

**From:** [Tim G](#)  
**To:** [Ext - Planning](#)  
**Subject:** Fwd: re: PMA 21-0001 (corrected copy)  
**Date:** Wednesday, December 15, 2021 5:21:06 PM

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Corrected copy with minor mistakes fixed from original email:

Dear Tualatin Planning Commission (city employees only)

References:

- a. [www.tualatinoregon.gov/planning/pma-21-0001-tualatin-heights-apartments](http://www.tualatinoregon.gov/planning/pma-21-0001-tualatin-heights-apartments)
- b. Tualatin Heights Apartment Site Plan, 8/27/21
- c. Kittleson & Associated Parking Assessment, 8/16/21

I write this with sincerity and concern regarding the move to push forward on substantially increasing the number of residential units at the Tualatin Heights apartment complex without sufficient consideration of the impact to the surrounding neighborhood.

It is also my view that this submission is clearly skewed to move the proposal from concept to approval as quickly as possible, disregarding our concerns as homeowners which were previously stated.

I reviewed the submitted planning documents and believe the Exhibit C parking study is - plain and simple - hogwash. On the site plan, the proposed new Building A has 24 new units and five new parking spaces. The proposed Building B has 108 new units and 100 new parking spaces. Simple math - 132 new units and only 105 new parking spots. Simple translation is 27 units will not have parking which will overflow into the surrounding neighborhood - and that is assuming (incorrectly) that each new unit occupant will only have one vehicle. If we consider that half of those new units will have two vehicles, than it is obvious that the surrounding neighborhood will become congested in front of homeowners' houses with over 90 - yes, NINETY - tenant vehicles congesting our streets on SW Sagert, SW Apache, SW 93rd, SW Umat, and beyond. This is unacceptable.

The parking study is flawed because it does not address this type of information stated above, and because it was conducted by a group hired by the developer to put the best light on the current situation - for the developer's sake - and disregard or wash over stated/pollled concerns of homeowners in the area.

Simply put, we do not want our streets in the surrounding neighborhood congested even more with overflow vehicles from the Tualatin Heights apartment complex. It is less than tolerable now, and will be INSUFFERABLE if this development is allowed to proceed without identifying additional parking space on the Tualatin Heights land itself.

I will attempt to rally other homeowners to fight this development - tooth and nail - if it continues to proceed as a rubber-stamped, preordained process without sufficiently addressing our concerns as homeowners in the area.

Tim G  
SW Tonopah Street

PS: I do not wish to hear back from any organization hired by the developer in response to this email. This is addressed to the city workers in the Tualatin Planning Commission.

January 9, 2022

Attention Keith Leonard:

Thank you for this opportunity to comment on the application to rezone Tualatin Heights Apartments at 9301 SW Sagert Street - to higher density. Let me start out by saying I fully support the City of Tualatin's Housing Needs Analysis (HNA) and this project's ability to help meet the city's housing needs. My concern is over traffic and public safety at the intersection of 93<sup>rd</sup> and Sagert. Below is my description of the problems and my suggested solutions. It's already a crowded intersection and a new housing development in the immediate vicinity will make it worse. And the added traffic from this apartment expansion proposal will make it far worse.

### **Background**

The proposal would add 116 units of additional multi-family housing on top of the current 220 units for a total of 336 units. Tualatin Heights is right across the street from the intersection of Sagert and 93<sup>rd</sup> (the street I live down). The area already experiences problems at the intersection of 93<sup>rd</sup> and Sagert and I've seen extremely high speeding 60+mph vehicles traveling north on 93<sup>rd</sup> as motorists try to take shortcut routes to avoid traffic that backs up on Avery street west of Boones Ferry road and similarly drivers trying to avoid backups on Boones Ferry, they'll exit on Sagert and take 93<sup>rd</sup> south.

### **Ditch and lack of sidewalk**

*Problem* – On the east side corner of 93<sup>rd</sup> and Sagert, there is a fairly deep ditch along 93<sup>rd</sup> with no sidewalk. When I'm traveling north on 93<sup>rd</sup> near the stop sign, I must be extra cautious around that area – especially if there is a westbound driver turning left onto 93<sup>rd</sup> from Sagert and they are cutting the corner just as I am arriving to the stop sign at Sagert. The only way I can avoid the vehicle cutting across my stop line is to quickly swerve toward the ditch at the last second.

*Proposed Solution* - Fill in the ditch and add a sidewalk similar to work recently completed on the west side of 93<sup>rd</sup>'s corner.

### **Parking on south side of Sagert near 93<sup>rd</sup>**

*Problem* - Drivers trying to turn right or left from 93<sup>rd</sup> have difficulty seeing traffic coming from either direction because vehicles are allowed to park too close to the corners on Sagert. It has recently been a bit better with improvements on the SW corner, but the SE corner sometimes has vehicles parked past the corner – protruding into 93<sup>rd</sup>. This forces drivers from 93<sup>rd</sup> to carefully inch out past the stop sign, keep looking both ways and slam their brakes if a car is suddenly coming.

*Proposed Solution* – Paint the Sagert curb yellow on the SE corner of Sagert and 93<sup>rd</sup> and disallow parking on Sagert near that corner.

### **Exiting vehicles from the apartment complex**

*Problem* - As if the aforementioned problems aren't enough for drivers to navigate near the stop sign on 93<sup>rd</sup> - as they attempt to turn left or right onto Sagert, they must also contend with trying to guess when and which way vehicles are turning as they exit Tualatin Heights from its two exits on either side of them. Currently a driver stopped at the 93<sup>rd</sup> and Sagert stop sign must take into account the possibility of vehicles coming at them from 4 different directions:

- 1) Eastbound Sagert drivers
- 2) Drivers in front of them exiting the west side driveway of Tualatin Heights
- 3) Drivers in front of them exiting the east side driveway of Tualatin Heights
- 4) Westbound Sagert drivers

As a driver stopped at the 93<sup>rd</sup> stop sign, I often have to guess what all these drivers are intending to do. Did they forget to turn their blinker on or off – are they are going to turn onto 93<sup>rd</sup> or will they keep going? Is the driver coming out of the west side driveway of Tualatin Heights crossing Sagert to get directly onto 93<sup>rd</sup> or will they turn right toward 92<sup>nd</sup> or left and drive in front of me on Sagert? By the time I'm done figuring it out, there's often another car coming.

*Several Proposed Solutions:*

- Make the stop signs normal-sized for traffic exiting Tualatin Heights.
- It has become a de facto 4-way intersection at 93<sup>rd</sup> and Sagert – with 93<sup>rd</sup> practically in line with the west side drive way of Tualatin Heights. So the city should make it official by making it a true 4-way stop at that intersection. As part of added density construction at Tualatin Heights, require that the west side driveway align better with 93<sup>rd</sup> so it's more clearly a 4-way intersection.
- If the city does agree to make it an official 4-way stop, then remove the 3-way stop on Sagert at the Apache Dr intersection. Leave only 1 stop sign for Apache Dr. It is ridiculous that the city forces drivers on Sagert to stop at Apache Dr. I have lived in Tualatin for 15+ years and not once has there been a vehicle stopped at the Apache Dr stop sign while I am stopped going east or west on Sagert. Because of this, many people never come to a complete stop going east and west on Sagert - and many motorists just sort of coast through it because it's such a joke. The city should consider why it continues to have stop signs on Sagert there. I'm sure if the city used technology to measure simultaneous stops, it would learn it is unnecessary to continue stopping Sagert traffic at Apache Dr. There is far more traffic currently coming in and out of Tualatin Heights than Apache Dr. And after the higher density allowance there will be even great traffic coming in and out of the apartment complex.
- If the city chooses not to create an official 4-way stop at 93<sup>rd</sup> and Sagert, then:
  - Do not remove the 3-way stop at Apache Dr. because that at least helps slow down Sagert motorists to some degree.
  - Consider requiring Tualatin Heights exiting vehicles to only exit from the east side driveway. The east side could be for entering and exiting vehicles, but the west side driveway would be entrance only. From Sagert and 93<sup>rd</sup>, the driveway's signage should make it clear it is one way traffic so it's clear it is not an exit. The west side driveway is directly across from 93<sup>rd</sup> and that is what makes it a de facto 4-way stop. If the city won't make it official, then don't allow vehicles to enter onto Sagert from that driveway.

Thank you,

Gerry Preston

Resident within 1,000 feet of increased density project