if as a result the buildings are farther away from fish and wildlife habitat areas, and provided the following criteria are met.

(a) A portion of the parcel must be:

(i) in the Natural Resource Protection Overlay District (NRPO), or

- (ii) in an Other Natural Area identified in Figure 3-4 of the Parks and Recreation Master Plan, or
- (iii) in a Clean Water Services Vegetated Corridor; and
- (b) The portion of the parcel which meets the applicable criteria set forth in (a)(i), (ii), or (iii) must be placed in a Tract and must meet one of the following ownership criteria:
 - (i) be dedicated to the City at the City's option, or
 - (ii) be dedicated in a manner approved by the City to a non-profit conservation organization, or
 - (iii) be retained in private ownership by the developer.

Section 64.065 Setback Requirements for Conditional Uses.

Except as otherwise provided, the setback requirements for conditional uses shall be as determined and approved through the Conditional Use Permit process in accordance with TDC Chapter 32 and the Architectural Review process in accordance with TDC Chapter 73. However, no setback greater than 50 feet may be required.

Section 64.070 Sound Barrier Construction.

- (1) Sound barrier construction shall be used to intercept all straight-line lateral paths of 450 feet or less between a residential property within a residential planning district and any side edge of an overhead door or other doorway larger than 64 square feet, at a minimum height of eight feet above the floor elevation of the doorway.
- (2) Sound barrier construction shall be used to intercept all straight-line lateral paths of 450 feet or less between a residential property within a residential planning district and any building mechanical device at a minimum height equal to the height of the mechanical object to be screened.

- (3) Sound barrier construction shall consist of masonry walls or earth berms located so as to reflect sound away from, rather than toward, noise sensitive properties. This may include masonry "wing walls" attached to a building, detached masonry walls (such as at the perimeter of the site), earth berms, or combinations of the three.
- (4) Wing walls must be at least as tall as the tallest overhead door they are designed to screen at the point where they meet the building. The height of the wall may be reduced along a maximum incline formed by a horizontal distance twice the vertical change in height, or 26.5 degrees from horizontal.
- (5) "Straight-line lateral path" shall mean a direct line between two points as measured on a site plan. "Wing wall" shall mean a wall that is attached to a building on one side and meets the screening requirements of (1) and (2) of this section. "Building mechanical device" shall include, but is not necessarily limited to, heating, cooling and ventilation equipment, compressors, waste evacuation systems, electrical transformers, and other motorized or powered machinery located on the exterior of a building.
- (6) Where existing structures (on or off site) are located such that they will reflect sound away from residential areas and will function as a sound barrier, on-site sound barrier construction shall not be required, except that at the time such structures are removed, sound barrier construction shall be required.
- (7) New construction, including additions or changes to existing facilities, shall comply with the provisions of this section. When additions or changes to existing facilities are proposed, existing structures on the property may be required to comply with the provisions of this section, as determined through the Architectural Review process. Where buildings or outdoor use areas located on more than one parcel are all part of a single use as determined through the Architectural Review

process, all of the parcels may be required to comply with the provisions of this section.

Section 64.080 Structure Height.

(1) Except for flagpoles displaying the flag of the United States of America, either alone or with the State of Oregon flag, which shall not exceed 100 feet in height above grade, and except as provided in subsection (2) of this section, the maximum height of any structure is 65 feet.

(2) The maximum permitted structure height provided in TDC 64.080(1) may be increased to no more than 85 feet, provided that all yards adjacent to the structure are not less than a distance equal to one and one-half times the height of the structure.

(3) Height Adjacent to a Residential District. Where a property line, street or alley separates MBP land from land in a residential district, a building, flagpole or wireless communication support structure shall not be greater than 28 feet in height at the required 50 foot setback line. No building or structure, including flagpoles, shall extend above a plane beginning at 28 feet in height at the required 50 foot setback line and extending away from and above the setback line at a slope of 45 degrees, subject always to the maximum height limitation set in TDC 64.080(1) and (2).

Section 64.090 Access.

All lots created after September 1, 1979, shall abut a public street. Lots and tracts created to preserve wetlands, greenways, Natural Areas and Stormwater Quality Control Facilities identified by TDC Chapters 71, 72, Figure 3-4 of the Parks and Recreation Master Plan and the Surface Water Management Ordinance, TMC Chapter 3-5, as amended, respectively, or for the purpose of preserving park lands in accordance with the Parks and Recreation Master Plan, may not be required to abut a public street.

Section 64.100 Off-Street Parking and Loading

Refer to Chapter 73.

Section 64.110 Flood Plain District.

Refer to Chapter 70.

Section 64.120 Environmental Standards.

Refer to Chapter 63.

Section 64.130 Natural Resources Protection District.

Refer to Chapter 72.

Section 64.140 Community Design Standards.

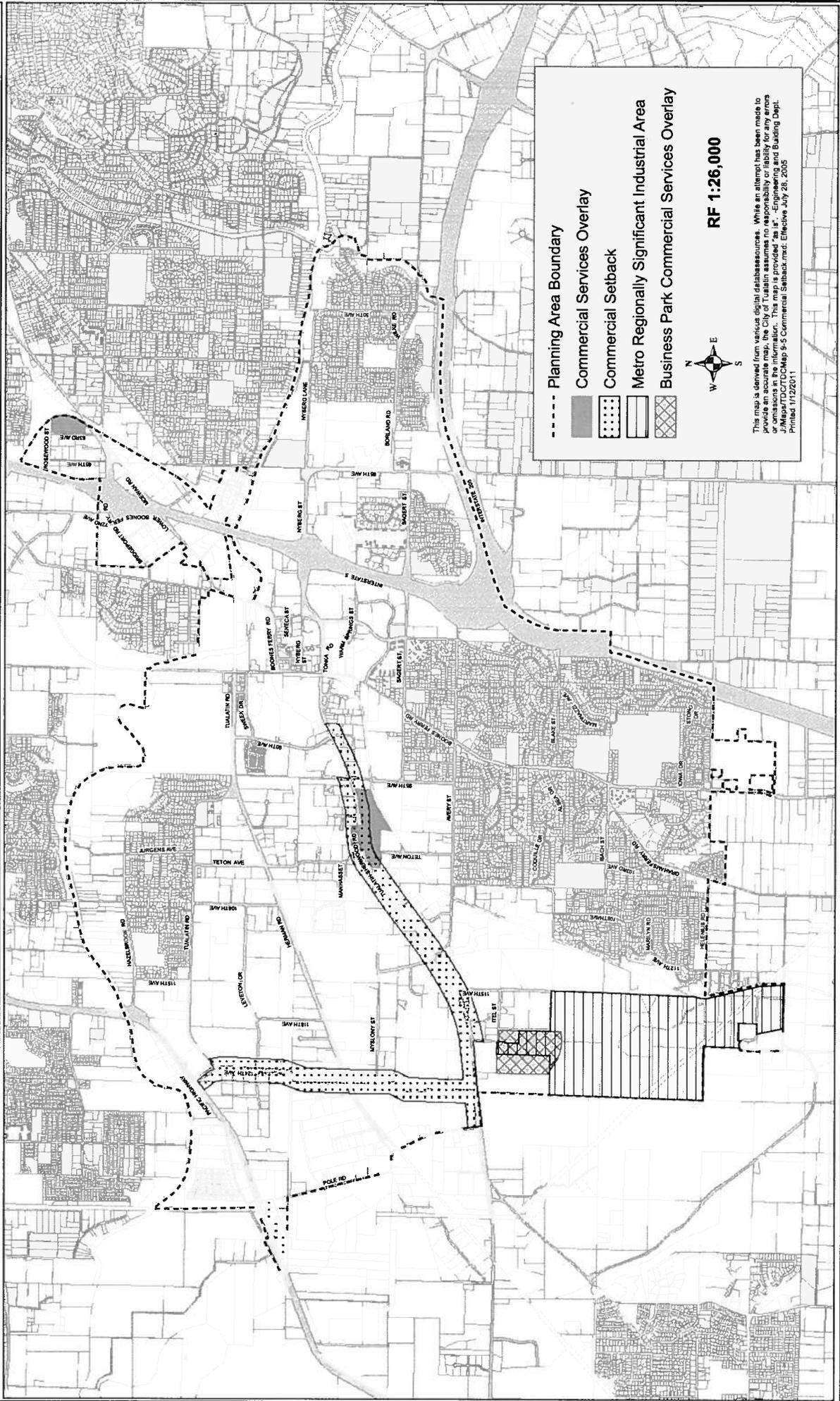
Refer to Chapter 73.

Section 64.150 Landscape Standards.

Refer to Chapter 73.

Map 9-5: Special Commercial Setback & Commercial Services Overlay

DRAFT PTA-10-04



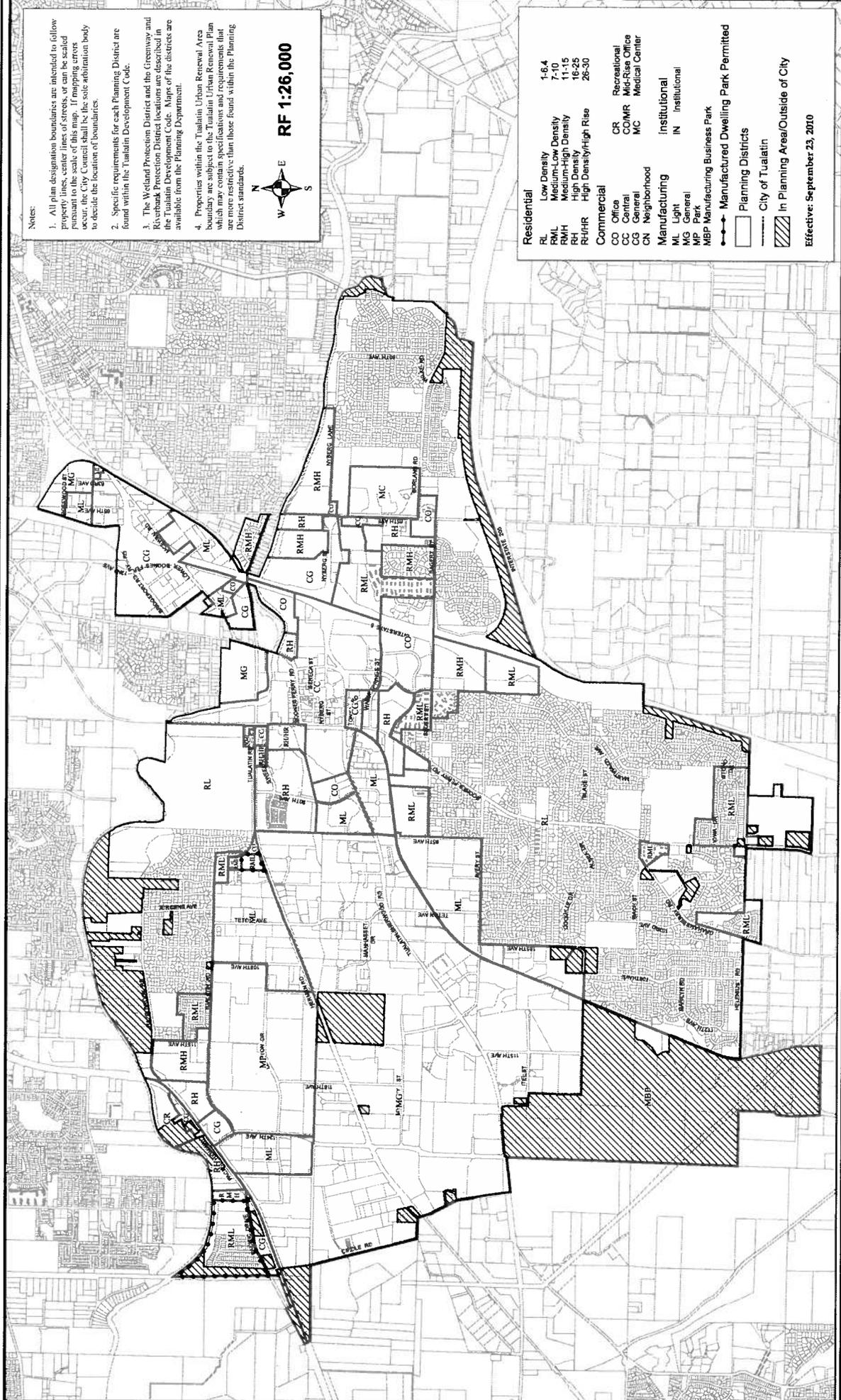
- - - - - Planning Area Boundary
 Commercial Services Overlay
 Commercial Setback
 Metro Regionally Significant Industrial Area
 Business Park Commercial Services Overlay

This map is derived from various digital data resources. While an attempt has been made to provide an accurate map, the City of Tualigis assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Engineering and Building Dept. J:\Mapa\PTA\Map 9-5 Commercial Setback.mxd. Effective July 28, 2005. Printed 11/22/01

RF 1:26,000

Map 9-1 Community Plan Map

DRAFT PMA-10-02



Public Involvement Meetings

March 9, 2005	Public Open House
June 14, 2005	Public Open House
June 26, 2005	Neighborhood Development Meeting: Conceptual Development Alternative 3
August 4, 2005	Project Information Letter Mailing to 1,700+ Property Owners
January 5, 2010	Public Open House
July 22, 2010	Public Open House
January 8, 2011	Tailgate, Lakeview Bluff Subdivision
January 12, 2011	Tailgate, SW 115 th Avenue at SW Blake Street
January 19, 2011	Public Open House
January 27, 2011	Public Open House

CINDY HAHN

From: AQUILLA HURD-RAVICH
Sent: Thursday, January 20, 2011 4:36 PM
To: CINDY HAHN
Subject: FW: SW 115 Ave.

Cindy –
Will you include these comments in the Southwest Concept Plan staff reports.

Thanks,

Aquilla Hurd-Ravich, AICP
Acting Planning Manager | Community Development Department

From: Jose Restrepo [<mailto:Jose.Restrepo@McLaneFS.com>]
Sent: Thursday, January 20, 2011 12:12 PM
To: AQUILLA HURD-RAVICH
Cc: Terry Searcy; Steve McDowra; Joseph Troccoli
Subject: RE: SW 115 Ave.

Aquilla,
Here is my contact information. Please feel free to pass it along to any individuals involved in the planning and development of the SW Tualatin Plan. As discussed, McLane sees no benefit of extending Blake Street east of 115th Avenue, and for security purposes, wants to recommend the elimination of the portion of street from 115 to the cul-de-sac to avoid illegal dumping or overnight parking of vehicles.
I'll be glad to further discuss at your convenience. Thanks.

José Restrepo
Director, Facilities & Real Estate
McLane Foodservice, Inc.
2085 Midway Road
Carrollton, TX 75006
Phone: (972) 364-2306
Fax: (972)364-2318

From: AQUILLA HURD-RAVICH [<mailto:AHURD-RAVICH@ci.tualatin.or.us>]
Sent: Wednesday, January 12, 2011 4:17 PM
To: Steve McDowra
Cc: Jose Restrepo; Terry Searcy
Subject: RE: SW 115 Ave.

Steve-
Thank you for stopping by our "tailgate" this morning. Attached is a copy of the map that we had on display. The link below points the City website with all the information about this planning process. If you have any questions or comments please call or email me.

<http://www.ci.tualatin.or.us/departments/communitydevelopment/planning/longrange/SWTualatinConceptPlan.cfm>

Thank you,

Aquilla Hurd-Ravich, AICP
Acting Planning Manager | Community Development Department
503.691.3028

Please consider the environment before printing this email.

DISCLAIMER: This email is a public record of the City of Tualatin and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: Steve McDowra [<mailto:smcdowra@cmtworld.com>]

Sent: Wednesday, January 12, 2011 11:52 AM

To: AQUILLA HURD-RAVICH

Cc: Jose Restrepo; Terry Searcy

Subject: SW 115 Ave.

Aquilla could you send me a map of the future Development at Tigard sand and gravel thanks

REC'D
CITY OF TUALATIN
FEB 15 2011

MAYOR _____ COUNCIL _____ POLICE _____ ADM _____
FINANCE _____ COMM DEV _____ LEGAL _____ OPER _____
COMMSVCS _____ ENG & BLDG _____ LIBRARY _____

February 14, 2011

City of Tualatin
18880 S W Martinazzi Ave
Tualatin, Or. 97062

Subject: Southwest Tualatin Concept Plan

Council Members:

Why would you consider passing restrictive ordnance 'MANUFACTURING BUSINESS PARK PLANNING DISTRICT? When the studies show that it will take 152 million dollars to bring Roads, sewer, water to full develop these parcels .

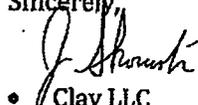
We have enough restrictive zoning already why in the year 2011 you want to add more restrictions when development is so far out in the future.

Parts of this study area is inundated with solid rock and power lines why would you even consider Such a restrictive zone classification NOW. Years from now when someone finds 152 million dollars , light manufacturing zoning has to be an option.. .

I owe one acre end of .Waldo Way.

Please let's stop and realize one zone designation does not fit all situations

Sincerely,



- Clay LLC
- John Skourtes
- 17010 S W Weir Rd.
- Beaverton, Or. 97007.

BEDSAUL/VINCENT CONSULTING, LLC

416 Laurel Ave. #3
Tillamook, OR 97141
OFFICE (503) 842.5391
FAX (503) 842.5391
brucevincent@embarqmail.com

Tonquin Industrial Group

The Tonquin Industrial Group consists of a half a dozen business owners, located on over 50 acres of industrial land that, combined, employ 50-60 people with a payroll of \$2.8 million.

Tim & Mike McGuire TL 600, Map 2S134B

Total acreage in ownership-8.49 Acres

Use Description: The lot is currently vacant and consists of wooded acreage. The brothers own McGuire Bearings in Portland and the lot is an investment parcel.

Robert & Donna Albertson & Albertson Trucking Inc. TL 100, Map 2S134C & TL 500, Map 2S134B

Total acreage in ownership-9.71 Acres

Use Description: The business has several dump trucks with trailers that hauls soil, construction debris, gravel and rock products and other bulk materials from the job sites and businesses to their customer's sites. The site consists of an office, shop and a caretaker's quarters and a graveled yard for the parking and storage of dump trucks, trailers and other business equipment.

Mark Brown, Brown Trucking, (McCammant Prop.Inc.) TL 200, Map 2S134C

Total acreage in ownership-4.38 Acres

Use Description: The business has several semi-trucks and trailers that hauls all forms of break bulk and palletted freight from the businesses to their customer's sites. Freight hauling is local, within the Metro region, Oregon, the Northwest and the west coast. The site consists of an office, shop and a caretaker's quarters and a graveled yard for the parking and storage of semi-trucks and trailers and other business equipment.

Eric Johnson, (Carl H Johnson Family,LP) TL 300, Map 2S134C

Total acreage in ownership-8.32 Acres

Use Description: The business has three enclosed buildings for storage of RV motor homes, trailers, cars and other homeowner and business items. There is some exterior storage of motor homes and trailers. The site consists of an office, the three buildings mentioned,a caretaker's quarters and a paved yard surrounding the development, with some open areas beyond the paved yard

Nick Storie, Storie & Assoc. Inc. TL 3100 & 308,Map 2S134DB

Total acreage in ownership-7.57 Acres

Use Description: On TL 3100, the business has a storage yard for concrete "Jersey Barriers" that are used permanently and temporarily to block and direct traffic for traffic control on freeways, major roadways, local streets and construction projects. Semi trucks and trailers come to the site for pick up and delivery of barriers. An on-site forklift loads, unloads and stacks barriers. The site consists of graveled storage yard. TL 308 is a vacant,wooded lot south of TL 3100.

Hank Stukey, Terra Hydr Inc. TL 900,Map 2S134C

Total acreage in ownership-11.42 Acres

Use Description: The business has an enclosed shop, office, storage building and storage yard that provides a variety of environmental, emergency clean-up, and construction services in the Metro region and the Northwest.

TONQUIN INDUSTRIAL LLC.
P O Box 3616
Portland OR 97208

January 31, 2011

City of Tualatin
Planning Division
18880 SW Martinazzi Avenue
Tualatin OR 97062

HAND DELIVERED

RE: Southwest Tualatin Concept Plan
Notice of Application Submittal and Opportunity to Comment

Tonquin Industrial is the owner of a parcel in the above referenced SWCP area. The business operating on the parcel is Terra Hydr Inc., at 11670 SW Waldo Way.

We are also a member of the Tonquin Industrial Group, a group of contiguous property owners, a majority of whom currently operate businesses on the subject properties. We have participated as a group since 2002, originally lobbying to bring the area into the UGB, to help fulfill the regions need for industrial property. We have continually participated in the City of Tualatin's SWCP process, always with the intent of creating additional opportunities within an industrial complex zoning.

We believe that the proposed Manufacturing Business Park (MBP) Planning District, as written, is inappropriate for the SW Concept Plan area because it does not preserve land for true industrial purposes, and creates non-conforming conditions for existing industrial businesses in the area.

A majority of the Tonquin Industrial Group (TIG) members currently utilize their properties at less than optimum potential, in my case about twenty-five percent. We have been working with, and waiting on, the City of Tualatin, anticipating the opportunity to annex, for the opportunity to expand our operations, create new jobs, and vitalize the area.

TIG members individually, and through our professional consultants, would welcome the opportunity to work with the City of Tualatin's planning staff, to draft zoning code amendments, better suited for the geographical area, existing business operations, and future economic growth potential.

Sincerely,

Henry J. Stukay

CITY OF TUALATIN
RECEIVED

JAN 31 2011

COMMUNITY DEVELOPMENT
PLANNING DIVISION



Portland Oregon
Local Cartage
Statewide
PLUS 7
WESTERN
STATES



January 28, 2011

CITY OF TUALATIN
RECEIVED

FEB 01 2011

COMMUNITY DEVELOPMENT
PLANNING DIVISION

Demand Responsive Service

P.O. Box 1166
Tualatin, OR 97062-1166
(503) 234-2660
1-800-321-2660
fax 503-233-6180

City of Tualatin, Planning Division, 18880 S.W. Martinazzi Av. Tualatin, Or. 97062
and fax 503-692-0147 Attention Planning Division

RE: notice of application submittal and opportunity to comment

City of Tualatin, Oregon

Southwest Tualatin Concept Plan:

Tualatin Development Code Amendments

PMA-10-02

PTA-10-04

COMMENT:

McCammant Properties, Inc. is the Landowner located at 23105 S.W. McCamant Drive Sherwood, Or with mail service directed to: P.O. Box 1166 Tualatin, Or 97062-1166
Ownership has been in effect since 1995.

Brown Transfer, Inc. is the anchor tenant of McCammant Properties and as such obtained a use permit from Washington County in 1996.

Brown Transfer, currently is an employer at the above site. We have a desire to continue in business and find a conflict

1. The proposed Manufacturing Business Park, (MBP) Planning District as written is inappropriate for the SW Concept Plan Area because it does not preserve industrial land for industrial uses, and it creates non-conforming uses for those existing industrial uses in the Plan area.
2. I am a member of the Tonquin Industrial Group and a landowner in the SW Concept Plan area, and we want to work with Tualatin to fix what we see as a problem with the MBP zone as written.
3. The Tonquin Industrial Group will work Tualatin Planning staff to draft zoning code amendments that will allow us to continue our businesses and grow and expand those businesses.
4. The Tonquin Industrial Group are established businesses in the SW Concept plan that maintain and create jobs. We will be able to create more jobs if we are not hamstrung by the current MBP zone.

The previous use of this site was a sawmill and pole lathe.

As more business owners, have found this area and have been accommodated by Washington County, these business owners have formed The Tonquin Industrial Group. This group predates the inclusion of the area into Metro and that inclusion was with our participation.

These business owners and employers, have been meeting and have reached agreement, following The SW Concept Plan code language release, that we are reluctant to be part of Tualatin if we can not operate and grow our business's.

Thank You

Mark Brown, Pres. Brown Transfer, Inc.

Pres. McCammant Properties, Inc.

member, Tonquin Industrial Group

CITY OF TUALATIN
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FEB 01 2011

COMMUNITY DEVELOPMENT
PLANNING DIVISION

Carl H. Johnson Family Limited Partnership
8965 SW Burnham Street
Tigard, OR 97223

1-30-2011

City of Tualatin, Planning Division, 18880 S.W. Martinazzi Av. Tualatin, Or. 97062
and fax 503-692-0147 Attention Planning Division

RE: notice of application submittal and opportunity to comment
City of Tualatin, Oregon
Southwest Tualatin Concept Plan:
Tualatin Development Code Amendments
PMA-10-02
PTA-10-04

COMMENT:

I, Represent my Family Interests in property in the Southwest Concept Plan.

We have had on our property, the longest history of business activity of any member of our Tonquin Industrial Group.

we are, The Carl H. Johnson Family Limited Partnership. We are located on Waldo Way inside the SWCP.

our mailing address is, 8965 SW Burnham Street Tigard, Or 97223

We have a conflict with the recently released code language that is inconsistent with our our historic uses of our property.

1. The proposed Manufacturing Business Park, (MBP) Planning District as written is inappropriate for the SW Concept Plan Area because it does not preserve industrial land for industrial uses, and it creates non-conforming uses for those existing industrial uses in the Plan area.
2. I am a member of the Tonquin Industrial Group and a landowner in the SW Concept Plan area, and we want to work with Tualatin to fix what we see as a problem with the MBP zone as written.
3. The Tonquin Industrial Group will work Tualatin Planning staff to draft zoning code amendments that will allow us to continue our businesses and grow and expand those businesses.
4. The Tonquin Industrial Group are established businesses in the SW Concept plan that maintain and create jobs. We will be able to create more jobs if we are not hamstrung by the current MBP zone.

Thank You
I am,

Eric Johnson





CITY OF TUALATIN
RECEIVED

FEB 01 2011

COMMUNITY DEVELOPMENT
ECONOMIC DEV DIVISION *re*

Albertson Trucking, Inc.

City of Tualatin, Planning Division
18880 SW Martinazzi
Tualatin, OR 97062

2/01/2011
HAND DELIVERED

RE: SW Tualatin Concept Plan, Notice of Application Submittal & Opportunity to Comment

We own two separate parcels which are included in the Tonquin Industrial Group:

The first is 4.59 Acres at 23100 SW McCamant Drive, Tax Lot #2S134C-00100. We have been operating our trucking & excavation business from that location since 1991, employing up to twenty people in busier times.

The other, Tax Lot #2S134B-00500, is 5.12 Acres we purchased in 1997 with the plan of using it for similar development when needed. Originally we were unsure exactly what our future objective would be, so had not initiated land use approval with WA County prior to being brought into the UGB in 2005, a process which began in 2002. We instead have been anticipating to be annexed by the City of Tualatin, and receive the industrial zoning we have always been led to believe was the intended outcome. As it stands now we are facing the prospect of the zoning being Manufacturing Business Park, which means we would never be able to go through land use approval for industrial development on over half of our property. We have all tried to be good neighbors to the other business operations and residents in the area that were there before us, plus the ones that built long after. Our business, in fact, is a part of the industry that has helped create the development of the new homes and businesses that have arrived over the past years, twenty of those operating from this current location.

As the Tonquin Industrial Group there has always been participation, representation and co-operation with the City of Tualatin's SW Concept Plan. We all hope to be able to find a way to continue working with the COT to keep the new zoning from being so prohibitive to the industrial needs. If the MBP zoning were to be applied now, none of us will ever be able to expand, or even sell our life's work for the use it has been operating. Many hoops have already been jumped through, and much money spent to be the businesses we are, meeting condition after condition for many years. The industrial need was clearly the reason we were sought out for inclusion in the UGB, and the Tonquin Industrial Group has worked hard, together with Metro and the City of Tualatin to make it happen. The MBP zoning would be, in our opinion, a sad mistake for the area. There is precious little land here that is available for industrial application, and most of our businesses would be completely unable to operate under anything but non-conforming conditions, which means no growth, expansion nor ability to sell to anything but MBP. There are dozens of MBP buildings in Tualatin that are not currently being used, leased, or in some cases not even finished. That vacancy rate is not the case for industrial properties, as there is a very large lack of it in the area.

We truly appreciate the opportunity to be able to voice our concerns to you at this time, and look forward both individually and as a the TIG, with the advice of our professional consultants, to a solution that will draft more suitable zoning amendments for the situation, acceptable to both the City of Tualatin and the current business owners.

Sincerely,

Bob & Donna Albertson, Albertson Trucking, Inc.

EMJ. Properties, LLC.
7503 SE Holgate Blvd.
Portland, Oregon 97206
503-358-3539

CITY OF TUALATIN
RECEIVED

FEB 02 2011

COMMUNITY DEVELOPMENT
ECONOMIC DEV DIVISION

Feb 2, 2011

City of Tualatin
Planning Division
18880 SW. Martinazzi Ave
Tualatin, Oregon 97062

Re: SW Tualatin Concept Plan
opportunity to comment

EMJ. Properties, LLC. are the owners of eleven acres within the concept plan.

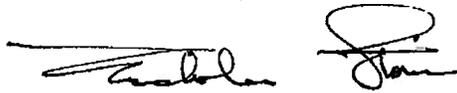
Storie and Associates, an MBE & WBE, are presently doing business at 11611 SW. Waldo Way & utilizing 20%+ of the available land.

Presently the land is being used for

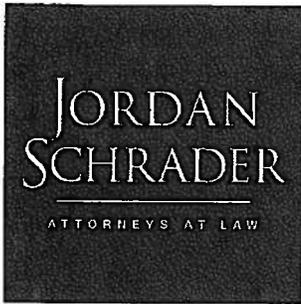
storage & repair of products used in highway
& main construction industries. Rail access
is becoming necessary as transportation costs
increase. 60.070 6 of the T.D.C.
would need rewording to accommodate
this use.

We would like to get through this process
& get back to work.

Sincerely yours,



NICHOLAS STORIE



VIA E-MAIL

February 2, 2011

JORDAN SCHRADER RAMIS PC

City of Tualatin
Planning Division
18880 SW Martinazzi Ave
Tualatin OR 97062

Re: **Comment on Southwest Tualatin Concept Plan**
Our File No. 51068-39192

TIMOTHY V. RAMIS

Admitted in:
Oregon

Direct Dial
(503) 598-5573

E-mail
tim.ramis@jordanschrader.com

I am writing on behalf of Tonquin Industrial Group and its individual members including, Hank Stukey, Eric Johnson, Bob and Donna Albertson, Dave McGuire, Nick Storie, and Mark Brown. The group comprises the owners of approximately 50 industrially zoned acres, the majority of whom operate businesses at the site. Tonquin Industrial Group supported the plan to add this land to the UGB and its members have participated in the City's SWCP process. Please include this letter in the record of the zoning related amendments now under consideration for future application to the property which is located in the vicinity of Tonquin Road and Waldo Way.

The proposal to apply to the property the draft Manufacturing Business Park (MBP) Planning District, is a serious impediment to annexation of this land to the City. The MBP draft text, if applied to the active businesses in the area, would render them nonconforming and therefore inhibit creation of additional employment opportunities. Tonquin Industrial Group views the current proposal as inconsistent with our community's plans for job creation and for redevelopment of the area. The group will be working with City staff and other shareholders to develop an alternative designed to be consistent with the long term vision for the area and supportive of the employment uses now in the area.



JORDAN SCHRADER RAMIS^{PC}
ATTORNEYS AT LAW

City of Tualatin
February 2, 2011
Page 2

I appreciate the opportunity to comment on the proposal and look forward to participating in the code drafting process.

Sincerely,

JORDAN SCHRADER RAMIS PC



Timothy V. Ramis

cc: Bruce Vincent
Hank Stukey
Eric Johnson
Bob and Donna Albertson
Dave McGuire
Mark Brown
Nick Storie

March

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
		1 6:00p TLAC @ Lib Comm Rm 7:00p TPAC Meeting, Council Chambers	2 6:00p Joint Meeting w/Wilsonville @ Wilsonville City Hall	3 7:30a - Chamber's large employer breakfast 11:30a Chamber State of the City Luncheon @ Hayden's	4 7:30a Chamber Networking with Lake Oswego Chamber @ Club Sport	5
6	7 CIC Meeting	8 ELECTION DAY 6:00p TPARK @ Council Chambers	9 Noon, CAPDB Meeting, Council Chambers	10 4:00p, Arbor Week Ad Hoc Committee Mtg -Heritage Center	11 7:30a Chamber Networking, Library Foundation @ Library	12
13	14 12p WCCC 6:30p Work Session 7:00p Council/TDC Mtg	15 6:00p TAAC @ Council Chambers	16	17	18 7:30a Chamber Networking, hosted by JMA Properties @ Heritage Ctr.	19
20	21	22	23	24	25 7:30a Chamber Networking, hosted by Chamber Ambassadors @ Heritage Center.	26
27	28 4:00p Work Session 7:00p Council/TDC Mtg	29 6:30p Tualatin Tomorrow VIC Meeting @ Library Community Room	30	31 11:30a Chamber Luncheon @ Hayden's (City/IRS panel)		

2011

April

2011

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
					1 7:30a Chamber Networking Rotary @ Police Dept.	2
3	4 Begin the Celebration of Arbor Week CIC Meeting	5 Arbor Week 6:00p TLAC @ Lib Comm Rm 7:00p TPAC Meeting, Council Chambers	6 Arbor Week	7 Arbor Week	8 Arbor Week 7:30a Chamber Networking @ Comfort Inn, 7640 SW Warm Springs t	9 Arbor Week
10	11 12p WCCC 5:00p Work Session 7:00p Council/TDC Mtg	12 6:00p Special Work Session @ Police Fac. 6:00p TPARK @ Council Chambers	13	14 4:00-8:00p Tip-a-Cop @ Claim Jumper 6:00p Volunteer BBQ, Hazelbrook M.S.	15	16
17	18	19 6:00p TAAC @ Council Chambers	20	21 7:00p URAC Meeting	22	23 10:00a - Easter Egg Hunt Lions Club - TCP 7:00-9:39p Vine2Wine Library Foundation Event @ Library
24	25 5:00p Work Session 7:00p Council/TDC Mtg	26	27	28 Chamber - Celebrate Tualatin @ Tualatin Country Club	29	30

May

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
1	2	3	4	5	6	7
		6:00p TLAC @ Lib Comm Rm 7:00p TPAC Meeting, Council Chambers				All day Portland Model Boat Club @ Lake-Commons
8	9	10	11	12	13	14
	CIC Meeting 12p WCCC 5:00p Work Session 7:00p Council/TDC Mtg	Budget Committee Mtg 6:00p TPARK @ Council Chambers		12:00-1:00p Loaves & Fishes Annual Luncheon		
15	16	17	18	19	20	21
	Chamber - Crawdaddy Open	6:00p TAAC @ Council Chambers				American Heart Assn Walk
22	23	24	25	26	27	28
	5:00p Work Session 7:00p Council/TDC Mtg	Budget Committee Mtg		Budget Committee Mtg (if needed)		
29	30	31				
	Memorial Day Holiday CITY OFFICES/ LIBRARY CLOSED All day Portland Model Boat Club @ Lake-Commons					

2011

WORK SESSION ITEMS

PowerPoint?

1. "Ice Age" Tourism Plan Discussion (40-45m)
2. SW Corridor Study/99W Study (30m)
3. Community Recreation (30-40m)
- 4.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. YAC Update
2. Proclamation – Volunteer Appreciation Week
3. Proclamation – National Library Week
4. Proclamation – Earthquake Preparedness Month

CONSENT CALENDAR ITEMS

1. Meeting Minutes
2. Reso – IGA w/Metro for CET Funding for 99W Study
- 3.
- 4.

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. SW Concept Plan Adoption (Legislative)
- 2.
- 3.

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1. TLAC Annual Report Presentation
- 2.
- 3.
- 4.

EXECUTIVE SESSION ITEMS

- 1.

SPECIAL WORK SESSION DATE: Tuesday, April 12, 2011

start time: 6:00 – 9:00p

LOCATION: POLICE FACILITY

1. Work Session – FY 11/12 Budget

2.

3.

WORK SESSION ITEMS

PowerPoint?

1. Tualatin Centennial

2. Basalt Creek Update

3.

4.

5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. Proclamation – CDBG Week

2.

3.

CONSENT CALENDAR ITEMS

1. Meeting Minutes

2. MOU w/Washington County re Basalt Creek (?)

3.

4.

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. PTA-11-02 EReaderboard for THS Sign Code Amendment (Legislative)(CDD)

2.

3.

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1.

2.

3.

4.

5.

EXECUTIVE SESSION ITEMS

1.

WORK SESSION ITEMS

PowerPoint?

1. Police Contract w/Durham
2. Council role in major emergencies (incl. security)
- 3.
- 4.
- 5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. YAC Update
2. MetroWest Ambulance – EMS Week Proclamation – *Stella Rausch @ 503.648.6658 x111*
- 3.

CONSENT CALENDAR ITEMS

1. Meeting Minutes
- 2.
- 3.
- 4.

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

- 1.
- 2.
- 3.

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

- 1.
- 2.
- 3.
- 4.
- 5.

EXECUTIVE SESSION ITEMS

- 1.

WORK SESSION ITEMS

PowerPoint?

1. _____
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PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. _____
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CONSENT CALENDAR ITEMS

1. Meeting Minutes _____
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4. _____

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

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GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

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EXECUTIVE SESSION ITEMS

1. _____

WORK SESSION ITEMS

PowerPoint?

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PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. YAC Update
2. _____
3. _____

CONSENT CALENDAR ITEMS

1. Meeting Minutes
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4. _____

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

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GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

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EXECUTIVE SESSION ITEMS

1. _____

WORK SESSION ITEMS

PowerPoint?

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PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. _____
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CONSENT CALENDAR ITEMS

1. Meeting Minutes _____
2. _____
3. _____
4. _____

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. _____
2. _____
3. _____

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

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EXECUTIVE SESSION ITEMS

1. _____