



# TUALATIN CITY COUNCIL

OFFICIAL MEETING MINUTES  
FOR FEBRUARY 10, 2025

**PRESENT:** Mayor Frank Bubenik, Council President Valerie Pratt, Councilor Maria Reyes, Councilor Cyndy Hillier, Councilor Christen Sacco, Councilor Octavio Gonzalez

**ABSENT:** Councilor Bridget Brooks

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Mayor Bubenik called the meeting to order at 5:00 p.m.

## **1. *Climate Friendly Equitable Communities (CFEC) Rules Regarding Walkable Communities.***

Assistant Community Development Director Steve Koper and Senior Planner Erin Engman, along with MIG Consultants Kate Rogers, Jon Pheanis, and Keegan Gulick, presented an update on the Climate-Friendly and Equitable Communities (CFEC) Walkable Design Standards. Consultant Rogers explained that CFEC is a state-mandated initiative aimed at reducing greenhouse gas emissions from transportation by implementing walkable design standards. She stated the requirements apply to the eight metropolitan regions in Oregon and include designated climate-friendly areas, parking reform, and updates to the Transportation System Plan (TSP). Consultant Rogers noted that the city has already adopted parking updates and is currently working on the TSP updates.

Consultant Rogers outlined the benefits of walkable design standards, explaining that pedestrian-oriented development prioritizes pedestrian movement, reducing reliance on driving and lowering transportation-related pollution. She stated that connectivity and access are improved by integrating multiple transportation modes into an efficient network, which reduces travel times and encourages walking, bicycling, and transit use. Additionally, compact development concentrates density, shortening distances between homes, workplaces, shops, and services, making them more accessible. She noted that the city must adopt walkable design standards before making major updates to the TSP and stated that an extension for this project will be requested through the Department of Land Conservation and Development (DLCD), with anticipated adoption after June 2025.

Consultant Rogers explained that these standards will apply to both new and redevelopment projects across all commercial and residential zoning districts. She described several key code concepts under consideration, including block length and perimeter requirements that promote better walkability and connectivity. Consultant Rogers shared that maximum setback and building entrance standards are being considered to ensure buildings are located closer to the street, creating a welcoming and pedestrian-friendly environment. She stated parking lot locations are another important factor, as properly designed parking can enhance safety and support a cohesive, enjoyable pedestrian experience. Additionally, for auto-oriented uses, walk-up service areas will need to be separated from drive-through lanes to support pedestrian safety.

Consultant Rogers also shared feedback from stakeholder focus groups held in December, which included members of the TSP Community Advisory Committee and real estate and development professionals who work in Tualatin. She stated key takeaways from those discussions included

strong support for shorter block lengths and improved connectivity, interest in midblock pedestrian access, and support for reducing front setbacks. Stakeholders also expressed a preference for residential entry orientation on lower-traffic streets and supported parking location standards for new development.

Consultant Rogers outlined the next steps in the process, stating that draft code refinements will be made, with updated proposals expected to come forward for further review in April.

Councilor Sacco expressed support for the proposed code concepts and emphasized the importance of incorporating safety measures, including ensuring that areas are well-lit and that there are barriers between different modes of transportation to enhance pedestrian safety.

Council President Pratt sought clarification on the regulations related to drive-thrus, specifically regarding stackable lanes and their placement in relation to intersections. Consultant Rogers explained that a stacking lane refers to the designated line of cars waiting to reach the service window, designed to prevent vehicles from blocking sidewalks or parking lots.

Council President Pratt also inquired about residential lot coverage requirements. Consultant Rogers explained that this refers to the portion of a lot that can be developed as buildable space. Council President Pratt stressed the importance of ensuring that enough space remains for residents to comfortably enjoy their living environments.

Councilor Hillier stated that she is generally in support of the proposed code changes but asked whether they could be applied retroactively. Consultant Rogers explained that it would be up to the council to determine where the rules apply and whether existing developments would need to conform to the new standards.

Councilor Hillier also emphasized the importance of ensuring sufficient parking for visitors who do not live in the designated walkable areas but still want to access them.

Mayor Bubenik inquired whether there would be separate standards for residential and mixed-use developments. Director Koper confirmed that distinct standards would be established for each.

Mayor Bubenik also expressed concerns about backloaded parking lots, noting that those already in the city have posed challenges for business owners. He stressed the importance of maintaining flexibility in standards while ensuring they are applied consistently to all developments.

## **2. 65th/Borland/Sagert Project Update.**

City Engineer Mike McCarthy and Engineering Associate Abby McFetridge presented an update on the 65th/Borland/Sagert conceptual design. Associate McFetridge provided the project background, noting that city staff received complaints regarding congestion in the area, which were visually confirmed during peak hours. She stated that staff have been conducting a traffic analysis, which included measuring traffic volumes and delays, modeling traffic operations, evaluating walking and cycling conditions, and performing a safety evaluation. Associate McFetridge noted that staff have worked closely with Washington and Clackamas County representatives, reaching a consensus recommendation among all three agencies.

Associate McFetridge presented the proposed design concept and explained the new traffic movements through the intersection at 65th Avenue and Borland Road. Engineer McCarthy

highlighted that the addition of a northbound right-turn lane would provide the greatest benefit for alleviating congestion in the area. Associate McFetridge added that the planned improvements at the Borland intersection are expected to significantly reduce queue times on Sagert Street. She stated that the next steps in the project include engaging with adjacent property owners and conducting public outreach.

Councilor Hillier asked how dependent the improvements are on the signals being synchronized. Associate McFetridge stated that the signal timing and coordination will be reviewed and synchronized as part of the project.

Councilor Hillier inquired about the impact on bike and pedestrian movements. Associate McFetridge stated that buffered bike lanes will be added to enhance safety and accessibility.

Councilor Sacco asked about potential changes in traffic patterns near nearby businesses and how much traffic would be diverted to access them. Associate McFetridge shared data from the traffic analysis, noting that the number of vehicles entering business during peak times was very low.

Councilor Reyes asked if similar traffic designs exist elsewhere in the city. Engineer McCarthy provided examples of other locations where similar traffic controls have been implemented.

Councilor Reyes also asked about commuter time savings. Associate McFetridge stated that their evaluation is based on the number of cars queued rather than direct time savings.

Council President Pratt asked about traffic flow for the affected properties. Associate McFetridge explained that traffic will continue to flow from all directions to and from the businesses.

Councilor Hillier raised concerns about ingress to eastbound businesses on Borland Road and associated safety issues. Associate McFetridge stated that changes to those business accesses would require negotiations, which were not well received during previous outreach efforts.

Mayor Bubenik asked how far down 65th Avenue the design changes extend. Associate McFetridge presented a map detailing the project's start and end points.

Mayor Bubenik also asked if the project is considered "shovel-ready" for federal funding purposes. Engineer McCarthy responded that the project is still in the early design phase, but the design concepts could be incorporated into future funding applications.

Council President Pratt inquired if funds from a potential road ownership transfer could be used for this project. Engineer McCarthy stated that it is a possibility.

Councilor Sacco asked if the new trail in the area will connect to the sidewalks included in this project. Engineer McCarthy clarified that the trail is located north of the project area.

### **3. Residential Parking Permit Zones.**

Police Chief Greg Pickering and DKS Consultant Jenna Barnett presented an update on the residential parking permit zones. Chief Pickering provided a brief history of the city's residential parking zones, noting that there are currently ten designated locations. He explained that the existing process involves community members submitting a request to the City Council, conducting a resident survey, and council consideration of the requested zone. Based on feedback from staff, the City Council, and the community, an evaluation of the process was deemed

necessary. To assist with this evaluation, the Police Department engaged DKS Associates to review the current Residential Parking Permit Program and neighborhood parking issues around Tualatin High School.

Consultant Barnett discussed the Tualatin Parking Study survey, focusing on the area surrounding the high school. Her findings for off-campus parking revealed that no students parked in the nearby church lots, most students parked along Boones Ferry Road and Iowa Street, and some streets were designated as permit-only zones. She stated an on-campus parking analysis showed that 65–75% of stalls in the north and south lots were occupied during the day. Field observations conducted before and after school indicated significant queuing, with wait times exceeding four minutes for entering and exiting the lots.

Consultant Barnett identified key issues, including traffic congestion on Boones Ferry Road and challenges in finding gaps to exit the parking lots. She noted that many numbered parking stalls on campus remained unoccupied during the school day. To address these issues, she proposed short-term solutions such as revisiting the high school parking permit process, introducing carpool incentives, staging student release times, and adjusting school hours. Mid- to long-term solutions included installing a traffic signal at the south parking lot entrance and connecting the north and south lots to improve circulation.

Consultant Barnett reviewed processes used in other cities, including systems with permits and fees, permits without fees, and no permits. She recommended implementing a detailed residential parking zone request process requiring a resident vote, paid permits, and vehicle registration. This more robust system would shift responsibility to residents while generating a small income to offset administrative costs.

Chief Pickering outlined the next steps, which include gathering feedback from the City Council, collaborating with the Tualatin-Tigard School District (TTSD) administration, and initiating internal staff discussions to restructure the current residential parking permit process.

Councilor Sacco expressed concerns about neighborhoods proposing residential parking zones, noting that implementing a zone in one area could push parking issues into surrounding neighborhoods without truly resolving the problem.

Councilor Hillier inquired about the data collection methods, specifically asking if students were consulted. Consultant Barnett responded that some students were spoken to casually during the survey process.

Councilor Hillier also asked about the school zone times for the elementary and high schools and how they affect area traffic. Consultant Barnett stated that school zones create distinct peak traffic periods.

Councilor Hillier commented that altering school times would be beyond the City Council's authority and stated she would not support such a change. She added that the study did not present a comprehensive picture of the broader community impact and expressed concern that the code changes could affect more than just the school area.

Council President Pratt questioned whether students would be more inclined to park in the school lots if traffic flow improved. She also echoed Councilor Hillier's concerns regarding the potential

impacts of residential parking zone changes on neighborhoods beyond the immediate school vicinity.

Councilor Sacco stated that parking concerns will increase as areas become more densely developed and emphasized the importance of ensuring that any adopted rules are applied equitably to all residents.

Councilor Reyes expressed interest in creating incentives for students to utilize the available parking spaces at the school.

Mayor Bubenik noted that even if the school parking lots were full, it would not resolve the broader traffic issues in the area that discourage people from using the lots. He added that if the lots reach capacity, he supports incentivizing students to park in the designated church lots.

Council President Pratt expressed support for implementing an annual fee for parking permits.

#### **4. Council Meeting Agenda Review, Communications & Roundtable.**

Councilor Sacco stated she attended the Council Committee on Advisory Appointments meeting and the Regional Water Consortium.

Councilor Reyes stated she attended the Council Committee on Advisory Appointments meeting.

Council President Pratt stated she attended the Council Committee on Advisory Appointments meeting, the Clackamas County Business Association meeting, the Clackamas County Coordinating Committee (C4) meeting, and the League of Oregon Cities meeting.

Mayor Bubenik stated he attended the R1ACT meeting, the League of Oregon Cities update on legislative bills, and the Washington County Coordinating Committee.

#### **Adjournment**

Mayor Bubenik adjourned the meeting at 6:46 p.m.

Sherilyn Lombos, City Manager

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