



MEETING AGENDA

TUALATIN PLANNING COMMISSION

April 3, 2012; 6:30 p.m.
COUNCIL CHAMBERS
18880 SW MARTINAZZI AVENUE
TUALATIN, OR 97062

1. **CALL TO ORDER & ROLL CALL**
Members: Mike Riley, Chair, Alan Aplin, Bill Beers, Jeff DeHaan, Nic Herriges, and Steve Klingerman

Staff: Aquilla Hurd-Ravich, Planning Manager
2. **APPROVAL OF MINUTES**
4. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
5. **ACTION ITEMS**
 - A. Amending the Tualatin Development Code (TDC) Chapter 73- Community Design Standards- Removing Core Area Parking District "Impact Fee" Provisions. Amending TDC 73.370-Off-Street Parking Provisions. Plan Text Amendment PTA-11-12. This is a Legislative action by the City Council.
 - B. Review and Provide a Recommendation to City Council on the **Constraints and Opportunities Report, Focus Area Boundary Refinement, and Transit-Oriented Place Types** for the Linking Tualatin project.
6. **COMMUNICATION FROM CITY STAFF**
 - A. TSP Update
7. **FUTURE ACTION ITEMS**
8. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
9. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

FROM: Lynette Sanford, Office Coordinator

DATE: 04/03/2012

SUBJECT: **APPROVAL OF MINUTES**

ISSUE BEFORE TPC:

Attachments: [TPC Meeting Minutes](#)



City of Tualatin

www.ci.tualatin.or.us

UNOFFICIAL

TUALATIN PLANNING COMMISSION

MINUTES OF March 6, 2012

TPC MEMBERS PRESENT:

Mike Riley
Alan Aplin
Jeff DeHaan
Nic Herriges
Bill Beers

STAFF PRESENT:

Aquilla Hurd-Ravich
Will Harper
Cindy Hahn
Brenda Braden
Lynette Sanford

TPAC MEMBER ABSENT: Steve Klingerman

GUESTS: None

1. CALL TO ORDER AND ROLL CALL:

Mr. Riley called the meeting to order at 6:33 pm. Roll call was taken.

2. APPROVAL OF MINUTES:

February 7, 2012

Mr. Riley asked for review and approval of February 7, 2012 TPAC meeting minutes.

Mr. DeHaan stated that his comments on the second paragraph, page 2 were inaccurate. He is available to attend meetings on Thursday if needed.

MOTION by Beers SECONDED DeHaan to approve the February 7, 2012 TPAC meeting minutes. MOTION PASSED 5-0.

3. COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):

None

4. ACTION ITEMS

A. 2011 Annual Report of the Tualatin Planning Advisory Committee

Planning Manager Hurd-Ravich presented the 2011 Annual Report of the Tualatin Planning Advisory Committee. The annual report addresses two requirements of the Municipal Code: Evaluate TPAC's role in citizen involvement and lists activities during the preceding year. The annual report will go before Council March 12; required to be presented prior to April 1.

The highlights of the 2011 Annual Report included TPAC's role in citizen involvement program. In 2011, the members of TPAC recommended changes to the committee to

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

improve its effectiveness as an advisory body. These changes included reducing the number of positions on the committee from nine to seven, changing the definition of a quorum to be the majority of the members appointed by Council, and removing limits to the number of terms a committee member can be reappointed. Of the nine positions, one or two were consistently vacant for at least one year, which made reaching a quorum on important recommendations difficult. There were four instances in the year 2010 when a quorum was not present to make a recommendation to Council. A lack of quorum was partly due to vacant positions. Council adopted the changes with the intention to make TPAC a more efficient body in providing public feedback to the City Council.

Ms. Hurd-Ravich reported the Tualatin Planning Advisory Committee changed to Tualatin Planning Commission. The purpose of this change was to streamline land use decisions and empower citizen volunteers on the Commission. The Planning Commission now has approval authority over a limited number of quasi-judicial decisions. Including:

- Industrial Master Plans
- Reinstatement of Use
- Sign Variance
- Variance
- Transitional Use Permit

The Planning Commission will retain the duties of the Advisory Committee, which makes recommendations on Comprehensive Plan Amendments including map and text changes. They also participate in broad City planning efforts and provide feedback to staff and City Council. In 2011, TPAC reviewed 10 Comprehensive Plan Text Amendments. These reviews not only allow the citizen advisory committee the opportunity to comment but any interested members of the public can provide input.

Ms. Hurd-Ravich reported that in the upcoming year, TPAC will coordinate with the Citizen Involvement Organizations (CIOs). The CIOs are an excellent communication tool to reach out to a greater number of Tualatin citizens about land use decisions. The staff will support this effort when distributing agendas and notices.

In terms of activities, TPAC met 11 times and reviewed 10 Plan Text Amendments. The committee made recommendations of projects including the Southwest Concept Plan, which was completed last April. The electronic reader board at Tualatin High School was approved by council. Changes to approval and extension periods for Architectural Reviews and Conditional Use Permits increased from one to two years. One year single extensions are allowed for Architectural Reviews, Partition, and Subdivision. Ms. Hurd-Ravich stated that tomorrow, March 7, the Architectural Review Board will meet to discuss the Marquis project and are requesting an extension.

Another highlight included new sign regulations for downtown and major commercial centers. This will allow additional sign options in the Central Design district, major

commercial centers and multi-story buildings in the Central Commercial and General commercial Planning Districts. Mr. Riley will present this report to Council March 12.

MOTION by DeHaan SECONDED by Aplin to recommend approval of the 2011 TPAC Annual Report. MOTION PASSED 5-0.

B. Review and Provide a Recommendation to City Council on the Goals and Objectives and Existing Conditions Reports for the Tualatin Transportation System Plan and Linking Tualatin Projects.

Ms. Hahn gave a TSP (Transportation System Plan) and Linking Tualatin update, which included a PowerPoint presentation that discussed the Goals and Objectives and Existing Conditions Reports. The Transportation Task Force held a meeting on December 15 where they discussed their value statements. These value statements were drafted into Goals and Objectives on January 19. The revised TSP Goals and Objectives were accepted on February 2 and Linking Tualatin accepted the revised goals and objectives on February 23.

A kick off Meeting/Open house was held on February 16 and the public was invited to comment on the goals and objectives. Mr. Aplin inquired if there were many comments from the public. Ms. Hahn responded that there were very few comments and no suggested changes.

Ms. Hahn continued discussing the Existing Conditions with the Transportation Task Force. December 15 included an overview of TSP existing conditions and February 23 included an overview of Linking Tualatin Existing conditions. Public review comment was closed with TSP. March 8th will be the close of the Linking Tualatin comment period.

Ms. Hahn continued the presentation which included maps of the following conditions: automobile traffic, existing accident information, existing bicycle and pedestrian conditions, and existing transit conditions. The focus areas related to:

- Land use
- Demographics
- Housing & Employment
- Market Conditions
- Transportation Facilities
- Neighborhood Amenities
- Plans & Policies

The Key Transit connections map identified how the city is served by transit and how to connect the areas together.

The next steps in the Linking Tualatin Task Force and Working Group are to develop opportunities and constraints analysis and focus area evaluation criteria. On April 3, they will present to Planning Commission; on April 23, present to council.

The TSP Task Force and Working Groups have a long list of projects and options. On May 1 they will present to the Planning Commission and on May 14, to council. Upcoming events include the second round of working groups and meetings.

Mr. Beers mentioned that the travel times in the study are pretty accurate since he's tested a few of the intersections. Mr. DeHaan mentioned added that he attended the Task Force meeting in place of Mr. Aplin and thought it was very well-done and the facilitators did a great job.

MOTION by DeHaan SECONDED by Herriges to Review and Provide a Recommendation to City Council on the Goals and Objectives and Existing Conditions Reports for the Tualatin Transportation System Plan and Linking Tualatin Projects.
MOTION PASSED 5-0.

5. **COMMUNICATION FROM CITY STAFF:**

A. Future Tualatin Planning Commission Meeting Dates

Ms. Hurd-Ravich discussed rescheduling the TPC meetings. The first and fourth Tuesdays are available; Thursdays are unavailable due to the transportation meetings and working groups. After discussion, the members agreed that we'll continue holding our meetings on the first Tuesday of each month and consider changing to Thursdays next year. This discussion will continue in December.

Ms. Hurd-Ravich continued discussion about rescheduling the July and August meeting dates. July 3 is the day before a holiday and August 7 is the same evening as Tualatin's "National Night Out". After discussing the potential available dates, the majority of the members agreed to reschedule July 3 to July 5. If the agenda is light, it may be canceled. The August 7 date will be rescheduled to August 9.

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

Mr. Harper provided a briefing for an upcoming Plan Text Amendment PTA-11-12 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 Chapter 11-3 Core Area Parking district Board that will remove "Impact Fee" provisions.

Mr. Harper stated that CAPD has ownership of five public parking areas with 394 public parking spaces distributed throughout the CAPD. These are located in the downtown area north of Seneca Street between Boones Ferry Road (west), Hedges Creek (north) and Martinazzi Avenue (east). This is a source of free parking for customers and employees that conduct business in the Tualatin central area. The capital improvements were funded by Central Urban Renewal District, and the maintenance is funded by a core area parking district tax paid by businesses and employers in the district.

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 per parking stall rate will not cover the costs to acquire land and construct new parking spaces. Without urban renewal or CAPD funds to supplement it, the program is not sustainable.

This proposal and recommendation will only remove impact fee for CAPD as an option to reduce further on-site parking. Next fiscal year, administration of core area parking district will move from Community Development Department to Operations. Mr. Harper also stated the CAPD is running in an annual deficit. The impact fee, which is currently at \$45,000, goes into an account which will be made available for construction of additional parking.

Mr. Beers inquired about the status of the \$45,000 and asked if it was just sitting in an account until the need arises for additional parking. Mr. Harper responded that the money there for construction of additional parking, even though a small parking lot would cost three times that amount. The decision lies with the Council and the Core Area Parking District.

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 CAPD Impact Fee parking reduction provisions in the TDC 73.370(2)(b). Core Area Parking District Board Meeting (tentative date/time and location TBD)
- **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"

6 FUTURE ACTION ITEMS:

Ms. Hurd-Ravich stated that our next meeting will be April 3. There will be an update on Linking Tualatin, input in land use types and focus area criteria. A Plan Text Amendment will come back to the members for a recommendation. Ms. Hurd-Ravich also stated that the April 3 meeting will be her last for a couple of months. Mr. Harper will be conducting the meetings in her absence.

7 ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION:

Mr. Riley inquired about the status of filling the TPC member vacancy. Ms. Hurd-Ravich responded that we will be in contact with the CIO members. We will also advertise in the city newsletter and "News and Notes" section of our web site. The members were asked to spread the word about the vacancy. The main criterion is that the person must live in the planning area boundary.

Mr. DeHaan inquired about the value of this agenda item and what should be discussed at this time. Ms. Hurd-Ravich responded that this agenda item is used as a forum for the committee members to communicate with the group. For example, the Council uses this time to report on different meetings they attend. This is also an appropriate time to discuss and follow up on different projects.

Mr. DeHaan and Mr. Aplin inquired about the different projects in construction. Mr. Harper responded that the Alexan property is underway. This property will be five stories tall and consist of residential and commercial development. They are close to having their financing in place and will begin construction soon.

The committee members inquired about the Statement of Economic Interest Filings which they haven't received. City Attorney Brenda Braden responded that they will be in the mail soon.

Mr. Harper added that the property on 65th & Nyberg, which is currently a RV Park, has been sold to a multi-family developer. Over 100 residents were informed that they will be asked to leave within 60 days beginning April 1st. This will increase development interest.

8. ADJOURNMENT

MOTION by DeHaan, SECONDED by Riley to adjourn the meeting at 8:00 pm.
MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: William Harper, Senior Planner

DATE: 04/03/2012

SUBJECT: Amending the Tualatin Development Code (TDC) Chapter 73- Community Design Standards- Removing Core Area Parking District "Impact Fee" Provisions. Amending TDC 73.370-Off-Street Parking Provisions. Plan Text Amendment PTA-11-12. This is a Legislative action by the City Council.

ISSUE BEFORE TPC:

Tualatin Planning Commission consideration of a request for a Plan Text Amendment (PTA-11-12) to the Tualatin Development Code (TDC) to:

- Remove provisions of the on-site parking standards that allow payment of a parking "Impact Fee" within downtown Tualatin's Core Area Parking District (CAPD). The TDC amendment is paired with an amendment to the Tualatin Municipal Code (TMC) Chapter 11-3 Core Area Parking District Board that will remove "Impact Fee" provisions.
- Amend TDC Chapter 73.370(2) Off-street Parking Provisions.

RECOMMENDATION:

Staff recommends the Tualatin Planning Commission consider the application and staff report and make a recommendation to the Council approving the amendment proposed in PTA-11-12.

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 with 394 spaces 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 SW Seneca Street between SW Boones Ferry Road (west), Hedges Creek (north) and SW Martinazzi Avenue (east) (see Attachment C - Aerial & 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 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 another 25% of the required on-site parking spaces. The reduction is available when paying a CAPD "Impact Fee" on a per parking space basis.
- 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 as parking "Impact Fee" are available for construction of CAPD parking improvements. The accumulated "Impact Fee" funds are not available for CAPD operations or maintenance.

The current Impact Fee account balance is approximately \$45,000.00 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. The projects are 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 \$5,500.00.

The current CAPD Impact Fee is \$3,500.00 (fee increased in 2002). If retained, the Impact Fee provisions allows developers in the CAPD to reduce the amount of private parking an additional 25% of the required parking. For example, 12 required spaces in the CAPD 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 \$3,500.00 = \$10,500.00 Impact Fee (collected from developer)

Given that the amount of the Impact Fee is insufficient to cover the current construction cost by \$2,000.00 per parking space, this example would amount to the City needing to subsidize the construction of the three spaces with \$6,000.00.

- 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 acquire land and construct new parking spaces. Without urban renewal or CAPD funds to supplement it, the program is not sustainable over the long term.

- 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." (Minutes-Attachment E)

At its October 4, 2011 meeting, the CAPD Board recommended ending the "Impact Fee" program. The purpose of the recommendation is to address the current gap in CAPD operational funding and expenses, reduce the drain on the CAPD Reserve Fund, and eliminate the built-in gap of approximately \$2,000.00 between the "Impact Fee" collected per parking stall and the estimated cost of constructing a public parking space. (Minutes-Attachment E). The CAPD Board did not recommend increasing the "Impact Fee" collected to make up for the difference nor did the Board call for City funding for constructing new spaces for the Impact Fee part of the CAPD program.

At the February 27, 2012 Work Session, the City Council discussed the proposed changes to the CAPD "Impact Fee" and were in agreement that an amendment should move forward. (Minutes-Attachment E)

At the March 6, 2012 Meeting, the Tualatin Planning Commission (TPC) were briefed by staff on the proposed changes to the CAPD "Impact Fee". TPC members had questions and contributed comments. (Draft Minutes-Attachment xx)

OUTCOMES OF DECISION:

Approval of the Plan Text Amendment request would result in the following:

1. The parking standards that apply to new development, redevelopment or "change in use" would no longer include a provision allowing a reduction in required on-site (off-street) parking in the Core Area Parking District by payment of an Impact Fee or "Fee-in-Lieu".
2. The CAPD will no longer collect the \$3,500.00 per parking space "Impact Fee". Each development in the CAPD will be required to provide the minimum number of on-site parking spaces.
3. The existing TDC 73.370(2)(a)(ii)(A) parking standard requiring 75% of the minimum parking for a development in the CAPD will remain unchanged.
4. The existing funds in the Impact Fee account remain available for constructing parking stalls in the CAPD.

Denial of the Plan Text Amendment request would result in the following:

1. A development, redevelopment or change in use on property in the CAPD could reduce the number of required on-site parking spaces by payment of the \$3,500.00 CAPD "Impact Fee".

Tualatin Municipal Code

Chapter 11-3

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

Sections:

- 11-3-010 District Established.**
- 11-3-020 Definitions.**
- 11-3-030 Parking District Board.**
- 11-3-040 Board Organization and Duties.**
- 11-3-050 Parking District Tax.**
- 11-3-060 Establishment of Annual Tax Rate and Credit.**
- 11-3-070 Returns and Payment.**
- 11-3-080 Computation of Tax.**
- 11-3-090 Reporting Requirements; Refunds.**
- 11-3-100 Impact Fee.**
- 11-3-110 Method of Collection.**
- 11-3-120 Tax Delinquency.**
- 11-3-130 Notice of Delinquency.**
- 11-3-140 Penalties for Violations.**
- 11-3-145 Appeal Procedure.**
- 11-3-150 Severability Clause.**
- 11-3-160 Emergency Clause.**

Schedule A – Core Area Parking District Tax Rate and Credit.

Schedule B – Impact Fee for the Core Area Parking District.

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].

Tualatin Municipal Code

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.

Tualatin Municipal Code

(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

Tualatin Municipal Code

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:

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

* 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.

Tualatin Municipal Code

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 = $P \div T \times 100 = (\%)$ 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 compe-

(Revised 08/11)

tent 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

Tualatin Municipal Code

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].

Tualatin Municipal Code

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].

Number of on-site parking spaces provided

$$\text{Gross leasable area} \quad \times \text{space factor} \quad = \text{"A"}$$

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:

$I = (TP - PP) \times C$ 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].

March 22, 2012

Removed Text shown with ~~strikethrough~~. New text shown as **Underlined Bold Italic**.

Section 73.370 Off-Street Parking and Loading.

(1) General Provisions.
(NO CHANGE)

(2) Off-Street Parking Provisions
(a)(NO CHANGE)

(b) The following are the minimum requirements for off-street motor vehicle parking in the Core Area Parking District (CAPD) for the uses in TDC 73.370(2)(a)(Residential Uses: iii, iv, v, vi, vii; Places of Public Assembly: i, ii, iv; Commercial Amusements: i, ii; and Commercial: i, ii, xi, xii, xiv).

(i) Core Area Parking District (CAPD) off-street motor vehicle parking standards are required at 75% of the applicable off-street motor vehicle parking requirements identified in TDC 73.370(1)(h), 73.370(1)(m) and 73.370(2)(a).

(ii) Off-street motor vehicle parking requirements: (Refer to Core Area Parking District Ordinance **TMC Chapter 11-3** for fee schedules and regulations regarding the Core Area Parking District.)

(A) Commercial, semi-public, and public uses except as outlined under TDC 73.370(2)(b)(ii)(B). A minimum of 75% of required CAPD off-street motor vehicle parking shall be provided for the first two floors of gross leasable area for commercial, semi-public, and public uses above grade, except as outlined under TDC 73.370(2)(b)(ii)(B). **A maximum of 25% of required CAPD off-street motor vehicle parking for the first two floors of gross leasable area for commercial, semi-public, and public uses above**

~~grade, except as outlined under TDC 73.370(2)(b)(iii)(B), may be provided through an impact fee as outlined in the Core Area Parking District ordinance.~~

(B) Development of a publicly-owned community center on Tract 8 of the Tualatin Commons shall be exempt from providing off-street motor vehicle parking and the impact fee within the CAPD.

(C) Residential Uses:

(1) Common-wall Dwellings including townhouses and condominiums. A minimum of 75% of required CAPD off-street motor vehicle parking shall be provided. **A maximum of 25% of required CAPD off-street motor vehicle parking per living unit may be provided through an impact fee as outlined in the Core Area Parking District ordinance.**

(2) Multi-Family Dwellings. A minimum of 75% of required CAPD off-street motor vehicle parking shall be provided for the first two floors of living units, above grade. **A maximum of 25% of required CAPD off-street motor vehicle parking for the first two floors of dwelling units may be provided through an impact fee as outlined in the Core Area Parking District ordinance.**

(3) Retirement Housing, Residential Homes and Residential Facilities. A minimum of 75% of required CAPD off-street motor vehicle parking shall be provided for the first two floors of dwelling units, above grade. **A maximum of 25% of required CAPD off-street motor vehicle parking for the first two floors of living space may be provided through an impact fee as outlined in the Core Area Parking District ordinance.**

CAPD Impact Fee TDC Chapter 73 & TMC Chapter 11-3 - **DRAFT** -
March 22, 2012

Removed Text shown with ~~strikethrough~~. New text shown as **Underlined Bold Italic**.

(iii) CAPD off-street motor vehicle parking required under TDC 73.370(2)(b)(i) shall be provided for residential uses and gross leasable area of commercial, semi-public, and public uses below grade and above the second floor, except as outlined under TDC 73.370(2)(b)(ii)(B).

(iv) At the time of enlargement of an existing structure or use there shall be no net loss of existing off-street motor vehicle parking in addition to providing new off-street motor vehicle parking required under TDC 73.370(2)(b).

(v) Outdoor dining facilities are exempt from providing off-street motor vehicle parking within the CAPD.

(3) Off-Street Vanpool and Carpool Parking Provisions (NO CHANGE)

March 22, 2012

Removed Text shown with ~~strikethrough~~. New text shown as **Underlined Bold Italic**.

Tualatin Municipal Code
Chapter 11-3 Core Area Parking
District Board; Tax Rate and Impact
Fees Committee

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 sub-sections (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 = $P \div T \times 100 =$ (%) 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].~~

March 22, 2012

Removed Text shown with ~~strikethrough~~. New text shown as **Underlined Bold Italic**.

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].

Number of on-site parking spaces provided

Gross leasable area X space factor = "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].

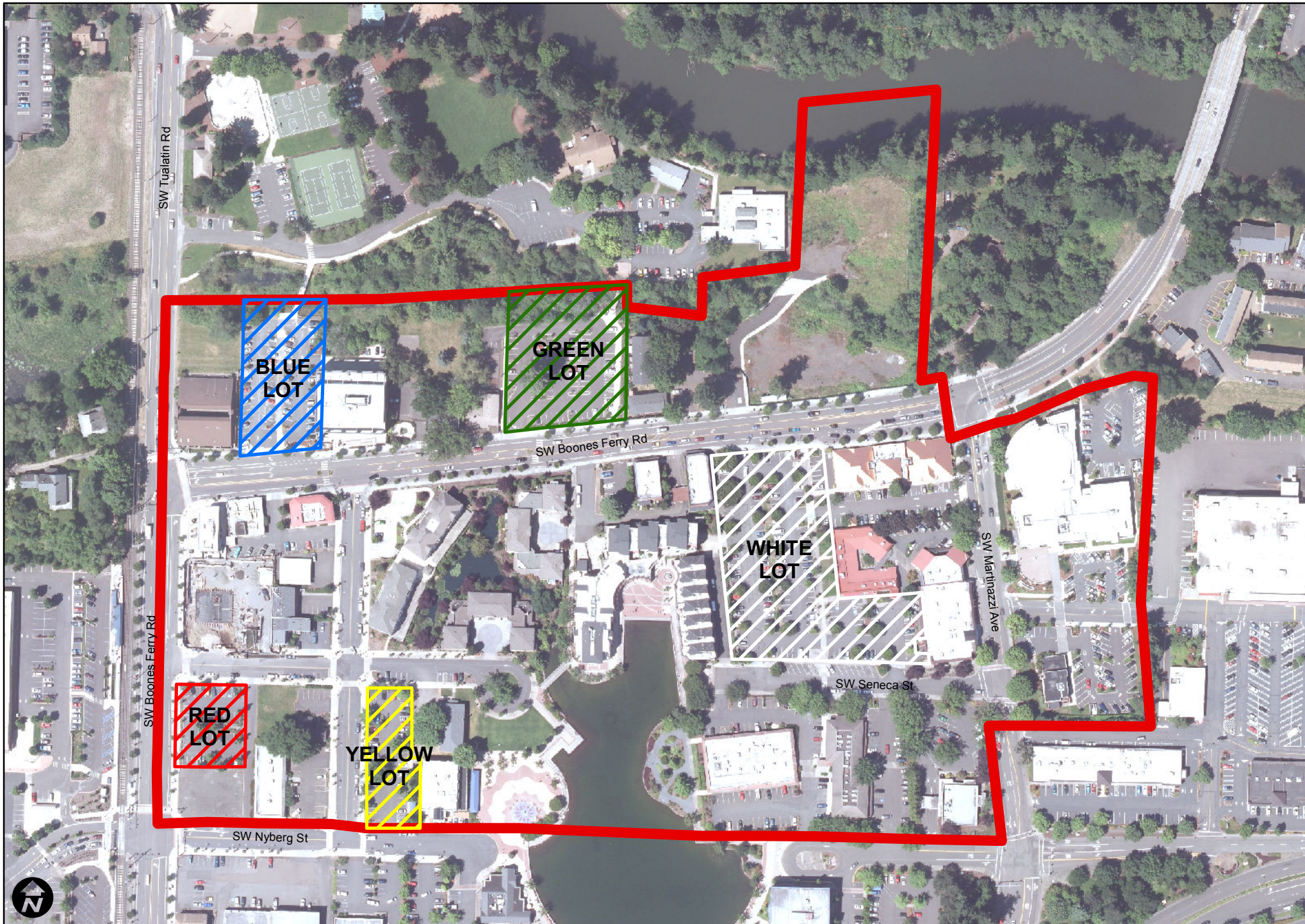
Schedule B

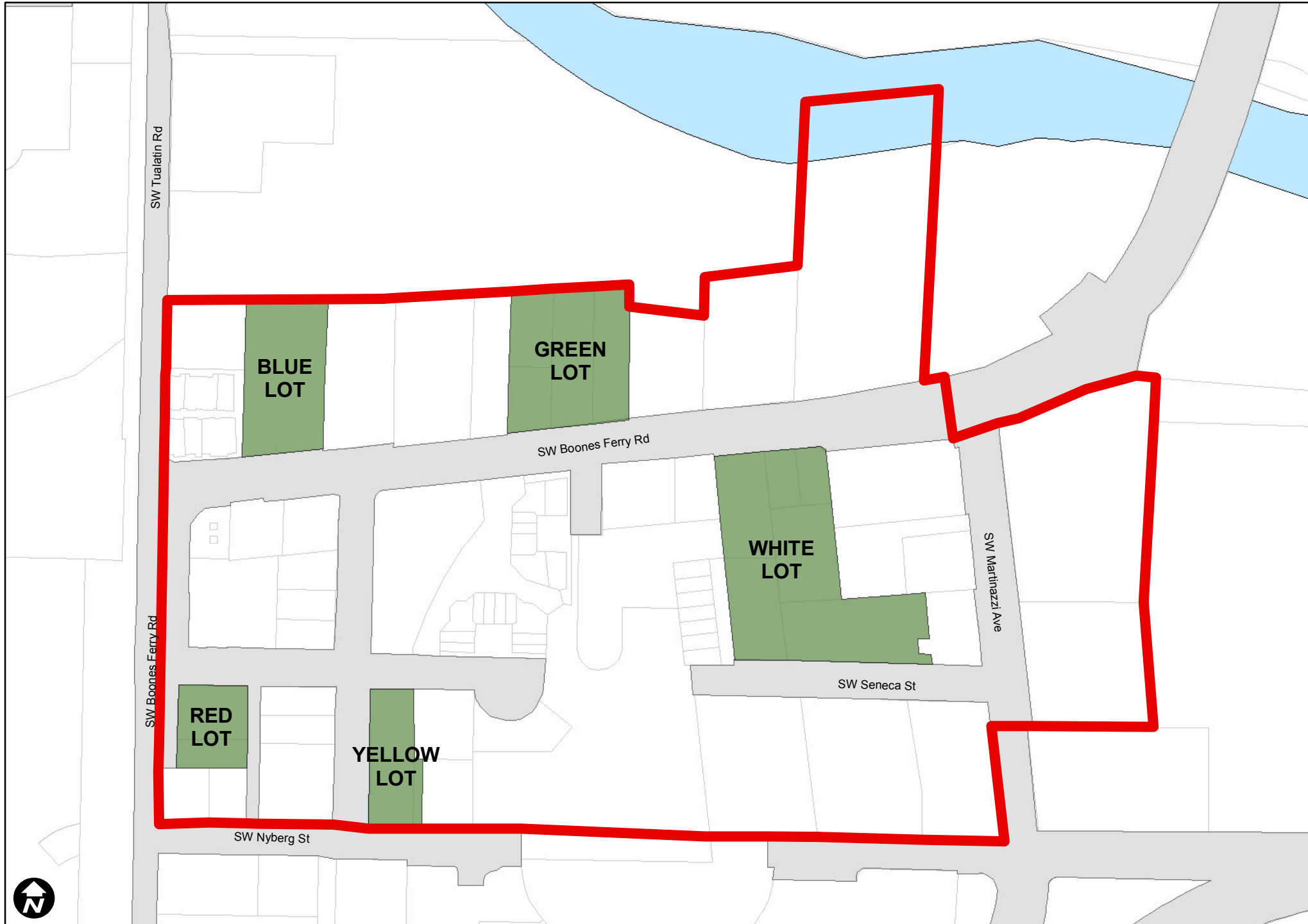
IMPACT FEE FOR THE CORE AREA PARKING DISTRICT

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:

$I = (TP - PP) \times C$ 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).





ATTACHMENT D:

PTA-11-12: ANALYSIS AND FINDINGS

The proposed amendment to the Tualatin Development Code (TDC) Chapter 73-Community Design-, is an application by the Community Development Department to remove the Core Area Parking District (CAPD) "Impact Fee" provisions consistent with proposed revisions to the Tualatin Municipal Code (TMC) Chapter 11-3 Core Area Parking District Board related to the "Impact Fee". The proposed amendment language is shown in Attachment A.

The approval criteria of the Tualatin Development Code (TDC), Section 1.032, must be met if the proposed PTA is to be granted. The plan amendment criteria are addressed below:

1. Granting the amendment is in the public interest.

As identified by staff, the public interest is:

- 1) To implement the Core Area Parking District Program (CAPD) as established in the Tualatin Municipal Code (TMC) Chapter 11-3 and with the direction of the CAPD Board and the City Council to construct, maintain, operate and administer public parking facilities;
- 2) Provide standards and programs to ensure adequate parking facilities to serve citizens, visitors, customers and business owners in Tualatin's downtown area.
- 3) Establish the off-street parking standards and requirements of the TDC consistent with the CAPD provisions of the TMC.

Public Interest #1. The Tualatin Municipal Code (TMC) Chapter 11-3 (Attachment A) establishes the Core Area Parking District (CAPD) and the CAPD Board. 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. With advice from the CAPD Board on policy, capital outlays and improvements, operational, fees and taxes, the City Council has the final determination and responsibility on all matters concerning the district.

At a July 11, 2011 Joint Work Session, the City Council and the 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." (Minutes-Attachment xx).

At its October 4, 2011 meeting, the CAPD Board recommended ending the "Impact Fee" program.(Minutes-Attachment xx). At the February 27, 2012 Work Session, the

City Council discussed the proposed changes to the CAPD "Impact Fee" and were in agreement that an amendment should move forward. (Minutes-Attachment xx)

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 as parking "Impact Fee" are available for construction of CAPD parking improvements. The accumulated "Impact Fee" funds are not available for CAPD operations or maintenance.

The proposed amendment to the TMC Chapter 11-3 would remove the "Impact Fee" provisions of TMC 11-3-100. Tualatin Development Code (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, ii) grants development located in the Core Area Parking District (CAPD) with:

- (i) A 25% reduction in required off-street parking standards (as established in Architectural Review) available to all development within the CAPD boundaries;
- (ii) 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 the CAPD "Impact Fee" on a per parking space basis.

The proposed TDC amendment will remove the provision in TDC 73.370(2)(b)(ii) allowing a reduction in on-site parking for development and redevelopment in the CAPD with the payment of the Impact Fee. This is consistent with the direction of the CAPD Board and the City Council and will be consistent with the proposed amendment to the CAPD Board provisions in TMC 11-3. No other provisions of the CAPD program are altered by the proposed amendment.

The proposed TDC amendment implements the CAPD Program consistent with the policy direction of the CAPD Board and the City Council. Public Interest #1 is satisfied.

Public Interest #2. The standards and requirements for parking are in the Tualatin Development Code (TDC) Chapter 73-Community Design Standards-. TDC Section 73.370 -Off Street Parking and Loading- establishes the standards for required off-street parking for commercial, industrial, institutional and residential development and applies to development in the CAPD, in the downtown areas of Tualatin and in other areas of the City.

As mentioned in Public Interest #1 above, the parking provisions in TDC Chapter 73 currently allow development in the CAPD to reduce required on-site parking by paying the CAPD "Impact Fee" on a per-parking space basis. The proposed amendment to TMC 11-3 will remove the CAPD "Impact Fee" provision and the

proposed TDC amendment will remove the parking reduction allowed when paying the impact fee [TDC 73.370(2)(b)(ii)]. If the amendment is approved, a development in the CAPD will not have the option to reduce on-site parking by using the Impact Fee provisions. The current basic standards for the amount of required on-site parking will not change with the proposed amendment for development either inside or outside of the CAPD. The CAPD public parking supply will not be changed by the proposed amendment.

The CAPD and TDC will continue to provide standards and programs to ensure adequate parking facilities to serve citizens, visitors, customers and business owners in Tualatin's downtown area and satisfy Public Interest #2.

Public Interest #3. Based on the direction of the CAPD Board and the Council, the proposed amendment to the Core Area Parking District in TMC Chapter 11-3 would remove the "Impact Fee" provisions of TMC 11-3-100. In accordance, PTA-11-12 proposes to amend the parking standards in TDC 73.370- Off Street Parking and Loading- by removing provisions and references to the CAPD "Impact Fee". If approved, the off-street parking standards and requirements of the TDC will be consistent with the CAPD provisions of the TMC and satisfy Public Interest #3.

Granting the amendment is in the public interest. Criterion "A" is met.

2. The public interest is best protected by granting the amendment at this time.

As addressed in Criterion A, granting the amendment is in the public interest. The City Council and CAPD Board (a citizen advisory board) authorized amending the Tualatin Municipal Code to remove the Core Area Parking District "Impact Fee" provisions. The proposed TMC amendment will be considered by the Council at the same time as PTA-11-12.

Granting the proposed PTA-11-12 Tualatin Development Code amendment at this time will bring the TDC parking provisions into accordance with the CAPD program in the TMC.

Granting the amendment at this time best protects the public interest.

3. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

The Tualatin Community Plan does not list specific objectives or policies related to downtown parking, parking supply, parking incentives for downtown development or

the Core Area Parking District. The Core Area Parking District program is established in the Tualatin Municipal Code and there are no specific objectives. There are no applicable objectives or policies associated with the proposed amendment . Criterion "C" is met.

4. The following factors were consciously considered:

The various characteristics of the areas in the City.

The proposed amendment would apply to development and redevelopment in the CAPD. 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 with public parking in addition to the private on-site parking required in the TDC.

Trends in land improvement and development.

The proposed amendment responds to the trend in land improvement and development associated with higher density, multi-level and mixed use downtown development . This trend includes providing a certain amount of private, on-site parking for the development's tenants and users with some interest in the availability of nearby public parking. The proposed amendment would encourage adequate on-site parking that is supplemented by public parking programmed to best serve the demands of nearby developments.

The needs of economic enterprises and the future development of the area.

The proposed amendment considers the needs of business and future development of the CAPD and the downtown area. The CAPD program and associated parking standards in the TDC are designed to provide adequate parking to support these activities in an efficient and cost effective way.

Needed right-of-way and access for and to particular sites in the area.

The proposed amendment will not affect needed rights-of-way or access in the downtown area.

Natural resources of the City and the protection and conservation of said resources.

The proposed amendment will not affect natural resources in the City.

Prospective requirements for the development of natural resources in the City.

The proposed amendment has no relation to development of natural resources.

And the public need for healthful, safe, aesthetic surroundings and conditions.

Does not apply to the proposed amendment.

Proof of change in a neighborhood or area

Staff does not assert proof of change in a neighborhood or area.

Mistake in the Plan Text or Plan Map.

Staff does not assert a mistake in the Plan Text or Plan Map.

5. The criteria in the Tigard-Tualatin School District Facility Plan for school facility capacity have been considered when evaluating applications for a comprehensive plan amendment or for a residential land use regulation amendment.

Because the amendment does not result in a change to plans or development regulations that would impact school facility capacity, the criterion is not applicable.

6. Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules.

Of the 19 statewide planning goals, staff determined that none are applicable to the proposed changes to the CAPD parking Impact Fee” provisions of the TDC and TMC.

7. Granting the amendment is consistent with the Metropolitan Service District’s Urban Growth Management Functional Plan.

The Urban Growth Management Functional Plan (UGMFP), codified in Metro Code 3.07, neither precludes the amendment nor directly addresses the issue that the amendment addresses. The criterion is met.

8. Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

Because the amendment does not relate to vehicle trip generation, the criterion is not applicable.

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*

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.
end

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.

OFFICIAL MINUTES OF TUALATIN CITY COUNCIL WORK SESSION FOR FEBRUARY 27, 2012

Present: Mayor Lou Ogden; Council President Monique Beikman; Councilor Frank Bubenik; Councilor Joelle Davis; Councilor Nancy Grimes; Councilor Ed Truax

Absent: Councilor Wade Brooksby

Staff Present: City Manager Sherilyn Lombos; City Attorney Brenda Braden; Police Chief Kent Barker; Operations Director Dan Boss; Community Services Director Paul Hennon; Finance Director Don Hudson; Planning Manager Aquilla Hurd-Ravich; Senior Planner William Harper; Associate Planner Cindy Hahn; Parks and Recreation Manager Carl Switzer; Engineering Manager Kaaren Hofmann; Management Analyst Ben Bryant; Executive Assistant Maureen Smith

1. CALL TO ORDER

2. *Executive Session*

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

Senior Planner Will Harper presented information and brief history on the Core Area Parking District (CAPD) and the upcoming Plan Text Amendment PTA-11-12 that would remove existing Code provisions that allow for payment of a parking impact fee within the District. This will be paired with an amendment to the Municipal Code that references the CAPD Board to remove "impact fee" provisions. Staff is seeking feedback from the Council prior to proceeding with the plan text amendment.

Senior Planner Harper went on to explain the "fee in lieu" (impact fee) 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. The 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. The account funds are from three projects in the CAPD (Aspen Place, Martinazzi Commons, and Robinson Crossing I & II). Without urban renewal any longer or CAPD funds to supplement it, the program is not sustainable.

Discussion followed on the reasoning behind eliminating the impact fee. Concern was expressed about capacity and whether it is exacerbating it by discontinuing the fee. Council President Beikman, who serves on the Board, said the members reviewed this issue and recommending eliminating the fee. With no land available to expand in the downtown core area, it promises something that can't be delivered.

Brief discussion followed and the consensus of all Council present was to proceed with the Plan Text Amendment as presented.



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: Cindy Hahn, Associate Planner

DATE: 04/03/2012

SUBJECT: Review and Provide a Recommendation to City Council on the **Constraints and Opportunities Report, Focus Area Boundary Refinement, and Transit-Oriented Place Types** for the Linking Tualatin project.

ISSUE BEFORE TPC:

A Constraints and Opportunities Report has been prepared, Focus Area boundaries have been refined, and Transit-Oriented Place Types have been developed for the Linking Tualatin project. This information is being presented to the Tualatin Planning Commission for review and a recommendation to City Council in preparation for the 4-day Community Workshop scheduled to occur June 4-7 as the next step in the planning process.

RECOMMENDATION:

Staff recommends the Tualatin Planning Commission consider the staff report and attachments, and make a recommendation to the Council on the refined Focus Area boundaries and Transit-Oriented Place Types for the Linking Tualatin project prior to proceeding with next steps in the planning process.

EXECUTIVE SUMMARY:

Progress to Date

Substantial information gathering has occurred and numerous reports have been prepared in the first few months of the Linking Tualatin project. At the March 6, 2012 Tualatin Planning Commission (TPC) meeting staff presented the project goals and objectives and Existing Conditions Report to the TPC for review and discussion. At that meeting the Linking Tualatin project received a positive review and TPC voted to recommend to City Council that the project proceed with next steps in its planning process. Currently the project is in **Step 2: Develop & Evaluate Land Use Patterns and the materials presented with this report are an effort to understand existing and future land use patterns, evaluate future land use alternatives and identify strategies to improve transit.**

Focus Area Update

- The **Constraints and Opportunities Report** for Linking Tualatin was prepared in draft by

the consultant team at the end of February 2012. Following review and comment by City staff, the report was revised by the consultant team and an updated report was produced on March 14, 2012. The report will be presented to the Transportation Task Force at the April 5 meeting and posted on the Linking Tualatin web page.

This report describes constraints and opportunities associated with increasing transit in Tualatin's focus areas. It builds on information contained in the Existing Conditions Report and Key Transit Connections map, and gathered at the Kick-off Meeting / Open House in February and Working Group meetings in early March. It identifies challenges and looks for opportunities to accomplish the following in focus areas in Tualatin:

- Improve connectivity to and through development
- Improve access to services
- Improve pedestrian accessibility and comfort along streets
- Increase transit trips
- Improve livability and pedestrian-friendliness.

The Constraints and Opportunities Report will help participants in the 4-day Community Workshop, scheduled for June 4-7, discuss and identify alternative changes and investments that may be desirable in the focus areas in the future to increase transit use. Alternative changes could be increasing residential density or allowing more commercial services in industrial areas. Potential investments could be better sidewalks and bike facilities and connections, for example. (Attachment A contains the Constraints and Opportunities Report.)

- **Focus areas boundary refinement** for the Linking Tualatin project was first identified in a general way in December 2011 to January 2012. At the first meeting of the Transit Working Group (February 9, 2012) and the fifth meeting of the Transportation Task Force (February 23, 2012) the focus areas were presented in a more defined way in the context of the Key Transit Connections map and the Existing Conditions Report. Most recently the focus areas have been refined to have defined physical boundaries and to include employment, multiple family residential, and parks and open space areas. Focus areas are places in the City with existing concentrations of employment that could benefit from access to increased transit.

The defined focus area boundaries will be used to develop an existing conditions (base case) scenario or alternative for each focus area. These alternatives will form the basis of comparison for work that will occur in the 4-day Community Workshop. (Attachment B includes the focus area maps showing their refined boundaries.)

- **Transit-Oriented Place Types** describe the character of a focus area, as well as its role and function in the community. They also help us visualize the possibilities for a focus area in the future. There are several elements or characteristics that make up a transit-oriented place type including:

- General Vision and Character
- Activity Level
- Transit Function
- Connectivity and Multi-Modal Transportation
- Development Types and Building Scale
- Parking
- Challenges

- Applicability
- Five distinct **transit-oriented place types** have been developed for Tualatin based on work completed by, among others, the Cities of Tigard and Seattle, the Center for Transit-Oriented Development, and Metro. These place types include:
 - Mixed-Use Center
 - Town Center
 - Industrial Employment District
 - Business Employment District
 - Mixed-Use Institutional / Employment

Tualatin's transit-oriented place types are described in detail in the Linking Tualatin Focus Area Typologies Report (60% Draft completed March 13, 2012). They will be used in the 4-day Community Workshop to visualize what each focus area might look and feel like as a transit and pedestrian-oriented district in the future and to aid in the analysis of scenarios or alternatives for each focus area. (Attachment C is the Focus Area Typologies Report.)

Next Steps

The refined focus area boundaries and transit-oriented place types were reviewed and discussed at the March 29 meeting of the Transit Working Group. They will be presented to the Transportation Task Force at the April 5 meeting. The City Council will receive a similar presentation about the Constraints and Opportunities Report, refined focus area boundaries, and transit-oriented place types at the April 23 Work Session.

A capstone event for the Linking Tualatin project is the 4-day Community Workshop scheduled for June 4-7 in the Tualatin Library Community Room. This event will run from 8:00 am to 8:30 pm all 4 days with Tualatin residents, workers, employers, and others participating at certain times to identify alternative changes and investments that may be desirable in the focus areas in the future to increase transit use. At the heart of the event is development of a preferred scenario or alternative for each of the focus areas. A public open house is planned for the first evening to review the focus areas, workshop schedule, transit-oriented place types, and other information. A public meeting and presentation of workshop results and next steps will occur at the conclusion on the evening of June 7. The outcome of this workshop will be used as the basis for the conceptual Linking Tualatin Plan.

OUTCOMES OF DECISION:

A positive recommendation from the Tualatin Planning Commission to the Council will encourage the Linking Tualatin project to proceed with next steps in the planning process.

A negative recommendation means that staff and the project team will revisit specific areas of concerns which could cause a delay in the planning process for the project. A schedule delay could cause the project to fail to meet the completion goal of December 2012.

-
- Attachments:** [A. Constraints and Opportunities Report](#)
 [B. Refined Focus Area Boundaries](#)
 [C. Focus Area Typologies Report](#)

D. PowerPoint



Linking Tualatin

Constraints and Opportunities

09 March, 2012



Prepared by SERA Architects, with assistance from Angelo Planning Group





General Constraints and Opportunities

Linking Tualatin addresses concerns raised by people who live or work in Tualatin about local transit not reaching most of the city's employment centers. Through this study, the City will bring together community members, local business owners, and employees to find ways to help increase transit use, as well as walking and biking to work, in the future. While local transit service is important, many people also need improved transit connections to the rest of the Portland Metropolitan region. Linking Tualatin will try to meet this need by recommending future high capacity transit options such as bus rapid transit, commuter rail, light rail, enhanced local bus, or parking and congestion management for our city

Because Linking Tualatin is part of a regional transit planning effort called The Southwest Corridor Plan (SW Corridor Plan), it focuses primarily on transit use in the corridor that includes Barbur Boulevard/Highway 99W and I-5 (see Figure 1). The SW Corridor Plan will integrate multiple efforts by cities in this corridor, including preparation of local land use plans; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit – likely bus rapid transit or MAX light rail – to serve the corridor.

The city has identified a preliminary set of focus areas, most of which are located in key employment or commercial areas in the city and are generally located within the SW Corridor planning area. These include the downtown, Meridian Park Hospital, Leveton, Teton, Tualatin-Sherwood Road/124th Avenue, Bridgeport Village and industrial areas south of OR 99W. Existing residential neighborhoods are not the primary focus of the Linking Tualatin Plan and no changes in land uses in those areas are expected as part of the plan. However, improving transit connections, including local transit service, for Tualatin residents and visitors is very important and will be considered in this project and in the city's Transportation System Plan (TSP) Update, which is also currently underway.

This document describes constraints and opportunities associated with increasing transit in Tualatin's focus areas in the future. The report builds on information included in a summary of Existing Conditions prepared for Linking Tualatin. It also recognizes earlier project work that helped define the focus areas and identified

key local and regional transit connections within Tualatin and between other communities. One of the next steps in the Linking Tualatin planning process will be to develop a series of land use alternatives for the focus areas described in this report. This will be done during an interactive, multi-day community workshop (also referred to as a “charrette”). The constraints and opportunities identified in this document will help serve as a starting point for working with Tualatin residents, workers, employers and others to identify land use and other recommendations for the focus areas during that event. In addition, in advance of the workshop, Transportation Task Force members will have an opportunity to review this Report and identify additional opportunities and constraints to be considered.

Increasing the number of people that commute to work by transit is vital in terms of increasing overall transit ridership. Work-related trips comprise the largest share of all trips by transit: 59% of all transit trips are work-related trips.¹ However, increasing work-related transit trips will heavily rely upon increasing employment and residential densities, introducing a wider array of uses, and improving the pedestrian environment within employment areas. As such, the constraints and opportunities identified in this report generally center around improving multimodal connectivity into and through large blocks and development parcels, introducing a wider array of uses within employment districts in order to provide employees with access to services during the day, and improving the pedestrian experience along large arterials.

Transit’s share of the commute trip is highly correlated with population and employment density.² Workers are more likely to commute to work by transit when jobs are concentrated into high density job centers that are well connected to transit-accessible neighborhoods. Within Tualatin, this may translate into a general opportunity to allow and encourage higher density employment development in key focus areas, providing a greater **concentration of jobs** within the city.

In addition to employment density, providing a **mixture of uses** within employment districts is also vital to encouraging commuters to travel to work by transit. If there are no restaurants or services (such as child care facilities, dry cleaners, doctor’s offices, etc.) within easy walking distance from jobs, workers are forced to drive in order to access crucial services during the day. Conversely, surveys have found that up to 96% of workers will walk to stores, restaurants, and dry cleaners located within a quarter mile of office buildings.³ General opportunities may exist in Tualatin to broaden the array of uses within employment districts in order to make travel by transit more convenient and practical for workers. Increasing employment densities also will help to create the demand necessary to support additional retail and services in focus areas.

Improving **pedestrian accessibility** and comfort within focus areas will also help encourage trips by transit. Large blocks with few opportunities for street crossings can make walking impractical, time consuming and/or unsafe, and

wide, auto-oriented corridors often create challenging conditions for pedestrians. Opportunities exist to improve walkability (and by proxy, transit-readiness) within Tualatin's focus areas by creating a finer-grained, more connected grid of narrow streets, and calming traffic, where appropriate, to create a sense of safety for pedestrians.

Finally, transforming the **design** and character of buildings and sites to create more vital "places" within the focus areas can help create more pedestrian-friendly and more livable districts, while creating long term value for property owners. This may mean using development standards and guidelines specific to transit districts to ensure that new development creates great spaces for all users, consequentially encouraging transit ridership.

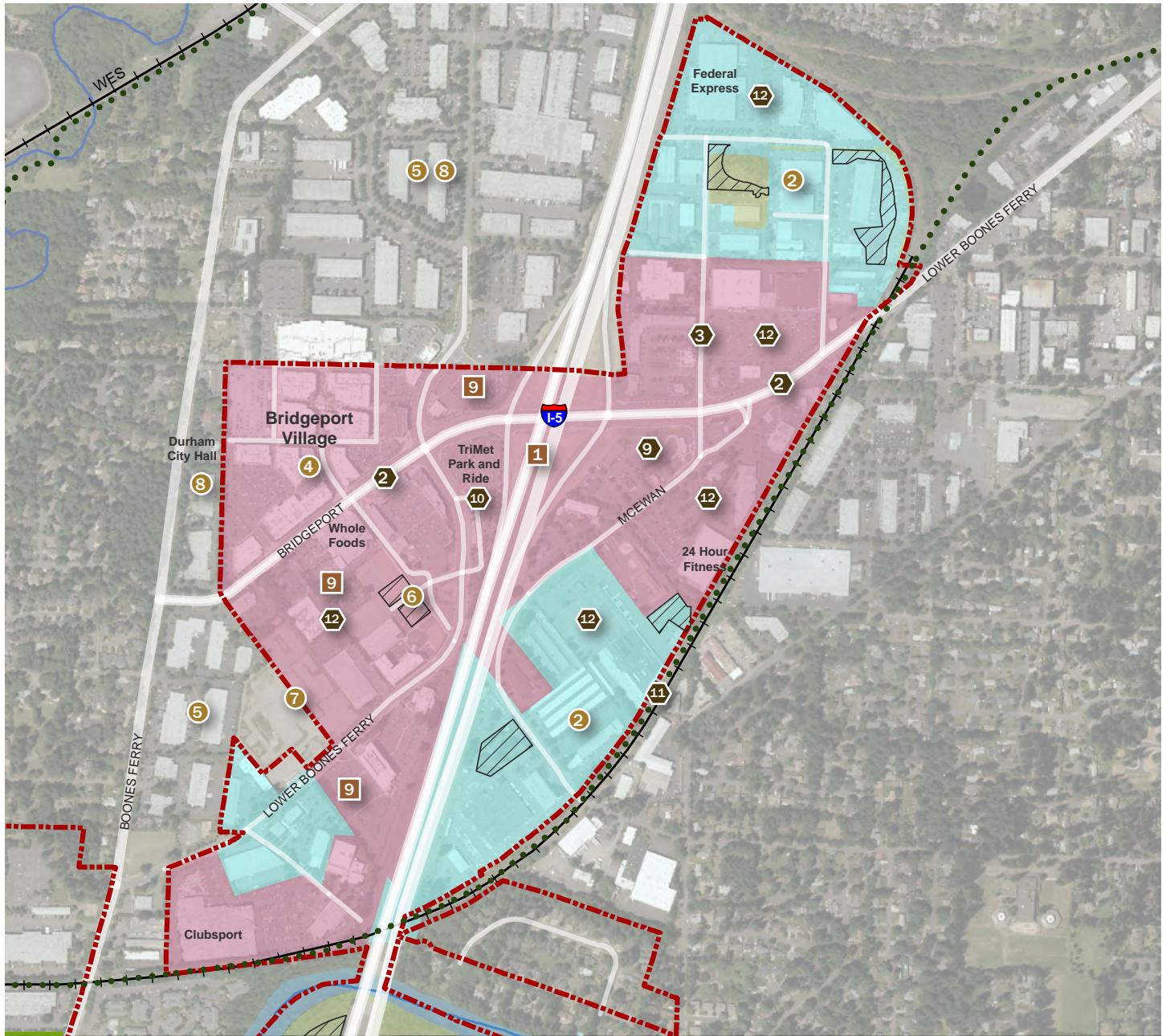
1 2007 APTA Transit Factbook, as cited by Greenberg, Ellen and Dena Belzer, "Transit + Employment, Increasing Transit's Share of the Commute Trip." Reconnecting America and the Center for Transit-Oriented Development

2 Greenberg and Belzer, "Transit + Employment, Increasing Transit's Share of the Commute Trip." Reconnecting America and the Center for Transit-Oriented Development

3 Ibid.

Constraints and Opportunities by Focus Area

Bridgeport Village



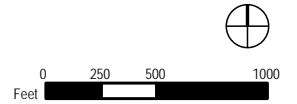
Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

city limit
 ugb
 railroad



The Bridgeport Village area is a major regional draw, and as such, has the potential to serve as a key transit destination. Though the area is largely built out, it may attract additional development and redevelopment as the economy improves. In particular, rising land values may incentivize the redevelopment of older, low-rise office and light industrial areas to the north and south of the retail district.

More intensive residential development in the area would provide a greater array of uses and an additional source of transit ridership. However, the relatively low amount of currently developable land will present a challenge for introducing more residential uses the area, to some degree. Consequently, new development may rely upon redeveloping existing low-intensity parcels.

Constraints

Development / Physical Conditions

- 1 I-5 creates a physical and psychological barrier, separating east from west.

Connectivity / Pedestrian Realm

- 2 5-lane road design along Bridgeport Road and Lower Boones Ferry potentially uncomfortable for pedestrians (though sidewalk-oriented commercial helps to mitigate).
- 3 Existing retail east of I-5 somewhat auto-oriented, and not conducive to pedestrian activity.

Large parcels characterized by surface parking lots create a challenge in terms of providing pedestrian connectivity and comfort. There may be an opportunity to create a more structured block system with well-defined streets and sidewalks both within and between surface parking lots. This would result in smaller blocks, improved wayfinding, and safer pedestrian routes (as opposed to vehicle-only aisles and driveways).

An additional challenge to creating a pedestrian-friendly transit district is the wide, 5-lane design of Bridgeport Road and Lower Boones Ferry, the major east-west arterial in the area. The wide roadway creates a potentially uncomfortable environment for pedestrians.

Opportunities

Land Use

- 4 Bridgeport Village and surrounding retail is a major regional draw, and potential transit destination. Provides an array of services for nearby workers.
- 5 Single-story office and industrial parks may provide some employment-based transit ridership. Potential opportunity to redevelop these low-rise office and light industrial areas with higher densities and more compact development (with a mixture of uses) as the economy improves.
- 6 Opportunity to capitalize on the success of Bridgeport Village, and introduce additional high density residential uses (existing zoning allows multifamily residential and townhomes in parts of the focus area).
- 7 Proposed Alexan development will include apartments as well as live/work units, increasing residential uses in the district.
- 8 Opportunity to coordinate with the Cities of Tigard and Durham in planning for future high capacity transit.

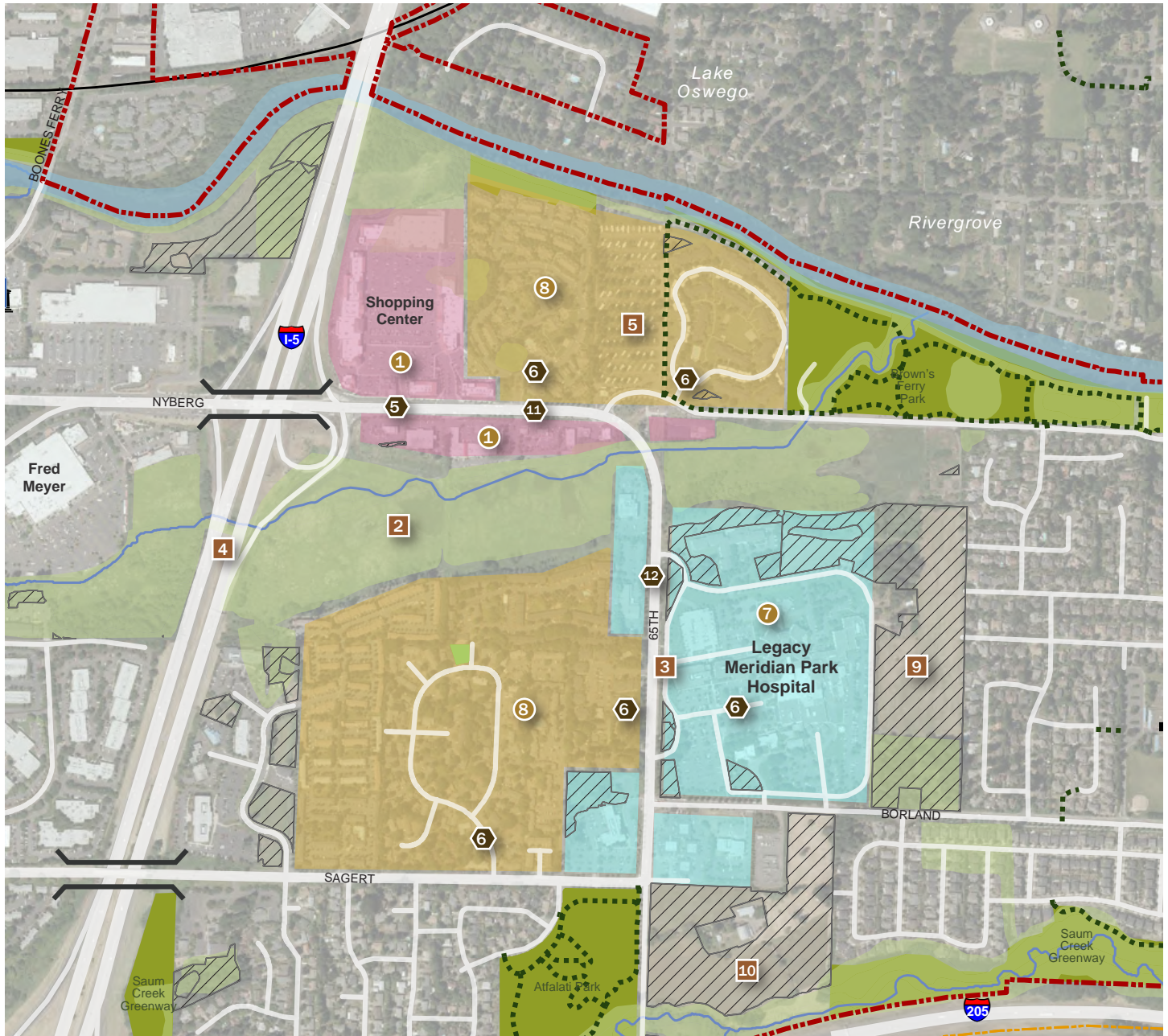
Development / Physical Conditions

- 1 Good access to site from Interstate.
- 9 Opportunity to densify and create new development opportunities by replacing existing surface parking lots with structured parking when financially feasible.

Connectivity / Pedestrian Realm

- 10 Potential to capitalize on existing TriMet facilities and SMART connection.
- 11 Opportunity to connect to planned regional trail.
- 12 Opportunity to improve multi-modal connectivity through large blocks / parcels.

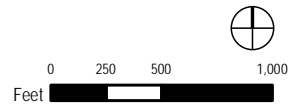
Meridian Park / Nyberg Woods



- Potential Transit Origins / Destinations**
- existing commercial
 - existing employment / institutional
 - existing med-high density residential

- Development / Physical Conditions**
- vacant / developable parcels
 - wetland / natural area
 - park

- city limit
- ugb
- existing / planned trail



The Meridian Park / Nyberg Woods focus area includes the Legacy Meridian Park Hospital complex, and its associated ancillary medical office uses. As the city's largest employer, the hospital and surrounding medical uses have the potential to serve as a major transit destination. However, commercial uses that might provide amenities and services to these health care workers (and potential transit riders) are somewhat limited at present. While there is a cluster of commercial uses along Nyberg Road located within 1/4 mile of the employment uses, connectivity to this commercial area is minimal due in part to a large wetland that divides the focus area. Furthermore, the 5-lanes of traffic along Nyberg Road renders the area somewhat uncomfortable for pedestrians.

Constraints

Land Use

- 1 Existing commercial development along Nyberg primarily auto-oriented, and a potential deterrent to pedestrian activity

Development / Physical Conditions

- 2 Large, undevelopable wetland creates a physical barrier and divides the focus area.
- 3 Steep terrain may create difficult walking conditions.
- 4 I-5 creates a physical and psychological barrier, separating east from west.

Connectivity / Pedestrian Realm

- 5 5-lane design of Nyberg Road potentially uncomfortable for pedestrians.
- 6 Limited pedestrian connectivity into and / or through large blocks / development parcels.

Encouraging workers to commute by transit, therefore, may rely upon providing a greater array of commercial services within a safe and comfortable walking distance of the job center.

While there is a significant amount of medium to high density residential uses within the focus area that may potentially provide ridership for transit, these developments are located within large parcels with limited pedestrian connectivity (many provide only one point of access into and out of the block or parcel).

Opportunities

Land Use

- 7 Legacy Meridian Hospital (and ancillary medical uses) a major employment generator, and potential transit destination.
- 8 Existing medium-high density residential may help provide transit ridership.

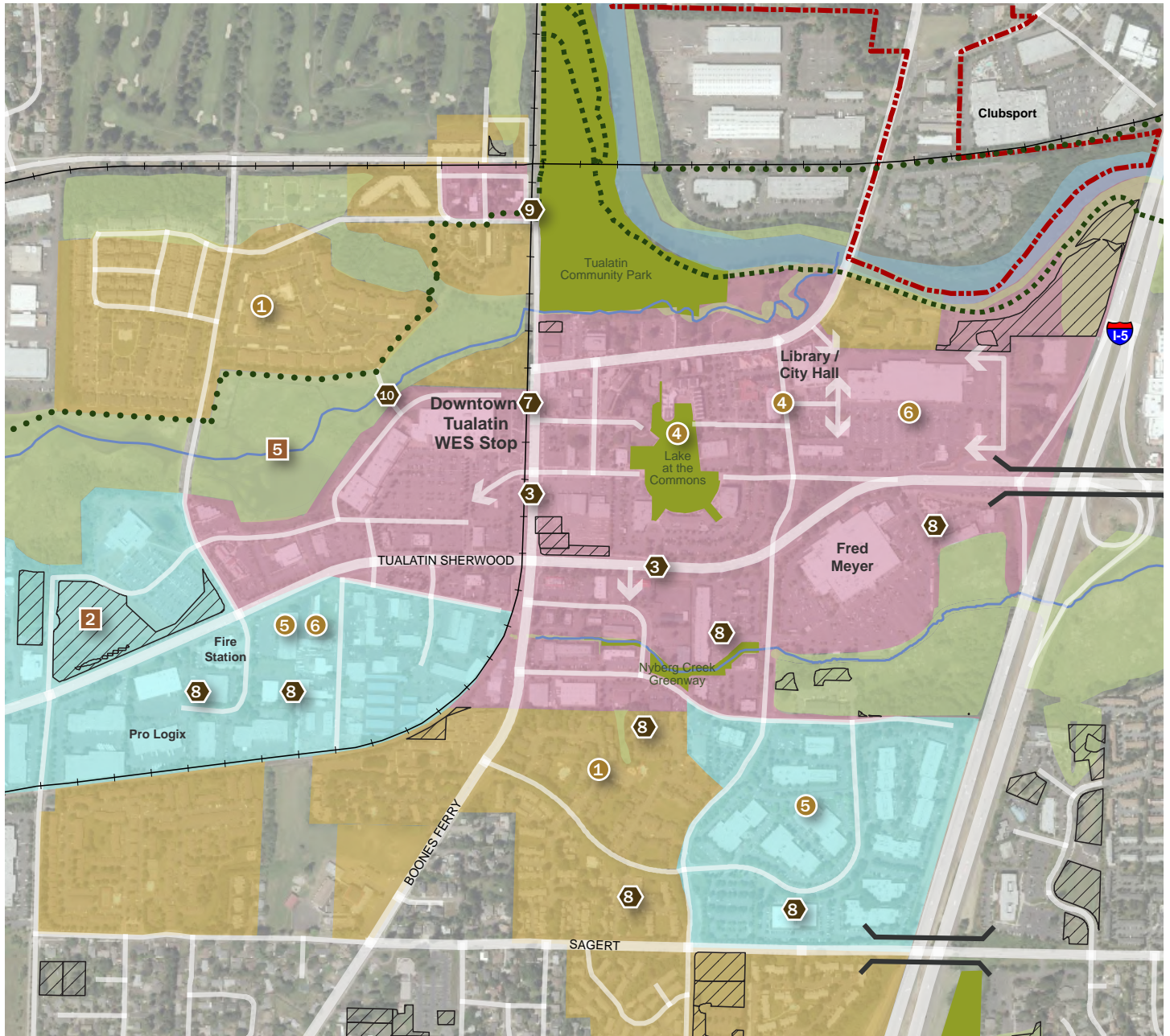
Development / Physical Conditions

- 9 Opportunity for future hospital expansion to provide good multi-modal connections to surrounding street grid and adjacent developments (parcel owned by Meridian Park Hospital).
- 10 Large developable parcels south of the medical center (potentially suited for medical, office, or multi-family uses).

Connectivity / Pedestrian Realm

- 5 Good automobile access from I-5 and along Nyberg Road
- 11 Area currently served by TriMet bus
- 12 Narrower, 3-lane design of 65th relatively pedestrian-friendly.

Downtown Tualatin



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

Connectivity

- potential ROW extension (per TualatinTown Center Plan)
- conceptual path
- existing / planned trail

city limit
 ugb
 railroad



Downtown Tualatin is home to an array of smaller office and commercial businesses, as well as key civic institutions and several apartment and condominium buildings. The downtown area is zoned to provide a range of retail and services, and as the heart of the community, it is a key destination and potential transit generator. The area is currently served by TriMet bus lines and WES commuter rail. However, many of the commercial uses in the downtown area are currently surrounded by surface parking. There may be an opportunity to improve multi-modal connectivity into and through large blocks and parking areas by creating well-defined streets and sidewalks and/or pedestrian and bicycle paths within and between surface parking lots. This would result in smaller blocks and a well marked and safe pedestrian route (as opposed to vehicle-only aisles and driveways).

Radiating out from the downtown core are office and industrial lands that may provide an employment-based transit destination. However, these employment areas are typically poorly connected to the surrounding street grid, and

Constraints

Land Use

- 1 Some existing medium to high density residential, but many developments are poorly connected to the surrounding street grid.

Development / Physical Conditions

- 2 Few vacant / developable parcels.

Connectivity / Pedestrian Realm

- 3 Wide arterials potentially uncomfortable for pedestrians (though sidewalk-oriented commercial helps to mitigate).

are surrounded by surface parking. Improving pedestrian connectivity into and through these large blocks and parcels may help to render these areas more transit-friendly. The perimeter of the downtown area currently provides some medium to high density residential uses, potentially offering another source of transit ridership. However, high-density residential areas in the northwest portion of the focus area are physically separated from the remainder of the area by a creek and protected wetland. Introducing a larger degree of residential and mixed use developments within the downtown core may help to provide ridership for high capacity transit in the future while implementing the strategies within the Tualatin Town Center Plan calling for greater mixed-use development in the town center.

The supply of smaller parcels in the downtown area lends itself to smaller-scaled, pedestrian-oriented development. However, the supply of vacant or developable land is somewhat limited. Furthermore, the auto-oriented nature of the major arterials in the area may disincentivize pedestrian activity.

Opportunities

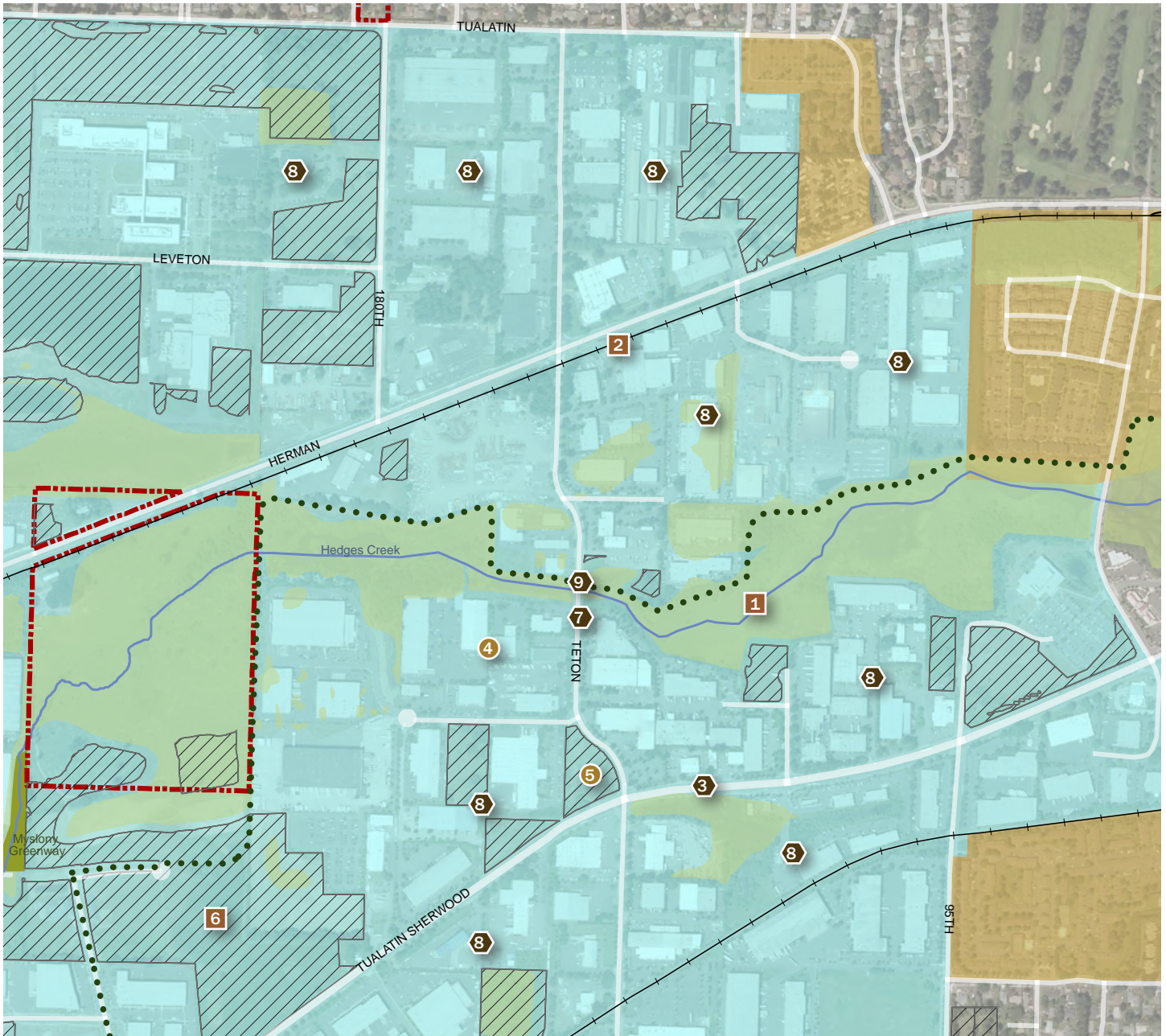
Land Use

- 4 Downtown Tualatin and its associated commercial and civic uses may serve as a potential transit destination.
- 5 Surrounding employment areas may serve as a potential transit destination (with improved connectivity).
- 6 Support for development and redevelopment of mixed-use and higher-density housing in the Downtown (including along Boones Ferry Road) per the Tualatin Tomorrow and Tualatin Town Center Plans.

Connectivity / Pedestrian Realm

- 7 Potential to capitalize on existing transit facilities, including WES commuter rail, regional bus service, and local vanpool and shuttle services.
- 8 Potential to improve multi-modal connectivity into and through large blocks / developments.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail and other existing / planned paths.
- 10 Bridge over wetland area helps to connect multi-family development to commercial areas and WES stop.

Teton / Leveton



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

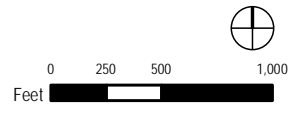
- vacant / developable parcels
- wetland / natural area
- park

city limit

ugb

conceptual path

railroad



The Teton / Leveton area is primarily characterized by employment-based land uses with an array of relatively low-density business and industrial users. The district is largely single-use, with few retail or commercial services that cater to the needs of the area's employees. An opportunity may exist to introduce a wider array of uses, in order to create a more self-sufficient employment district and allow employees to commute to work by transit without compromising their access to services during the day. The focus area currently has several large, developable parcels that might accommodate new development.

The Teton / Leveton area is somewhat constrained in terms of multi-modal connectivity. Opportunities may exist to improve multi-modal connectivity into and through large blocks in order to create a smaller street grid or improved system of paths that is more navigable and hospitable to pedestrians and bicyclists.

Constraints

Development / Physical Conditions

- 1 Creek and wetland area bifurcates the focus area, physically separating north from south.
- 2 Railroad tracks limit connectivity north and south.

Connectivity / Pedestrian Realm

- 3 Wide design of Tualatin-Sherwood Road potentially uncomfortable for pedestrians.

Opportunities

Land Use

- 4 The concentration of employment uses may serve as a potential transit destination
- 5 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.

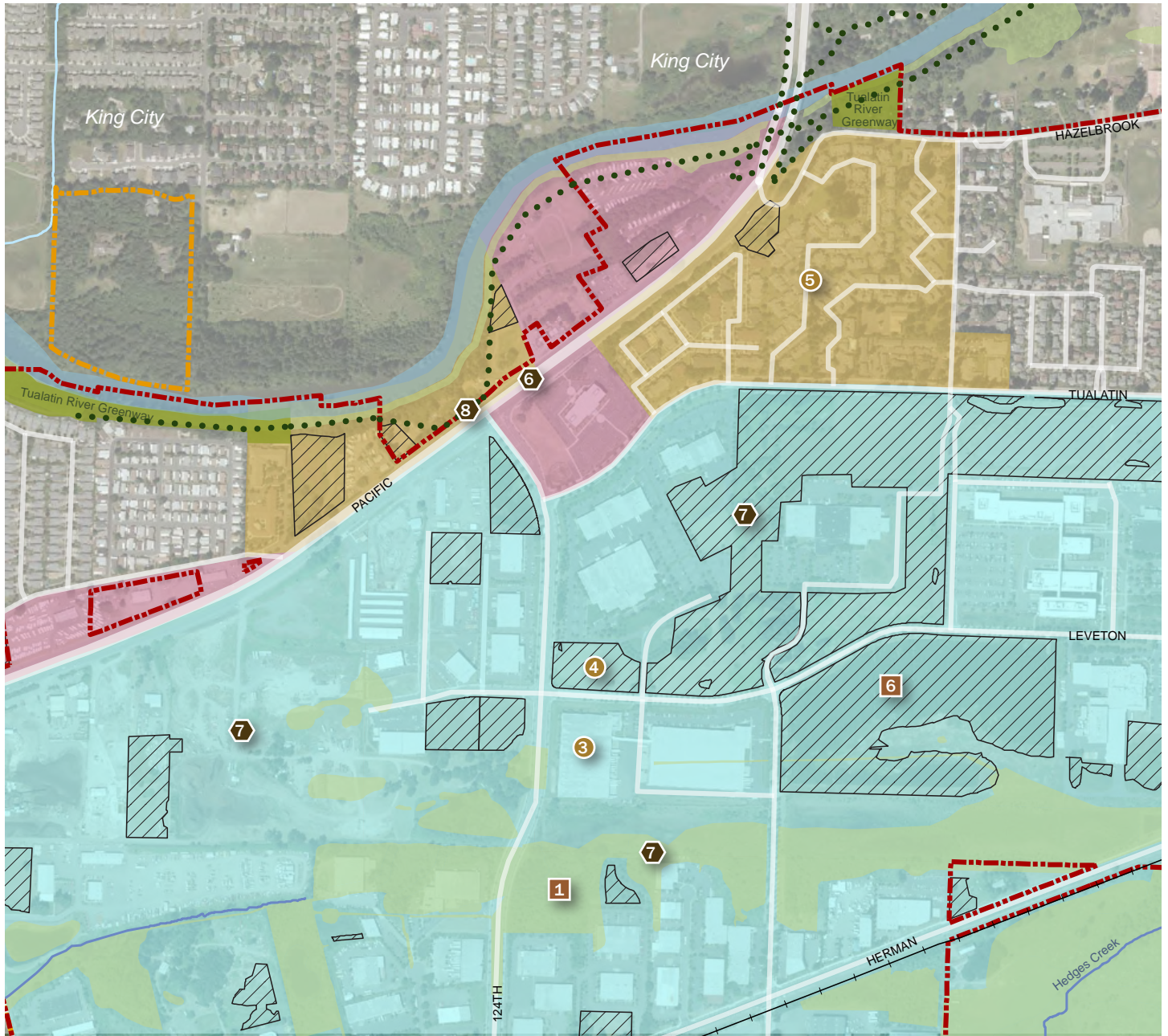
Development / Physical Conditions

- 6 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 7 Narrow cross section of Teton well-suited for multi-modal users.
- 8 Potential to improve multi-modal connectivity into and through large blocks.
- 9 Opportunity to provide strong ped/bike connection to Tonquin Trail.

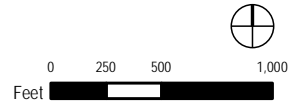
Pacific Financial / 124th



- Potential Transit Origins / Destinations**
- existing commercial
 - existing employment / institutional
 - existing med-high density residential

- Development / Physical Conditions**
- vacant / developable parcels
 - wetland / natural area
 - park

- city limit
- ugb
- conceptual path
- railroad



Like other western focus areas, the Pacific Financial 124th area is primarily characterized by employment uses, with an array of dispersed business and industrial users, including a few commercial uses along Highway 99. Like other employment areas, an opportunity may exist to introduce a wider array of uses in order to allow employees to commute to work by transit without compromising their access to services during the day. The focus area does have several large, developable parcels that might accommodate new development.

The wide, auto-oriented nature of Highway 99 may present a challenge in terms of encouraging pedestrian activity. However, 99W is a major focus for future regional transit investments. Furthermore, like other west-side focus areas, the Pacific Financial / 124th area is characterized by large blocks and parcels with limited or ill-defined pedestrian connections into and through developments. Opportunities

Constraints

Development / Physical Conditions

- 1 Protected wetland area will limit development opportunities.

Connectivity / Pedestrian Realm

- 2 Wide design of Highway 99 potentially uncomfortable for pedestrians.

may exist to improve connectivity into and through large blocks in order to create a smaller street grid or improved system of paths that is more navigable and hospitable to pedestrians and bicyclists.

The area does have some medium-high density residential uses that could also provide a source of transit ridership. However, these developments have limited connectivity to the surrounding street grid. An opportunity may exist to improve connectivity into and through these developments.

Opportunities

Land Use

- 3 The concentration of employment uses may serve as a potential transit destination.
- 4 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.
- 5 Existing multi-family developments may provide ridership for future high capacity transit.

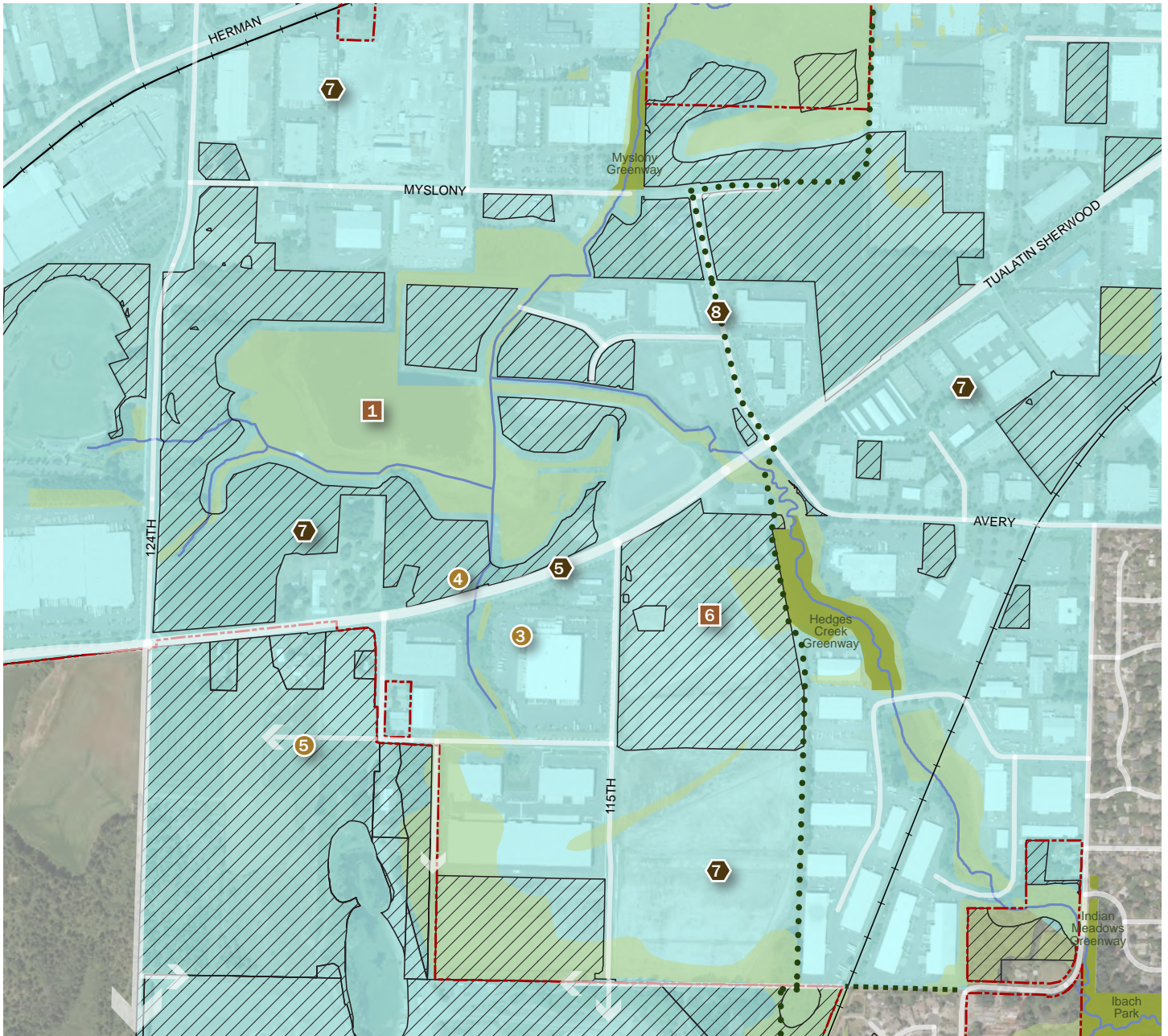
Development / Physical Conditions

- 1 Protected wetland areas a potential natural amenity.
- 6 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 7 Potential to improve multi-modal connectivity into and through large blocks.
- 8 Opportunity to provide strong ped/bike connection to planned Westside Trail.

Southwest Industrial



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

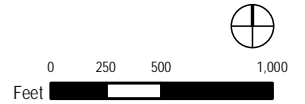
Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

Connectivity

- potential ROW extension (per Southwest Concept Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad



Like other west-side focus areas, the Southwest Industrial area is primarily characterized by employment-based uses, with an array of low-density business and industrial users. Like other employment-based focus areas, an opportunity may exist to introduce a wider array of uses in order to allow employees to commute to work by transit without compromising their access to services during the day. The focus area does have several large, developable parcels that might accommodate new development.

The Southwest Industrial area is characterized by large blocks and development parcels. Opportunities may exist to improve connectivity into and through large blocks in order to create a smaller street grid that is more navigable and hospitable to pedestrians. Furthermore, the auto-oriented, high volume nature of Tualatin-Sherwood Road may be potentially uncomfortable for pedestrians. Opportunities may exist to calm traffic along side streets in order to create a more hospitable environment for pedestrians and bicyclists.

Constraints

Development / Physical Conditions

- 1 Large, protected wetland areas will limit development opportunities.

Connectivity / Pedestrian Realm

- 2 Wide design of Tualatin-Sherwood Road potentially uncomfortable for pedestrians.

Opportunities

Land Use

- 3 The concentration of employment uses may serve as a potential transit destination.
- 4 Opportunity to introduce a wider array of uses (particularly retail and services) in order to cater to local employees and create a more self-sustaining employment district.
- 5 Proposed commercial service area per the Southwest Concept Plan will help to provide needed services in the area.

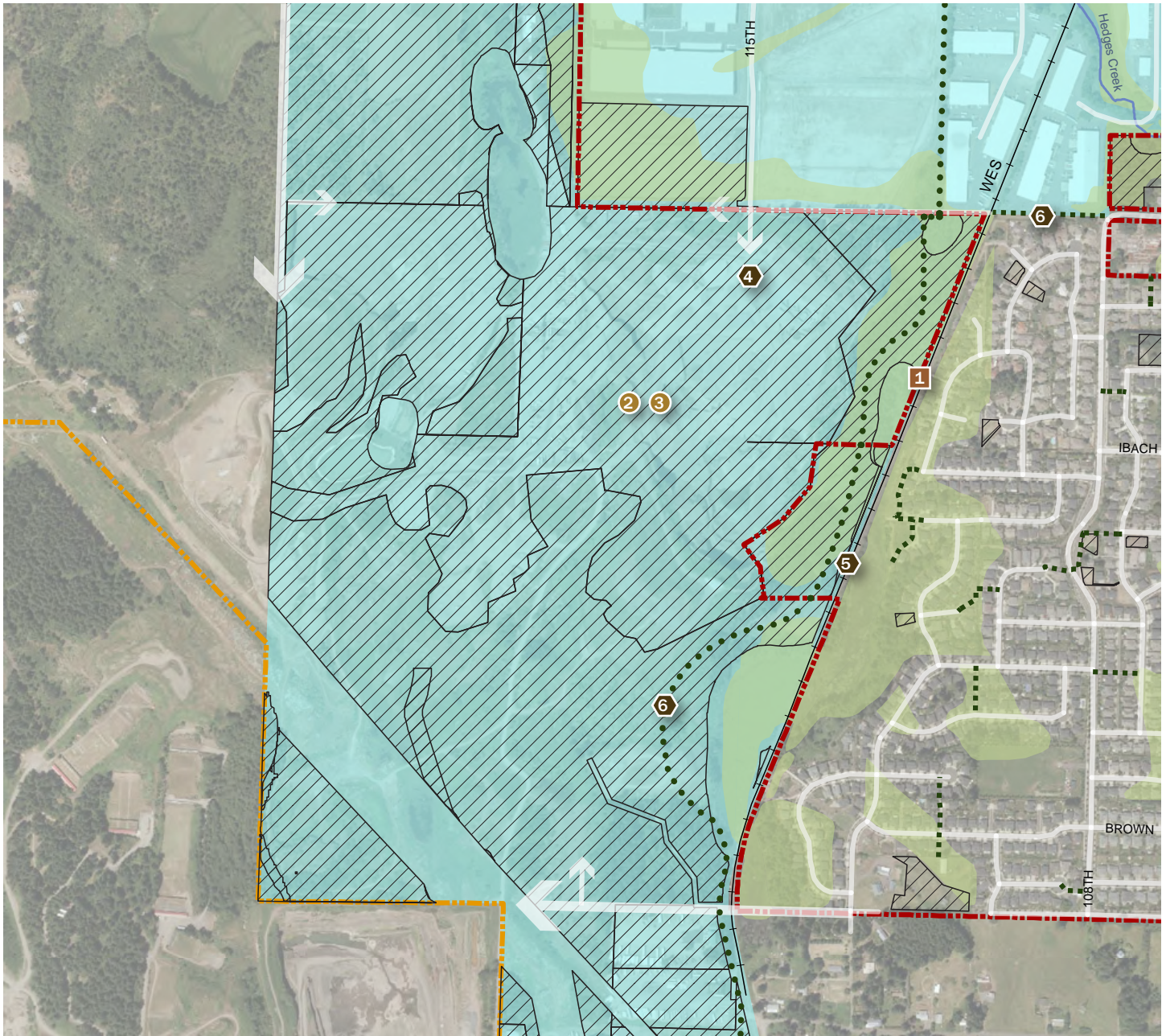
Development / Physical Conditions

- 1 Protected wetland areas a potential natural amenity.
- 6 Several large vacant / developable parcels.

Connectivity / Pedestrian Realm

- 7 Potential to improve multi-modal connectivity into and through large blocks.
- 8 Opportunity to provide strong ped/bike connection to Tonquin Trail.

Southwest Tualatin Concept Plan Area



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

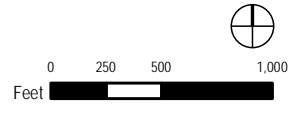
Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

Connectivity

- potential ROW extension (per Southwest Concept Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad



Given that the area currently has few users, the Southwest Tualatin Concept Plan Area presents an opportunity to create a well connected, pedestrian-friendly employment area with services and amenities for workers. A concept plan has been adopted for the area that calls for development with industrial and high tech users in a corporate campus setting with many user amenities. The adopted concept plan also outlines a conceptual street network for the area.

An opportunity may exist to establish design and development guidelines for the area that encourage a more pedestrian-oriented approach to employment and corporate campus developments. Such guidelines might help to ensure that new development provides a well connected grid of streets and paths through large blocks and sites, and that building and site design is pedestrian-oriented and creates a sense of “place” within the district.

Constraints

Land Use

Development / Physical Conditions

- 1 Railroad line and elevation change creates barrier between concept plan area and existing single-family development.

Opportunities

Land Use

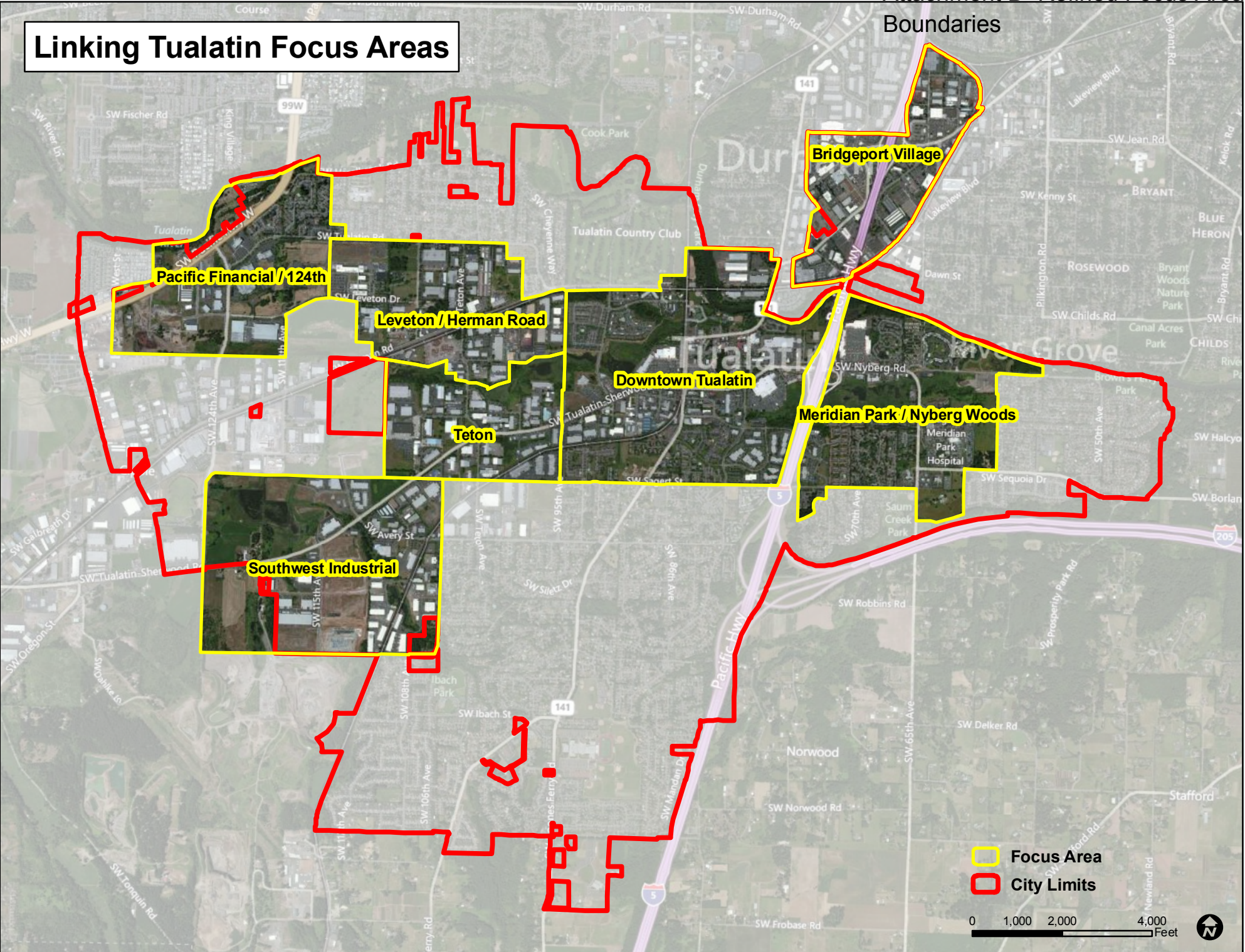
- 2 The concentration of employment uses may serve as a potential transit destination.
- 3 Opportunity to introduce a wider array of uses in order to cater to local employees and create a more self-sustaining employment district.

Connectivity / Pedestrian Realm

- 4 Blank slate development potential creates opportunity to provide finer-grained multi-modal connectivity into the area.
- 5 Potential to create new WES stop
- 6 Opportunity to provide strong ped/bike connection to Tonquin Trail and adjacent residential development.

Linking Tualatin Focus Areas

Boundaries

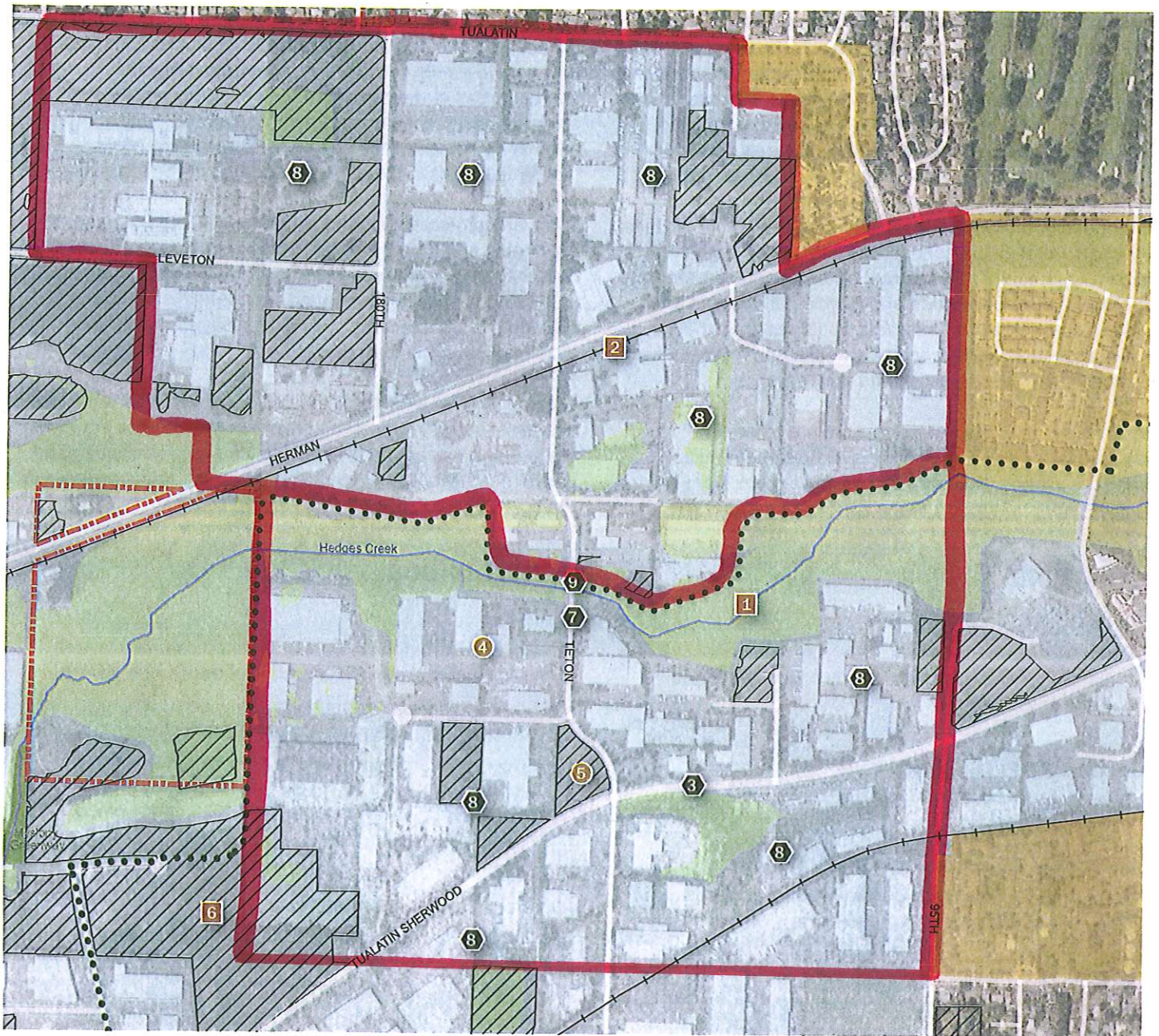


- Focus Area
- City Limits

0 1,000 2,000 4,000
 Feet



Teton / Leveton



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

Development / Physical Conditions

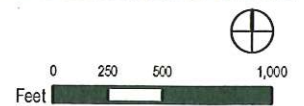
- vacant / developable parcels
- wetland / natural area
- park

city limit

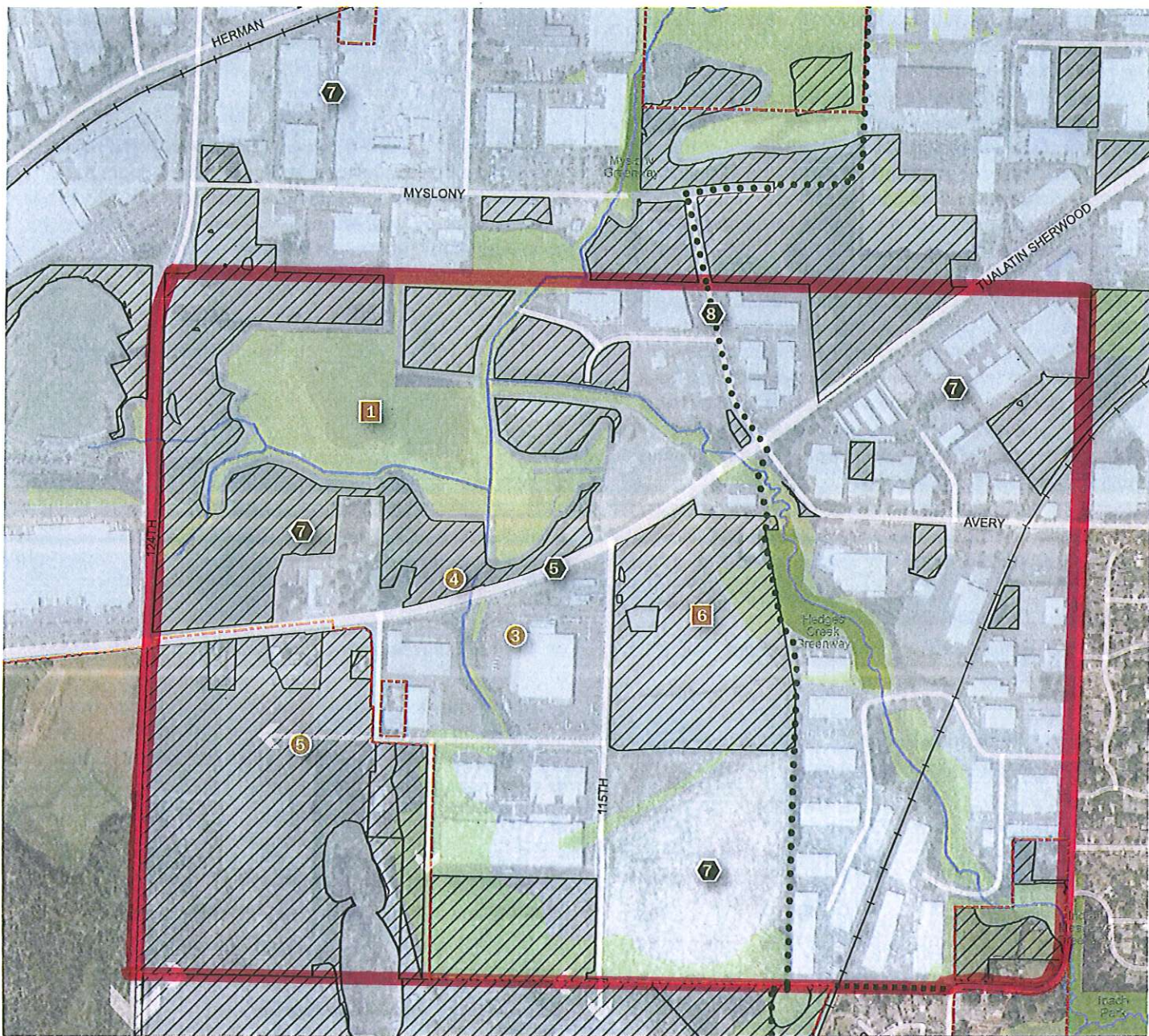
ugb

conceptual path

railroad



Southwest Industrial



Potential Transit Origins / Destinations.

- existing commercial
- existing employment / institutional
- existing med-high density residential

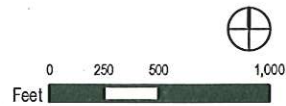
Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

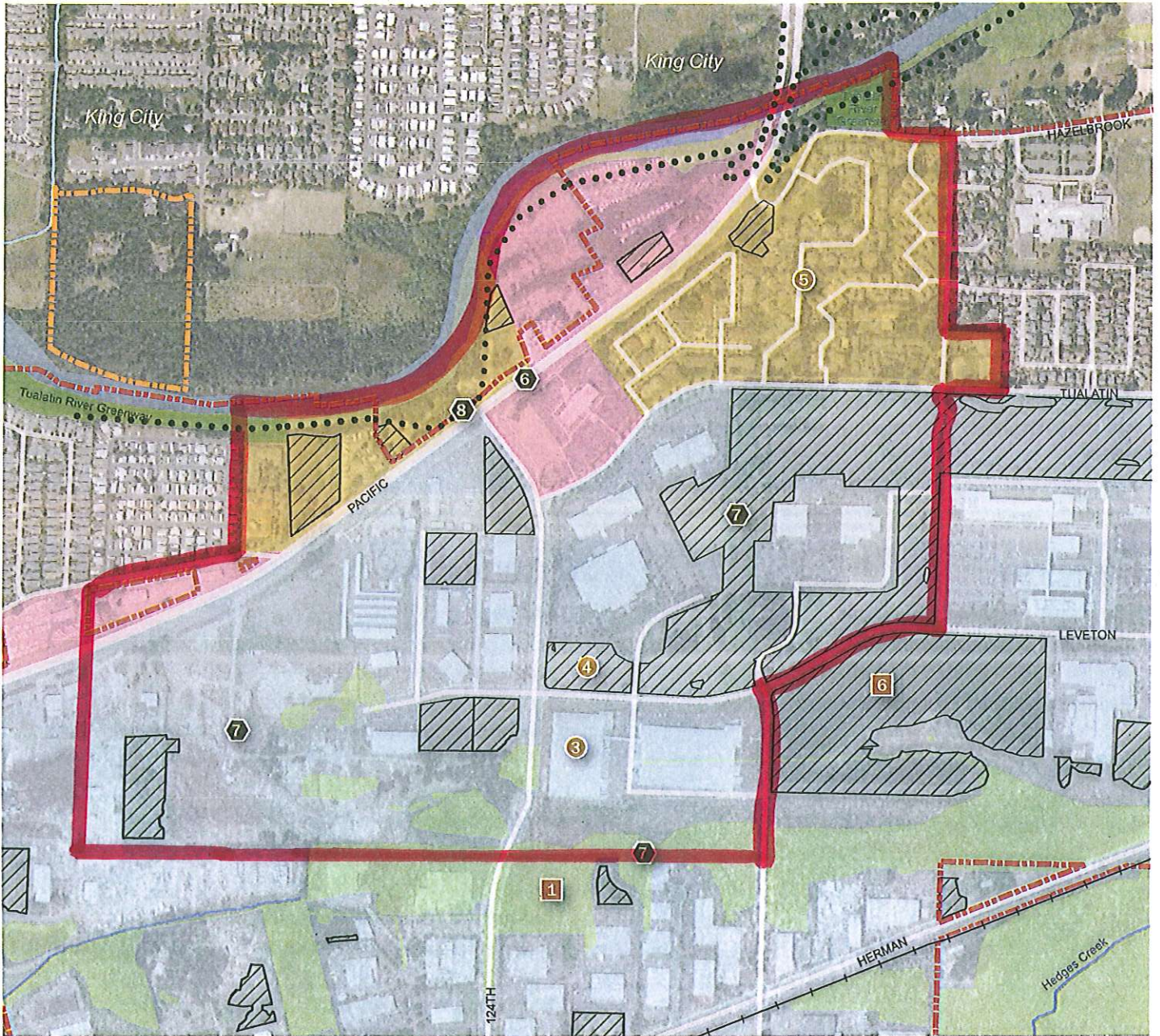
Connectivity

- potential ROW extension (per Southwest Concept Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad



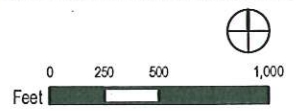
Pacific Financial / 124th



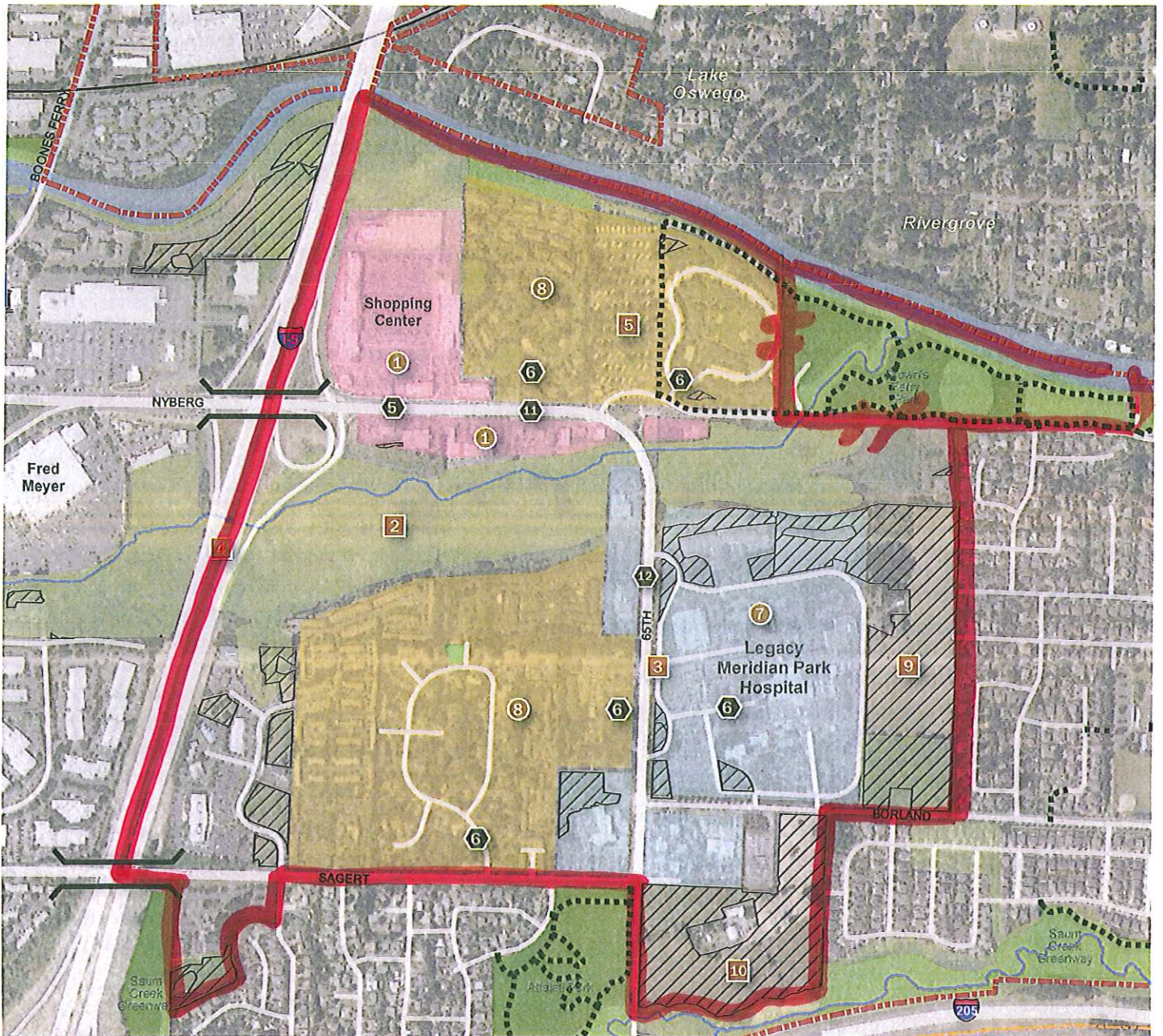
- Potential Transit Origins / Destinations**
- existing commercial
 - existing employment / institutional
 - existing med-high density residential

- Development / Physical Conditions**
- vacant / developable parcels
 - wetland / natural area
 - park

- city limit
- ugb
- conceptual path
- railroad



Meridian Park / Nyberg Woods



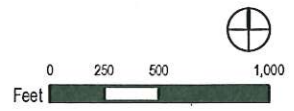
Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

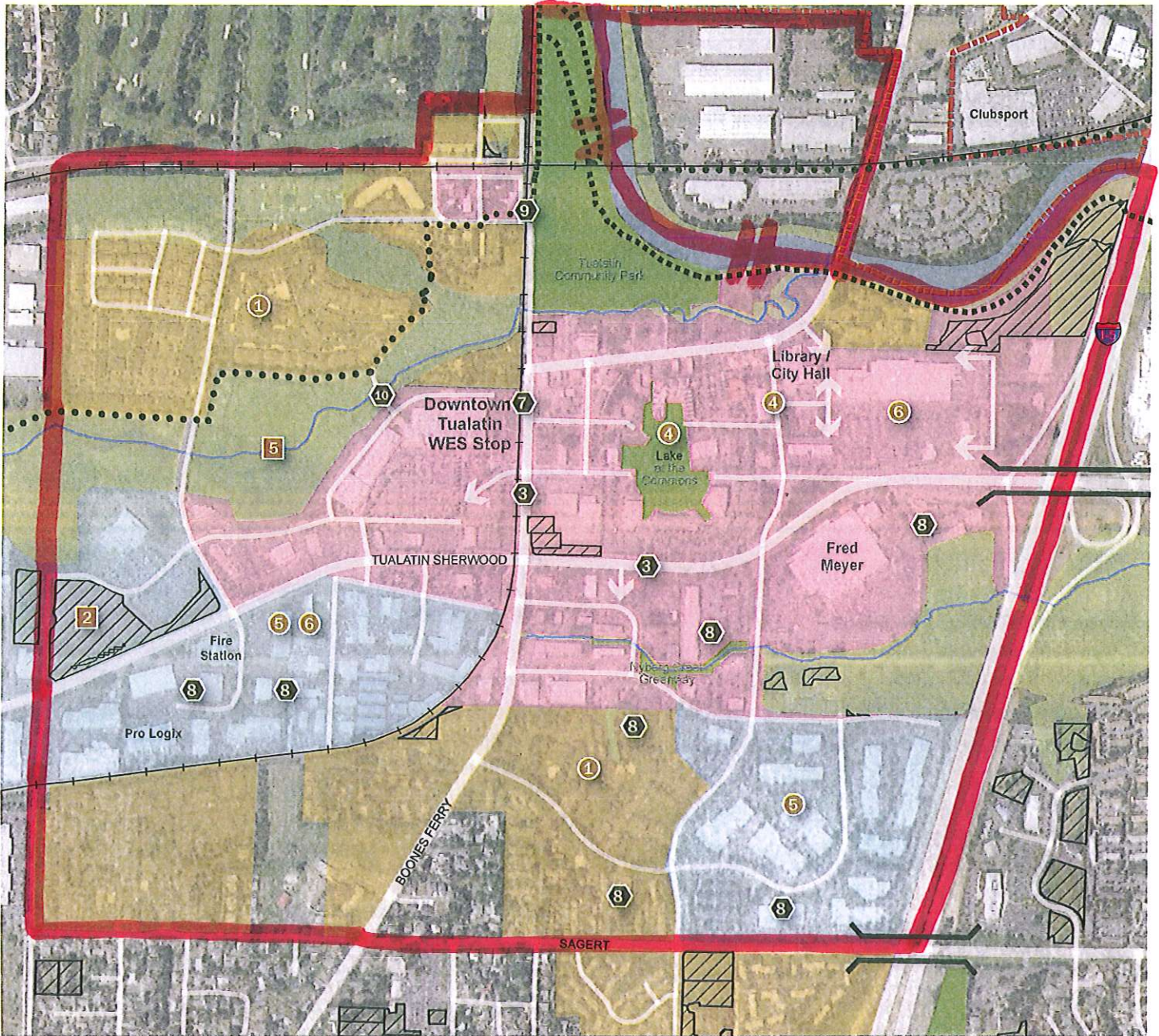
Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- existing / planned trail



Downtown Tualatin



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

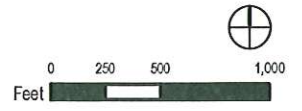
Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

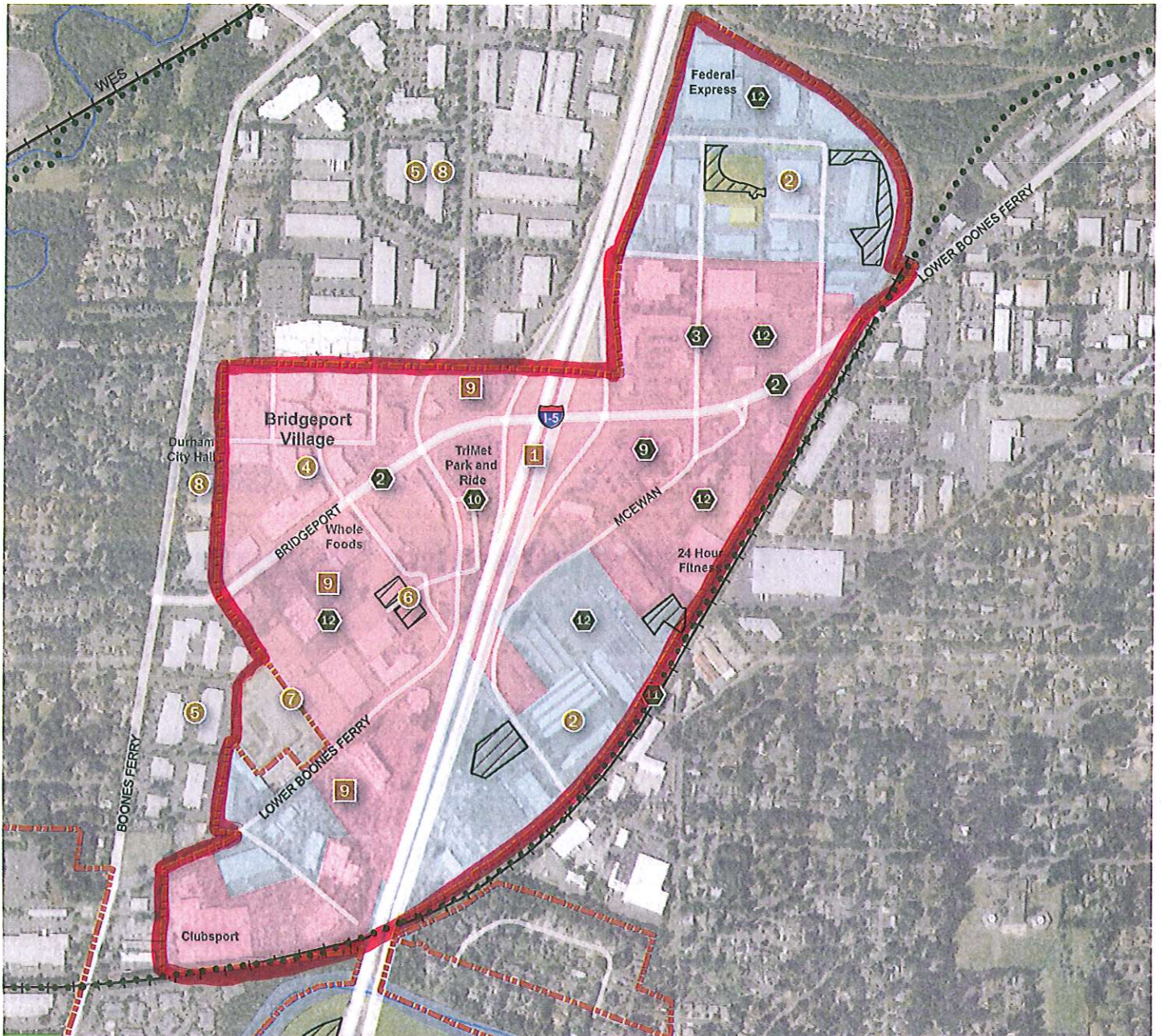
Connectivity

- potential ROW extension (per Tualatin Town Center Plan)
- conceptual path
- existing / planned trail

- city limit
- ugb
- railroad



Bridgeport Village



Potential Transit Origins / Destinations

- existing commercial
- existing employment / institutional
- existing med-high density residential

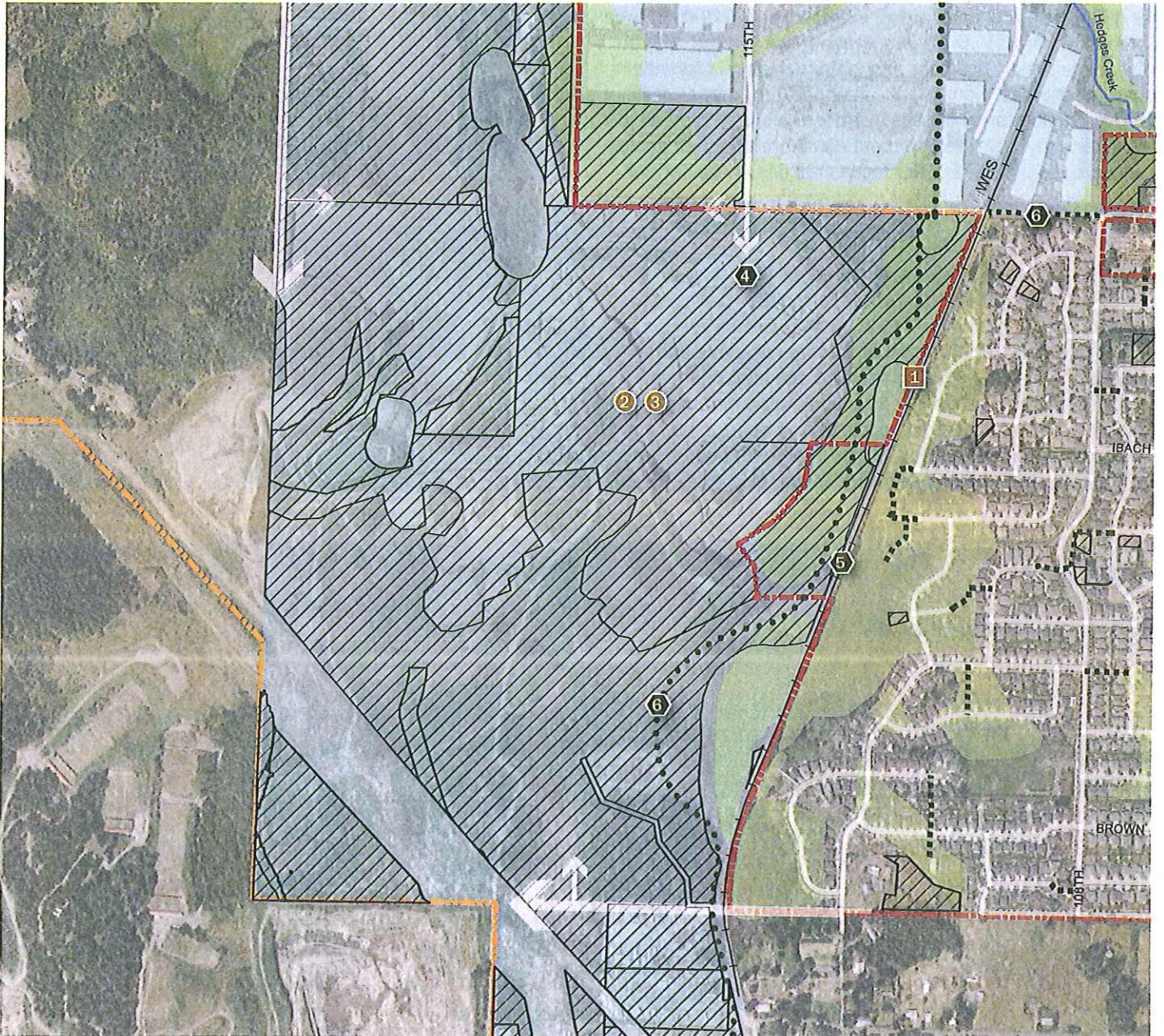
Development / Physical Conditions

- vacant / developable parcels
- wetland / natural area
- park

- city limit
- ugb
- railroad



Southwest Tualatin Concept Plan Area



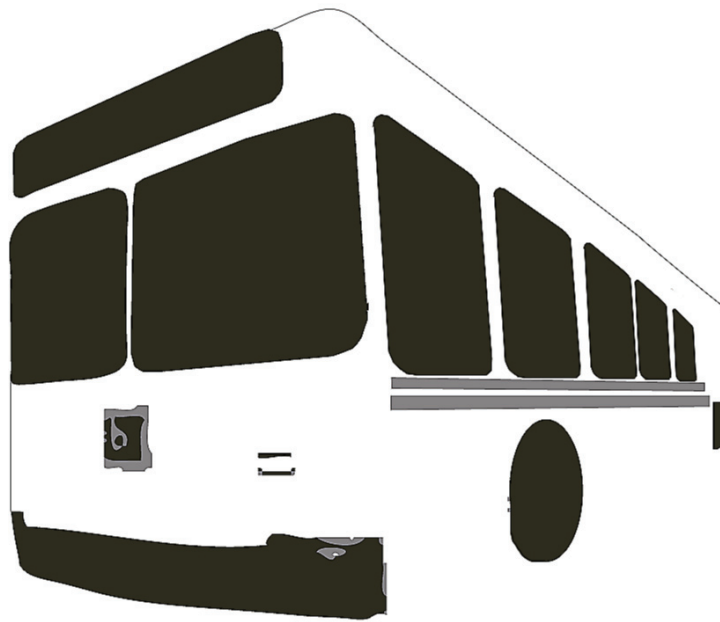
Potential Transit Origins / Destinations
 existing commercial
 existing employment / institutional
 existing med-high density residential

Development / Physical Conditions
 vacant / developable parcels
 wetland / natural area
 park

Connectivity
 potential ROW extension (per Southwest Concept Plan)
 conceptual path
 existing / planned trail

city limit
 ugb
 railroad





Linking Tualatin

Focus Area Typologies Report

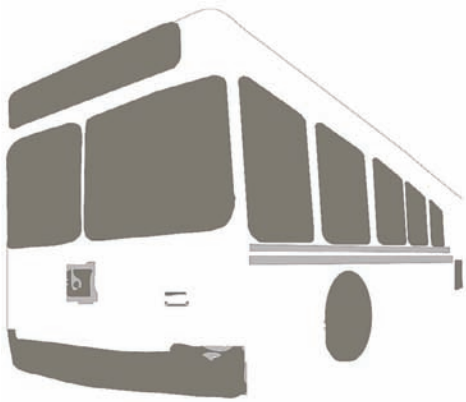
Draft

22 March, 2012



Prepared by SERA Architects, with assistance from Angelo Planning Group





Introduction

Project Background

Linking Tualatin addresses concerns raised by people who live or work in Tualatin about local transit not reaching most of the city’s employment centers. Through this study, the City will bring together community members, local business owners, and employees to find ways to help increase transit use, as well as walking and biking to work, in the future. While local transit service is important, many people also need improved transit connections to the rest of the Portland Metropolitan region. Linking Tualatin will try to meet this need by recommending future high capacity transit options such as bus rapid transit, commuter rail, light rail, enhanced local bus, or parking and congestion management for our city

Because Linking Tualatin is part of a regional transit planning effort called The Southwest Corridor Plan (SW Corridor Plan), it focuses primarily on transit use in the corridor that includes Barbur Boulevard/Highway 99W and I-5 (see Figure 1). The SW Corridor Plan will integrate multiple efforts by cities in this corridor, including preparation of local land use plans; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit – likely bus rapid transit or MAX light rail – to serve the corridor.

The city has identified a preliminary set of focus areas, most of which are located in key employment or commercial areas in the city and are generally located within the SW Corridor planning area. These include the downtown, Meridian Park Hospital, Leveton, Teton, Tualatin-Sherwood Road/124th Avenue, Bridgeport Village and industrial areas south of OR 99W. Existing residential neighborhoods are not the primary focus of the Linking Tualatin Plan and no changes in land uses in those areas are expected as part of the plan. However, improving transit connections, including local transit service, for Tualatin residents and visitors is very important and will be considered in this project and in the city’s Transportation System Plan (TSP) Update, which is also currently underway.

What is a “Typology”

The intent of this report is to identify potential “typologies” for each of the identified focus areas. For the purposes of this project, a typology is a transit-oriented “vision” for the focus area that describes that area’s character, role, and function within the

transit system (and within the community as a whole). Said differently, a typology is a **“transit-oriented place type,”** and helps us to visualize the possibilities for the focus areas. Each typology will have its own distinct character, land use mix, type and scale of development, and approach toward the design of public spaces and multi-modal connectivity.

The typologies presented in this report build off of and directly address opportunities and constraints identified during earlier phases of this project. As mentioned in the opportunities and constraints report, increasing work-related transit trips will heavily rely upon improving urban form and multi-modal connectivity within the focus areas. As such, the typologies presented herein are aspirational, in that they envision what each of the focus areas might look and feel like as a transit and pedestrian-oriented district.

Tualatin Focus Area Typologies

1. Mixed-Use Center

Precedents: Employment / Retail Destination (Tigard); Suburban Center (CTOD)



General Vision and Land Use Character:

A Mixed-Use Center provides an array of large and small format retail, employment, entertainment, and residential uses, and attracts visitors from within the city and / or across the region. The mixture of uses within the district may be both horizontal (with different single-use buildings located next to each other) and vertical (with a mixture of uses provided within a single building).

While retail and employment uses (including office, education, and health clinics) primarily define the character of the district, medium and high density residential uses (potentially located at the perimeter of the district) helps provide opportunities to live near services and employment.

Activity Level

A Mixed-Use Center is an 18-hour activity center, providing retail and employment opportunities during the day, and dining and entertainment opportunities during the evening.

Transit Function

A Mixed-Use Center is a significant transit “destination,” attracting visitors from surrounding neighborhoods and / or across the region. Providing medium to high density residential uses within the district will help to provide “origin” trips as well. Additional origin trips will occur if park and ride facilities are provided.

Connectivity and Multi-Modal Transportation

A Mixed-Use Center is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. Blocks may be larger than in other typologies, however, and where streets are widely spaced, there are designated pedestrian and bicycle paths within and between large blocks to provide safe and direct connections between transit, services, and employment uses.

Sidewalks are fairly wide, in order to accommodate pedestrian traffic, and there are street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are mid- to low-rise (1-4 stories, depending upon the mix of uses provided within the building). While single-use retail may be one story on the low end, residential or residential mixed-use buildings may be taller.

Residential development may include flats located within single-use apartment or mixed-use buildings, as well as townhouses. Retail and office may be large or small format, and may be located within single-use or mixed use buildings.



Top Row: Housing may be midrise, in mixed-use or single use buildings, or lowrise, including townhomes.

Middle and Bottom Rows: A Mixed-Use Center provides an array of large and small format retail, employment, entertainment, and residential uses, and provides a high-quality sidewalk experience.

Parking

On-street, surface, and some structured parking for large residential, employment, commercial, and entertainment uses.

Examples

Bridgeport Village, Tanasbourne, Lloyd/Irvington

Target Metrics

(to be determined)

Minimum FAR:

Employees:

Dwelling units /acre:

Possible Applicability

The Mixed-Use Center could potentially be applied in the following focus areas:

- Bridgeport Village
- Pacific Financial / 124th

Planning Challenges:

- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Improving pedestrian and bicycle crossings across large arterials.
- Introducing medium and high density residential uses to the district

2. Town Center

Precedents: Town Center / Main Street (Tigard); Transit Town Center (CTOD); Mixed-Use Center (Seattle)



General Vision and Land Use Character:

A Town Center is a local center for economic and community activity, and provides a good mix of small and large format retail, smaller-scale employment, and civic/cultural uses, as well as a variety of medium to high density housing types. As such, a Town Center is a largely self-sufficient neighborhood, providing housing, services, employment opportunities, and other amenities that are easily accessible on foot, bike, or transit. Retail serves the needs of district residents as well as the community at large, and may include small, locally owned shops as well as large grocery or department stores (typically situated along busier arterials). All retail is oriented to the sidewalk.

Activity Level

A Town Center is a 14-hour district. Civic uses, office jobs, retailers, and restaurants help to foster daytime activity. Restaurants, bars, and other entertainment uses help to spur nighttime activity.

Transit Function

With office, retail, civic, and residential uses, the Town Center provides a mix of origin and destination trips. A Town Center is likely to provide transit connections (potentially through multiple modes) to other parts of the city and the region as well.

Connectivity and Multi-Modal Transportation

A Town Center is characterized by a tight street grid and narrow streets, and residents, employees, and visitors are able to walk comfortably and safely to businesses and services in the area. There are wide, generous sidewalks with well-defined street walls and transparent ground floors. Sidewalks provide amenities such as street trees and landscaping, pedestrian scale lighting, street furniture, public art, and high quality public spaces. Mid-block crossings are provided where needed, and there is a network of well-marked bicycle routes.

Development Types and Building Scale

Town Centers provide a good mix of multi-family housing types (including mid- and low-rise mixed-use and multi-family buildings, and townhomes). Retail, employment, and civic uses may be housed in single-use or mixed use buildings sited along the sidewalk.

Parking

The district provides plentiful on-street parking and structured parking garages, wherever possible. Surface parking lots are minimal.

Examples:

Downtown Hillsboro, Hollywood, Downtown Lake Oswego



Top Row: As the heart of the community, the Town Center may provide an array of civic uses.

Middle Row: Housing may be midrise, in mixed-use or single use buildings, or lowrise, including townhomes.

Bottom Row: The Town Center is characterized by an active street life, and provides an array of uses oriented to the sidewalk.

Target Metrics

(to be determined)

- Minimum FAR:
- Employees/acre:
- DU /acre:

Possible Applicability

The Town Center could potentially be applied in the following focus areas:

- Downtown Tualatin

Planning Challenges:

- Increasing residential densities/development while respecting the scale of existing development.
- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Improving pedestrian comfort along large arterials.

3. Industrial Employment District

Precedents: Special Use / Employment District (CTOD); Industrial Job Center (Seattle)



General Vision and Land Use Character:

The Industrial Employment District is envisioned as a transit-oriented, pedestrian-friendly job center where employees can commute to work by transit and walk to business and services near their workplace during the work day. It is primarily characterized by small and large light and heavy manufacturing and industrial uses (including tech-flex space), and provides a low to moderate density of jobs per acre. Other, non-industrial employment uses (including office) tends to be minimal, with most of the area dedicated to manufacturing operations. Residential uses are not permitted (though there may be some residential uses located at the periphery).



In addition to employment uses, there are some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners). Much of this retail may be located on or close to nearby arterials and/or major transit stops and employers.

Activity Level

Many businesses in these areas operate 24 hours per day, 7 days per week. However, most of the activity and services within the Suburban Employment District are centered around the pattern of the work day. Sidewalk activity and local commerce is busiest during the morning and evening commute, and during the lunch hour. Activity in the Industrial Employment District will tend to die down after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.

Transit Function

The Industrial Employment District is a transit "destination," and transit service is intended to connect employees from other areas of the city and the region to jobs located within these areas, and also to connect these job centers to mixed use, commercial and civic nodes, and other employment centers within the larger community.

Connectivity and Multi-Modal Transportation

As a transit-oriented employment district, the Industrial Employment District is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. There is a high volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility. Blocks may be larger than in other typologies, and where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, and employment uses.



Top Row: The Industrial Employment District is primarily characterized by small and large light and heavy manufacturing and industrial uses (including tech-flex space), as well as service and commercial uses that cater to local employees.

Middle Row Left: There is a high volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility.

Middle Row Right: Industrial Employment Districts provide on-street parking as well as off-street parking.

Bottom Row: Designated pedestrian and bicycle paths within large blocks help to provide safe and direct connections between transit, services, and employment uses.



Sidewalks and off-street pedestrian / multi-use paths linking employment uses to transit facilities and retail services are safe, comfortable, and sufficiently wide to ensure that workers can move easily and directly between transit, nearby services, and the workplace. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are typically 1-3 stories. Buildings may be single-use. Industrial land is protected for industrial uses by limiting height and FAR.

Along busier streets, buildings may be mixed-use (particularly, ground floor retail with office uses above).

Parking

Parking is provided both on-street and within on-site, surface parking.

Examples

Swan Island (Portland)

Target Metrics

(to be determined)

- Minimum FAR:
- Employees:
- DU /acre:

Possible Applicability

The Industrial Employment District could potentially be applied in the following focus areas:

- Teton
- Southwest Industrial

Planning Challenges

- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Building out and/or leasing existing supply to increase the overall number of employees, and/or increasing employment density and FAR.
- Introducing a wider array of services to serve the daily needs of workers.
- Improving pedestrian comfort along large arterials while facilitating freight mobility.

4. Business Employment District

Precedents: Special Use / Employment District (CTOD); Industrial Job Center (Seattle)



General Vision and Land Use Character:

Like the Industrial Employment District, the Business Employment District is envisioned as a transit-oriented, pedestrian-friendly job center where employees can commute to work by transit and walk to business and services near their workplace during the work day. It provides an array of employment uses in a well-landscaped, campus-like setting, and is primarily characterized by small and large light and tech manufacturing uses (including tech-flex space), offices uses, and corporate headquarters. There is a low to moderate density of jobs per acre. Residential uses are not permitted (though there may be some residential uses located at the periphery).



In addition to employment uses, there are some ancillary commercial uses within easy walking distance from jobs to serve the needs of workers throughout the day (such as restaurants, child care facilities, doctors' offices, banks, and dry cleaners). Much of this retail may be located on or close to nearby arterials and/or major transit stops and employers.

Activity Level

Though many businesses in these areas may operate 24 hours per day, 7 days per week, the Business Employment District is primarily a 10-hour district, with activity centered around the pattern of the work day. Sidewalk activity and local commerce is busiest during the morning and evening commute, and during the lunch hour. Activity in the Business Employment District will tend to die down after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.



Transit Function

The Business Employment District is a transit "destination," and transit service is intended to connect employees from other areas of the city and the region to jobs located within these areas, and also to connect these job centers to mixed use, commercial and civic nodes, and other employment centers within the larger community.

Connectivity and Multi-Modal Transportation

As a transit-oriented employment district, the Business Employment District is highly walkable, and provides a good degree of multi-modal connectivity between and through blocks and individual developments. There is a moderate to low volume of freight movement into and out of the area, and streets need to be designed to provide for a comfortable and safe pedestrian environment while facilitating freight mobility. Blocks may be larger than in other typologies, and where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, and employment uses.



Top Row: Developments in the Business Employment District provide quality landscaping, and employment uses are often located in a campus-like setting.

Middle Row: Buildings address the street, and along more highly trafficked streets may provide a mixture of service and/or commercial uses.

Bottom Row: Individual developments maximize pedestrian and bicycle connectivity by providing clear internal circulation within large parcels, and directly connecting to the sidewalk.



Sidewalks and off-street pedestrian / multi-use paths linking employment uses to transit facilities and retail services are safe, comfortable, and sufficiently wide to ensure that workers can move easily and directly between transit, nearby services, and the workplace. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Buildings are typically 1-3 stories. Buildings may be single-use. Along busier streets, buildings may be mixed-use (particularly, ground floor retail with office uses above). Ancillary retail or commercial uses may be located closer to the street in some locations where larger employment uses are set further back.

Parking

Parking is provided both on-street and within on-site, surface parking.

Examples

Amberglen (Hillsboro)

Target Metrics

(to be determined)

- Minimum FAR:
- Employees:
- DU /acre:

Possible Applicability

The Business Employment District could potentially be applied in the following focus areas:

- Herman Road / Leveton

Planning Challenges

- Improving multi-modal connectivity within and between large sites and surface parking areas.
- Overcoming long walking distances within business and campus developments.
- Building out and/or leasing existing supply to increase the overall number of employees, and/or increasing employment density and FAR.
- Introducing a wider array of services to serve the daily needs of workers.
- Improving pedestrian comfort along large arterials while facilitating freight mobility (where necessary).

5. Mixed-Use Institutional / Employment

Precedents: Special Use / Employment District (CTOD); Special Districts (Seattle)



General Vision and Land Use Character

The Mixed-Use Institutional / Employment District is primarily characterized by large employers or other special uses, including health care or other campus or institutional uses (sports arenas, universities, etc). Employment densities are relatively high, and the employer/institution and its corresponding ancillary uses are the major destination and transit generator, and tends to define the character of the neighborhood. The district also provides commercial retail and services within easy walking distance from jobs and housing to serve the needs of district residents and employees (such as restaurants, child care facilities, banks, and dry cleaners). Much of this retail may be located on nearby arterials. There may also be some medium to high density housing.

Activity Level

The Mixed-Use Institutional / Employment District often functions beyond the 10-hour work day. When there is a large health care facility, activity is often 24/7, and educational institutions are often busy well into the evenings and weekends. This around the clock activity may have implications on transit demand. However, ancillary businesses and commercial services in the area are likely to function around the pattern of the business day. Activity in the area may decrease after 6:00 p.m. and during weekends, though commercial activity that is aligned along arterials may also cater to weekend and evening users from outside of the district.

Transit Function

Primarily an employment and institutional services destination, with some origin trips from surrounding residential uses.

Given the large number of employees in the area, large employers and institutions may provide shuttle services to transport users and employees to and from transit stations and other destinations.

Connectivity and Multi-Modal Transportation

The Mixed-Use Institutional / Employment District provides comfortable sidewalks linking employment and institutional uses to residential uses, transit facilities, and retail services. On busy streets, there are preferably street trees and/or other landscaping, as well as on-street parking to provide a buffer (and a sense of safety) between the pedestrian realm and the vehicular portion of the right-of-way. Where streets are widely spaced, there are designated pedestrian and bicycle paths within large blocks to provide safe and direct connections between transit, services, residential, and employment uses. There should be clear, well-defined pedestrian paths between the public sidewalk and individual buildings entrances. Key streets should provide dedicated bicycle facilities.

Development Types and Building Scale

Within campuses and large institutional developments, buildings may be quite tall (actual height limitations depend upon the planning district designation, but may be as tall as 95 feet in the Medical Center district, or 50 feet in the Institutional district).



Top Row, Left: Buildings and screen walls located along the sidewalk help to define the public realm.

Bottom Row, Left: Ground floor retail space helps provide opportunities for services.

Top and Bottom Row, Right: clear, internal pedestrian and bicycle paths can help to break up large blocks and creates a safe and comfortable walking environment.

Ancillary office and commercial uses may be located in low- to mid-rise single use or mixed-use buildings. Residential buildings may be low- to mid-rise (including flats and townhouses).

Parking

Campuses and large institutions may provide structured parking garages, while smaller uses and residential developments will likely provide surface parking.

Examples

Providence, Emmanuel, and Good Samaritan, and Kaiser Sunnyside Hospitals in Portland.

Target Metrics:

(Note: metrics below per CTOD "Special Use/ Employment District" typology)

- Minimum FAR:
- Employees:
- DU /acre:

Possible Applicability

The Mixed-Use Institutional / Employment District could potentially be applied in the following focus areas:

- Meridian Park / Nyberg Woods
- Pacific Financial / 124th

Planning Challenges

- Improving multi-modal connectivity to, from, and within large residential and institutional developments.
- Introducing a wider array of services to serve the daily needs of workers.
- Improving pedestrian comfort along large arterials.

City of Tualatin Linking Tualatin Review & Discussion

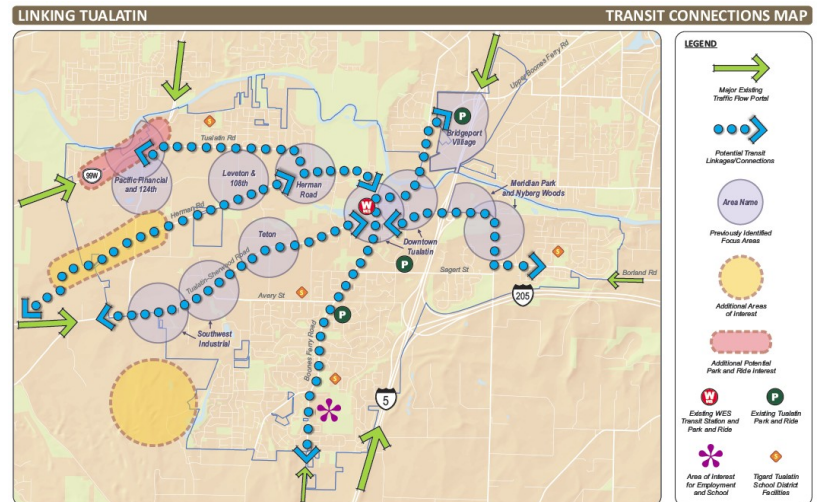


April 3, 2012

Progress to Date

- **Information Gathering & Reports:**

- Goals & Objectives
- Key Transit Connections Map
- Plan & Policy Review
- Market Analysis Report
- Existing Conditions Report
- Constraints & Opportunities Report
- Potential Project Ideas



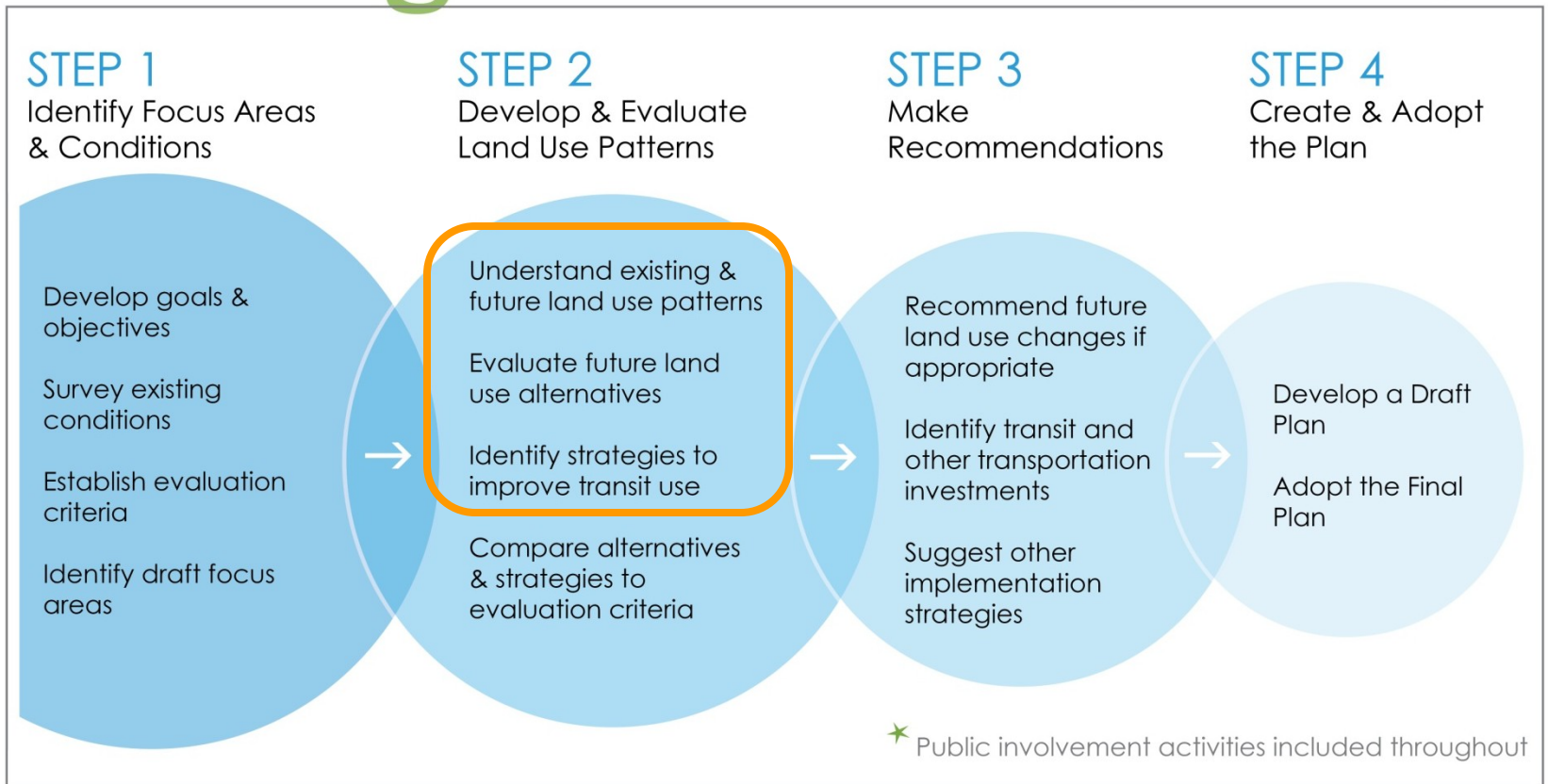
Progress to Date

- **Meetings / Events:**
 - Transportation Task Force
 - Transit Working Group
 - Kick-off Meeting / Open House
 - Chamber Key Leaders Breakfast



Progress to Date

Linking Tualatin How today's work ends with a plan

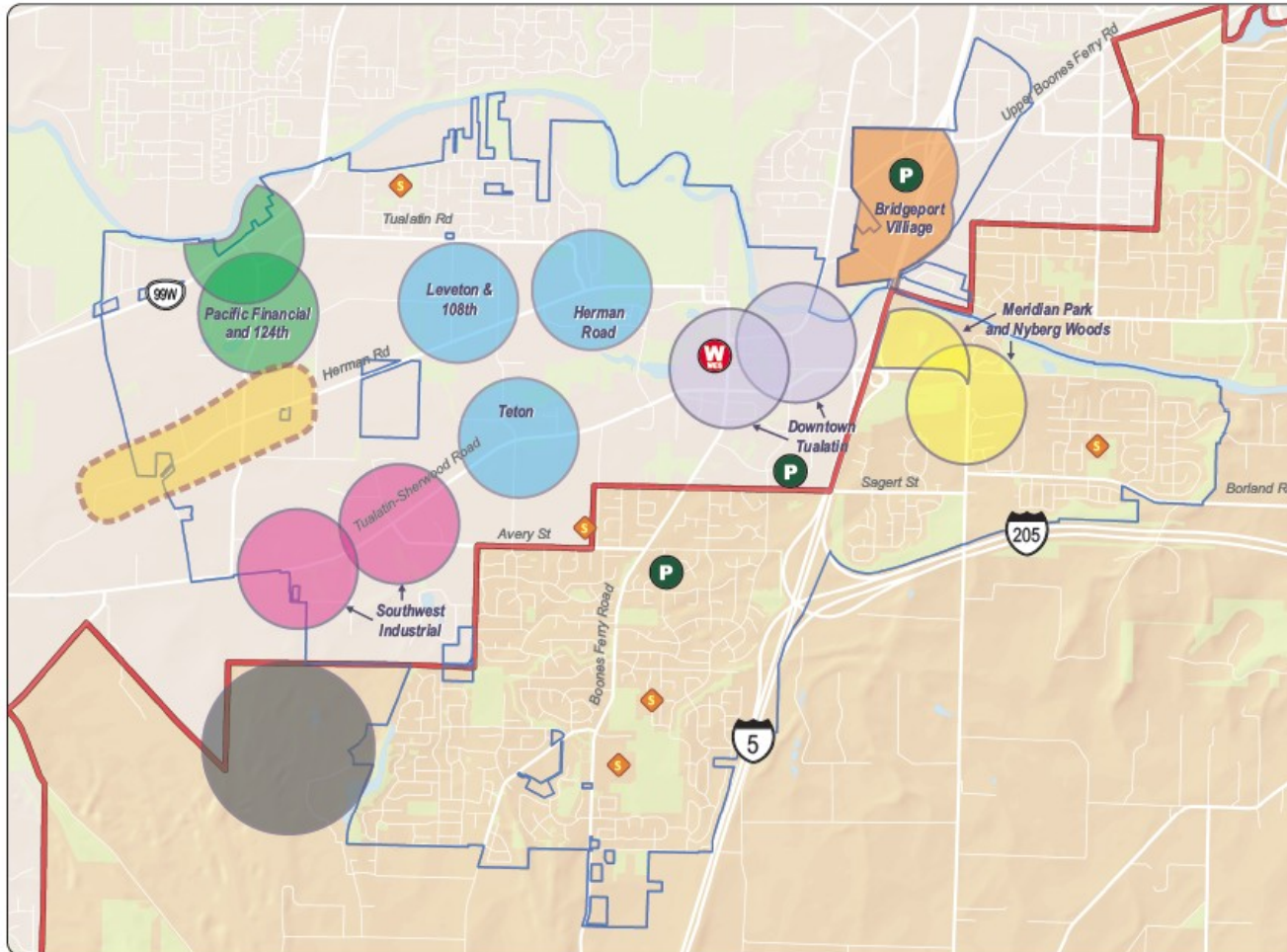


Vision —————> Reality

Focus Area Update








LINKING TUALATIN

FOCUS AREAS AND OTHER AREAS OF INTEREST



LEGEND

Previously Identified Focus Areas Combined for Existing Conditions

-  SW Tualatin Industrial
-  Bridgeport Village
-  Meridian Park Nyberg Woods
-  Pacific Financial 124th
-  Teton Leveton
-  Downtown Tualatin
-  SW Tualatin Concept Plan Area


Additional Areas of Interest

-  Existing WES Transit Station and Park and Ride
-  Existing Tualatin Park and Ride

-  Tigard Tualatin School District Facilities
-  SW Corridor Data Collection Area Boundary

Focus Area Update

- **Constraints & Opportunities:**
 - Improve connectivity to and through development
 - Improve access to services
 - Improve pedestrian accessibility & comfort along streets
 - Increase transit trips
 - Improve livability and pedestrian-friendliness



Focus Area Update

- **Boundary Refinement:**
 - Employment areas
 - Multiple family residential areas
 - Parks & open space areas





Focus Area Update

- **Transit-Oriented Place Types Describes:**
 - Character of a focus area
 - Role and function of a focus area
 - Visualize the possibilities for a focus area in the future
- **Place Type Elements:**
 - General Vision and Character
 - Activity Level
 - Transit Function
 - Connectivity and Multi-Modal Transportation
 - Development Types and Building Scale
 - Parking
 - Challenges
 - Applicability

Focus Area Update

- **Tualatin's Transit-Oriented Place Types:**
 - Mixed-Use Center
 - Town Center
 - Industrial Employment District
 - Business Employment District
 - Mixed-Use Institutional / Employment



Focus Area Update

- **Mixed-Use Institutional / Employment**
 - Large employer or special use
 - Transit destination, but also generates trips
 - Services within easy walking distance
 - Medium to high density housing
 - Activity often extends beyond the 10-hour workday to evenings and weekends
 - Comfortable sidewalks & well-defined pedestrian paths
 - Low to mid-rise buildings mixed with institutional campuses & special use buildings
 - Structured & surface parking
- **Meridian Park / Nyberg Woods; Pacific Financial / 124th**



Next Steps

- **April 23:** Present to Council
- **June 4-7:** 4-day Community Workshop



Next Steps

4-Day Community Workshop Tentative Schedule

	Day 1	Day 2		Day 3		Day 4
Morning (8-12)	Consultant team and staff setup and orientation	Land use alternatives identification, ranking and suggested refinements	Focus Areas 1-3	Create / refine preferred alternatives	Focus Areas 1-3	Refine preferred alternatives, as needed Begin to document workshop results
Afternoon (12-4:30)	Review and refine (if needed) focus area boundaries with key stakeholders		Focus Areas 4-6		Focus Areas 4-6	Complete documentation of results for evening presentation
Evening (4:30-8:30)	Public open house to review focus areas, workshop schedule and evaluation criteria		Focus Areas 7-8		Focus Areas 7-8	Public meeting and presentation of workshop results and next steps
		Post and review results of work on Focus Areas 1-8		Post and review results of work on Focus Areas 1-8		



Next Steps

- **Evaluation Criteria:**

- Demographics
- Land Use
- Housing
- **Employment**
- Recreation
- Environment
- **Travel**
- Climate Change

- **Assess how well Focus Areas align with Goals & Objectives**

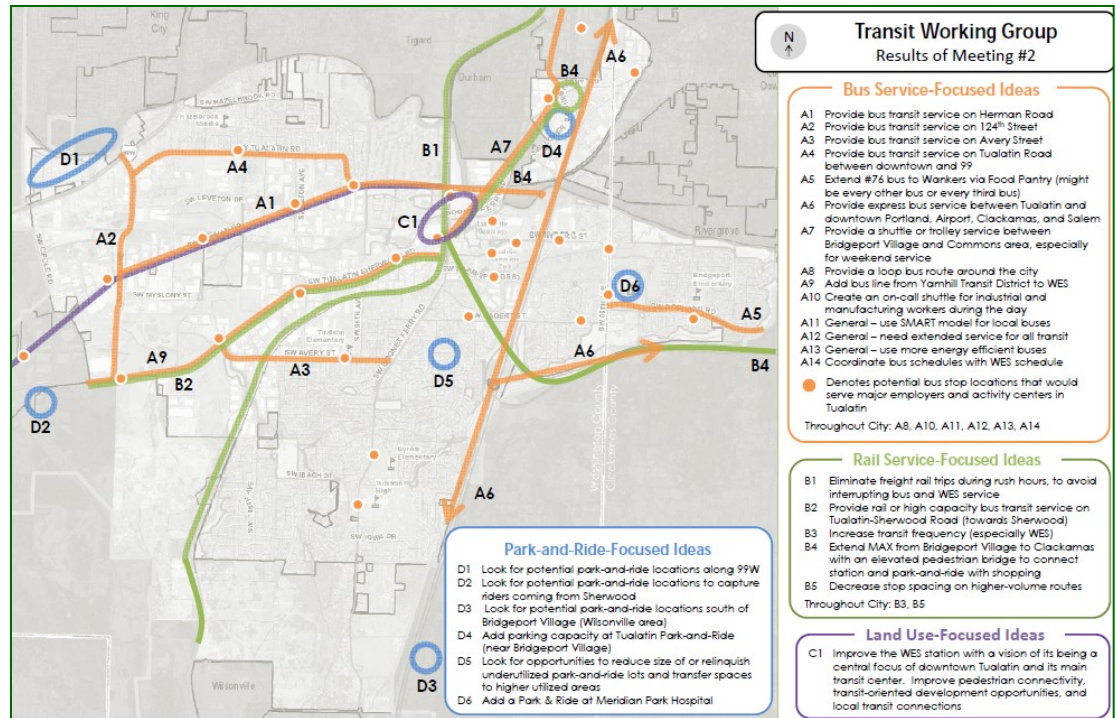
- Jobs to Housing Ratio
- Jobs to acre ratio
- Commercial Building Potential
- Transit Proximity to Employment

- Street Segment Length
- Street Network Density
- Transit Service Coverage
- Pedestrian Network Coverage
- Street Route Directness
- Bicycle Network Coverage

Next Steps

• TSP

- April - Task Force & Working Groups: Refine Potential Project Ideas
- May 1: Present to Planning Commission





Upcoming Events







APRIL

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

MAY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**Need new dates for TTF
on 5-17 and Open House
on 5-31**

-  Task Force Meeting
-  Working Group Meeting
-  Open House or Workshop
-  TPC (formerly TPAC) Briefing
-  Council Special Report
-  Council Work Session



Upcoming Events

Working Group	Upcoming Meeting Date
Bicycle & Pedestrian	April 4 th , 6-8 pm Tualatin Police Department
Industrial & Freight	April 10 th , 11:30 am - 1:00 pm Location TBD
Neighborhood Livability	April 11 th , 6-8 pm Rm 104, Meridian Park Hospital Education Building
Major Corridors & Intersections	April 16 th , 6-8 pm Tualatin Police Department



Discussion

1. Are there any comments on the **refined Focus Area boundaries**?
2. Are the **Transit-Oriented Place Types** the kinds of places we envision in Tualatin in the future? Are our initial ideas about how they apply to the different focus areas on target?