MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: January 16, 2009

SUBJECT: Work Session for January 26, 2009

Work Session will begin at 4:00 p.m.
There WILL be an executive session: ORS 192.660(2)(d)

The following items are up for consideration at work session:

4:00 p.m. (40 min) – Mandatory Business Recycling Program. Metro representatives will be present to discuss the new requirements which Metro has adopted. These requirements will impact our local businesses and will impact us as we will be tasked with ensuring compliance.

> ***Action requested:*** This is information only. We will be returning at a later meeting with the needed regulations for you to adopt for us to be in compliance with this program.

4:40 p.m. (30 min) – Debrief on Artic Blast 2008. The purpose of tonight's discussion is to review our current snow removal and response policy, discuss the situation in December 2008 and present options for the future.

> ***Action requested:*** Direction from Council regarding what, if anything, to bring back to Council during budget, or otherwise to enhance our snow removal response.

5:10 p.m. (30 min) – Street Tree Replacement Policy. On October 27, Council held a work session to discuss this issue. Based on your direction, we are back with a more defined proposal for replacement of street trees that we would like your feedback and direction on.

> ***Action requested:*** Direction from Council on a street tree replacement policy.

5:40 p.m. (40 min) – Fence Standards. On October 27, Council held a work session to discuss fence standards. At that meeting you gave direction to return with additional information on vision clearance standards, on fences that abut the freeway, and on fencing materials. The purpose of tonight's discussion is to review information about each of these items.

Action requested: Direction from Council regarding fence standards.

6:20 p.m. (20 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.

6:40 p.m. (5 min) – Council / Commission Meeting Agenda Review.

Action requested: Council review the agenda for the January 26 City Council and Development Commission meetings and discuss items of interest or Council activities from the past two weeks.

6:45 p.m. (10 min) – EXECUTIVE SESSION – Labor Relations (Contract negotiations with the Tualatin Employees Association – contract expires June 30, 2009).

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.

Business Recycling Requirements
Review and Discussion

Presenters:
Matt Korot, Program Director
Marta McGuire, Senior Planner
Metro Sustainability Center
January 26, 2009

METRO

Overview

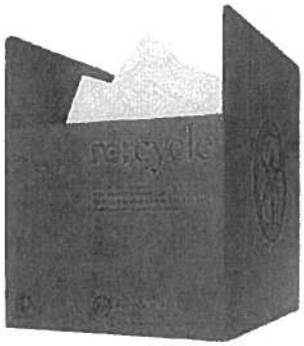
- Current Business Recycling
- Program Summary
- Questions

Business Recycling Requirements

METRO

The current system:

- Mature collection system
- Access to recycling service
- Free education, assistance and resources



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Businesses throw away more than 100,000 tons of recyclable paper and containers annually.

Business Recycling Requirements

METRO

The requirements:

- Provide recycling containers
- Post signs and labels
- Recycle!

5

Business Recycling Requirements

METRO

Expanded Education and Assistance

6

Impact on Businesses

7

Benefits of Increased Recycling

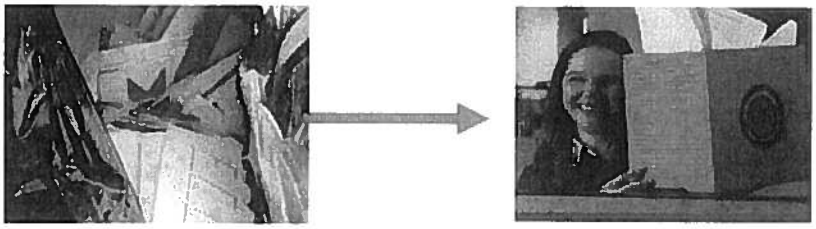
- Material supply to local paper mills
- Greenhouse gas emission reductions
- Energy savings

8

Business Recycling Requirements

Local Government Role

- Adopt code language
- Establish compliance program
- Annual reporting



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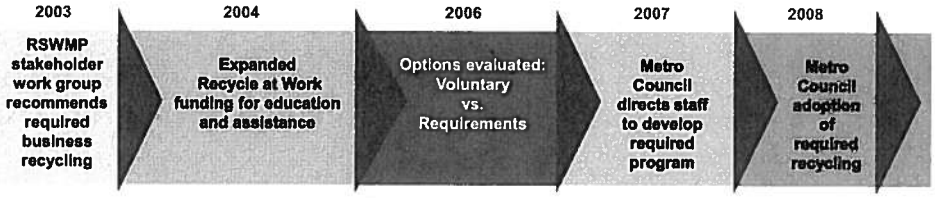
Business Recycling Policy Development



Business Recycling Requirements

Questions

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MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Doug Rux, Community Development Director DR
Colin Cortes, Assistant Planner C.C.

DATE: January 26, 2009

SUBJECT: PRESERVATION OF STREET TREE CANOPY

BACKGROUND:
On 1/13/2009, a street trees subcommittee consisting of Mayor Ogden and Councilors Barhyte and Harris met a second time with staff to further discuss how to stop the loss of trees from public rights-of-way in residential subdivisions in Tualatin. The participants differed on the nature and scope of the problem and proposed several different solutions. The meeting concluded with agreement to describe the various viewpoints for the full Council during its 1/26/2009 work session. The purpose of work session discussion is to foster consensus on strategies to keep residential streets in Tualatin leafy and to direct policy changes to implement the strategies, including the drafting of a plan text amendment (PTA). This work session follows work sessions held on 9/08/2008 and 10/27/2008 and a subcommittee meeting on 10/20/2008 on the topic of street trees. This memo incorporates advice from both the Parks and Planning Advisory Committees (TPARK and TPAC).

GOAL:
Enhance tree canopy and long-term preservation of tree canopy.

POLICY CONSIDERATIONS:
Based on the 1/13/2008 subcommittee meeting, considerations include:

- Developers planted or paid the City to plant most street trees following the subdivision of land and dedication of right-of-way or along the street frontage of a project site as a condition of architectural review (AR) by the Community Development Department.
- Street trees, planted in planting strips between sidewalks and roadways, are within public rights-of-way (ROW), yet the City assigns responsibility for the maintenance of sidewalks and trees to adjacent property owners.
- Attachment A is the City's design standards for residential collector and local streets illustrating the typical contemporary siting of street trees.

- Attachment B is comprised of three excerpted photos from the 10/27/2008 Council work session slide presentation showing examples of young street trees (Venetia subdivision), sizable mature ones (Norwood Heights subdivision), and large mature ones (Fox Hills subdivision).
- The Operations Department issues an over-the-counter City permit to remove a street tree, as shown in Attachment C, but the City has no legal requirement that an applicant replace a removed tree.
- Should the City institute one-for-one replacement to prevent future loss, replace trees lost in the past through "tree for fee" promotion, or both?
- If the objective is to maintain the number of existing street trees, an effective strategy is to require one-for-one replacement.
- If preserving the existing number of street trees is an objective, the reasons for removing a tree are moot if the City requires an applicant to replace it anyway.
- One-for-one replacement may have valid exceptions, including:
    - contemporary public works standards prevent replacement of a removed street tree in the same exact spot in order to prevent damage to above and below ground infrastructure such as fire hydrants, street lights, street signs, utility lines, etc.;
    - driver vision clearance standards (at intersections)
    - adjacent tree canopy is sufficient or would not accommodate the mature canopy of an additional tree;
    - tree removal results from a windstorm injuring, leaning, or felling a street tree.
- Exceptions would require specification of review criteria and assignment of review and decision-making authority.
- If street tree canopy is important citywide or in general and one-for-one replacement isn't feasible, the City could charge a fee-in-lieu or simply note the situation and move on; if canopy on a particular street is important, a strategy such as offering an applicant the planting of a replacement tree on private property near a planting strip may be appropriate.
- More forceful measures such as requiring, monitoring, and enforcing planting on private property when one-for-one isn't feasible would require creation of a land use review process with provision for appeal of staff decision to the Council.
- Trees require planting while young and take decades to grow mature crowns.
- The Operations Department is distributing doorknob hangers describing the City's existing "tree for a fee" program through which a property owner may volunteer that the City plant an adjacent street tree for the low fee of $45.
- Given Council goals, objectives, and policy choices, how would City residents interpret and feel about actions that the City might take?
- Maintain and promote the tree-for-fee program.
- The subcommittee established a working consensus that the amendment must require one-for-one replacement.

Below is the advice from the 12/09/2008 TPARK and 12/11/2008 TPAC meetings, prior to the Council subcommittee meeting on 1/13/2009:

TPARK recommended:

- Where one-for-one isn't feasible, encourage but don't mandate owner's participation in the "tree for a fee" program.
- Update the 1995 inventory and mail notices to property owners adjacent to gaps encouraging them to participate in "tree for a fee."
- Inventory the size of gaps.
- Make use of the City's volunteer program by finding volunteers to assist with the reinventory and the identification of gaps.
- Rely on marketing and publicity as the prime venue to get street trees planted, including through:
    - Articles or blurbs in the monthly City newsletter
    - Making existing street tree info more prominent and easy to see on the City website
    - Partnering with real estate interests such as realtors, who could encourage sellers to participate in "tree for a fee" as a way to hasten a sale or as a "gift" from a realtor to a homebuyer
- Update the street tree info online such that residents participating in "tree for a fee" are led to choose a species appropriate for a given location (or at least led to agree with whatever recommendation the Operations Director or designee makes)
- Try to schedule adoption of the amendment for the last Council meeting in March to come near National Arbor Week (first week of April).
- The Council should publicize the problem of lost street trees as National Arbor Week approaches
- The front yard concept is too fussy, would cause more problems that it solves, and would generate ill will on the part of affected residents.
- Accentuate the positive and elicit voluntary cooperation rather than legislate compliance.

TPAC recommended:

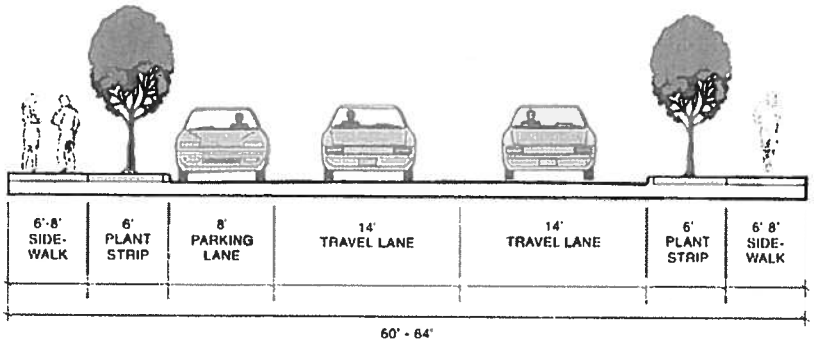
- The scope of the amendment would affect relatively few property owners in the City relative to the amount of time the Council has spent on it in the past one to two years.
- The Council should stay on-topic by refraining from discussion about tree cutting regulations pertaining to private property.
- The Council should dispense with the "front yard" concept
- If the Council wants to keep the "front yard" concept, it should configure this as an option, not a requirement in any circumstance.
- The Council should define more concretely its canopy goal. Is it spacing among street trees? Square footage of canopy? Define other terms like "gap" as well.
- TPAC and Council need more quantitative parameters of the problem: How many street trees exist? How many are being lost? From where? How frequently?
- The Council should clarify whether its desire for canopy is citywide and general (inclusive of private property and public ROW) or limited to ROW. For the former, comparing successive satellite imagery would give an approximate indication of whether the City overall is really losing tree cover or not.

- Updating the inventory could make use of PSU grad students. Professor Ethan Seltzer is a prime contact.
- The Council would better attain its general canopy goal if (1) the City updated the 1995 inventory of street trees and gaps (2) councilors verified those areas with the most apparent loss of canopy and (3) target these areas year by year with limited budgeted funds by plugging the gaps one-for-one and billing adjacent property owners for replacement (whether subsidized or full cost). For a case where a tree can't be replaced because of spacing standards, the City should simply note the situation and move on. Make use of Ops present rotation schedule.
- The Council appears to want to have direct, strong, and in-depth control of the street tree program. It should budget yearly for the tactics in the previous bullet.
- Instead of the "front yard," concept, the Council should make a policy decision that for a case where a tree can't be replaced because of spacing standards, the City should either (1) move on or (2) charge a fee-in-lieu to the adjacent property owner at subsidized or full cost. The City has erred in the past with its menu of street tree species, and public works spacing standards change. Automatically charging owners because of a situation the City has created may generate resentment.
- The front yard concept is too difficult to conceive, and is likely to generate substantial backlash from those to be affected by whatever amended ordinance is adopted.

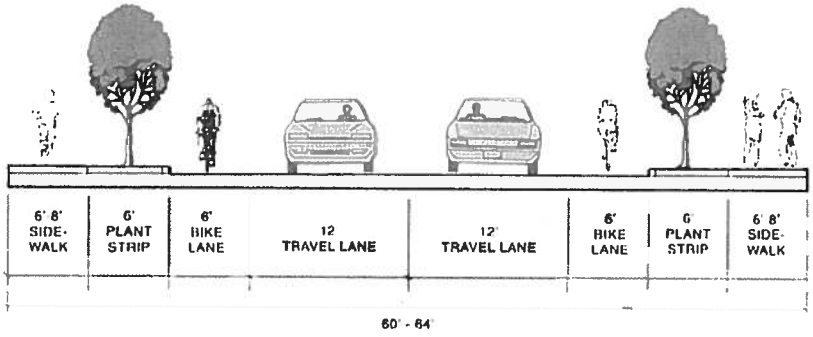
OUTCOMES:
Upon Council direction, staff will prepare a plan text amendment (PTA) application to amend the Tualatin Development Code (TDC) with proposed language tentatively scheduled for review for the 3/23/2009 Council meeting.

Attachments:

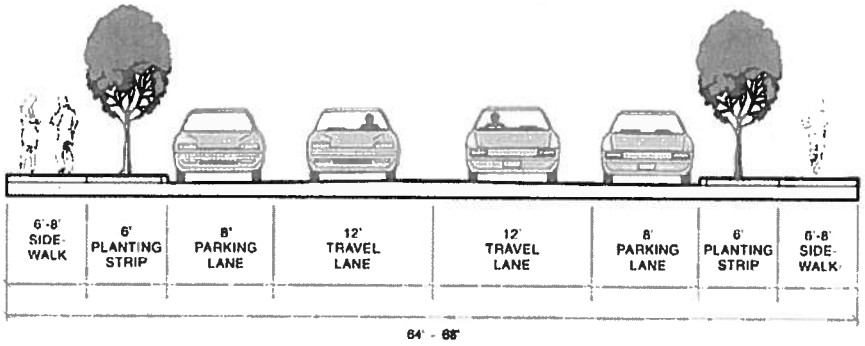
A. Recommended collector and local street design standards (TDC Figures 75-2E and 75-2G)
B. Photos of young, sizable mature, and large mature street trees
C. Existing street tree removal permit form
D. Draft revised street tree removal permit form



MINOR COLLECTOR (Cs&p)



MINOR COLLECTOR (Cb)



RESIDENTIAL COLLECTOR (Cr)

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

(updated Nov 2003

RECOMMENDED COLLECTOR STREET DESIGN STANDARDS (2)

	TRANSPORTATION SYSTEM PLAN CITY OF TUALATIN, OREGON JUNE 2001	FIGURE 75-2E

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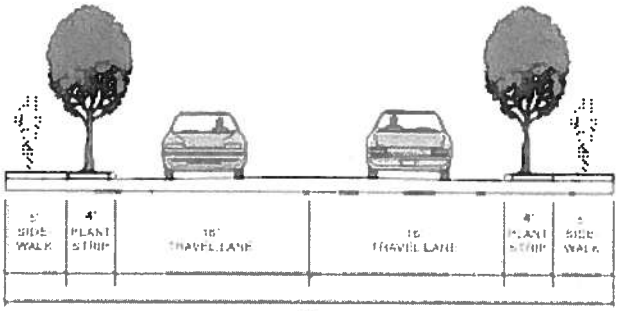
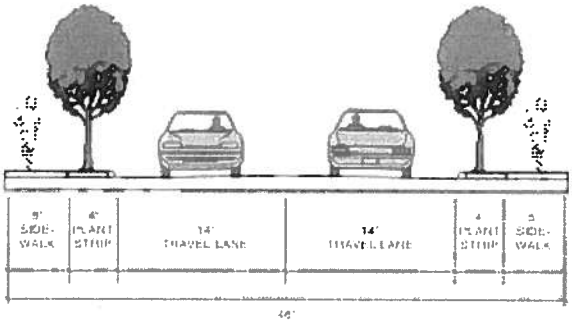


LOCAL STREET (B)



LOCAL STREET (B-SKINNY OPTION) *

* THE CITY OF TUALATIN MAY CONSIDER AS LOW AS 28-FOOT CURB-TO-CURB PAVEMENT WIDTHS AND AS LOW AS 46 FOOT RIGHTS-OF-WAY WHEN NEEDED TO ADDRESS TOPOGRAPHIC OR OTHER CONSTRAINTS.

NOTE: TYPICAL RIGHTS-OF-WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6" CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

RECOMMENDED LOCAL STREET DESIGN STANDARDS (2)

TRANSPORTATION SYSTEM PLAN
CITY OF TUALATIN, OREGON
JUNE 2001

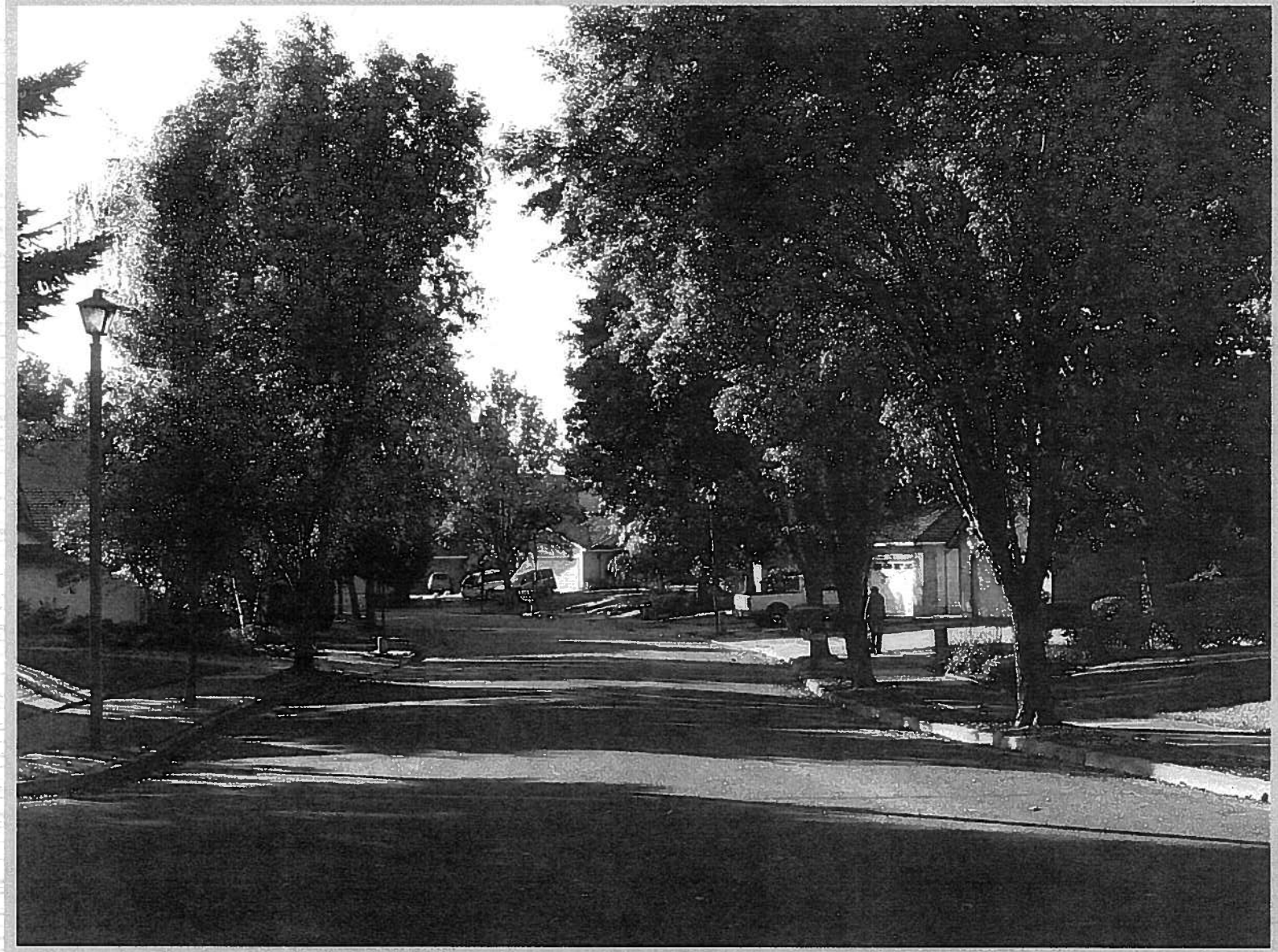
FIGURE 75-2G

(Ord. 1124-02, Amended, 12/09/2002; Ord. 1103-02, Add, 03/25/2002)

Venetia: SW Lee St

Norwood Heights: SW Stono Dr

Fox Hills: SW Calusa Lp



CITY OF TUALATIN
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062

OPERATIONS DEPARTMENT - located at 10699 SW Herman Road
503-691-3091

Permit for Public Right-of-Way Tree Removal

Date: _____

Name of Applicant: _____

Address: _____

Telephone: _____

Type of tree(s) to be removed: _____

Number and location of tree(s) to be removed: _____

_____

Reason for removal: _____

_____

Is the street tree requested to be removed the specified type of tree for the existing location, in conformance with Ordinance 963-96 (Exhibit A)? Yes _____ No _____

Will the street tree(s) removed be replaced with a conforming street tree? Yes ____ No ____

Name of contractor or permittee: _____

Date of scheduled removal of trees: _____

Signature of owner: _____ Date: _____

Application: Approved _____ Disapproved: _____

Comments and/or restrictions: _____

_____

_____

_____ _____

Date Daniel J. Boss, Operations Director

m:forms/street..
10/13/99j

CITY OF TUALATIN
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062

OPERATIONS DEPARTMENT - located at 10699 SW Herman Road
503-691-3091

Permit for Public Right-of-Way Tree Removal

Name of Applicant: Date:

Address:

Telephone:

Type of tree(s) to be removed:

Number and location of tree(s) to be removed:

Reason for removal (check all that apply):

☐ tree is dead
☐ tree is diseased
☐ tree leaning or appears in danger of falling
☐ tree damaged or may damage property

☐ tree regarded as nuisance by applicant:
- ☐ accumulation of fallen leaves
- ☐ blocked viewshed
- ☐ ugliness
- ☐ fruit
- ☐ other:

Is the street tree requested to be removed the specified type of tree for the existing location, in conformance with Ordinance 963-96 (Exhibit A)? Yes _____ No _____

Species and number of the replacement street tree(s):

Name of contractor or permittee:

Date of scheduled removal of trees:

Signature of owner: _____ Date:

Application: Approved _____ Disapproved: _____

Comments and/or restrictions:

_____
Date Daniel J. Boss, Operations Director

MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Doug Rux, Community Development Director
Cindy Hahn, Assistant Planner

DATE: January 26, 2009

SUBJECT: FENCE STANDARDS – PHASE II

BACKGROUND:
At the October 13, 2008 Work Session, Council reviewed three issues related to fence standards:

- Fences along I-205 and I-5: Whether properties in the RL and RML Planning Districts that have back or side yards along I-205 or I-5 should be required to construct a fence along the property freeway frontage that meets the minimum requirements of the Fence Standards (TDC 34.330).
- Vision Clearance Areas: Whether the City's Vision Clearance Area requirements should be reviewed for adequacy.
- Minimum Materials Standards: Whether properties that do not meet the minimum requirements of the Fence Standards (TDC 34.330) should be required to have a fence and if so whether the minimum fence standard should require specific materials or address fence design and construction detail.

Council determined that the Minimum Materials Standards had been sufficiently addressed and that no further action was needed subsequent to the October 13, 2008 Work Session.

Council determined that further review of the first two of these Policy Considerations – Fences along I-205 and I-5, and Vision Clearance Areas – was needed to address them to Council's satisfaction and requested that staff return at a future Work Session with additional information. The purpose of this Work Session is to provide Council the requested information.

POLICY CONSIDERATIONS:
Issues for Council consideration include the following:

- Fences along I-205 and I-5: Should fencing be required along I-205 and I-5? If yes, should fencing be located at the freeway right-of-way or at the private property line? Based on the review of examples presented by staff, what type of fencing should be required? What should be the required height of the fencing?
- Vision Clearance Areas: Have the Council's concerns about the safety of the City's Vision Clearance Area regulations been adequately addressed? Based on the review of other jurisdiction's and Tualatin's standards presented by staff, does Council desire to amend the existing City regulations? If yes, which of the Vision Clearance Area regulations should be amended and to what extent?

OUTCOMES:
Response from Council on the identified discussion points and direction on future steps needed to address the issues raised to Council's satisfaction.

Attachments:
A. PowerPoint Presentation: Fence Standards – Phase II – January 26, 2009
B. Noise Barriers Constructed 1992-2004 (Dec 31) in Selected Cities and Counties (Based on FHWA Reporting, April 2006)
C. Noise Barrier Construction Material Average Unit Cost by Year
D. Highway Traffic Noise Barrier Construction Trends
E. Vision Clearance Standards for Various Oregon Cities

Fence Standards – Phase II

City Council Work Session

January 26, 2009

Status

- At the October 13, 2008 Work Session, Council reviewed three issues related to fence standards:
  - Fences along I-205 & I-5
  - Vision Clearance Areas
  - Minimum Materials Standards
- Council determined that the Minimum Materials Standards had been sufficiently addressed and no further action was needed.
- The purpose of this Work Session is to further review the first two of these Policy Considerations and determine future steps needed to address them to Council's satisfaction.

Fences Along I-205 and I-5

January 26, 2009

Council Work Session

Policy Consideration: Fences Along I-205 and I-5

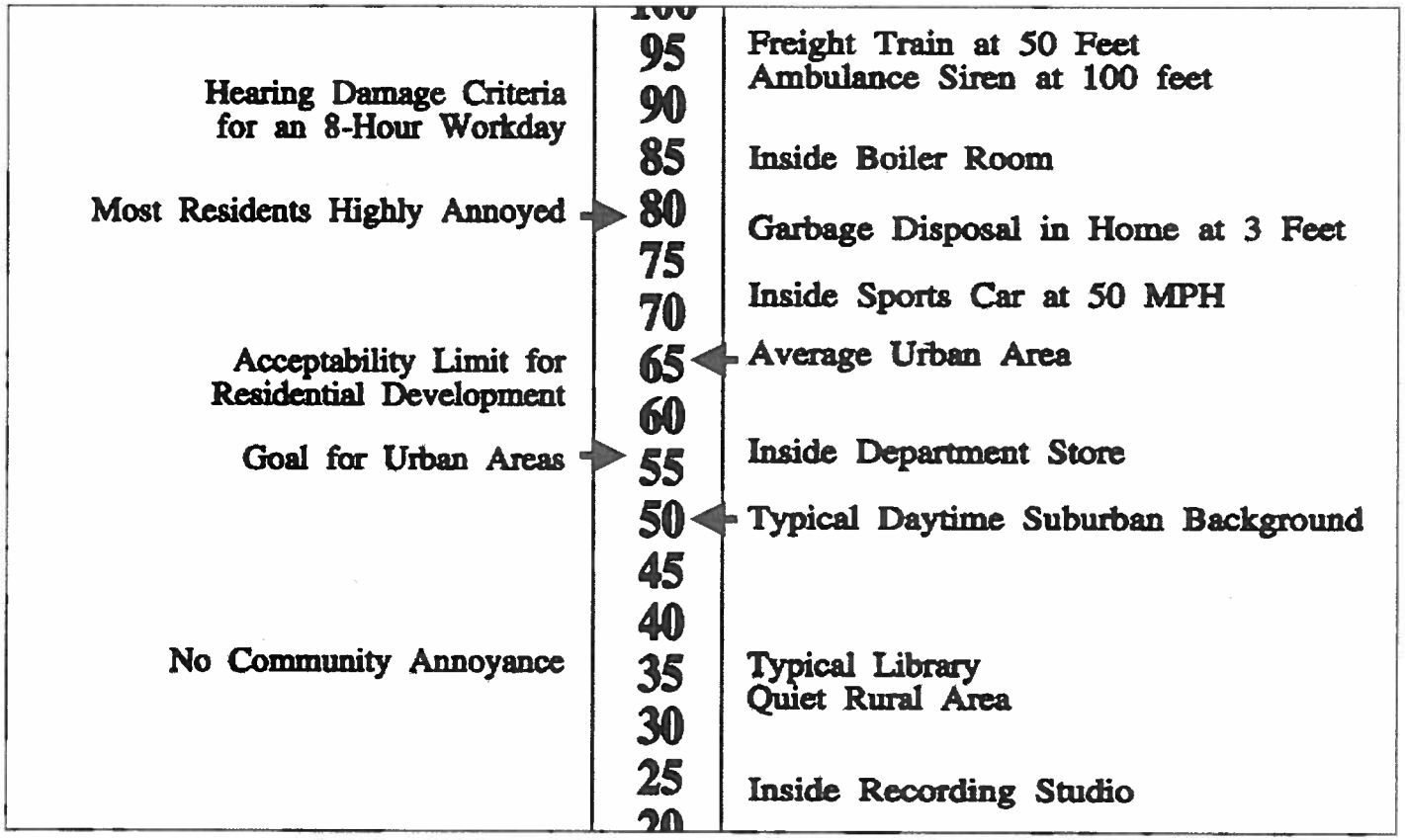
- The Fence Standards (TDC 34.330) address minimum requirements for fences in RL and RML Planning Districts along major and minor arterials, major and minor collectors, and expressways, but not along freeways such as I-205 and I-5.
- At the October 13, 2008 Work Session, Council determined that some type of fencing should be required along I-205 and I-5.
- Council requested additional information on alternative types of visual and noise barriers that could be used along I-205 and I-5, and order of magnitude costs of those options.

Some Background:

- Typical Sound Levels
- Noise Barrier Height
- Effects of Height and Grade
- Noise Barrier Length

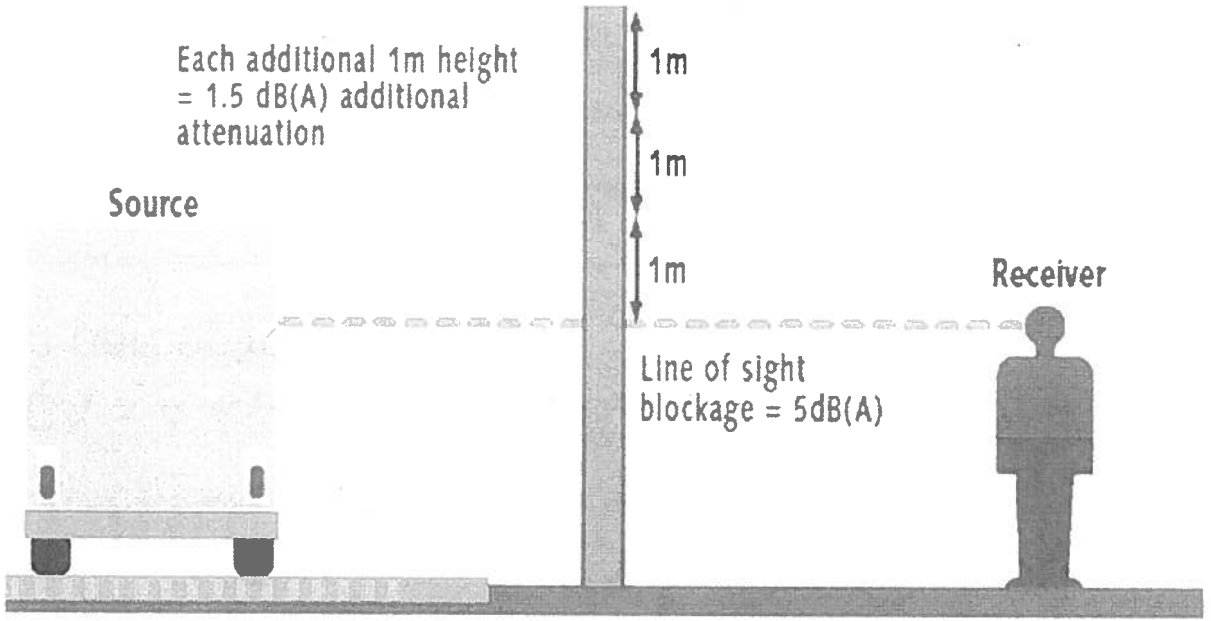
Typical Maximum Sound Levels (dBA)

dB = decibels; dBA = A-weighted readings, which approximate the normal human perception of noise



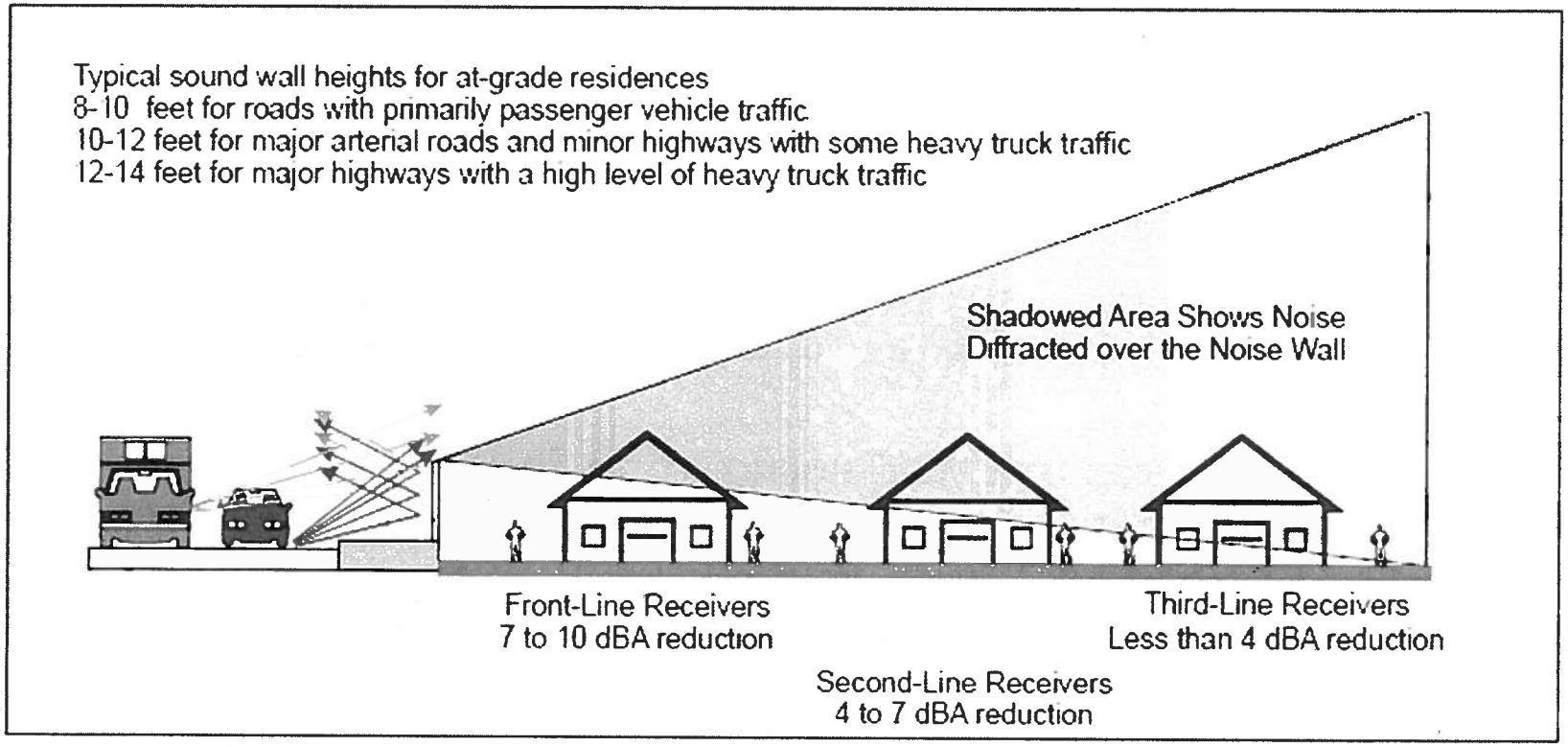
Noise Barrier Height

- A noise barrier can achieve a 5 decibel (dB) noise level reduction, when it is tall enough to break the line-of-sight from the highway to the home or receiver.
- After it breaks the line-of-sight, it can achieve approximately 1.5 dB of additional noise level reduction for each meter of barrier height.



Effects of Height and Grade

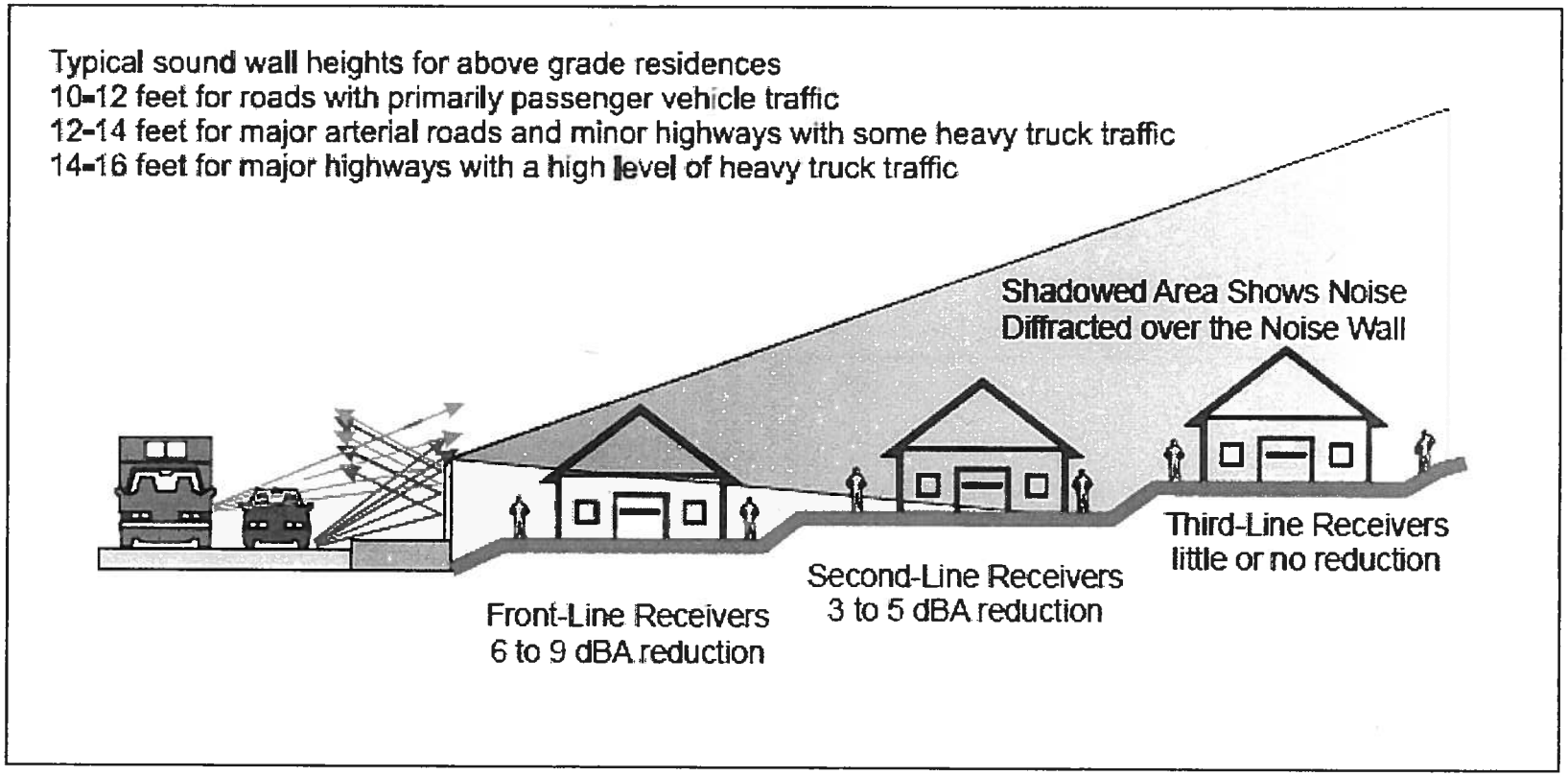
- A noise barrier must be tall enough and long enough to block the view of a highway from the area that is to be protected to provide any noise reduction benefit.



Typical Noise Barrier Effectiveness with Receiver At-Grade

Effects of Height and Grade

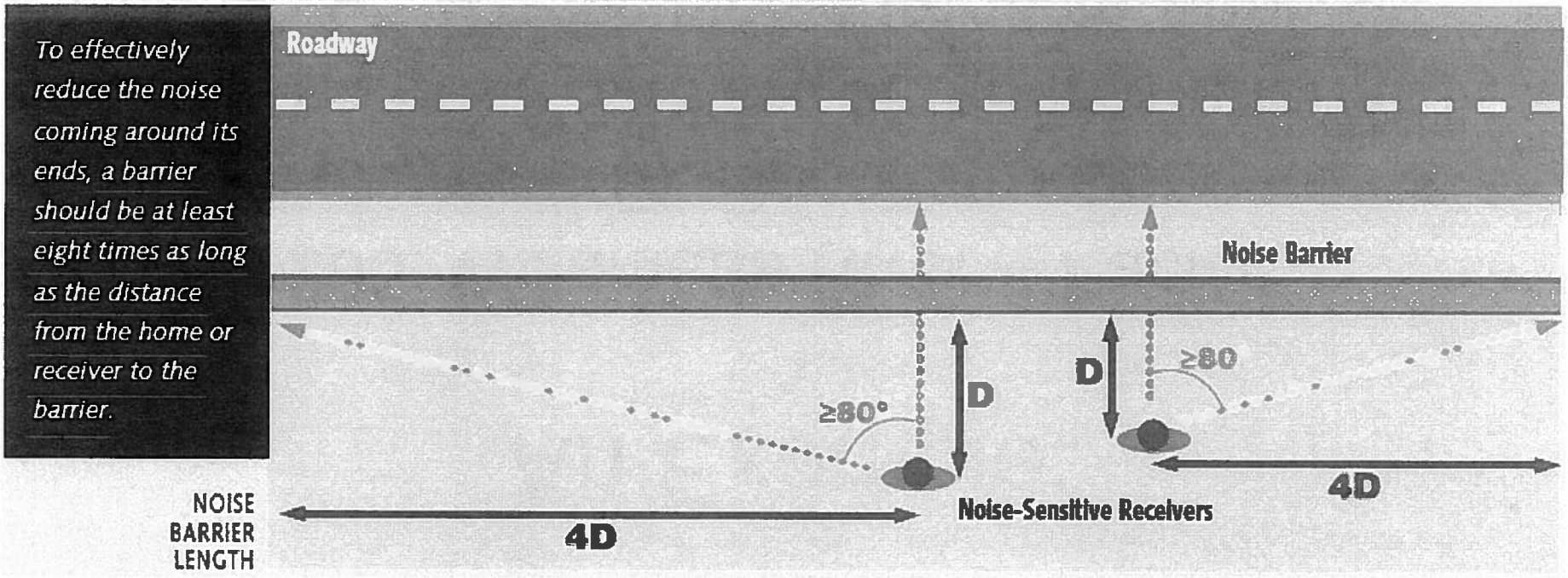
- Noise barriers provide very little benefit for homes on a hillside overlooking a highway or for buildings which rise above the barrier.



Typical Noise Barrier Effectiveness with Receiver Above Grade

Noise Barrier Length

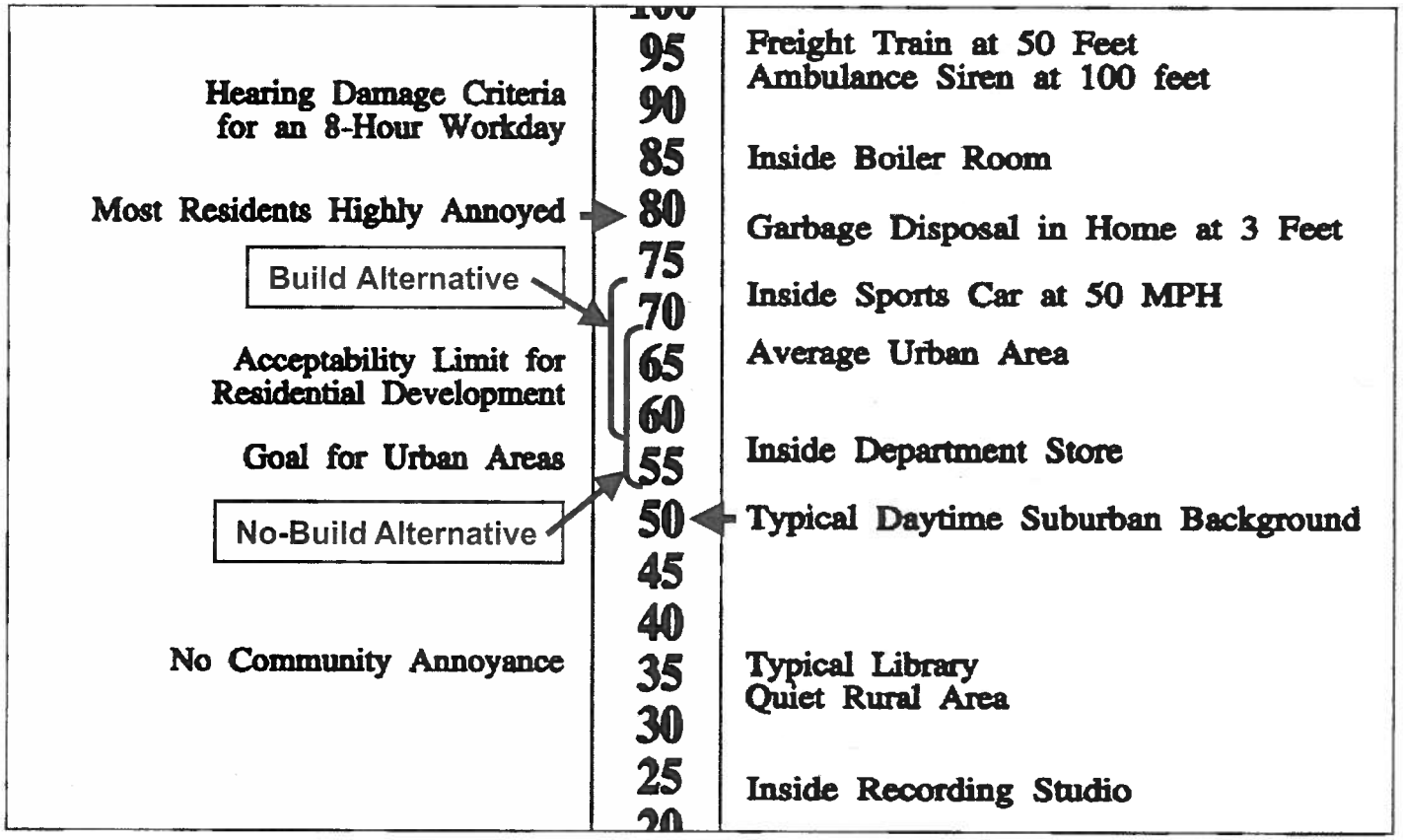
- Noise barriers are normally most effective in reducing noise for areas that are within approximately 200 feet of a highway (usually the first row of homes).
- Openings in noise barriers destroy their effectiveness.



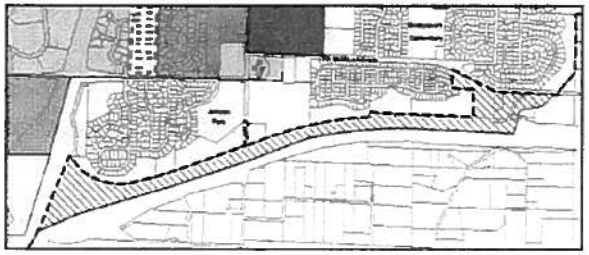
An Example:

- I-205: Willamette River – Pacific Highway (I-5), Reconstruction Segment: Stafford Road Interchange to I-5, Traffic Noise Impacts Analysis

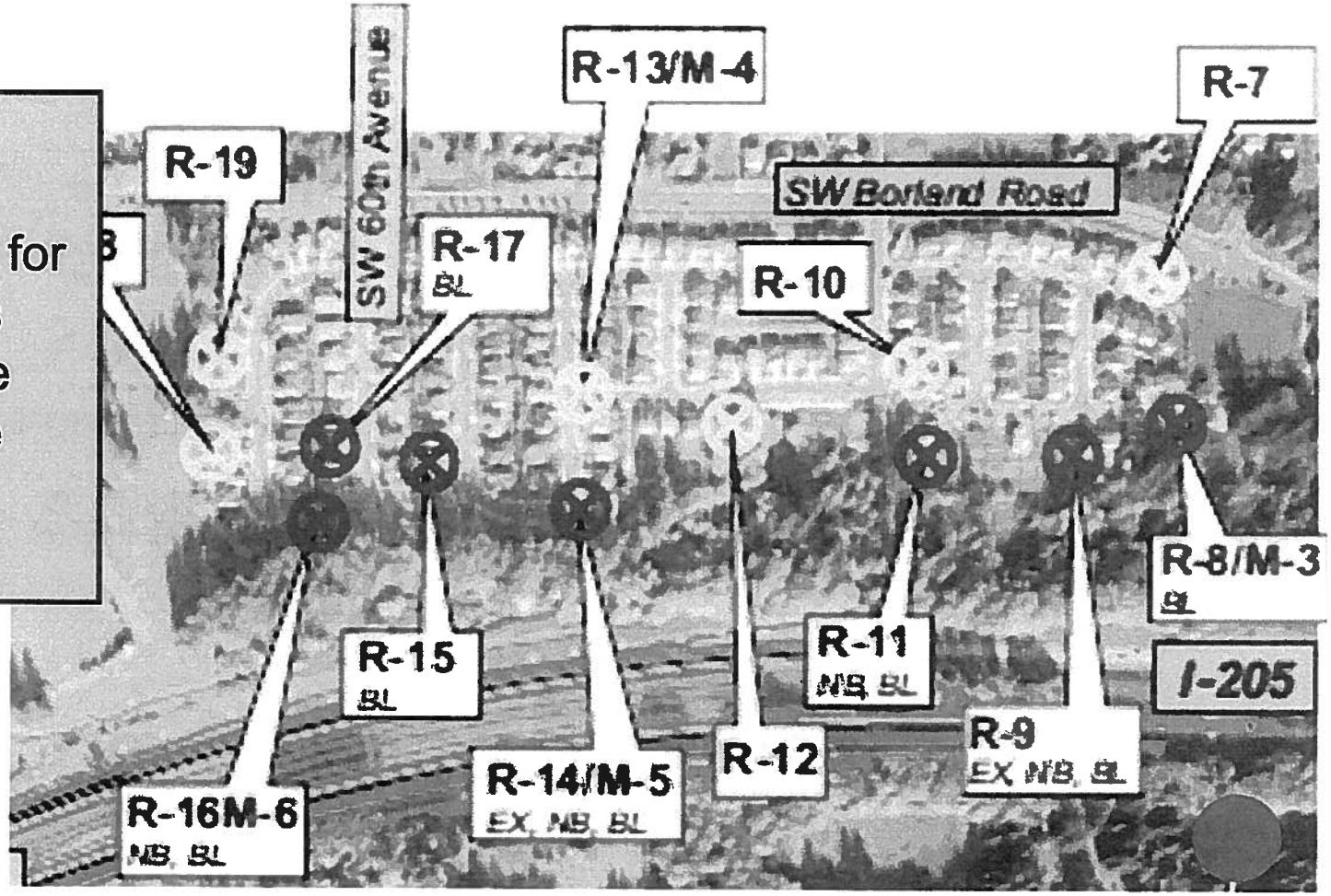
I-205 Future Modeled Noise Levels



I-205 Traffic Noise Impacts Analysis

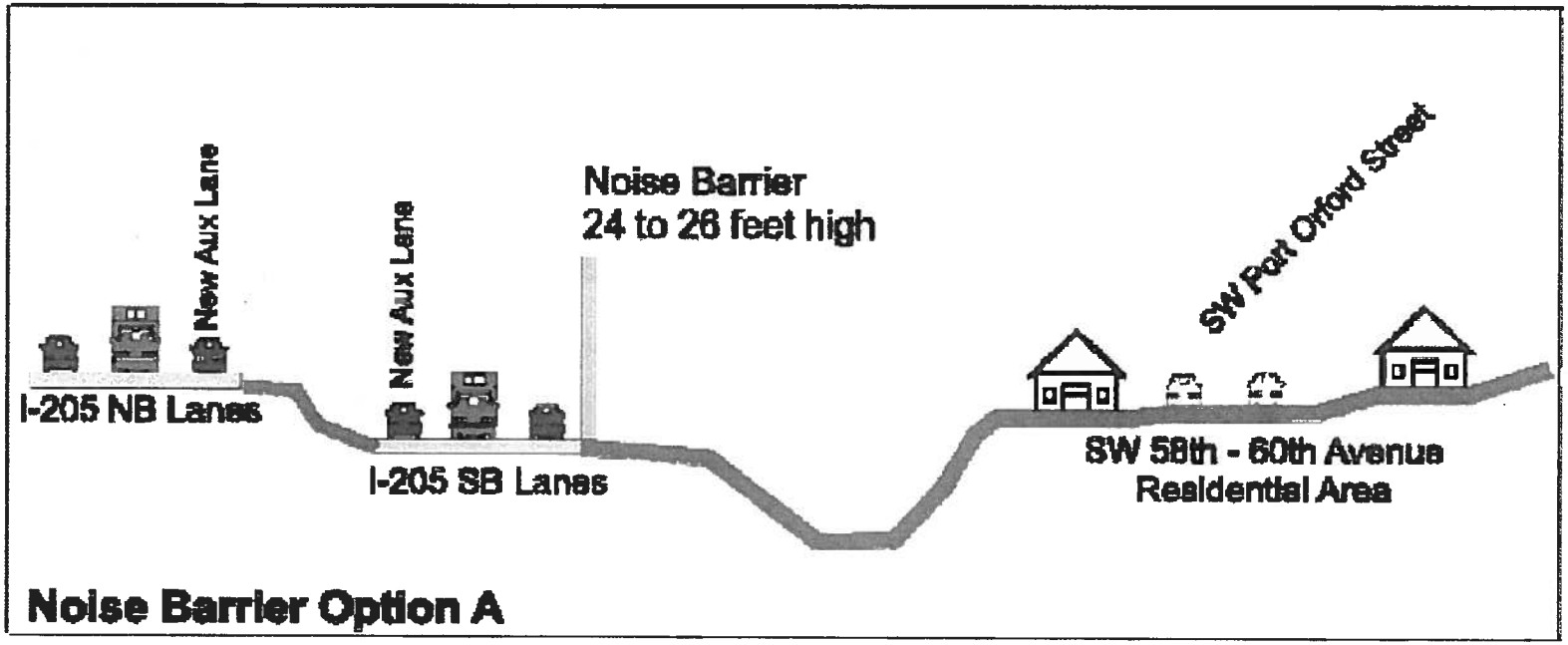


Evaluated 3 different noise barrier options for the 7 receivers identified in the Sequoia Ridge and Venetia subdivisions.



Noise Barrier Option A

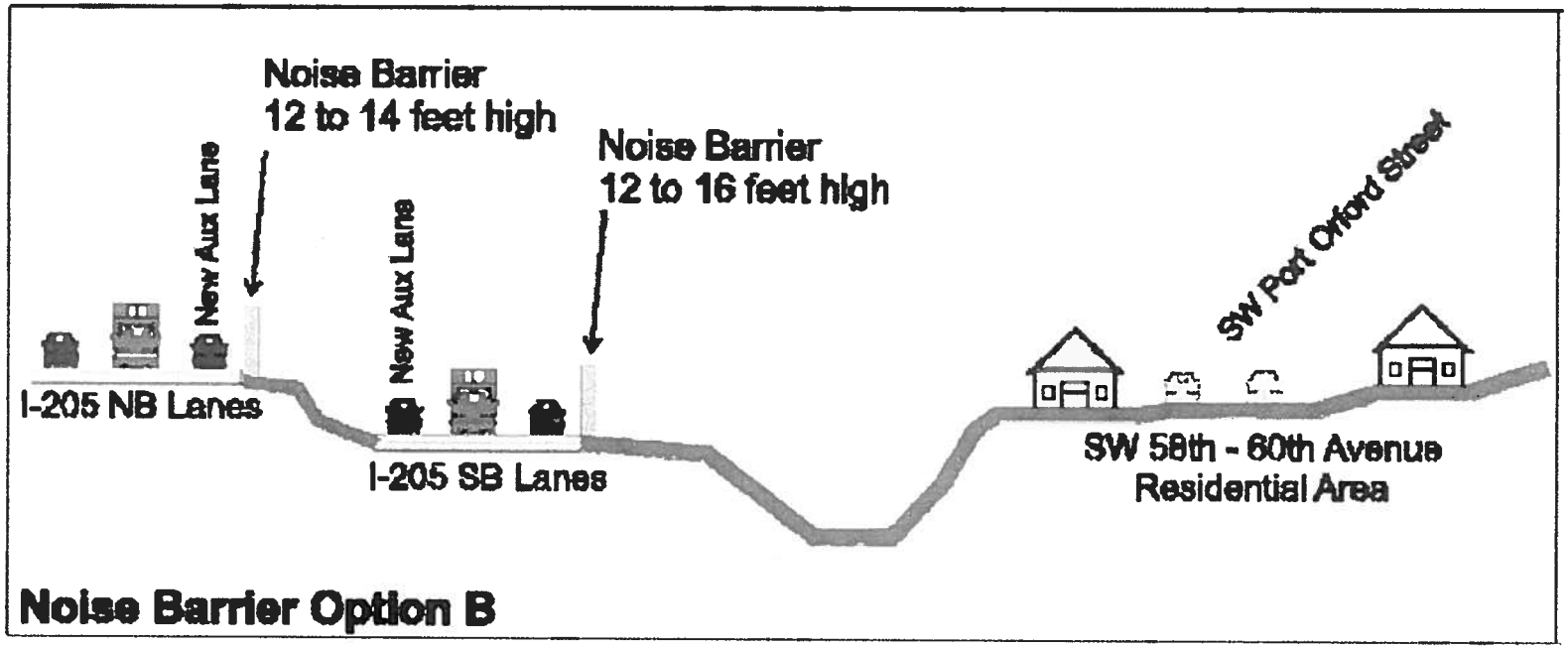
- Required wall height: 24-26 ft
- Required wall length: 3,100 feet
- Approximate cost: $1,566,618 (2005)
- Benefit: 32 residences at a cost of > $48,000 per residence



Note: Drawing for illustration purpose only - not drawn to scale

Noise Barrier Option B

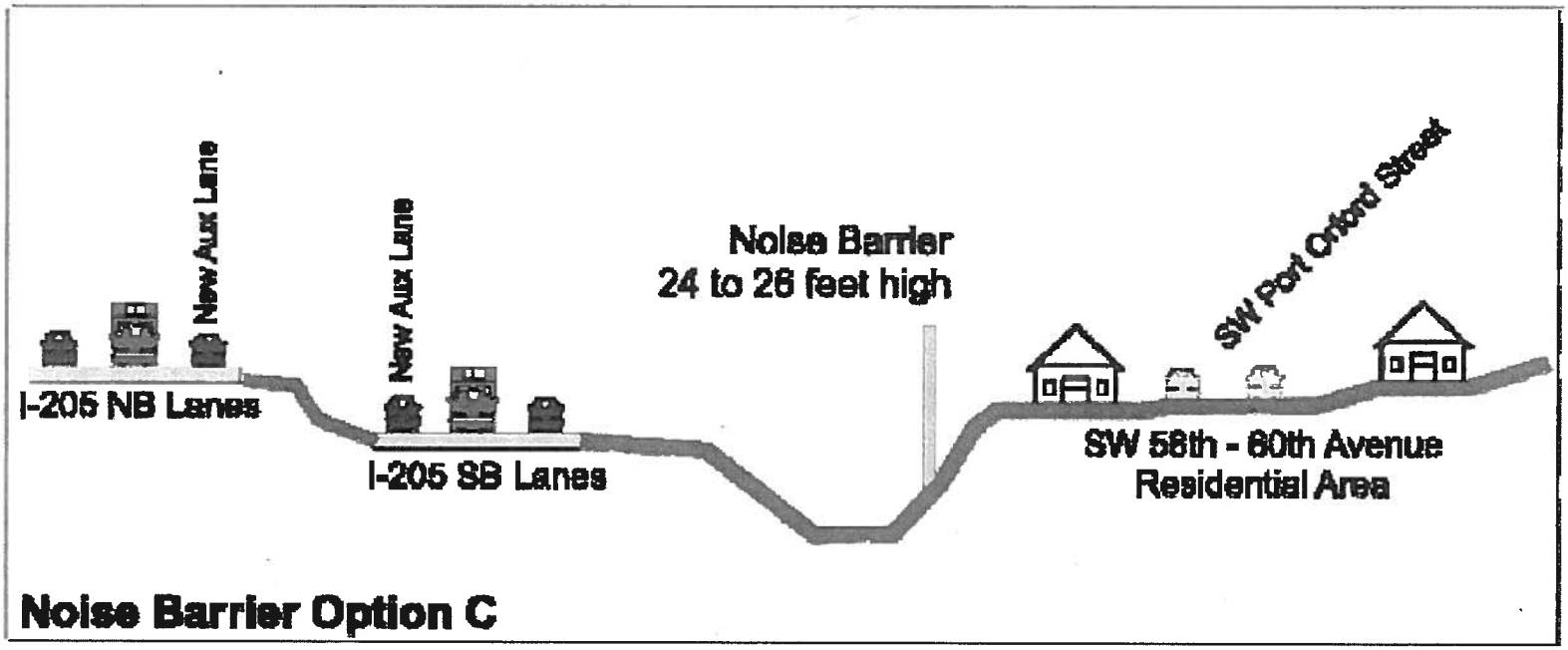
- Uses 2 shorter walls. Required wall heights: 12-14 and 12-16 ft
- Required wall lengths: 3,100 feet (same as Option A)
- Approximate cost: $1,709,967 (2005)
- Benefit: 32 residences at a cost of $53,400 per residence



Note: Drawing for illustration purpose only - not drawn to scale

Noise Barrier Option C

- Places was close to residences. Required wall height: 24-26 ft
- Required wall length: 3,100 feet (same as Option A)
- Approximate cost: Similar to Option A
- Benefit: 32 residences at a cost similar to Option A



Note: Drawing for illustration purpose only - not drawn to scale

Outcome of Evaluated Mitigation for Receivers in Sequoia Ridge/Venetia Example

- All 3 Noise Barrier Options:
  - Exceeded the ODOT cost criteria ("reasonable cost" = typical maximum of $25,000 per benefited residence; "benefited residence" = an impacted or non-impacted residence that gets a reduction of 5 dBA or more)
  - Did not provide a noticeable noise reduction
- None of the Noise Barrier Options was recommended for construction

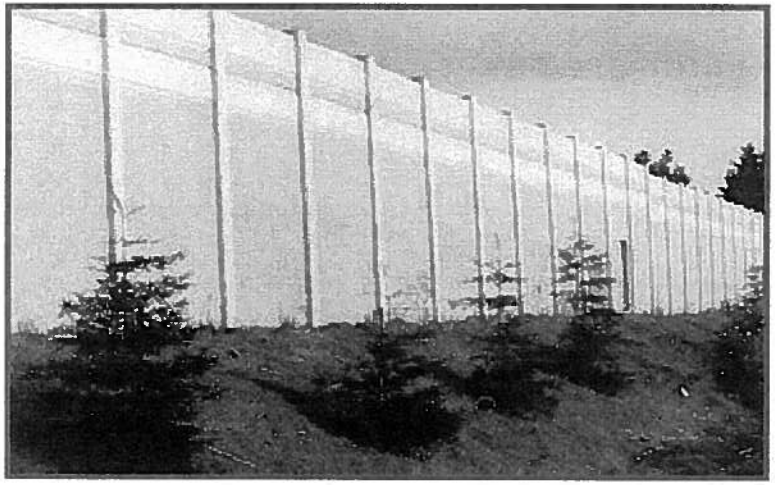
Cost Considerations and Barrier Types

Average Construction Cost*1

Barrier Type	Average		
	Length (feet)	Height (feet)	Cost (per sq ft in 2004 $)
Concrete/Precast	1,214	11	21
Concrete/Unspecified	1,298	13	27
Block	598	8	11
Wood/Post & Plank	390	10	12
Berm Only	910	7	5

*1 Based on noise barriers constructed between 1992 and 2004 in selected cities and in Washington and Clackamas Counties, Oregon. Source: Federal Highway Administration (FHWA) reporting, April 2006; http://www.fhwa.dot.gov.

Barrier Types: Concrete



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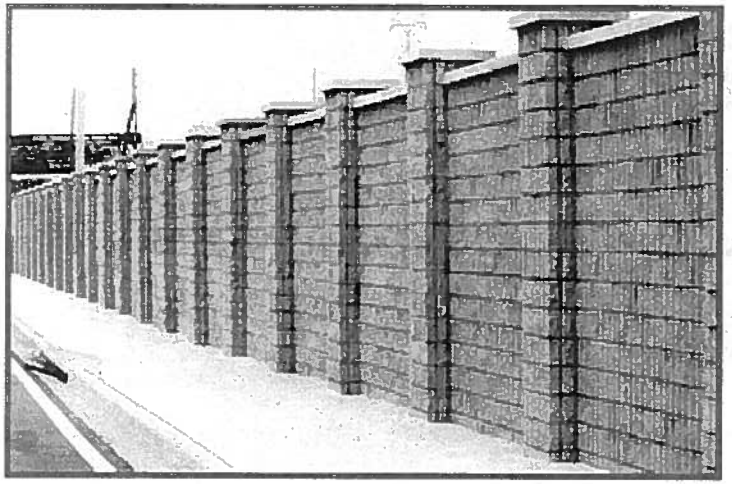
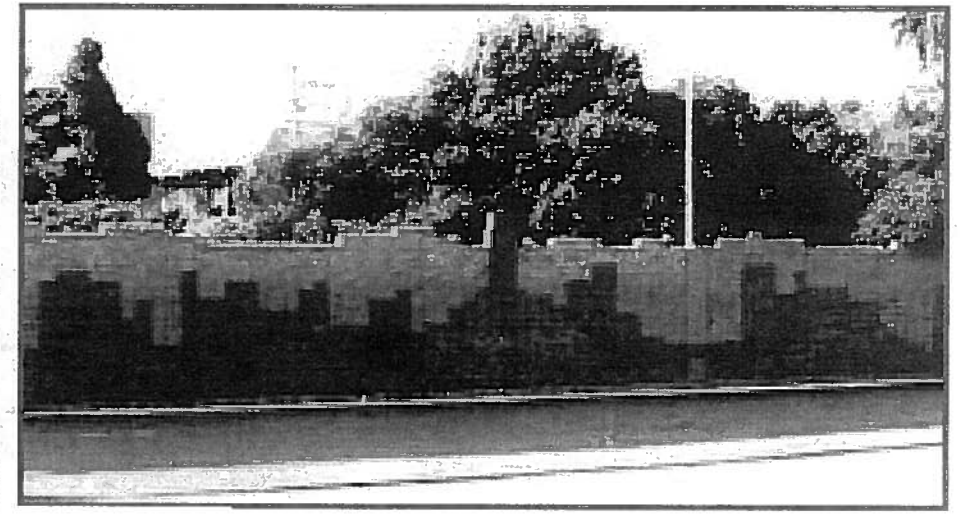
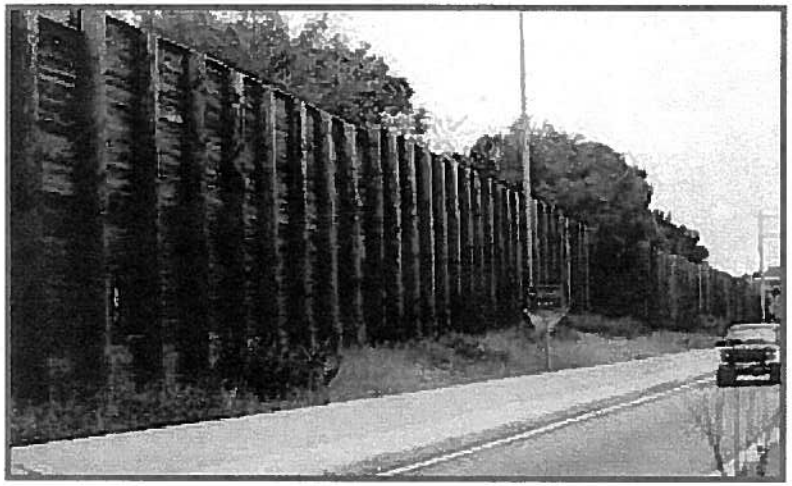
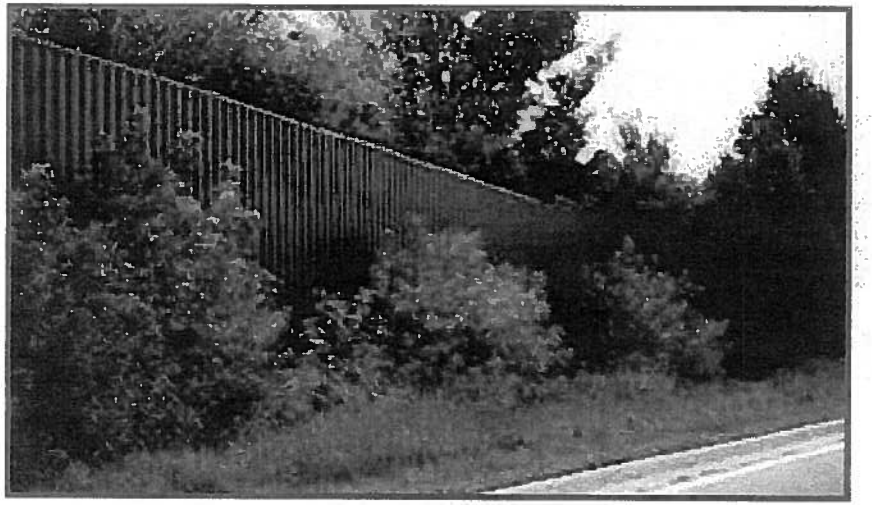


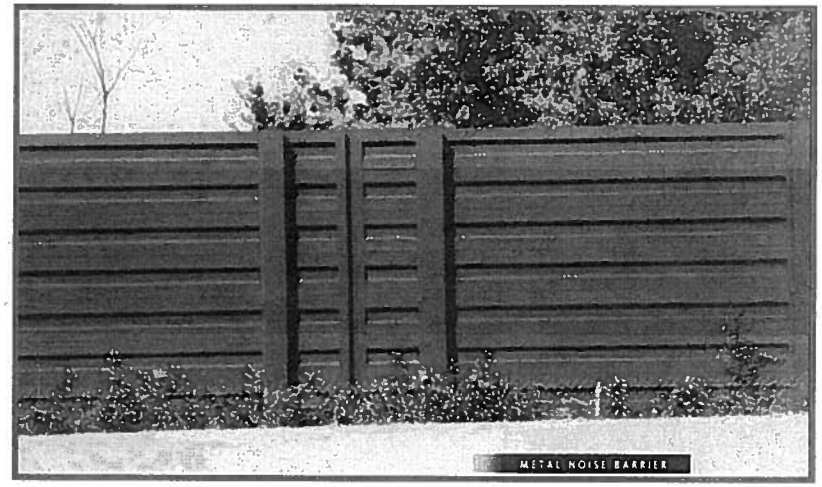


Barrier Types: Wood

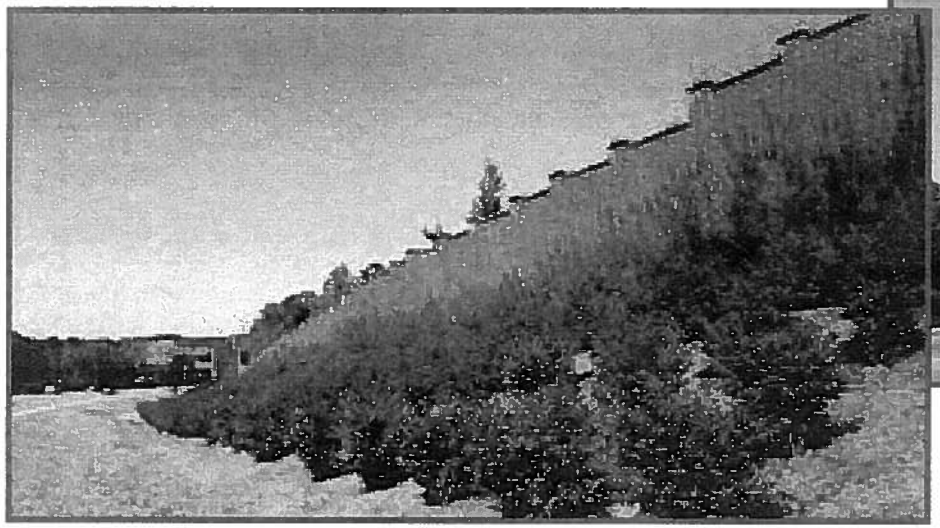


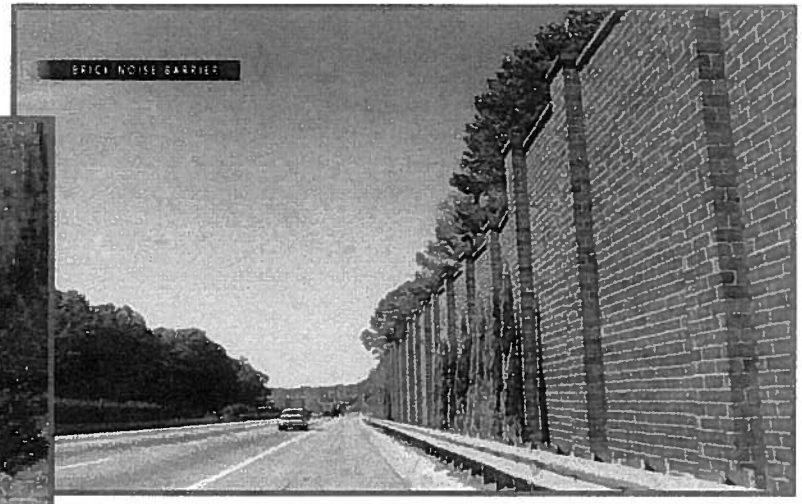
Metal



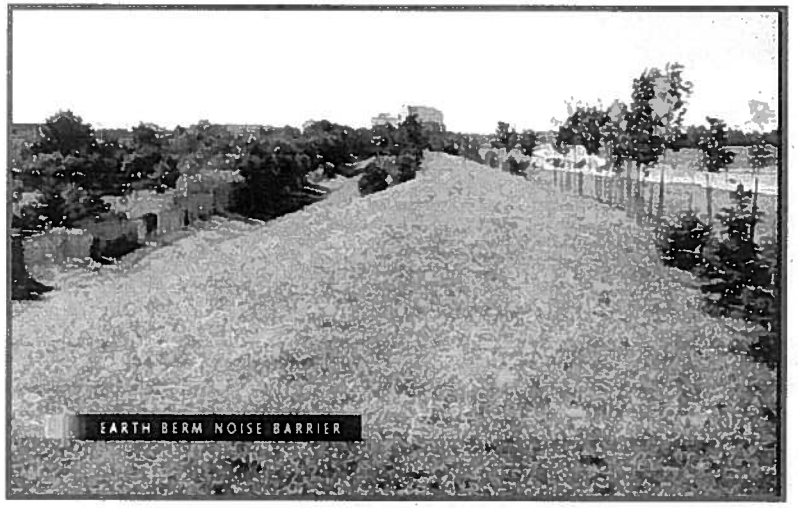


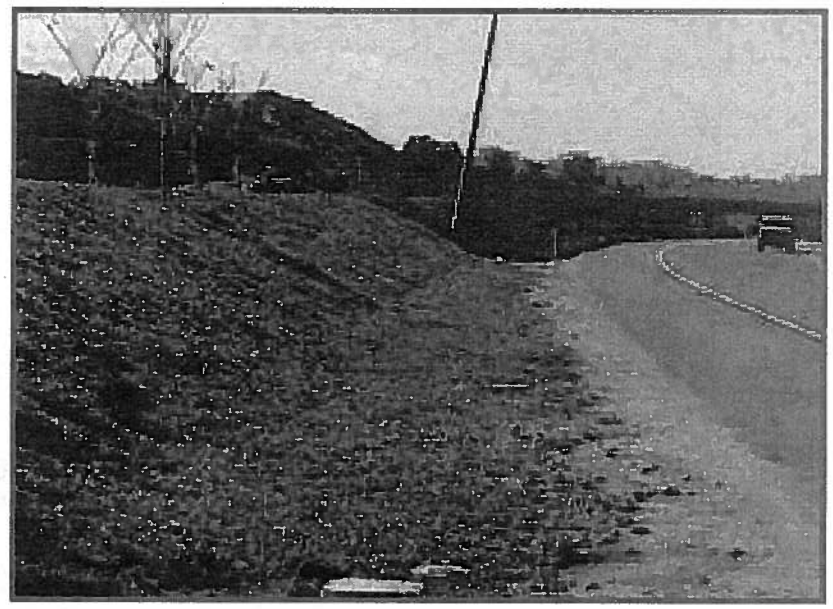
Barrier Types: Brick



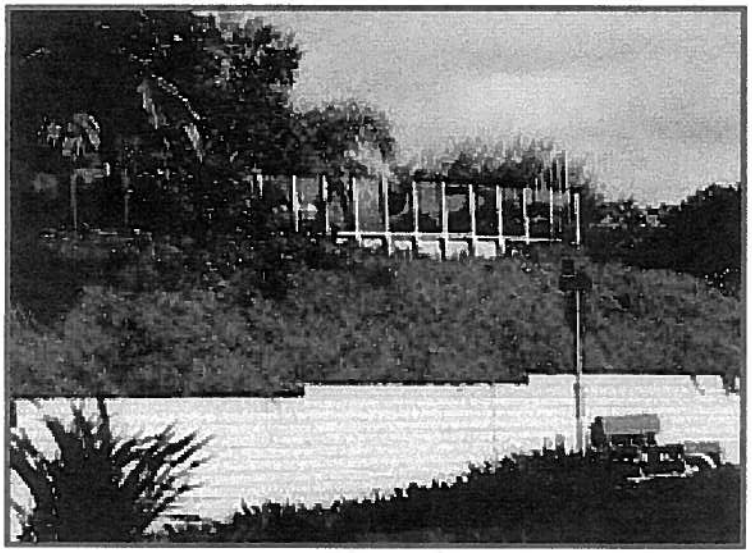


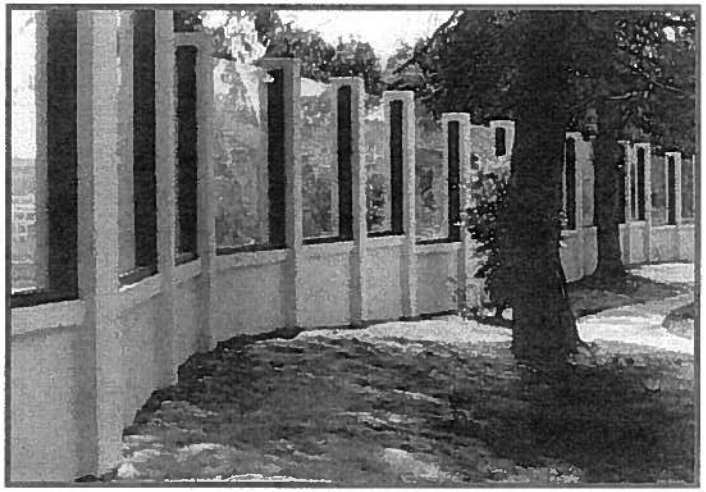
Berm



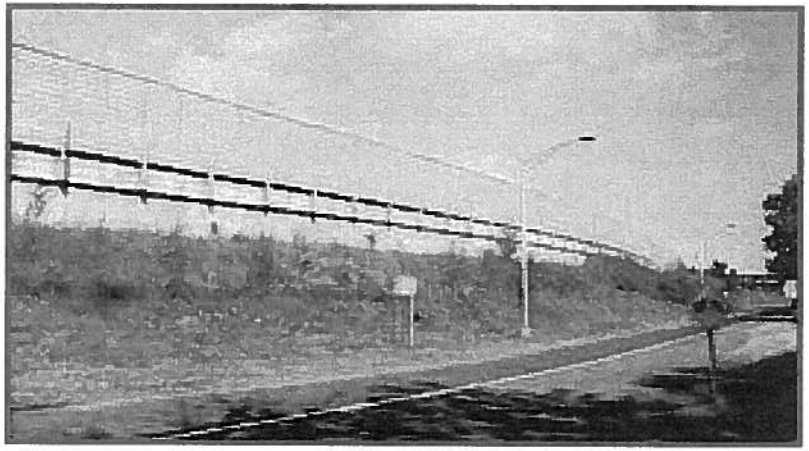


Barrier Types: Transparent

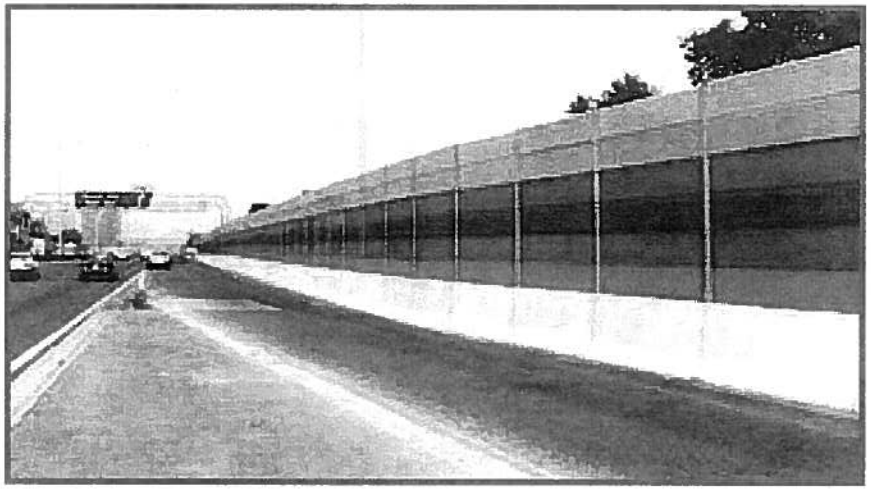


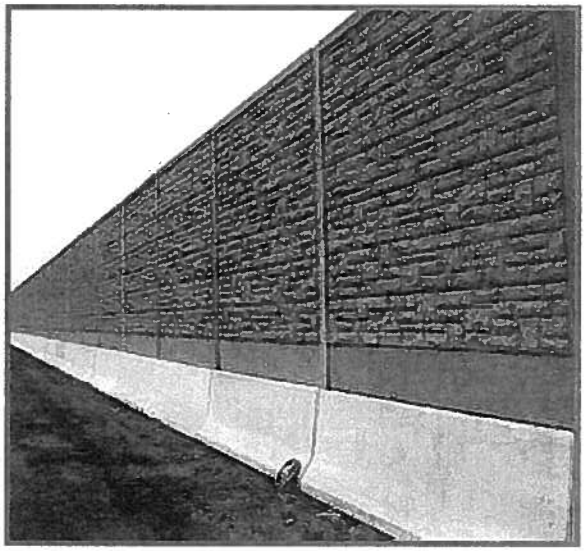


Plastic

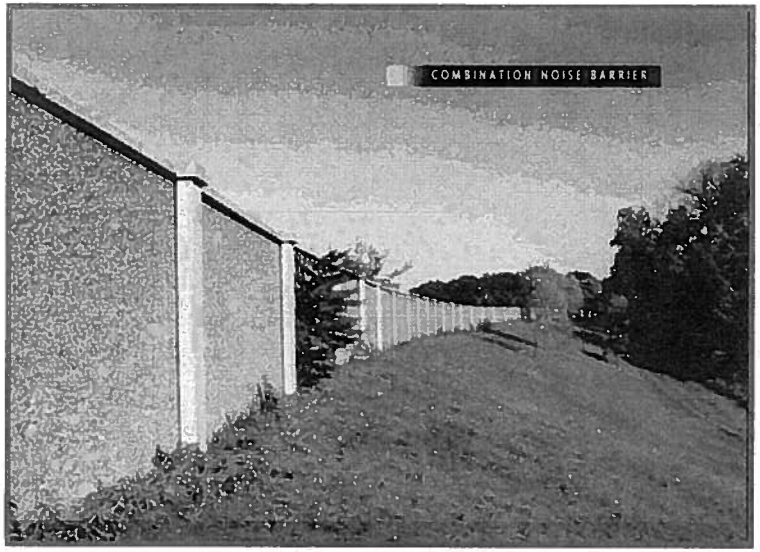


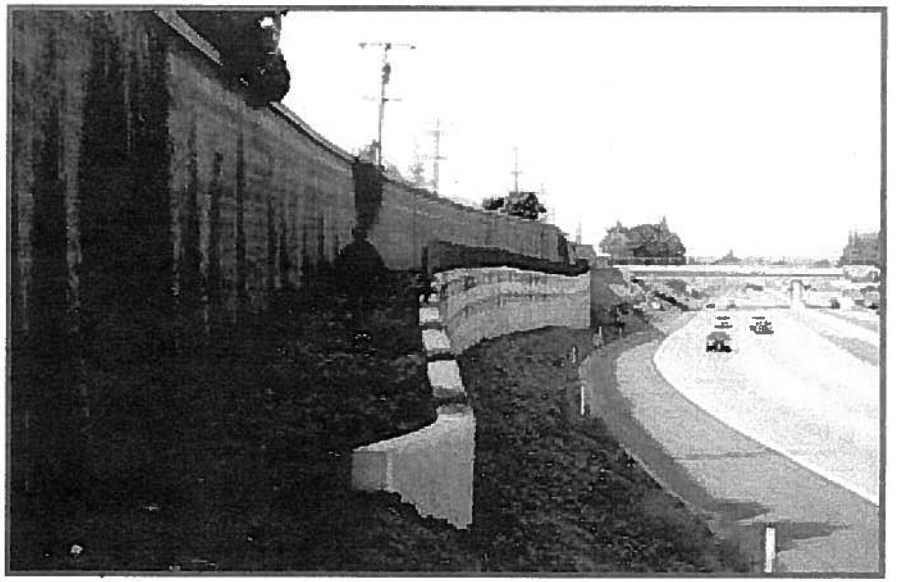
Barrier Types: Composite





Combination





Discussion Points

- Should fencing be required along I-205 and I-5?
- If yes, should fencing be located at the freeway right-of-way or at the private property line?
- What type of fencing should be required?
- What should be the required height of the fencing?

Vision Clearance Area

Policy Consideration: Vision Clearance Area

- **Tualatin has Vision Clearance Area regulations that apply to all properties within the City, however, the regulations are not as prescriptive as those contained in the AASHTO.**
- **At the October 13, 2008 Work Session, Council determined that a review of the City's existing Vision Clearance regulations was warranted, primarily to determine whether the regulations are safe and based on some generally acceptable standard (if not AASHTO).**

A Comparison:

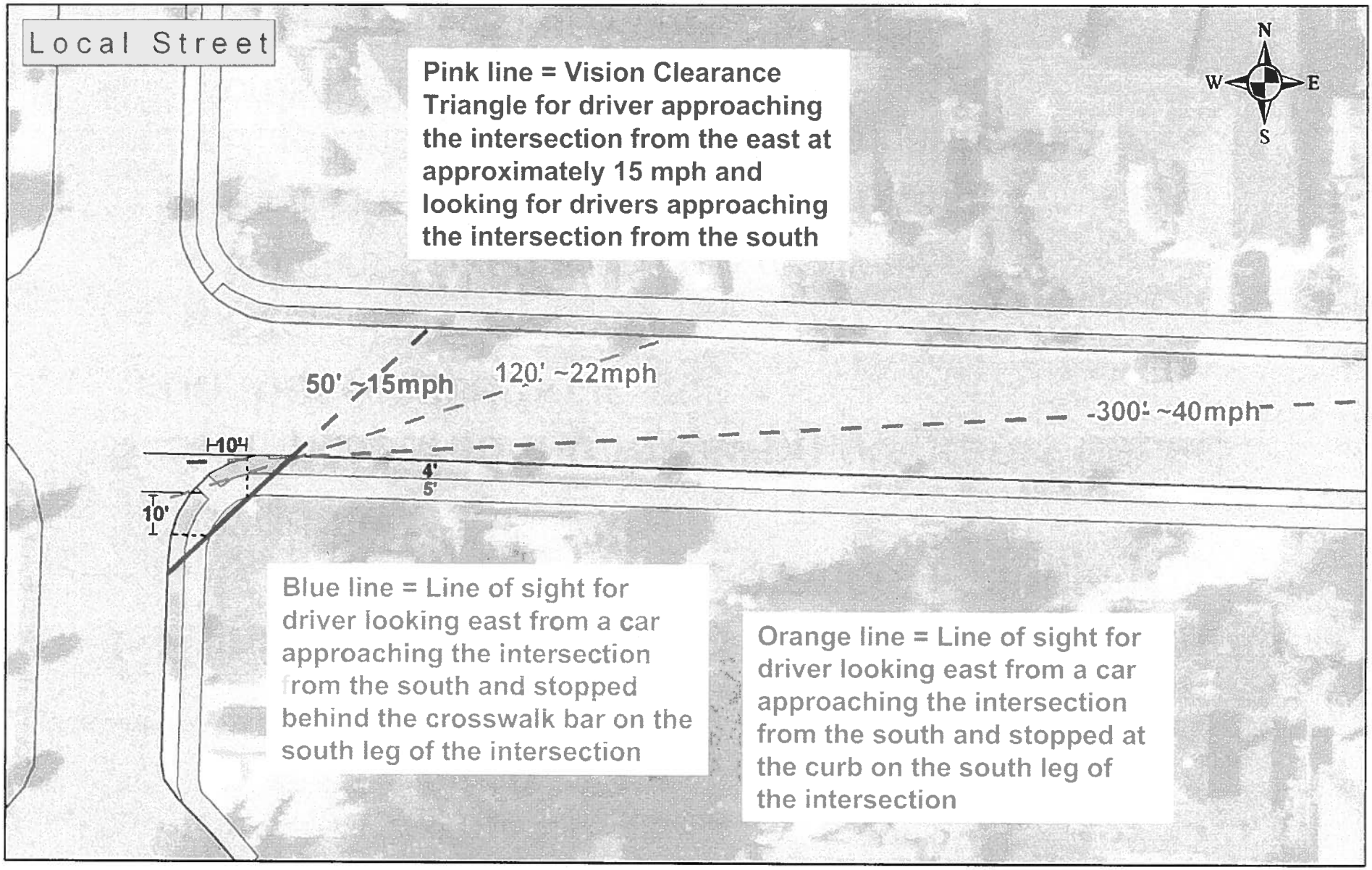
- Planning staff conducted an online review of vision clearance area standards of 18 other small cities in Oregon to see how Tualatin's standards compare to those of other jurisdictions.

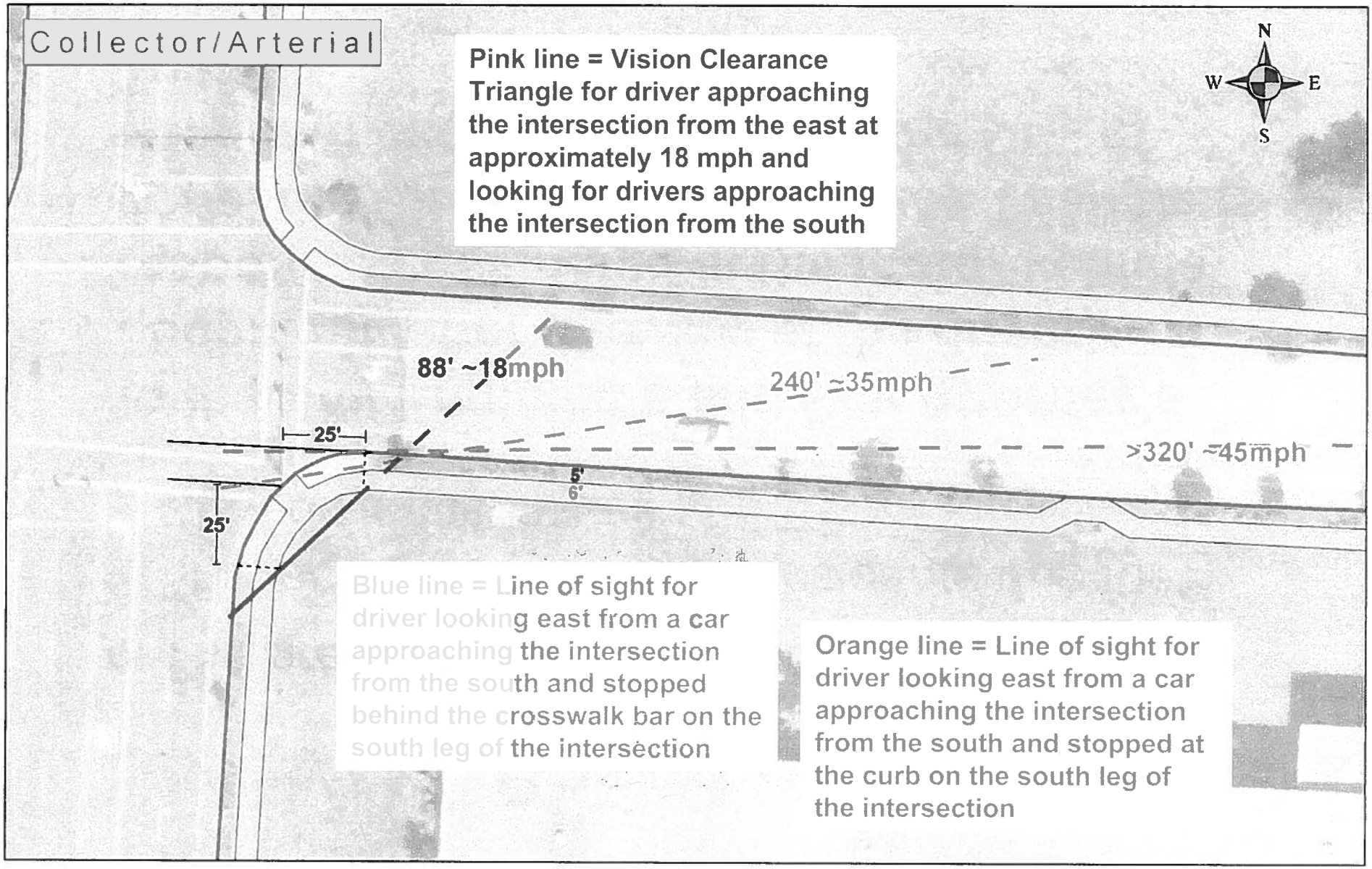
Vision Clearance Area survey results:

- Tualatin's Local Street Standard of 10 ft. is at least 5 ft. less than, and in most cases 10 or more feet less than, the distance required in other cities.
  - In the majority of cities surveyed, the minimum horizontal dimension of the vision clearance triangle is 20 ft. regardless of the functional classification of the street.
  - The most common horizontal dimension of the vision clearance triangle is 30 ft. regardless of functional classification of the street.
- Tualatin's Alley- and/or Driveway-Street, as well as Vertical Clearance Standards are comparable to those of other cities.

A Review:

- Engineering staff posed the question: Is the City's current Vision Clearance Triangle adequate?
- Staff prepared the following diagrams based on these assumptions:
  - Straight, flat roadway
  - No cars parked along the roadway
  - Pink Line = "Vision Clearance Triangle"
  - Blue Line = car stopped at stop bar behind crosswalk
  - Orange line = car stopped at curb


Local Street
Pink line = Vision Clearance Triangle for driver approaching the intersection from the east at approximately 15 mph and looking for drivers approaching the intersection from the south
N
W
E
S
50' ~15mph
120' ~22mph
300' ~40mph
10'
4'
5'
10'
Blue line = Line of sight for driver looking east from a car approaching the intersection from the south and stopped behind the crosswalk bar on the south leg of the intersection
Orange line = Line of sight for driver looking east from a car approaching the intersection from the south and stopped at the curb on the south leg of the intersection


Collector/Arterial
Pink line = Vision Clearance Triangle for driver approaching the intersection from the east at approximately 18 mph and looking for drivers approaching the intersection from the south
N
W
E
S
88' ~18mph
240' ~35mph
>320' ~45mph
25'
25'
5'
6"
Blue line = Line of sight for driver looking east from a car approaching the intersection from the south and stopped behind the crosswalk bar on the south leg of the intersection
Orange line = Line of sight for driver looking east from a car approaching the intersection from the south and stopped at the curb on the south leg of the intersection

Based on:

- The previous diagrams and
- The lack of documented accidents due to sight distance issues,

In the City Engineer's and City Attorney's Judgment, after a review of the driver's responsibilities noted in the motor vehicle code, the City's Vision Clearance Triangle is adequate and appropriate for the City of Tualatin.

Discussion Points

- Have the Council's concerns about the safety of the City's Vision Clearance Area regulations been adequately addressed?
- Based on the review of other jurisdiction's and Tualatin's standards presented by staff, does Council desire to amend the existing City regulations?
- If yes, which of the Vision Clearance Area regulations should be amended and to what extent?

Summary & Future Steps

NOISE BARRIERS CONSTRUCTED 1992 - 2004 (DEC 31) IN SELECTED CITIES AND COUNTIES (BASED ON FHWA REPORTING, APRIL 2006)

City or County	Route	Material	Type *1	Year	Length (feet)	Height (feet)	Cost ($/sq ft)	Barrier Cost in 2004$
Tualatin - 220	*1*	*Berm Only*	*I*	*1992*	*1,499*	*8.0*	*4*	*47,010*
Tualatin - 221	*1*	*Concrete/Precast*	*I*	*1992*	*781*	*10.0*	*13*	*103,570*
Tualatin - 222	*1*	*Berm Only*	*I*	*1992*	*321*	*6.0*	*5*	*10,284*
Beaverton - 219B	47	Concrete/Precast	I	1994	751	12.0	19	175,729
Beaverton - 242	47	Concrete/Unspecified	I	1994	1,630	14.0	19	424,566
Beaverton - 243	47	Block	I	1994	564	10.0	13	76,060
Beaverton - 244	47	Concrete/Precast	I	1994	390	16.0	16	100,608
Beaverton - 245	144	Concrete/Unspecified	I	1994	1,699	14.0	27	635,844
Beaverton - 265	144	Concrete/Precast	I	1996	403	13.0	21	110,341
Clackamas	I-205 at Sunnybrook Int.	Concrete/Precast	I	2003	4,600	13.0	12	704,231
Clackamas Co - 150A	64	Concrete/Precast	I	1996	2,257	6.0	38	518,409
Clackamas Co - 205	64	Concrete/Precast	I	2001	2,913	11.0	12	387,066
L Oswego - 232	1	Concrete/Precast	I	2000	1,260	15.0	15	286,425
L Oswego - 233	1	Concrete/Precast	I	2000	692	14.0	16	150,370
Tigard - 184	143	Concrete/Precast	I	1992	239	10.0	21	49,949
Tigard - 185	143	Concrete/Precast	I	1992	344	10.0	24	83,737
Tigard - 267	143	Block	I	1992	692	1.0	0	0
Washington Co - 236A	City St	Block	I	1996	686	11.0	16	124,342
Washington Co - 236B	City St	Block	I	1996	449	10.0	16	72,255
Washington Co - 276	142	Concrete/Precast	I	1999	1,112	10.0	19	209,260
Washington Co - 277	142	Concrete/Precast	I	1999	1,151	10.0	20	226,227
Washington Co - 278	142	Concrete/Precast	I	1999	440	10.0	19	84,835
Washington Co - 279	142	Concrete/Precast	I	1999	584	10.0	29	168,539
Washington Co - 280	47	Concrete/Precast	I	1999	2,214	12.0	20	531,634
Washington Co - 281	47	Concrete/Precast	I	1999	3,050	12.0	19	701,304
Washington Co - 300	47	Wood/Post & Plank	I	1994	390	10.0	12	46,950
Washington Co - 302	47	Concrete/Unspecified	I	2001	564	12.0	36	246,315
Washington Co - 303	47	Concrete/Precast	I	2001	276	10.0	51	141,818
Washington	Beaverton/Ptld LRT	Other	I	2002	631	4.0	0	0
Washington	Beaverton/Ptld LRT	Concrete/Precast	I	2002	230	12.0	17	46,978
Woodburn - 266	IE	Concrete/Precast	I	1994	600	10.0	27	160,973

Average

	Length (feet)	Height (feet)	Cost ($/sq ft)	Barrier Cost in 2004$
Concrete/Precast	1,214	11	21	247,100
Concrete/Unspecified	1,298	13	27	435,575
Concrete/Precast & Unspecified	1,225	12	22	271,684
Block	598	8	11	68,164
Wood/Post & Plank	390	10	12	46,950
Other	631	4	0	0
Berm Only	910	7	5	28,647

*1 Type I = a barrier built on a highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.

Attachment B
Noise Barriers Constructed 1992-2004

Table 6
Noise Barrier Construction Material
Average Unit Cost By Year (English)

Material Average Unit Cost
(2004 $/Square Foot)

Year	Concrete	Block	Wood	Metal	Berm	Brick	Combination	Absorptive
1963-1993	24	21	18	17	5	25	17	29
1994	21	19	16	17	8	31	23	20
1995	21	20	11	15	6	17	26	16
1996	17	21	15	0	13	0	23	28
1997	25	11	38	0	2	0	26	0
1998	22	15	19	12	5	0	15	30
1999	27	20	22	43	3	0	26	19
2000	23	35	19	0	7	0	13	33
2001	23	22	18	16	0	29	10	17
2002	32	29	16	13	4	39	17	24
2003	24	26	20	18	4	0	4	20
2004	21	25	13	14	0	0	11	21
ALL	**24**	**21**	**18**	**16**	**6**	**25**	**17**	**24**

NOTE: Square feet of noise barriers constructed with 'Other' materials - 1,811,622
Costing approximately - $29 per square foot.

Attachment C
Noise Barrier Construction Material
Average Unit Cost by Year

Highway Traffic Noise Barrier Construction Trends

By

U.S. Department of Transportation
Federal Highway Administration
Office of Natural and Human Environment
Noise Team
Washington, D.C.

April 2006

Introduction

The Federal-aid highway program has always been based on a strong State-Federal partnership. At the core of that partnership is a philosophy of trust and flexibility, and a belief that the States are in the best position to make investment decisions that are based on the needs and priorities of their citizens. The FHWA noise regulations give each State department of transportation (SDOT) flexibility in determining the reasonableness and feasibility of noise abatement and, thus, in balancing the benefits of noise abatement against the overall adverse social, economic, and environmental effects and costs of the noise abatement measures. The SDOT must base its determination on the interest of the overall public good, keeping in mind all the elements of the highway program (need, funding, environmental impacts, public involvement, etc.).

The flexibility in noise abatement decision-making is reflected by data indicating that some States have built many noise barriers and some have built none. Through the end of 2004, 45 SDOTs and the Commonwealth of Puerto Rico have constructed over 2,205 linear miles of barriers at a cost of over $2.6 billion ($3.4 billion in 2004 dollars). Five States and the District of Columbia have not constructed noise barriers to date. A detailed listing of noise barrier data may be found in "Summary of Noise Barriers Constructed by December 31, 2004." The paper that follows presents a brief analysis of the data contained in the detailed barrier listing.

It should be noted that the cost data in the listing are approximate due to differing State practices for estimating costs and due to the fact that for some barriers (50 miles), the cost could not be estimated at all. The data represent best estimates of SDOTs for barrier construction. There may be non-uniformity and/or anomalies in the data due to differences in individual SDOT definitions of barrier information.

It should also be noted that California did not provide data from 1999 through 2004. This fact greatly affects data for these years, since California constructs many noise barriers annually (119 miles costing 150 million in 2004 dollars for 1994-1998) and California has constructed nineteen percent (19%) by area of all noise barriers to date.

Noise Barrier Construction

Tables 1-9 provide data on barrier construction, height, materials, and unit costs (all cost information is in 2004 dollars). The following points may be made concerning noise barriers:

Approximately twenty-five percent (25%) of total expenditures have occurred in the last five years [forty-nine (49%) in the last 10 years; seventy-two (72%) in the last 15 years].

Through the end of 2004, the overall average unit cost, combining all materials, is $21 per square foot. The average unit cost, combining all materials, for the last 10 years is $22 per square foot.

Approximately 121 miles of barriers have been built with highway program monies other than Federal-aid. Approximately 45 miles of barriers have been built with Toll facility funds.

Overall by length, approximately seventy-seven percent (77%) of Federal-aid barriers have been Type I (a barrier built on a highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).

Forty-five States and the Commonwealth of Puerto Rico have constructed more than 1,613 linear miles of Type I barriers, at a total cost of more than $2.3 billion.

Twenty-four States have constructed at least one Type II noise barrier (a barrier built along an existing highway, i.e., a retrofit noise barrier), at a total cost of more than $879 million.

Five States and the District of Columbia have not constructed any noise barriers to date: Alabama, Mississippi, Montana, Rhode Island, and South Dakota.

Ninety-three percent (93%) of barriers that have been constructed range in height from 6-20 feet. One percent (1%) of barriers are less than 6 feet tall and six percent (6%) are more than 20 feet tall. The overall average barrier height is 14 feet.

Barriers have been made from materials that include concrete, block, wood, metal, earth berms, brick, and combinations of all these materials. Concrete and block, for single material barriers, represent just over four-fifths of total material usage [fifty-six point nine percent (56.9%) and twenty-four percent (24%), respectively] and wood nine percent (9%). Metal, berm, and brick together account for approximately seven percent (7%) of the total. Five percent (5%) of all barriers have been constructed with a combination of an earth berm and a wall. Almost three percent (3%) have been constructed with absorptive materials. One percent (1%) has been constructed with other materials, such as recycled materials, plastics, composite polymers, etc.

Average unit costs for all years for all barrier materials range between $16-25 per square foot, except for earth berms, which average only $6 per square foot. Concrete has been the most popular material; however, its cost, $24 per square foot, is only slightly less than that of brick, $25 per square foot. Overall average costs for wood, metal, and combination barriers are approximately the same ($18, $16, and $17 per square foot, respectively). Absorptive barriers average $24 per square foot in cost.

There are no brick barriers over 20 feet tall or absorptive or metal barriers over 28 feet tall. A berm has been constructed to a height of 36 feet, a combination berm and metal wall to 39 feet, a combination berm and wood/post and plank barrier to 58 feet, a block barrier to 49 feet, and a concrete barrier to 39 feet.

Unit costs for barriers do not always appear to increase as the barrier height increases (Note: This may be due to non-uniformity and/or anomalies in the data reported by SDOTs).

Barrier height averages from 17-20 feet in four States. Barrier height averages 10-16 feet in 40 States, and 7-9 feet in two States (includes the Commonwealth of Puerto Rico).

Barrier average unit costs are from $3-10 dollars per square foot for five States, $11-15 per square foot for nine States, $16-20 per square foot for 16 States, $21-25 per square foot for six States, and $26-38 per square foot for the remaining 11 States.

Summary

Forty-five States and the Commonwealth of Puerto Rico have constructed highway traffic noise barriers; five States and the District of Columbia have not. The most notable trend in highway traffic noise barrier construction is that SDOTs spend more than $108 million of highway program funds annually for this form of noise abatement. Starting in 1995, SDOTs have averaged spending more than $169 million per year. Since the first highway traffic noise barrier was constructed, sixty-nine percent (69%) of all spending has been for Type I projects, and twenty-six percent (26%) for Type II projects.

Most barriers have been made from concrete or masonry block and range from 9-23 feet in height, and average $21-24 per square foot in cost.

This page last modified on May 24, 2006

VISION CLEARANCE STANDARDS FOR VARIOUS OREGON CITIES

	Horizontal Clearance				
City	Street - Street	Alley - Street	Driveway - Street	Measured From	Vertical Clearance
Tualatin	*10 ft - 10 ft Local - Same 25 ft - 25 ft Collector/Arterial - Same*	*Not specified*	*10 ft - 10 ft Local 10 ft - 25 ft Collector/Arterial*	*Property line*	2.5 ft
Milwaukie	*Based on AASHTO Standards*	*Not specified*	*20 ft - 20 ft*	*Property line*	2.5 ft
Canby	30 ft - 30 ft	10 ft - 10 ft	10 ft - 10 ft	Curb line	2.5 ft
Corvallis	Calculated using formula containing posted speed limit of street, functional classification of street per City's Comprehensive Plan, and other engineering data	25 ft - 25 ft for alley intersecting local street; additional vision clearance required if intersects Arterial/Collector street (see Street - Street)	15 ft - 15 ft for driveway serving < 30 parking spaces and intersecting local street; 25 ft - 25 ft for driveway serving > 30 parking spaces and intersecting Collector/Arterial street	Property line	2 ft
Dallas	30 ft - 30 ft	15 ft - 15 ft	15 ft - 15 ft	Curb line	3.5 ft
Florence	20 ft - 20 ft	10 ft - 10 ft	Not specified	Not specified	2.5 ft
Gresham	30 ft - 30 ft	20 ft - 20 ft	10 ft - 10 ft	Property line	3 ft
Hermiston	30 ft - 30 ft	10 ft - 10 ft	10 ft - 10 ft	Unclear	Not specified
Hillsboro	25 ft - 25 ft	10 ft - 10 ft	Not specified	Not specified	Not specified
Junction City	30 ft - 30 ft	10 ft - 10 ft	10 ft - 10 ft	Curb line or edge of pavement	3.5 ft
Lake Oswego	60 ft - 60 ft at non-controlled intersections *1	10 ft - 60 ft	10 ft - 10 ft	Curb line or edge of pavement	2.5 ft
Redmond	Based on ROW width measurement: 80 ft + ROW = 20 ft; 60 ft ROW = 30 ft; 50 ft ROW = 40 ft	Not specified	Not specified	Property line	3 ft
Salem	30 ft - 30 ft	Not specified	Not specified	Curb line	2.5 ft
Sandy	30 ft - 30 ft	20 ft - 20 ft	20 ft - 20 ft	Property line	2.5 ft
Scappoose	30 ft - 30 ft	20 ft - 20 ft	10 ft - 10 ft	Property line	3 ft
St. Helens	30 ft - 30 ft 35 ft Arterials	30 ft - 30 ft 35 ft Arterials	30 ft - 30 ft 35 ft Arterials	Property line	3 ft
Tigard	35 ft - 35 ft Arterials; 30 ft - 30 ft Non-arterial streets 24 ft or more in width	Not specified	30 ft - 30 ft Non-arterial street 24 ft or more in width; Front setback line - 30 ft Non-arterial streets less than 24 ft in width	Property line	3 ft
Troutdale	15 ft - 110 ft	15 ft - 110 ft	15 ft - 110 ft	Curb line or edge of pavement	3 ft
Vale	30 ft - 30 ft	30 ft - 30 ft	Not specified	Property line	2.5 ft
Wilsonville	10 times posted speed of road for grades of 3% or less (e.g., 25 mph = 250 ft distance along cross street; adjusted and in conformance with AASHTO guidelines for grades in excess of 3%	Not specified	Same as Street - Street	Curb line or edge of pavement	2.5 ft

*1 Lake Oswego requires that the vision clearance triangle be determined by an engineering study using AASHTO Standards at intersections governed by existing traffic control devices or at locations where a major development accesses to an arterial or collector street and generates in excess of 100 ADT.

January

Sun	*Mon*	*Tue*	*Wed*	*Thu*	*Fri*	*Sat*
				1 **New Years Day Holiday** CITY OFFICES CLOSED	**2** Mike out John out Kent out	**3**
4	**5**	**6** **6:30p** TLAC	**7** **1:15p** Tualatin Historical Soc **7p** ARB (if necessary)	**8** **7p** TPAC	**9** **7:30a** Chamber Networking, Take Shape for Life @ Senior Center	**10**
11	**12** **5:00p** Work Session **7:00p** Council/TDC Mtg **7:30p** Council Reception – Library Community Room	**13**	**14** **5:30p** Chamber Alive After Five Hosted by Amcheck @ Heritage Center **6:30p** Tualatin Tomorrow VIC Steering Committee Mtg., Council Chambers	**15** **12p** Friends of Library **7:00p** Urban Renewal Advisory Committee, Council Chambers **6:00p** YAC meeting, Councilor Maddux attending	**16** **7:30a** Chamber Speed Networking @ Club Sport	**17**
18	**19** **Martin Luther King Day Holiday** CITY OFFICES CLOSED LIBRARY OPEN 1-9p	**20** **11:30a** Lunch n' Learn @ Tualatin Library	**21** **2-4p** Metro "Greatest Places" Work Session (Metro Chambers)	**22** **11:30a** Chamber Luncheon @ Country Club	**23** **7:30a** Chamber Networking @ Coca Cola, Barbur Blvd. Wilsonville **11:30a** Chamber Government Affairs @ Chamber Office **6:30p** City Celebration @ Country Club	**24**
25	**26** **4:00p** Work Session **7:00p** Council/TDC Mtg	**27** **6:00p** Special Council Work Session – Retreat Follow-up (Library Community Room)	**28** **7:00p** Student Visual Chronicle Reception (Heritage Center) **7:00p** ARB (if necessary)	**29** **Municipal Court begins**	**30** **7:30a** Chamber Networking @ Umpqua Bank **10a** WES Grand Opening @ Tigard Transit Station	**31**

2009

February

Sun	*Mon*	*Tue*	*Wed*	*Thu*	*Fri*	*Sat*
1	**2** **WES Week**	**3** **WES Week** **11:30a** Lunch n' Learn (Call Chamber for Location) **6:30p** TLAC	**4** **WES Week** **11:30a** Tualatin Tomorrow Partners Luncheon @ Police Dept Training Room **1:15p** Tualatin Historical Soc **6p** Special work session (Police) **7:00p** ARB (if necessary)	**5** **WES Week**	**6** **WES Week** **7:30a** Chamber Networking Hosted by Flowering Jade @ Senior Center	**7** **5p** Library Foundation Fundraiser
8	**9** **5:00p** Work Session **7:00p** Council/TDC Mtg	**10**	**11** **6:30p** Tualatin Tomorrow VIC Steering Committee Meeting, Council Chambers Brenda out → Nancy out →	**12** **7:30a** Metro JPACT Meeting (Metro Chambers) **11:30a** Chamber Valentine's Day & Auction @ Country Club **7:00p** TPAC	**13** **7:30a** Chamber Networking @ Wine Styles, 7009 SW Nyberg Street	**14**
15	**16** **Presidents Day Holiday** **CITY OFFICES CLOSED**	**17**	**18** **8:00a** Chamber New Member Breakfast @ Claim Jumper **12:00p** Core Area Parking District Board, Council Chambers **7:00p** ARB (if necessary)	**19** **9:00a** Chamber Ambassador's Mtg @ Pacific Continental Bank, 7111 SW Nyberg St. **12p** Friends of Library	**20** **7:30a** Chamber Networking Hosted by Drs. Mosure & Kinney @ Heritage Center **6:30p** Police Awards Banquet (Hazelbrook MS)	**21**
22	**23** **5:00p** Work Session **7:00p** Council/TDC Mtg	**24**	**25** **7:00p** ARB (if necessary)	**26**	**27**	**28**

2009

March

Sun	*Mon*	*Tue*	*Wed*	*Thu*	*Fri*	*Sat*
1	**2** **6p** Potential Joint Meeting w/TTSD	**3** **11:30a** Lunch n' Learn (Call Chamber for Location) **6:30p** TLAC	**4** **1:15p** Tualatin Historical Soc **6p** Potential Joint Meeting w/TTSD **7:00p** ARB (if necessary)	**5** **7:30a** Metro JPACT Meeting (Metro) **6p** Potential Joint Meeting w/TTSD	**6** **7:30a** Chamber Networking Hosted by Broadway Rose Theater	**7**
8	**9** **5:00p** Work Session **7:00p** Council/TDC Mtg	**10**	**11** **6:30p** Tualatin Tomorrow Vision Implementation Committee, Police Training Room **7:00p** ARB (if necessary)	**12** **7:00p** TPAC	**13**	**14**
15	**16**	**17**	**18**	**19** **12p** Friends of Library	**20**	**21**
22	**23** **5:00p** Work Session **7:00p** Council/TDC Mtg	**24**	**25** **7:00p** ARB (if necessary)	**26** **11:30a** Chamber Luncheon @ Country Club	**27**	**28**
29	**30** **6p** Potential Joint Meeting w/TTSD	**31** **6p** Potential Joint Meeting w/TTSD				

2009

MEETING DATE: Monday, January 26, 2009 **start time: 4p**

WORK SESSION ITEMS ***PowerPoint?***

1. Mandatory Business Recycling Program, Metro reps Marta McGuire, Matt Kotot (30m)
2. Debrief on Arctic Blast 2008 (Ops) (30m)
3. Fence Standards Follow-up (Comm Dev) (30m) yes
4. Street Tree Follow-up (Comm Dev) (30m)
5.
6.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS ***PowerPoint?***

1. Fire Service Appreciation Day January 27th Proclamation Presentation – *TVF&R will be present*
2. 20-year service award presentation to Doug Rux
3.

CONSENT CALENDAR ITEMS

1. Resolution authorizing a Temporary Construction Easement & a Permanent Easement associated w/Clean Water Services' Lower Tualatin Pump Station project at Tualatin Community Park – Community Services
2. Resolution - Approving Commuter Rail Project TriMet & City Maintenance Agr (Comm Dev)
3. Resolution Authorizing 2-year IGA w/WashCo Coordinated Mosquito Reduction and Information Coordination on West Nile Virus
4. Resolution Zupancic Fee Refund Plan Text Amendment Application (Comm Dev)
5.

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

1.

GENERAL BUSINESS ITEMS (not consent) ***PowerPoint?***

1. TPARK Annual Report (Comm Serv)

EXECUTIVE SESSION ITEMS

1. Labor Negotiations

MEETING DATE: Tuesday, January 27, 2009 **start time: 6 – 9p**

Special Work Session *(food provided)* Library Community Room

SPECIAL WORK SESSION ITEMS ***PowerPoint?***

1. Preview of Five-Year Plan 6:00 – 6:30pm (Finance)

2. Council Retreat Follow-up – 6:00-8:30pm

MEETING DATE: Wednesday, February 4, 2009 **start time: 6pm**

Special Work Session *(food provided)* **Police Training Room**

SPECIAL WORK SESSION ITEMS ***PowerPoint?***

1. Library issues (WCCLS Strategic Planning & Funding Models Update, Clackamas County Library District) – 60 minutes (Sherilyn & Paul & Abigail)

2. Local Aspirations Follow-up – 90 minutes (Doug)

MEETING DATE: Monday, February 9, 2009 start time:

WORK SESSION ITEMS ***PowerPoint?***

1. Metro Transit Oriented Development (TOD) Discussion (Comm Dev) 45m *Metro reps present*
2. Tualatin-Sherwood Road Landscaping/Pedestrian Improvements/Gateway Feature (Comm Dev)
3. Public Accessway Issue
4.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS ***PowerPoint?***

1. Tualatin YAC Update
2.
3.

CONSENT CALENDAR ITEMS

1. Establishment of an Ad Hoc Committee to coordinate and plan the 2009 Arbor Week Celebration – Community Services
2. Resolution – IGA with TTSD for grant funds (Police)
3.
4.

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

1. HIST-08-01 Appeal Demo Old Elementary School (*Quasi*) (Comm Dev)
2. Supplemental Budget (Finance)
3.

GENERAL BUSINESS ITEMS (not consent) ***PowerPoint?***

1. Heritage Center Annual Report (Comm Serv)
2. I-5 to 99W Connector Project Update on Alternative 7 yes
3.
4.
5.

EXECUTIVE SESSION ITEMS

1.

MEETING DATE: Monday, February 23, 2009 start time:

WORK SESSION ITEMS ***PowerPoint?***

1. Utility undergrounding program / policy (Mike/Brenda)
2. Oxford House follow-up (code changes to reflect LUBA decision)
3. Signs in Office Commercial Districts (Comm Dev)
4.
5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS ***PowerPoint?***

1. Tualatin Tomorrow ACE
2. 30 Year Service Award Presentation – Mike McKillip
3.

CONSENT CALENDAR ITEMS

1. Resolution - Stafford MOU on Communications (Comm Dev) (?)
2. Resolution HIST-08-01 Appeal Demo Old Elementary School (Legal)
3.
4.

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

1.
2.
3.

GENERAL BUSINESS ITEMS (not consent) ***PowerPoint?***

1. Ordinance – Mandatory Business Recycling
2. Mid-year Budget Review and 5-year Forecast Review (Finance)
3.
4.
5.

EXECUTIVE SESSION ITEMS

1.

MEETING DATE: Monday, March 2, 2009 **start time: 6pm**

Special Work Session *(food provided)*

SPECIAL WORK SESSION ITEMS

PowerPoint?

1. Urban Renewal Discussion - 2 hours (Doug)
   a. Overview / Urban Renewal 101/Primer
   b. Leveton District (history, projects, spent, map, future)
   c. Central District (purpose of district, extension of max. indebtedness, project costs)

2. Truck Routes – 30 minutes (Brenda)

MEETING DATE: Monday, March 9, 2009 *McKillip Absent* **start time:**

WORK SESSION ITEMS ***PowerPoint?***

1. Historic Regulations Follow-up (Comm Dev)
2. Sign Design Standards Follow-up (Comm Dev)
3.
4.
5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS ***PowerPoint?***

1. Tualatin YAC Update
2.
3.

CONSENT CALENDAR ITEMS

1.
2.
3.
4.

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

1. PTA- 08-07 CO Monument Signs (*Legislative)* (Comm Dev)
2. PTA-08-08 Single Family definitions/standards (Oxford House) (*Legislative)* (Comm Dev)
3.

GENERAL BUSINESS ITEMS (not consent) ***PowerPoint?***

1. Ordinance Core Area Parking District Tax Rate FY 09/10 (Comm Dev)
2. Ordinance – truck routes
3.
4.
5.

EXECUTIVE SESSION ITEMS

1.

MEETING DATE: Monday, March 23, 2009 start time:

WORK SESSION ITEMS ***PowerPoint?***

1. Water quality facilities – monitoring (Eng)
2. Water conservation (Eng)
3.
4.
5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS ***PowerPoint?***

1. Tree City USA Presentation / Arbor Week Kick-Off
2.
3.

CONSENT CALENDAR ITEMS

1. URAC Annual Report (TDC) (Comm Dev)
2. TPAC Annual Report (Comm Dev)
3.
4.

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

1. PTA-08-04 Street Tree Regulations *(Legislative)* (Comm Dev)
2.
3.

GENERAL BUSINESS ITEMS (not consent) ***PowerPoint?***

1. Ordinance PTA- 08-07 CO Monument Signs) (Legal)
2. Ordinance PTA-08-08 Single Family definitions/standards (Legal)
3.
4.
5.

EXECUTIVE SESSION ITEMS

1.