MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: February 27, 2012

SUBJECT: Work Session for February 27, 2012

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1) ***5:00 p.m. (30 min) – Executive Session***
An executive session pursuant to ORS 192.660(2)(d) to discuss labor relations will be held at the beginning of the Work Session.

2) ***5:30 p.m. (20 min) – Core Area Parking***
This is a briefing for an upcoming plan text amendment which would remove existing code provisions that allow payment of a parking impact fee within the Core Area Parking District. Staff is seeking feedback from the Council prior to proceeding with the plan text amendment.

3) ***5:50 p.m. (30 min) – MSTIP Priorities***
At the January 23rd work session, Council discussed the first draft list of projects to be funded in the next five-year cycle of the Washington County Major Streets Transportation Improvement Program (MSTIP). Tonight's discussion is focused on some additional information regarding Grahams Ferry Road improvements and asking for further input on priorities in regards to the Tualatin projects to be funded by the MSTIP.

4) ***6:20 p.m. (15 min) – Tualatin River Water Trail Update***
As part of a regional vision for a Tualatin River trail, Metro and project partners are studying selection of a new location for a light water craft (canoe, kayak, etc) launch site. An entry point on the river will offer new recreational opportunities, increase public access to the Tualatin River and promote public awareness of water quality issues and wildlife habitat protection. Tonight's presentation is designed as a project update.

5) ***6:35 p.m. (15 min) – Centennial Celebration Update***
This is a brief update to Council regarding planning work that is taking place for the Centennial Celebration and to get Council feedback regarding ideas.

6) ***6:50 p.m. (5 min) - Council Meeting Agenda Review, Communications & Roundtable.*** This is an opportunity for the Council to review the agenda for the February 27, 2012 Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.

MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: William Harper, Senior Planner
Alice Rouyer, Community Development Director

DATE: 02/27/2012

SUBJECT: Briefing on Proposed Amendments that would Remove Core Area Parking District "Impact Fee" Provisions in the Tualatin Development Code and the Tualatin Municipal Code.

ISSUE BEFORE THE COUNCIL:

This is a briefing for an upcoming Plan Text Amendment PTA-11-1 which would remove existing Tualatin Development Code (TDC) provisions that allow payment of a parking "Impact Fee within downtown Tualatin's Core Area Parking District". The TDC amendment will be paired with an amendment to the Tualatin Municipal Code <u>Chapter 11-3 Core Area Parking District Board</u> that will remove "Impact Fee" provisions.

Staff is seeking feedback from the Council prior to proceeding with the plan text amendment.

PTA-11-12 is scheduled to be considered by TPAC at the April 3, 2012 meeting and in a public hearing before the Council on April 23.

POLICY CONSIDERATIONS:

- At a July 11, 2011 Joint Work Session, the City Council and the Core Area Parking District (CAPD) Board reviewed a number of operational and funding issues associated with the CAPD program. A consensus was reached to "Explore the feasibility of ending the '*fee-in-lieu program*' as one of several means to manage the Core Area program into the future."

- At its October 4, 2011 meeting, the CAPD Board recommended ending the "Impact Fee" program.

- The "fee in lieu" (known as the "Impact Fee" in the CAPD Ordinance) provisions allow development in the CAPD to reduce required on-site parking by paying an "Impact Fee" for each required parking stall not constructed by the development. Funds collected are then available to help pay for construction of CAPD parking improvements.

- The current Impact Fee account balance is approximately $45,000 from payments by developers in lieu of providing required on-site parking spaces (payment in-lieu-of a total of 34 parking spaces). The account funds are from three projects in the CAPD (Aspen Place, Martinazzi Commons, and Robinson Crossing I & II).

- The current estimated cost of constructing a new surface parking space (not including land costs) is approximately $5,500. The current CAPD Impact Fee is $3,500.

- The following policy questions are relevant:

1. Should the CAPD continue this element of the program?

Considerations:

- Urban Renewal is no longer available as a funding source to purchase land and construct or assist in the construction of new parking lots.

- A gap of approximately $2,000 exists between the cost to construct a new public parking space and the Impact Fee.

- Only three developers have taken advantage of the "Impact Fee" since it was revised in 1994.

- Some perceive that the public parking supply is insufficient in downtown Tualatin. Allowing new development to "buy into" the CAPD program will exacerbate this perception.

2. What are the implications of eliminating the "impact fee" for the CAPD?

Considerations:

- Developers will no longer be able to buy into the CAPD parking program in lieu of creating on-site parking spaces.

- Private parking will remain in downtown Tualatin. The private sector will provide the parking supply for new downtown development in the future.

EXECUTIVE SUMMARY:

- The Tualatin Municipal Code (TMC) Chapter 11-3 (Attachment A) establishes the Core Area Parking District (CAPD) and the CAPD Board. It is responsible for the operation of the district. The purpose of the CAPD is "...to construct, operate, maintain and administer public parking facilities" (TMC 11-3-010). With oversight by the CAPD Board, the CAPD operates and maintains five parking lots in the district and administers the public parking program. The TMC Chapter 11-3 includes provisions for a Parking District Tax and an Impact Fee (see Attachment A).

- The CAPD is located in the downtown area north of Seneca Street between Boones Ferry Road (west), Hedges Creek (north) and Martinazzi Avenue (east) (see Attachment B - Map of Core Area Parking District). Development within the CAPD includes single and multi-story buildings with a mix of retail, office, and residential uses. The CAPD has ownership of five public parking areas with 394 public parking spaces distributed throughout the CAPD (Attachment B).

The downtown areas of Tualatin, including the areas around the Tualatin Commons and in the CAPD, are designed to be a pedestrian-friendly district, are well served by transit, and encourage attractive, higher-density commercial and residential development. The CAPD supports development, businesses, and users of the downtown area by administering a program of free public parking lots funded in part by a "Parking District Tax".

- Tualatin Development Code (TDC) Chapter 73 is the Community Design Standards that apply to development in Tualatin and administered through the Architectural Review process. TDC Section 73.370 -Off Street Parking and Loading establishes the standards for required off-street parking for commercial, industrial, institutional and residential development. TDC 370(2)(b)(i) grants development located in the Core Area Parking District (CAPD) with:

  - A 25% reduction in required off-street parking standards (as established in Architectural Review) available to all development within the CAPD boundaries;

  - An opportunity to further reduce required on-site parking in the CAPD by a "buy down" of required on-site parking parking spaces. The reduction is available when paying a CAPD "Impact Fee" on a per parking space basis ($3,500 per parking space, restricted to a maximum of 25% of CAPD required parking).

- The current Impact Fee provisions allows developers in the CAPD to reduce the amount of private parking by up to 25% of the required parking. For example, 12 required spaces could be reduced to 9 spaces by payment of the Impact fee for three spaces (12 x .25 = 3). If the spaces are constructed by the CAPD, here is how the fee, costs, and "subsidy" would work out:

  3 Impact Fee spaces x $3,500 = $10,500 Impact Fee (collected from developer)

  Given that the amount of the Impact Fee is insufficient to cover the current construction cost by $2,000 per parking space, this example would amount to the City needing to subsidize the construction of the three spaces with $6,000. In years past, Urban Renewal funds have been used to subsidize and further the development of parking supply in the CAPD.

- As new projects develop and redevelop in the CAPD and the downtown, the demand for public parking in the district will increase. If more developers take advantage of the "impact fee" option in lieu of building more parking, pressure to build more public parking will also increase. The current amount of "Impact Fee" funds collected and the per parking stall rate will not cover the costs to aquire land and construct new parking spaces. Without urban renewal or CAPD funds to supplement it, the program is not sustainable.

- Next Steps:

  March 6, 2012 Update of CAPD amendment to Tualatin Planning Commission.

  April 3, 2012 A proposed Plan Text Amendment (PTA-11-12) scheduled for review by the Tualatin Planning Commission (TPC) would remove the CAPD Impact Fee parking reduction provisions in the TDC 73.370(2)(b).

April 23, 2012 Council public hearing for PTA-11-12.

May 14, 2012 Council consideration of ordinances amending TMC Chapter 11-3-100 and TDC Chapter 73, removing the provisions for a CAPD "Impact Fee".

RECOMMENDATION:

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

Attachments:
- A - Tualatin Municipal Code Chapter 11-3 (without proposed amendment)
- B - Core Area Parking District Aerial Map
- B- Core Area Parking District Lots
- C - Minutes of July 11 Council/CAPD Work Session
- D - Minutes of October 4, 2011 CAPD Meeting

Chapter 11-3

Core Area Parking District Board; Tax Rate And Impact Fees Committee

Sections:

11-3-010 District Established.

There is established in the City of Tualatin the Core Area Parking District. The district shall encompass the area as shown on Exhibit "A" and Exhibit "B" attached to this ordinance and incorporated by reference. The purpose of the district shall be to construct, operate, maintain and administer public parking facilities. [Ord. 475-79, 6/11/79; Ord. 1147-03; Renumbered 08/25/03; Ord. 1231-07, 03/12/07].

11-3-020 Definitions.

For the purpose of this chapter, the following words and phrases mean:

(1) "Annual tax" means a tax related to the annual operating costs of the district.

(2) "Annual tax rate" means an amount, expressed in dollars, established in accordance with TMC 11-3-060 and used to compute the annual tax.

(3) "Gross leasable area" means the total floor area designed for tenant, occupancy and exclusive use, expressed in square feet and measured from the center line of joining partitions and from outside wall faces.

(4) "Impact fee" means a fee related to the capital cost of financing a parking space.

(5) "Non-taxable residential uses" means detached single family residential uses, and in multi-family residential uses, only the common entryways, common hallways, out of the living unit storage areas, group dining and lounge facilities, but not common cooking facilities and vehicle storage facilities.

(6) "Person" means a natural person, firm, partnership, association or corporation.

(7) "Taxable residential uses" means residential uses, other than non-taxable residential uses, but including administrative and maintenance facilities, and commercial space of any residential development, the commercial portion of mixed-use development, and all multi-family residential development that, due to an inadequate number of on-site parking spaces as specified in the Tualatin Development Code, is designed to rely in part or wholly on public parking facilities.

(8) "Tax year" means July 1 to June 30.

(9) "Use" means all businesses, professions, occupations, trades and fraternal and religious organizations. [Ord. 475-79, 6/11/79; Ord. 892-93 §1 &, 2, 4/26/93; Ord. 1147-03, Renumbered 08/25/03].

11-3-030 Parking District Board.

(1) The Core Area Parking District Board is created. At least five members of the Board must own, operate or occupy business premises in the District. The additional member of the Board shall be a member of the City Council. Each member shall be appointed by the Council for a term of three years or until a successor is appointed.

(2) Vacancies on the Board arising from the death, disability, resignation or loss of qualifications of any member shall be filled by the Council by appointment of a successor to serve the remaining term of office. A member may be reappointed to the Committee to additional terms at the discretion of the Council.

(3) Each Board member serves at the pleasure of the City Council and may be removed at any time prior to the end of the Board member's term. In addition, upon the failure of a Board member to satisfy the attendance requirements established by the Board, the Council shall declare the position vacant and fill the position in the manner provided above.

(4) The chairman of the Board shall serve as an ex officio member of the City of Tualatin Urban Renewal Advisory Committee.

(5) The City Council shall annually establish a regular monthly meeting date for the Board. The chairman or a majority of the members of the Board may call special meetings.

(6) In addition to the regular members of the Board, the City Council may appoint not more than one ex officio member under the age of 18 years, who shall serve a one-year term which may be renewed for one additional year. Except as otherwise provided, such ex officio member shall be treated as a Board member, i.e., by receiving a copy of the agenda and staff report, and by full participation in the Board's discussion. The ex officio member shall not be counted for purposes of establishing a quorum for the conduct of Board business and shall not be permitted to vote on motions or other action taken by regular Board members. In addition to other criteria deemed relevant by the Council for appointment or removal, the Council may consider the effect of participation on the Board on such person's academic performance. [Ord. 475-79, 6/11/79; Ord. 583-82, 8/23/82; Ord. 888-93 §12, 3/22/93; Ord. 981-97 §1, 7/14/97; Ord. 1017-99 §5, 4/26/99; Ord. 1147-03, 08/25/03; Ord. 1330-11 §4, 8/22/11]

11-3-040 Board Organization and Duties.

(1) At its first meeting after appointment and thereafter at its first meeting of each year, the Board shall elect a chairman from its membership. The Board shall effect whatever internal organization it deems best and shall adopt rules of procedure for the conduct of its business.

(2) The Council delegates to the Board the responsibility for the operation of the district. This responsibility shall include the following:

(a) Providing for and monitoring maintenance;

(b) Monitoring parking regulations;

(c) Recommending payment by the Council of expenses of the district, including reimbursement to the City for administrative and legal expenses; and

(d) Other matters which pertain to the daily operation of the district.

The delegation in this chapter shall be subject to the condition that any contract required for the operation of the district shall be approved and executed by the Council.

(3) By March 1 of each year, or earlier if requested, by the City Manager, the Board shall prepare and submit to the City Budget Committee a proposed budget for the next fiscal year. The budget shall include the estimated costs of maintaining and administering the district and the annual tax rate; costs of constructing new facilities and purchasing property; and any other matter related to the budgetary needs of the district.

(4) The Board shall serve in an advisory capacity to the City Council on policy matters affecting the district, and the Council shall consult the board prior to taking action on the following:

(a) Location of new parking lots;

(b) Design of new lots;

(c) Improvements to existing lots and development of new lots;

(d) Regulation of parking lots;

(e) Capital outlays for the district, including urban renewal funds;

(f) Purchase of property for district purposes;

(g) Amount of fees, taxes, appeal of taxes and credits; and

(h) Other policy matters pertaining to the district.

(5) Notwithstanding any other provision, the City Council shall have the final determination and responsibility on all matters concerning the district. [Ord. 475-79, 6/11/79; Ord. 1125-02, 12/09/02; Ord. 1147-03, Renumbered, 08/25/03; Ord. 1330-11 §6, 8/22/11].

11-3-050 Parking District Tax.

(1) At such time as recommended by the Board to the Council or on July 1, 1980, and thereafter, a tax is imposed, for revenue purposes only, upon the privilege of carrying on a business, occupation, profession, trade, fraternal or religious activity, and taxable residential uses within the Core Area Parking District.

(2) The reason for the tax is that revenues are necessary for the construction, operation and maintenance of parking facilities in the district. The tax imposed in this chapter is in addition to and not in lieu of any other tax, assessment or fee required by state or local law or ordinance, and notwithstanding any other ordinance of the City of Tualatin. The acceptance by the City of any amounts due under this chapter shall not be conditioned upon compliance with any other law or ordinance, regulatory or otherwise; nor shall such acceptance be deemed a waiver of any other law or ordinance, regulatory or otherwise.

(3) This being a revenue measure enacted to meet a local need, it is the intent of the City that this tax shall apply to all businesses, professions, occupations, trades, fraternal and religious organizations, and taxable residential units, located within the district, without regard to any law or ordinance purporting to exempt any particular use from business license taxes.

(4) Non-taxable residential uses are not subject to the annual tax.

(5) All money collected under this ordinance shall be used for the operation and maintenance of and capital improvement investment in parking facilities in the district. [Ord. 475-79, 6/11/79; Ord. 634-84 §1, 5/14/84; Ord. 892-93 §3, 4/26/93; Ord. 1147-03, Renumbered, 08/25/03].

11-3-060 Establishment of Annual Tax Rate and Credit.

Beginning in 1983 and each year thereafter, the City Council shall, prior to the beginning of the tax year, enact an ordinance establishing the formula for calculating the annual tax rate, credit against the actual tax for the ensuing tax year, and the percentage of annual tax credit that may be received. [Ord. 475-79, 6/11/79; Ord. 605-83 §1, 9/12/83; Ord. 1147-03, Renumbered, 08/25/03].

11-3-070 Returns and Payment.

(1) After establishment of the annual tax rate and credit pursuant to TMC 11-3-060, the City shall send a tax assessment form to those conducting a taxable use in the District. The tax assessment form shall include all information used in computation of the tax in accordance with TMC 11-3-080.

(2) Tax assessment returns shall be submitted to the City on or by the date indicated on the form and shall be signed by the owner or manager of the use. Such returns shall be confidential and the contents shall not be revealed except for purposes of administering or enforcing this ordinance.

(3) Upon receipt of a tax assessment return, signed and executed, together with

payment of the required tax, the City shall issue a receipt showing the name of the use, the name of the owner or manager, and the period for which the tax is paid. A use commencing within the District during the period of the tax year shall pay that part of the tax for that year which is proportional to the unexpired year, prorated to the first day of the calendar month within which the use was commenced.

(4) Unless a taxpayer has been delinquent in payment of the prior year taxes or any installment, the City shall allow a taxpayer to pay the annual tax in no more than three approximately equal installment payments in accordance with a schedule determined by the City and indicated upon the tax assessment form. Any unpaid balance shall bear interest at the rate of 1½% per month or portion of a month until paid. Interest payments shall be divided among, added to, and made part of installments. Where a taxpayer has elected to pay the tax in installments and has failed to pay the amount of the payment or has failed to pay by the scheduled due date, the City Finance Officer may, after giving 10 days prior written notice by ordinary mail, accelerate the balance of tax payments, plus accrued interest. After the balance of installment payments and interest has been accelerated, the full amount of the tax plus accrued interest shall be due and payable. Failure by the City to accelerate payments in a particular instance shall not be construed as a waiver of the City's right to accelerate payment. [Ord. 475-79, 6/11/79; Ord. 640-84 §2, 6/25/84; Ord. 720-87 §2, 5/11/87; Ord.1147-03, 08/25/03].

11-3-080 Computation of Tax.

The computation of the annual tax shall be based upon a formula applying the annual tax rate as follows:

$$\text{Annual tax} = \frac{\text{(GLA) of premises}}{1000} \, *$$

* Multiplied by the space factor from Table A, multiplied by the annual tax rate.

TABLE A

Parking Space Requirement Factor

Building Type	Space Factor
General Office	3.50
Medical/Dental Office	5.00
Banks/Savings and Loan	4.50
Retail/Service	3.85
Restaurant/Tavern	5.00
Places of Assembly	2.00
Vocational Training Facility	3.50
Retirement Housing Facility	.50 spaces per dwelling unit
Dwelling Units within District	2.00 spaces per dwelling unit, including garage

(1) Table A is not a complete, final or exclusive list of all uses to be taxed or of all uses within the building types indicated. Each type shall be deemed to include, in addition to those specified, such allied and like occupations, professions, trades, businesses or other uses as in normal custom and usage would be considered to be within that classification. The final determination of a question concerning any use classification or space factor shall be decided by the Board.

(2) Every use which furnishes privately owned off-street parking shall be allowed a credit as established pursuant to TMC 11-3-060 against this tax for each space thus furnished. Where several uses share a common lot, the owner of the premises shall, on or before July 1st of each year, prepare and submit to the City a listing of the gross leasable area for each tenant and the number of parking spaces allocated to each tenant.

The list shall state whether the spaces are exclusively assigned or a percentage of the total spaces available. A copy of the listing shall also be furnished to each tenant and shall be the basis for computing the annual tax. Whenever a building is constructed, enlarged, remodeled or office space changed, the owner shall, within 30 days of completion or receipt of an occupancy permit, submit a new listing of tenant spaces and parking allocations to the City. [Ord. 475-79, 6/11/79; Ord. 640-84 §1, 6/25/84; Ord. 892-93 §4, 4/26/93; Ord. 1020-99 §1, 6/14/99; Ord.1147-03, 08/25/03; Ord.1286-09, 07/13/09].

11-3-090 Reporting Requirements; Refunds.

(1) In addition to submitting any other information required by ordinance, it shall be the responsibility of the property owner, manager, and operator of leased premises within the Core Area Parking District to notify the City in writing of changes in occupancy, new occupancies of previously vacant premises or portions, partitioning of leased premises to provide additional occupancies and termination of occupancies. In addition to such occupancy information, the amount of gross leasable area of the premises assigned to each occupant and any alterations in the amount of such assigned areas shall also be provided in writing to the City. Information required by this provision shall be submitted no later than 20 days following the event which triggers the reporting requirement.

(2) When a use ceases operation during a tax year in which the tax, along with any interest charge and penalty, if any, has been paid, the person who paid the tax or his or her assignee shall, upon written request to the City, be entitled to a refund of the tax, but not the interest or penalty charges, in proportion to the unexpired tax year, prorated to the last day of the month within which the use ceased operation. [Ord. 475-79, 6/11/79; Ord. 720-87 §1, 5/11/87; Ord. 1147-03, Renumbered, 08/25/03].

11-3-100 Impact Fee.

(1) When a structure is constructed or enlarged or when a structure is converted from a residential to a commercial use after the effective date of this ordinance, the owner shall be assessed an impact fee.

(2) Subject to provisions of subsection (1), all uses allowed in the Central Commercial Planning District, except non-taxable residential uses shall be charged an impact fee.

(3) Subject to subsection (1), taxable residential uses shall be charged an impact fee.

(4) The owner of any structure which is subject to the impact fee pursuant to subsections (1), (2) or (3) of this section, who furnishes off-street parking to be used by the occupants or invitees of such structure, shall be allowed a credit against the impact fee. The credit shall be determined by the following calculation:

Credit = P÷T x 100 = (%) percentage credit where:

P = Number of on-site parking spaces provided,

T = Total number of parking spaces required to meet parking demand of development parcel as determined by using parking rates in the Tualatin Development Code for uses allowed in the Central Commercial Planning District,

Credit shall not exceed 100% of the impact fee.

(5) The proceeds of the impact fee shall be placed in a capital reserve fund to be used for new parking facilities and improvements in the district.

(6) Any fee or credit established by this section may be changed by resolution of the Council. [Ord. 475-79, 6/11/79; Ord. 634-84 §3, 5/14/84; Ord. 892-93 §5, 4/26/93; Ord.1147-03, Renumbered, 08/25/03].

11-3-110 Method of Collection.

Any amount due the City as a tax under this ordinance shall constitute a debt of the person from whom the amount is due. The City may bring action in a court of competent jurisdiction to collect the debt, together with penalties and interest. [Ord. 475-79, 6/11/79; Ord.1147-03, Renumbered, 08/25/03].

11-3-120 Tax Delinquency.

Any tax imposed by this chapter shall become delinquent if not paid on the last day of the month in which it is due. Any person who fails to file the tax return and make payment as required by this ordinance shall be charged interest at the rate of 1½% per month or portion of a month on the amount of tax due from the date of delinquency until the date of payment. [Ord. 475-79, 6/11/79; Ord.1147-03, Renumbered, 08/25/03].

11-3-130 Notice of Delinquency.

As soon as practicable after the date of delinquency, the City shall send a notice of delinquency, by certified mail, to the person responsible for the tax. The notice shall inform the person of the delinquency and state that the tax plus interest must be paid within 10 days of receipt of the notice. [Ord. 475-79, 6/11/79; Ord. 1147-03, Renumbered, 08/25/03].

11-3-140 Penalties for Violations.

(1) Any person who fails to pay the annual tax imposed by this chapter or any installment payment of the tax, after being sent a notice of delinquency by the City, commits a civil infraction and shall, in addition to being liable for the tax plus interest, be subject to a forfeiture of no more than $50 for each day, but no more than $1,000 total, so long as the tax or installment payment, including interest, remains unpaid. Where the delinquency is of a continuing nature, only a single notice need be sent.

(2) Except as otherwise provided in subsection (1), any person who fails to comply with this chapter commits a civil infraction and shall be subject to a forfeiture in an amount not exceeding $500. For each day on which a person fails to comply with this chapter, a separate violation is committed. [Ord. 475-79, 6/11/79; Ord. 611-83 §1, 11/28/83; Ord. 720-87 §3, 5/11/87; Ord.1147-03, Renumbered, 08/25/03].

11-3-145 Appeal Procedure.

(1) A person in disagreement with a Core Area Parking District tax assessment may appeal the tax assessment to the City Council by filing a written request with the Economic Development Department describing with particularity the tax assessment from which the person appeals.

(2) An appeal of the tax assessment must be filed within 30 days from the date the tax bills were mailed, except for Fiscal Year 02/03 when appeals must be filed within 30 days after adoption of the appeal process. The Core Area Parking District Board must review and make a recommendation on the appeal to the City Council. The appeal shall be accompanied by a filing fee as established by Council resolution. The appeal fee shall be refunded in the event the Council determines the tax assessment was incorrect.

(3) The appeal shall state:

(a) the name and address of the appellant;

(b) the reason the tax assessment is incorrect (required to be based on one of the following):

(i) number of on-site spaces provided

(ii) gross leasable area

(iii) space factor

(iv) error in the calculation with the tax formula

(c) what the correct tax should be or how the correct tax should be derived.

An appellant who fails to file such a statement within the time permitted waives his or her objections, and his or her appeal shall be dismissed.

(4) The Core Area Parking District Board shall consider the matter within 45 calendar days after the appeal is received. The Core Area Parking District Board shall

consider the appeal on the basis of the appellant's written statement and any additional evidence the Board deems appropriate.

The appellant shall carry the burden of proving that the tax assessment being appealed is incorrect and what the correct tax should be or how a correct tax should be derived.

(5) The Core Area Parking District Board's recommendation shall be forwarded to the City Council at their next available meeting date. If the Council determines that the tax was assessed improperly, the Council shall direct that a revised tax assessment be completed. [Ord. 1125-02, 12/09/02; Ord.1145-03, Renumbered, 08/25/03].

11-3-150 Severability Clause. [Ord. 475-79, 6/11/79].

11-3-160 Emergency Clause. [Ord. 475-79, 6/11/79].

Schedule A

CORE AREA PARKING DISTRICT TAX RATE AND CREDIT

The annual Core Area Parking District tax rate for Fiscal Year 2011/12 is hereby established as $155.34. [Ord. 1005-98 §1, 6/8/98; Ord. 1020-99 §2, 6/14/99; Ord. 1052-00 §2, 3/13/00; Ord. 1181-05, 3/14/05; Ord. 1206-06, 3/27/06; Ord. 1230-07, 3/12/07; Ord. 1256-08, 3/24/08, Ord. 1278-09, 3/9/09; Ord. 1300-10, 4/12/10; Ord. 1325-11, 6/27/11].

$$\frac{\text{Number of on-site parking spaces provided}}{\text{Gross leasable area}} \times \text{space factor} = \text{"A"}$$

If "A" is greater than or equal to 1.0, the credit is 50%

If "A" is less than 1.0, the credit is ("A" x 50%)

[Ord. 1005-98 §2, 6/8/98; Ord. 1020-99 §3, 6/14/99; Ord. 1052-00 §2, 3/13/00; Ord. 1158-04 §1, 3/8/04; Ord. 1181-05 §1, 3/14/05; Ord. 1206-06, 3/27/06, Ord. 1278-09, 3/9/09; Ord. 1300-10, 4/12/10; Ord. 1325-11, 6/27/11].

Schedule B

IMPACT FEE FOR THE CORE AREA PARKING DISTRICT

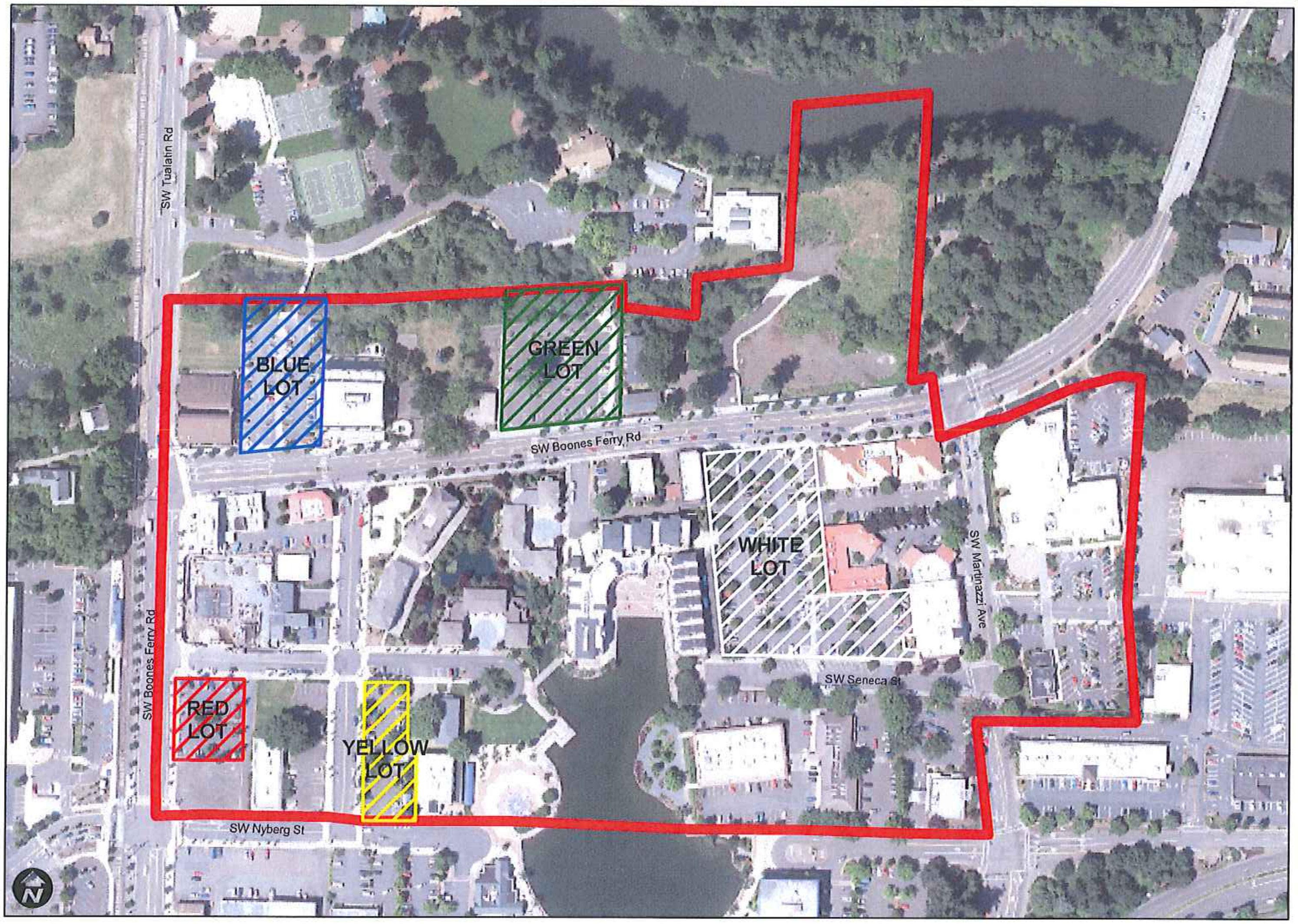
An impact fee of $3,500 per required parking space shall be charged for the amount of parking that is needed to support new, expanded, or existing development that changes use to require additional public parking. The fee is charged on a per space basis according to parking standards established in the Tualatin Development Code for the Core Area Parking District. The fee is collected at the time building permits are issued; and

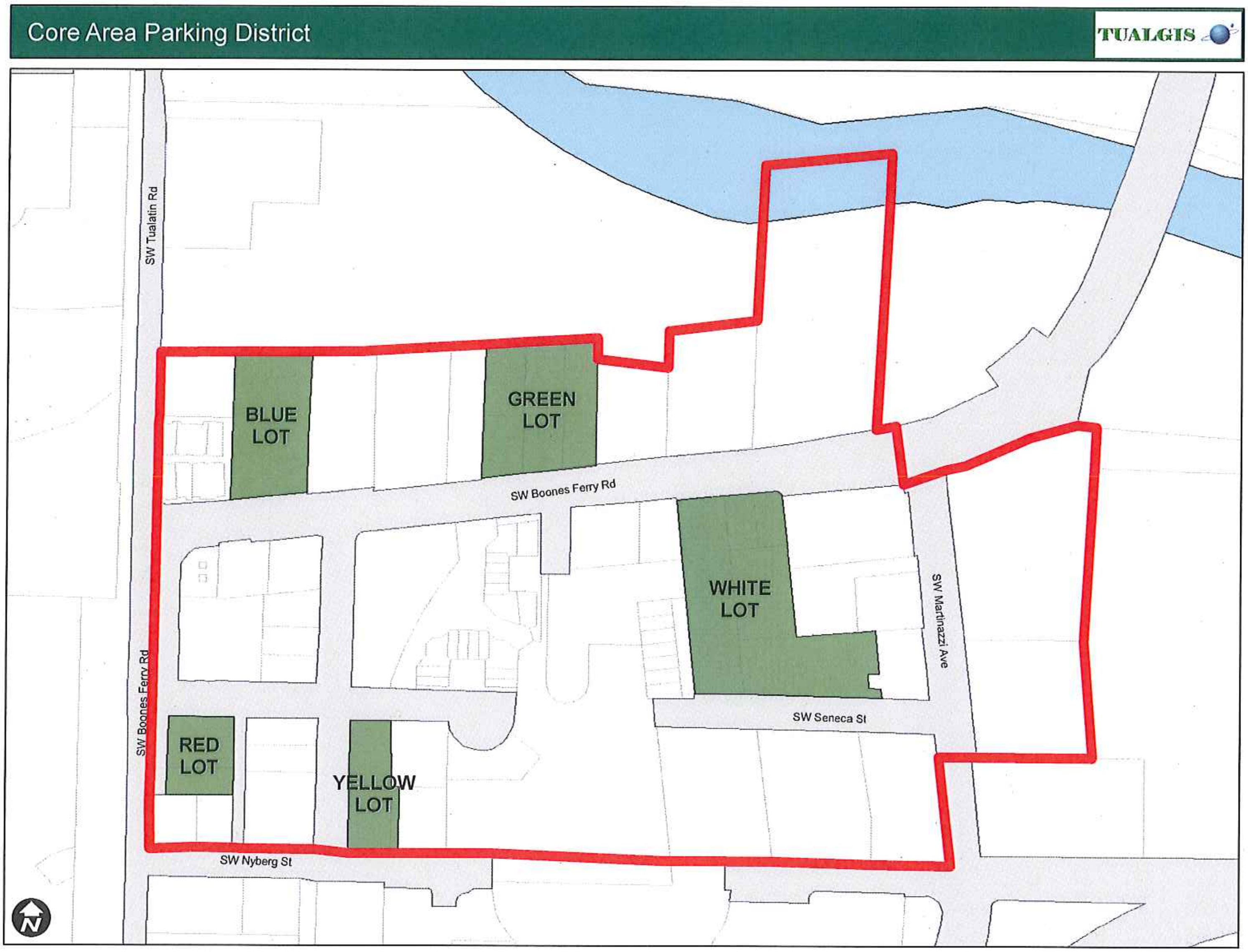
The following equation is to be used to calculate impact fee:

I = (TP - PP) x C where "I" equals total impact fee to be paid, "TP" equals total parking required to support development as determined by parking requirements established for the Core Area Parking District, "PP" equals private parking located on the development site, and "C" equals determined costs per space to design and build each on-grade parking space in a public lot within the District, including pedestrian and bicycle improvements. (C = $3,500). [Res. 3001-94, 8/8/94; Ord. 1131-03, 03/10/03; Res. 3990-02, 06/10/02; Ord. 1102-02, 03/11/02; Ord. 1147-03, Renumbered, 08/25/03].

Core Area Parking District

TUALGIS




Core Area Parking District
TUALGIS
SW Tualatin Rd
BLUE LOT
GREEN LOT
SW Boones Ferry Rd
WHITE LOT
SW Martinazzi Ave
SW Boones Ferry Rd
RED LOT
YELLOW LOT
SW Seneca St
SW Nyberg St
N

OFFICIAL MINUTES OF TUALATIN CITY COUNCIL WORK SESSION FOR JULY 11, 2011

Present: Mayor Lou Ogden; Councilor Monique Beikman; Councilor Wade Brooksby (arrived at 5:26 p.m.); Councilor Frank Bubenik; Councilor-elect Nancy Grimes; Councilor Joelle Davis; Councilor Ed Truax

Staff Present: City Manager Sherilyn Lombos; City Attorney Brenda Braden; Police Chief Kent Barker; Operations Director Dan Boss; Community Development Director Alice Rouyer; Community Services Director Paul Hennon; Finance Director Don Hudson; Planning Manager Aquilla Hurd-Ravich; Assistant to the City Manager Sara Singer; Senior Planner William Harper; Maintenance Services Division Manager Clayton Reynolds; Executive Assistant Maureen Smith

Attendees: Mike McKillip, Eric Underwood

1. CALL TO ORDER

Mayor Ogden called the work session to order at 5:02 p.m.

2. ITEMS FOR DISCUSSION

A. ***Regional Parks, Trails & Natural Areas -*** Discussion on this item was not held.

B. ***Police Contract with the City of Durham***

This item was moved to this portion of the agenda for discussion.

Police Chief Kent Barker gave a PowerPoint presentation and background on the contract the Police Department has with the City of Durham and what services the department provides. Currently, Durham pays the cost of one mid-range police officer. Options were reviewed - Option 1, stop providing police services to Durham and they contract with another agency, which still requires Tualatin to be dispatched to Priority One calls (if closest available unit) and provide backup; Option 2, Durham pays for one full-time top-step officer; and Option 3 is a model used by Newberg/Dundee reviewed with Council a few years back that uses a formula based on percentage of service calls. Council reviewed what would be reasonable, and Chief Barker mentioned other options that could be considered would be a property tax rate, or to go back to charging at an hourly rate, which is not preferred by staff.

Next steps for Council to consider were then reviewed. Discussion followed. Councilor Truax noted this has been an issue for him since he's been on Council and does not want to subsidize Durham, bu recognized it may take a few budget cycles to get to an acceptable contract amount. Staffing levels and levels of service were discussed. Chief Barker said his recommendation is to go with the Newberg-Dundee model. Discussion followed. Council directed that staff negotiate with Durham and as quickly as possible get to a fully absorbed rate.

C. *Core Area Parking District Options and Policies*

Community Development Director Alice Rouyer began the discussion regarding the core area parking district and addressing the current gap in revenue and operations/maintenance costs, and parking management issues. Recommendations from the Core Area Parking District Board will also be reviewed. Development Manager Eric Underwood, and consultant Rick Williams were present, and Core Area Parking District Board member Bill Jordan.

Rick Williams started with a brief history and background of the Core Area Parking District and Board, established in 1979. The impact fee for new development in the district was also established for capital improvement costs. Urban renewal funds were identified then to pay a large percentage of costs to construct public parking lots. To accommodate new development in the district during the mid-90s, the Core Area Parking District Board reviewed options for addressing parking in the rapidly-growing downtown area, resulting in a developer being required to provide at least 75% of the Tualatin Development Code-required parking. An additional 25% reduction from the initial 25% discount was provided, with urban renewal funding available to supplement the impact fee revenue and supply additional parking.

An assessment of the district revenue and operating cost trends, analysis of parking supply, parking demand/lot occupancy counts, and the City's past and future role in constructing public parking was reviewed and discussed with Council.

Considerable discussion followed on parking space supply and demand and reduction allowance in the Code. Director Rouyer further explained when the district began in the late 70's, no off-street parking was required, and the policy that was further addressed in the 90's, in light of Measure 5, required a developer to provide parking. Historically it worked because there was urban renewal funding, which is now not available. Mr. Williams went on to summarize the highlights and points made and reviewed the recommendations from the Board. If the issue is not addressed by 2014-15 the gap will increase and dip below the recommended reserves, with an increasing gap thereafter. The technical report and recommendations were reviewed to address the gap, and the reevaluation of the City's role in supplying parking in the core area.

As representation on the Board, Councilor Beikman reviewed the board's recommendations. She believes Council needs to address the issue as a whole, and went on to explain how the reserves were arrived at over the years, with charge backs and a cost study done to reflect the true costs of the district. Discussion followed on the parking formulation and how the percentages are arrived at. How to provide additional parking spaces with limited availability was discussed and was explained about the "Hanegan" site (former gas station) that could provide additional parking spaces.

How to move forward with addressing the district's future was discussed and the question of whether the City should continue to be in the business of parking or to turn it over to the private sector. Discussion turned to parking enforcement and the notion of whether to continue or move the costs of enforcement to the General Fund. The current fiscal year is budgeted for and Council discussed what next steps could be taken. Core Area Parking Board Member Jordan suggested continuing doing what's been done, and talk to businesses/neighbors about the district.

Council suggested to continue working with the Board to do a more formal outreach with the businesses and find out what's actually happening in the district, and to move forward to look at the costs associated with paving the "Hanegan" parcel, and continuing status quo.

Staff summarized the discussion and will develop some parking management strategies and return to Council at a future date.

D. ***Amending the Sign Code to Allow Additional Types of Building Signs in Downtown/Central Design District***

Planning Manager Aquilla Hurd-Ravich and Senior Planner Will Harper gave a PowerPoint presentation regarding amending the sign code to allow new options in the downtown central design district.

Senior Planner Harper said the downtown is evolving and mention has been made about the limitation of the current signs allowed in the downtown district. The request came from tenants, buildings owners, and developers to take a look at signs and re-evaluate how the City's current sign code works for today's situation.

The proposal is to change the rules in the Central Design District to accommodate a variety of signage for businesses by amending the Sign Standards to allow additional building sign options that can provide better identification for commercial tenants of the existing and planned for multi-story, multi-tenant and pedestrian-oriented buildings. Senior Planner Harper reviewed the currently allowed wall signs and the proposed new sign options. The PowerPoint displayed examples of the current wall sign standards, and other types that are used at Bridgeport Village that could be used such as shingle, blade, directory-style, etc. Public outreach that's been done was also reviewed and Senior Planner Harper said the proposal has been reviewed and recommended approval by the Tualatin Planning Advisory Committee. If Council agrees, staff will schedule the plan map amendment for the July 25, 2011 Council meeting.

Discussion followed and questions were asked and explained about how the different types of signage could be used. Council also discussed and suggested extending the sign options to other planning districts, but to first see how it works with the central district. At conclusion of the discussion it was determined that staff will bring the Plan Map Amendment 11-08 as a public hearing at the July 25, 2011 Council meeting.

E. ***Council Committee Assignments***

Council reviewed the Committee assignments list and made updates to committees or boards that were held by former Councilor Chris Barhyte.

3. ***Council Meeting Agenda Review, Communications & Roundtable***

Council reviewed the Consent Agenda with no comments or changes.

4. **ADJOURNMENT**

The work session adjourned at 6:55 p.m.

Sherilyn Lombos, City Manager

Maureen Smith
___________________ Maureen Smith, Recording Secretary

Attachment D See Yellow Highlight on Page 2

CORE AREA PARKING DISTRICT BOARD MEETING OF OCTOBER 4, 2011

MEMBERS PRESENT:	Monique Beikman Michael Cooper John Howorth Bill Jordan Ryan Miller	**STAFF:**	Alice Rouyer Carol Rutherford Eric Underwood Kent Barker
GUESTS:	David Emami Diana Emami		

1.0 CALL TO ORDER
Dr. Bill Jordan, Chairperson, called the meeting to order at 12:02 p.m.

2.0 ROLL CALL
Carol Rutherford took roll call.

3.0 APPROVAL OF MINUTES OF THE JUNE 21, 2011 MEETING
The minutes of the September 21, 2011, CAPDB meeting will be sent out for review prior to requesting approval at the next CAPDB meeting.

4.0 PUBLIC COMMENTS
Mrs. Emami felt that it was awkward to comment now on topics that the Board will be discussing later in the meeting. Her primary issues concern the two-hour parking limits being proposed for the Red and Yellow Parking Lots as well as paving the area adjacent to the Red Lot to provide special permit parking. This location could be a long walk from some area businesses, particularly those on the other side of the lake. She also referenced concern about lack of communication.

5.0 ANNOUNCEMENTS
Police Chief Kent Barker is present at today's meeting to hear the discussion regarding parking enforcement, provide valuable input, and receive feedback from the Board members and guests.

6.0 REGULAR BUSINESS
It was suggested that when reviewing the work plan that individual items not be debated deeply; rather Board members should just determine if additional information is needed. Dr. Jordan facilitated the review of the items contained in the work plan.

6.1 Review of Proposed Work Plan:

Consider signage options for parking areas: The question was initially raised if we need new signs. Mr. Howorth looked at the signage currently in place and voiced concern over the color coding (visitors who are color blind would not be able to identify with the location of the various lots), lack of signage to designate long-term parking spaces on the five lots, and the lack of designation identifying them as City-owned public parking. It would be advantageous to more clearly delineate this. Mr. Underwood stated that staff is currently working with the Operations Department for cost estimates for new signs/lettering. This information will be discussed with the Board at their next meeting. Another option could be a kiosk/board with directional information for the five lots as well as different types of signage which could serve as branding for the City of Tualatin.

Consider two-hour parking for Red and Yellow lots: This proposal was reviewed with the City Council at their July 10th work session. Their recommendation was that staff conduct additional public outreach. In response to an inquiry from Mr. Cooper, Mr. Underwood stated that 8-10 businesses/property owners could be affected by this proposed change. They include the beauty school, dental office, real estate firm and an architect. Board members concurred that staff should move forward with more outreach. It could include the creation of a brochure or flier.

Explore the feasibility of ending the fee-in-lieu program: This item will require changes to the Tualatin Development Code based on input from the Board and review and approval by City Council. In previous discussions, the Board agreed that this program should be ended, and support was received from the City Council. The City is almost built out in the downtown area; there is not a lot of potential for new development. The fee currently charged ($3500 per space) is low compared to what it now costs to construct parking spaces. While the inventory recently done depicted that we currently have a surplus of parking spaces, this could be cause for concern in the future. Staff explained the process that is required including changing three sections of the Tualatin Municipal Code, creation of a Plan Text Amendment to facilitate changes to the TDC, and holding a neighborhood meeting followed by a public hearing leading up to discussion and approval by the City Council.

This would also require a change to Policy 5 of the "Policies of the Core Area Parking District." In response to an inquiry from Mr. Cooper who asked if the Board has ever reviewed a fee-in-lieu-of request, staff responded that we haven't discussed it on a case-by-case basis – just in generalities. Staff confirmed that there is approximately $45,000 in an account representing monies paid to buy down spaces which is allocated for the construction of new parking spaces.

Board members further discussed this recommendation. Staff is looking into the process, and can draft language to facilitate this change. It could then be brought back to the Board for review unless a decision is made now to "rubber stamp" the recommendation.

MOTION by Cooper, SECOND by Beikman to end the fee-in-lieu program immediately. MOTION CARRIED unanimously.

Explore the feasibility of paving the Hanegan lot and approval by City Council: This subject had been briefly discussed as part of the previous recommendation. Mr. Underwood stated that the preliminary estimate to do this work is about $300,000 and includes paving, curbs, storm sewers, and landscaping. It would create 24-26 spaces encompassing 13,000 square feet to extend the current Red Lot with alleyway access and would meet TDC standards. Councilor Beikman stated that in discussions with the other Council members, they are adamant about paving it. However, they would have to support funding the balance of the cost beyond the $45,000 available from the fee-in-lieu of program.

MOTION by Miller, SECOND by Beikman to recommend the expansion of the Red Lot using the existing $45,000 to help fund it. MOTION CARRIED unanimously

Consider asking the City Manager and the City Council to consider having the cost of parking enforcement covered by the General Fund in future years: Based on the current analysis of the fiscal health of the Core Area Parking District, we have until 2016 until we drop below the threshold for fiscal stability. It currently costs about $89,000 to operate the District while the District brings in $62,000-$63,000 annually. Board members voiced concern about dipping further into reserves. In a brief discussion with Chief Barker, consideration could be given to using the Parking Enforcement Officer for other roles if her salary and benefits were tied to the General Fund.

MOTION by Jordan SECOND by Howorth to forward a recommendation to City Council that the City cover the parking enforcement officer under the General Fund beginning next year. MOTION CARRIED unanimously

Consider paid permit parking options: Mr. Cooper suggested tabling this discussion until we learn if the previous options are approved. If approved, then we may not need this option. Policy 8 (which states that no space shall be dedicated to a specific individual or business) would also need to be modified if paid permit parking becomes available. If employees are interested in paid permit parking, then likely the businesses will end up paying anyway. Councilor Beikman concurred and doesn't see it going over well with a lot of businesses. Mr. Underwood commented that we have a $23,000 gap to fill. If the parking enforcement officer's salary and benefits are rolled into the General Fund, the District will be in the black for operational expenses but not for capital projects. That money will have to come from another source since there is no more urban renewal funding.

Establish an enforcement system to eliminate warnings while balancing the needs to be customer friendly: Board and staff members discussed this topic in depth. Police Chief Barker confirmed that the parking enforcement officer was directed to eliminate warnings, but she does provide a 20-minute grace period prior to issuing a citation. Her supervisor has accompanied her. Chief Barker wants to get a better idea what the Board is looking for. Every lot has a different set of circumstances. Should we be looking at expanding enforcement to weekends rather than middle of the weekday? Board members commented that it is difficult to be customer friendly since warnings have been eliminated. The price of the citation is high, but the price doesn't matter unless you intend to break the law. Mr. Miller reminded Board members of Policy #1 that the public parking lots are for the benefit of the customer-oriented businesses and suggested the District go back to the original intent. In part, it is a change in behavior. Mrs. Rouyer suggested that another option is to mix it up. We can initially elect to change enforcement a little bit and then make further adjustments if needed.

Mr. Cooper suggested reviewing the three-hour spaces to determine the most appropriate time allocation especially since a large portion of the White Lot is occupied mainly by area employees including staff from Wells Fargo Bank. Retail can be protected through the assignment of one-two hour spaces. A related issue is the use of the businesses which can fluctuate based on the tenants. Business license data may be beneficial in identifying the tenants and type of business activity.

Cost saving measures were briefly discussed which included striping which is done at two-year intervals. It was suggested that an analysis be done and revisited at a later time. Mrs. Rouyer suggested additional public outreach to determine what their needs are.

After further discussion, Board members concurred that the parking enforcement officer should be given more latitude and discretion including educating people about parking in the downtown area This is should be done regardless of which fund is paying for her salary and benefits. We need to go back to the way it was before.

MOTION by Howorth SECOND by Miller to direct the parking enforcement officer to be customer friendly and use discretion. MOTION CARRIED unanimously.

Chief Barker will relay this request to the parking enforcement officer's supervisor.

6.2 **<u>Parking Time Allocation Changes</u>:** Mr. Underwood reviewed two recent changes in parking in the downtown area although neither change directly impacts the Core Area Parking District. Spaces along SW Martinazzi Avenue in front of the restaurant and shoe shop have been changed from 15 minutes to two hours. This change was reviewed and discussed by the City Council recently.

The library wants to change the spaces designated "outside book drop only" back to five-minute spaces. Staff is working with them and will modify the site map to incorporate that change. This will be brought back to the Board at a future meeting for informational purposes only. The library pays into the District, but it is their lot. We provide enforcement; the time allocation is based on their recommendation.

David Emami stated that he missed the comments made prior to the start of the general business portion of the meeting. He, too, feels that comments from the general public/visitors should be made at the end of the meeting. He briefly recapped the situation with the Beauty School. There is no issue with parking on Mondays when the school is closed. However, further impacting the situation is that enrollment has substantially increased. If students park adjacent to the small the restaurants, they risk being towed. Other visitors to the Commons area frequently use street parking. He feels that even if the Red Lot is expanded and designated for paid permit parking, that it will remain empty.

One possible solution presented by Mr. Emami is to make a record of each student's license number, issue passes to them and require them to park on the Green Lot. This information could also be shared with the parking enforcement officer to insure compliance. He also briefly recapped how the cities of Vancouver (metered parking) and Hillsboro handle their parking situations. Parking is also currently available on the lot in front of the former fabric store with no enforcement. Dr. Jordan suggested that we discuss this situation with other area businesses to obtain their suggestions and determine if they are impacted. In conclusion, Mr. Emami stated that he felt that the $45,000 currently in the capital fund should be allocated for his building.

7.0 ADJOURNMENT

MOTION by Beikman SECOND by Miller to adjourn the meeting at 1:11 p.m. MOTION CARRIED unanimously.

______________________________Carol Rutherford/Recording Secretary

MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ben Bryant, Management Analyst
Kaaren Hofmann, Engineering Manager

DATE: 02/27/2012

SUBJECT: Washington County Major Streets Transportation Improvement Program (MSTIP) Priorities

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ISSUE BEFORE THE COUNCIL:

1. Review updated information regarding Grahams Ferry Road impovements; and
2. Provide input on the City Council's priorities in regards to the Tualatin projects to be funded by the MSTIP.

EXECUTIVE SUMMARY:

On January 23rd, the City Council discussed the first draft list of projects to be funded in the next five-year cycle of the MSTIP. In the original $165 million list, 2 projects were located within Tualatin's Planning Area:

- Extension of SW 124th Avenue (two-lanes); and
- Design and partial right-of-way purchase for the east-west connection between SW 124th Avenue and Boones Ferry Road in the Basalt Creek Planning Area.

These two projects combined will cost approximately $16.8 million. This represents 10% of the total MSTIP program funding. In comparison, Tualatin represents only 5% of Washington County's population and 9% of Washington County's employment.

At the request of the City Council, staff also examined potential safety improvements to Grahams Ferry Road between Ibach Road and Helenius Road. To accomplish this goal and receive County funding, there are two potential options:

Fully Funded by MSTIP
Washington County indicated that for this project to be fully funded by the MSTIP, improvements would also need to increase road capacity. In other words, for this project to be part of the MSTIP project list, improvements would need to include widening Grahams Ferry Road to three-lanes (center turn lane) with bike lanes and a full sidewalk. In 2007 the Tualatin Engineering Division completed a cost estimate for this project which totaled $11 million. This included:

- Purchase of right-of-way
- Widening and elevating the road to three-lanes (center turn-lane)
- Constructing bike lanes
- Connecting sidewalks

The Engineering Division is currently updating this cost estimate and updated information will be available at the February 27th meeting.

Match Set-Aside
In an effort to reduce the cost of this project, yet also improve bike and pedestrian safety, the City could simply seek to connect the disjointed sidewalks. The draft MSTIP funding list includes $3 million of "Match Set Aside" and another $250,000 of "Bike/Ped Match Set Aside" to fund various projects throughout the County. If Tualatin wished to fund the pedestrian safety improvements through this funding source, the City would need to secure, at a minimum, half of the necessary funds through local funds or another grant. Once accomplished, the City would need to apply to Washington County for a match set aside.

DISCUSSION:
The Washington County Coordinating Committee is seeking input on the draft project list for the MSTIP. Several cities, including Tualatin, have added projects to the original list (See Attachment A). With these additional projects, the County is $75 million over budget. In the next several weeks, Washington County will be narrowing the list of projects to be funded to meet their funding limitations ($175 million). To ensure Tualatin's highest priorities are funded, does the City Council wish to provide prioritization direction on the following three projects?

- Extension of SW 124th Avenue (two-lanes)
- Design and partial right-of-way purchase for the east-west connection between SW 124th Avenue and Boones Ferry Road in the Basalt Creek Planning Area
- Improvements to Grahams Ferry Road

Attachments: Attachment A: Updated MSTIP Project List & Schedule

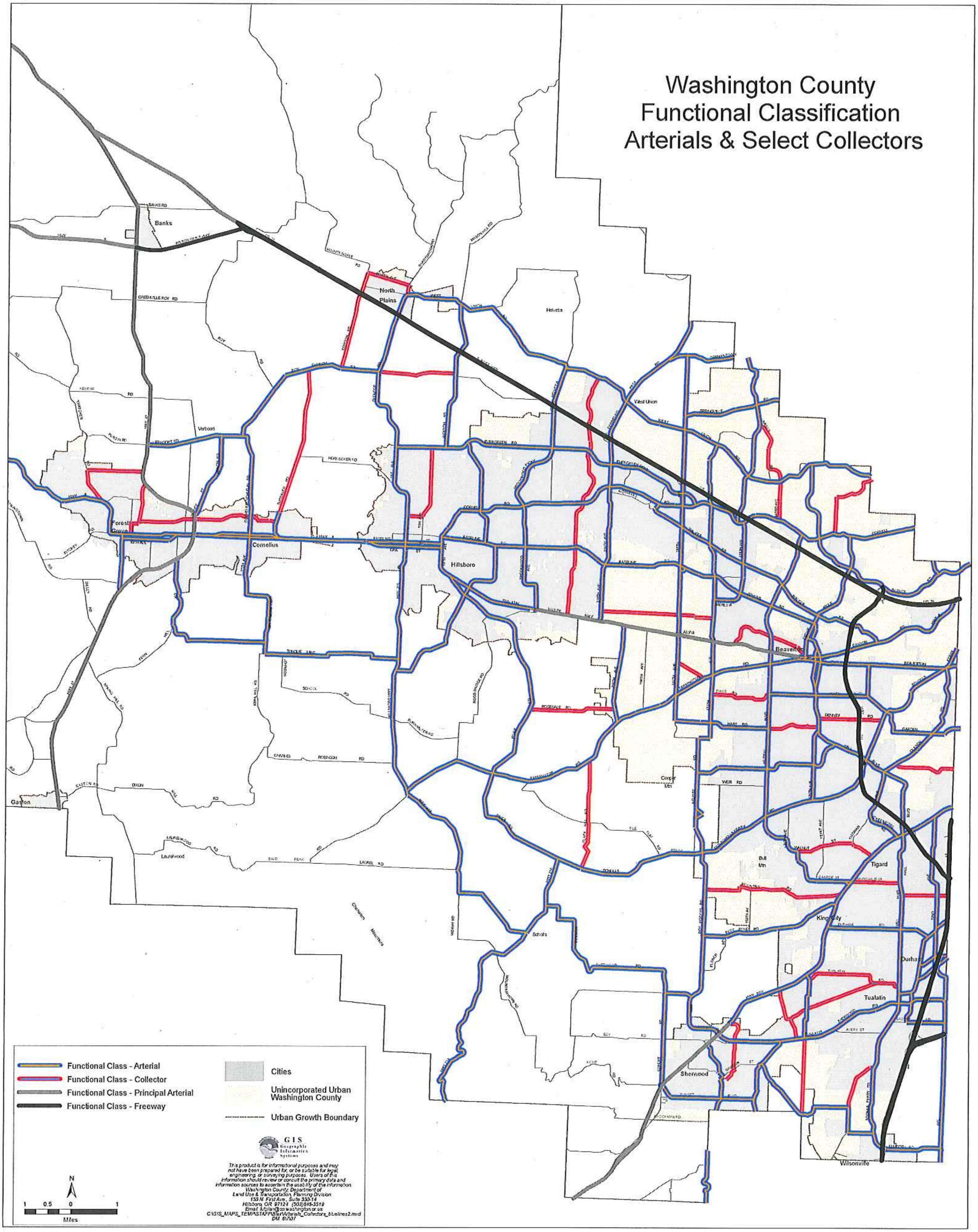
DRAFT MSTIP 3D PROJECT LIST

JANUARY 31, 2012

Map Key		Project Title	Project Description	MSTIP4 Y-N	Cost Estimate (2012 $)	Design Start - Yr	Bid - Yr	Const. Yr. Cost Est. (inc. 8%/yr Inflation)	Com. District
Original Project List									
1		170th (Alexander-Merlo)	Widen to 5 Lanes, Provide Bike/Ped Infrastructure	N	$10,000,000	2014	2016	$13,604,889.60	1
2		Farmington (Murray-E. of 141st)	Widen to 5 Lanes, Provide Bike/Ped Infrastructure	Y	$9,700,000	2013	2015	$12,219,206.40	1
3		185th (Farmington-Kinnaman)	Interim 3 Lane	Y	$10,000,000	2014	2017	$14,693,280.77	1
4		Springville (185th to Joss)	Widen to 5 Lanes, Provide Bike/Ped Infrastructure	N	$10,000,000	2012	2015	$12,597,120.00	2
5		Walker Road (158th to 173rd)	Widen to 5 Lanes, Provide Bike/Ped Infrastructure	Y	$5,000,000	2012	2014	$5,832,000.00	2
6		West Union (185th - Corn Pass)	Widen to 5 lanes, Design Only	Y	$4,000,000	2012	2012	$4,000,000.00	2
7		Walker Road (Murray to 158th)	Widen to 5 Lanes, Provide Bike/Ped Infrastructure	Y	$8,500,000	2014	2016	$11,564,156.16	2
8		Scholls Ferry Rd. Curve Realignment	Realign curves to improve safety. (west of Roy Rogers Rd)	N	$4,000,000	2012	2013	$4,320,000.00	3
9		Scholls-Sherwood/Roy Rogers Intersection	Signal warranted to address existing traffic volumes.	N	$3,000,000	2012	2014	$3,499,200.00	3
10		Tualatin-Sherwood (Adams to Borchers)	Widen to 5 Lanes, Intersection Improvements, Bike/Ped	N	$9,000,000	2012	2014	$10,497,600.00	3
11		SW 124th Extension (Tualatin-Sherwood to Tonquin)	Construct interim 2 lane with 8' shoulders and roadside ditches	Y	$8,000,000	2013	2016	$10,883,911.68	3
12		124th (Tonquin to Boones)	Widen to 5 lanes, Design Only	N	$6,000,000	2012	2012	$6,000,000.00	3
13		Walnut (116th to Tiedeman)	Widen to 3 lanes, Provide Bike/Ped Infrastructure	Y	$4,000,000	2014	2016	$5,441,955.84	3
14		Cornelius Pass Road / Cornell Intersection	Multi-modal Intersection improvements	N	$3,000,000	2013	2015	$3,779,136.00	4
15		Martin Road (Hwy 47 to curves)	Match existing improvements in the Martin/Corn-Scheff Bundle	N	$8,000,000	2012	2014	$9,331,200.00	4
16		NE 25th/Cornell Intersection	Add Southbound left turn	Y	$4,000,000	2013	2015	$5,038,848.00	4
17		10th Ave (Cornelius) EB couplet-Holladay	Widen to standard to accommodate freight	N	$4,900,000	2012	2013	$5,292,000.00	4
18		Baseline (231st to Brookwood)	Widen to 5 Lanes, Provide Bike/Ped Infrastructure	N	$9,000,000	2013	2015	$11,337,408.00	4
19		Cedar Hills/Walker Intersection	Add double lefts on all approaches and EB right turn; multi-modal	Y	$4,000,000	2013	2015	$5,038,848.00	2
		Bridge Replacement (TBD)	Replace bridge on rural countywide significant route	N	$2,500,000	2012	2014	$2,916,000.00	4
		Bridge Replacement (TBD)	Replace bridge on rural countywide significant route	N	$2,500,000	2013	2015	$3,149,280.00	4
		Bridge Replacement (TBD)	Replace bridge on rural countywide significant route	N	$3,000,000	2014	2016	$4,081,466.88	4

DRAFT MSTIP 3D PROJECT LIST
JANUARY 31, 2012

Original Targeted Set Asides									
		Match Set Aside (var. grants)		N/A	$3,000,000	2012	2012	$3,000,000.00	
		Stand-alone Bike/Ped Project Match Set Aside		N/A	$250,000	2012	2012	$250,000.00	
		ITS Set Aside		N/A	$500,000	2012	2012	$500,000.00	
						ORIGINAL	TOTAL REQUEST *	TARGET **	DIFFERENCE
							$165,117,507	$170,000,000	-$4,882,493
					District 1		$40,517,377	$42,500,000	-$1,982,623
					District 2		$39,032,124	$42,500,000	-$3,467,876
					District 3		$40,642,668	$42,500,000	-$1,857,332
					District 4		$44,925,339	$42,500,000	$2,425,339
Additional Project Requests to Date									
	Request by								
20	Beav	Farmington (E. of 141st to Hocken)	Widen to 5 Lanes, Provide Bike/Ped Infrastracture	Y	$7,300,000	2015	2017	$10,726,095	1
21	Tigard	Pacific Hwy- 99W/Gaarde/McDonald Inter.	Multi-modal Intersection improvements. Gap funding to fund total project	N	$3,000,000	2015	2017	$4,407,984	3
22	Tigard	72nd Ave (Hwy 217 to Dartmouth)	Widen to 5 Lanes, Provide Bike/Ped Infrastracture	Y	$8,000,000	2015	2017	$11,754,625	3
23	Tigard	135th/Walnut Intersection	Construct Roundabout; Provide Bike/Ped Infrastructure	N	$500,000	2015	2017	$734,664	3
24	Hills	Jackson School(Grant - Rogan)	Widen to 5 lanes, Design Only	N	$3,200,000	2013	2015	$4,031,078	4
25	Sher	Elwert/Edy Intersection	Improve Intersection	Y	$4,000,000	2015	2017	$5,877,312	3
26	Tual	Grahams Ferry (Ibach to Helenius)	Widen to 3 lanes, Provide Bike/Ped Infrastructure	N	$4,000,000	2015	2017	$5,877,312	3
27	F.Grove	David Hill Extension (Hwy 47 to end of existing improvements)	Construct to 3 Lanes, Provide Bike/Ped Infrastucture	N	$6,000,000	2015	2017	$8,815,968	4
28	Washco	198th (Farmington to TV Hwy)	Widen to 3 lanes, Provide Bike/Ped Infrastructure	N	$19,000,000	2014	2017	$27,917,233	1
29	Corn	19th (Susbauer Br. - Baseline)	Widen to 3 Lanes, Provide Bike/Ped Infrastructure	N	$3,800,000				4
30	Beav	Murray, W. Side (Farmington to TV Hwy)	Widen to add bike/ped improvements	N	$2,000,000				1
31	Tigard	Fanno Creek Trail (Main to Woodard Park)	Complete gap and construct new bridge.	N	$1,000,000				3
32	Tigard	ITS (Durham/Upper Boones)	Institute Adaptive Signal Coord.	N	$500,000				3
					CURRENT (January 31, 2012)		TOTAL REQUEST *	TARGET **	DIFFERENCE
							$245,259,780	$170,000,000	$75,259,780
					District 1		$79,160,705	$42,500,000	$36,660,705
					District 2		$39,032,124	$42,500,000	-$3,467,876
					District 3		$69,294,565	$42,500,000	$26,794,565
					District 4		$57,772,386	$42,500,000	$15,272,386
					* Construction year $				
					** Not Counting Set Asides				


Washington County
Functional Classification
Arterials & Select Collectors
Banks
North Plains
Helvetia
West Union
Verboort
Forest Grove
Cornelius
Hillsboro
Aloha
Beaverton
Cooper Mtn
Bull Mtn
Tigard
King City
Durham
Tualatin
Sherwood
Scholls
Gaston
Laurelwood
Wilsonville
Functional Class - Arterial
Functional Class - Collector
Functional Class - Principal Arterial
Functional Class - Freeway
Cities
Unincorporated Urban Washington County
Urban Growth Boundary
GIS
Geographic Information Systems
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.
Washington County, Department of Land Use & Transportation, Planning Division
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Hillsboro, OR 97124 (503)846-3519
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Miles

Draft MSTIP 3d Project List Development Schedule

Updated February 3, 2012

December 2011

December 5, 2011: WCCC
LUT Staff briefing

January 2012

January 5, 2012: WCCC TAC
Initiate development of MSTIP 3d project list; discuss public outreach strategy

January 9, 2012: WCCC
Discuss public outreach strategy

January 26, 2012: WCCC TAC
Advance draft project list to WCCC for consideration

February 2012

February 6, 2012: WCCC
Review TAC recommendation and provide direction to TAC;
finalize public outreach strategy

We are here

Optional Board/Council Briefings by Jurisdictions

Week of February 13: *Updates* newsletter item publishes; distribute materials to Cities and OSU Ext Service (CPOs) for March newsletters/websites

February 23, 2012: WCCC TAC (if needed)
Consider WCCC direction; potential revisions to list

March 2012

March 5, 2012: WCCC
Advance DRAFT project list for public review and comment

March 6: Media release/distribution of public information
March 6-30: Presentations to CPOs, other groups; city/CPO newsletters (including MSTIP article) distributed
March 12-26 (TENTATIVE): Virtual open house
March 20: CCI presentation
March 22 (TENTATIVE): Physical open house (Beaverton area, TBD)

OPEN HOUSE CHANGE

April 2012

April 2, 2012: WCCC
Review public comments; consider revisions to list; direction to TAC

Optional Board/Council Briefings by Jurisdictions

April 26, 2012: TAC (if needed)
Review WCCC direction and consider revisions to list

May 2012

May 7, 2012: WCCC
Review Final draft list, approve and advance to BCC

June 2012

June 2012: BCC
Review and approve MSTIP 3d project list

July 2012

July 2012: LUT Staff
Initiate design of projects for 2014-2015

City Council Work Session 4.

Meeting Date: 02/27/2012

Information

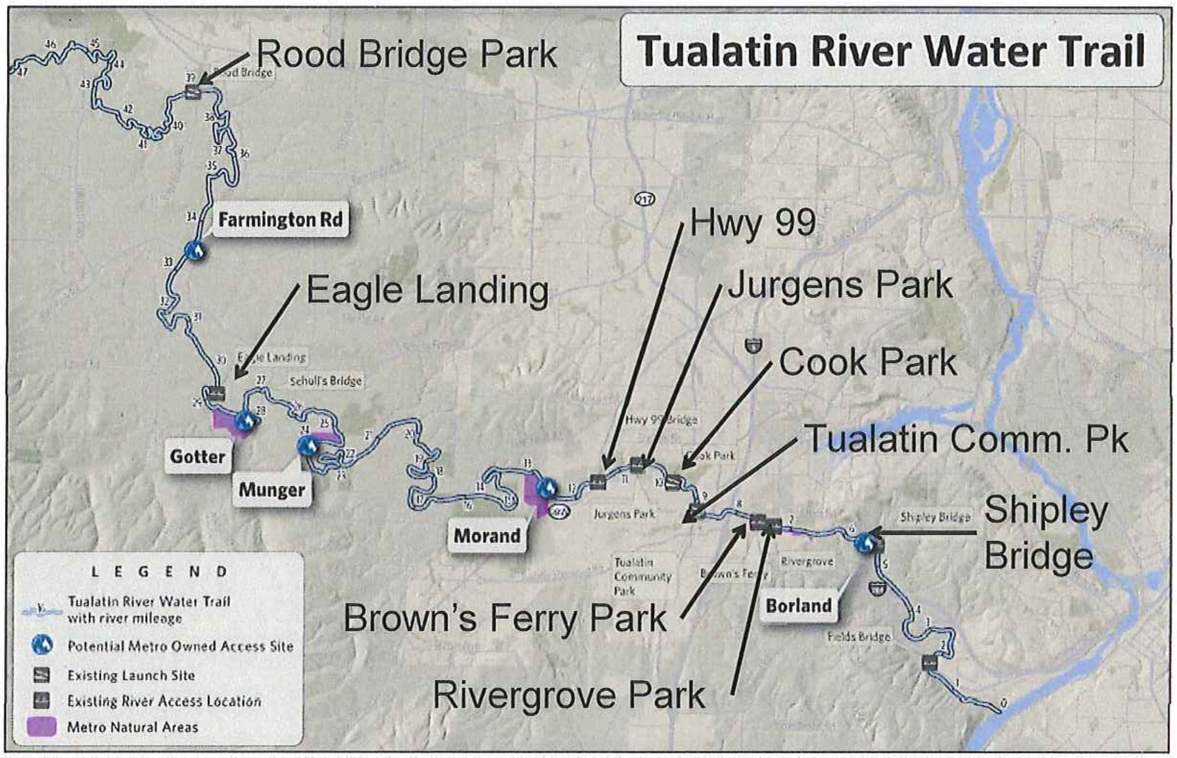
Attachments

Tualatin River Water Trail Update

Tualatin River Water Trail

Tualatin City Council Update
February 27, 2012

Tualatin River Water Trail



A Water Trail is a network of access points, resting places and attractions for users of human powered water craft on lakes and rivers.

Tualatin River Light Watercraft Access Study

Metro is leading a feasibility study to:

- Evaluate five Metro owned properties which border the Tualatin River
- Identify two sites for public review
- Develop conceptual site plans

• Select a preferred launch site	February

• Identify capital development and long term maintenance funding • Prepare grant applications to fund design and construction	March / April

The Following slides will not be presented and are attached for those who would like more information about the Tualatin River Water Trail and the Tualatin River Light Watercraft Access Study.

Public Outreach Event

Community open house
Thursday, Feb. 23, 2012

Find out about plans to improve access to paddling on the Tualatin River.

The Tualatin River is an outstanding natural resource that meanders for more than 35 miles through rural Washington and Clackamas counties. Currently there are canoe and kayak launch facilities in Tualatin, Tigard, and Hillsboro but much of the river is a considerable paddle away.

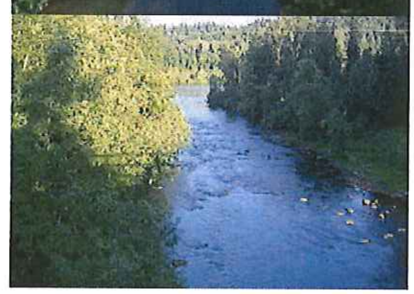
As part of a regional vision for a river trail, Metro and project partners are studying two Metro natural areas to determine a new location for a light water craft (canoe, kayak, etc) launch site.

An entry point on the river will offer new recreational opportunities, increase public access to the Tualatin River and promote public awareness of water quality issues and wildlife habitat protection.

Metro | *Making a great place*

For more information about the project visit
http://www.ci.tualatin.or.us/departments/communityservices/parks/TualatinRiverWaterTrail.cfm

Tualatin River



- Originates in the Northern Oregon coast range
- Drains into the Willamette River
- 83 miles long

Tualatin River Ownership & Uses

Ownership

- 93% is privately or municipally owned
- 5% is managed by the State of Oregon
- 2% is managed by BLM

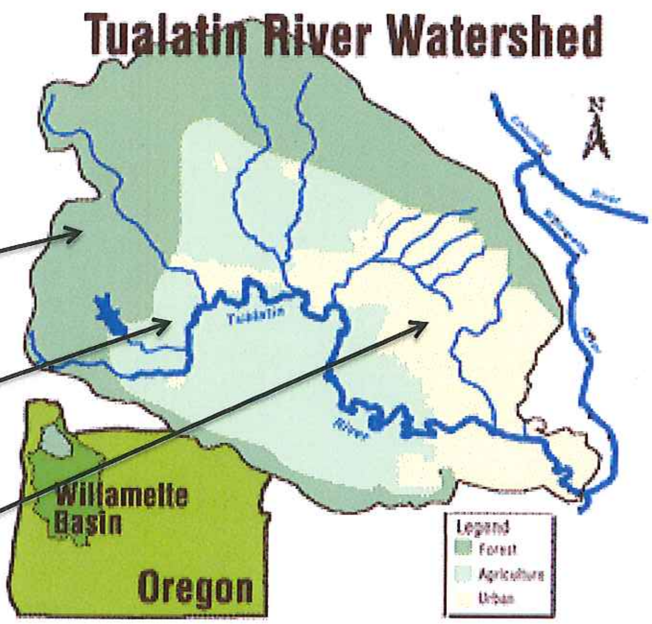
Predominant Uses

- 15% Urban
- 35% Agriculture
- 50% Forestry

Forestry

Agriculture

Urban Development



http://www.trwc.org/faq.html

Tualatin River Watershed

<u>Population of Tualatin Watershed</u>

- Over 500,000 (US Bureau of Census, 2010)

<u>Cities within the basin</u>

- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin
- West Linn

Tualatin River Basin Sensitive Species

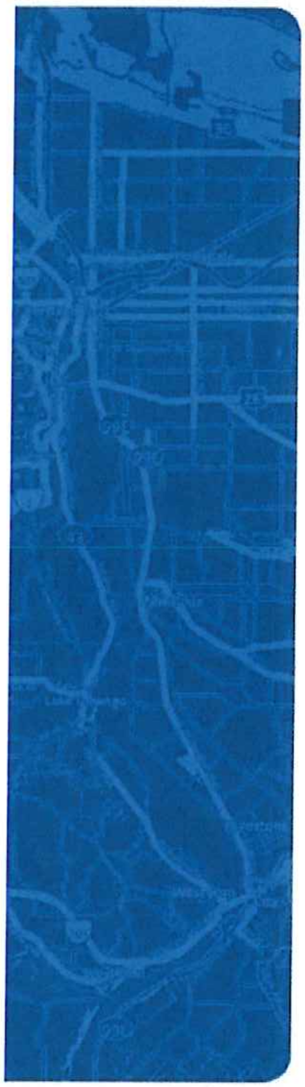
Threatened Species

•Upper Willamette River Steelhead (listed in 2006)

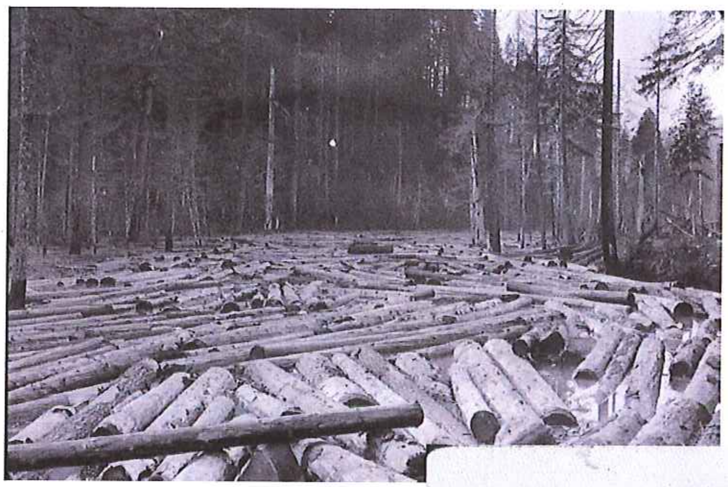
High Priority Species for Restoration

- Steelhead trout
- Nelson's checker-mallow
- Northern red-legged frog
- Fender's blue butterfly
- Acorn woodpecker
- Western meadowlark,
- Yellow-breasted chat,
- Willow flycatcher1

http://www.swcd.net/wp-content/uploads/2011/05/UplandHabitat_PlanSection.pdf



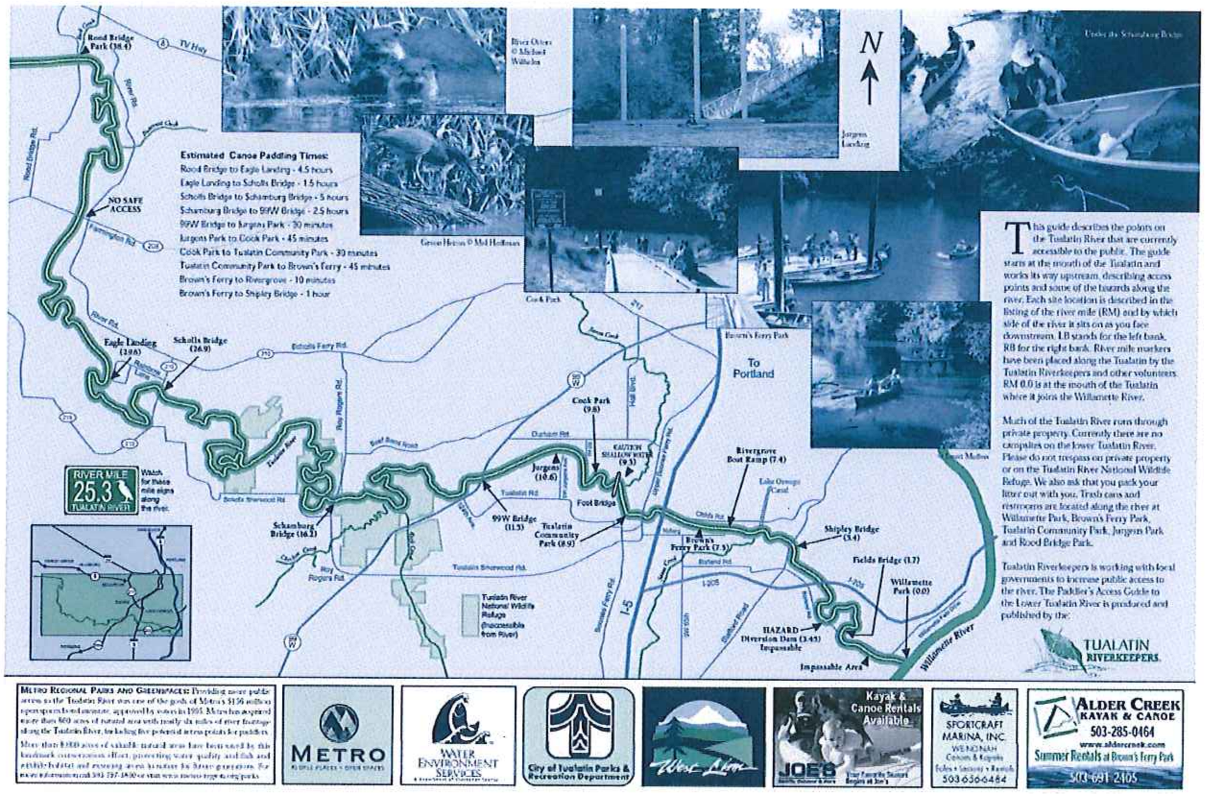
Tualatin River Historical Uses



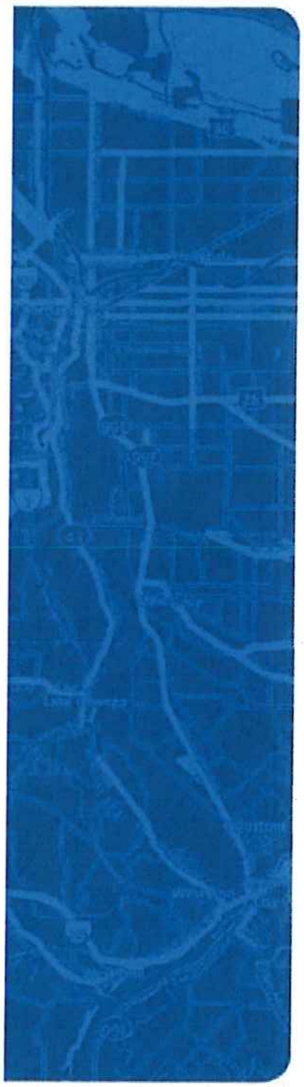
Tualatin Riverkeepers

Tualatin Riverkeepers formed in 1989, and its annual Discovery Day has encouraged hundreds of people to paddle the river.
The idea for a formal river trail came from some "fanatical paddlers"..

Tualatin Riverkeepers & Water Trail



In 1992, Metro crafted a Greenspace Master Plan, listing unprotected natural areas worthy of preservation in Multnomah, Washington and Clackamas counties. The master plan first put the notion of a Tualatin River Water Trail to paper.



What is a Water Trail?

• A Water Trail is a network of access points, resting places and attractions for users of human powered water craft on lakes and rivers.

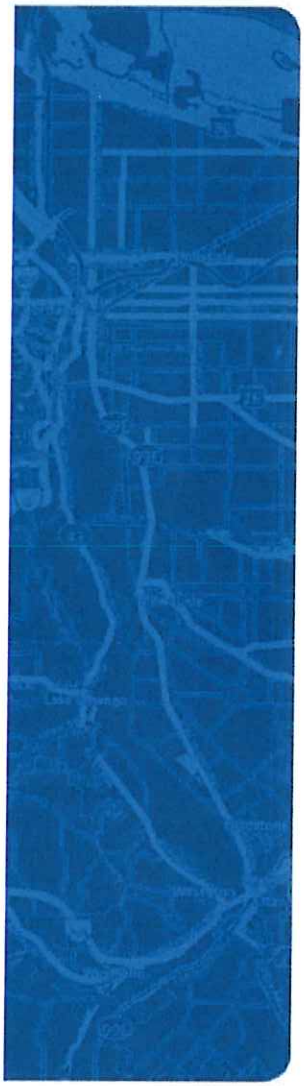
• Water Trails afford an opportunity to explore the natural and cultural heritage from a distinctly unique perspective - "sitting on" the water.

• Water Trails are an important traditional mode of travel that has been practiced for thousands of years – originally by first peoples, then by the explorers and traders who followed - and now by people who wish to rediscover the joy and adventure of paddling.

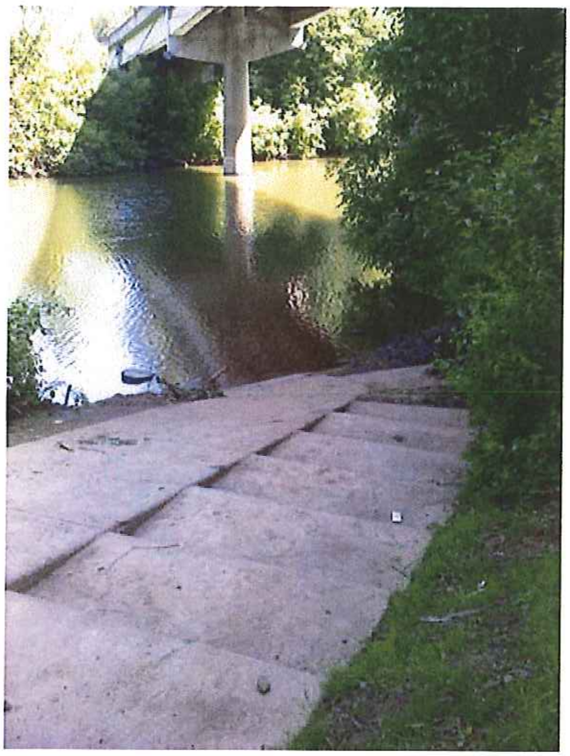
Existing Launches

Rood BridgePark
Ownership: City of Hillsboro
River Mile = 38.4

Eagle Landing
Ownership: Wa. County
River Mile = 29.6



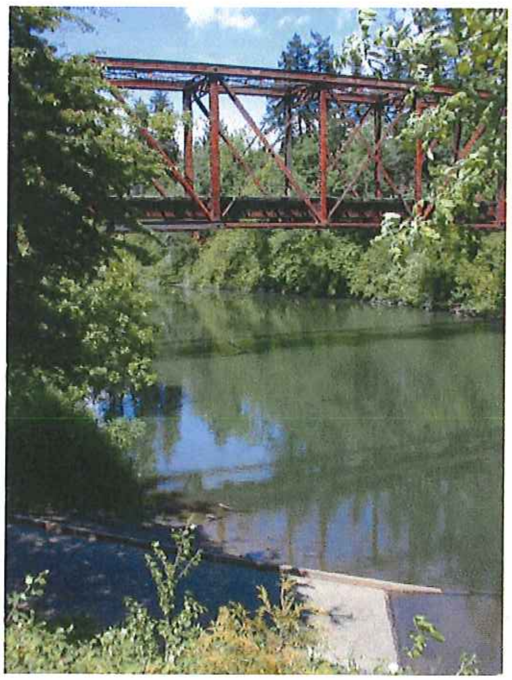
Existing Launches



Hwy 99 Bridge
Ownership: ODOT (Tualatin has an IGA to use)
River Mile = 11.5

Cook Park
Ownership: City of Tigard
River Mile = 9.8

Existing Launches



<u>Tualatin Community Park</u>
Ownership: City of Tualatin
River Mile = 8.9

<u>Brown's Ferry Park</u>
Ownership: City of Tualatin
River Mile = 7.5

Tualatin River Water Trail

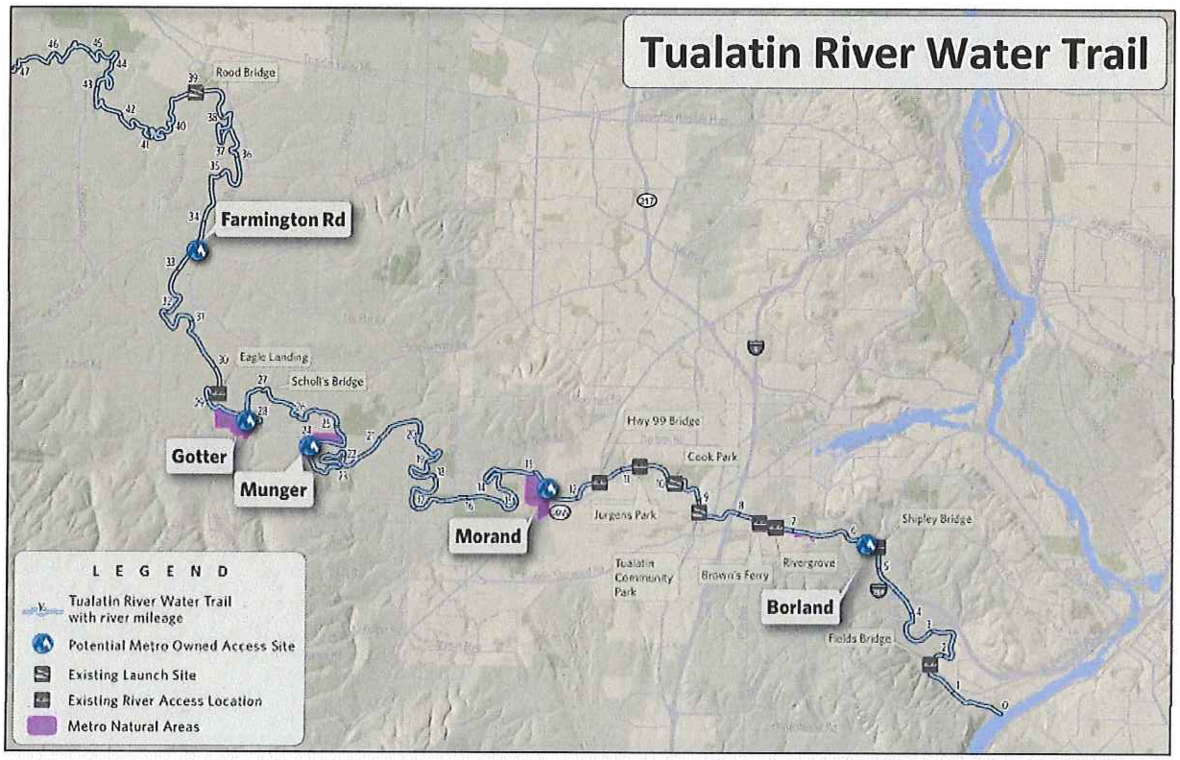
<u>1995 & 2006 Metro Natural Areas Bond Program</u>

- identified goals of acquiring land for habitat preservation as well as to promote access to the river.

<u>Property Acquisitions to date:</u>

- Farmington/River Road (4 acres)
- Gotter Prairie (177 acres)
- Munger Lane Natural Area (83 acres)
- Morand Natural Area (145 acres)
- Borland Yard (19 acres)

Tualatin River Water Trail
- Metro Natural Areas



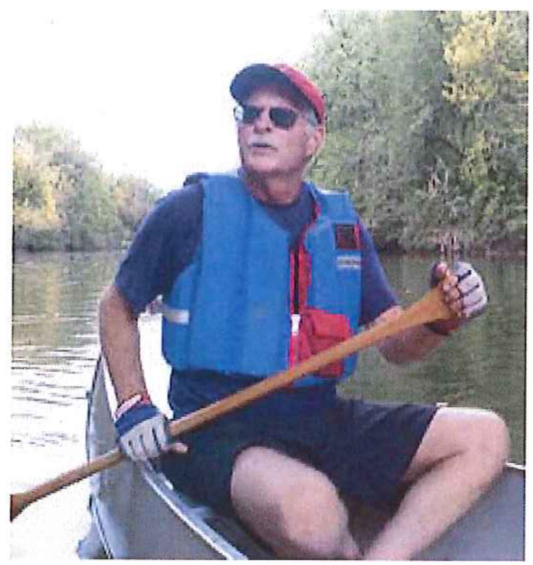
Tualatin River Light Water Craft Access Study

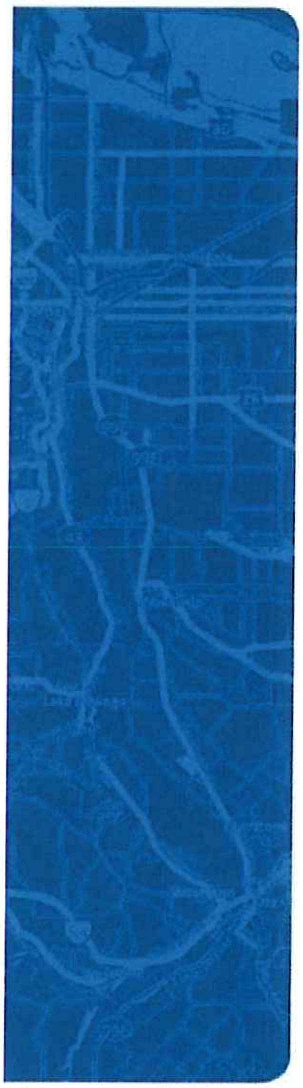
2011/2012 Metro Budget amendment

- Sponsored by Metro Councilor Carl Hosticka, supported by many including Tualatin
- Provides funding for a feasibility study and site evaluations of Metro owned properties

- Project Supports Metro
- Council's Regional Values
- Vibrant Communities
- Clean air & water

- Project Supports Regional
- Visions
- Intertwine Alliance





Tualatin River Light Watercraft Access Study - Project Goals

- Advance awareness of the regional significance of the Tualatin River and watershed stewardship.

- Engage regional stakeholders and the public in a process to select a new light water craft launch site on the Tualatin River.

- Develop site improvements that are sensitive to neighbors and surrounding land uses while providing for a quality user experience.

- Develop a list of priorities for potential future sites; continue to work with regional partners to advance public river access.

- Increase public awareness about Tualatin River as both a recreational and educational resource.

Tualatin River Light Water Craft Access Study

- Evaluate Metro owned properties which border the Tualatin River
- Identify two sites for public review
- Develop conceptual site plans
- Select a preferred launch site
- Identify capital development and long term maintenance funding
- Prepare grant applications to fund design and construction

Scope of Work & Timeline

- Background Research (Fall 2011)
- Identify Stakeholders & PAC (Fall 2011)
- Select Consultant team (Fall 2011)
- Convene Project Advisory Committee (Jan 2012)
    - Develop site selection criteria .
    - Evaluate Sites & Determine Preference
    - Develop conceptual designs & cost estimates
- Conduct public workshop (February 2012)
- Develop Preferred Alternative (March 2012)
- Engage the local partners and stakeholders to identify capital development and maintenance funding opportunities (Feb 2012)
- Prepare capital grant applications (March – April)

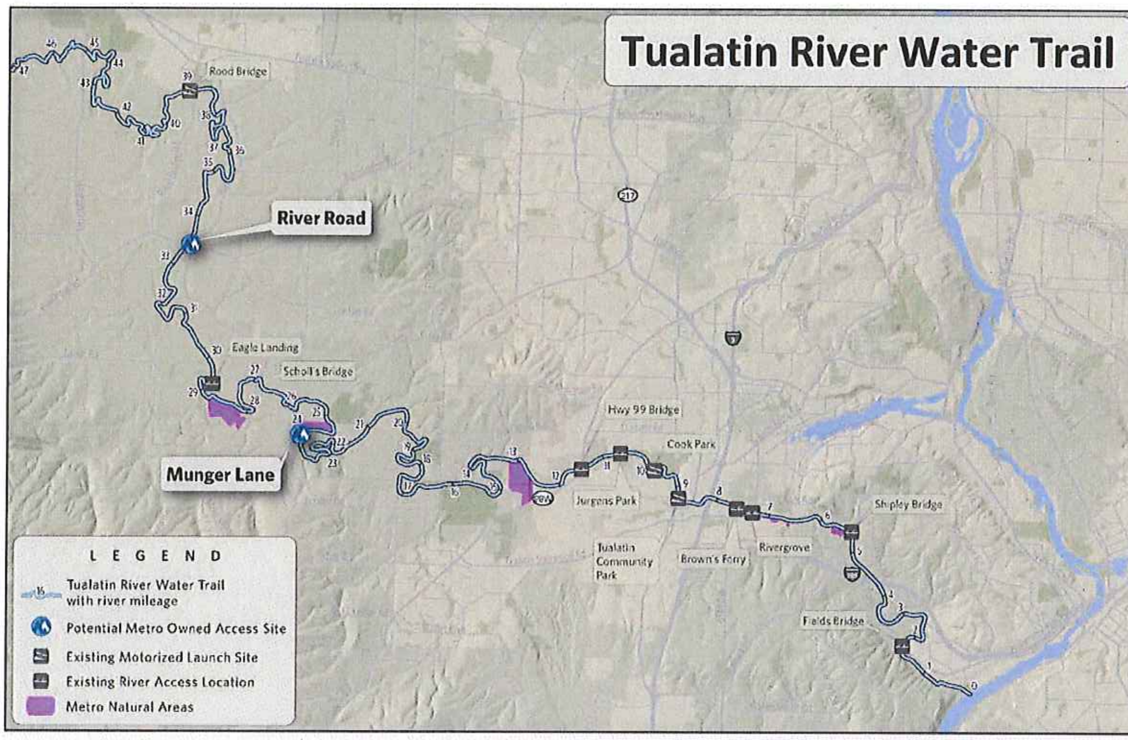
Project Advisory Committee

Metro * Tualatin Riverkeepers * Washington County * Clackamas County * Cities of Tualatin, Hillsboro, Tigard * Clean Water Services * Tualatin River Watershed Council * Neighbors

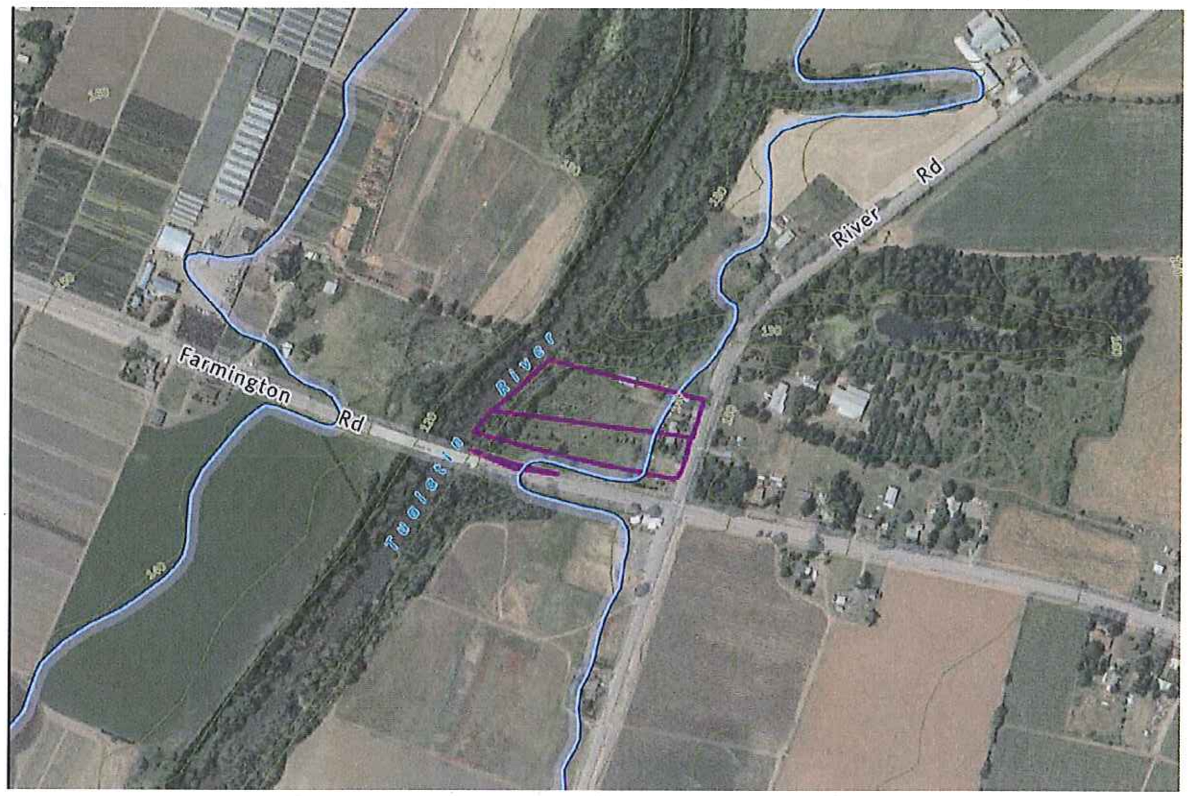
<u>Work to date</u>

- Conducted Site reviews
- Identified site opportunities and constraints
- Developed site selection criteria
  - quality of access, user experience, best linkage potential, ease of construction, and project readiness
- Evaluated sites against site selection criteria
- Determined preference for sites for public review
- Evaluated conceptual site designs
- Provided feedback for conceptual site plan refinement
- Preparing for public workshop

Preferred Sites



River Road Launch Site

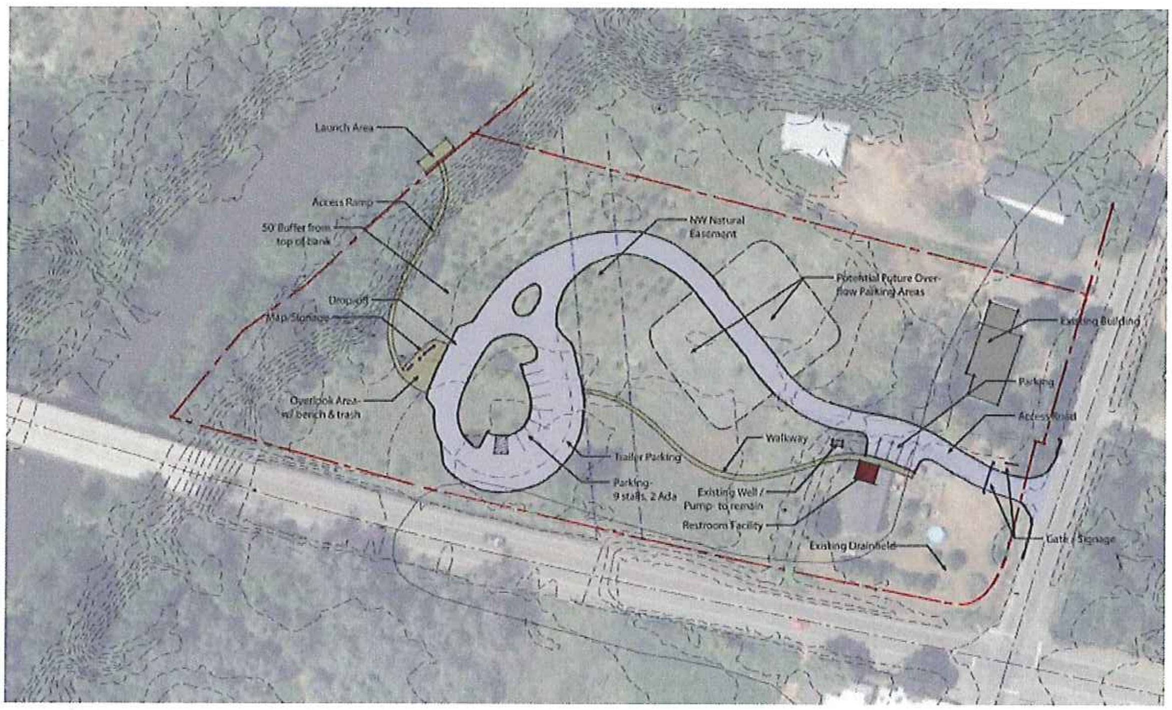


Site: SW Farmington Rd & SW River Rd

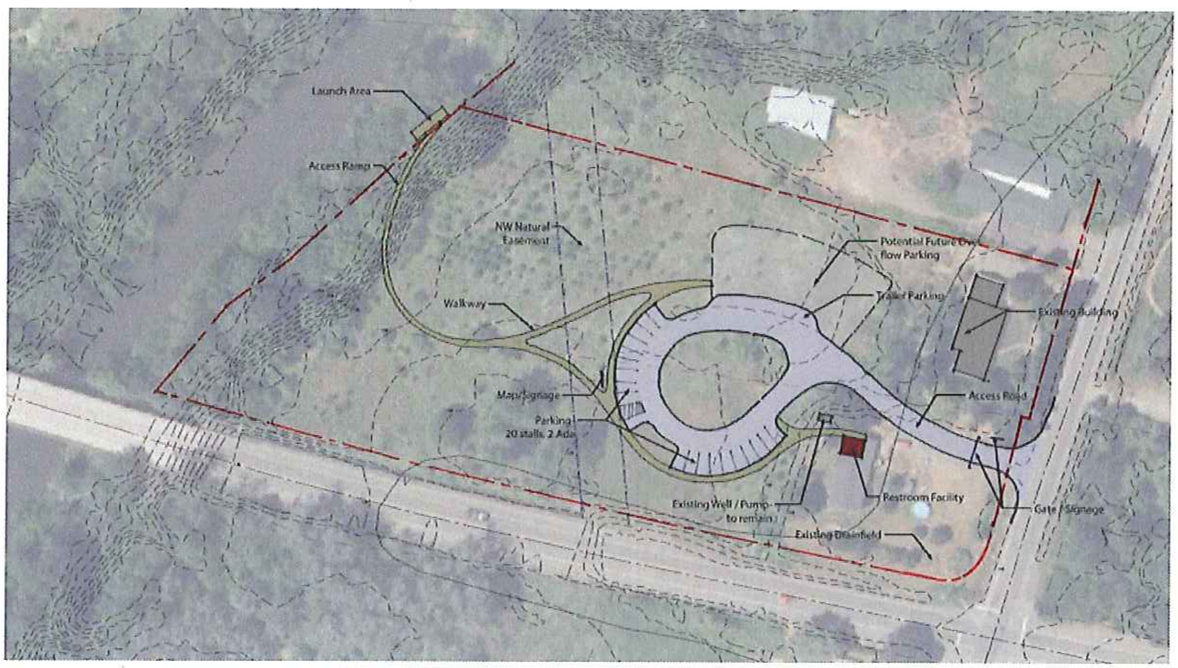
County: Washington

River Mile: 33.4

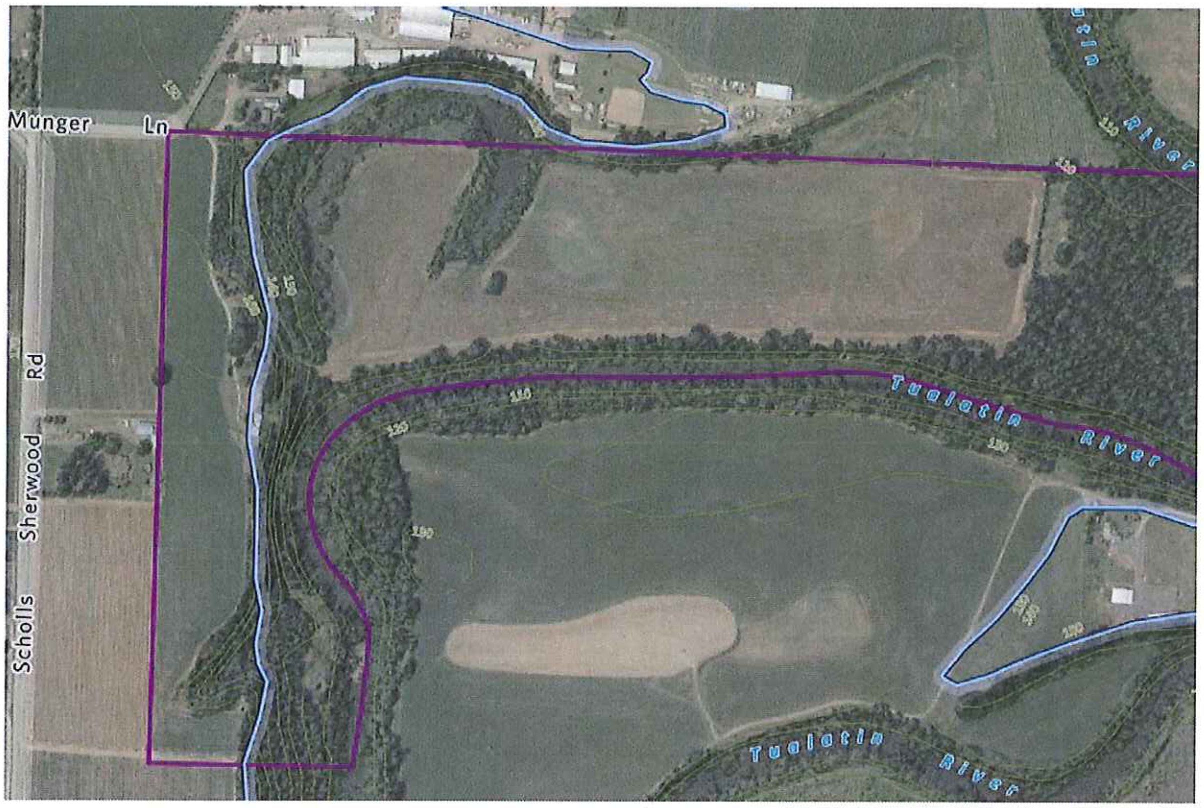
River Road Launch Site
Option A



River Road Launch Site
Option B

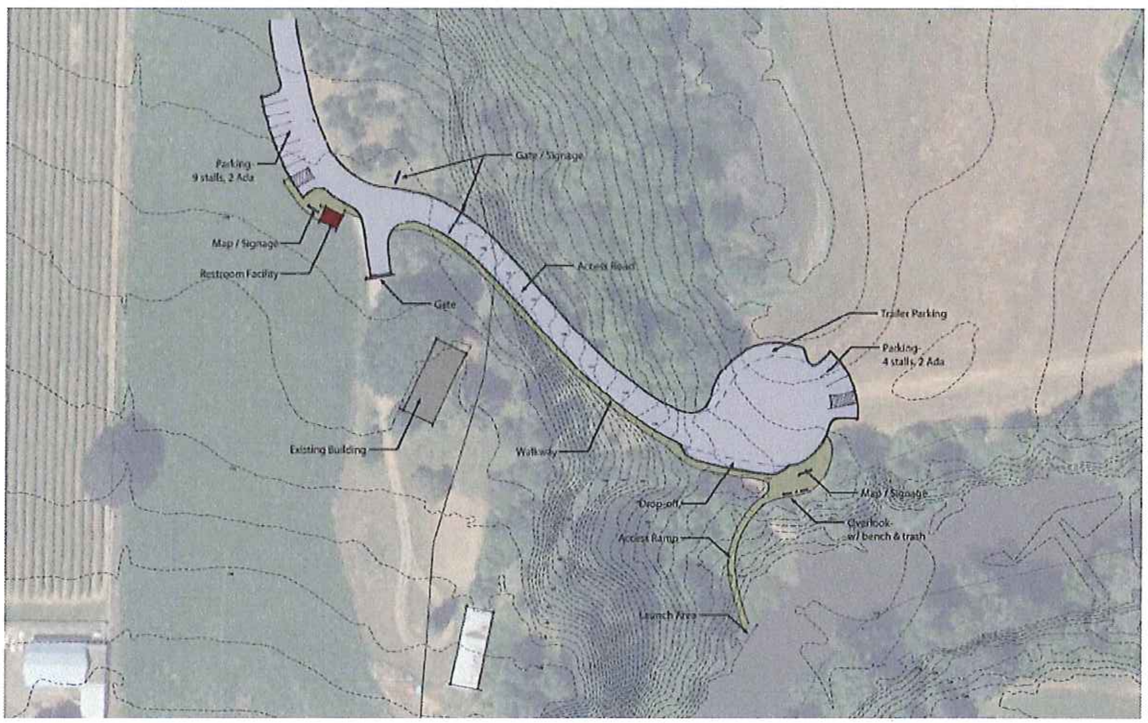


Munger Lane Launch Site



Site: Off SW Scholls-Sherwood Rd
County: Washington
River Mile: 24.5

Munger Lane Launch Site

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Next Steps

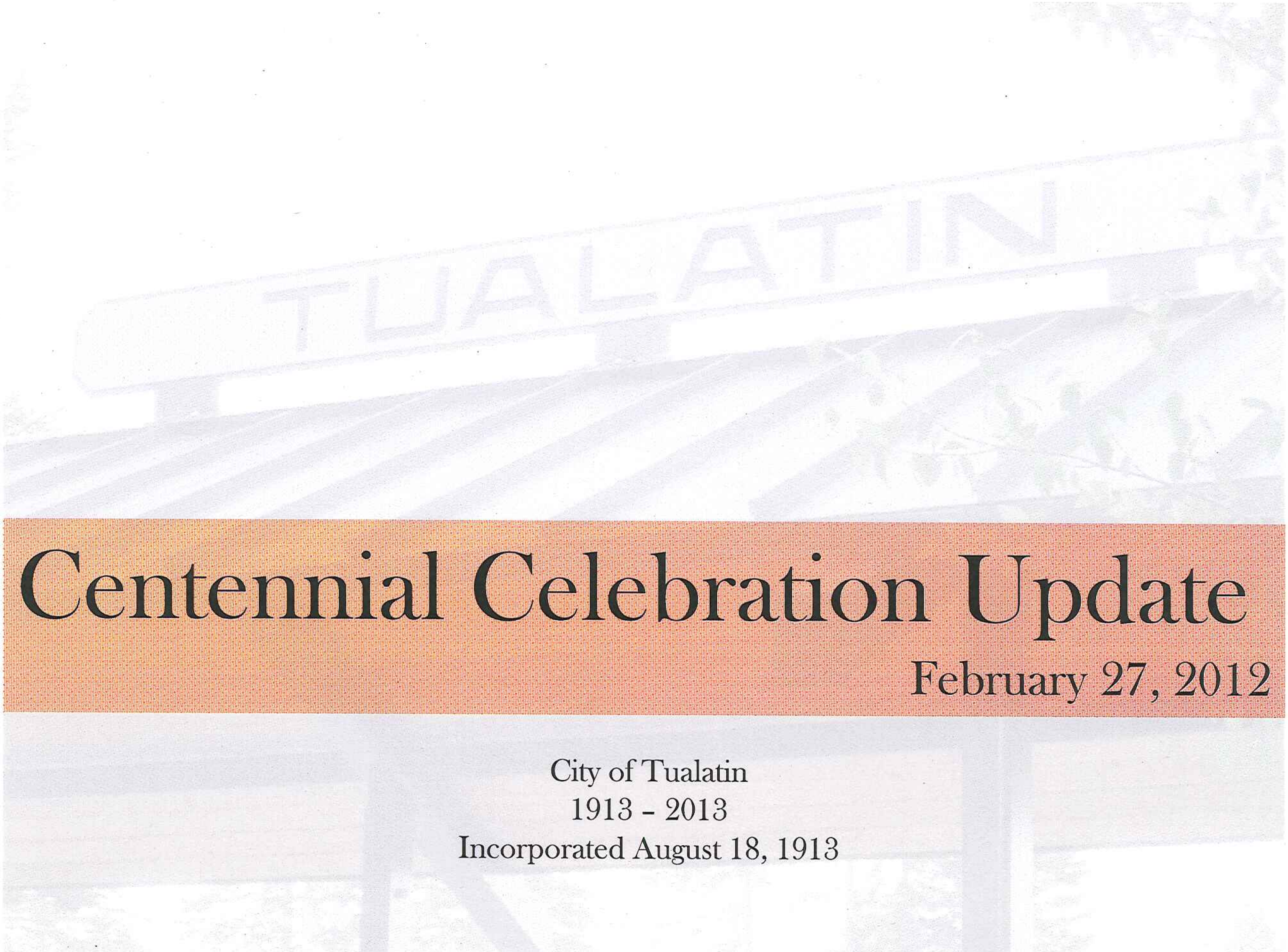
- Public open house held February 23, 2012
- Select a preferred launch site
- Identify capital development funding
- Identify sources of long term maintenance funding
- Prepare grant applications to fund design and construction

Project Stakeholders

- Metro
- Tualatin Riverkeepers
- Washington County
- Clackamas County
- Park providers (Hillsboro, City of Tualatin, City of Tigard, etc.)
- Clean Water Services
- Tualatin River Watershed Council
- Washington County Community Planning Organizations
- Tualatin Valley Fire & Rescue
- County Sherriff Departments
- State of Oregon Parks & Recreation
- State of Oregon Marine Board
- State of Oregon Department of Fish & Wildlife
- US Fish & Wildlife Service, Wildlife Refuge
- Division of State Lands
- Army Corps of Engineers
- Washington County Visitors Association
- Westside Economic Alliance
- Neighbors

Consultant Team

- Walker Macy, Landscape Architects
- Flowing Solutions; Engineering
- DKS; Traffic engineers
- Jeanne Lawson & Associates; Public outreach
- GrassRoots NW; Grant writing


TUALATIN
Centennial Celebration Update
February 27, 2012
City of Tualatin
1913 - 2013
Incorporated August 18, 1913

Tualatin Centennial Celebration

Preliminary Schedule of Events for 2013

January 2013

- ✓ Proclamation declaring 2013 as "Tualatin's Centennial"
- ✓ Presentation of Certificate of Congressional Record
- ✓ Press release announcing Centennial – coordinate with media
- ✓ Tualatin Today article
- ✓ Website article
- ✓ Certificate of Congressional Record presented to the City of Tualatin

February 2013

- ✓ Centennial themed book displays and programs at Library
- ✓ Historic photo display in the Community Room at the Library
- ✓ Tualatin Historical Society play about Tualatin's 1913 incorporation

March/April 2013

- ✓ Visual Chronicle and Student Visual Chronicle adopt Centennial theme
- ✓ Arbor Week Celebration adopts Centennial theme
- ✓ Centennial themed Recreation programs offered
- ✓ Centennial themed story times at the Library

Tualatin Centennial Celebration

Preliminary Schedule of Events for 2013

May/June 2013

- ✓ Mural painted in Library Community Room
- ✓ Centennial themed programs at the Heritage Center
- ✓ Centennial themed recreation and Library programs
- ✓ Centennial themed Tualatin Try-athlon event
- ✓ Centennial recognition at the Tualatin Farmers Market
- ✓ Tualatin Today article
- ✓ Historic photo display in Council Chambers

July/August 2013

- ✓ Centennial themed Concerts on the Commons and ArtSplash
- ✓ Centennial themed Movies on the Commons
- ✓ Centennial themed Crawfish Festival
- ✓ Coordinated media coverage of the August 18, 1913 anniversary

September 2013

- ✓ Tualatin's schools incorporate local history into their history/civics curriculum
- ✓ Winona Grange holds an old-time community dance
- ✓ Centennial themed programs at the Heritage Center
- ✓ Centennial themed recreation and Library programs

Tualatin Centennial Celebration

Preliminary Schedule of Events for 2013

Events	Month
✓ Centennial themed West Coast Giant Pumpkin Regatta ✓ Centennial themed dog park event ✓ Centennial themed programs at the Heritage Center ✓ Centennial themed recreation and Library programs ✓ TVCTV produce video “Tualatin Turns 100”	October 2013
✓ Public art in commemoration of the Centennial installed at the corner of Martinazzi and Tualatin-Sherwood Road ✓ Centennial themed programs at the Heritage Center ✓ Centennial themed recreation and Library programs	November 2013
✓ Centennial themed Starry Nights and Holiday Lights event ✓ Centennial Historic photo display in the Community Room at the Library ✓ Centennial themed recreation and Library programs ✓ Tualatin Today or newspaper article recapping the year	December 2013

Other possible Centennial Celebration items:	Cost estimate:
✓ Centennial print piece (mailer, newsletter insert, newspaper special section)	$3,000-$5,000
✓ Light pole banners along Boones Ferry Road and around the Tualatin Commons	$15,000
✓ Public Art	$Allocation
✓ Time capsule	$2,500-$5,000
✓ Professional photography for "Tualatin at 100"	$Allocation
✓ Misc. materials for Crawfish Festival (cake, souvenirs, etc.	$1,500
✓ Centennial logo design	$500
✓ Centennial souvenirs (stamped coins, paper weights, shirts, pins, posters, etc.) to sell or give away throughout the year	$Allocation ($2,500-$5,000)

Next Steps:

- ✓ Identifying branding and logo imagery
- ✓ Finalize detailed planning of core program
- ✓ Work with partners on finalizing their programs
- ✓ Procure Certificate of Congressional Record

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February 27, 2012

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Tualatin Centennial Celebration

Preliminary Schedule of Events for 2013

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