

Seneca Street Extension and Council Building Discussion

Public Involvement
Meetings
October-November
2013



Overview

- Background Information
- Timing of Seneca Street
- Building Alternatives
- Financial Picture
- Questions to Consider
- Questions & Discussion

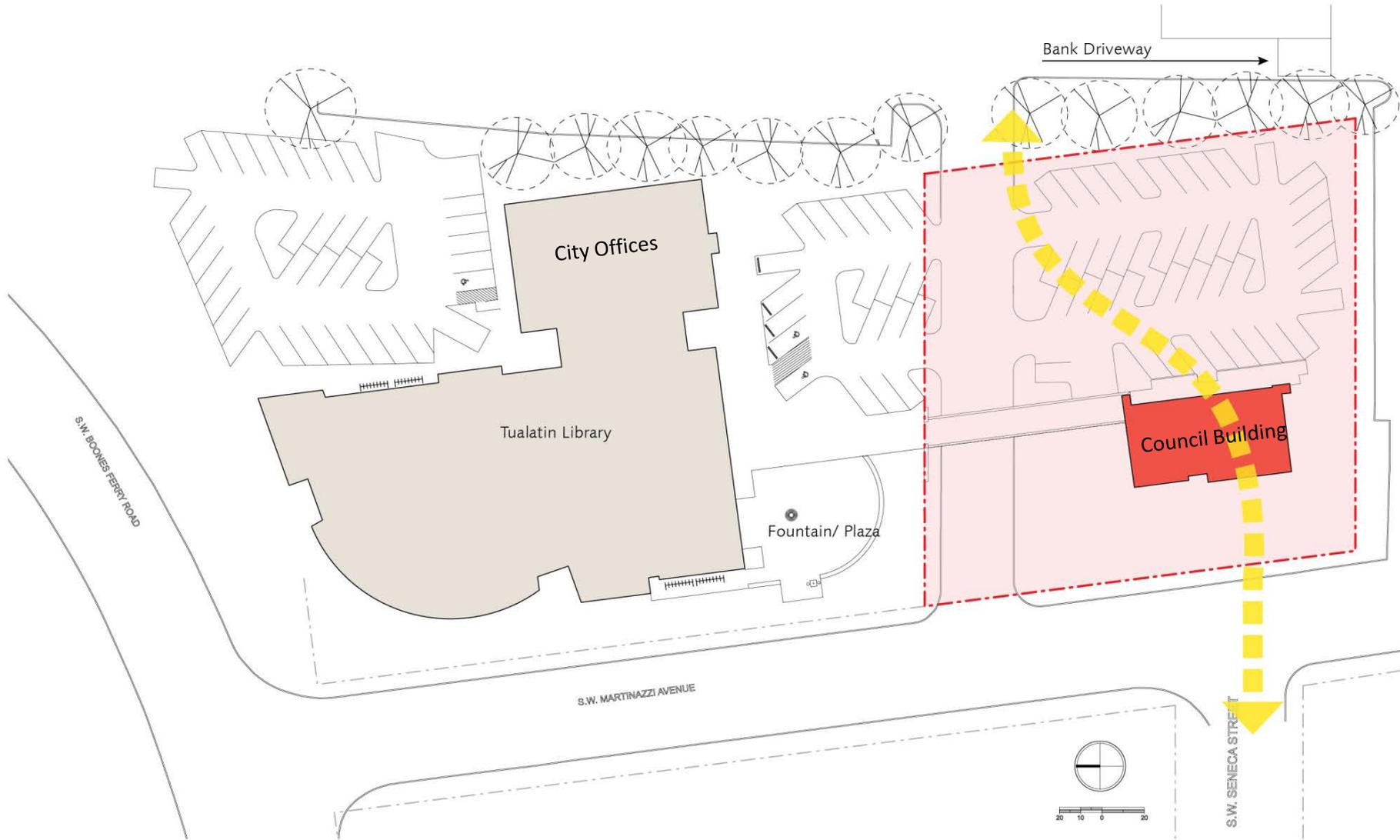
Why Are We Here, Right Now?

- The Nyberg Rivers Master Plan was approved on August 26th.
- The Seneca Street extension was included as part of the Master Plan decision, but the question of the timing of construction remains.
- The City Council is faced with important decisions which will impact the community:
 - When should Seneca Street be constructed?
 - Should a new building be constructed, and where?
 - How should this be financed and should the community vote on it?

Nyberg Rivers Master Plan



Seneca Street



EXISTING CONDITION WITH SENECA ST. ALIGNMENT

Seneca Street

- There were two separate traffic studies conducted by DKS and Associates and Kittelson & Associates.
- There was some conflicting information in the studies, but both agree that the Seneca Street extension and signalization would result in significant operational improvement of the intersection.
- The following slides are an excerpt from Kittelson's presentation to the City Council.

Key Benefits to the Seneca Street Extension

- Completes the City's Loop Road
 - Part of City's TSP for many years
- Solves existing operational and safety concerns at City Hall/Library access on Martinazzi
 - Left turns exiting and entering
 - Interaction with queues from Martinazzi/Boones Ferry intersection
 - Allows closure of several driveways on Martinazzi
- Significantly improves pedestrian crossings on Martinazzi
- Timing of the improvement is ideal given re-development of Centercal property
- Several independent transportation professionals have concluded it is the preferred option

Proposed Major Transportation Improvements



New Site Driveway to Boones Ferry Road

Seneca Street extension and traffic signal

Internal Street Widening and Closure of Existing Access Driveways

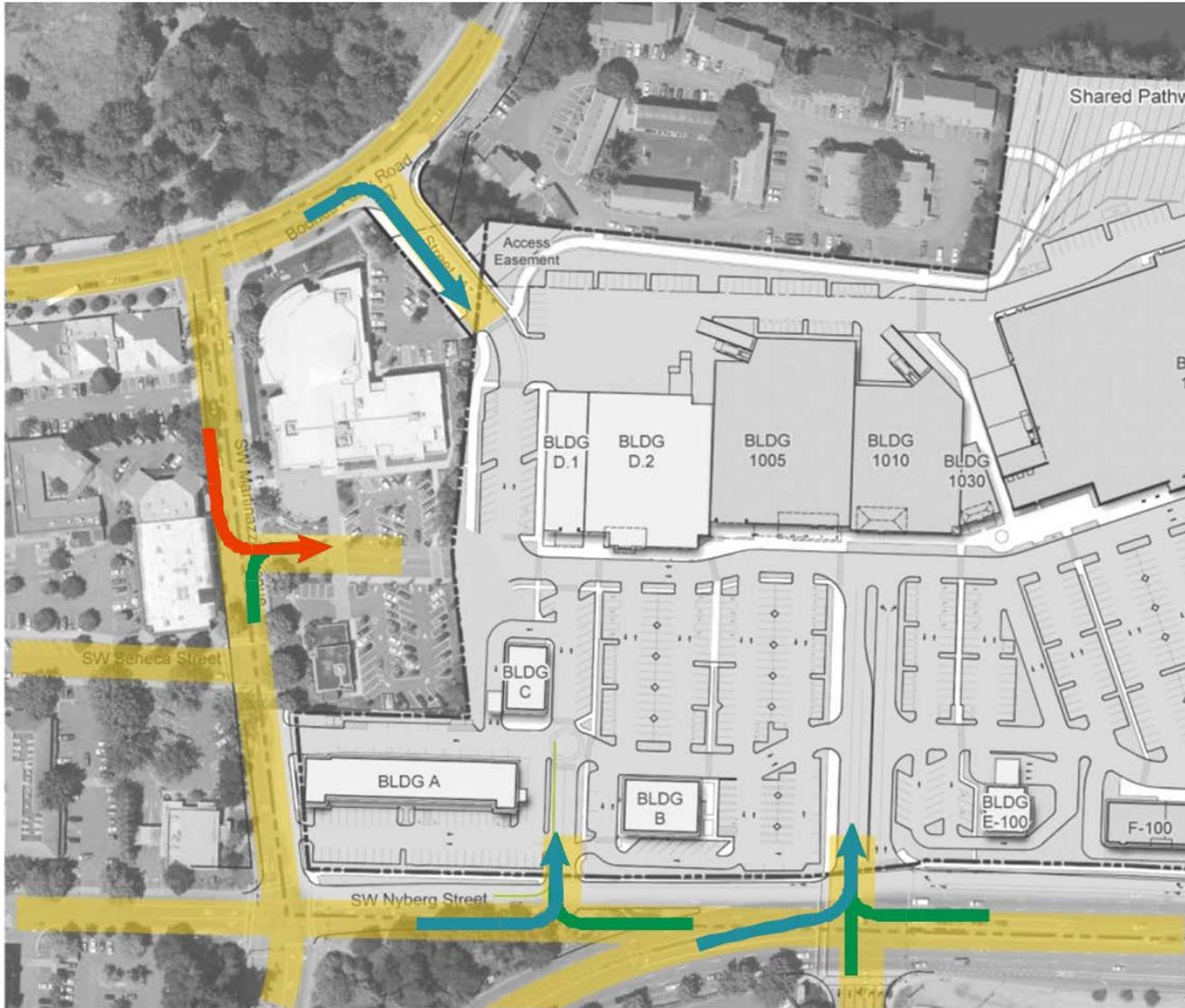
New Westbound Right-Turn Lane

Traffic Signal Modification

Project Helps Implement Tualatin TSP







What Does the Traffic Analysis Actually Say?

- *The City driveway currently meets the City of Tualatin's Level of Service standard and will continue to meet the standard with the added traffic from Nyberg Rivers.*
- *There are existing operational deficiencies that exist at the City driveway under existing conditions.*
- *An option that would eliminate the City driveway and replace it with the extension of SW Seneca Street has also been studied. Under this scenario the new SW Seneca/SW Martinazzi intersection would result in a significant operational improvement relative to the existing condition at the aforementioned City driveway.*

-Kittleson & Associates TIA Addendum, June 21, 2013

Things to Consider...

- If the street is constructed now, the developer could build it and receive a Transportation Development Tax (TDT) credit; if the street is constructed later, the City could not require the developer to build it in exchange for TDT credits.
- If the street is constructed now, it will mitigate the immediate traffic impacts.
- If the street is constructed later, the City loses efficiency and cost savings of having the developer construct the street.
- It will be cheaper to build the street now in conjunction with the development.
- If the street is constructed later, traffic problems can be evaluated as they arise and can be addressed at a later time.

Question: When Should the Street be Constructed?

- The Council has requested input on when Seneca Street should be constructed.
- Should it be built now with the Nyberg Rivers development?
- Should it be built sometime in the future?
- Should the street not be constructed?

Council Building Alternatives

Council Building Alternatives

1. Rent space in Tualatin
2. Use existing buildings to relocate services
3. Relocate the building on the existing site (see SRG study)
4. Build on the site adjacent to the Police Department
5. Expand the current City Offices (2nd Story on Library)
6. Do Nothing

1. Rental Space in Tualatin

- Staff examined available rental space in Tualatin:

Building Address	Total Cost Per Year*	Cost Over 5 Years **
Robinson Crossing, 18840 SW Boones Ferry Rd.	\$237,250.00	\$1,259,592.47
Lakeside Center, 8100 SW Nyberg Rd.	\$218,270.00	\$1,158,825.07
South Center, 7565-7995 SW Mohawk St.	\$175,565.00	\$932,098.43
South Place, 19801 SW 72nd Ave.	\$194,545.00	\$1,032,865.83
Express Plaza, 7401 SW Washoe Ct.	\$189,800.00	\$1,007,673.98

*Assumes 9,490 square feet

**Assumes annual 3% increase in rent per year

Does NOT include tenant improvement costs

Leasing rates found on loopnet.com

2. Use of Existing Buildings to Temporarily Relocate Services

- Staff reviewed several options for relocating services to other City buildings, option below includes the lowest cost impact and minimum service impact:

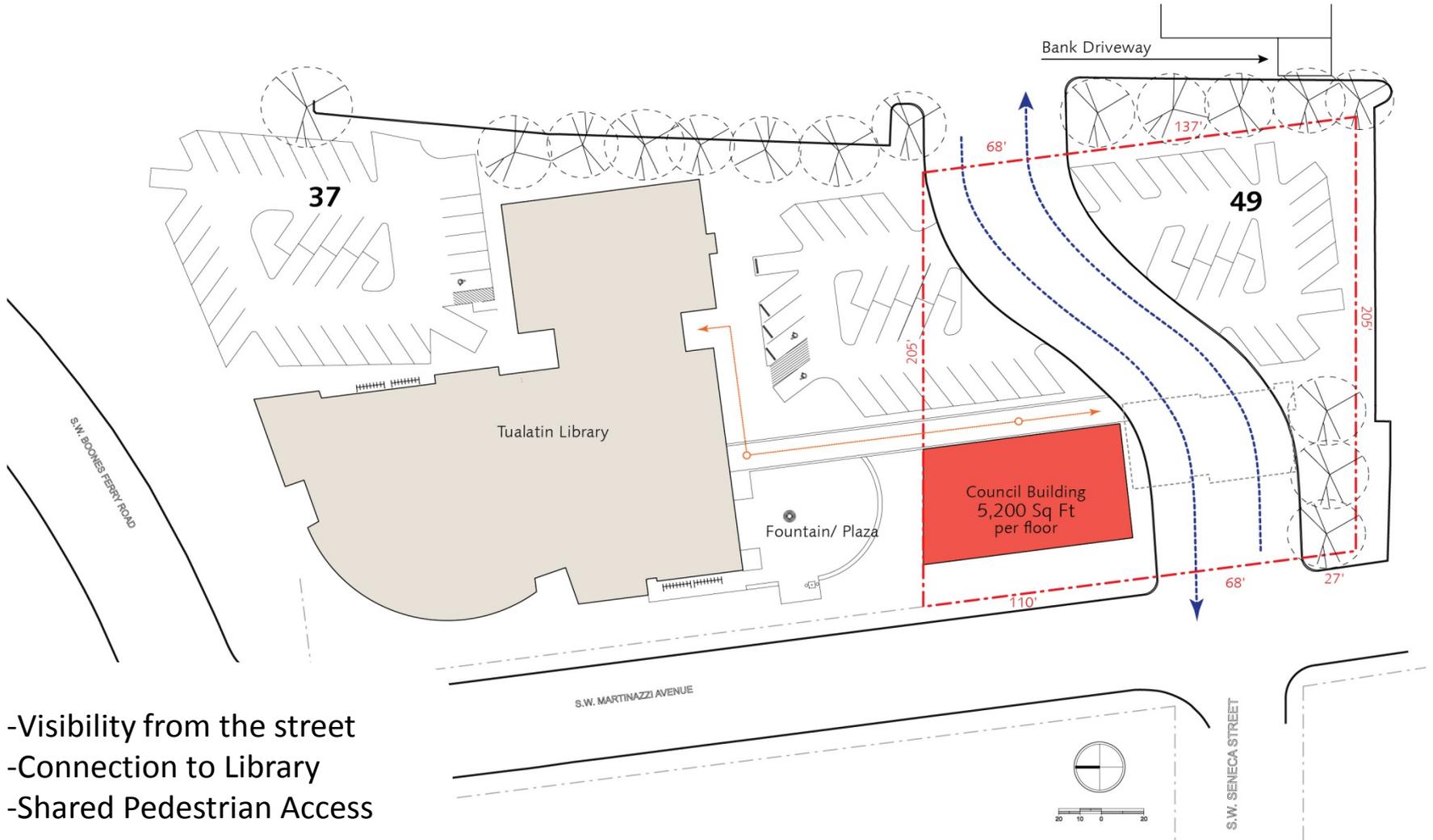
Function	Relocated To	Potential Impacts
1. Administration Department	Remain in rented space	Cost over 5 years is approximately \$272,000
2. Finance Department: Finance Division	Operations Training Room Space	<ul style="list-style-type: none"> •Moving costs and furniture/fixture costs •Loss of meeting space •Displaced City's Emergency Operations Center •Dividing Finance Department functions •Not a sustainable long-term solution

2. Use of Existing Buildings to Temporarily Relocate Services (cont.)

Function	Relocated To	Potential Impacts
3. Finance Department: Municipal Court/Utility Billing	City Offices Planning Counter	<ul style="list-style-type: none"> •Moving costs and furniture/fixture costs •Crowds space in City Offices Building •Loss of meeting space •Divides Finance Department functions •Court staff would need to move staff and files on Court days to off-site location
4. Court/Council Chambers	Police Department Training Room	<ul style="list-style-type: none"> •Loss of meeting space •Court and Council meetings would require additional set up time by staff •Loss of live broadcast for Council meetings •Police lose training facility during this time, which is heavily used by the department and other community groups

3. Relocate the Building on the Existing Site

- Council directed staff to look at relocating the building on the existing site as part of the feasibility study:
 - Scope of this study included the relocation of the functions of the Council Chamber, Municipal Court, Finance Department and Administration Department to a replacement building.
- SRG Architects studied the site and space requirements and provided information on:
 - Location Options
 - Schedule for design and construction
 - Cost for Design, Construction, and Parking



- Visibility from the street
- Connection to Library
- Shared Pedestrian Access

OPTION A

SRG PARTNERSHIP INC



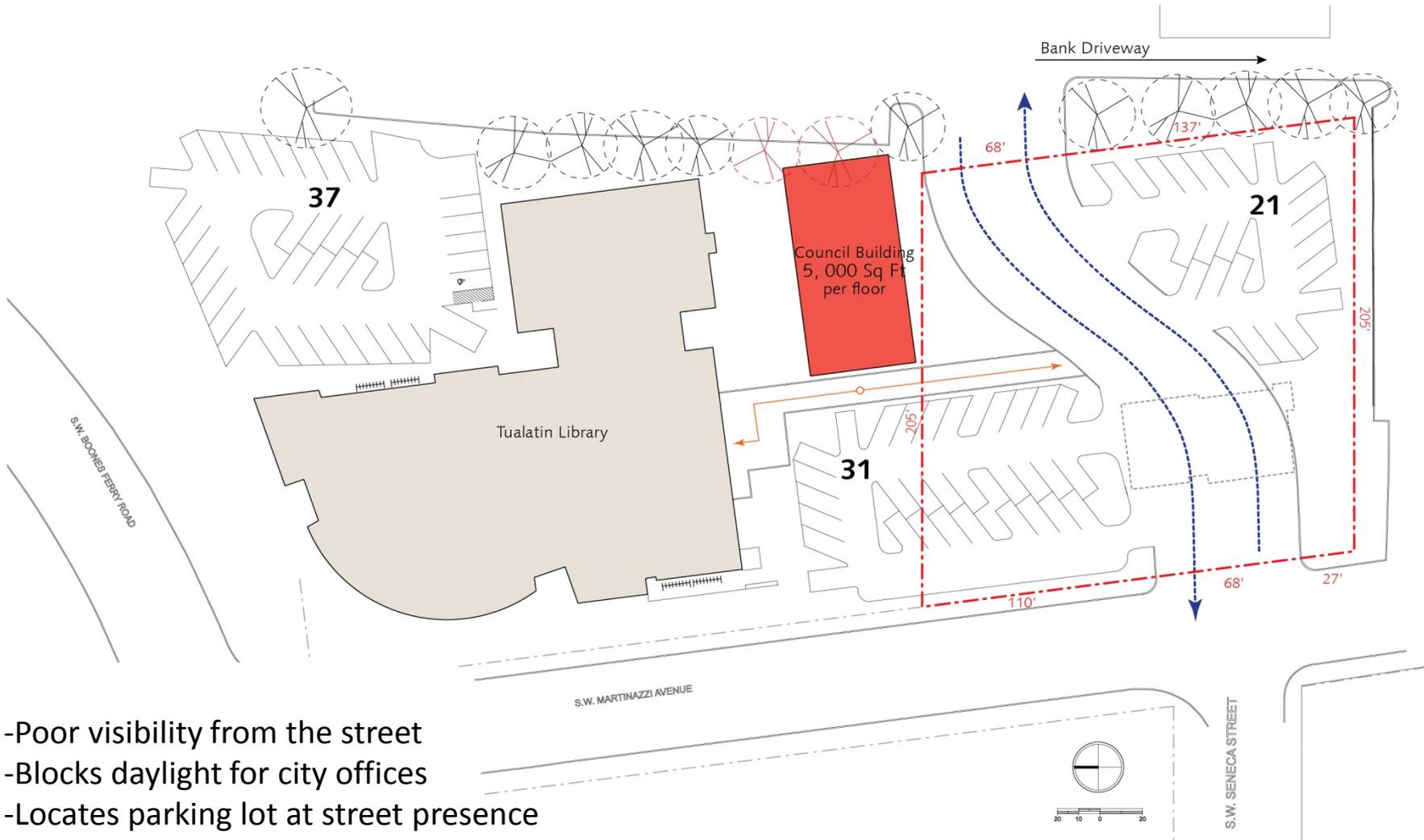


- Poor visibility from the street
- Poor connection to Library
- Locates parking lot at street presence
- Disrupts existing trees

OPTION B

SRG PARTNERSHIP INC



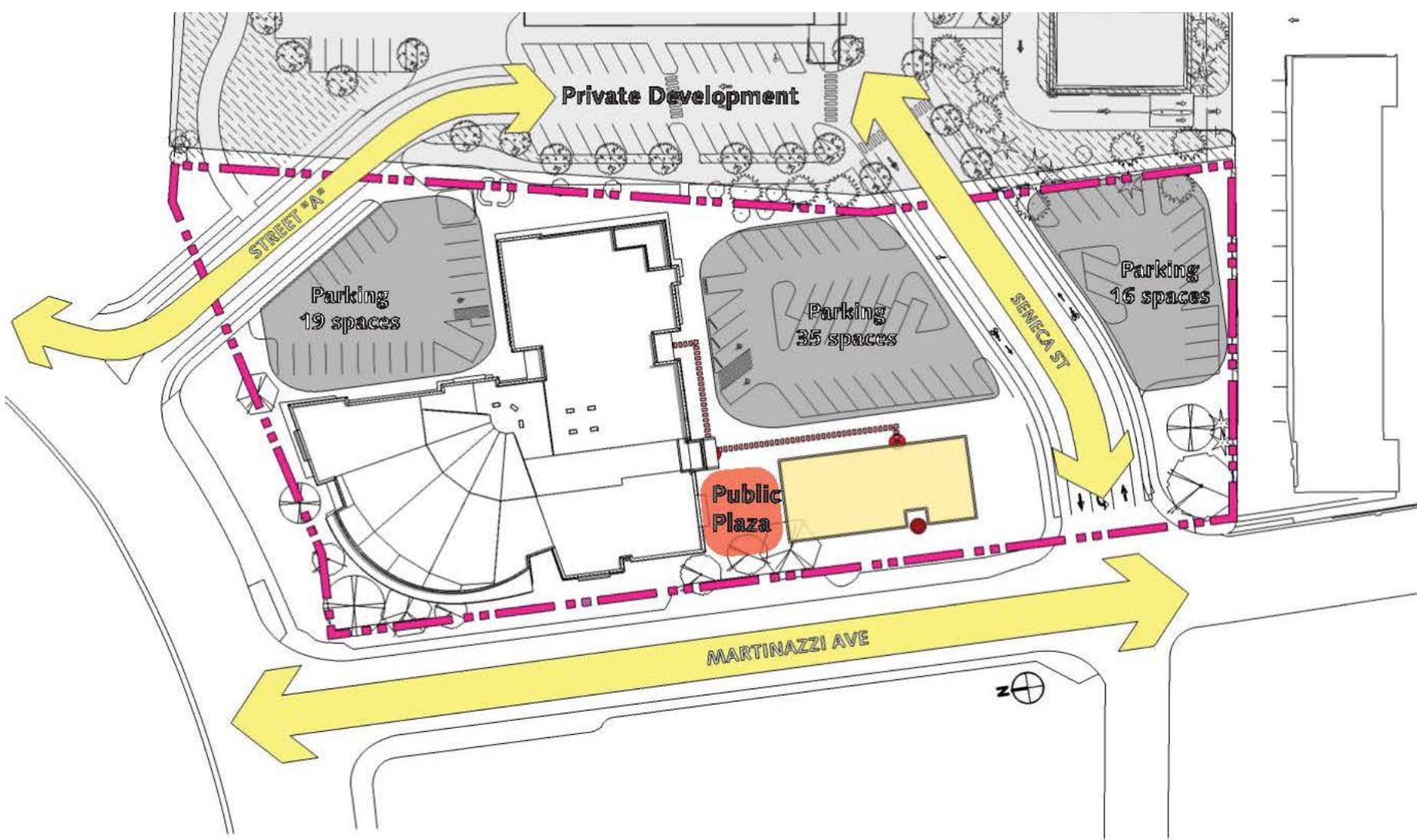


- Poor visibility from the street
- Blocks daylight for city offices
- Locates parking lot at street presence

OPTION C

SRG PARTNERSHIP INC





PARKING = 70 SPACES

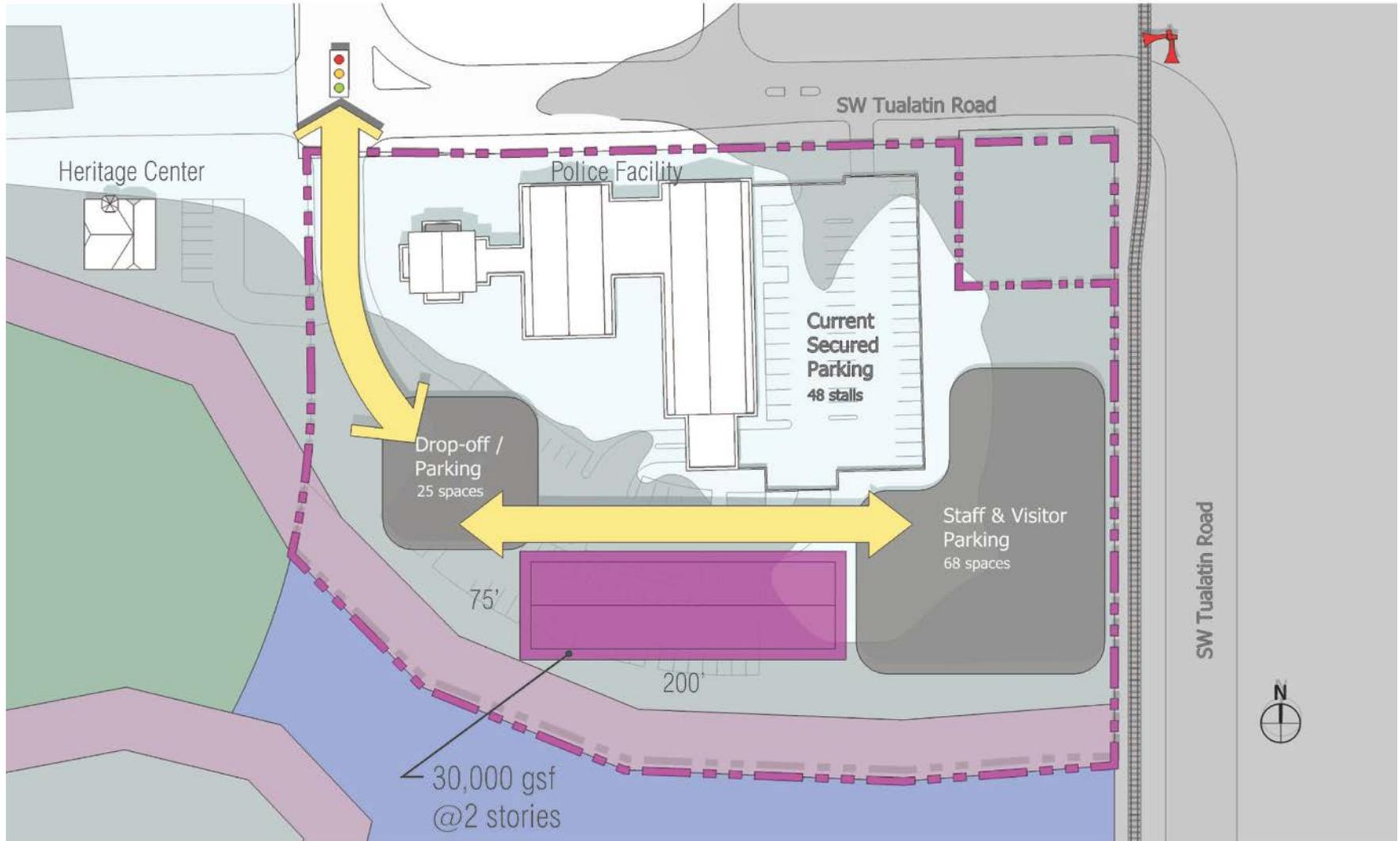
SRG PARTNERSHIP INC



4. Build on the Site Adjacent to the Police Department

- The City owns property adjacent to the Police Department which could accommodate a replacement building.
- A full feasibility study has not been completed on this site, so more analysis would be required.
- Preliminary study shows that a 30,000 sq. foot building would fit on the site.

Relocate New Facility Adjacent to Police Department



SRG PARTNERSHIP INC

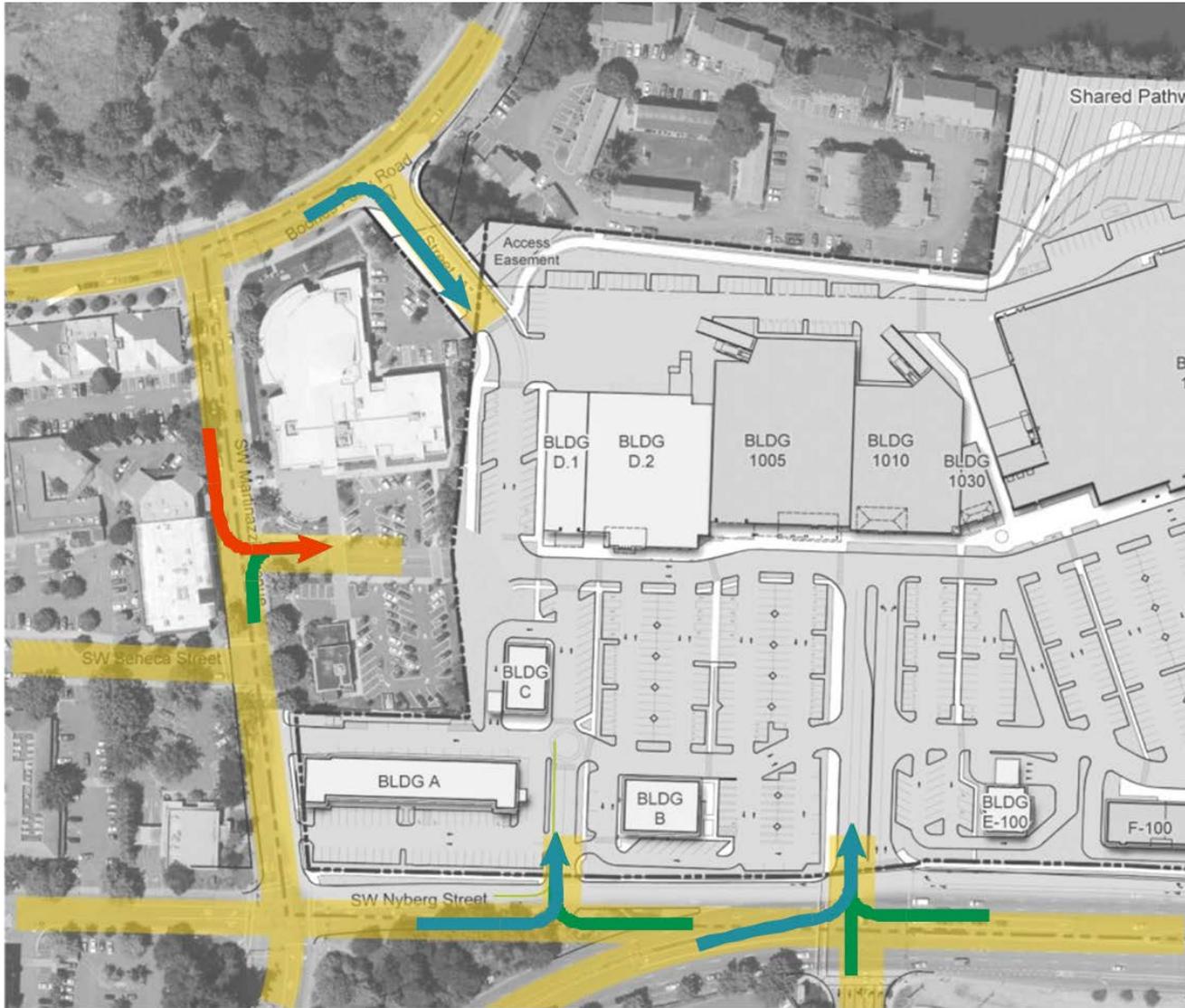
5. Expand the Current City Offices (2nd Story on Library/City Offices)

- The existing building was not structurally designed to accommodate a future second floor.
- The cost to build the needed square footage as a second story on the existing building could be 2-4 times the amount of building a new facility with the same square footage.
- A full feasibility study would be required to determine exact costs and the square footage which could be accommodated at the existing site.

6. No Build Alternative – What Happens if We Don't Build the Street?

- The traffic analysis projects an increase in vehicle traffic
- Things to consider from earlier discussion related to Seneca Street:
 - Traffic Flow
 - Pedestrian Safety





Question: Should a Replacement Building be Constructed?

- Yes
- No
- Maybe

Question: Where Should a Replacement Building be Constructed?

- Next to the Library
- Next to the Police Department
- Rent Space
- Relocate in Existing City Buildings
- Do Not Build Seneca Street and Keep the Council Building
- Look at Other Options

What are the Financial Impacts?

Financial Impacts of the Building Alternatives

Option	Financial Impact	Access	Service Impacts
1. Rental Space	<ul style="list-style-type: none"> •\$175,565 to \$237,250 per year •Does not include tenant improvements •Moving costs approximately \$13,000 	Dependent upon location of rental space.	City services could be separated from a central downtown location. This cost is not sustainable over the long term.
2. Use of Existing City Facilities	<ul style="list-style-type: none"> •Moving costs approximately \$13,000 •Costs for furniture/fixtures 	Public access points for external services would be provided at City Offices and Police Department.	Divides department and central service delivery. Loss of space for existing departments and public meeting spaces.
3. Relocate on Existing Site – New Construction	<ul style="list-style-type: none"> •Construction costs = \$3,331,750 •Owner’s costs = 30% •Total = \$4,331,275 	Provides good access to City services and the new development.	Provides central campus in downtown Tualatin for City services.

Financial Impacts of the Building Alternatives

Option	Financial Impact	Access	Service Impacts
4. Build on Site Adjacent to the Police Department	•TBD	Adequate parking space available and public access to services.	Improves service delivery by centralizing many services in one building. Could free up space for Library expansion.
5. Add a Second Story to Existing City Offices/Library	•TBD	Maintains all services in one central location. Parking impacts would need to be further evaluated.	Improves service delivery by centralizing many services in one building.
6. No Build	\$0	Not building the road provides poor access to the development site.	Traffic impacts could make it difficult for customers to reach City facilities.

How Does this Fit in the Overall Financial Model

Current One-Time Funds Available Analysis:

	<u>Available FY 13-14</u>	<u>Proposed Use</u>	<u>Remaining</u>
General Fund - Non-Departmental			
Contingency	\$ 2,710,230	\$ -	\$ 2,710,230
General Acct Reserves	\$ 830,000	\$ (390,000)	\$ 440,000
Unappropriated	\$ 2,464,040	\$ (500,000)	\$ 1,964,040
Central Urban Renewal District (CURD)			
CURD Projects Fund			
Contingency	\$ 9,290	\$ -	\$ 9,290
General Account Reserve	\$ 921,890	\$ (800,000)	\$ 121,890
Local Improvement District Fund			
Contingency	\$ 476,210	<u>\$ (476,210)</u>	\$ -
Total Funds Currently Available		<u><u>\$ 2,166,210</u></u>	

If a Building is Constructed on the Existing Site at 10,000 SF, What is the Cost?

Project Financing Analysis:

Estimated Project Cost	\$ 4,331,275
Total Funds Currently Available	<u>\$ (2,166,210)</u>
Amount to be Financed	<u><u>\$ 2,165,065</u></u>

Financing of \$2,165,000 at 3.5% interest

20-year amortization \$ 151,500

Question: How Should a Replacement Building be Financed?

- Build a building which can be paid for without a tax increase
- Have the public vote to pass a bond
- Don't build a new building
- Analyze other options

Questions for the Community?

1. When should Seneca Street be constructed?
2. Should a replacement building be constructed?
3. Where should the building be constructed?
4. How should a replacement building be financed?

Take the survey at:

[www.surveymonkey.com/s/senecastreet.](http://www.surveymonkey.com/s/senecastreet)

Discussion