



## MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Sherilyn Lombos, City Manager

**DATE:** April 22, 2013

**SUBJECT:** Work Session for April 22, 2013

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***5:30 p.m. (20 min) – Metropolitan Area Communications Commission Update.***

Representatives from MACC will be present to update the Council on happenings at MACC including ongoing Comcast franchise renewal talks and other items of timely relevance.

***5:50 p.m. (30 min) – Greater Portland, Inc. Update.*** Greater Portland, Inc is the Portland region's public/private economic development organization, working to nurture and recruit businesses, bolster the local economy and promote long-term job growth. Tualatin is a member through the organization's Smaller Cities Consortium and Mayor Ogden is the current board member representing the consortium cities. Sean Robbins, President and CEO of GPI will be present to provide information to the Council and answer questions.

***6:20 p.m. (20 min) – Review and Discuss Linking Tualatin Targeted Outreach.*** Targeted outreach was conducted during March and April to inform business and property owners about the broad concepts being used to refine the transit ready places. Tonight's discussion focuses on the results of the targeted outreach and how these efforts will help inform work in Phase II as staff further refines the Linking Tualatin Plan's transit ready place recommendations.

***6:40 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable.***

This is the opportunity for the Council to review the agenda for the April 22<sup>nd</sup> City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos

**FROM:** Nicole Morris, Deputy City Recorder

**DATE:** 04/22/2013

**SUBJECT:** ***5:30 p.m. (20 min) – Metropolitan Area Communications Commission Update.*** Representatives from MACC will be present to update the Council on happenings at MACC including ongoing Comcast franchise renewal talks and other items of timely relevance.

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**Attachments:** MACC Presentation

# MACC

Metropolitan Area  
Communications Commission

# What Is MACC?

## Governance

- Intergovernmental Agency – ORS 190
- Governed by an Intergovernmental Agreement Since 1980
- All for one. One for all. Unanimity Required

# What Is MACC?

## Board of Commissioners

- **15 member Board**
  - One representative from each member jurisdiction
  - Each jurisdiction selects its own representative

# What Is MACC?

## Board Responsibilities

- Sets and Manages Internal MACC Budget
- Manages Relationship with Cable Operators
  - Oversees Negotiation of Franchises
  - Enforces Franchise Obligations
  - Investigates and Determines Validity of Transfer of Ownership Applications

# What Is MACC?

## Member Jurisdiction Responsibilities

- Act on MACC Board recommendations:
  - Changes to IGA
  - Franchise Renewals
  - Franchise Transfers of Ownership
  - New Members

# What Is MACC?

## Intergovernmental Agreement

- Sets the budget for MACC Administration
  - A portion of Franchise Fees  
Currently 20%, using less than 18%
- Sets the scope and annual budget for Public and Government Access Service
- Currently ~\$600,000 (about 10%) annually, split proportionally among the 15 members

# What Is MACC?

## MACC Services

### **Franchise Renewal**

- Preparation – surveys, research, negotiations

### **Franchise Enforcement**

- Customer Service Requirements
- Complaint Resolution
- Franchise Fee & Boundary Reviews
- Telecom advice, lobbying, FCC filings

# What Is MACC?

## MACC's TVCTV (PEG) Services

**PEG** = **P**ublic, **E**ducation, **G**overnment **A**ccess

- **Public Access** – training, studio, equipment
  - Generally free of charge to the public
  - Facility in Beaverton
  - Channels 21 and 23

# What Is MACC?

## MACC's TVCTV (PEG) Services

**PEG** = **P**ublic, **E**ducation, **G**overnment **A**ccess

- **Educational Access** –
  - Programming from Portland Community College – telecourses
  - Channel 27

# What Is MACC?

## MACC's TVCTV (PEG) Services

**PEG** = **P**ublic, **E**ducation, **G**overnment **A**ccess

- **Government Access** – City & County meetings.
  - Cost-based additional meeting coverage
  - Proportional Allotment of Community Event coverage
  - Channels 28 and 30 (additional channel(s) needed)

# What Is MACC?

## Other MACC Services

### **Public Communications Network (PCN)**

- Provided by Comcast as a requirement of their Franchise with MACC. Provides fiber connections between 244 local government and school sites.
  - Voice, Video and Data

# What Is MACC?

## Other MACC Services

### **MACC Grant Fund**

- Currently -- \$1.3 million/year collected from Comcast/Frontier is awarded to jurisdictions, schools, and PEG Access providers for capital purchase of communications equipment

# Community Benefits

## City of Tualatin

Franchise Fees: \$300,000/year

PEG/PCN Grants: \$297,100 (since 2000)

PCN Services: 12 connections within the City

TVCTV Productions: ~ 20 Council meetings and 5+ special productions per year, including:

- \* State of the City
- \* Pumpkin Regatta
- \* Centennial Play\*
- \*Centennial Celebration
- \* Historical Video



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos

**FROM:** Joe Phillips, Economic Development Manager

**DATE:** 04/22/2013

**SUBJECT:** Greater Portland, Inc. Presentation

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### **EXECUTIVE SUMMARY:**

Greater Portland Inc (GPI) is the Portland region's public/private economic development organization. GPI is helping companies expand and locate to the Portland-Vancouver area which includes seven counties and covers two states. Leveraging the region's assets, GPI and its partners work to nurture and recruit businesses, bolstering the local economy, and promoting long-term job growth.

The City of Tualatin is a member of GPI through the organization's Smaller Cities Consortium. Consortium members pay reduced dues based on population and members share a single position on the Board of Directors. Mayor Ogden is the current board member representing the coalition cities.

Sean Robbins, President and CEO of GPI, will present information including accomplishments from 2012 and the work plan for 2013.

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**Attachments:** [A - GPI Presentation](#)  
[B- GPI Handout](#)

# Helping Companies Expand and Locate to Greater Portland

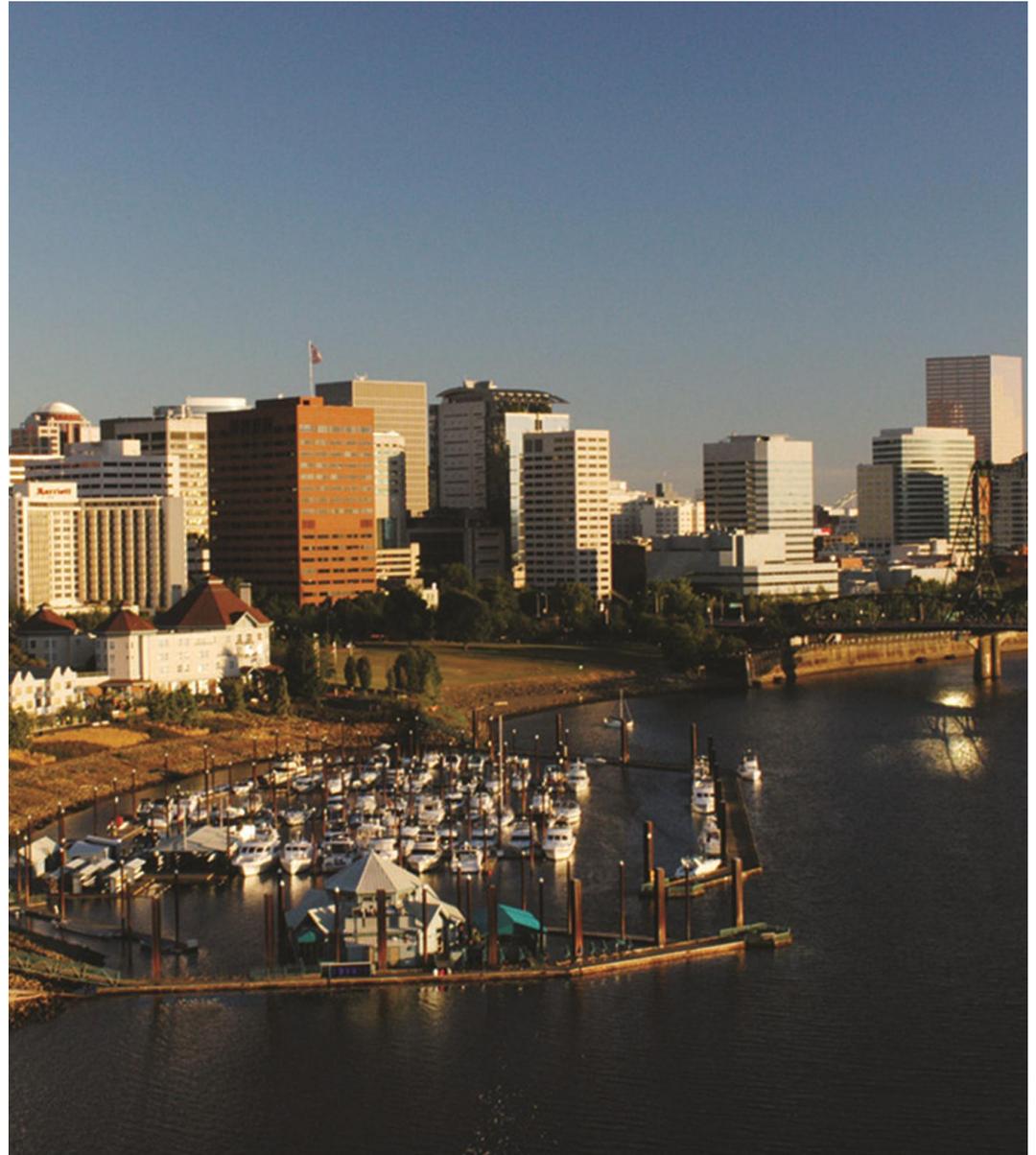
Sean Robbins, President & CEO  
Derrick Olsen, VP Regional Strategy & Coordination  
Greater Portland Inc  
04/22/2013



# About the Region

The greater Portland area is an attractive place to design, manufacture and ship products around the world.

With the most modest cost of doing business on the West Coast, business-friendly local government, access to a world-class shipping industry and a deep pool of talent – the area continues to attract big business as much as it nurtures home-grown enterprises.



# About Greater Portland Inc

Greater Portland Inc (GPI) is a public/private partnership:

- Helping companies expand and locate to the area.
- Driving quality economic expansion and job creation in the Portland-Vancouver region.

Representing the Portland MSA including Clackamas, Columbia, Multnomah, Washington, Yamhill Counties in Oregon, Clark and Skamania Counties in Washington.



# New Realities

## Fact 1: Economic development is a global competition.

**90%** of top 200 fastest-growing metro economies were outside North America & Western Europe

## Fact 2: Traded-Sector Jobs Grows Economy Faster

Traded sector jobs have a **2.5x** return on investment, creating 2.5 local jobs for every 1 traded sector job.

## Fact 3: Metros are Convening Regionally in Public/Private Partnerships Across the U.S.

Metros like **Austin, Denver, Charlotte, Pittsburgh** and others have joined together regionally across sectors for 20+ years.

• City with atleast 1,000,000 inhabitants in 2006

# Greater Portland Inc—Work Plan



# Economic Development Work Plan

## Mission:

Position the region as one of the nation's most competitive and vibrant metropolitan economies.

Three key aspects comprise this action-oriented plan:



Business Development



Marketing & Branding



Regional Strategy & Coordination

# Business Development & Marketing working together



## **2013 Objective**

Drive a best-in-class retention, expansion and targeted recruitment program, securing no less than 200 new traded-sector jobs to the region.



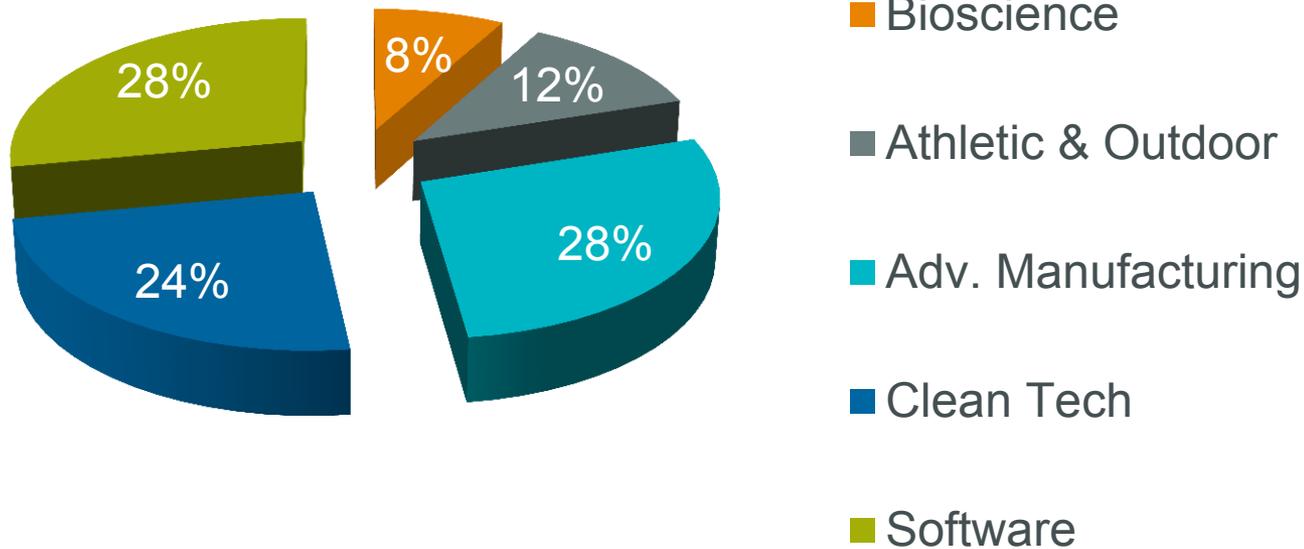
# Business Development

**Retention, expansion and targeted recruitment** of businesses from the region's four target clusters:

- Athletic and outdoor apparel and gear
- High-tech/software
- Advanced manufacturing
- Clean technology

# Business Development Pipeline:

## Percentage of Projects by Industry



# Business Development

## Project Pipeline Highlights from 2012:

- Magnum
- Catalyst RX
- Salesforce.com

### RETENTION & EXPANSION

*Magnum (Hi-Tec Sports USA):* Portland based athletic & outdoor firm relocating division with **10 jobs** to region

### RECRUITMENT

*Catalyst RX:* Healthcare, potential for up to **300 jobs** in region.

*Salesforce.com:* Software, Hillsboro, **500+ jobs** in Greater Portland region

# Marketing & Branding

Using real-life regional business leaders to demonstrate the case of...

Why do business in Greater Portland?



Marketing supports business development using the power of storytelling with...



Think it. Make it. Ship it.

...the “Faces of Business” marketing campaign.

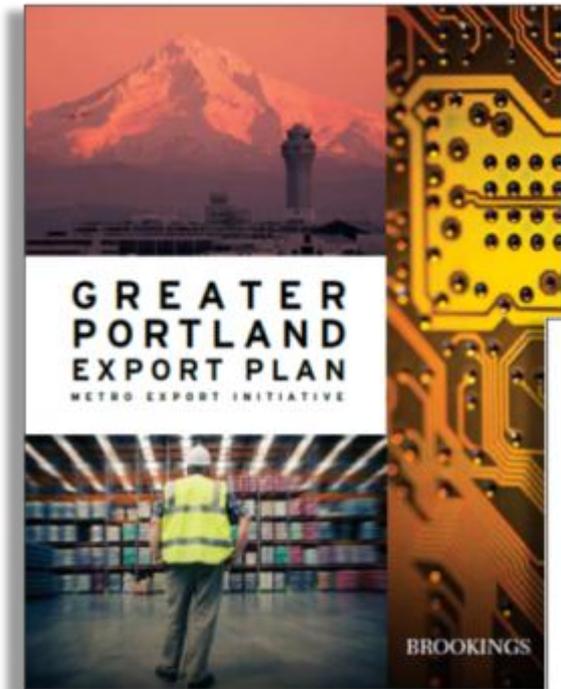
# Marketing Highlights

- **Web:** New site, targeted to site selectors/businesses looking to expand and grow.
- **New Faces of Business**— Icebreaker and Lucid Energy
- **Coming soon!** **Workbook App for iPad:** Featuring rich data visualization and integration of our Faces of Business.

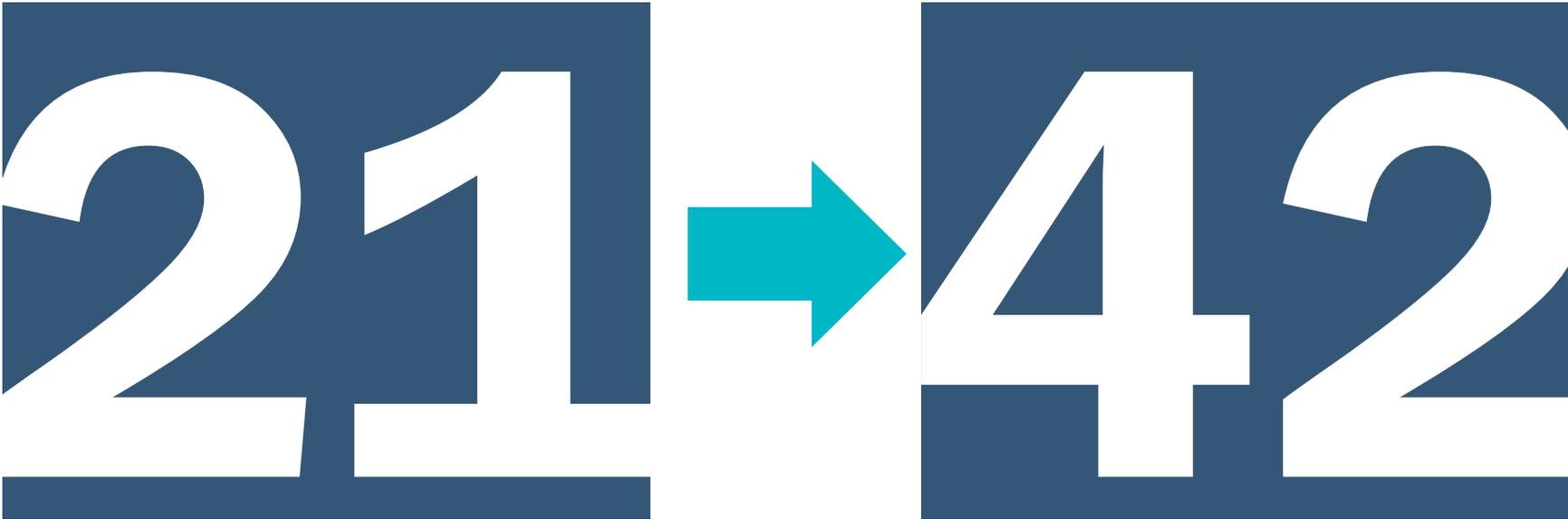


# Regional Strategy & Coordination

GPI serves as the region's convener, coordinating shared economic development priorities and building a focused and aligned strategy to drive job creation and economic prosperity.



# Why Exports?



**Goal:** double exports in the next five years to \$42 billion by 2017

## Why Exports?

**JOBS**

\$1 billion in  
exports =  
5,400 jobs

**&**

\$42 billion in  
exports =  
113,400 new  
jobs

**REVENUE**

# Export Initiative Strategies

1. Leverage Primary Exporters
2. Catalyze Under Exporters
3. Build Export Pipeline
4. Brand and Market Global Edge

Hear of a company interested in locating in the region or expanding their business? Contact GPI.

[www.greaterportlandinc.com](http://www.greaterportlandinc.com)



**Greater Portland Inc**  
**Investor Benefits: Economic Development Organizations**

These benefits are also available to private-sector investors:

**General Benefit**

- Participating in building the region's economic future in a shared public-private approach (all)

**Governance**

- Eligible to serve on the Marketing Work Group (all)
- Opportunity to participate in annual strategic planning sessions (all)
- Board seat (small city consortium representative or Leadership Investor and above)
- Eligible for nomination to the Business Development Work Group (Leadership Investor and above)
- Eligible for nomination to the Investment Committee (Leadership Investor and above)
- Eligible for nomination to the Executive Committee (Leadership Investor and above)

**Shaping the Region's Future**

- Eligible to serve on project-focused work groups (all)
- Invitation to participate in Greater Portland Inc (GPI) networking events (all)
- Invitation to participate in best practice study programs (all)
- Eligible to participate in meetings with select companies being recruited to the area (all)
- Eligible to participate in GPI trade missions (some)

**Communications**

- Regular email communications (all)
- Receive quarterly newsletters (all)
- Receive GPI Annual Report (all)
- At least one face to face meeting (one-on-one) with VP of Investor Stewardship (board)

**Exposure**

- Organization Name listed on GPI website (all)
- Link to your website listed on GPI website (all)
- Investor plaque (all)
- Opportunity to host meetings and other social events (all)
- Priority position for Annual Summit table (Leadership Investor and above)
- Eligible to participate in Investor Spotlights on website (Leadership Investor and above)
- Social media broadcasting of relevant organization information/events (some)
- E-newsletter communications of relevant organization information/events (some)
- Special recognition as lead investor (Cornerstone Investor)
- Special VIP events and meetings (Cornerstone Investor)

**Discounts**

- Discount on table seats for Annual Economic Summit (all)
- Complimentary admission for one person (who can be the Captain of the Table if a full table is purchased) to attend the Annual Summit (some)
- Complimentary table for Annual Summit (Cornerstone Investor)

Leadership Investor and above = \$25,000-\$49,000

Cornerstone Investor = \$50,000 and up

**Greater Portland Inc**  
**Investor Benefits: Economic Development Organizations**

These additional benefits are also available to investors who are economic development organizations:

**Access to Resources**

- Access to Hoovers business database (Leadership Investor and above)
- Access to Executive Pulse online client relationship management (CRM) database (access and use dependent upon level of investment)
  - Regional business retention & expansion program participation with full access to Executive Pulse web database (Leadership Investor and above)
  - Regional business retention & expansion program participation with limited access to Executive Pulse web database (all)

**Shaping the region's future**

- Participation in the Regional Business Retention & Expansion Protocols and Recruitment Protocols (all)
- Invitation to participate in selected outbound business recruitment activities of your community's choice (Leadership Investor and above only and based upon space availability)
- Access to leads generated and site selector contacts on outbound visits (Leadership Investor and above)
- In-bound leads site tour coordination (all -- when your community is short-listed)
- Opportunity to attend monthly economic development professional meetings (all)
- Participation in the Greater Portland Export Initiative Work Team (some) or Work Groups (all)
- Representation at Metro Technical Advisory Committee (all)

**Marketing/Communications**

- Coordinated unified regional marketing including an updated website that includes a featured properties listing (all)
- Ability to recommend businesses in your community for participation in GPI's Faces-of-business marketing campaign (all)
- Access to Greater Portland region customized "Expand in Oregon" interface <http://www.oregon4biz.com/The-Oregon-Advantage/Expand-In-Oregon/> for State of Oregon recruitment submissions (all)
- Briefings on recruitment trips and other business development activities (all)
- Regular updates on federal programs and grant opportunities including: Jobs and Innovation Accelerator Challenge (JIAC), US Department of Commerce Economic Development Administration (EDA) Planning Grant, and others (all)
- Presentation on GPI's work to the EDO's governing body by President/CEO (Leadership Investor and above) or GPI Vice President(s) (all)

**Governance**

- Input on annual Comprehensive Economic Development Strategy (CEDS) (all)

Leadership Investor and above = \$25,000-\$49,000

Cornerstone Investor = \$50,000 and up



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos

**FROM:** Cindy Hahn, Associate Planner  
Alice Rouyer, Assistant City Manager

**DATE:** 04/22/2013

**SUBJECT:** Review and Discuss Linking Tualatin Targeted Outreach

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### **ISSUE BEFORE THE COUNCIL:**

Tonight's meeting has two purposes:

1. Discuss results of targeted outreach to business and property owners.
2. Review next steps in the Linking Tualatin planning process.

### **EXECUTIVE SUMMARY:**

At the January 28, 2013 work session, staff presented broad concepts for refining the transit ready place recommendations in the Linking Tualatin Plan. This information was presented to the Tualatin Planning Commission (TPC) on March 21, 2013, and the Tualatin Parks Advisory Committee (TPARK) on April 9, 2013.

The broad concepts are grouped into two categories:

1. Land use code changes, and
2. Land use public investments

Land use code changes would allow additional land uses within the transit ready places. Land use public investments are capital improvement projects that would occur within the various transit ready places. A table and figures graphically illustrating the broad concepts and detailed examples for each category were presented in the work session. Transit ready places include Bridgeport Village, Meridian Park/Nyberg Woods, Teton Avenue, Leveton Drive, Southwest Industrial, and Pacific Financial/124th Avenue. Although Downtown Tualatin is a transit ready place, no broad concepts were shown to occur in it based on the Linking Tualatin Plan because separate planning is expected to occur for this area at City Council direction.

Staff also discussed the outreach plan for Phase II that builds on the City's relationships developed during earlier stages of the Linking Tualatin and Transportation System Plan (TSP) projects. The intent of targeted outreach is to inform business and property owners about the broad concepts being used to refine the transit ready places and to seek their feedback and further involvement.

Tonight's discussion focuses on the results of targeted outreach during March and April and how these efforts will help inform staff work in Phase II as we further refine the Linking Tualatin Plan's transit ready place recommendations. Staff also will present next steps in the Linking Tualatin planning process.

## **DISCUSSION:**

### **Targeted Outreach to Business and Property Owners**

Business and property owners in the transit ready places received mailed letters and phone calls to invite them to four meetings scheduled for March 12 and 14. The meetings also were announced through a press release posted on the Linking Tualatin page of the City's website and sent to the Commercial Citizen Involvement Organization (CIO) for distribution to its members. In addition, City staff conducted a field survey of each of the sites where local street connections are proposed to identify any potential issues or concerns.

Staff and the consultant team hosted two meetings each day on March 12 and 14, over the lunch hour and in the early evening, to inform business and property owners about the Linking Tualatin Plan and invite their feedback. The first set of meetings were held at the City Operations Center while the second set was held at Legacy Meridian Park Hospital's Education Center. A total of 17 business owners, property owners, and other interested stakeholders attended the meetings to discuss the proposed recommendations in the Linking Tualatin Plan. The presentation from the meetings was made available on the Linking Tualatin page of the City's website.

Attendees were generally satisfied with proposed land use code changes which will allow for more compact development as well as greater flexibility during development, coupled with capital improvements that will support transit use. There was some concern that the industrial uses in the west should be preserved for high paying jobs and that future development should reflect those goals; however, the attendees were not opposed to daily services catering to local workers being located in these areas (particularly along the edges). They were also open to greater transportation connections for vehicles, pedestrians, and bicycles, as well as enhancements to transit service. A summary of the meetings is included as Attachment A to this report.

Subsequent to the meetings and based on the field survey by City staff, internal discussion regarding feasibility, appropriateness, need, and feedback from meeting attendees, some of the local street connections were determined to be unnecessary or impractical while others have been identified as meriting further consideration (as shown in Attachment B).

In follow-up to the outreach meetings, a flier summarizing input received has been prepared for distribution at the Citizen Involvement Organization (CIO) annual meetings occurring in April 2013 (Attachment C). In addition, City staff is making follow-up calls to 16 business and property owners directly affected by proposed recommendations in the Linking Tualatin Plan who were not represented at the March 12 and 14 meetings and who did not provide comments in response to the letter or telephone requests. A verbal update on these efforts will be provided to Council at the April 22 work session.





## Business & Property Owner Meetings

### Overview

Over a series of four meetings, 17 business owners, property owners, and other interested stakeholders discussed the proposed recommendations in the Linking Tualatin plan.

Owners were generally satisfied with the recommendations proposed, including possible land use code changes that would allow for greater flexibility during development. There was a concern that the industrial uses in the west should be preserved for high paying jobs and that future development should reflect those goals; however, the attendees were not opposed to daily services catering to local workers being located in these areas (particularly along the edges). They were also open to greater transportation connections for vehicles, pedestrians, and bicycles, as well as enhancements to transit service. The Linking Tualatin Plan outlines land use and transportation changes in key areas in Tualatin. The plan focuses in large part on the city's employment areas such as Bridgeport, industrial areas in the west, and Meridian Park Hospital east of I-5 but also includes recommendations for "mixed use" (residential/commercial/retail) areas and includes transit-related recommendations that will affect and benefit Tualatin residents, neighborhoods and visitors.

Attendees reviewed the draft recommendations and provided input on the impacts to their properties/businesses over the next 20 years as the City plans for ways to encourage transit use through more concentrated land use and development, coupled with infrastructure investments that will support transit use. None of the recommendations would make immediate changes to the land use designations or transportation system in Tualatin.

### Announcements

The four meetings were announced through a press release posted on the project website and sent to the Commercial Citizen Involvement Organization (CIO) for distribution to its members. Three weeks before the first meeting, City staff mailed letters to property and business owners in the areas examined by the plan. Follow up phone calls were made to invite those same property and business owners to the meetings.

### Meeting Format

The same format was used for each of the four property and business owner meetings. Cindy Hahn (City staff) thanked the group for attending and began introductions of staff before the attendees introduced themselves; she then provided an overview of the project, including the main objectives of the meetings. Cindy also discussed the relationships between the Transportation System Plan, SW Corridor Study, and Linking Tualatin Project.

Matt Hastie (Angelo Planning Group) then provided detailed information about the draft plan recommendations for land use and infrastructure investments. Brandy Steffen (CH2M Hill) then facilitated questions and answers, both on the plan recommendations and other related topics. The meeting concluded with the next steps involved in the process and Cindy thanked everyone for attending.

The following sections include information specific to each meeting.



## Tuesday, March 12, 2013 - 12:00-1:30 pm

Ten people attended focusing on the plan recommendations on the west side of Tualatin. Only a few attendees were familiar with the project and only one had been involved with previous outreach activities.

### Questions about the project or past work:

- Attendees asked about the SW Corridor project. How does it relate to the Transportation System Plan and this project?
  - Staff replied that the SW Corridor Project has taken place at the same time as this project and is expected to finish in August 2013. The SW Corridor focuses on potential high capacity transit service from Portland to Tigard, Tualatin, and/or Sherwood. The project is examining a number of alternative routes and types of transit (e.g., bus rapid transit and light rail)
- Attendees asked whether high capacity transit is expected to go to Newberg.
  - Staff replied that this is not the plan, to the best of our knowledge, but the city will look into that.
- Attendees asked how closely the city is working with ODOT on the Linking Tualatin project.
  - Staff replied that ODOT was on the project's advisory committee and most of the local agencies have been involved in the project.
- Attendees requested that the PowerPoint Presentation from the meeting be posted on the website.
  - Yes, staff will post the presentation
- Attendees asked how the transit ready places/areas were determined.
  - Staff replied that these places/areas were based on property lines and existing roads as a way to divide the City into smaller, more manageable areas for study. They tend to have different characteristics and functions in terms of types of land use and transportation facilities and needs.
- Participants would like to see greater coordination between projects and jurisdictions; now it is not clear who is in charge of which project or when things will be decided.

### Questions about the land use and transportation projects:

- Attendees asked whether these land use changes would be overlays.
  - Staff replied that most likely the changes would be implemented either by applying an overlay such as the city's Business Industrial Overlay or Mixed Use Overlay or language changes to expand the list of allowed uses in specific areas, as a way to allow more options than what exists there now. However, if a property owner wants to change the land use now or in the near future, there could be map changes (in the Comprehensive Plan) at their request.
- Attendees wanted to know what impacts there would be on 124<sup>th</sup>. How will that affect my property along with the ODOT Pacific Hwy project?
  - Staff replied that the current codes for the greenway and ODOT projects will be reviewed to see what is planned and asked of property owners. The types of impacts of concern are typically addressed during a detailed design process.
- Some attendees expressed an overall concern with access to properties in this area. Many were willing to consolidate access, but some had been told in the past that all access points would be removed upon redevelopment of their properties.



- Attendees asked whether the City of Tualatin could change the Greenway plans and frontage road requirements (for the ODOT project on Pacific Hwy) to make it more feasible for property owners to sell or redevelop in the future.
- Attendees expressed other concerns about this location (124<sup>th</sup> and Pacific Highway) including:
  - Property owners have been told in the past that there would not be an entrance to their properties from 124<sup>th</sup> or Pacific Hwy. They commented at the meeting that if there is to be any development in this area, then the city needs to work with ODOT to figure out the access issues.
  - For the Greenway Plan, some attendees felt that a survey about where a *good* greenway should be placed was still needed. The south side of the river has very steep areas but it is all flat on north side and this would be a good greenway area.
  - Attendees added that it would be nice to have set plans for access to hand to prospective buyers; to have certainty for the possibilities of redevelopment or even just to sell the property.
  - Attendees added that someone should be able to develop their land without undue restrictions that are taking so much land. There should be exceptions to make it easier to develop in the future (one property owner would lose over 40% of his land to set backs required for Pacific Highway and the river greenway).
- The City asked property owners if mixed-use zoning (allowing for a combination of residential, retail and other commercial uses) would be ok in areas identified on the maps provided at the meeting. There was general agreement that this type of development would be fine, though the most important aspect was certainty of a decision, to allow development.
- Owners were open to greater transportation connectivity, particularly because of the congestion on the major roads.
- Some attendees said that they would love to see shuttle improvements; it is hard to get employees from Portland to work in Tualatin because of the lack of transit options.
  - One person said that some development has been driven away from Tualatin because of the lack of transit options.
  - Attendees added that there is a need for better, more frequent outreach between the Tualatin Shuttle and employers to increase ridership. Employers could promote use, but lack the marketing materials. One attendee noted that currently the shuttle is at/nearing ridership capacity (which is being studied now as part of the Job Access Mobility Institute project).
- Some attendees suggested the city consider something like SMART. They have heard that people love it.
  - Staff replied that it is something that has been considered by Linking Tualatin and the Transportation System Plan (TSP).
  - Staff continued that the City is looking at different transit options in the future; but a positive result of the Linking Tualatin project is the increased discussions with TriMet regarding transit options. TriMet will be starting a Service Enhancement Study for Tualatin over the spring/summer of 2013.

## Tuesday, March 12, 2013 - 5:30-7:00 pm

Five people attended the meeting and most of the group has been involved with the project and previous outreach activities.



Questions about the project or past work:

- Attendees asked if the traffic/land use scenarios look at employment and high density apartments around the industrial areas.
  - Staff replied yes, if there were both residential and employment located in the area, then they were both examined. If there was currently only employment, only that land use was examined. The project is not just about employment, but also about residents and visitors using transit.
  - Staff stated that land use recommendations in the plan only apply to areas that had potential or proposed redevelopment. While the plan mostly focuses on employment areas, mixed use would include some residential units. The project wanted to make it clear that changes will not be made to established residential neighborhoods.
- Attendees noted that low-income/section 8 housing transportation needs should be considered in the plan.
- Attendees wanted to know if there will be an opportunity to take the plan back out to the public and have another task force meeting.
  - Staff replied that it is possible, but not decided at this point.
- One attendee stated that the Tualatin Shuttle is looking at improvements, including a fixed route/schedule to reach more riders. However, it will not be able to serve the first four shifts of the morning, which take place before transit service is offered.
- Attendees reported on the JAMI (Job Access Mobility Institute) work:
  - The JAMI grant work has identified four existing transit routes, which could be viable based around where employees live. Large employers have been interviewed revealing the following information:
    - Shifts are typically from 5:00 am to 5:00 pm and 5:00 pm to 5:00 am, with a big rush on the roads at 4:00 am, 12:00 pm, and 2:00 pm (with most of these trips heading to the airport, in order to make deliveries on time).
    - 10% of employees live in the city and all are driving; many could bike/walk if there was infrastructure.
- Some attendees suggested including some JAMI information in the final Linking Tualatin plan.
- Attendees wondered, if people are coming into the Tualatin area, why would they park at a Park and Ride on Hwy 99, when they could drive a few more miles to their work (campus)? You may be more likely to have people use the Park and Ride if they are traveling outside the city limits.
- Attendees commented that the Tualatin Shuttle needs to link into other transit systems; that the Park and Ride would also be a transit hub.
- One attendee noted that vanpool was key to reach employees who live outside the area (including Lents/Woodburn/Beaverton/Clackamas) and that it would be beneficial to put parking in those areas and then have vanpool locations there.

Questions about the land use and transportation projects:

- Attendees expressed some concerns about the allowable land use in the industrial areas. Some items were:
  - A hotel might be good in this area since there is a lot of international travel heading here.
  - The development around the Hillsboro airport is a good example of mixed use that could take place on Hwy 99, but not in the middle of the industrial area.



- They were concerned about replacing high paying industrial jobs with low paying retail jobs; however, some said that daily use retail/services should be permitted and not conditional.
- Attendees wondered if you update the code to allow other uses will it take away from the industrial zoning/opportunity.
  - Staff replied that these changes would not diminish the industrial opportunities available in those areas.
- One attendee commented that the project is trying to reduce single occupant vehicle use by 5% (which is not in line with state average, but there is little opportunity to bike/walk now).
- An attendee noted that city standards do not require pedestrian-scale lighting for sidewalks or wide bike paths, which is important to the feeling of safety. Since shifts end during the dark, lighting and wide paths are important in these industrial areas.
- Attendees asked about the parking structure/Park and Ride in the Pacific-Financial transit ready place. Who is the target user?
  - Staff replied that it depends on what happens with the SW Corridor project. Part of the idea was to provide a transit hub here for travelers headed further north into Tualatin, Tigard or Portland.
  - It was suggested by attendees that increased vanpool service either through the city or to individual employers would be much less expensive and just as effective as building a park and ride structure.
- Many of the attendees wanted to see a park and ride structure on I-5.
- Attendees commented that Tualatin has many people that just drive through. If they had a way to link to transit in southern cities then head into Tualatin or northern cities, or even to travel to the casino or beach, that would be better. Some suggested a bypass as a way to distribute these trips outside of the city.
- One attendee said that they are hearing concern or fear from residents about the prospect of the SW Corridor/transit increasing service to Tualatin.
- Some of the attendees liked the concept of an overlay zone, which would provide more land use options.
  - An attendee said that if people understand there is a higher value land use available over time then they may use the overlay to develop something with more value in the future.

### **Thursday, March 14, 2013 – 12:00-1:30 pm**

One person attended this meeting. He represents Legacy Meridian Park Hospital and has been involved throughout the Linking Tualatin project. He did not have any concerns about the proposed information, but had additional information to share about the hospital's future growth and long range planning, as the area's largest employer. He mentioned that the medical offices are currently 98% full so there would be potential opportunities for mixed use/retail uses.

Meridian Park Hospital is looking at growth of the hospital and medical offices (in the immediate surrounding area), as more people come to the hospital and city. Most of the employees at the hospital work 12-hour shifts from 7:00 am to 7:00 pm, though most of the employees at the medical offices work 8:00 am to 5:00 pm and could benefit from vanpooling or transit improvements. There might be space and opportunity for a park and ride at the hospital as it expands. Not many people bike to work or the hospital, but bike paths and other options would be appreciated for walking during breaks. They will be coordinating with TriMet during expansion to make it easier for buses to access the site. The hospital

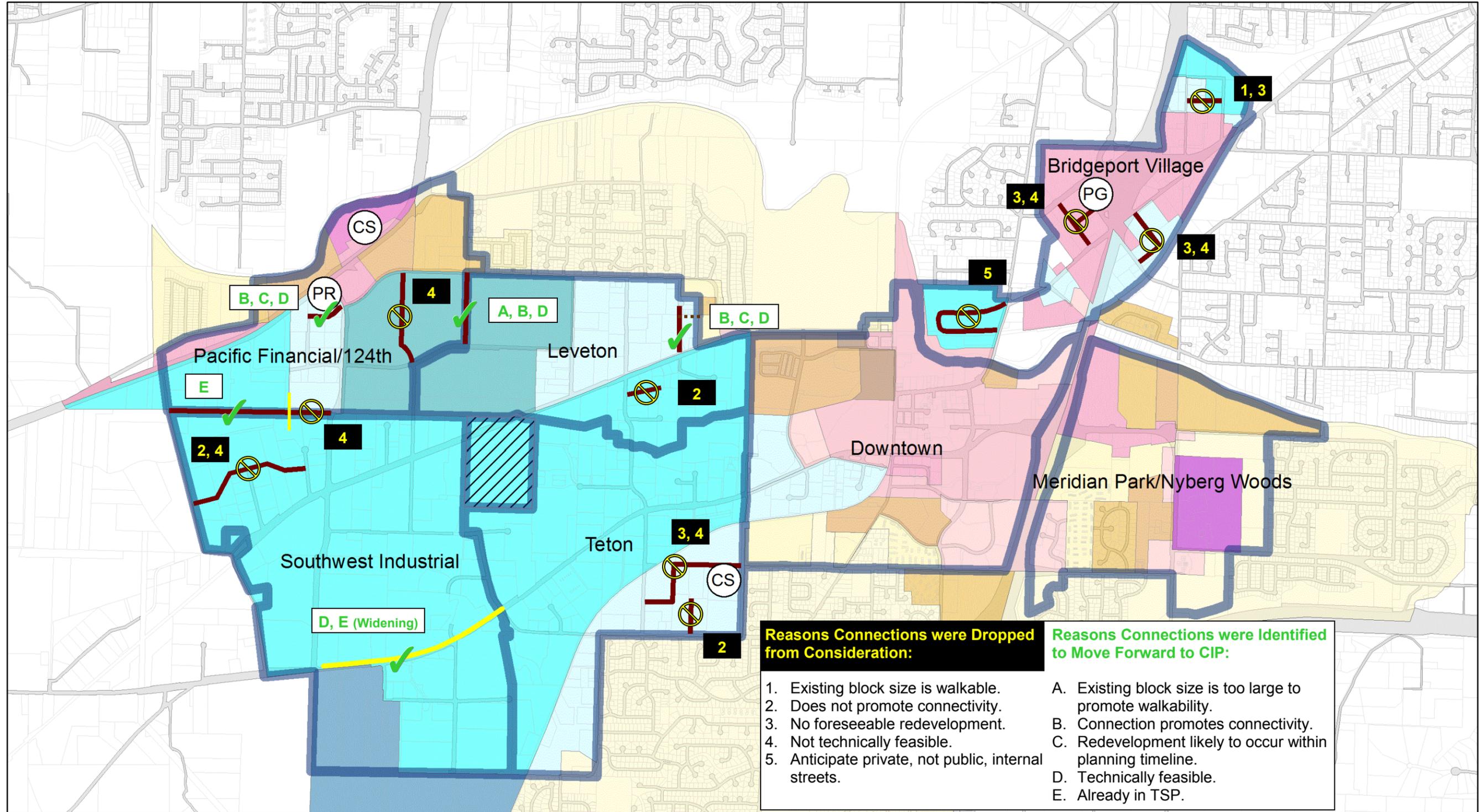


## LINKING Tualatin

may need another parking structure in the future. The hospital is interested in helping meet community transportation needs in the area, particularly for transit.

### **Thursday, March 14, 2013 - 5:30-7:00 pm**

One person attended the meeting. While his wife owns and operates a business in the Bridgeport area, he did not have any concerns about the Linking Tualatin Plan; he was mostly concerned about the Basalt Creek area where he owns a house. He said he could see the possibility of mixed use development in that area that could provide for some small scale retail services, with careful consideration.



**Reasons Connections were Dropped from Consideration:**

1. Existing block size is walkable.
2. Does not promote connectivity.
3. No foreseeable redevelopment.
4. Not technically feasible.
5. Anticipate private, not public, internal streets.

**Reasons Connections were Identified to Move Forward to CIP:**

- A. Existing block size is too large to promote walkability.
- B. Connection promotes connectivity.
- C. Redevelopment likely to occur within planning timeline.
- D. Technically feasible.
- E. Already in TSP.

CS Community Space/  
Open Space

PG Parking  
Structure

PR Park-and-Ride

Local Street  
Connector

"Parkway  
Treatment"

Unincorporated

Drop from  
consideration  
Move forward  
to CIP



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". 15 Dept. Printed 1/16/2013

# Linking Tualatin Update



April 2013

## MEETINGS HELD WITH BUSINESS AND PROPERTY OWNERS

Over a series of four meetings in mid-March, 17 owners and other interested stakeholders expressed their comments and concerns about impacts to their businesses and properties over the next 20 years as the City plans for ways to encourage transit use based on recommendations in the Linking Tualatin plan.

Attendees were generally satisfied with proposed land use code changes which will allow for more compact development as well as greater flexibility during development, coupled with capital improvements that will support transit use. There was some concern that the industrial uses in the west should be preserved for high paying jobs and that future development should reflect those goals; however, the attendees were not opposed to daily services catering to local workers being located in these areas (particularly along the edges). They were also open to greater transportation connections for vehicles, pedestrians, and bicycles, as well as enhancements to transit service.

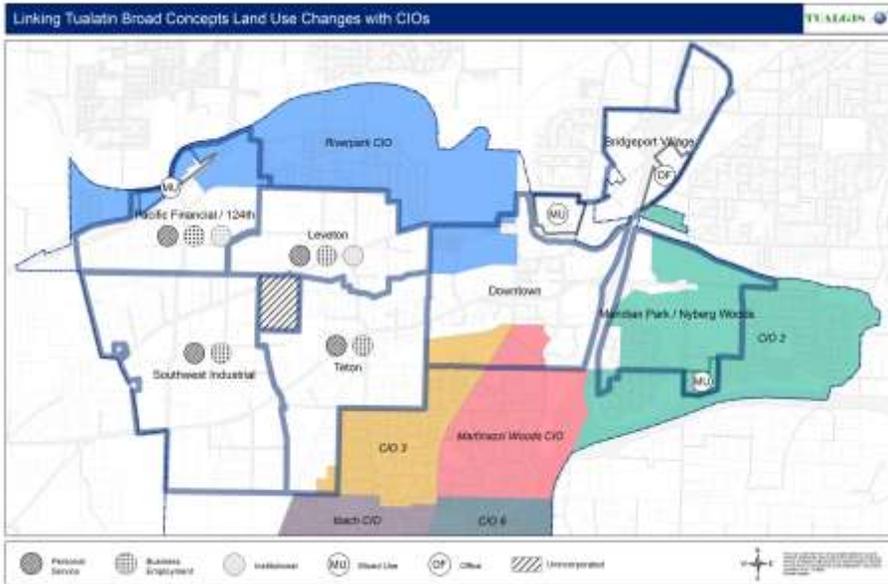
The **Linking Tualatin plan** outlines land use and transportation changes in key areas in Tualatin to improve transit connectivity. The plan focuses in large part on the city's employment areas such as Bridgeport, industrial areas in the west, and Meridian Park Hospital. It also identifies areas with potential for "mixed use" (residential/commercial/retail) and includes transit-related recommendations that benefit Tualatin residents, neighborhoods, and visitors. None of the ideas proposed in the Linking Tualatin plan will result in immediate changes to land use designations or the transportation system in Tualatin.

The presentation from the meetings is available on the Linking Tualatin page on the City's website ([www.tualatinoregon.gov/planning/linking-tualatin](http://www.tualatinoregon.gov/planning/linking-tualatin)). Attendees input will be reflected in the final Linking Tualatin plan and discussed with the City Council and Planning Commission at work sessions starting this month. Other next steps in the Linking Tualatin planning process include:

- Update draft Linking Tualatin Conceptual Plan, March – July 2013
- Planning Commission and City Council meetings, May – July 2013
- Draft amendments to City's Comprehensive Plan and Development Code, May – July 2013
- Plan acceptance by City Council and Planning Commission, anticipated August 2013

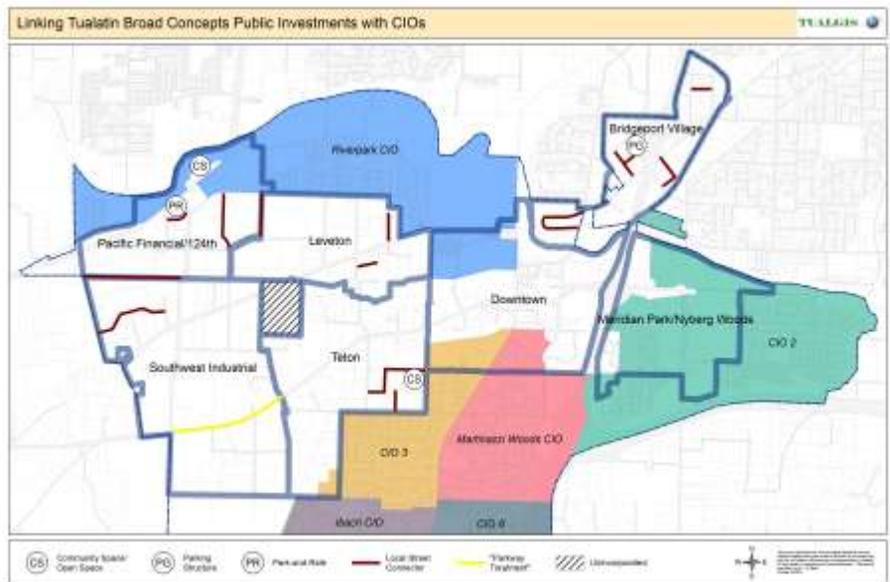
**Transit Ready Places:**

- Bridgeport Village
- Meridian Park/Nyberg Woods
- Downtown
- Leveton Drive/Herman Road
- Teton Avenue
- Southwest Industrial
- Pacific Financial/SW 124<sup>th</sup> Avenue



*Land Use Code Changes would allow additional land uses within transit ready places. Examples include mixed-use, office, personal service uses, business employment and institutional.*

*Land Use Public Investments are capital improvement projects that would occur within the various transit ready places. Examples include community space/open space, parking structure, park-and-ride, local street connections and "parkway treatment".*



More information about the Linking Tualatin project, along with the draft plan and maps showing greater detail about the recommendations, can be found on the Linking Tualatin page on the City’s website ([www.tualatinoregon.gov/planning/linking-tualatin](http://www.tualatinoregon.gov/planning/linking-tualatin)).

If you have specific questions or concerns about the project please contact **Cindy Hahn** at [chahn@ci.tualatin.or.us](mailto:chahn@ci.tualatin.or.us) or 503-691-3029.