



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: September 8, 2014

SUBJECT: Work Session for September 8, 2014

5:00 p.m. (75 min) – Basalt Creek Project Update. The City Council will receive a presentation about themes derived from stakeholder input, a land capacity analysis, and a summary of the development themes that will be used to develop land use scenarios for the Basalt Creek area. This is an opportunity for more in-depth discussion by the City Council of the draft findings about existing conditions and how this information informs development of preliminary alternative land use scenarios for the study area.

6:15 p.m. (20 min) – Fox Hills Parking Permit Survey. The Council directed that staff survey the residents who would potentially be impacted by a parking permit program in the NW Fox Hills Neighborhood. Staff conducted a survey and will share those results at tonight's work session, as well as look to Council for further direction.

6:35 p.m. (15 min) – Connect Oregon V Grant Update. On August 22, 2014, the Oregon Transportation Commission awarded the City of Tualatin a *ConnectOregon* V Grant in the amount of \$1,585,800 for the Tualatin River Greenway Gap Completion Project. The *ConnectOregon* V Grant requires a cash match that will be met by a Washington County Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund Grant of \$750,000 and a \$600,000 cash donation from Nyberg CenterCal II, LLC, the developer of the new Nyberg Rivers Shopping Center. Additionally, the City of Tualatin will contribute \$352,000 of Park System Development Charge funds to pay the costs of professional services for permitting, design, construction administration, citizen involvement, and associated costs. The total project cost is estimated to be \$3,287,800. Tonight, staff will discuss the schedule of the project as well as actions the City Council will be taking in order to move this project forward.

6:50 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the September 8th City Council meeting and brief the Council on issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Cindy Hahn, Associate Planner
Aquilla Hurd-Ravich, Planning Manager

DATE: 09/08/2014

SUBJECT: Basalt Creek Concept Plan - Project Update

ISSUE BEFORE THE COUNCIL:

Tonight the City Council is receiving a presentation about themes derived from stakeholder input, a land capacity analysis, and a summary of the development themes that will be used to develop land use scenarios for the Basalt Creek area. This is an opportunity for more in-depth discussion by the City Council of the draft findings about existing conditions and how this information informs development of preliminary alternative land use scenarios for the study area.

EXECUTIVE SUMMARY:

During the past two months, the project team has gathered feedback from a variety of stakeholders through a public workshop and online survey, interviews and focus groups, as well as the Tualatin and Wilsonville Joint City Council, to develop themes about employment, retail, housing, natural areas, transportation and infrastructure in the Basalt Creek Concept Plan area. In addition, a land capacity analysis has been prepared to identify buildable land categorized by suitability for different kinds of development. This will all help inform creation of development themes to evaluate in the Envision Tomorrow planning tool. The development themes will form the basis for preliminary land use alternative scenarios for the study area.

The project team is seeking direction from the City Council about the range of development themes that should be evaluated for the study area.

NEXT STEPS

Three primary joint decision points remaining for the Joint Tualatin and Wilsonville City Councils include:

- December 2014: Preferred Land Use Scenario
- Spring 2015: Jurisdictional Boundary
- Fall 2015: Final Concept Plan

In preparation for the Joint City Council Work Session in December, staff will present Basalt

Creek project updates to City Council in October and November.

Attachments: A. USA Today "10 States" Article
 B. Presentation

10 states where manufacturing still matters

Alexander E.M. Hess, Michael B. Sauter and Thomas C. Frohlich , 24/7 Wall St. 6:19 a.m. EDT August 10, 2013



(Photo: Mike De Sisti, AP)

In July, America's manufacturing sector grew for the second month in a row. This improvement is in line with longer-term trends, according to the Institute for Supply Management. While some experts are predicting a revival, manufacturing has lagged the economy for years. The country has lost nearly 2.5 million manufacturing jobs in the past 10 years.

Last year, the manufacturing sector was responsible for 12% of the nation's total economic output. In Indiana, the state where manufacturing contributes most, the figure was 28.2%. [24/7 Wall St. \(https://www.247wallst.com/\)](https://www.247wallst.com/) reviewed the 10 states where manufacturing represented the largest total share of the state economy.

The states with the biggest manufacturing economies specialize in different industries. In Oregon, nearly \$38 billion of the state's \$50 billion manufacturing sector came from computer and electronic product manufacturing. In Louisiana, more than 10% of the state's entire economic output in 2011 came from the manufacturing of petroleum and coal-based products. Michigan and Indiana both have sizable auto industries, with Michigan's auto industry accounting for slightly less than a third of all its manufacturing output in 2011.

During the recession, and in many cases before the recession even started, many states' manufacturing employment faced steep job losses. Between January 2007 and mid-2009, Indiana lost more than 100,000 manufacturing jobs. In Michigan, nearly 125,000 manufacturing jobs were lost between January 2008 and January 2009 alone.

Now, many of these states have seen employment rebound. Michigan had the fastest manufacturing job growth in the nation from the end of 2009 to the end of 2011. According to Chad Moutray, chief economist at the National Association of Manufacturers, "the auto sector has been one of the driving sectors in the economy, pardon the pun, over the course of the last couple of years."

In addition to Michigan, many parts of the Midwest benefited as well, he added. In Indiana, manufacturing employment has risen more than 3.5% a year for each of the past three years, especially impressive in the context of the nation's slow job growth overall.

While some believe that the benefits of a potential manufacturing renaissance are largely a myth, Moutray told 24/7 Wall St. that investments in manufacturing has a positive impact on the economy overall. He also noted that the prospect of added manufacturing jobs may appeal to many Americans because manufacturing jobs pay well.

To identify the 10 states where manufacturing matters, 24/7 Wall St. used state gross domestic product (GDP) figures published by the Bureau of Economic Analysis for 2012. We determined from these data which states had the largest percentage of output attributable to manufacturing. Data on specific industries within the manufacturing sector from 2011 represent the most recent available figures. Employment figures for each state come from the Bureau of Labor Statistics and are seasonally adjusted.

Seasonally adjusted manufacturing job totals were not available for Alabama and Oklahoma.

These are the 10 states where manufacturing matters.

10. Alabama

--Manufacturing share of output: 16.3%

--Manufacturing output 2012: \$30 billion (22nd highest)

--2012 Unemployment rate: 7.3%

More than 16% of Alabama's \$183 billion worth of total output in 2012 came from manufacturing industries, about \$30 billion. Last year, much of this

output — \$16.6 billion worth — came from the manufacturing of durable goods, which in 2012 accounted for 9.1% of total GDP, the ninth highest percentage in the country. This includes the manufacturing of wood products, nonmetallic mineral products and so forth. News reports suggest a strong tradition of manufacturing in Alabama. Mobile County, for example, will now be the site of Airbus's new A320 jetliner final assembly line, which will likely be the company's first U.S.-based production facility. The project, which is scheduled to begin in 2015, is expected to create thousands of jobs, a welcome prospect in the wake of declining manufacturing industries this past decade.

9. Michigan

--Manufacturing share of output: 16.5%

--Manufacturing output 2012: \$66.2 billion (8th highest)

--2012 Unemployment rate: 9.1%

Each of the "Big Three" U.S. auto manufacturers — Chrysler, Ford and General Motors — is based in Michigan, and car sales are trending upward. This likely will be critical for the state: motor vehicle manufacturing accounted for nearly 5% of the state's total GDP in 2011, far more than any other state. Michigan also led the nation with \$18.8 billion in motor vehicle manufacturing output in 2011. The resurgence in the auto industry has not only boosted output, but also led to job growth. Manufacturing employment in Michigan rose 7.9% between the ends of 2010 and 2011, leading all states, and then by an additional 3.9% between the ends of 2011 and 2012, also among the most in the nation. But this did little to help Detroit avoid a bankruptcy filing, since extremely few auto manufacturing jobs exist within the city limits.

8. Iowa

--Manufacturing share of output: 16.7%

--Manufacturing output 2012: \$25.4 billion (25th highest)

--2012 Unemployment rate: 5.2%

Iowa had the 30th largest state economy in the nation last year. However, relative to its GDP, Iowa is still one of the nation's largest manufacturers. This is especially the case for non-durable goods, which accounted for 8.4% of the state's total output in 2012, the fifth-highest percentage in the nation. In 2011, when non-durable goods manufacturing accounted for 8.3% of Iowa's output, nearly half of this contribution came from food, beverage and tobacco manufacturing. At 4% of state GDP, this was more than any other state except North Carolina. Despite low crop yields due to drought, Iowa was the leading producer of both corn and soybeans in 2012, according to the USDA.

7. Ohio

--Manufacturing share of output: 17.1%

--Manufacturing output 2012: \$87.2 billion (5th highest)

--2012 Unemployment rate: 7.2%

Ohio is a major manufacturer of a range of products. In 2011, it was one of the largest manufacturers of both primary and fabricated metals products, which together accounted for about 3% of the state's output that year. The state was also the nation's leader in producing plastics and rubber products, which accounted for more than \$5.3 billion in output in 2011, or 1.1% of Ohio's total output. Likely contributing to Ohio's high output of manufactured rubber products, the state is home to Goodyear Tire & Rubber, a Fortune 500 company. At the end of 2012, Ohio was one of the top states for manufacturing employment, with roughly 658,000 jobs, trailing only far-larger California and Texas.

6. Kentucky

--Manufacturing share of output: 17.1%

--Manufacturing output 2012: \$29.75 billion (23rd highest)

--2012 Unemployment rate: 8.2%

In 2011, Kentucky manufactured nearly \$4 billion worth of motor vehicles, bodies, trailers and parts, the fifth-largest output in the nation. As of 2011, this manufacturing industry was worth 2.4% of Kentucky's GDP, the third-largest percentage in the country. In 2011, electrical equipment, appliance and component manufacturing had an output of only about \$1.3 billion the 15th highest, but this may be expected to improve. Louisville is home to the GE Appliance Park, where the company has recently built two new assembly lines. The assembly lines, which cost more than \$100 million, will produce high-efficiency washing machines and will create about 200 jobs, in addition to the thousands of jobs GE has created in the region over the past few years with its opening of several other factories.

5. Wisconsin

--Manufacturing share of output: 19.1%

--Manufacturing output 2012: \$49.98 billion (12th highest)

--2012 Unemployment rate: 6.9%

Wisconsin led the nation in paper manufacturing in 2011, with nearly \$4 billion in output, which was 1.5% of the state's total GDP and the third-greatest portion of total output. In 2012, Wisconsin was a large producer of durable goods, which accounted for 11.3% of its GDP, up from 10.7% the previous year, holding on to its fourth place position. In spite of Wisconsin's high output in the paper industry, the state's Chamber of Commerce has expressed concerns regarding the implementation of government regulations that may hurt current and future job prospects. Officials in Wisconsin claim the new Boiler MACT regulations, for example, will have a negative economic impact on pulp and paper industry jobs in the state.

4. North Carolina

--Manufacturing share of output: 19.4%

--Manufacturing output 2012: \$88.25 billion (4th highest)

--2012 Unemployment rate: 9.5%

--Last year, North Carolina was the fourth-largest manufacturing economy in the country, losing the third-place position to Illinois. In 2011, of the state's \$84 billion manufacturing output, nearly \$24 billion alone came from chemical manufacturing. Roughly 5.5% of the state's GDP arose from chemical manufacturing alone. Another close to \$20 billion came from the food, beverage and tobacco product industry, more than any state but California. North Carolina's tobacco economy is one of the second-largest in the country, and R.J. Reynolds, the second-largest tobacco company by sales in the U.S., is based in the state.

3. Louisiana

--Manufacturing share of output: 22.6%

--Manufacturing output 2012: \$55.10 billion (11th highest)

--2012 Unemployment rate: 6.4%

--None of the nation's manufacturing leaders produced less output from durable goods manufacturing than Louisiana, at \$7.7 billion. Similarly, in 2011, the state produced just \$7.1 billion in manufactured durable goods. Louisiana was among the nation's largest manufacturers of chemicals, as well as petroleum and coal products, that year, helping the state's totals. As of 2011, more than 10% of the state's GDP came from petroleum and coal manufacturing, by far the highest percentage in the nation. The state remains one of the nation's leading oil refiners. According to the U.S. Energy Information Administration, "the Louisiana Offshore Oil Port (LOOP) is the only port in the U.S. capable of offloading deep draft tankers."

2. Oregon

--Manufacturing share of output: 27.8%

--Manufacturing output 2012: \$55.16 billion (10th highest)

--2012 Unemployment rate: 8.7%

Oregon manufactured nearly \$38 billion worth of computer and electronic products in 2011, up from the year before, and second in the nation. That output is behind California, but its percentage of total GDP was 20%, surpassing by far second place Idaho, where computer and electronic manufacturing accounts for only about 5.8% of total output as of 2011. Recent outside investments in the state reinforce the tech-heavy industries in Oregon. In the first half of this year, for example, AT&T invested nearly \$80 million in its Oregon network to improve performance for Oregon residents, according to the Portland Business Journal.

1. Indiana

--Manufacturing share of output: 28.2%

--Manufacturing output 2012: \$84.15 billion (6th highest)

--2012 Unemployment rate: 8.4%

Indiana has added manufacturing jobs at one of the fastest rates in the nation over the past several years, with year-over-year growth in manufacturing at or above 3.7% at the end of each of the past three years. Some of this growth came from companies like Honda expanding their factories and adding thousands of jobs, which made headlines in 2011. Developments like these are critical for the economy of the state, which depends on manufacturing more than anywhere else in the nation. In 2012, Indiana had just the nation's 16th largest economy, while its output from manufacturing exceeded all but a handful of states. In 2010 and 2011, Indiana was one of the leading states in total output from both motor vehicle-related and chemicals manufacturing. Manufacturing of chemical products accounted for 7% of the state's GDP in 2011, at least partly due to the presence of pharmaceutical giant Eli Lilly, which has vendors throughout the state.

24/7 Wall St.com (<https://www.247wallst.com/>) is a financial news and commentary website. Its content is produced independently of USA TODAY.

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Summary of Stakeholder Feedback + Land Capacity Analysis

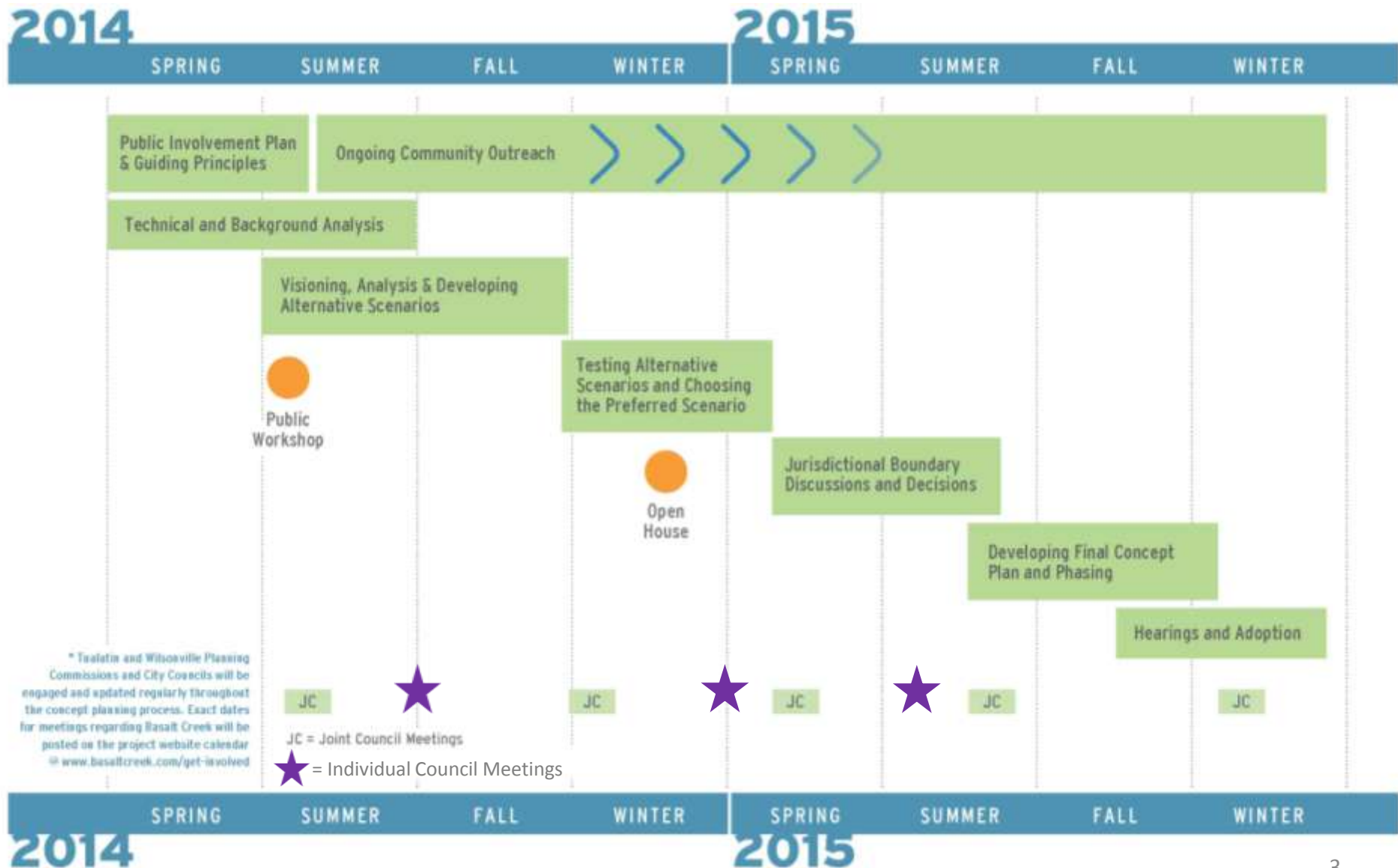
Tualatin City Council Work Session
9/8/14



Overview

- I. Project Status Update
- II. Summary of Stakeholder feedback
- III. Land Suitability Analysis
- IV. Scenario Planning
- V. Development Themes
- VI. Discussion
- VII. Next Steps

I. Project Status



II. Summary of Stakeholder Feedback

- Overview of stakeholders
- Themes by topic area
 - Employment
 - Retail
 - Housing
 - Natural Areas
 - Transportation
 - Infrastructure

Workshop




Online Survey

Basalt Creek Workshop Survey
Page One

Welcome to the Basalt Creek Workshop Survey!

This survey is based on polling questions that were asked of attendees at a public workshop for the Basalt Creek planning area on Tuesday, June 17th. Approximately 50 people attended the workshop, but we want to get input from even more community members—including you! The survey includes 32 questions and should take only take 5-10 minutes.

If you would like to find out more project details before taking the survey, please visit www.basaltcreek.com



Next

Survey Software powered by SurveyGizmo

Basalt Creek Workshop Survey

8.

Is the following appropriate for Basalt Creek?
Big Box retail (large-scale/auto-oriented)

☐ Yes

☐ No

☐ Neutral

☐ Not sure



Back Next

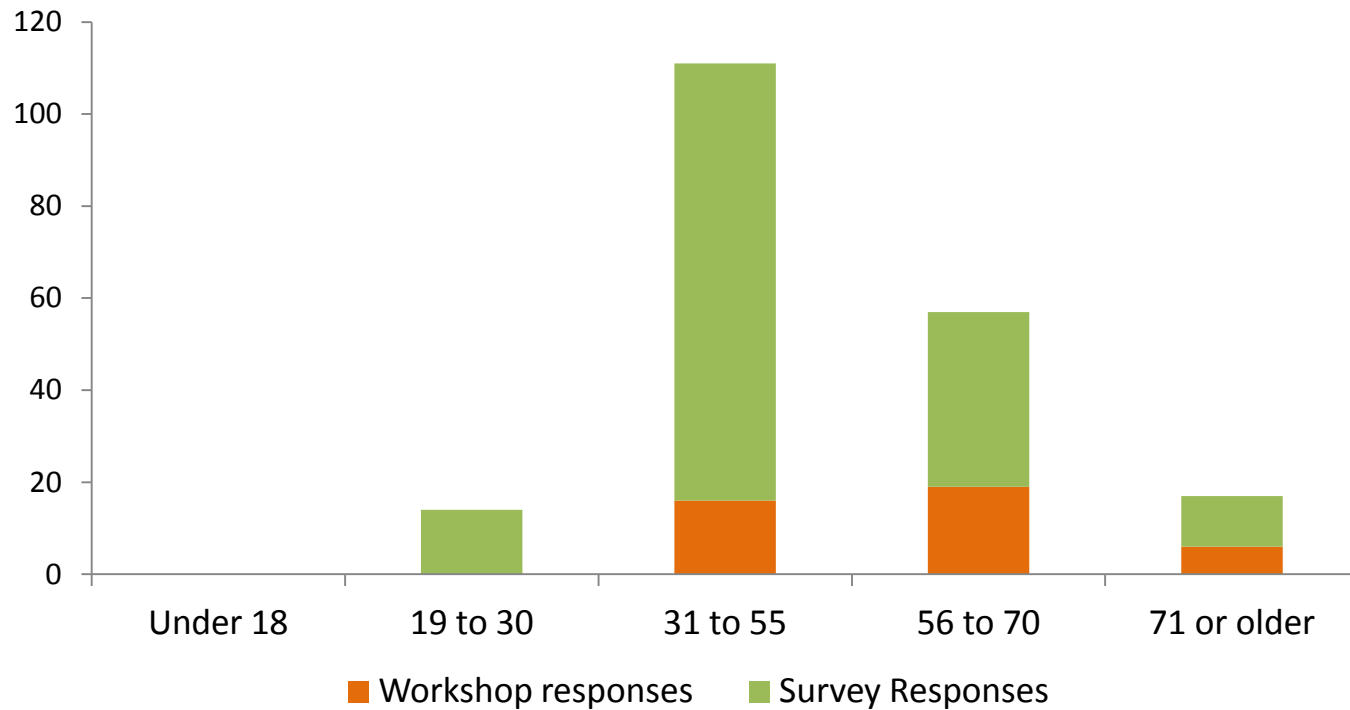
39%

Survey Software powered by SurveyGizmo

Basalt Creek Planning Area

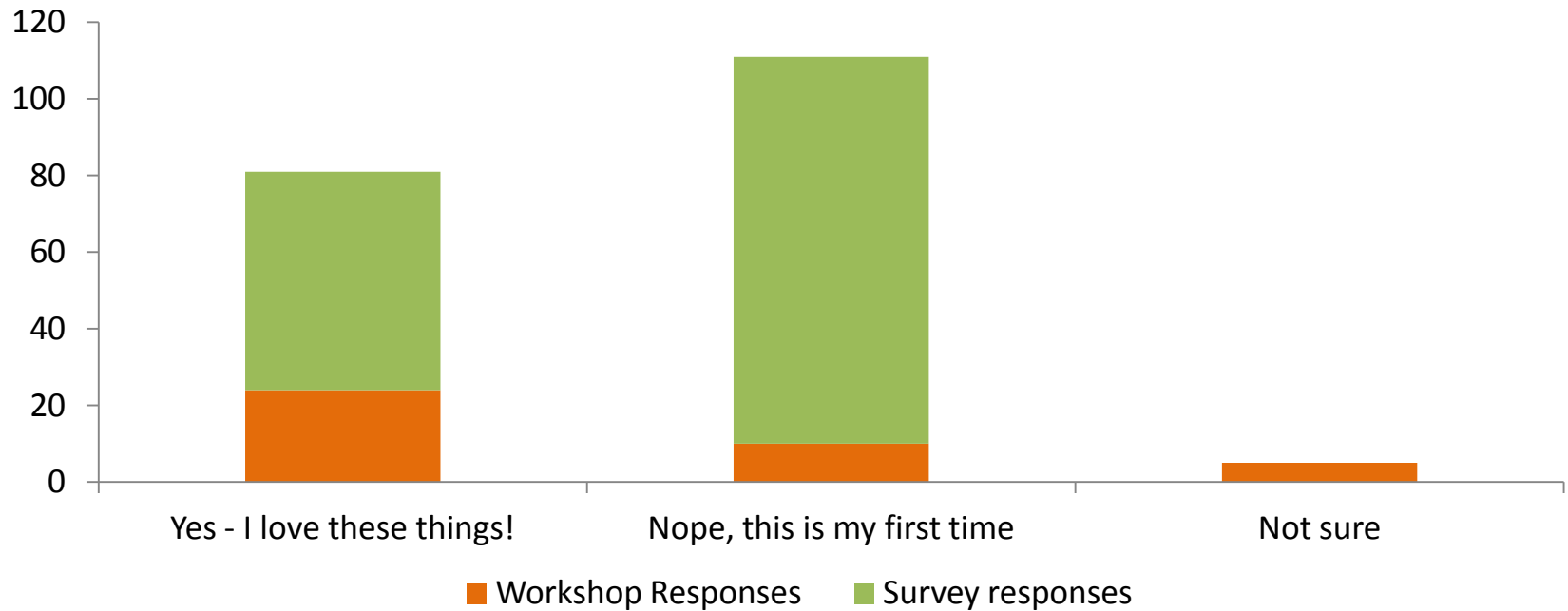
Workshop and Online Survey Participants

How old are you?



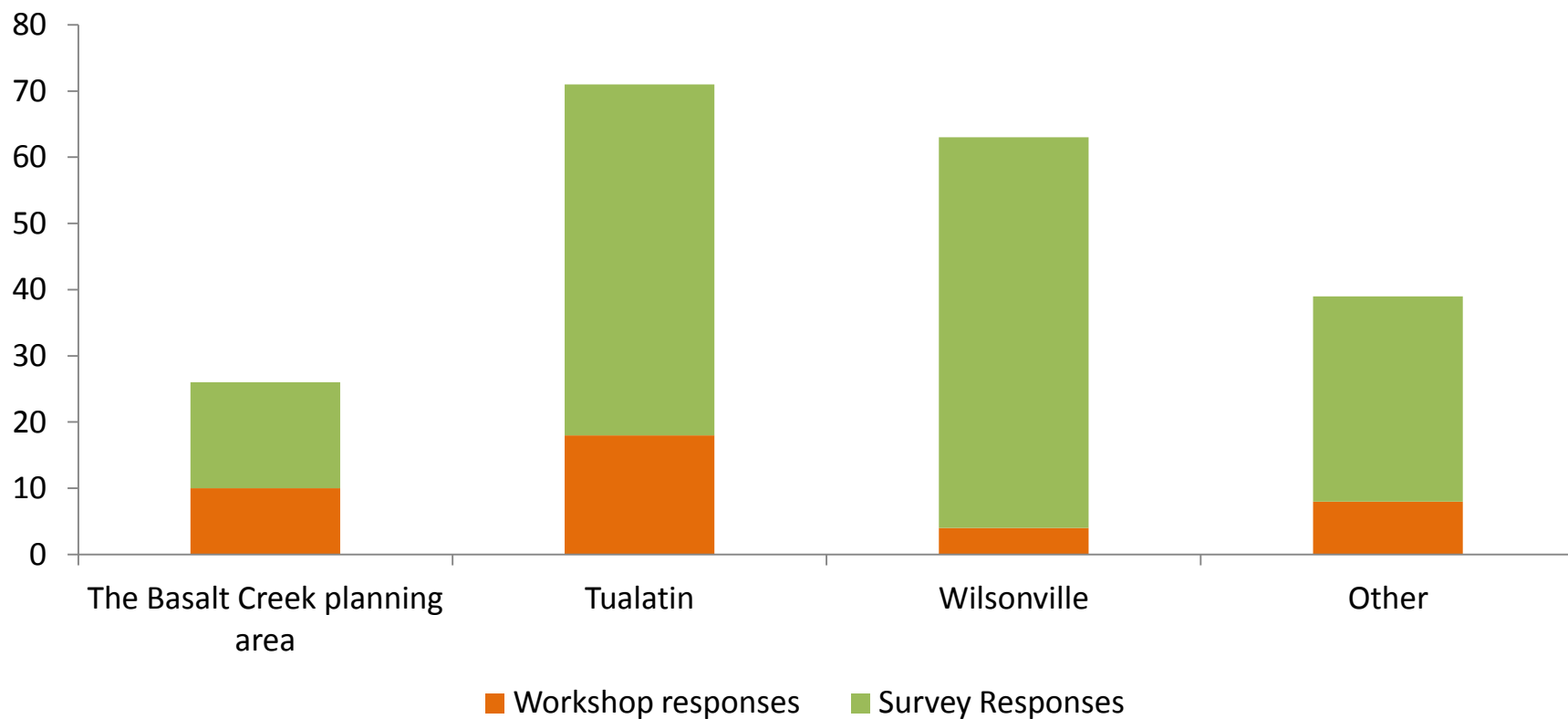
Workshop and Online Survey Participants

Have you participated in a public planning workshop or activity before?



Workshop and Online Survey Participants

Where do you live?



Workshop Themes

- Wide range of ideas
- Housing to the north, industrial to south
- Protect existing neighborhoods
- Open to a range of employment and commercial uses
- Appropriate transitions between land uses



Online Survey Themes

- Less focus on housing
- More support for retail in general, restaurants specifically
- Less support for warehousing, industrial flex space
- More interest in public access to natural resources



Focus Groups & Interviews

- Developers
 - Commercial
 - Industrial
 - Residential
- Property owners
 - Residential
 - Commercial
 - Institutional



Focus Groups & Interview Themes

- Industrial development types changing
- Housing preferences changing
- Employers consider amenities
- Land assembly is a challenge
- Property owners
 - Desire for flexibility in land use
 - Concerns about development impacts on quality of life

Property Owners Diverge

- Different types of property owners with different interests
- Some live there, small properties – not big development ambitions, more concerned with quality of life impacts
- Some have large properties and are more interested in financial returns

Joint Council Themes

- Meet regional responsibility for jobs & housing
- Capitalize on area's assets
- Protect existing neighborhoods
- Maintain Cities' unique identities



Joint Council Themes

- Explore creative approaches, integration of employment and housing
- Ensure appropriate transitions between land uses
- High quality design and amenities for employment

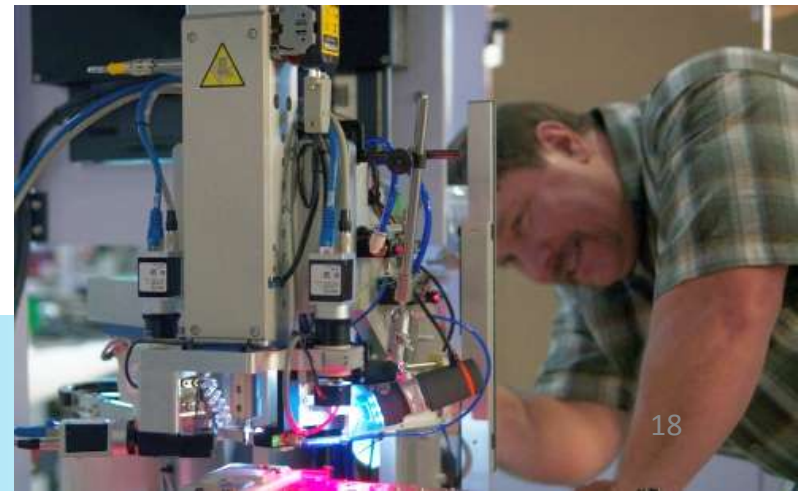


Themes by Topic Area

- Employment
- Retail
- Housing
- Natural areas
- Transportation
- Infrastructure

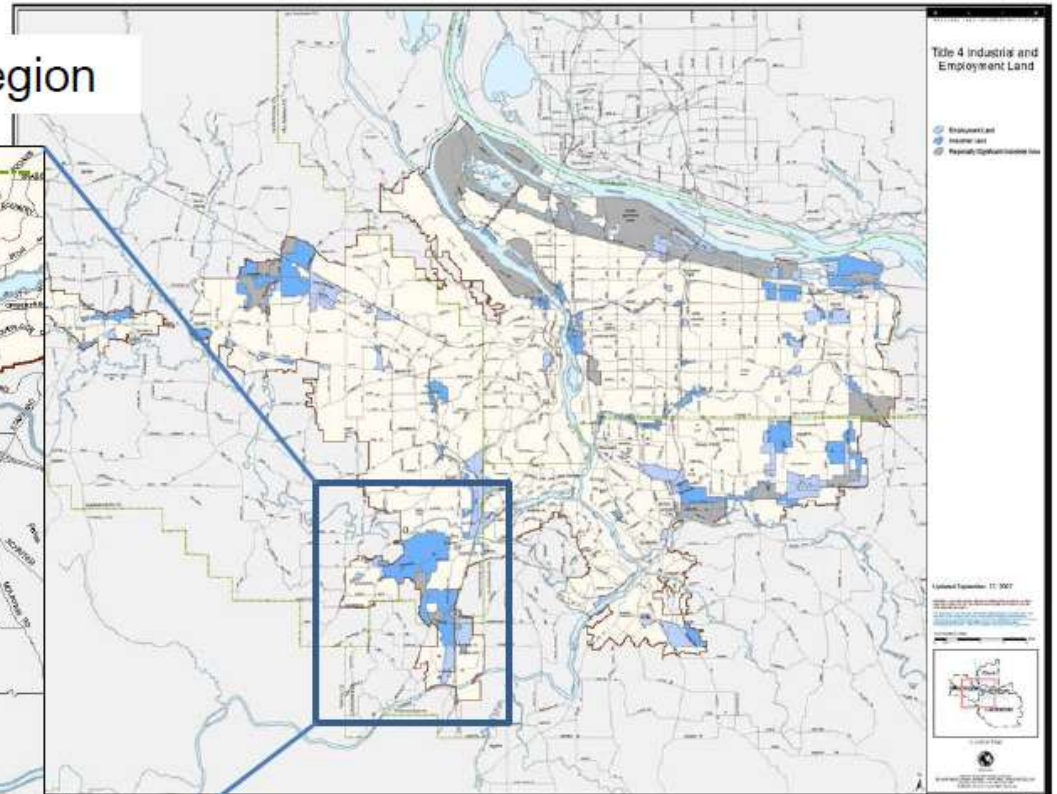
Employment Themes

- Employee amenities important
- Desire to live near workplace
- Oregon is a place where manufacturing still matters - #2 nationally



Employment Themes

Industrial Land throughout Region



Land for industrial employment is priority for Basalt Creek area

Employment Themes

- “Smokestack” industrial evolving into more office-like product
- R & D major component of Oregon manufacturing
- Consider this trend in context of SW Metro employment cluster



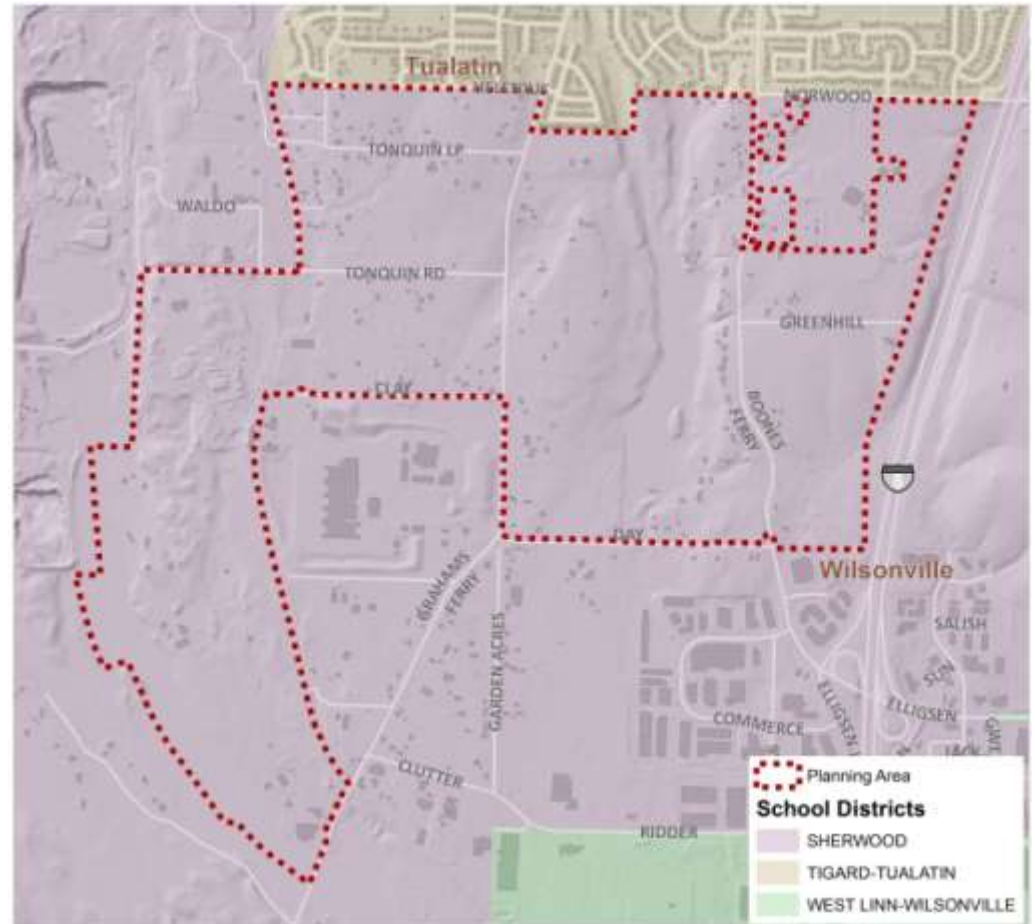
Retail Themes

- No market for major retail
- No desire for large retail
- Seen as an amenity and supplement to other uses



Housing Themes

- Most (residents and developers) see this in the northern part of planning area
- School district boundary not ideal



Housing Themes

Developer feedback:

- Smaller lot sizes more acceptable
- Demand for:
 - High end product
 - Single-story
 - Ability to “lock-and-leave”
- More revenue for res. development than industrial, more readily marketable



Housing Themes



Housing Themes



Natural Areas Themes

- Parks and natural resources top priorities, major assets
- Desire for public access to creeks
- Need to balance access with conservation



Transportation Themes

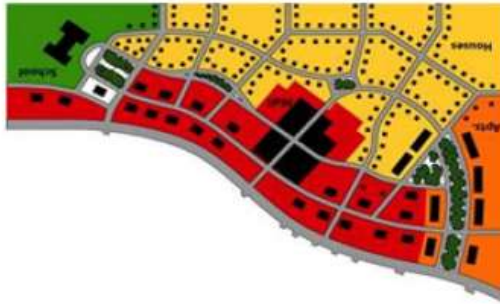
- Transportation options a priority



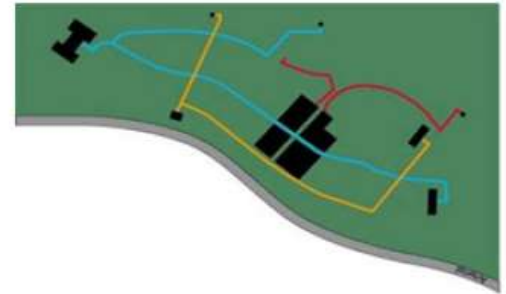
Transportation Themes

- Connectivity important

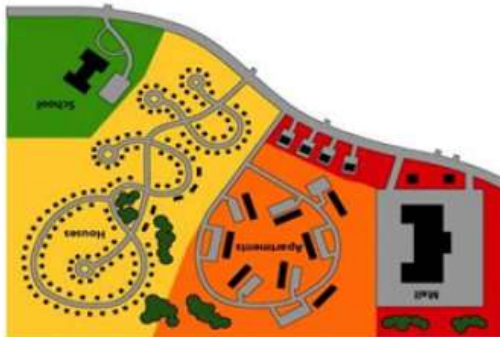
Well connected streets →



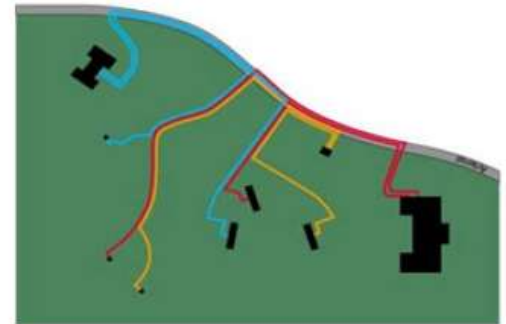
Well connected streets create more route options and diffuse traffic →



Poorly connected streets →



Poorly connected streets lead users to take the same routes, increasing congestion →



Transportation Themes

- Desire for walkable/bikable neighborhoods *and* employment

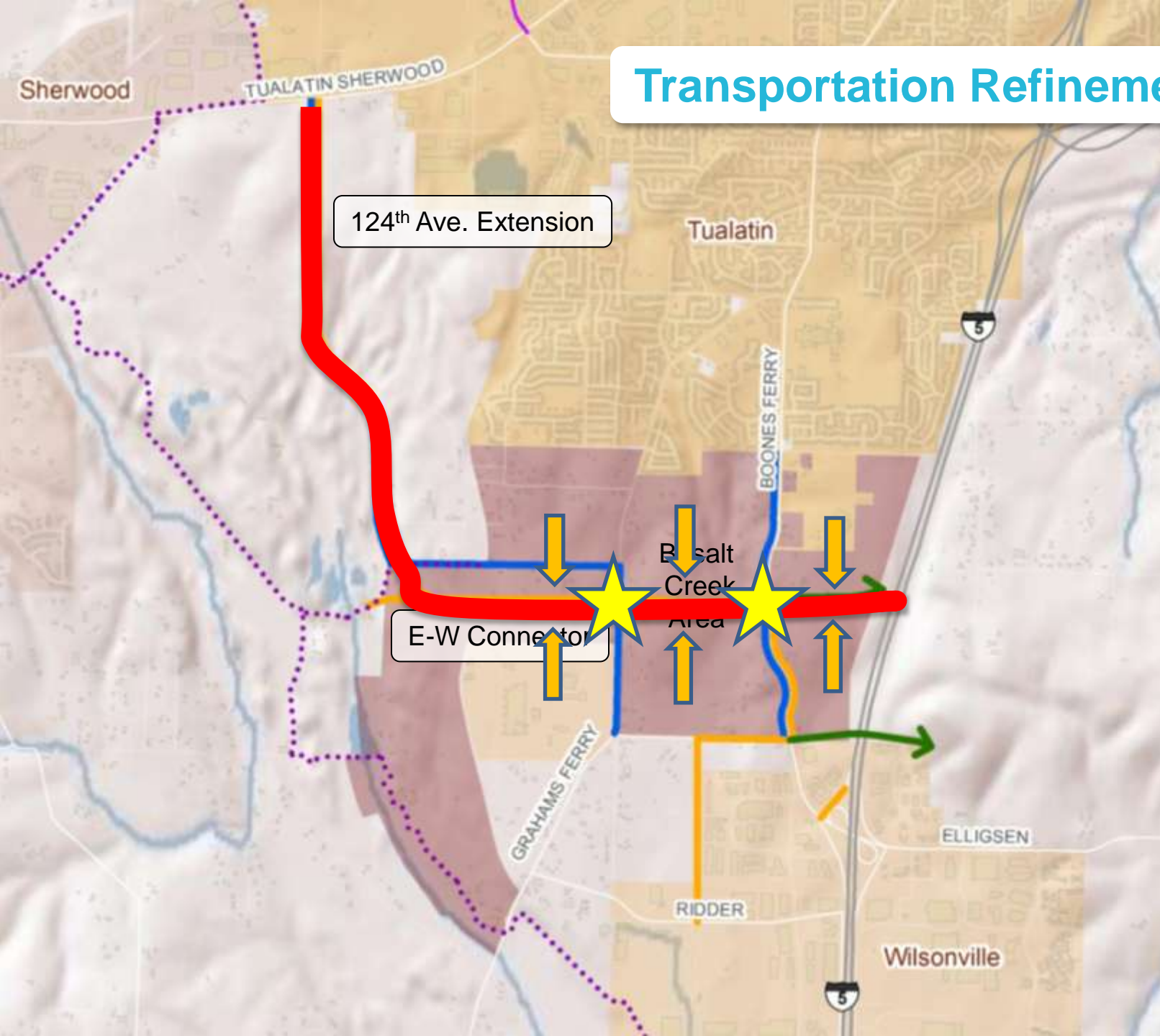


Transportation Themes

- 124th extension: big opportunity for industrial access
- Study benefits of non-grade crossing of E-W connector
- Concerns: impacts of heavy truck traffic



Transportation Refinement Plan



Road Projects

- Long Term
- Medium Term
- Short Term

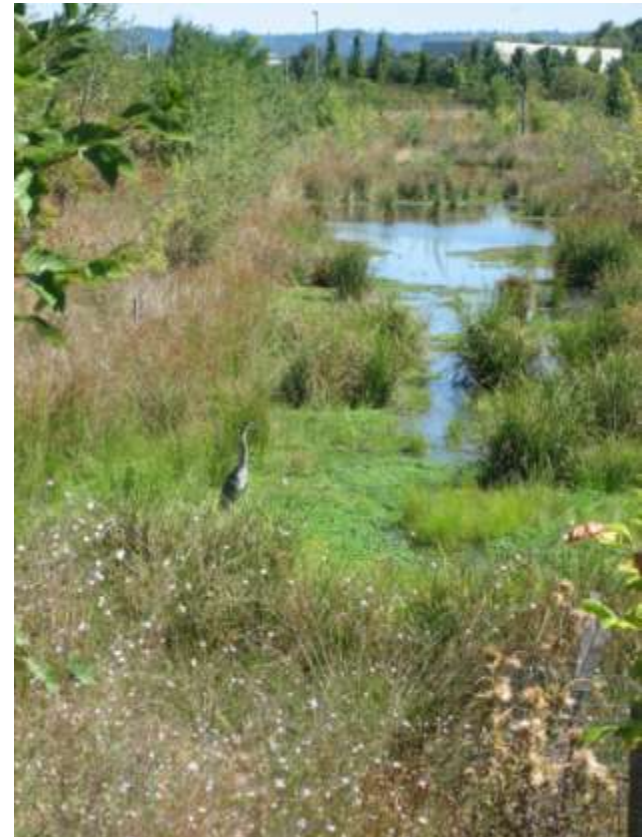
Transportation Themes

- Bike & Pedestrian overpass/underpass examples



Infrastructure Themes

- Developer preference for regional (rather than on-site) stormwater management
- Phasing and provision of infrastructure major issue to be solved

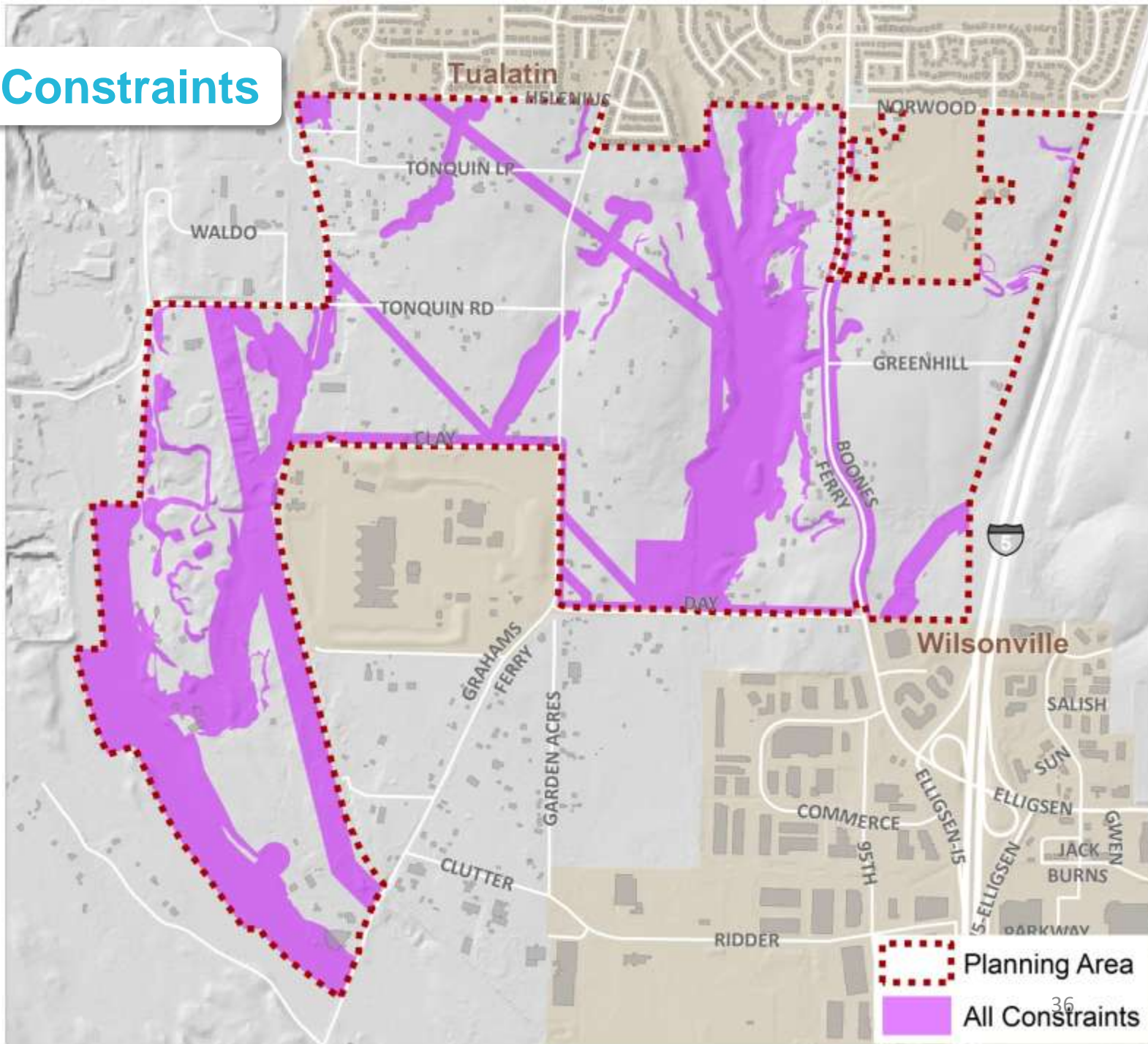


Infrastructure Themes

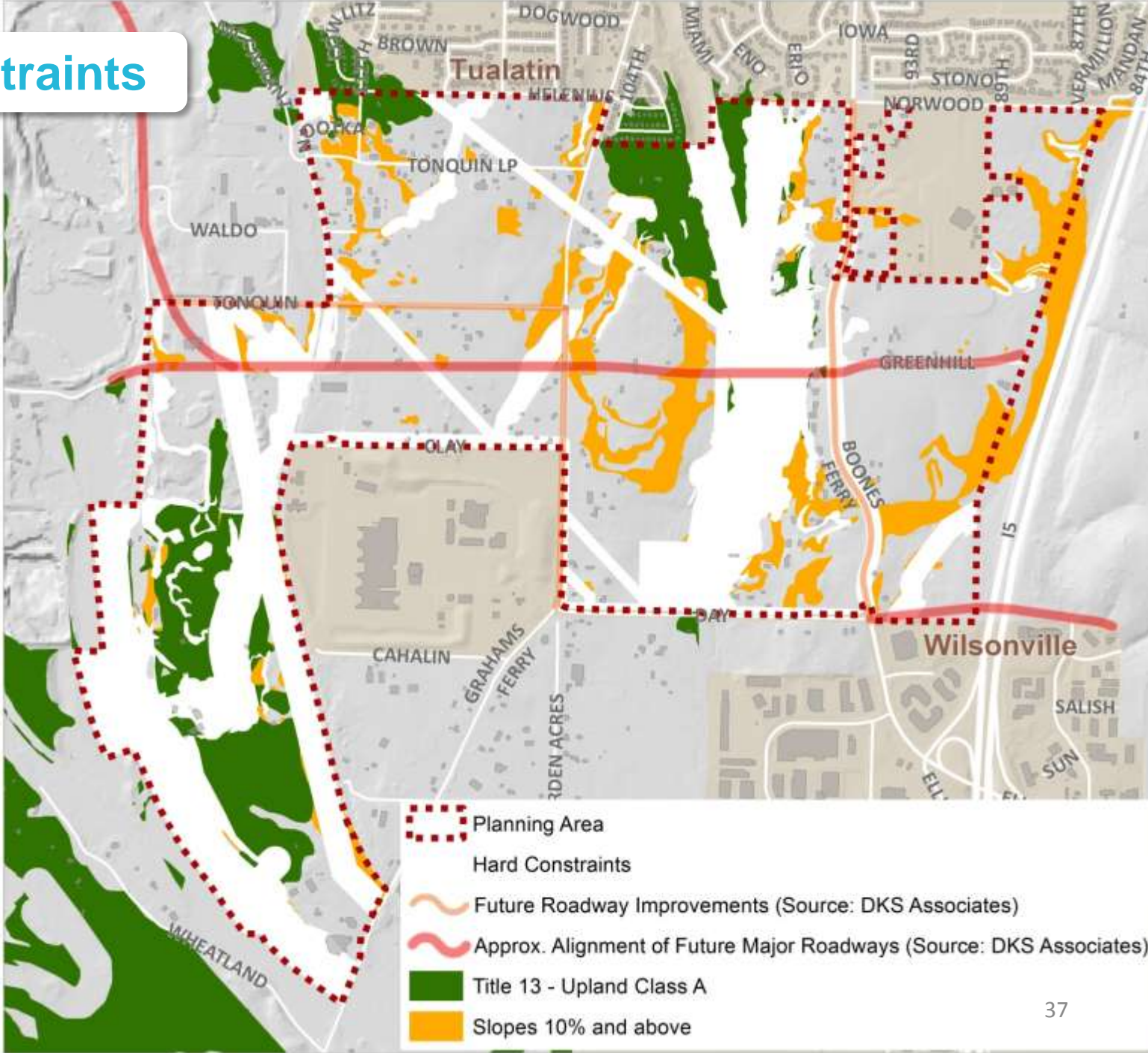
- Connections are available for sewer service to Basalt Creek.
- Water supply options are available from both Wilsonville and Tualatin
- Stormwater facilities will require local conveyance as well as onsite and possibly regional facilities

III. Land Suitability Analysis

All Hard Constraints



Soft Constraints



Land Supply

Vacant Land



Ready to build, no major structure on site

Redevelopable Land



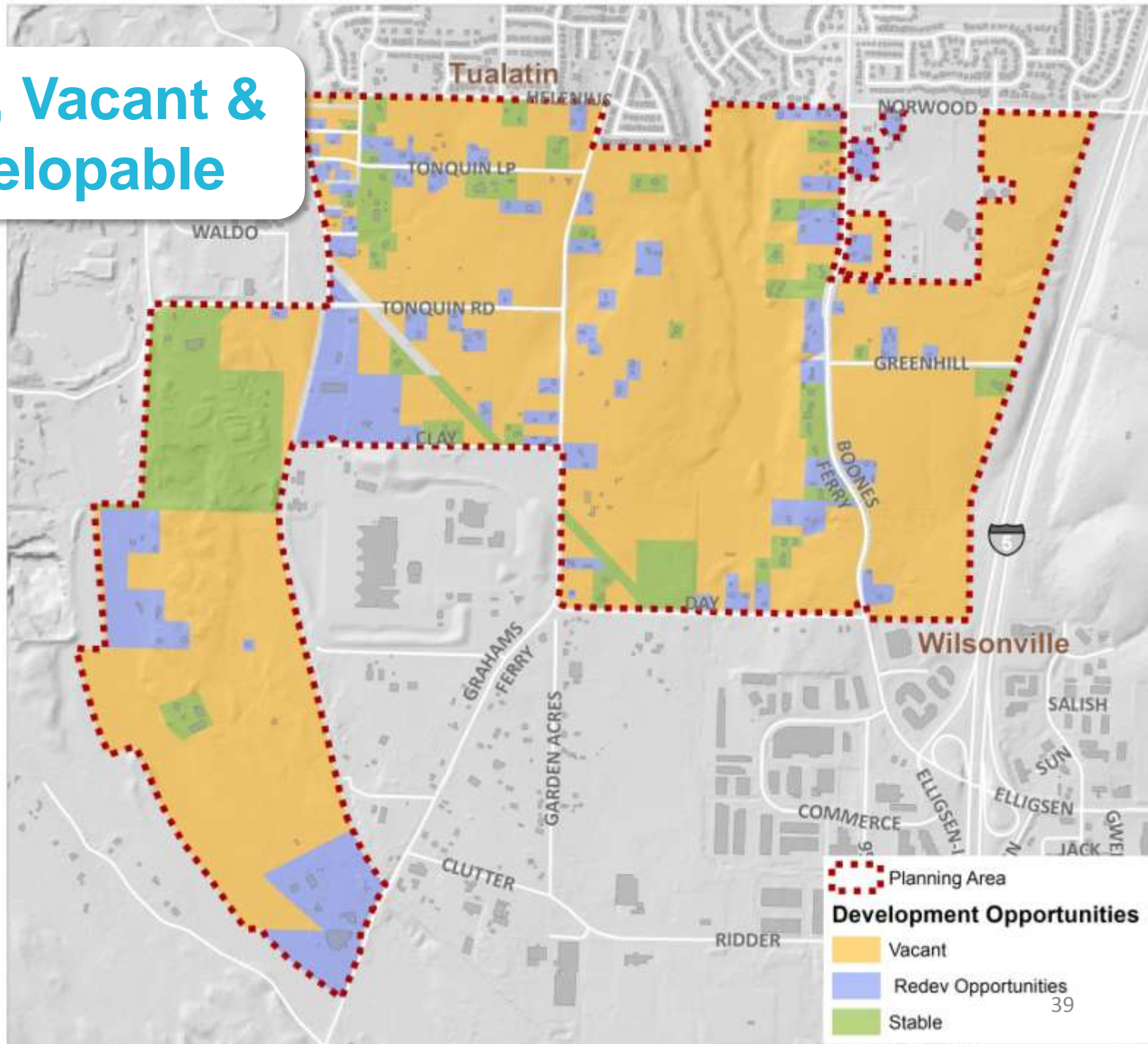
Some redevelopment potential (expansion of current use or change in use)

Stable Land

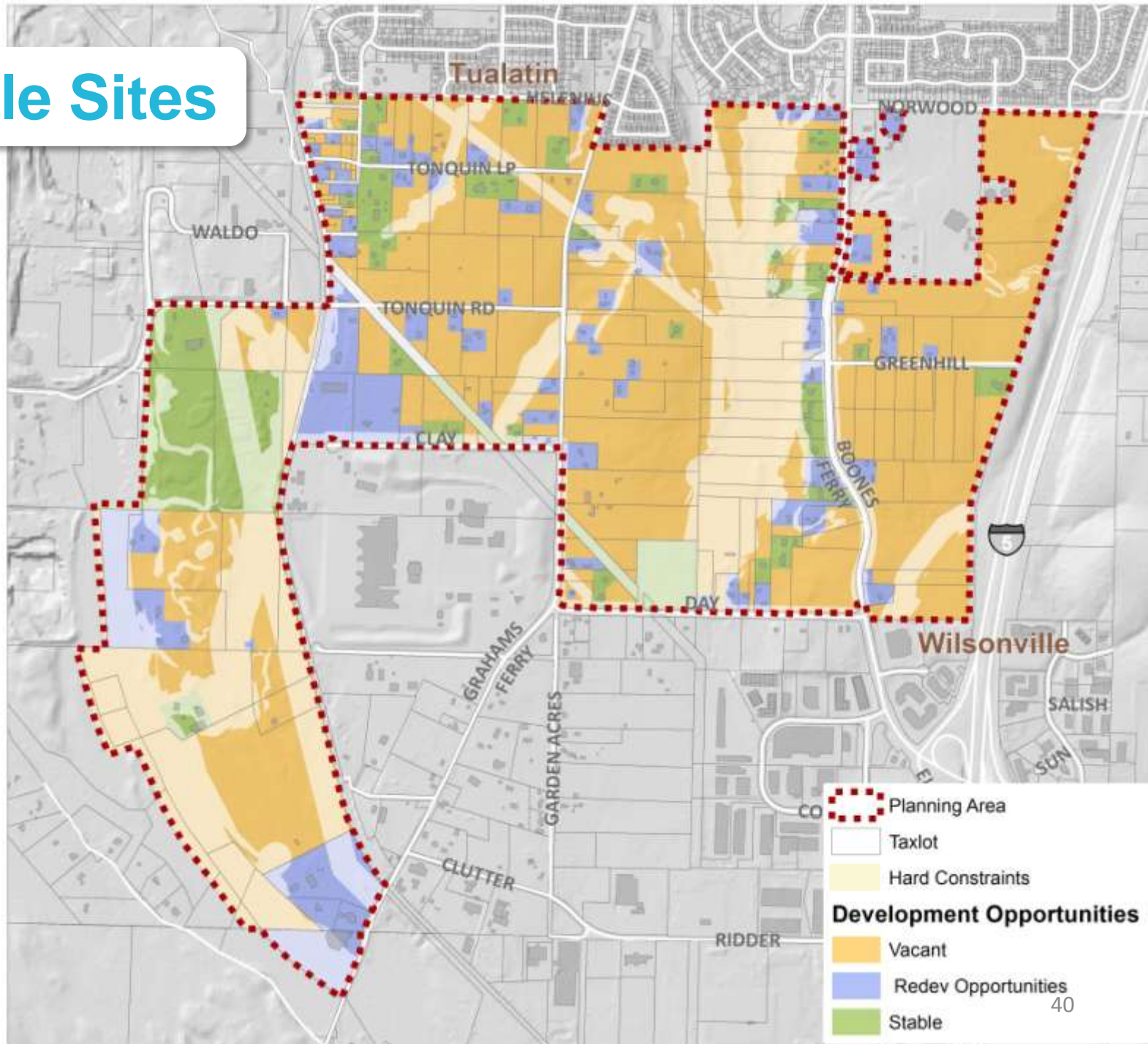


Structures on land, will not change uses in the near future





Stable, Vacant & Redevelopable



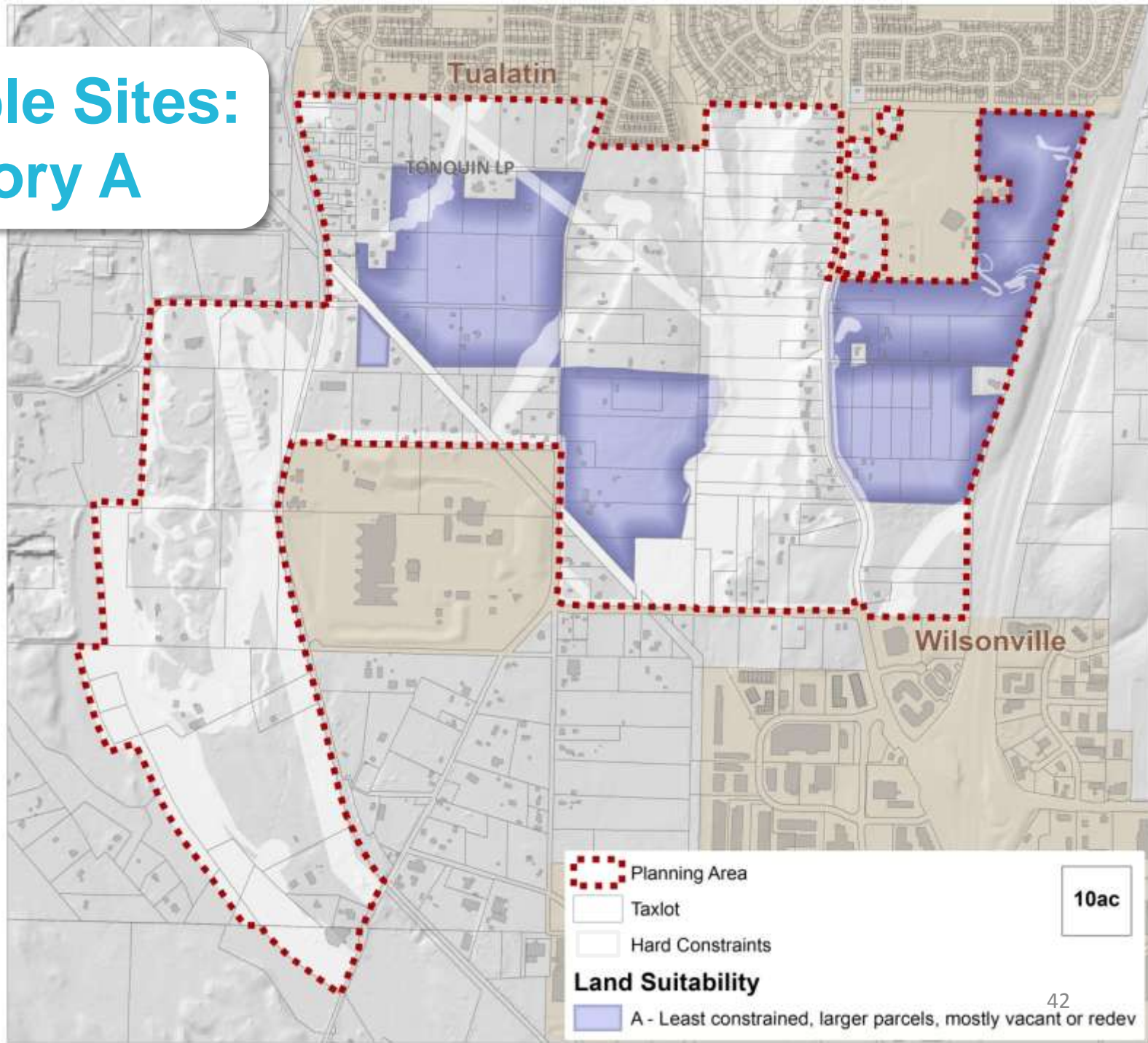
Suitable Sites



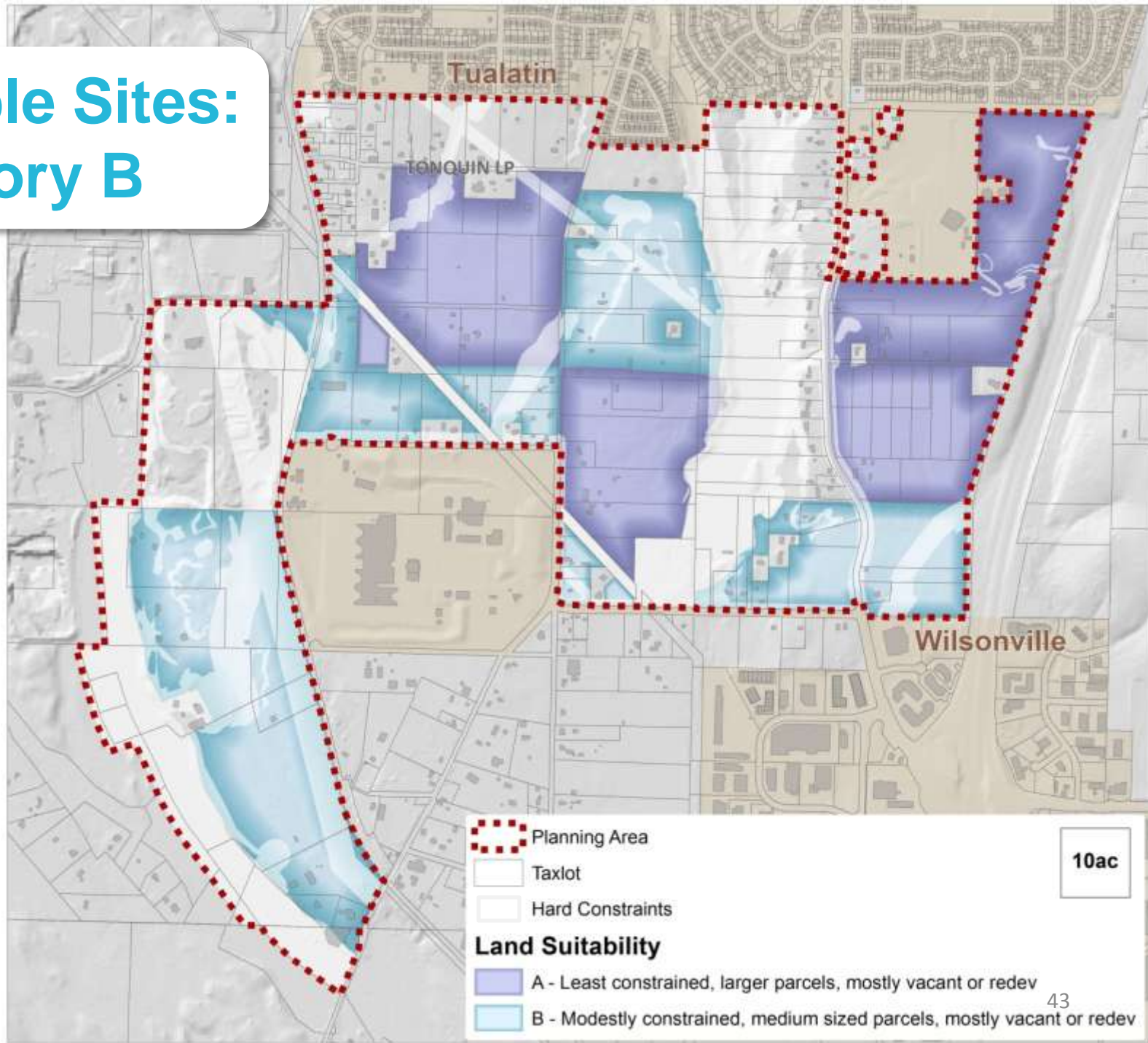
Land Suitability Categories

| CATEGORY | CHARACTERISTICS | SYMBOL |
|----------|--|---|
| A | Least constrained, larger parcels, mostly vacant or redevelopable |  |
| B | Modestly constrained, medium-sized parcels, mostly vacant or redevelopable |  |
| C | Modestly constrained, small- to medium-sized parcels, mostly vacant or redevelopable |  |
| D | Stable or constrained |  |

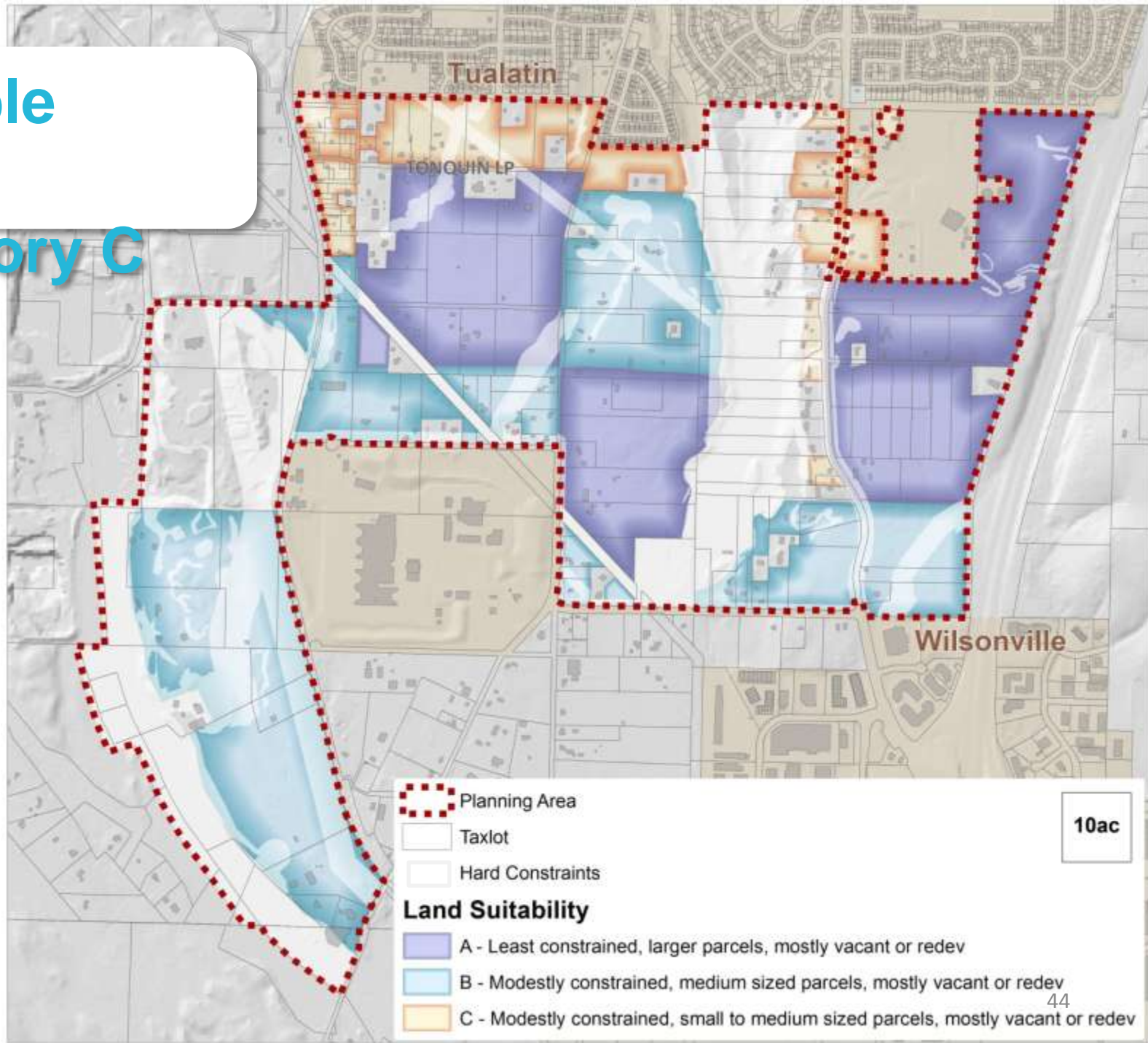
Suitable Sites: Category A



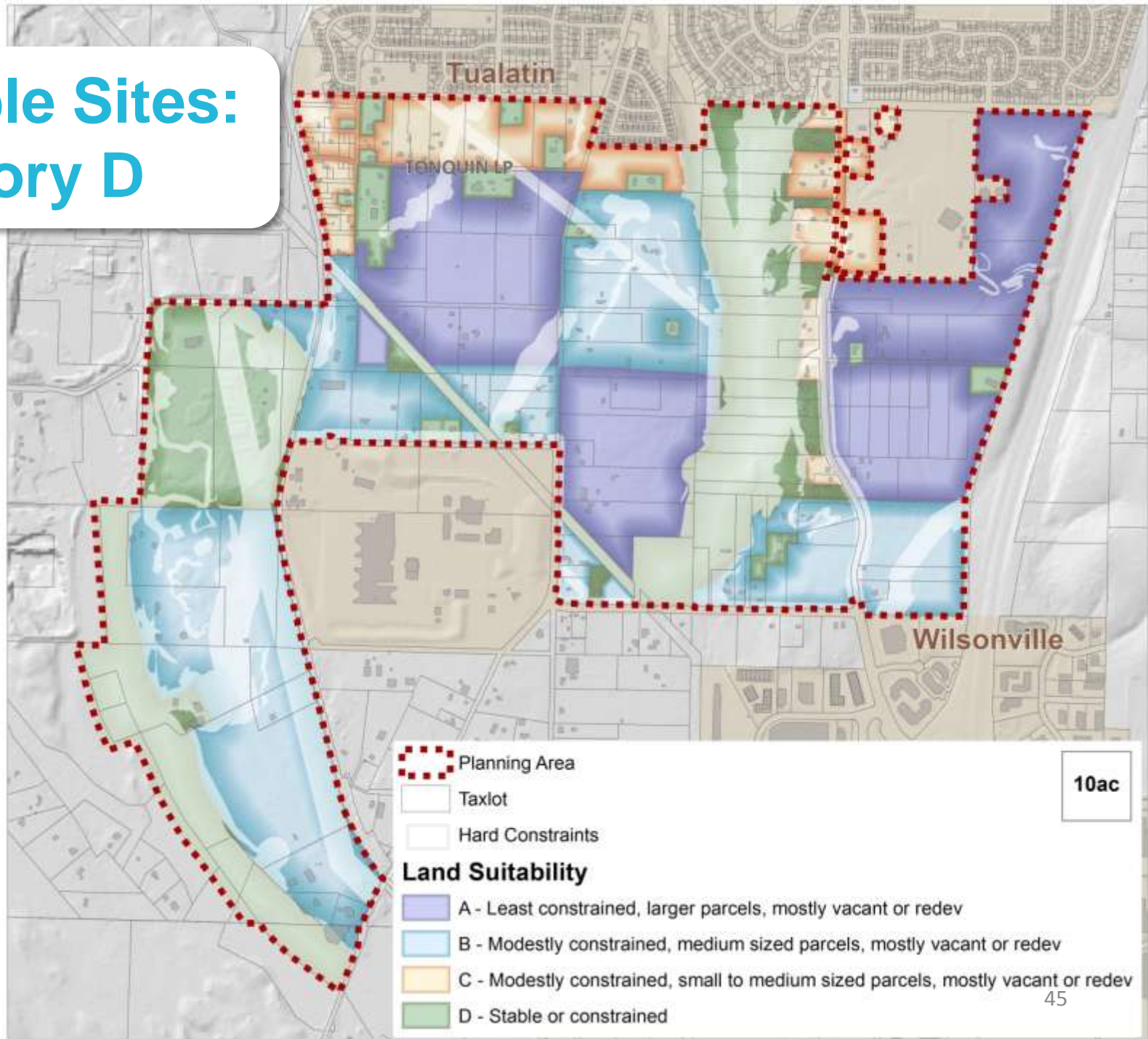
Suitable Sites: Category B



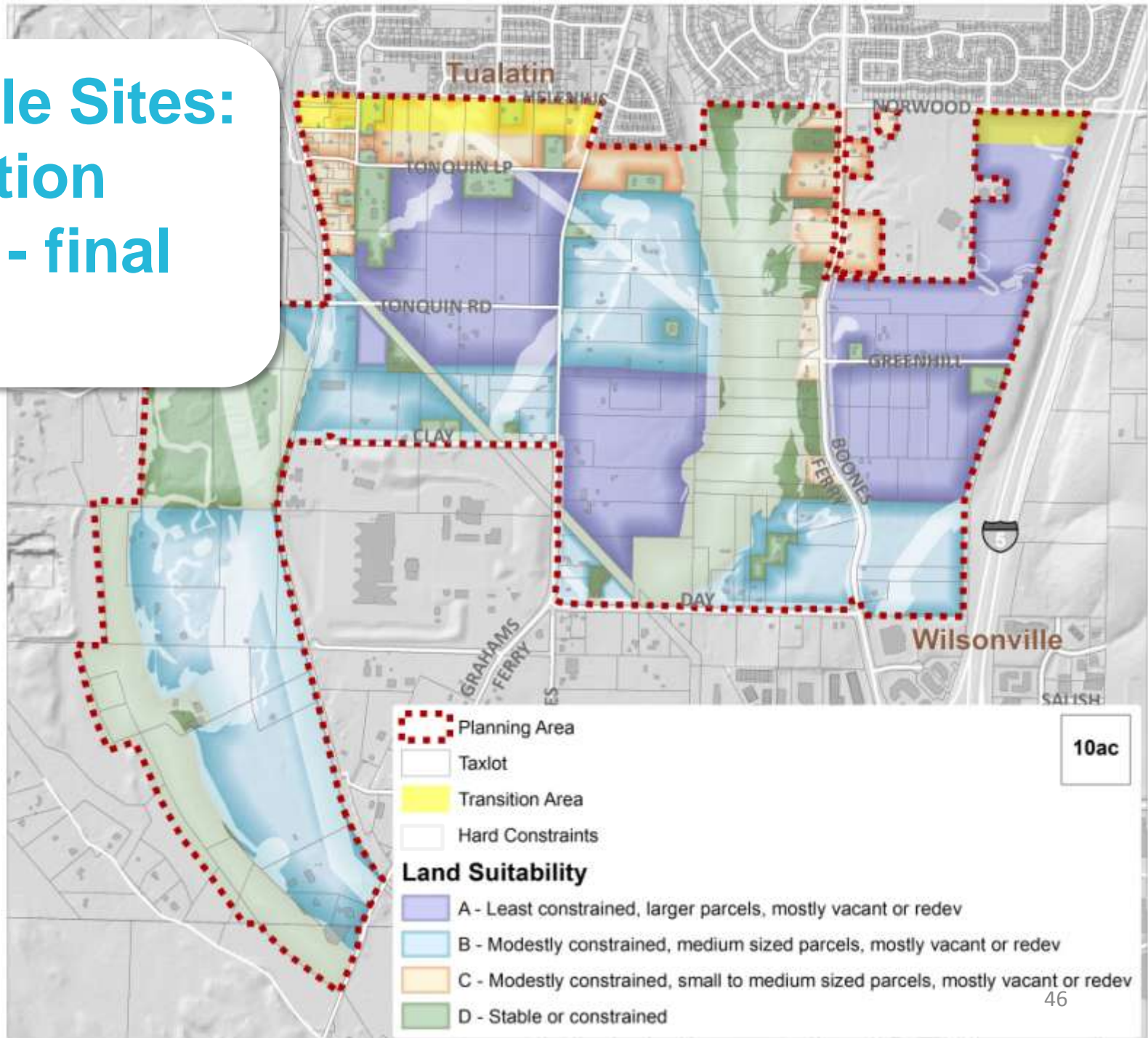
Suitable Sites: Category C



Suitable Sites: Category D



Suitable Sites: Transition areas - final map



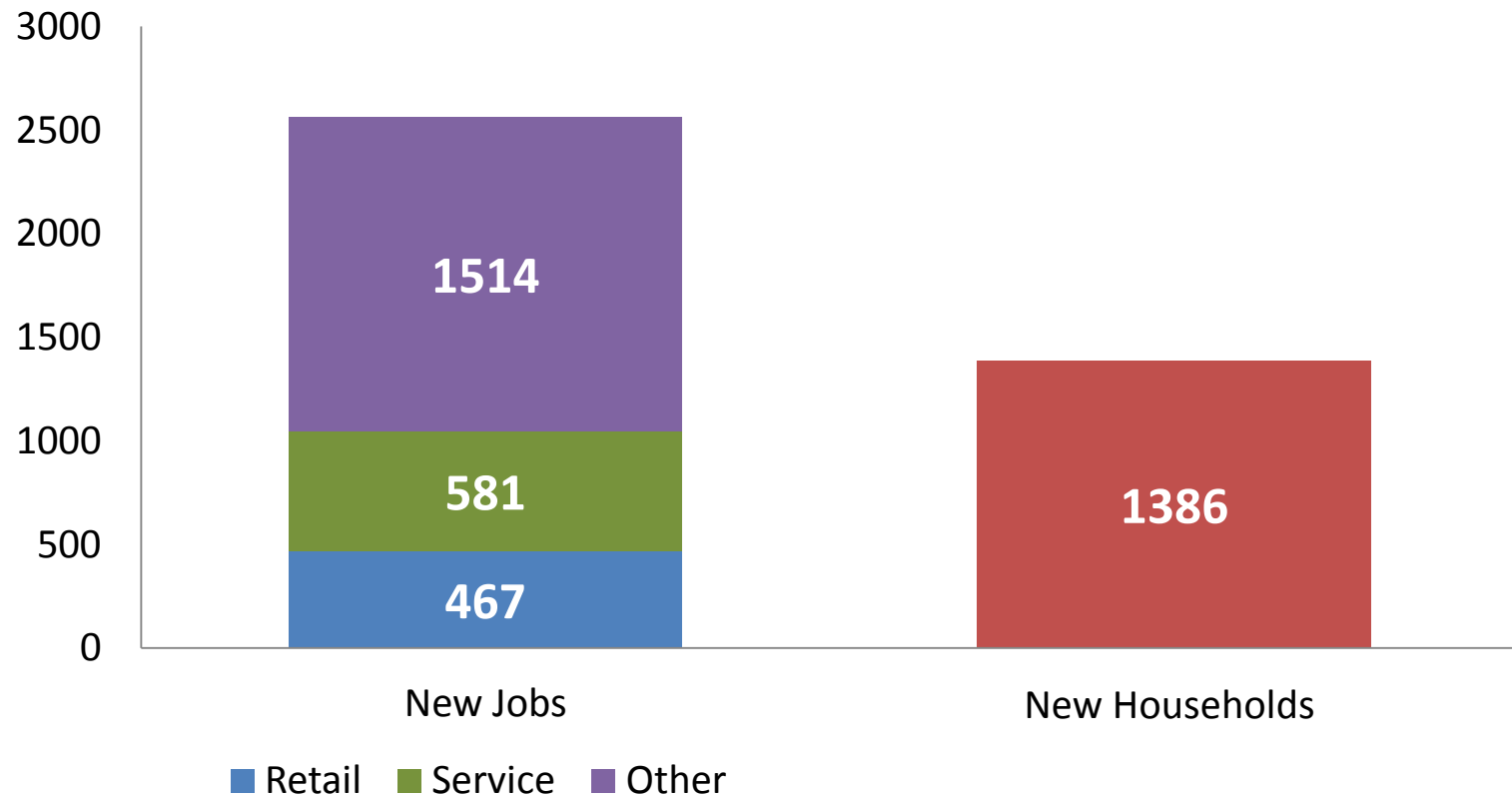
Buildable Land by Suitability Category*

| Suitability Category | Vacant Acres |
|----------------------|--------------|
| A | 197 |
| B | 144 |
| C | 38 |
| D | 12 |

*based on parcel file (excludes roadways and stable parcels)

Metro Forecast

2035 Forecast (based on 2005)



“No Brain” Development Program

2,622 jobs, 1,150 Units

| SUITABILITY CATEGORY | VACANT ACRES | LAND USE TYPE | EMPLOYEES/ UNITS |
|----------------------|--------------|-----------------------------|------------------|
| A | 197 | Industrial/ High Tech | 1,182 |
| B | 144 | Office/R&D | 1,440 |
| C | 38 | Med. Density Residential | 494 |
| D | 12 | Low Density Residential | 96 |

IV. Scenario Planning

Traditional Planning to Scenario Planning



Develop a range of scenarios

A



B



C



D



Scenarios are crash test dummies



Scenarios are crash test dummies



POWERFUL ANALYTICAL TOOLS

Public Domain and Open Source



Working with Universities to keep the tool State of the Art



Dr. Reid Ewing,
University of
Utah

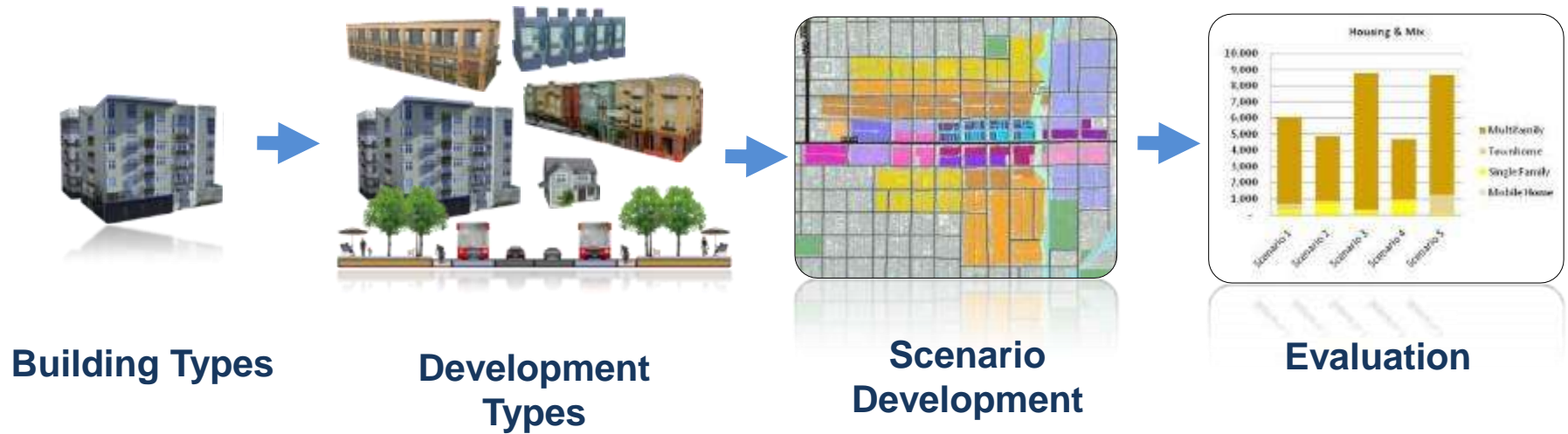
Dr. Arthur
“Chris” Nelson,
University of
Utah



Dr. Rob
Patterson,
University of
Texas, Austin

Public Domain and Open Source, it is a platform for putting latest expertise in the hands of planners across the United States

Scenario Building Process



1

Scenario Building Process



Development Type Mix

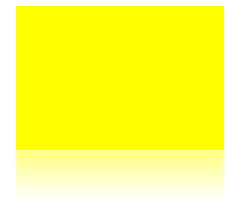
A Variety of Buildings, Streets and Amenities Create a “Place”



**Town
Center**

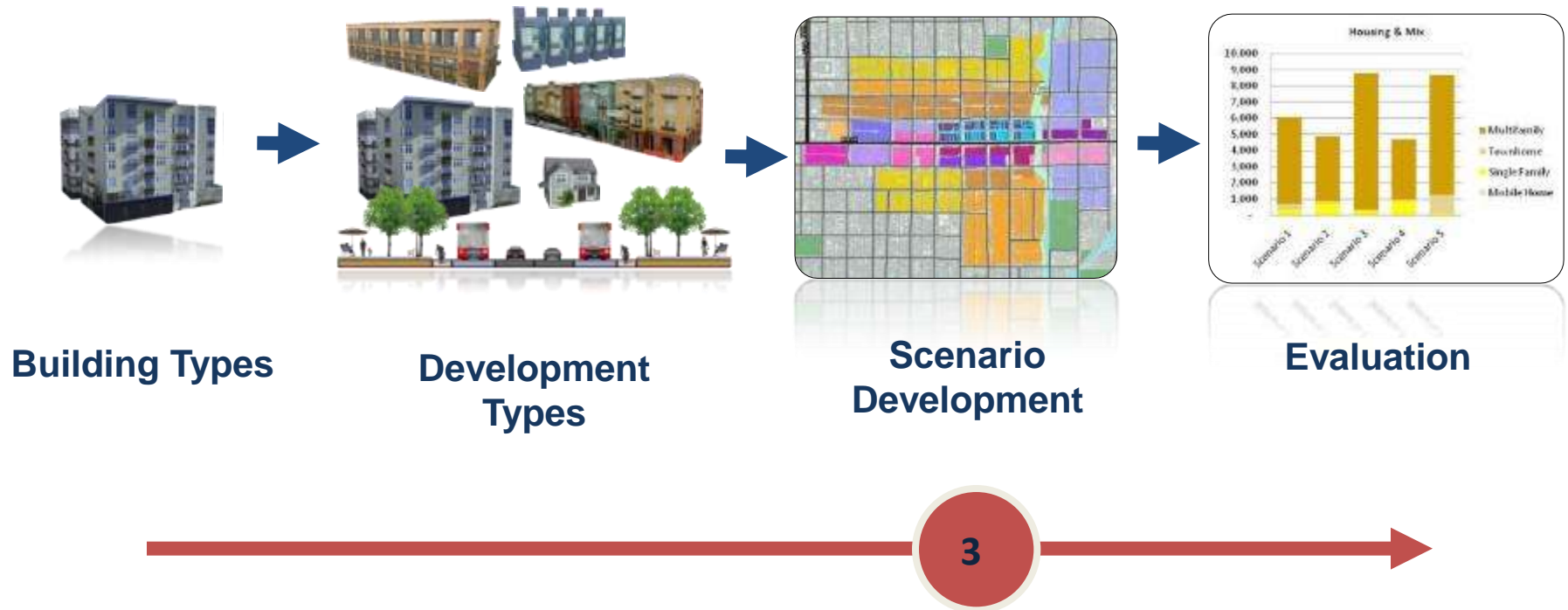


**Medium-Density
Residential**



**Single-Family
Residential**

Scenario Building Process



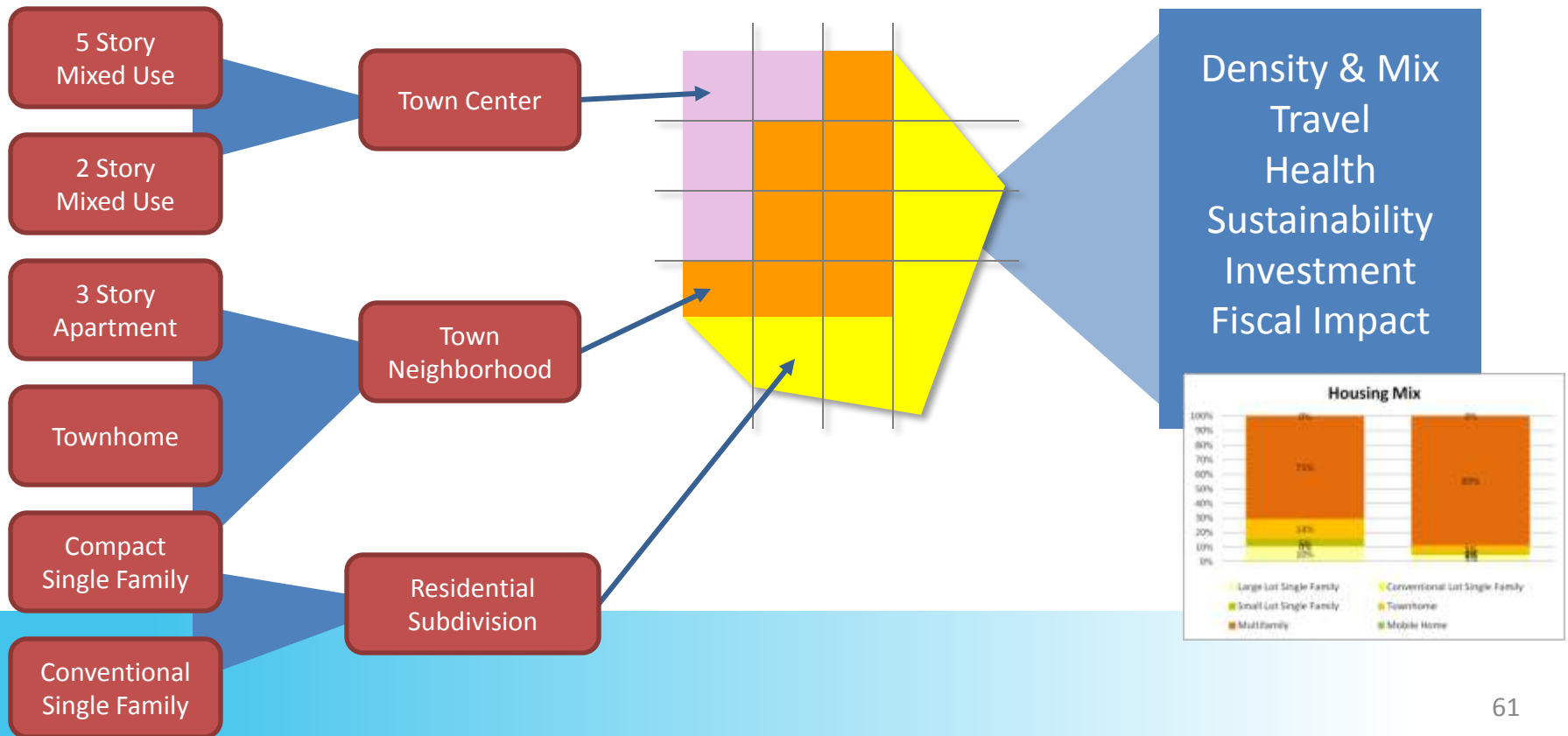
A Linked System of Spreadsheets + GIS

Buildings
ROI Model

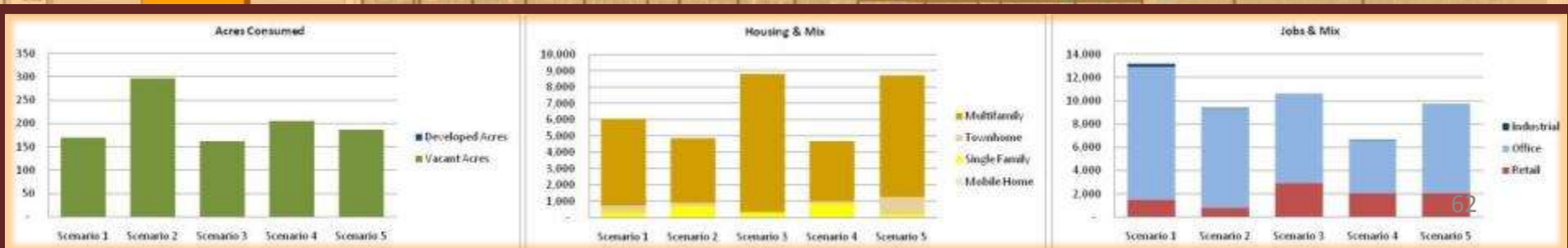
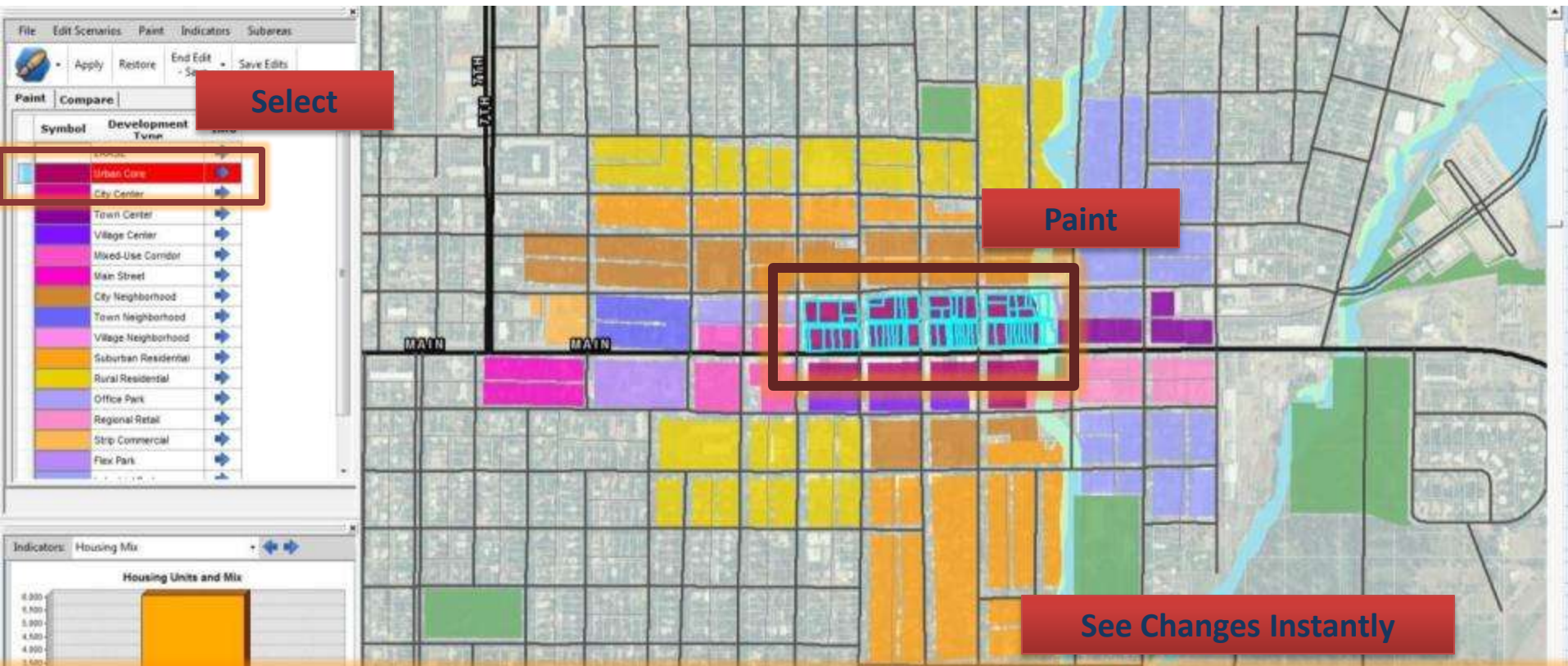
Development Types
Scenario Spreadsheet

GIS
Painting
ArcGIS

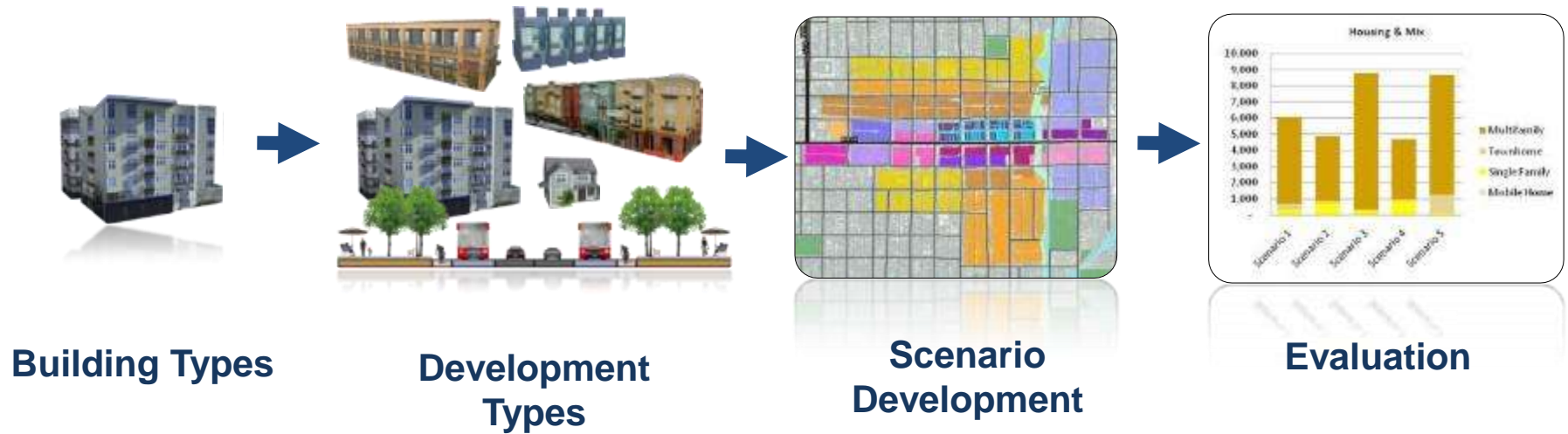
Evaluation Criteria
Scenario Spreadsheet



Real-time Scenario Building and Evaluation



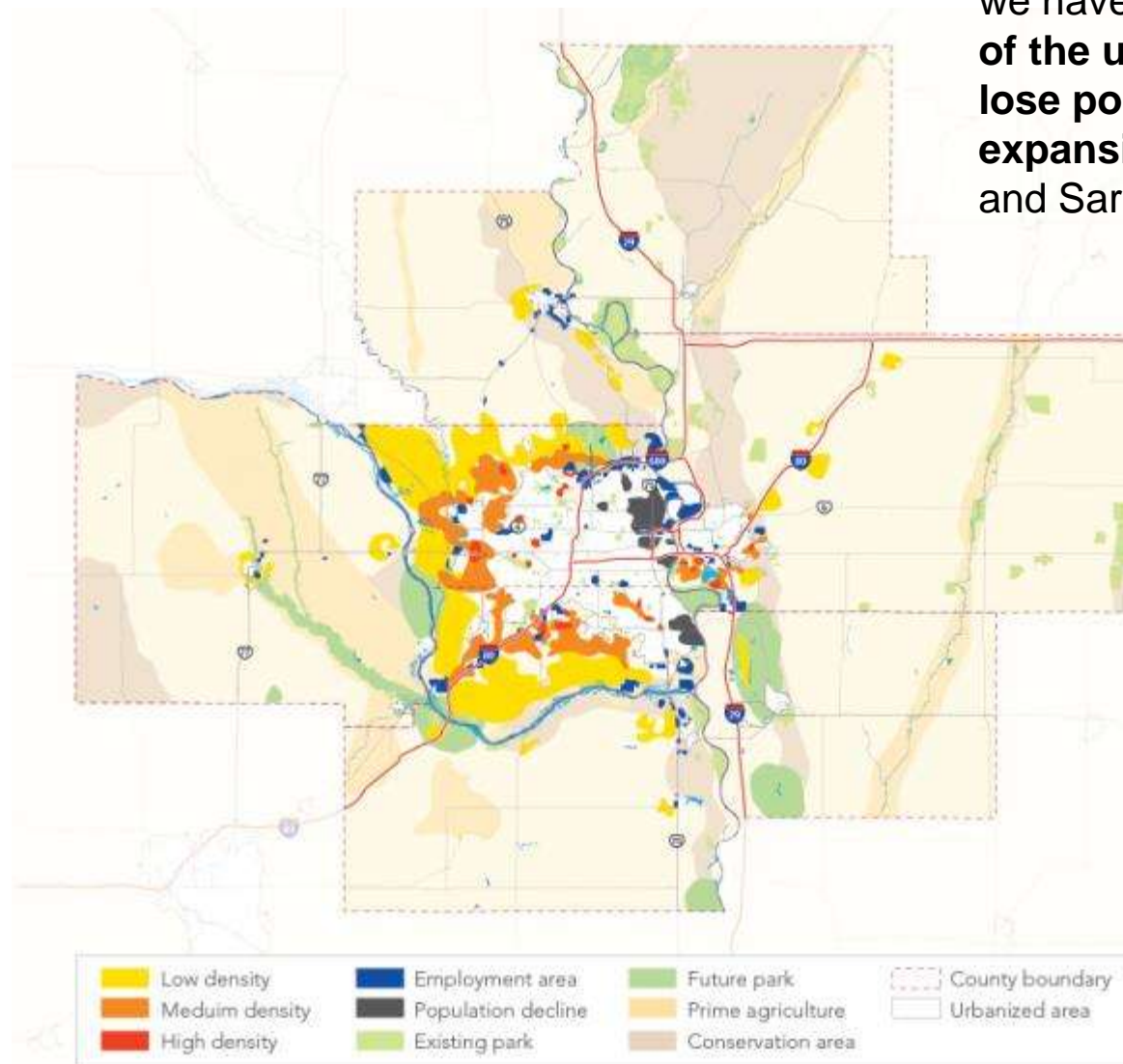
Scenario Building Process



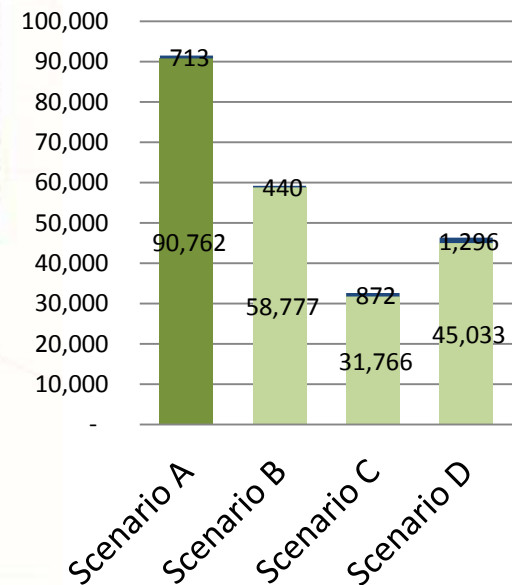
Scenario Evaluation

SCENARIO A

- In Scenario A, we will continue to grow and decline much the same as we have in the recent past. **Areas of the urban core will continue to lose population, as westward expansion continues** in Douglas and Sarpy counties.

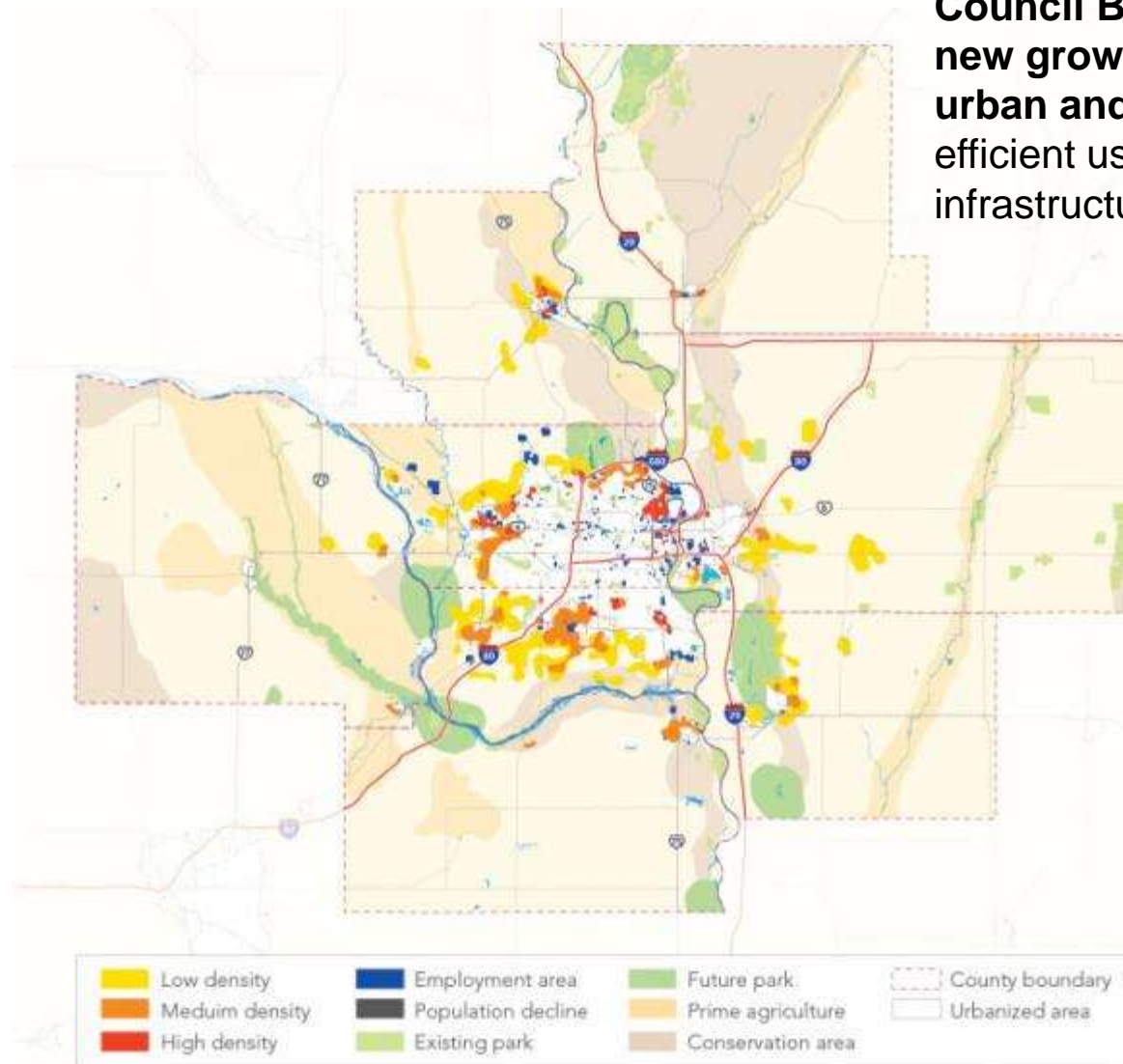


Land Consumed

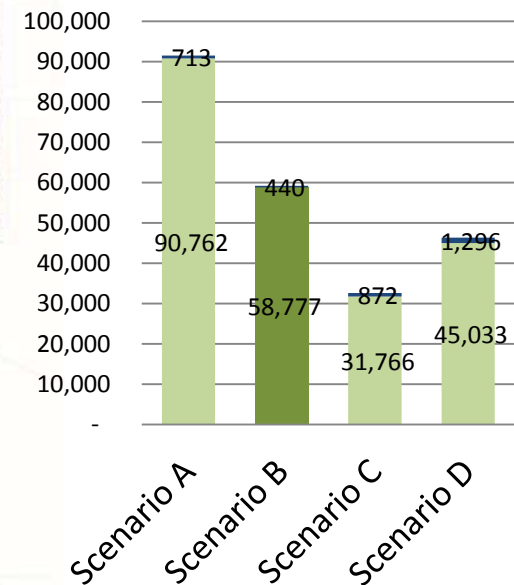


Scenario Evaluation

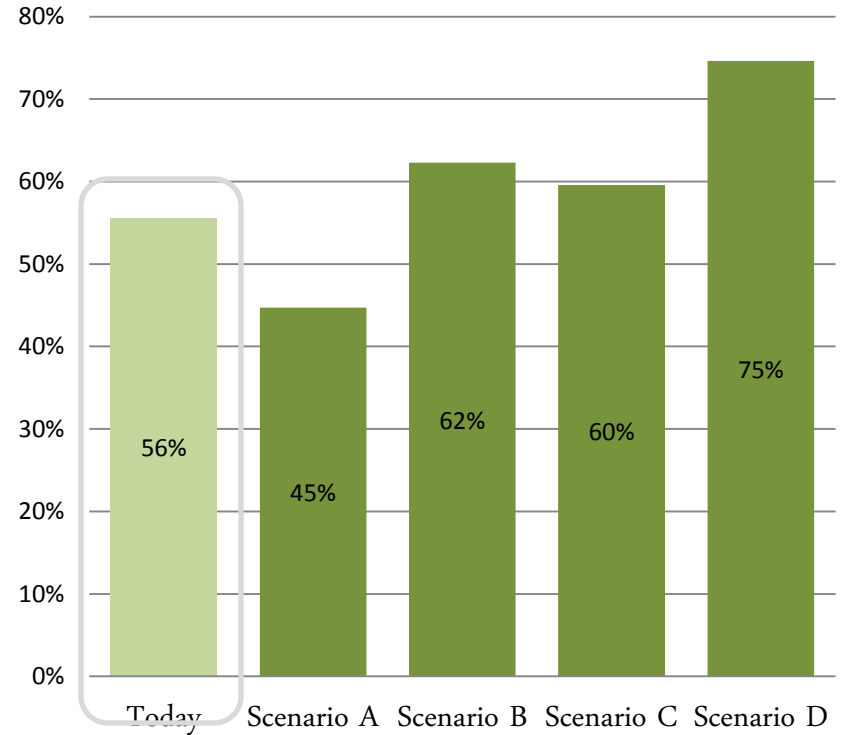
- In scenario B, the **highest growth occurs in central Omaha and Council Bluffs, and over 40% of new growth takes place in existing urban and suburban areas**, making efficient use of road and water infrastructure.



Land Consumed

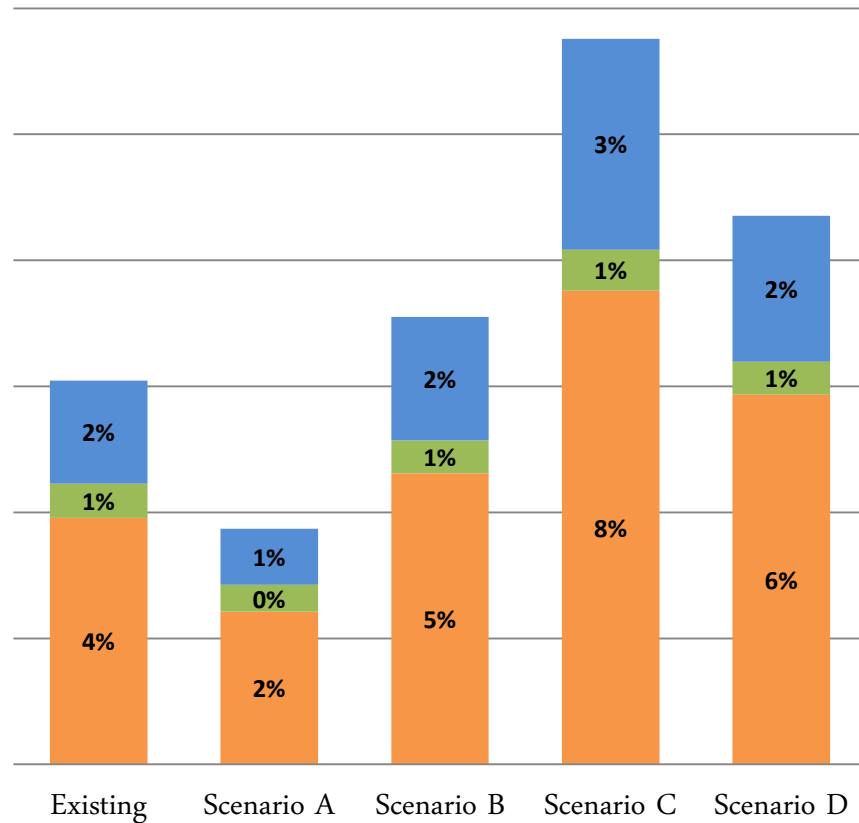


Access to Nature and Recreation



Households within 1/4 mi. of parks and trails

Walking, Biking, & Transit



Percent of All Trips Made

Remainder of trips are made by car

Building-Level Financial Tools & Fiscal Impact Modeling

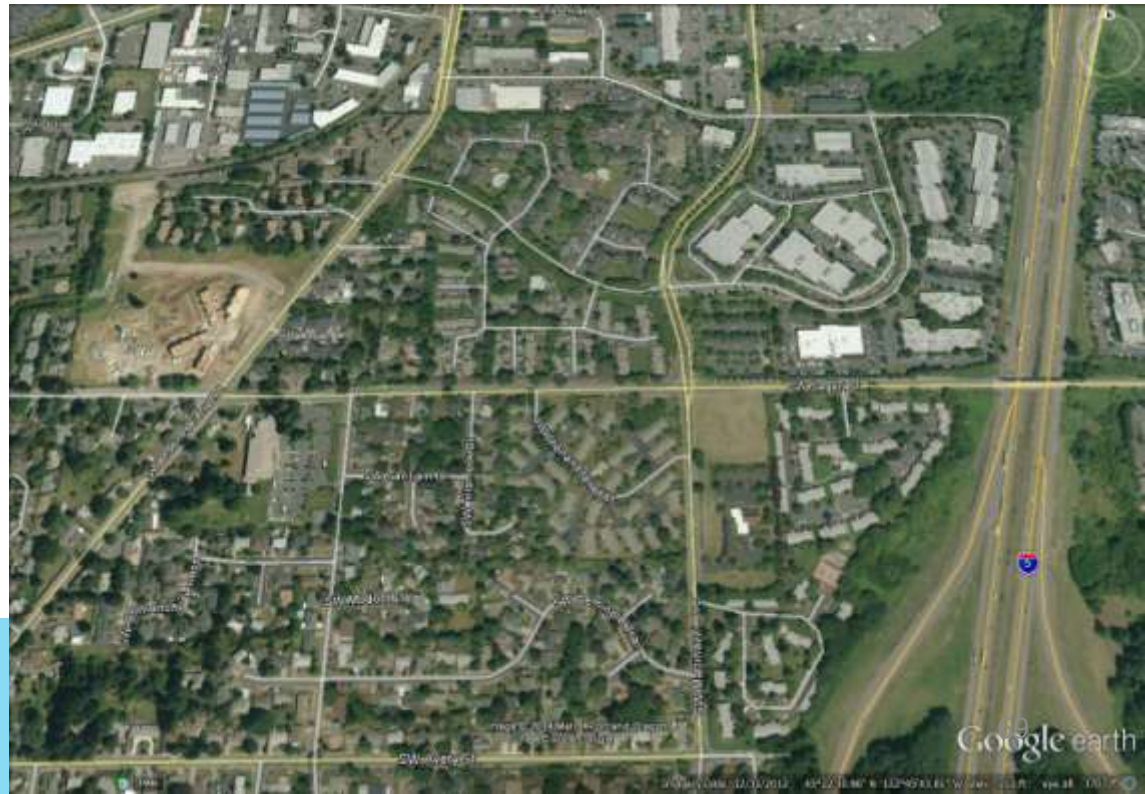
| LOCAL INPUTS & ASSUMPTIONS | | | | |
|--|------------------|----------|------------------|-----------------|
| County Name | | | | |
| Cuyahoga County, Ohio | | | | |
| Population | | | | |
| County Pop. | 1,270,433 | Override | 0 | |
| 24/7 County pop. | 1,151,612 | | 0 | |
| City Pop. | 186,443 | | 170,650 | |
| Property Tax Rates (per \$100 assessment) | | | | |
| | Real/Fixed | | | |
| County | \$0.26960 | | | |
| City | \$0.54390 | | | |
| Schools | \$0.64080 | | | |
| Other1 | \$0.00000 | | | |
| Other2 | \$0.00000 | | | |
| Total | \$1.45430 | | | |
| Sales Tax Rates & Revenue | | | | |
| Total | 6.35% | | | |
| State | 4.70% | | | |
| City | 1.00% | | | |
| County | 0.25% | | | |
| Annual Sales in City (\$) | | | | |
| County | \$14,478,876,000 | Override | \$18,798,666,675 | Taxable Sales |
| City | \$5,871,098,438 | | | \$5,871,098,438 |
| Utility Franchise Fee | | | | |
| Represents a tax on both gas and electric services | | | | |
| Est. consumer retail sales occurring in city | | | | |
| | 31% | Override | | 31% |
| Percent of consumer \$ spent subject to sales tax | | | | |
| 30% | | | | |
| Assessment ratio, Residential property | | | | |
| Assessment ratio, Retail property | | | | |
| Assessment ratio, Office property | | | | |
| Assessment ratio, Industrial property | | | | |
| Assessment ratio, Public / Civic | | | | |
| Assessment ratio, Educational | | | | |
| Assessment ratio, Hotel / Hospitality | | | | |
| Income tax source | | | | |
| Residents + Workers | | | | |

| LOCAL INPUTS & ASSUMPTIONS | | | | |
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| Assessment ratio, Educational | | | | |
| Assessment ratio, Hotel / Hospitality | | | | |
| Income tax source | | | | |
| Residents + Workers | | | | |

IV. Development Themes

Base case

- Conventional development
- Fulfills Metro forecast for jobs and housing



Development Themes

Industrial focus

- High wage jobs high quality design access for freight



Development Themes

Creative mixed-use

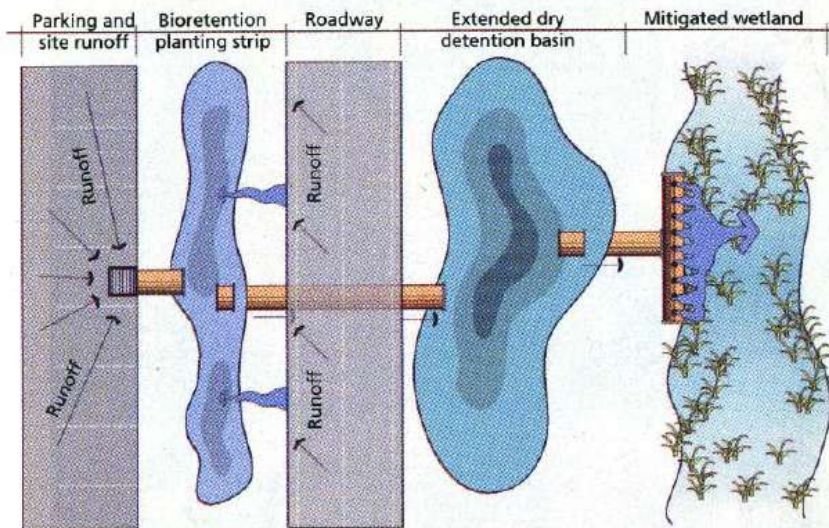
- Integrate employment and housing, best practices, new ideas, great amenities



Development Themes

Strong natural features shape the scenario

Project Concept Diagram



V. Discussion

VI. Next Steps

- **October**
 - Discussion of alternative land use scenarios
- **November**
 - Refined land use scenarios
 - Draft findings on infrastructure to serve scenarios
- **December: Joint City Council Work Session**
 - Develop and Review Alternative Scenarios
- **January**
 - Take to the public for feedback at open house



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 09/08/2014

Subject: Fox Hills Parking Permit Survey

Through: Sherilyn Lombos, Administration

A- Survey Results

B- PowerPoint

City of Tualatin – NW Fox Hills Neighborhood Survey Results

1. Have you experienced or observed a non-resident parking problem in your neighborhood?

Yes: 27

No: 18

Other Comments:

- Yes, at the bottom of 57th. It is not a problem on Natchez.
- Not on Wichita/57th. Small issue at 57th and Nyberg Lane w/Club and Camp.
- Our home is on SW Wichita Street and we have never seen an issue. The proposed area is way too large. It is absurd that people from Stafford Hills club would park way up the hill on a side street. It is not an issue and I am strongly against a parking permit zone on my street. I could understand that at Nyberg and 57th and also Omaha street but anything further seems ridiculous. I have never seen an issue further up the hill or on Mobile or Wichita streets. The cars I have seen up that high are the resident's vehicles and are not an issue.
- Except for 1-3 days in last 4-6 months.

2. Do you believe the parking problem is significant enough to call for a change in the City Street Parking Rules?

Yes: 10

No: 33

Other: 2

Other Comments:

- Maybe
- Possibly
- Absolutely not
- Instead of trying to solve this with a parking permit, how about dealing with the parking issue at Stafford Hills. This was not an issue before the club went into place. We participated in several meetings prior to the club being built and lack of parking was an issue and we were concerned it would spill into the neighborhood, but nothing was done about it. The city needs to deal with Stafford Hills and not use tax payer dollars to fix a problem that shouldn't even exist. I have only seen a few cars at the bottom of 57th. How about education to the club staff and members not to park in the neighborhood or they will be cited?

3. A Parking Permit Zone would require you (or anyone visiting you) to display a parking permit on your vehicle if it is parked on the street. Are you for or against that idea for your neighborhood?

For: 10

Against: 33

Other: 2

Other Comments:

- Very Against
- Not sure
- How would people visiting us get permits? Sometimes we have birthday parties and my family's cars only are about 10.
- Strongly AGAINST. This may be a good solution for 57th and Omaha but it is ridiculous to cover so much of the neighborhood and especially Wichita St. We have 3 cars and at times need to park on the street. What a hassle this would be for our family and especially visitors to our home. Again, I DO NOT want any permit parking on my street.
- Against, unless mirror hangers (2/residence) are provided for guests/visitors.

City of Tualatin – NW Fox Hills Neighborhood Survey Results

4. The proposed idea is one way of setting up a Parking Permit Zone. There are other ways to implement

Parking Permit Zones. Please check as many of the following that you agree with:

5 - The Parking Restrictions should be in affect 24 hours a day, 7 days a week

10 - The Parking Restrictions should be in affect limited hours such as 7am-9pm

1 - 6am-5:30pm; 1-7am-4pm;

29 - I do not want a Parking Permit Zone program setup in my neighborhood

Other Comments:

- The hours of Stafford Tennis Club
- Stafford Hills should address and resolve the problem. They need to develop an overflow parking plan.
- Maybe the houses at the bottom of the hill. It seems to be associated with Stafford Hills
- If a permit program is implemented, then I would suggest hours from 8a-5p.
- Signage on 57th entrance to specify parking for Fox Hills Residents Only.
- Find a city-owned space for Willowbrook workers to park.
- I have two responses to this: First, I think it needs to be dealt with by the city in another manner BUT if there are no other options, the restricted area needs to change. It is too large and would affect too many residents that are not seeing an issue. Changing the area to stop at 57th and Mobile is more appropriate.
- I do not want a parking permit zone on my street which is SW Mobile Place

5. If the program is implemented, the following would be an appropriate cost to each residence for replacement or extra decals/mirror hangers (the first two would be issued for free to each residence):

7 - \$5 3 - \$10 0 - \$15 0 - \$20 25 - \$0 (no extra cost)

Other Comments:

- Whatever the cost of a hanging permit is; i.e. \$2.00, \$3.50
- I don't want to pay to have to park at my house.
- Strongly against any cost to residents. This is not a problem that was here before Stafford Hills. The city or its residents should NOT pay for this. This is not a good use of tax payer dollars. Again, we have 3 cars and many visitors that stay more than 2 hours. This would be a big hassle as we have many visitors.
- Pay for printing cost and admin-.
- I would pay \$5 if I could get two

6. Do you have any other suggestions or feedback that I can communicate to our City Council?

- I live on SW Mobile Place – a cul-de-sac. Cars parked here are either property owners or their guests so we don't have a need for parking decals. There seems to be many cars parking on SW 57th from Nyberg lane – overflow from the “tennis/sport” Club.
- The main problem is on SW 57th Street where overflow parking limits visibility and creates crowded conditions.
- Owner at Stafford Hills did not keep a number of promises – What has been learned from this? There are problems with noise, parking, lighting. [It] is more challenging to drive 57th to negotiate on-coming

City of Tualatin – NW Fox Hills Neighborhood Survey Results

cars w/those parked. Often, one has to stop to let another car through – there could be concern for emergency vehicles. 57th is a busy road for this neighborhood.

- If permit is needed, we should be able to get them quickly and on-line. Willowbrook events seen rare enough, few enough and of limited time not to need this kind of effort.
- If you look on the map you can see our house backs up to the field. Our outside enjoyment has changed significantly in the last two years. The noise from the pool and courts bounces off the building and heads straight up the hill to our home. This club has caused many issues for the residents and the parking is just the latest.
- Very much opposed to Parking Permit.
- I cannot find any evidence of an actual incident related to Stafford Hills traffic. Waste of money, police time, and effort.
- I don't think there is an issue other than perhaps seasonal and temporary Willowbrook use. Many people in the neighborhood entertain and have parties (Super Bowl, etc.). Would be concerned about their ability to park. Plus signs are not attractive.
- I am in receipt of your letter about the possible implementation of a permit parking zone in our neighborhood. I have TOTALLY noticed that there are a lot of cars parked on our neighborhood streets that I know don't belong to neighbors and are from the tennis club members and/or from the Willowbrook Summer Camp. I was unable to read the map (the writing was too small) to see if my actual street would be affected by a parking permit zone.

Either way I have a couple concerns/comments:

1. I have noticed for the past several months that tennis employees/members park their cars in the vacant preschool/day care building parking lot. My question & concern is when that building is sold where will these people be parking? That's when the real problem of cars being parked in our neighborhood is going to get worse! And for that reason alone I would support a parking permit zone!
2. Secondly...my other question is what happens when neighbors w/in the parking permit zone want to entertain and have company to their houses...that seems like it would be tedious to have to get everyone a permit. There would have to be ways to get around this that wouldn't put neighbors out in any way so that we wouldn't have to worry about it (say if it was an impromptu last minute visit from guests). I would want to know how this would work before saying yes to a permit zone.

- Willowbrook needs more parking, or needs to move to a larger location. Stafford Hills Club is conditioned to not overflow onto neighborhood streets, which is enforceable.
- Thank you for looking into this. Willowbrook seems to be causing most of the overflows and people cannot enjoy the park while it is running and use 57th to park and recreate.
- I have not seen any evidence of this problem and would not support this proposal.

City of Tualatin – NW Fox Hills Neighborhood Survey Results

- Thank you for giving us the opportunity to give you feedback on the proposed Parking Permit Zone in our neighborhood. My wife and I have been active participants regarding neighborhood concerns. While we appreciate being asked and heard, in the past our concerns seem to have been ignored. Valid concerns have been expressed by ourselves and others, but the results have proven that the City Council would rather keep building and securing revenue than to create a well planned and efficient city. Traffic flow is Tualatin's major failure, i.e.: Tualatin-Sherwood Hwy, Malls and side streets. Supposed professional traffic flow studies have been a joke and we as residents all knew it. The City Council and Developers eagerly use these studies as justification to build more, but do little to improve the traffic that comes with development.

That being said, I ask, why is your first thought to inconvenience us further with a permit zone on our own streets, requiring us to have permits and us to bear the cost? I was offended. I will not repeat what my wife already said, but from what I understand her points were valid. Family and friends have come and gone for each and every resident in our neighborhood. There is understanding among us and everything has worked wonderfully. There has never been a problem until recently. So, what has changed "recently"? Just drive down Nyberg Lane and look around. Stafford Hills Club and the growth of the Willowbrook Arts Camp.

Please focus on where the problem is coming from, not the residents who belong here. It was well known before it was built that Stafford Hills would not have adequate parking, but the City Council allowed them to build anyway. While the club is required to keep their overflow off our streets, they've done a poor job of it. Stafford Hills is your first stop, they are the primary problem. I have personally seen people park on our streets and walk to the club. We see that some kind of agreement has been made with the old Day Care property, as we see employees of the club park there and walk back and forth to the club. It still isn't enough to curb the problem as membership at the club grows. Focus on the club and force them to pay for the solution.

Secondly, Willowbrook Arts Camp... Until recently, Willowbrook has done a pretty good job of mingling with the community. Sadly, they have outgrown the park. They need to move to a space that will better accommodate their growing size. Willowbrook employees are also parking on our streets. I have witnessed them parking and walking to the Camp as well. Parents jam Nyberg Lane and the parking lot during drop-off and pick-up of their children. They make Nyberg Lane a hazardous place to drive during this time and constantly perform illegal and dangerous u-turns in front of neighborhood traffic and dangerously pull out of the parking lot in front oncoming traffic. Not to mention, the Camp has overwhelmed the park and it's small parking lot, shutting others out who come to enjoy the park. This is no longer working.

The solution? Enforce the agreement Stafford Hill Club made with the City and the Fox Hill residents. Keep their overflow out of our neighborhood. Where do they go? They're using the Day Care property now. The City needs to put pressure on to buy it and build a parking lot for their club. If the City refuses or is unsuccessful, then expand parking at the park. The City Council allowed inadequate parking at the Club to begin with, they can fix their mistake. I know I'm sounding a little strong, but we all knew this was coming and tried very hard to influence a different result. It fell on deaf ears.

As for your questions, I believe I have answered most, but to be clear, I do not want to be inconvenienced any further with a permit system and I do not want to bear any cost. The City Council

City of Tualatin – NW Fox Hills Neighborhood Survey Results

allows all of this (the park activities/Willowbrook, Stafford Hills) and the Club knowingly built with inadequate parking. Let them bear the cost and responsibility for a solution.

- Willowbrook is the issue. They need to come up with a different solution than the helpers parking on the streets. Stafford Hills Club took care of their people parking on the streets. Parking restrictions may push parking to other areas of the neighborhood.
- I have noticed this problem occurring on SW 57th going up the hill after turning right from Nyberg Lane. Also, it happens in the cul-de-sac I live on sometimes (Omaha Court).
- Find somewhere else for Willowbrook counselors to park. That's the only problem. Just put up a sign for those 5 weeks that says, "No Willowbrook Parking.", like the Tennis Center does. Have the City designate a place for them to park that is city parking.
- We have lived in our house in Fox Hills since 1992. We have four children. Between our kids, friends, and spouses, we can have a number of cars in front of our house for gatherings. They love coming over and I wouldn't want that impacted. This is the first time we have heard of parking by non-residents to be such an issue. We have some new folks in the neighborhood on 57th. If Willowbrook is the issue, we as part of the community, need to weigh the positive impact the camp has on so many kids and families vs. the minor impact of having some folks park in front of our house for a few weeks in the summer. We don't have a dog in the hunt with the camp. We've never participated in it but it sure looks like something we support. Before we jump to a solution, I'd like a much better Problem Statement that defines the issue beyond several neighbors with concerns. As 22 year resident, I don't have a concern.
- I was surprised to hear the City is considering making our portion of the neighborhood a permit zone. I am absolutely opposed to this. ABSOLUTELY. We have four children. Our home tends to be a gathering spot for their friends. We also have an extended family in the area and often have gatherings for holidays, birthdays or we just get together for a family dinner.
- I'm surprised to see the City moving to a solution phase when I don't see a clear problem definition. Willow Brook Camp might be a reason for the complaints. If it is, it is only a few weeks inconvenience during the summer. As a member of the community, I can live with it for the greater good the camp does for the children and families who participate. If it's not Willow Brook, then I would ask for the specifics of the complaint and the alleged problem that needs to be addressed.
- Permits have never been on our radar in all the years we have lived here. We speak with a lot of our neighbors and this discussion has never come up. Ever. We do have a few new families on the lower end of 57th near us. I'm not sure if they are the source of the complaints or not. I would ask that some deference be given the long time families in the neighborhood if they are the source of the complaints. It would also be helpful to be able to have a neighborhood forum if this issue can't be dismissed. That would give opportunity to break through emotion and focus on concerns.
- I would hope the City would just dismiss this. We aren't the area near the High School where the street could be lined with student's cars. For the life of me I don't see an issue.

City of Tualatin – NW Fox Hills Neighborhood Survey Results

- I would hope that the only way citizens would be issued [citations] is if neighbors call to complain. My only concern is if someone is having a get together they will not have enough hangers (it would be their responsibility to let neighbors [know] that a lot of cars will be coming).
- Please add sign that says “No Through Access” to cut down on tennis center traffic. Speed bumps would be ideal as well.
- This parking issue only came about when Stafford Hills Tennis Club was built. At that time, parking on Nyberg was prohibited during Willowbrook Camp Months. It seems to me the problem occurs when Camp is in session, for the most part. The cars have nowhere to park. Solution should be to make more parking at the park and Stafford Hills. Don’t make it our problem to have to hassle with permits.
- What a waste of your time.
- This is a crazy proposal! We did not move to this neighborhood to worry about parking permits. Imposing this permit would take away the community feel of Fox Hills. Rather than permits, could simple signage for neighborhood only parking be available? Please consider implications this will have on Fox Hills.
- Rather than spend city money on this permit, use the funds for public safety; speed bumps along 57th Avenue to slow down traffic, crosswalk on Joshua and 57th for School Zone. Public Safety!! Thank you.
- This solution helps Fox Hills Residents maintain control and safety of the main collector street and it’s side streets in the neighborhood.
- This is not a problem on Mobile Place. I can understand the issue for the people who live on 57th Avenue. Maybe implement a parking restriction on 57th.
- We are on the corner of Omaha and 57th and although cars park on the street by our house, it doesn’t impact us and most cars are gone in later afternoon. Concern would be if permit is required that houses w/the most impact should be able to have multiple passes when extra guests are over.
- Honestly, most of the issues are the U-turns cars make to get in the line for child pickup at Willowbrook and the number of cars that make turns in our driveway if they don’t make U-turns on Nyberg & 57th. Also the number of cars that run the stop sign.
- I’ve seen a few extra cars on the street (57th & Nyberg) only during the months that “Willowbrook” is in session. Otherwise never a problem. Have Willowbrook employees park at Bridgeport Elementary School and bus them down or walk down.
- I think a better response would be working with Stafford Hills and Willowbrook to continue to discourage their guests to avoid parking in the neighborhood.
- Maybe we should put up sandwich boards that say, “No Stafford Hills Use” just like they do for Willowbrook.

City of Tualatin – NW Fox Hills Neighborhood Survey Results

- I do not want Permit Parking in our neighborhood. I truly believe the situation impacts just a handful of neighbors. Yet, if I was one of the neighbors impacted, I would not be happy about it. Stafford Hills created this problem. Since they created the situation, I think they should come up with the solution.
- Our family is a member of the Multnomah Athletic Club (MAC). They too have parking problems. When the parking structure is at capacity all members and guests are directed to an “Overflow Lot” (which is not necessarily convenient) but is available. A sign sits at the parking entrance that reads “lot Full Please use Overflow parking.” The MAC pays for this overflow lot. Stafford Hills needs to come up with an Overflow Parking Plan and fix the problem. Perhaps they need to pay for an attendant when events are calendared and the situation is expected to arise. This should not be shouldered by the neighbors in Fox Hills. This action would also go a long way in showing the neighbors in Fox Hills that Stafford Hills is trying to rectify the situation.
- Implementing Permit Parking and the “policing” suspected cars in our neighborhood seems like a waste of resources and taxpayers money. I am sure the Tualatin Police Department has much more important things to do then issue tickets for non-resident cars in Fox Hills.
- The parking problem is mainly on the north end of 57th. Willowbrook exacerbates the problem. Would it be possible to put up signage but not use permits? I am just as concerned about the traffic that cuts through the neighborhood to get to the tennis club.
- Problem appears to be staff/overflow from Tennis Center and/or Willowbrook. Appeal to those groups to minimize problem.
- The parking problem only seems to happen during the Willowbrook Camp. Maybe they could park at Bridgeport Elementary and bus back and forth. This is a family friendly neighborhood with visitors coming and going. A parking regulator would diminish and create more hassle.
- I am told that employees of the Tennis Club are told they can’t park at the club. That it is reserved for Club Members. This violates Condition #5 (see attachment*). The City Council has the right to limit membership to accommodate the parking. How will you be able to keep Club employees from getting a parking permit?
*The attachment is a copy of City Resolution #4890-09, page 2, with yellow highlights on Section 1 (5).
“To ensure there is adequate on-site parking and to avoid spill-over parking onto neighboring residential streets, a Parking Management Plan for the SHR&F Club use shall be submitted with an Architectural Review application. The Parking Management Plan shall contain provisions for tournament and event parking that may include limits on attendance, mechanisms for restricting SHR&F Club visitor parking on public streets, and providing off-site parking in approved parking areas.”
- There has been an increase in cars at the bottom of the hill. I have noticed that it caused a problem when they’re on both sides of the street. It is difficult to enter or leave the neighborhood, especially if there are others cars doing the same.
- My observation is that Willowbrook is the primary problem. The Stafford Hills Tennis club seems to have plenty of parking for members (although they may have an issue with staff parking). This morning

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there were already 3 cars parked at the bottom (north) end of 57th that are not part of the neighborhood. I observed two people leaving their vehicles and heading toward the park. An additional concern that I have is the cut through traffic to the tennis club. People leave Borland on the south end of 57th, turn left on Natchez and right on the south part of 57th. It is pretty easy to identify some of the vehicles because they have West Linn and Lakeridge stickers on the windows. Over the last 10 commuting days I have observed 3 drivers cutting through as I followed them right into the parking lot. I believe that issue could be addressed by the club communicating with their membership. A No Thru Traffic sign might be nice to have.

- We live on the corner of 57th and Omaha Ct. and over 20 years have experienced Willowbrook and most recently Stafford hills and dag camp overflow parking on the side and in front of our home. It can be inconvenient and annoying at time but is not worth the signage and “unfriendly” feel to this solution. Thanks for pursuing/evaluating it, we appreciate the efforts! ☺
- Work with Stafford Hills Club re this parking available for patrons on staff as conveyed in this traditional use permit that they would provide such parking. Believe Willowbrook has done an excellent job with this traffic and parking when in session.
- Enforce the conditional use permit for Stafford Hills! Employees or members were not to use Fox Hills streets for overflow parking. It was for seen that their parking lot was too small before the project was built.
- I feel one or two households on the block closest to Nyberg Lane are greatly overreacting to the presence of an occasional unknown vehicle (which may or may not be associated with the Tennis Club) parking on their street or even on 57th. I find it absurd that the entire neighborhood should be inconvenienced, and our friends and family required to use permits, simply because a few people have nothing better to do than watch for a non-resident parking nearby from time to time. My husband and I have grown children, extended family, and an extensive friend base who are welcome to drop by at any time. I should not need to restrict their ability to do so, and I absolutely should not need to risk them getting a fine simply because they did not get a parking pass in advance. If that was the lifestyle I wanted, I would have chosen to live downtown or in some other high-density neighborhood. And to that end, I believe that if parking permits were required in the neighborhood, it could impact home values.

About 6 months ago a woman who I believe lives on Mobile came to our door; I suspect she is the person driving this issue. The resident was very focused on a single individual from the Tennis Club who was parking near the bottom of the hill. The resident told us the parker was a Stafford Hills employee, and the resident approached the parker several times telling her she could not park in the area. It sounded like they had some heated exchange. I happen to know that Stafford Hills acquired parking for their employees in the old La Petite space, so I don't believe any employees are currently parking in the neighborhood. I fear that the resident may be projecting a prior “issue” onto the current reality, especially if the exchange got emotional.

City of Tualatin – NW Fox Hills Neighborhood Survey Results

We live on Wichita Street – so just two blocks up from Nyberg. My husband works from home but has to drive in and out of the neighborhood a minimum of 4 times per day to care for his elderly father. My husband has been consciously noting the number of cars during these various times of day and has not noticed anything that would indicate an excess of non-resident related parking. I am curious if anyone is documenting the level of cars so that further discussions around the issue can be based on fact and not the personal preference or emotion of a few. I've also heard that one of the resident issues is hearing car doors closing. That is the most ridiculous thing I've ever heard. I'm not being sarcastic – that sounds more like an emotional or anxiety issue on the part of a resident. We live in a neighborhood of families, many with teenage children, where houses are close to one another; if hearing cars come and go, car doors close, or voices of people getting out of cars is at root of any of this, I hope someone will see how bizarre and unfounded this conversation is.

Again, my family has noticed no excessive non-resident parking, but if the complaint is stemming from Stafford Hill members occasionally parking in the neighborhood then I think we need to ask ourselves a few questions. Why punish an entire neighborhood? Instead those taking issue should discuss it with the owner. Perhaps he can pay for "resident parking only" signs for the blocks closest to Nyberg. I think posting the signs would deter a majority of non-residents. I don't believe club members would then "creep" up the hill with parking.....if someone starts feeling they have to do that much work/walking to participate in the club, they will start rethinking their membership. And, to that end, we should again consider our long-term home values. If not allowing an occasional overflow parker begins to jeopardize the success (aka, upkeep of grounds and structure) of the Tennis Club, is that really what people want?

My husband and I do not believe this to an issue that warrants any tax payer dollars, our police force time, or parking restrictions and inconveniences to the residents of Fox Hills. The time and money already spent is a waste.

City of Tualatin – NW Fox Hills Neighborhood Survey Results

7. Please list your address:

1. 19025 SW 57th Avenue
2. 19075 SW 57th Avenue
3. 19150 SW 57th Avenue
4. 19220 SW 57th Avenue
5. 19270 SW 57th Avenue
6. 5525 SW Omaha Court
7. 5550 SW Omaha Court
8. 5585 SW Omaha Court
9. 5590 SW Omaha Court
10. 5620 SW Omaha Court
11. 5650 SW Omaha Court
12. 5690 SW Omaha Court
13. 5865 SW Omaha Court
14. ??? SW Omaha Court
15. 19025 SW Mobile Place
16. 19050 SW Mobile Place
17. 19065 SW Mobile Place
18. 19080 SW Mobile Place
19. 19095 SW Mobile Place
20. 19120 SW Mobile Place
21. 19135 SW Mobile Place
22. 19155 SW Mobile Place
23. 19275 SW Mobile Place
24. 19280 SW Mobile Place
25. 5610 SW Wichita Street
26. 5630 SW Wichita Street
27. 5660 SW Wichita Street
28. 5680 SW Wichita Street
29. 5700 SW Wichita Street
30. 5750 SW Wichita Street
31. 5775 SW Wichita Street
32. 5830 SW Wichita Street
33. 5870 SW Wichita Street
34. 5885 SW Wichita Street
35. 19225 SW 56th Place
36. 19260 SW 56th Place
37. 5573 SW Natchez Street
38. 5599 SW Natchez Street
39. 5615 SW Natchez Street
40. 5631 SW Natchez Street
41. 5637 SW Natchez Street
42. 5705 SW Natchez Street
43. 5749 SW Natchez Street
44. 5755 SW Natchez Street
45. Fox Hills resident



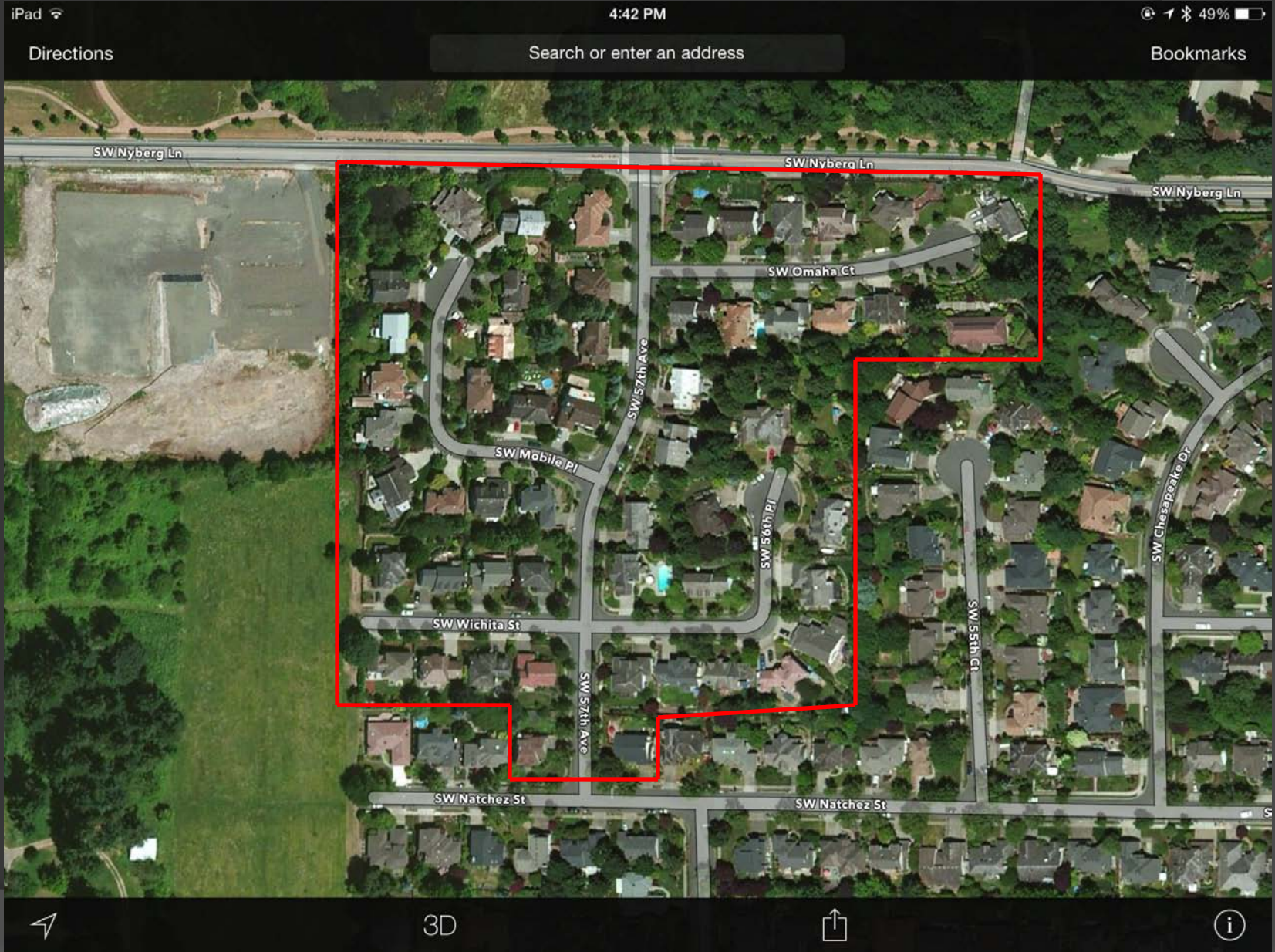
City of Tualatin
Council Work Session

PARKING ISSUES
NW FOX HILLS NEIGHBORHOOD
SURVEY RESULTS

Background Information

| | |
|-----------------------|--|
| April 14, 2014 | Information provided at Work Session regarding Parking Permit Zone at High School |
| May-Jun, 2014 | Public Comments from residents re: parking issues |
| July 14, 2014 | Information provided at Work Session re: proposed plan if a Parking Permit Zone was implemented. Direction to staff to conduct survey of potentially impacted residents |
| Aug. 4, 2014 | Sent letter and survey to 62 addresses in the NW Fox Hills Neighborhood |
| Sep. 1, 2014 | Due Date for Survey to be returned |

Potential Impact of NW Fox Hills Neighborhood



Survey Results

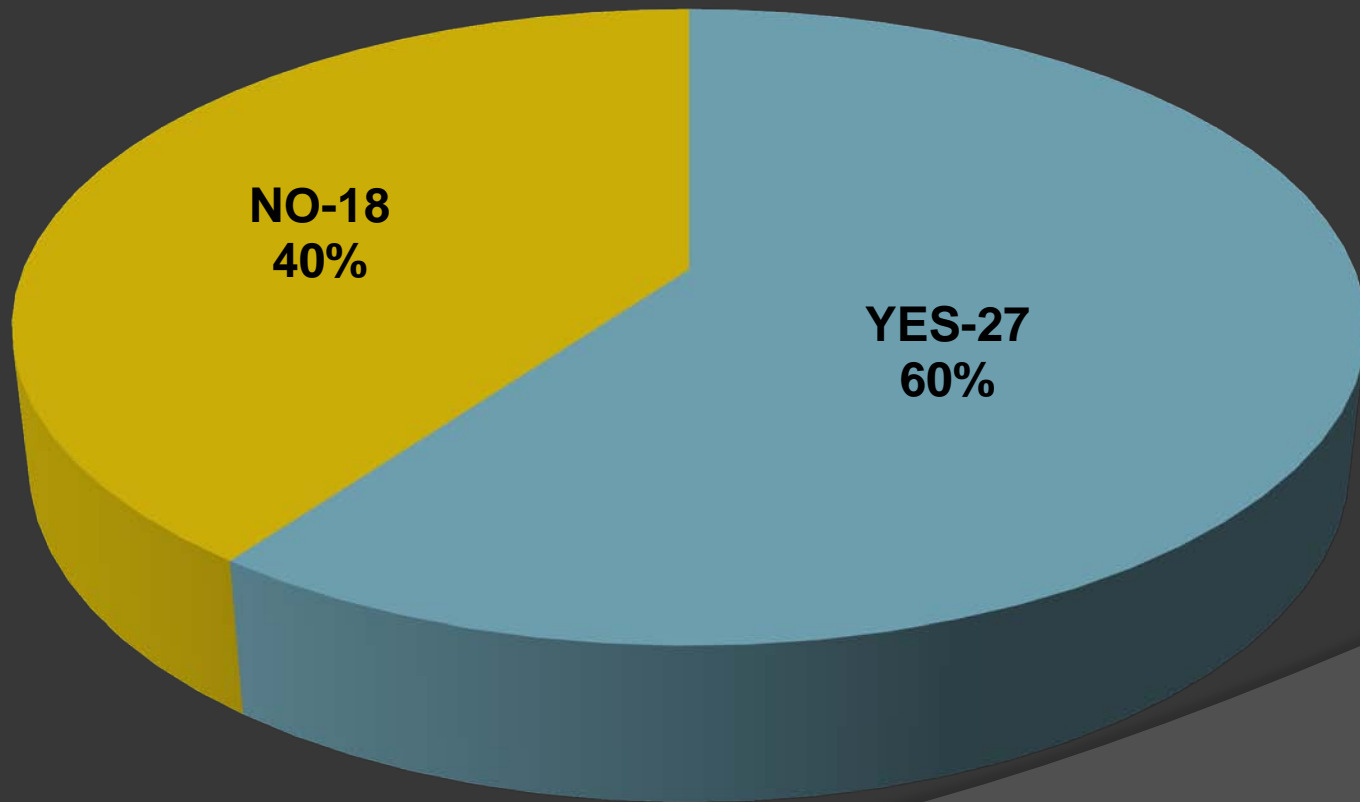
Who Responded?

45 out of 62 Surveys were returned

- 5- SW 57th Ave.
- 9- SW Omaha Ct.
- 10- SW Mobile Pl.
- 10- SW Wichita
- 8- SW Natchez
- 2- SW 56th Pl.

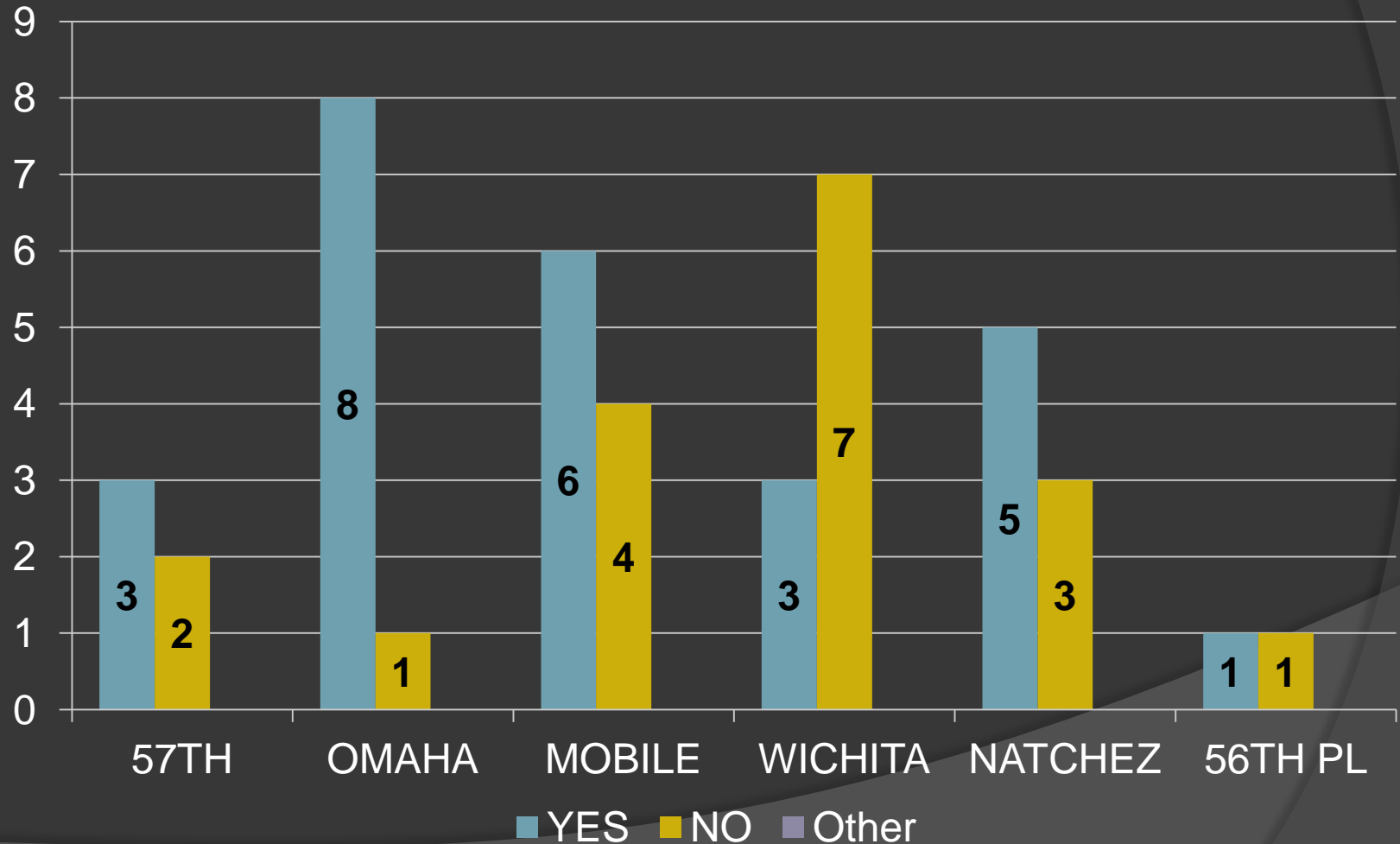
Survey Results

Question 1: Have you experienced or observed a non-resident parking problem in your neighborhood?



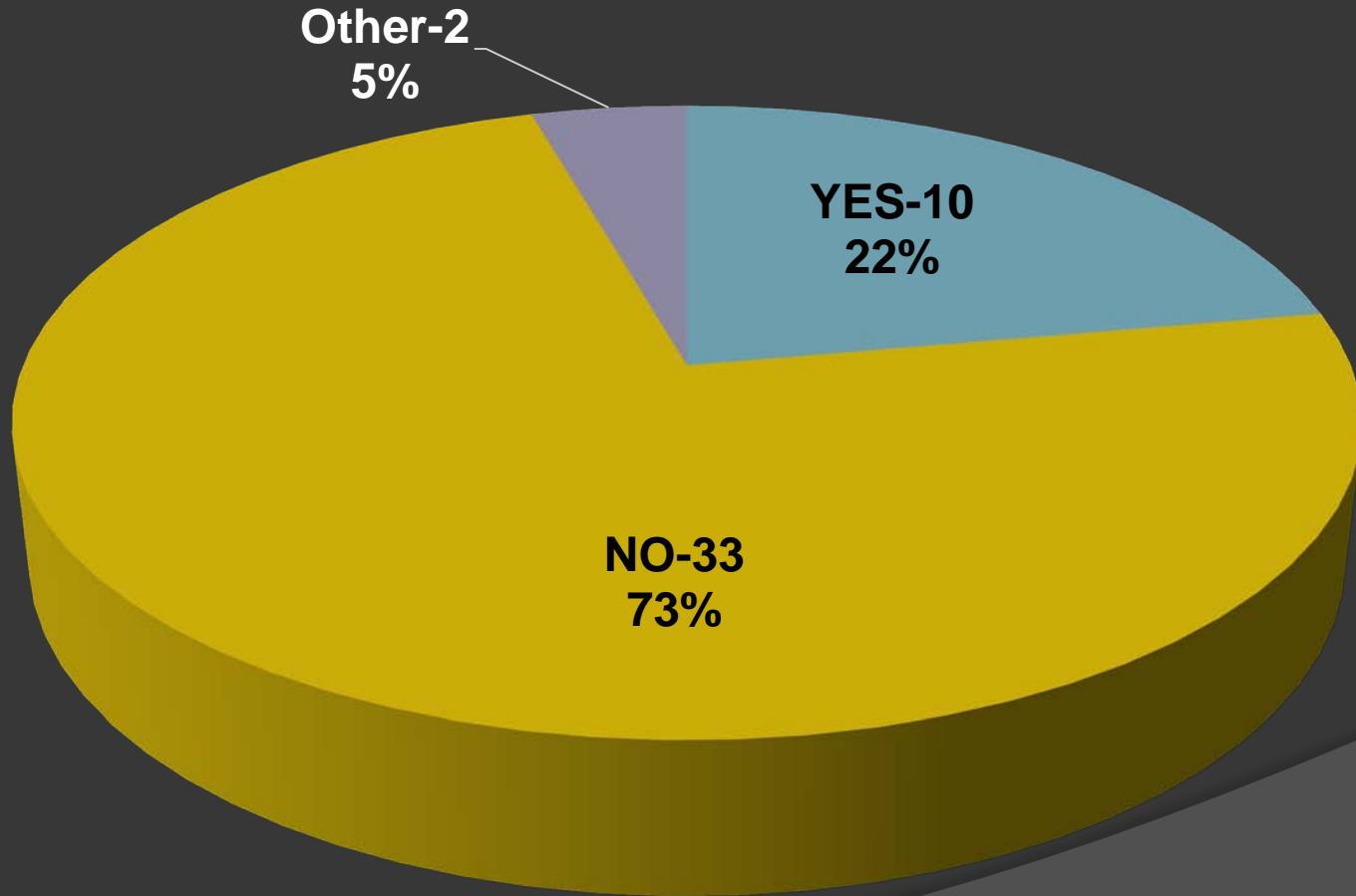
Survey Results

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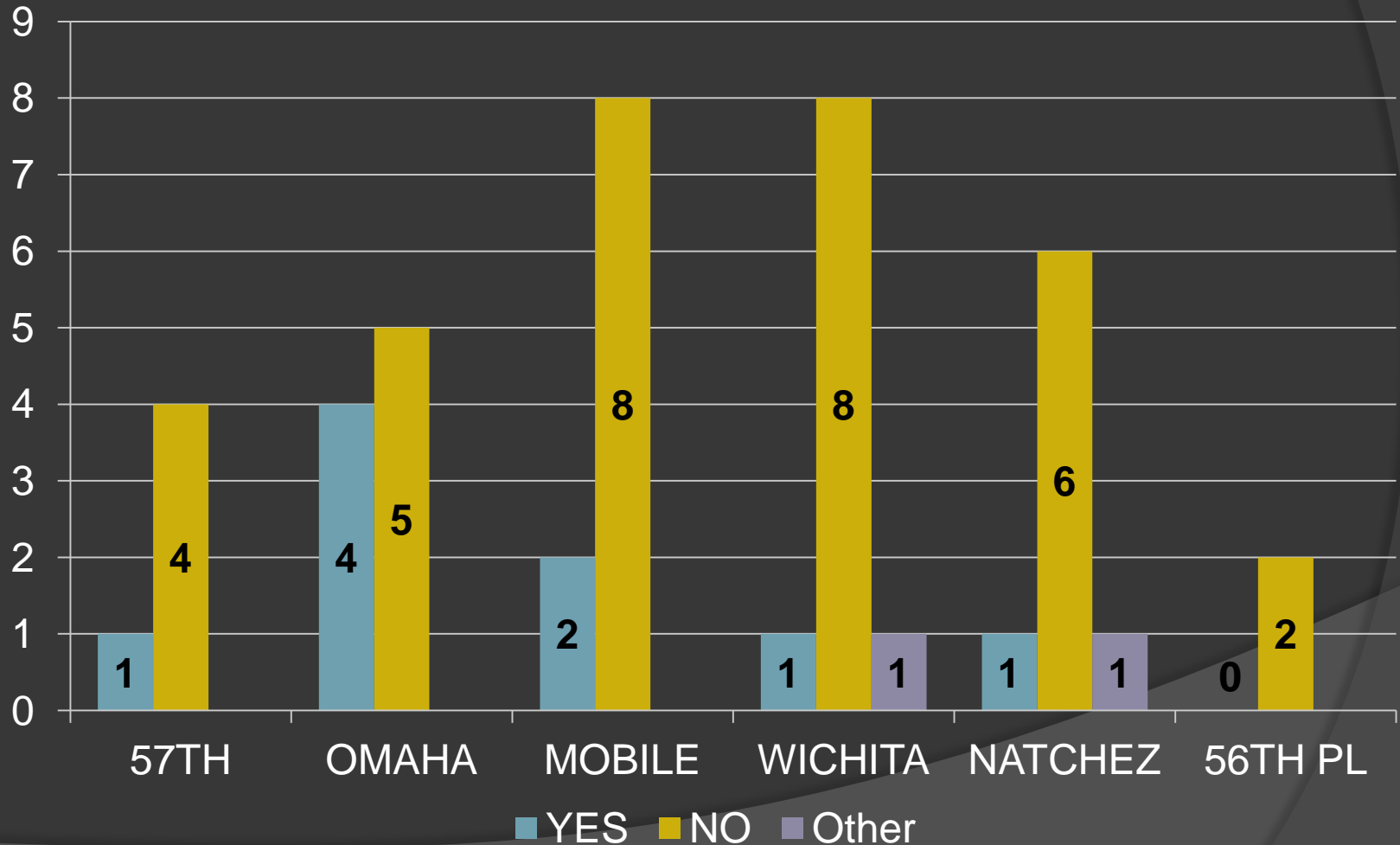
Survey Results

Question 2: Do you believe the parking problem is significant enough to call for a change in the City Street Parking Rules?



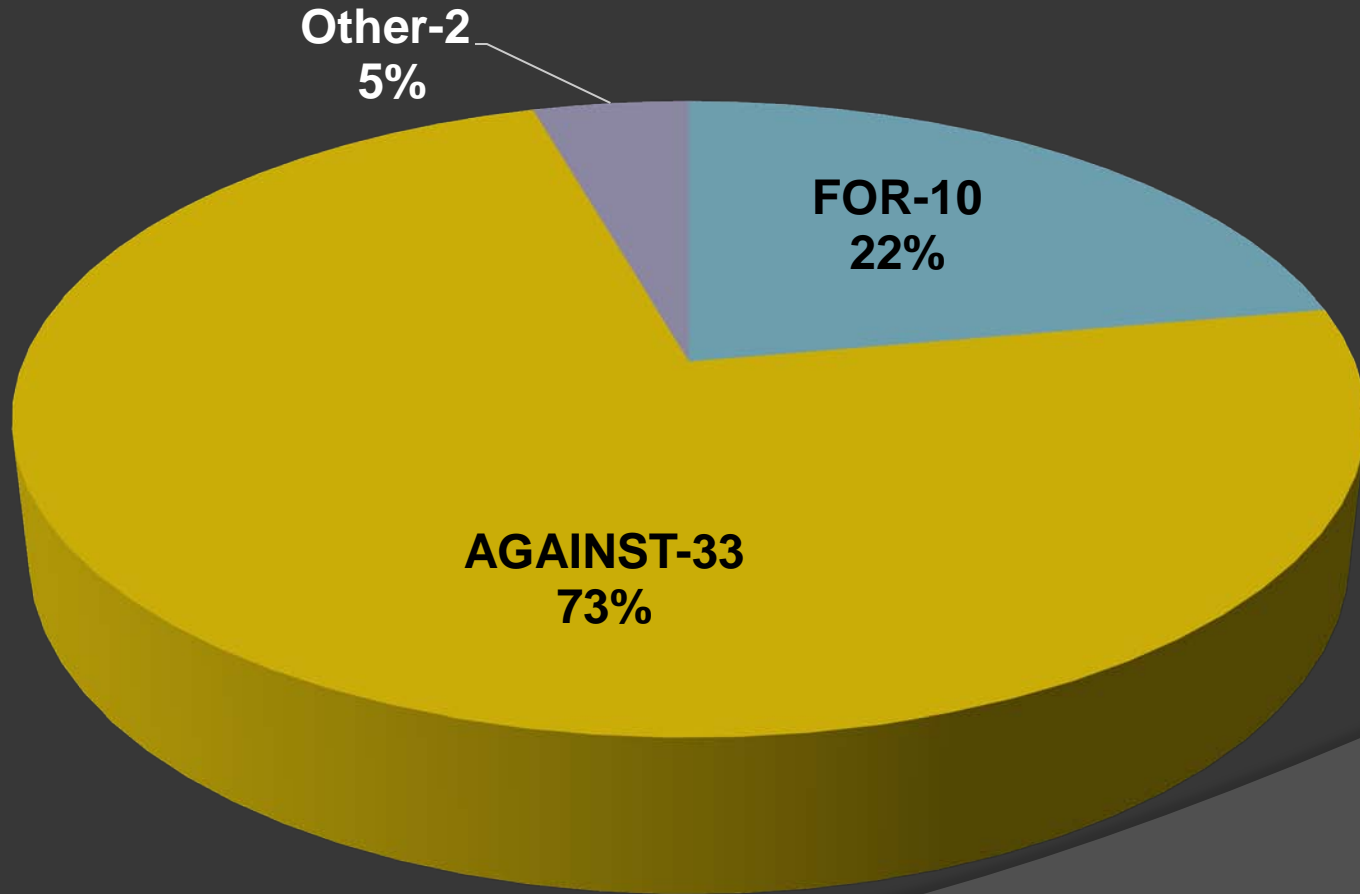
Survey Results

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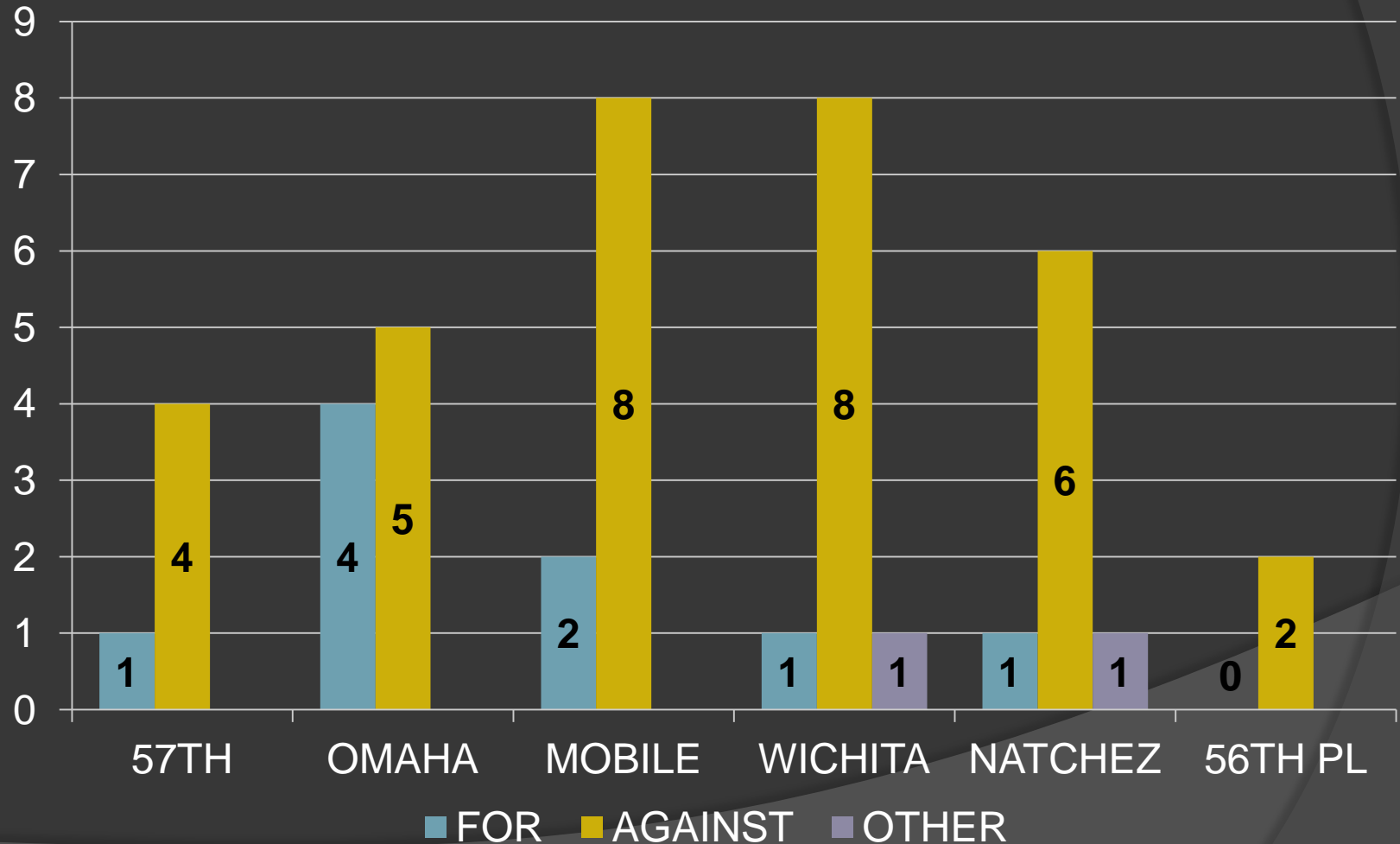
Survey Results

Question 3: A Parking Permit Zone would require you (or anyone visiting you) to display a parking permit on your vehicle if it is parked on the street. Are you for or against that idea for your neighborhood?



Survey Results

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Survey Results

Question 4: The proposed idea is one way of setting up a Parking Permit Zone. There are other ways to implement Parking Permit zones. Please check as many of the following that you agree with.

- 5 – The Parking Restrictions should be in affect 24 hours a day, 7 days a week.
- 10 – The Parking Restrictions should be in affect limited hours such as 7am-9pm (1-6am-5:30pm; 1-7am-4pm)
- 29 – I do not want a Parking Permit Zone program setup in my neighborhood
- 1 - The hours of Stafford Tennis Club

Survey Results

Question 5: If a program is implemented, the following would be an appropriate cost to each residence for replacement or extra decals/mirror hangers (the first two would be issued for free to each residence).

| | |
|-----|---------------------|
| 25- | \$0 (No Extra Cost) |
| 7- | \$5.00 |
| 3- | \$10.00 |
| 0- | \$15.00 |
| 0- | \$20.00 |

Question 6: Do you have any other suggestions or feedback that I can communicate to our City Council?

Responses included in your packets...

Questions & Discussion



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 09/08/2014

Subject: Connect Oregon V Grant Update

Through: Sherilyn Lombos, Administration

Map

