



# MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council  
**FROM:** Sherilyn Lombos, City Manager  
**DATE:** March 16, 2009  
**SUBJECT:** Work Session for March 23, 2009

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**Work Session will begin at 5:00 p.m.**  
**Councilors Beikman & Harris will be absent**

The following items are up for consideration at work session:

***5:00 p.m. (10 min) – Council / Commission Meeting Agenda Review.***

***Action requested:*** Council review the agenda for the March 23<sup>rd</sup> City Council and Development Commission meetings.

***5:10 p.m. (30 min) – Truck Routes.*** There has been interest expressed from the City Council to find a way to prohibit trucks from certain streets in town. The City Attorney has been working on an ordinance that meets legal standards, but allows the city to maintain safe streets. The attached memo outlines the City Attorney's analysis and a draft ordinance.

***Action requested:*** Direction from the City Council on an ordinance to prohibit trucks on certain streets.

***5:40 p.m. (30 min) – Snow & Ice Response Plan.*** At your January 26<sup>th</sup> work session, you discussed the recent snowstorm and asked that staff return with an analysis of an increased level of response. Attached is a memo from Dan Boss along with a draft Snow and Ice Response Plan that could be used to guide the organization in responding to winter storm events.

***Action requested:*** Direction from the City Council on a snow and ice response plan.

**6:10 p.m. (30 min) – Washington County Urbanization Forum Resolution.** In 2008 Washington County, the cities in Washington County, Metro and the largest service districts in the county conducted a series of forums to discuss future urbanization in the county due to population increases and growth in the future. Each of the cities in Washington County are being asked to consider a resolution regarding this issue to be forwarded to the County for their deliberation. Attached is a memo and draft resolution discussing this issue in more depth.

**Action requested:** Direction from the City Council regarding a resolution on urbanization in Washington County.

**6:40 p.m. (15 min) – Council Communications & Roundtable.** This time is the Council's opportunity to brief the rest of the Council on committee meetings, follow-up on items, and any other general Council information that needs to be discussed.

**Action requested:** This is an open Council discussion.

Upcoming Council Meetings & Work Sessions: Attached is a three-month look ahead for upcoming Council meetings and work sessions. If you have any questions, please let me know.

Dates to Note: Attached is the updated community calendar for the next three months.

As always, if you need anything from your staff, please feel free to let me know.



# MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Brenda Braden, City Attorney 

**DATE:** March 23, 2009

**SUBJECT:** ORDINANCE TO PROHIBIT TRUCKS ON CERTAIN STREETS

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## **ISSUE BEFORE THE COUNCIL:**

Council will discuss whether to direct staff to bring back an ordinance that would allow the City to prohibit trucks on certain streets when necessary to protect the public's safety. The ordinance would apply only to those streets where Council has determined that trucks longer than three-axle, single unit rigs may cause dangerous situations for other vehicles and pedestrians.

## **DISCUSSION**

In 1994 Congress passed the Federal Aviation Administration Authorization Act that removed cities' authority to create truck routes. From 1994 through 2002 the appellate courts ruled against cities that tried to enforce such routes. As a result, Tualatin quit enforcing its preexisting truck routes.

However, in 2002 the United States Supreme Court ruled in City of Columbus v. Ours Garage & Wrecking Service, 536 US 424, that while Congress preempted cities' ability to establish truck routes generally, Congress did not preempt a city's authority to establish truck routes when a city found such routes were necessary to protect the public's safety. Tualatin's existing truck routes had been established as a matter of preference, not for public safety reasons, so there has been no attempt to enforce them.

The draft ordinance provides a process that would allow Council to prohibit trucks larger than three-axle, single unit from traveling on a particular street if the Council determines that such trucks cannot travel on that street without creating unsafe conditions for other vehicles, bicycles or pedestrians. For example, upon a presentation by the City Engineer demonstrating the need, trucks might be prohibited on streets that have yet to be

MEMORANDUM: Ordinance to Prohibit Trucks on Certain Streets

March 23, 2009

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developed to City standards and have a substandard turning radius, narrow lanes with no shoulder, or a steep drop-off into a ditch or ravine that would not accommodate larger trucks without jeopardizing pedestrians and bicyclists or forcing other vehicles out of their travel lanes.

The draft ordinance does not apply to all "trucks." It exempts emergency vehicles, school and mass transit buses, trucks collecting solid waste and recyclables, and vehicles making a local delivery in the area from the truck prohibition. It also exempts smaller trucks.

The draft ordinance would also establish the first street where trucks larger than three axle, single unit would be prohibited. That street is the portion of SW Blake Street between SW 105<sup>th</sup> Street and SW 108<sup>th</sup>. The ordinance staff report will contain the information from the City Engineer documenting the conditions on that street, which make it dangerous for the public's safety when larger vehicles attempt to travel on it.

If Council so directs, staff will bring back an ordinance for adoption at the next Council meeting.

**Attachments:** Draft ordinance

**DRAFT**

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE PROHIBITING TRUCKS ON CERTAIN STREETS TO PROTECT PUBLIC SAFETY; ADDING NEW SECTIONS, 8-3-141, 8-3-142, 8-3-145 AND 8-3-147 TO THE TUALATIN MUNICIPAL CODE.**

WHEREAS, under the Federal Aviation Administration Authorization Act of 1994 as amended, 49 USC § 1450 (C)(1) generally prohibits states and cities from regulating prices, routes or services of any motor carrier with respect to the transportation of property, except for public safety reasons; and

WHEREAS, there are certain locations within the City of Tualatin with narrow streets, blind curves or other unusual conditions where large trucks, particularly those longer than a three-axle, single unit truck as defined in the Manual on Uniform Traffic Control Devices, can cause dangerous situations for themselves, other automobiles and pedestrians who are traveling in those areas; and

WHEREAS, the City wishes to establish a procedure that would address the rights-of-way where truck travel conflicts with public safety by limiting access of those larger trucks on those streets.

**THE CITY OF TUALATIN ORDAINS AS FOLLOWS:**

Section 1. A new section, TMC 8-3-141, is added to the Tualatin Municipal Code to read as follows:

- (a) If the City Council determines that motor vehicles or trucks longer than a three-axle, single unit truck jeopardize the public's safety when those vehicles travel on a particular street, road or intersection, the City Council, by ordinance, may prohibit such vehicles on that street or road.
- (b) The City Council may base its findings on evidence submitted by the City Engineer, including, but not limited to:
  - (i) The turning radius and other geometrics of an intersection;
  - (ii) The width of the street or roadway;
  - (iii) The maximum length and/or weight of truck that can safely maneuver the intersection or area of right-of-way without leaving the paved driving area;
  - (iv) The speed limit in the area; and
  - (v) Any other deficiency that causes the public safety to be jeopardized.

Section 2. A new section, TMC 8-3-142, is added to the Tualatin Municipal Code to read as follows:

The City Engineer has produced evidence to show that it is necessary for public safety reasons to prohibit trucks larger than three-axle, single unit from driving on the following streets:

- (a) The portion of SW Blake Street between SW 105<sup>th</sup> Street and SW 108<sup>th</sup> Street.

Section 3. A new section, TMC 8-3-145, is added to the Tualatin Municipal Code to read as follows:

Nothing in this ordinance shall prohibit the following from traveling on a street restricted in TMC 8-3-142:

- (a) School and mass transit buses;
- (b) Trucks collecting solid waste or recyclables within the City of Tualatin;
- (c) Emergency vehicles;
- (d) Motor vehicles that are picking up, delivering, or servicing a location in the area, so long as the vehicle uses the major collector or arterial closest to the pick-up, delivery, or service and utilizes the shortest route available, and travels on the restricted street or road for the shortest distance possible.

Section 4. A new section, TMC 8-3-146, is added to the Tualatin Municipal Code to read as follows:

Any person, firm, corporation, trust, partnership, or other legal entity that violates or refuses to comply with this chapter shall commit a civil infraction and shall be subject to a fine of up to \$500. Each incident shall constitute a new violation.

ADOPTED this----- day of -----, 2009.

CITY OF TUALATIN, OREGON

By \_\_\_\_\_  
Mayor

ATTEST:

By \_\_\_\_\_  
City Recorder



# MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Daniel J. Boss, Operations Director

**DATE:** March 23, 2009

**SUBJECT:** Snow and Ice Response Plan

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**ISSUE BEFORE THE COUNCIL:**

The issue before the Council is the level of response desired when Tualatin has freezing temperatures, ice, or snow.

**RECOMMENDATION:**

It is recommended that the Council discuss the attached Snow and Ice Response Plan and provide direction to staff.

**BACKGROUND:**

- Currently, the City has a Sanding Response Plan that prioritizes city streets into three levels: (1) Red - emergency routes connecting the Police Department, Fire Station, Operations Department, and Meridian Park Hospital through the core part of town; (2) Green - extends these major routes (which are primarily arterials) to the city limits; and (3) Yellow - includes most collector streets. The rest of the city normally does not receive sanding or snow removal.
- Sanding operations begin when initiated by a supervisor or as an after-hours call-out by our Police Department.
- The City owns two tag-along sanders that need to be attached to dump trucks. One of the dump trucks is owned; the other is either rented or borrowed from another agency.
- Clearing of sidewalks to the front of city buildings occurs with the intent that the walks are clear and melted before the normal building opening time.
- Clearing of additional sidewalks adjacent to public property and the clearing of public parking lots occur only on a direct decision, normally by the City Manager.
- The City does not own a snowplow. During heavy snowfalls that extend over several days, we either ask other agencies to plow or contract for road graders from local contractors.
- Currently, Tualatin Municipal Code, Chapter 6-4-080 Snow and Ice, says: "No owner or person in charge of property, improved or unimproved, abutting on a public sidewalk shall permit: (1) Snow to remain on the sidewalk for a period longer than

the first two hours of daylight after the snow has fallen. (2) Ice to remain on the sidewalk for more than two hours of daylight after the ice has formed unless the ice is covered with sand, ashes or other suitable material to assure safe travel. [Ord. 501-80 §17, March 10, 1980.]” The Council may wish to change this requirement, as the City is unable to comply with the two-hour time limit during most events.

- After the record snowfall in December 2008, Council discussed the City’s response and ability to respond to ice and snow. The Council asked for a plan to increase the ability to respond to these events, including plowing, and to create more prescribed activation triggers. The attached Snow and Ice Response Plan accomplishes this.

**OUTCOMES OF DECISION:**

If Council adopts the attached plan, staff will add the listed equipment to the 2009-10 Fiscal Budget and begin responding in the manner outlined in the plan. If Council directs, staff will bring back a change to the Tualatin Municipal Code, increasing the time requirements in Chapter 6-4-080 per Council direction.

**FINANCIAL IMPLICATIONS:**

It will cost approximately \$160,000 for a new 10-yard dump truck; \$15,600 for an 11-foot snowplow for the new truck; \$14,000 for a slide-in sander for the new dump truck; \$7,000 for an 8-foot snowplow to be attached to a 1-ton service truck; \$2,500 for two walk-behind snow blowers, for a total of \$199,100 in equipment. These funds will be included in the 2009-10 Fiscal Budget.

We will not budget for overtime and contractor costs, but will need to utilize contingency funds to cover these expenses. Our intent is to utilize city staff until the need to add contractors arises. I would expect that, in a major storm, we will be using several contractors to plow and clear roads. Current pricing for graders and loaders is running about \$125 per hour. I would anticipate that, in a major storm, contractors could cost an additional \$20,000 to \$50,000 to complete this plan.

- Attachments:** A. Snow and Ice Response Plan  
B. Color-coded map



# CITY OF TUALATIN

## SNOW and ICE RESPONSE PLAN

March 23, 2009

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### **PURPOSE:**

Snow, ice, and freezing temperatures are to be taken very seriously. It is an area that involves safety, liability, economic, environmental, and energy conservation issues. The Snow and Ice Response Plan recognizes the unacceptability of snow-clogged, ice-covered, and unsafe and impassable roadways; leaking water services; and down trees blocking streets and sidewalks.

The Snow and Ice Response Plan organizes efforts so that safe travel routes are available during ice and snowstorms and that emergency response capability is maintained for the City's utility systems. This plan has been developed to facilitate this objective as it relates to maintenance activities during adverse weather conditions.

The plan outlines the manner in which the Operations Department directs city crews and contractors to solve the problems of snow, ice, and freezing temperatures during ordinary and emergency situations.

### **PRIORITIES:**

This plan recognizes that it is not possible to remove all snow and ice simultaneously from all of the streets and city-owned property. Factors affecting snow and ice control operations include snowfall rate and accumulation; moisture content; temperature; time of day, night, or week; wind velocity; and the duration of the storm. Priorities must be established so that major arterials and other collector streets are cleared first in order that vehicular traffic may continue to move safely and efficiently on the city's street network.

Although the City strives to keep all lanes of traffic moving during extreme weather conditions, travel may be limited to one lane of vehicular traffic in each direction.

While the City will attempt not to block residential and business driveways with plowed snow, it is very likely to happen. Residents and businesses are responsible for clearing their driveways and sidewalks.

This plan establishes and defines the following priorities:

**STREETS:** (See attached color coded map):

**Priority One: Emergency Routes (Red)**

Priority One includes emergency routes connecting the Police Department, Fire Station, Operations Department, and Meridian Park Hospital through the core part of the city.

**Priority Two: Selected Arterials and Collector Streets (Green)**

Priority Two extends the emergency routes (which are primarily arterials) to the city limits. These routes also include routes to schools, medical facilities, and major employment centers and those streets requiring special attention such as steep hills or curves.

**Priority Three: Collector Streets (Yellow)**

Priority Three includes most collector streets.

**Priority Four: Residential/Other (White)**

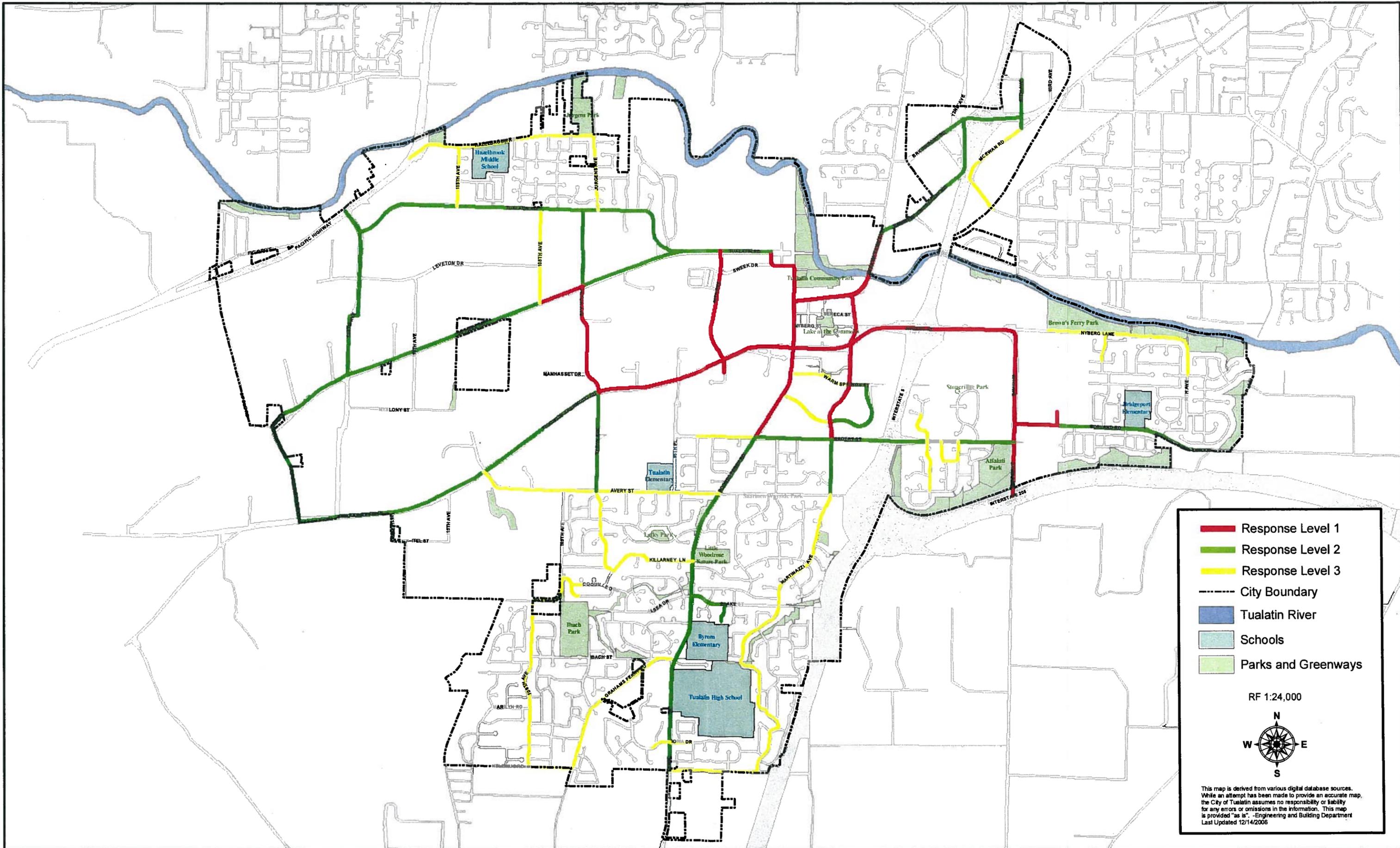
Priority Four includes most residential streets and all other public streets not mentioned above. Normally, these streets will not be cleared until snow accumulations reach twelve (12) inches in depth. Contracted equipment and labor or city staff will do snow removal and plowing of these streets, as resources permit.

**Non-Priority: Private Streets**

Private streets are not the responsibility of the City.

**OBJECTIVES:**

1. Once icy roads occur to have all Priority One, Two, and Three-designated streets in the Snow and Ice Response Plan sanded within six (6) hours.
2. To begin plowing once a snow accumulation of two (2) or more inches occurs and have all Priority One, Two, and Three-designated streets in the Snow and Ice Response Plan plowed and sanded within twelve (12) hours.
3. To have all sidewalks leading into city buildings (that will be operating) clear or sanded by the opening time of the building.
4. To have all sidewalks abutting public streets adjacent to city buildings clear or sanded within twenty-four (24) hours.
5. To have all sidewalks abutting public streets adjacent to other city property cleared or sanded within thirty-six (36) hours.
6. To have city parking lots clear or sanded within forty-eight (48) hours.
7. To be prepared to respond to broken water service calls.
8. To be prepared to respond to down trees and limbs in the right-of-way calls.
9. To be prepared to close parks if hazardous tree or other threats exist.
10. To begin plowing Priority Four-designated streets once a snow accumulation of twelve (12) or more inches occurs and have all Priority Four-designated streets in the Snow and Ice Response Plan plowed and sanded within ninety-six (96) hours.





# MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager 

**FROM:** Doug Rux, Community Development Director 

**DATE:** March 23, 2009

**SUBJECT:** DRAFT RESOLUTION WASHINGTON COUNTY URBANIZATION FORUM

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## **POLICY CONSIDERATIONS**

Should the City of Tualatin adopt a resolution supporting the Urbanization Forum principals and actions?

Does the draft resolution provide adequate guidance on future governance and urban service provisions for Tualatin?

Should the draft resolution be modified to reflect topics raised, but not integrated into the draft resolution, by Tualatin during the various Forum discussions?

## **BACKGROUND**

In 2008 the cities in Washington County, Washington County, Metro and the largest service districts in the county conducted a series of forums, four in total, to discuss future urbanization in the county due to population increases and economic growth expected over the next 5-10-25-50 years. Mayor Ogden held a seat on the Steering Committee establishing the topics and agendas for this program and Councilor Barhyte participated in the forum meetings.

During the past five decades, Washington County has become one of the fastest growing regions in the state. The City of Hillsboro, in particular, along with other cities working with Washington County have developed the economic engine of the Portland metropolitan area and, as a result, the County has become a popular place to live and work. In 1950, Washington County was home to slightly less than 10 percent (61,269 persons) of the population of the tri-county (Multnomah, Clackamas and Washington) region. By

## MEMORANDUM: Draft Urbanization Forum Resolution

March 23, 2009

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2005, nearly one-third (31.7 percent) of the tri-county population, or 692,835 persons, lived in Washington County.

Currently cities provide traditional municipal services to their residents, although no two cities provide services in the same manner. Some cities within Washington County rely on service districts for the delivery of most services, while others use services districts for only some services, and a few don't use them at all. The unincorporated areas within Washington County receive services from a combination of the County, the Sheriff and the services district.

The next 50 years will bring another population boom, changing the face of the community. At the center of the debate are the future roles of the County, cities and special districts in delivering urban services to the unincorporated communities and future urban areas of the County.

The dynamics for Tualatin are different than cities located north of the Tualatin River where unincorporated areas have been urbanized. Examples are the unincorporated urbanized Aloha, Metzger and Cedar Mill areas. The City of Tualatin has an existing agreement with Washington County in the form of an Urban Planning Area Agreement (UPAA) which identifies lands the City would have governance over in the future. This agreement does not cover land added to the Urban Growth Boundary (UGB) in 2002 and 2004 (SW Concpet Plan and South Tualatin areas) or land that may be added to the UGB in 2010 or later. Because of these issues Tualatin was an active participant in the Urbanization Forum program.

Attached you will find a summary Progress Report (Attachment 1) and a Policy Paper (Attachment 2). The third attachment is a draft of a proposed resolution the participants are vetting with their respective governing bodies. Additional information on agendas, meeting minutes, power point presentations and audio recordings of the various Urbanization Forum sessions can be reviewed at [www.urbanizationforum.com](http://www.urbanizationforum.com)

### ISSUES

During the Urbanization Forum discussions Tualatin's representatives raised the following topics for discussion and consideration:

- Governance and urban service provisions for land added to the UGB in 2002 and 2004.
- Governance and urban service provision for land added to the UGB in 2010 and after by Metro.
- The need that land added to the UGB by Metro needs to be contiguous to an existing city.





MEDIA release

January 30, 2009

*Contact:*

Mark L. Cushing  
Tonkon Torp LLP  
Direct telephone: 503-802-2046

Web site: [www.urbanizationforum.com](http://www.urbanizationforum.com)

## **Progress Report on the Urbanization Forum**

**Issued January 30, 2009, by Mark L. Cushing, Urbanization Forum Facilitator**

I want to summarize the work of the Urbanization Forum. This Report includes recommendations on next steps and draft Resolutions for the participating jurisdictions to consider and support. The Resolutions address issues of urban unincorporated Washington County within and outside the existing Urban Growth Boundary. The Steering Committee met three times in January to review, discuss and edit the Report, Recommendations and Resolutions. This document is being presented today to the full Urbanization Forum, CPO organizations and public.

### Meetings

The Forum officially commenced on April 24, 2008 at a public meeting in Hillsboro with 36 elected and appointed officials from throughout the county. This meeting was preceded by individual meetings held by the facilitator (Mark L. Cushing) in February, March and April with the leadership of all of the Cities, County, Service Districts, Metro and Sheriff's Office. Additional public meetings were conducted in June, October and December, and numerous individual, small group and working group meetings were held throughout the year. In November and December we conducted seven area meetings with community leaders and public officials involving Cedar Hills/Raleigh Hills/West Slope/Garden Home; Bethany/Rock Creek/North Bethany; Cedar Mill; Bull Mt/Areas 63&64; Metzger; Reedville; and Aloha. The Steering Committee met monthly through January 2009.

### Issues

At the initial public meeting in April the discussion among public officials concentrated on two related but distinct issues: (1) policy governing future urbanized areas within Washington County outside the current Urban Growth Boundary, and (2) policy governing existing urban unincorporated areas within Washington County inside the current Urban Growth Boundary. As a result of these discussions the Steering Committee determined that the Forum should address these issues in order. The June public meeting and most of the work during the summer concentrated on the future urbanized area issue, and the meetings and discussions in the fall and early winter concentrated on both issues.

## (1) Future Urbanized Areas Outside Current UGB

The June 19 public meeting produced a preliminary consensus that the jurisdictions should enter into agreements to support a policy that all future urbanization outside the current UGB be governed by Cities, with a directive to Metro that this policy be taken into consideration when the UGB is expanded. Questions surfaced about how to implement such a policy and a working group was convened over the summer to address these issues. The working group met through early October to review and ultimately approve drafts of the proposed policy prepared by Brent Curtis of Washington County and Pat Ribellia of Hillsboro.

The draft policies were discussed at the October 9 public Forum in Tigard and the December 11 public Forum in Hillsboro. Questions remain about how to implement the policy, particularly with respect to requiring Metro to condition any expansion of the UGB on governance by a City and, in so doing, to limit expansion to areas contiguous to an existing city (assuming that the expanded area does not itself become a city which, of course, is an option). Urban Planning Area agreements have been identified as the primary tool for enforcing the policy, which will require approval by the affected jurisdictions. Provided that the expanded areas are contiguous to an existing City, then the proposed policy will not require legislation to clarify annexation tools for Cities in addressing areas to be urbanized outside the current UGB which are not contiguous to an existing City. If the expanded areas are not contiguous to an existing City then legislation may be required to provide Washington County cities with annexation tools to reach these areas. The public Forum in December also resolved an issue raised in October concerning the allocation of responsibilities for roadways in future urbanized areas outside the current UGB. The complete text of the Policy for areas outside the existing UGB is set out below.

**Policy:** " Washington County, the Cities and Service Districts within Washington County and Metro agree to abide by a policy whereby all future additions to the applicable Urban Growth Boundary must be governed and urbanized by a City. Urbanized means land use decision making authority. The decision as to how urban services will be delivered shall be determined by the impacted City in consultation with area service providers in accordance with existing law and applicable agreements.

- This policy will be implemented by amendments to relevant Urban Planning Area Agreements, SB 122 Agreements and conditioning by Metro of all future UGB additions within Washington County.
- Corollary Policies and Implementation Mechanisms:
- Issues of contiguity may impact a City's ability to annex newly included additions to the UGB.
- It may become necessary to provide Cities with annexation tools to reach such non-contiguous properties.
  
- Further, the County and Cities agree to abide by a policy which ensures jurisdiction of roadways which are deemed by the County to be part of the county-wide road system, shall be under the jurisdiction of Washington County. Concurrent with annexation, the relevant City shall request all other roads that are not part of the Countywide Road System be transferred and the County shall transfer these roads.
  
- Question: Is there an available, enforceable means to ensure all future additions to the Urban Growth Boundary must be governed and urbanized by a City?
  
- Short Answer: Yes. Urban Planning Area Agreements between each City and the County can require all future additions to the UGB be annexed to a City. Additionally, SB122 Urban Service Agreements applicable to such UGB additions can and should include identical annexation requirements. Additionally, Metro should condition future

Washington County UGB changes to require implementation of the policy requiring annexation to a city prior to urbanization ."

Work remains to be done in describing the proposed policy and presenting draft Urban Planning Area and/or SB 122 agreements or amendments as appropriate for implementation. We will work from the revised policy outline created at the December 11 public Forum. While Metro councilors participated in the public Forums, no formal discussions have been held with Metro by the County or Cities concerning this proposed policy. The Forum has recognized that the future urbanized policy cannot be separated from any policies governing existing urbanized areas, so the ultimate resolution awaits resolution of these policies as well. The working group is an effective, ad hoc vehicle to continue this work for the Steering Committee.

## (2) Existing Urbanized Areas Within Current UGB

The Urbanization Forum was launched by the jurisdictions in large part due to ongoing debate and issues concerning the approximately 200,000 citizens of Washington County residing in urban areas outside Cities. The two basic questions for each of the urban unincorporated areas involved (a) governance and (b) service delivery and (c) its associated costs. While these three issues inevitably are intertwined with an ongoing debate about annexation of the existing unincorporated areas, annexation policy is only one of the topics requiring resolution.

At the initial public Forum on April 24 the public officials agreed that consideration of existing urban unincorporated areas required an area-by-area approach. A consensus was reached early in the discussion that no single policy or solution fits all areas. This decision provided the framework for the Forum's treatment of existing areas. We conducted individual, ad hoc small group and more formal area group discussions in the seven areas designated around the county. The seven areas are: Cedar Hills/Raleigh Hills/West Slope/Garden Home; Bethany/Rock Creek/North Bethany; Cedar Mill; Bull Mt/Areas 63&64; Metzger; Reedville; and Aloha. The area-by-area discussions were structured to address three issues:

- a. The adjacent or affected City of interest's plans, if any, regarding annexation of the area in question.
- b. The community's response to the City's plans, in particular the CPO and neighborhood groups' views of the area's interests in pursuing governance and service alternatives other than the status quo or annexation.
- c. The financial implications for Washington County in responding to an area's interest in expanded services while remaining unincorporated.

The results of the discussions about these three issues in each area are presented below.

### Raleigh Hills/Cedar Hills/West Slope/Garden Home

There was a general sense that the status quo is working and that there is no need for initiating discussions with Beaverton about annexation, or to explore alternative governance options. However, this area like all areas is interested in becoming better informed about various service and governance options, and attendant cost comparisons.

### Bethany/Rock Creek/North Bethany

This area like all areas is interested in becoming better informed about various service and governance options, and attendant cost comparisons. While there was a general expression of satisfaction with the status quo, there are community leaders interested in continued exploration of governance alternatives ranging from incorporation to service districts to annexation. It is my recommendation that some vehicle be created to continue the dialogue while broadening the base of participation.

### Cedar Mill

This area like all areas is interested in becoming better informed about various service and governance options, and attendant cost comparisons. Cedar Mill represents the most advanced level of internal discussion and historical awareness of service and governance options. There is a diversity of views about the ideal outcome, but clearly an interest in continuing some level of dialogue and evaluation. I recommend that the Steering Committee reach out to CPO leadership and discuss the merits, and particulars, of ongoing activity.

### Bull Mountain/Area 63 & 64

This area has the most intensive history of debating alternatives for service delivery and governance. Tigard is not intending to initiate discussion with Bull Mountain residents about service or governance changes, but it is possible that residents may want to explore alternatives. In particular, Bull Mountain residents are concerned about parks, and there may be a valuable dialogue among the County, Tigard and Bull Mountain on this issue, partly connected to the development of Areas 63 & 64. I recommend that further small group discussion explore this possibility.

### Metzger

The Metzger CPO and neighborhood leadership are very satisfied with the status quo and there is no interest in examining alternative service or governance options. There is interest in working with Washington County and relevant Service Districts to develop additional trails and bike paths for the community.

### Reedville

The City of Hillsboro is exploring the possibility of initiating long-term community dialogue about Reedville coming in to Hillsboro. It is my recommendation that the Forum not involve itself in this process unless the City requests otherwise.

### Aloha

We had an intensive discussion of alternatives for Aloha, but there was not a broad base of citizen participation in the conversation. Clearly there is interest in evaluating alternatives, but much work needs to be done in structuring the process and broadening its reach within the Aloha community. It is my recommendation that the Steering Committee devote a separate meeting to exploring the issue of whether and how an ongoing process could assist Aloha.

This summary reflects a view that ongoing Forum activity will be useful in certain areas. However, it is not necessary to convene the full 36-member Forum in the near term to do this. Instead, I recommend that the Steering Committee explore customized options for continuing activity and discussions in select areas. In addition, the discussions in each area, and at public Forums, made clear that the County is not in a position to provide expanded services to existing urban unincorporated areas without additional financial tools. I recommend that the Steering Committee create a working group to move forward in exploring and recommending specific solutions to this issue.

### Specific recommendations for next steps:

1. Direct working group on issues Outside Existing UGB to draft amendments to Urban Planning Area Agreements and, as appropriate, S B 122 Agreements, to present to jurisdictions and the public in conjunction with consideration of Resolutions to support and implement this policy. A realistic timetable is for the Working Group to prepare this by early March for approval

and distribution to the jurisdictions and public.

2. Revise and approve Resolutions for jurisdictions to discuss and, hopefully, approve jurisdiction-by-jurisdiction. The Resolutions are provided at the conclusion of this document. The Resolutions address areas both inside and outside the existing Urban Growth Boundaries. A realistic timetable is for jurisdictions to act on the proposed Resolutions within 2-4 months.

3. The Steering Committee should consider creating two groups to develop ideas and issues discussed during the Forum, as follows:

(a) An Information working group representing Cities, Service Districts, the County, the Sheriff's Office and the public. This working group should consider how to collaborate with the jurisdictions and other resources, as appropriate, to generate data about services and related costs. Each of the area working groups and CPO's should be involved in developing the issues for consideration by this task force.

(b) A working group should be formed with active involvement by the area CPOs to conduct ongoing discussions of service options for the six areas (excluding Reedville) within urban unincorporated Washington County, including options of the status quo, incorporation, creation of one or more Service Districts, or annexation terms for the relevant city. This working group should consider the relative merits and issues surrounding area-by-area service districts for expanded services to unincorporated Washington County or a county-wide service district to do the same. This working group should also explore financial implications of significant areas remaining unincorporated within the existing UGB, and the resources required for the County to provide enhanced services, if appropriate, to these areas.

4. The Steering Committee needs to ensure the most effective and inclusive means of public involvement in the next phase including CPO's and other community organizations.

5. The Steering Committee should monitor legislative developments in the 2009 Oregon Legislature and, as appropriate, speak with a common voice on behalf of the Urbanization Forum on matters of interest.

#### Resolution for Jurisdictions

The following Resolutions will be presented for discussion and potential adoption by each jurisdiction participating in the Urbanization Forum. The Resolutions will be accompanied by this summary, any additional commentary provided by the Steering Committee and, if available, draft amendments to Urban Planning Area and SB 122 agreements. The Steering Committee will make the Facilitator and Steering Committee members available to meet as requested with Council, Board and Commission members and staff of each jurisdiction to discuss the process, work and recommendations of the Urbanization Forum, including the Resolutions.

**Whereas**, in 2008 the Cities of Washington County including mayors and managers, Board of Commissioners of Washington County and managers, the largest Service Districts of Washington County including chief executive officers and board chairs (TVF&R; THPRD; TVWD; CWS), and Washington County Sheriff convened a public Washington County Urbanization Forum and held four (4) public Urbanization Forum meetings in 2008 to discuss key urbanization issues, including listening to public comments on such issues;

**Whereas**, during Urbanization Forum discussion the participants explored issues and conditions pertaining to forming consensus policies for the governance and management of: (1) existing unincorporated urbanized areas in the County that contain approximately 200,000 residents; and, (2) areas added to the regional UGB in the County for future urban development and growth in the County, and imminent growth management issues confronting all Urbanization Forum participants as forecasted population growth in Washington County takes shape;

**Whereas,** Washington County citizens and civic organizations participated in the Urbanization Forum, principally through CPO leadership, in public large group and small group meetings held in April, June, October, November and December of 2008;

**Whereas,** it was determined during Urbanization Forum discussions that the following seven (7) urban unincorporated areas within the existing UGB required an area-by-area approach to determine if any changes are appropriate or desired in current service and governance solutions, and separate area-by-area discussions were conducted in each of these areas:

- (1) Cedar Hills/Raleigh Hills/West Slope/Garden Home;
- (2) Bethany/Rock Creek/North Bethany;
- (3) Cedar Mill;
- (4) Bull Mt/Areas 63&64;
- (5) Metzger;
- (6) Reedville; and
- (7) Aloha;

**Whereas,** it was also determined in Urbanization Forum discussions that resolution of matters of urbanization governance and management of areas added to the Urban Growth Boundary in Washington County by Metro requires consensus among the Urbanization Forum participants and Metro on a separate urbanization policy prepared by the Urbanization Forum for these areas;

**Whereas,** the Urbanization Forum used a Steering Committee, a working group and a series of public meetings to formulate and draft proposed policies pertaining to future governance and urbanization within existing unincorporated urban areas and areas outside the UGB that are added to the UGB by Metro;

**Whereas,** Urbanization Forum participants agree that, while an urbanization policy that assigns to cities the governance and management of new as-yet undeveloped areas added to the UGB engenders different urbanization issues and, accordingly, should be considered distinct from an urbanization policy for existing unincorporated urban areas not likely to become part of a city in the foreseeable future and already governed by Washington County, both urbanization policies are connected in terms of the quality and delivery of public services to such areas by their service providers and governing institutions, and the quality of urban life and amenities of residents and communities in both areas; and

**Whereas,** future actions of the jurisdictions within Washington County and Metro will be well served by each jurisdiction considering and adopting the consensus recommendations of the Urbanization Forum to serve as guideposts for decisions of the individual jurisdictions on matters of concern to the Urbanization Forum;

**Now, Therefore, Be it Resolved,** the governing body of \_\_\_\_\_, together with the Cities, County and Service Districts which participated in the Urbanization Forum (Cities of Beaverton, Cornelius, Forest Grove, Hillsboro, King City, North Plains, Sherwood, Tigard and Tualatin; Washington County; CWS, THPRD, TVF&R; TVW), hereby adopts this proposed Urbanization Forum Resolution and hereby commits to undertake and complete the specific actions listed below at the earliest practicable time:

- (1) We expressly recognize and support the process and work of the Urbanization Forum;
- (2) We will join fellow Jurisdictions that participated in the Urbanization Forum in preparing and executing amendments by December 2009 to Urban Planning Area Agreements ("UPAA's") and/or executed and pending Urban Service Agreements ("SB 122 Agreements"), as deemed necessary and appropriate by its counsel, to provide that all future additions to the applicable Urban Growth Boundary in Washington County during and after 2010 must be

governed and urbanized by the interested City in the County . Urbanized means land use decision making authority. The decision as to how urban services will be delivered shall be determined by the interested City in consultation with area service providers in accordance with existing law and applicable agreements . "Interested" includes but is not limited to designations under SB 122 Agreements;

(3) In conjunction with paragraph (2) we will join fellow Jurisdictions that participated in the Urbanization Forum in commonly supporting actions as appropriate to abide by a policy which ensures jurisdiction of roadways which are deemed by the County to be part of the county-wide road system, shall be under the jurisdiction of Washington County. Concurrent with annexation, the relevant City shall request all other roads that are not part of the Countywide Road System be transferred and the County shall transfer these roads;

(4) We will join fellow Jurisdictions that participated in the Urbanization Forum in commonly urging Metro to expand the existing Urban Growth Boundary only to such areas as are contiguous to incorporated areas of Washington County;

(5) While it is the high priority of Urbanization Forum participants that UGB expansion by Metro in Washington County be contiguous to a governing City, in the event the Urban Growth Boundary in Washington County is expanded to include areas non-contiguous to an incorporated area, we will work with fellow Jurisdictions that participated in the Urbanization Forum, Metro and other interested entities to seek legislation or other enabling authority, as may be needed, to enable the inclusion of such areas outside the existing Urban Growth Boundary within the interested City;

( 6 ) With respect to those existing areas of urban unincorporated Washington County in which the interested Cities do not pursue annexation activities such that these areas remain within the governance of Washington County, we will join fellow Jurisdictions that participated in the Urbanization Forum in identifying and developing financial tools for Washington County, and legislation attendant thereto, to provide urban services as needed to such areas while they remain outside the governance of Cities; and

(7) We will continue to work with fellow jurisdictions in Washington County and the public through the Urbanization Forum and/or other appropriate mechanisms to explore and discuss on a continuing basis the needs of current and future urbanized Washington County; and

**Be It Finally Resolved**, that a copy of this Resolution adopted this \_\_\_ day of \_\_\_\_\_, 2009, be hereby transmitted to all jurisdictions who participated as members of the Washington County Urbanization Forum, Metro, the Washington County CPO's, and other interested civic and community organizations.

Mark L. Cushing  
Tonkon Torp LLP  
Government Relations & Public Policy  
1600 Pioneer Tower 888 SW Fifth Avenue  
Portland, OR 97204

**Policy:** Washington County, the Cities and Service Districts within Washington County agree to abide by a policy whereby all future additions to the Urban Growth Boundary must be governed and urbanized by a city. The decision as to how urban services will be delivered will be determined by the affected city in consultation with area service providers.

**Question:** Is there an available, enforceable means to ensure all future additions to the Urban Growth Boundary must be governed and urbanized by a city?

**Short Answer:** Yes. Urban Planning Area Agreements (UPAA) between each city and the County can require all future additions to the UGB be annexed to a city.

**Discussion:** Washington County, the Cities and Service Districts within Washington County are working with Metro to identify Urban and Rural Reserves. Once identified, the Urban Reserves in Washington County will be the highest priority land type for inclusion within the UGB, when additions are required in this County.

The Oregon Reserve Statutes provisions for identification of an appropriate Urban Reserve Areas include eight factors. One of the eight factors is “governance.” The governance factor clearly anticipates the importance of municipal service provisions to the creation and sustainability of great communities. The governance factor provides for the exploration and identification of appropriate municipal service providers, and anticipates an appropriate policy outcome, such as the proposed policy that all future additions to the UGB be required to annex and urbanize within a city.

Washington County and each City within Washington County have long had Urban Planning Area Agreement (UPAAs). These Agreements are required by LCDC Goal 2. The existing Agreements identify respective city and county planning areas, planning coordination requirements, and annexation policies. There clearly is a precedent for inclusion of an updated annexation policy requiring all future inclusions within the UGB to be annexed to and urbanized by the subject city.

SB 122 Urban Service Agreements are required by the Oregon Revised Statutes for unincorporated urban lands already within the UGB. This draft policy focuses upon *future* additions to the UGB. The underlying working assumption is that property owners newly included within the UGB would actively and willingly petition to annex to the appropriate city to take advantage of the benefits of inclusion within the UGB. However, refinements to existing annexation statutes may facilitate more rapid annexations of new UGB areas to cities.

Once the subject policy is included with Urban Planning Area Agreements, the policy legally becomes a part of each jurisdiction’s comprehensive plan and becomes enforceable. Additionally such policy conclusions may serve as a basis for a city and/or the county to request Metro to effectuate the policy by requiring annexation of the land as a condition of Metro’s decision to include the land within the UGB.

As the Urbanization Forum and the Urban Reserves planning process progresses, potential Urban Reserve Areas will emerge and application of the policy can be tested. Questions regarding contiguity of prospective UGB areas to cities also will be appropriately considered.

**DRAFT WASHINGTON COUNTY URBANIZATION FORUM RESOLUTION**  
**February 25, 2009**

**Whereas**, in 2008 the Cities of Washington County including mayors and managers, Board of Commissioners of Washington County and managers, the largest Service Districts of Washington County including chief executive officers and board chairs (TVF&R; THPRD; TVWD; CWS), and Washington County Sheriff convened a public Washington County Urbanization Forum and held four (4) public Urbanization Forum meetings in 2008 to discuss key urbanization issues, including listening to public comments on such issues;

**Whereas**, during Urbanization Forum discussion the participants explored issues and conditions pertaining to forming consensus policies for the governance and management of: (1) existing unincorporated urbanized areas in the County that contain approximately 200,000 residents; and, (2) areas added to the regional UGB in the County for future urban development and growth in the County, and imminent growth management issues confronting all Urbanization Forum participants as forecasted population growth in Washington County takes shape;

**Whereas**, Washington County citizens and civic organizations participated in the Urbanization Forum, principally through CPO leadership, in public large group and small group meetings held in April, June, October, November and December of 2008;

**Whereas**, it was determined during Urbanization Forum discussions that the following seven (7) urban unincorporated areas within the existing UGB required an area-by-area approach to determine if any changes are appropriate or desired in current service and governance solutions, and separate area-by-area discussions were conducted in each of these areas:

- (1) Cedar Hills/Raleigh Hills/West Slope/Garden Home;
- (2) Bethany/Rock Creek/North Bethany;
- (3) Cedar Mill;
- (4) Bull Mt/Areas 63&64;
- (5) Metzger;
- (6) Reedville; and
- (7) Aloha;

**Whereas**, it was also determined in Urbanization Forum discussions that resolution of matters of urbanization governance and management of areas added to the Urban Growth Boundary in Washington County by Metro requires consensus among the Urbanization Forum participants and Metro on a separate urbanization policy prepared by the Urbanization Forum for these areas;

**Whereas**, the Urbanization Forum used a Steering Committee, a working group and a series of public meetings to formulate and draft proposed policies pertaining to future governance and urbanization within existing unincorporated urban areas and areas outside the UGB that are added to the UGB by Metro;

**Whereas,** Urbanization Forum participants agree that, while an urbanization policy that assigns to cities the governance and management of new as-yet undeveloped areas added to the UGB engenders different urbanization issues and, accordingly, should be considered distinct from an urbanization policy for existing unincorporated urban areas not likely to become part of a city in the foreseeable future and already governed by Washington County, both urbanization policies are connected in terms of the quality and delivery of public services to such areas by their service providers and governing institutions, and the quality of urban life and amenities of residents and communities in both areas; and

**Whereas,** future actions of the jurisdictions within Washington County and Metro will be well served by each jurisdiction considering and adopting the consensus recommendations of the Urbanization Forum to serve as guideposts for decisions of the individual jurisdictions on matters of concern to the Urbanization Forum;

**Now, Therefore, Be it Resolved,** the governing body of \_\_\_\_\_, together with the Cities, County and Service Districts which participated in the Urbanization Forum (Cities of Beaverton, Cornelius, Forest Grove, Hillsboro, King City, North Plains, Sherwood, Tigard and Tualatin; Washington County; CWS, THPRD, TVF&R; TVW), hereby adopts this proposed Urbanization Forum Resolution and hereby commits to undertake and complete the specific actions listed below at the earliest practicable time:

- (1) We expressly recognize and support the process and work of the Urbanization Forum;
- (2) We will join fellow Jurisdictions that participated in the Urbanization Forum in preparing and executing amendments by December 2009 to Urban Planning Area Agreements ("UPAA's") and/or executed and pending Urban Service Agreements ("SB 122 Agreements"), as deemed necessary and appropriate by its counsel, to provide that all future additions to the applicable Urban Growth Boundary in Washington County during and after 2010 must be governed and urbanized by the interested City in the County. Urbanized means land use decision making authority. The decision as to how urban services will be delivered shall be determined by the interested City in consultation with area service providers in accordance with existing law and applicable agreements. "Interested" includes but is not limited to designations under SB 122 Agreements;
- (3) In conjunction with paragraph (2) we will join fellow Jurisdictions that participated in the Urbanization Forum in commonly supporting actions as appropriate to abide by a policy which ensures jurisdiction of roadways which are deemed by the County to be part of the county-wide road system, shall be under the jurisdiction of Washington County. Concurrent with annexation, the relevant City shall request all other roads that are not part of the Countywide Road System be transferred and the County shall transfer these roads;
- (4) We will join fellow Jurisdictions that participated in the Urbanization Forum in commonly urging Metro to expand the existing Urban Growth Boundary only to such areas as are contiguous to incorporated areas of Washington County;

(5) While it is the high priority of Urbanization Forum participants that UGB expansion by Metro in Washington County be contiguous to a governing City, in the event the Urban Growth Boundary in Washington County is expanded to include areas non-contiguous to an incorporated area, we will work with fellow Jurisdictions that participated in the Urbanization Forum, Metro and other interested entities to seek legislation or other enabling authority, as may be needed, to enable the inclusion of such areas outside the existing Urban Growth Boundary within the interested City;

(6) With respect to those existing areas of urban unincorporated Washington County in which the interested Cities do not pursue annexation activities such that these areas remain within the governance of Washington County, we will join fellow Jurisdictions that participated in the Urbanization Forum in identifying and developing financial tools for Washington County, and legislation attendant thereto, to provide urban services as needed to such areas while they remain outside the governance of Cities; and

(7) We will continue to work with fellow jurisdictions in Washington County and the public through the Urbanization Forum and/or other appropriate mechanisms to explore and discuss on a continuing basis the needs of current and future urbanized Washington County; and

**Be It Finally Resolved**, that a copy of this Resolution adopted this \_\_\_ day of \_\_\_\_\_, 2009, be hereby transmitted to all jurisdictions who participated as members of the Washington County Urbanization Forum, Metro, the Washington County CPO's, and other interested civic and community organizations.



# MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Michael A. McKillip, City Engineer *mk*

**DATE:** March 23, 2009

**SUBJECT:** Saum Way Slide Repair

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In January 2009 the owner at 4640 SW Saum Way reported sliding of the bank material in their back yard. Their back yard is adjacent to the Saum Creek Greenway. After reviewing the slide in the field, Engineering retained NW Geotech to help determine the cause of the slide and evaluate methods to stop the slide and repair the existing damage.

Since the original investigation work started in January, the slope has moved almost ½-inch. The first priority is to stabilize the area so the sanitary sewer line in the slide zone is not taken out. To do this we will be installing a series of 4" piles across the slide area on 4640 Saum Way. These will be tied together with a whaler wall and anchor piles will be driven into the ground under the sewer line.

The estimated cost of this work is less than \$100,000. The purchasing rules allow the City Manager to sign the contracts for this work. At this time we are proposing to use sanitary sewer funds for this work as protecting the sanitary sewer is the most important priority of the City in this situation.

We anticipate work beginning as soon as the bids are received and contracts signed. We anticipate the work will take about two weeks. After this work is completed a permanent repair to the slide area will be designed and constructed.

The attached slides illustrate the work area and general type of work.

**Attachments:** A. PowerPoint Slides

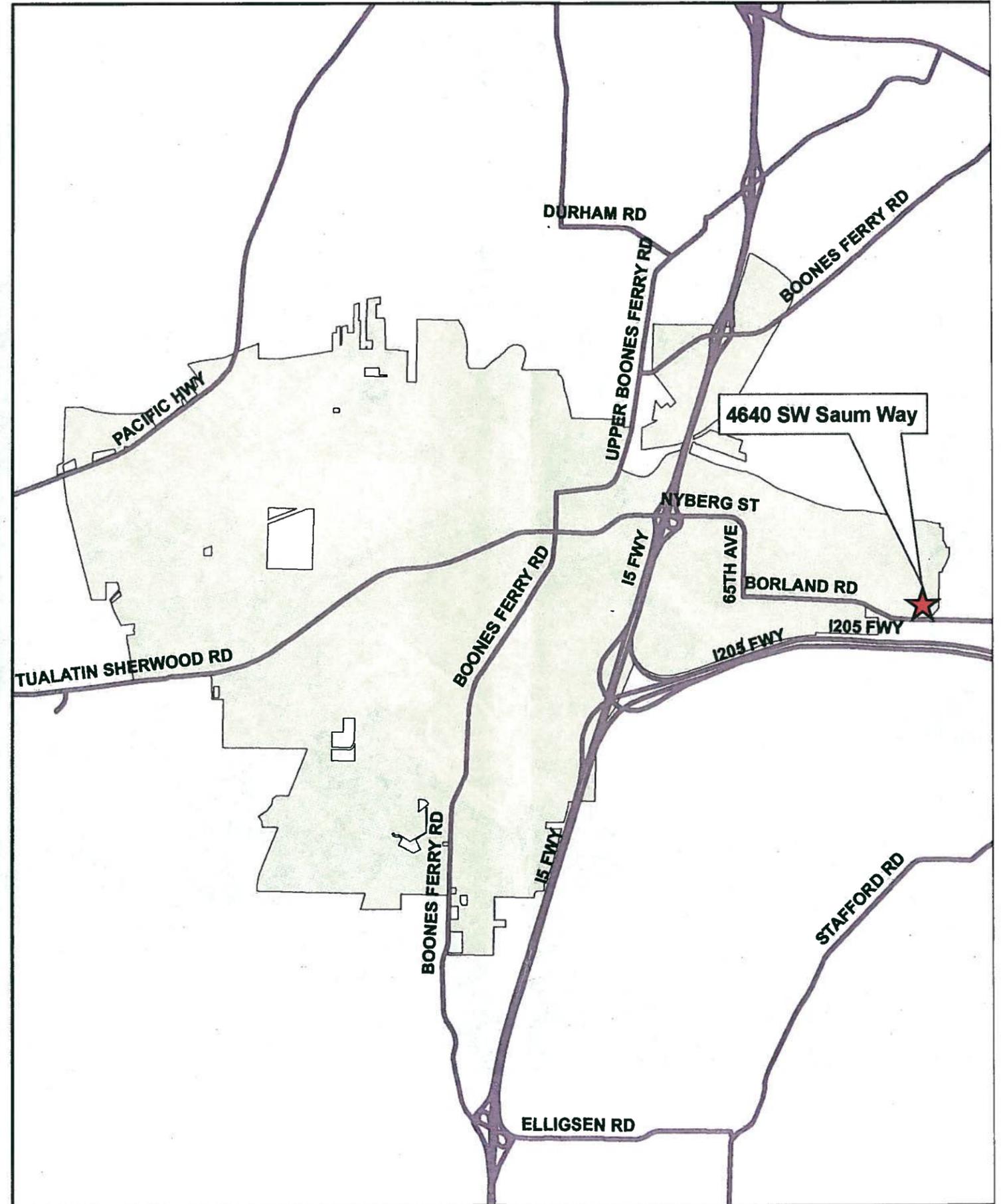






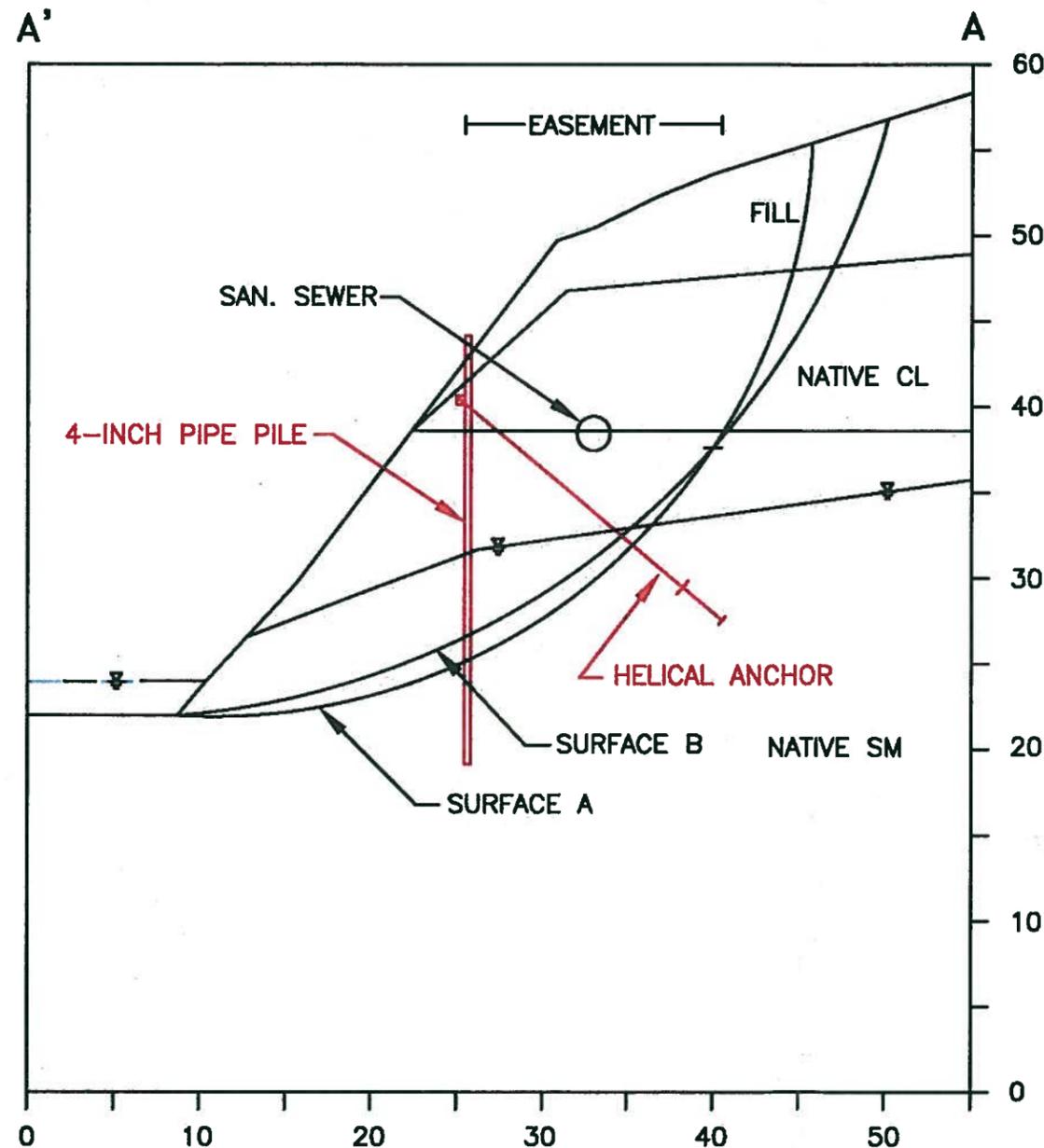
Photo 1 – 4640 Saum Way



Photo 2 – 4640 Saum Way

PRELIMINARY

SCALE 1"=10'



NOTES:

1. PIPE PILES TO BE 4-INCH NOMINAL DIAMETER STANDARD WEIGHT A53 GRADE B STEEL WITH A MINIMUM LENGTH OF 25 FEET. INSTALL PIPE PILES AT AN 18-INCH CENTER TO CENTER SPACING.

2. HELICAL ANCHORS TO BE 16 KIP MINIMUM ULTIMATE CAPACITY WITH A MINIMUM LENGTH OF 20 FEET. INSTALL ANCHORS AT AN INCLINATION OF 40° BELOW HORIZONTAL AT A 10-FOOT CENTER TO CENTER SPACING. ADJUST ANCHOR INCLINATION AS NECESSARY TO CLEAR SEWER.

3. FOLLOWING INSTALLATION OF THE PIPE PILES, TIEBACKS, AND WALER, THE ANCHORS SHALL BE PRE-LOADED TO A TENSION OF 7 KIPS AND LOCKED-OFF.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PUBLIC UTILITY LOCATES. IN ADDITION THE CONTRACTOR SHALL POT HOLE THE SEWER TO VERIFY THAT THE TIEBACKS CAN BE INSTALLED WITHOUT DISTURBANCE OF THE SEWER PIPE OR BEDDING.

5. THE CONTRACTOR SHALL RETAIN A STRUCTURAL ENGINEER TO SIZE THE WALER AND DETAIL ANY REINFORCEMENT AND SPLICING.

6. SPECIAL INSPECTION OF PILE AND ANCHOR INSTALLATION AND WELDING WILL BE PROVIDED BY NGI FOR THE CITY AT NO COST TO THE CONTRACTOR.

TEMPORARY STABILIZATION  
PROFILE VIEW

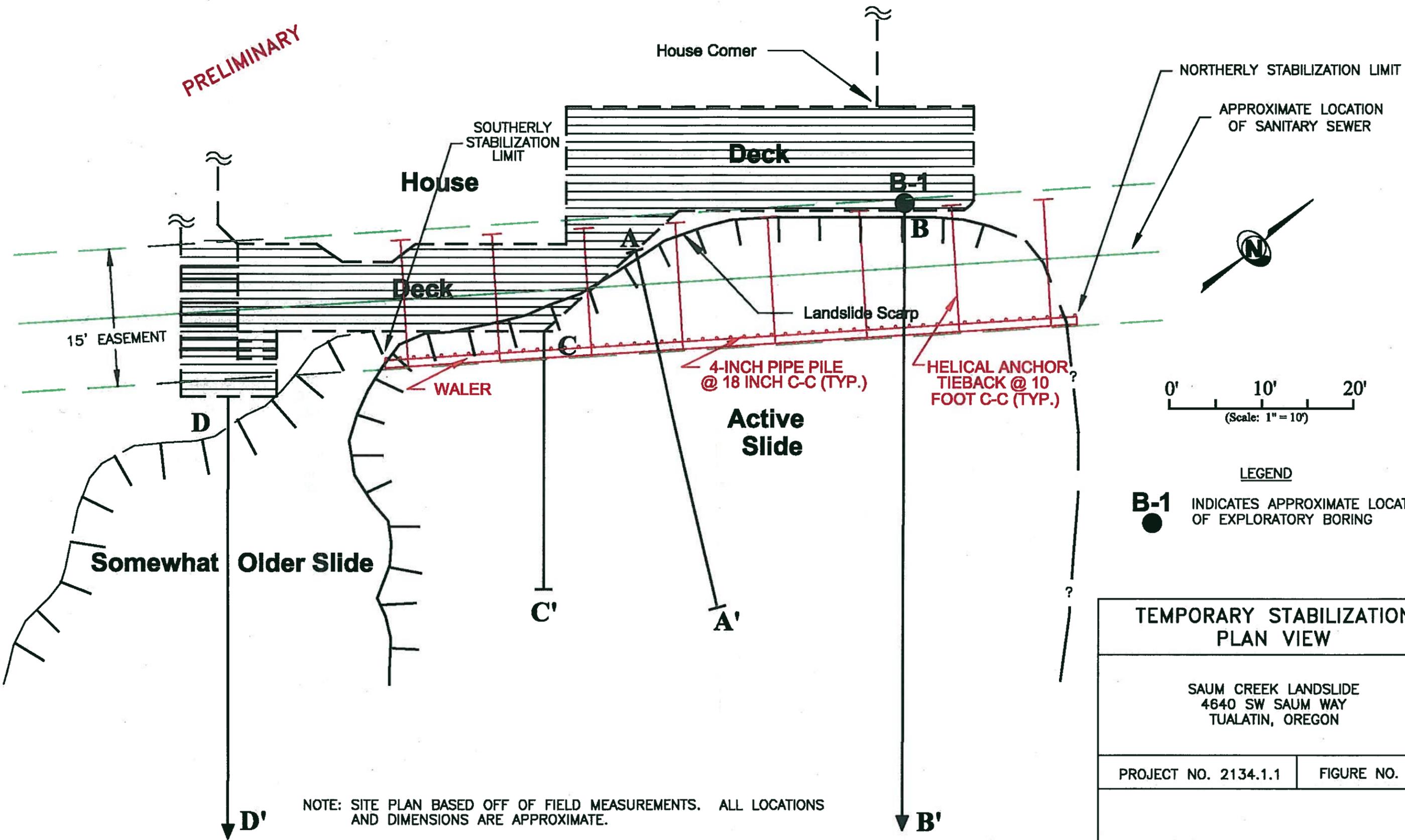
SAUM CREEK LANDSLIDE  
4640 SW SAUM WAY  
TUALATIN, OREGON

PROJECT NO. 2134.1.1

FIGURE NO. 2

NOTE: DRAWING BASED ON FIELD MEASUREMENTS. ALL DIMENSIONS ARE APPROXIMATE.

**PRELIMINARY**



**LEGEND**

**B-1** ● INDICATES APPROXIMATE LOCATION OF EXPLORATORY BORING

<b>TEMPORARY STABILIZATION PLAN VIEW</b>	
SAUM CREEK LANDSLIDE 4640 SW SAUM WAY TUALATIN, OREGON	
PROJECT NO. 2134.1.1	FIGURE NO. 1

NOTE: SITE PLAN BASED OFF OF FIELD MEASUREMENTS. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.

**MEETING DATE: Tuesday, March 31, 2009**

*start time: to be determined*

Joint Meeting with Tigard-Tualatin School District Board, Tualatin City Council, and Tigard City Council

**Location: TTSD Administration Office, 6960 SW Sandburg Street, Tigard**

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**WORK SESSION ITEMS**

**PowerPoint?**

1. Urban/Rural Reserves Wrap-up (Comm Dev)
2. Legislative Session Update (Admin)
3. Water Conservation (Eng)
- 4.
- 5.

**PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS**

**PowerPoint?**

1. Earth Day Proclamation (Comm Svcs)
2. YAC Update (short video)
3. Proclamation – Volunteer Appreciation Week
4. Crawfish Festival Update – Chamber of Commerce

**CONSENT CALENDAR ITEMS**

1. Liquor License – New – Ex Cathedra
2. Liquor License – Change of Ownership – Bush Garden
3. Liquor License Renewals 2009 – Late Submittals
4. Resolution Approving Ratification of CBA – Tualatin Employees Assoc.

**PUBLIC HEARINGS – Legislative, Other, Quasi-Judicial**

**PowerPoint?**

- 1.
- 2.
- 3.

**GENERAL BUSINESS ITEMS (not consent)**

**PowerPoint?**

1. Ordinance – PTA-08-04 Street Tree Regulations (Legal)
2. Ordinance – Truck Routes (Legal)
- 3.
- 4.
- 5.

**EXECUTIVE SESSION ITEMS**

- 1.

**MEETING DATE: Monday, April 20, 2009**  
**Special Work Session (food provided)**

**start time: 6p**  
**Location:**

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**SPECIAL WORK SESSION ITEMS**

**PowerPoint?**

1. Council discussion of 09/10 budget

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2. Tualatin Tomorrow budget request

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3. Use of Existing Urban Renewal Funds

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**MEETING DATE: Monday, April 27, 2009**

**start time:**

**WORK SESSION ITEMS**

**PowerPoint?**

1. Sign Design Standards Follow-up (Comm. Dev)

2.

3.

4.

5.

**PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS**

**PowerPoint?**

1. Tualatin Tomorrow Presentation GHT

2. Historic Week Proclamation

3.

**CONSENT CALENDAR ITEMS**

1. Reso – Awarding Bid for Norwood Pump Station

2. Resolution - Stafford MOU on Communications (Comm Dev) (?)

3.

4.

**PUBLIC HEARINGS – Legislative, Other, Quasi-Judicial**

**PowerPoint?**

1. CUP-09-01 Stafford Hill Racquet & Fitness Club (Comm. Dev)

2.

3.

**GENERAL BUSINESS ITEMS (not consent)**

**PowerPoint?**

1.

2.

3.

4.

5.

**EXECUTIVE SESSION ITEMS**

1.

**WORK SESSION ITEMS**

*PowerPoint?*

1. 1<sup>st</sup> Budget Committee meeting - FY 2009/10
2. Water quality facilities – monitoring (Eng) *(tentative this date)* yes
3. Historic Regulations Follow-up (Comm Dev.)
- 4.
- 5.

**PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS**

*PowerPoint?*

1. Proclamation – Law Enforcement Memorial Week (Police)
2. Proclamation – Public Works Week (Eng)
- 3.

**CONSENT CALENDAR ITEMS**

1. Fee Schedule Update – Land Use Fees (Comm Dev)
- 2.
- 3.
- 4.

**PUBLIC HEARINGS – Legislative, Other, Quasi-Judicial**

*PowerPoint?*

- 1.
- 2.
- 3.

**GENERAL BUSINESS ITEMS (not consent)**

*PowerPoint?*

- 1.
- 2.
- 3.
- 4.
- 5.

**EXECUTIVE SESSION ITEMS**

- 1.

**WORK SESSION ITEMS**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

**CONSENT CALENDAR ITEMS**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

**PUBLIC HEARINGS – Legislative, Other, Quasi-Judicial**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

**GENERAL BUSINESS ITEMS (not consent)**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**EXECUTIVE SESSION ITEMS**

1. \_\_\_\_\_

**WORK SESSION ITEMS**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

**CONSENT CALENDAR ITEMS**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

**PUBLIC HEARINGS – Legislative, Other, Quasi-Judicial**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

**GENERAL BUSINESS ITEMS (not consent)**

*PowerPoint?*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**EXECUTIVE SESSION ITEMS**

1. \_\_\_\_\_

**MEETING DATE: Monday, June 22, 2009**

**start time:**

**WORK SESSION ITEMS**

**PowerPoint?**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS**

**PowerPoint?**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

**CONSENT CALENDAR ITEMS**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

**PUBLIC HEARINGS – Legislative, Other, Quasi-Judicial**

**PowerPoint?**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

**GENERAL BUSINESS ITEMS (not consent)**

**PowerPoint?**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**EXECUTIVE SESSION ITEMS**

1. \_\_\_\_\_

# April

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			<b>1</b> 1:15p Tualatin Historical Soc	<b>2</b> 6:45p Clackamas County C-4 Meeting @County Develop. Services Building	<b>3</b>	<b>4</b>
<b>5</b>	<b>6</b>	<b>7</b> 6:30p TLAC	7:00p ARB (if necessary) <b>8</b> 5:00p Metro Policy Advisory Committee 6:30p Tualatin Tomorrow VIC Steering Committee Meeting, Council Chambers	<b>9</b> 7:00p TPAC	<b>10</b>	<b>11</b> Arbor Day Celebration (TBD) 10:00a.m. Easter Egg Hunt at Tualatin Community Park (Lion's Club)
<b>12</b>	Kent Out <b>13</b>	<b>14</b> 6:00p TPARK	<b>15</b>	<b>16</b> 12p Friends of Library 7:00p Urban Renewal Advisory Committee, Council Chambers	<b>17</b>	<b>18</b>
<b>19</b>	5:00p Work Session 7:00p Council/TDC Mtg <b>20</b> 6p Work Session to discuss FY 09/10 budget <b>27</b>	<b>21</b> 6:30p TAAC	7:00p ARB (if necessary) <b>22</b> 5:00p Metro Policy Advisory Committee 7:00p ARB (if necessary) <b>29</b>	<b>23</b> 11:30a Chamber Luncheon @ Country Club (Celebrate Tualatin Volunteer Recognition) <b>30</b> 5:30p - 8:00p Tualatin Tomorrow Community Event @ Meridian Park Hospital Education Center	<b>24</b>	<b>25</b>
<b>26</b>		<b>28</b>	7:00p ARB (if necessary)			

2009

# May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					<b>1</b> 8:45am - 1:00pm YAC Project FRIENDS	<b>2</b>
<b>3</b>	<b>4</b>	<b>5</b> 6:30p TLAC	<b>6</b>	<b>7</b> 12p Friends of Library 6:45p Clackamas County C-4 Meeting @County Develop. Services Building	<b>8</b>	<b>9</b> 8:30a-4:00p Portland Model Power Boat Association at Lake at Tualatin Commons 10-2:00 Bulky Waste Day @ Allied in Wilsonville
<b>10</b>	<b>11</b> 5:00p Work Session - Budget Committee 7:00p Council/TDC Mtg	<b>12</b> 6:00p TPARK	<b>13</b> 5:00p Metro Policy Advisory Committee 6:30p Tualatin Tomorrow VIC Steering Committee Meeting, Council Chambers	<b>14</b> 7:00p TPAC	<b>15</b> Carina out	<b>16</b> 10-2:00 Yard Debris Dropoff @ Grimm's
<b>17</b>	<b>18</b> Chamber Crawdaddy Open Time TBA 5p Budget Committee Carina out	<b>19</b> 6:30p TAAC	<b>20</b> 12:00p Core Area Parking District Board, Council Chambers	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b> Memorial Day Holiday CITY OFFICES CLOSED	<b>26</b> 5:00p Work Session 7:00p Council/TDC Mtg	<b>27</b> 5:00p Metro Policy Advisory Committee	<b>28</b> 11:30a Chamber Luncheon @ Country Club	<b>29</b>	<b>30</b> 10a-2p Spring Fling @ Tualatin Commons
<b>31</b>						

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# June

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	<b>1</b>	<b>2</b> 6:30p TLAC	<b>3</b>	<b>4</b> 6:45p Clackamas County C-4 Meeting @County Develop. Services Building	<b>5</b>	<b>6</b> 8:30a-4:00p Portland Model Power Boat Association at Lake at Tualatin Commons
<b>7</b>	<b>8</b> 5:00p Work Session 7:00p Council/TDC Mitg	<b>9</b> 6:00p TPARK	<b>10</b> 5:00p Metro Policy Advisory Committee 6:30p Tualatin Tomorrow V/C Meeting, Location TBA	<b>11</b>	<b>12</b>	<b>13</b> 10:00a-Midnight Relay for Life (THS Artificial Turf Field)
<b>14</b> Midnight - 10:00a Relay for Life (THS Artificial Turf Field) 8:30a-4:00p Portland Model Power Boat Association at Lake at Tualatin Commons	<b>15</b>	<b>16</b> 6:30p TAAC	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
<b>21</b>	<b>22</b> 5:00p Work Session 7:00p Council/TDC Mitg	<b>23</b>	<b>24</b> 5:00p Metro Policy Advisory Committee	<b>25</b> 11:30a Chamber Luncheon @ Country Club	<b>26</b>	<b>27</b>
<b>28</b>	<b>29</b>	<b>30</b>				

2009