




MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council
FROM: Sherilyn Lombos, City Manager 
DATE: May 18, 2009
SUBJECT: Work Session for May 26, 2009

Work Session will begin at 5:00 p.m.
There WILL be an executive session: ORS 192.660(2)(d)

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

Action requested: Council review the agenda for the May 26th City Council and Development Commission meetings.

5:05 p.m. (30 min) – CURD Maximum Indebtedness. On April 13th the Commission met to discuss a list of potential projects for an extended district. Direction was given to narrow the list to closer to \$50 million using certain parameters. Attached is a memo from Doug with additional information including a proposed list of projects.

Action requested: Direction from the City Council on the list of projects to be included in the next phase of the maximum indebtedness process.

5:35 p.m. (30 min) – Review of Tree Regulations – Phase III. Phase I led to a revision of the code to clarify tree preservation standards; Phase II was just adopted by Council and requires replacement of any street trees that are taken out; Phase III includes the concepts of replacing holes where street trees were and amending the scope of exemptions from tree removal regulations. Attached is a memo from Doug and Colin with additional information.

Action requested: Direction from the City Council on concepts to include in this next phase of tree regulations.

6:05 p.m. (15 min) – Urbanization Forum Resolution. Washington County recently convened a series of four forums to discuss future urbanization in the county. The outcome of those forums was a resolution that the County is asking each city to discuss and adopt. Attached is a memo from Doug with additional information about the forums and the resolution.

Action requested: Direction from the City Council on the urbanization forum resolution.

6:20 p.m. (15 min) – Request from the Homebuilders Association regarding the Transportation Development Tax. The HBA has made a request to the County that implementation of the new TDT (which was approved by voters in November 2009) be delayed due to current economic conditions. In addition, they have asked that the “grandfathering” provisions for commercial and industrial projects included in the TDT be expanded to include residential projects. The Washington County Coordinating Committee (WCCC) will be meeting on June 8th to make a decision on these requests and would like information from the cities about impacts. Attached is a packet of information that the WCCC received regarding these requests.

Action requested: Direction from the City Council on the requests from the HBA regarding the TDT.

6:35 p.m. (10 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.

6:45 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.




MEMORANDUM

TUALATIN DEVELOPMENT COMMISSION

TO: Honorable Chairman and Members of the Commission

THROUGH: Sherilyn Lombos, Administrator 

FROM: Doug Rux, Community Development Director 

DATE: May 26, 2009

SUBJECT: CENTRAL URBAN RENEWAL DISTRICT MAXIMUM INDEBTEDNESS

POLICY CONSIDERATIONS:

The policy considerations for Central Urban Renewal District (CURD) maximum indebtedness are:

1. What projects should be listed in the CURD Plan that remove blight?
2. What projects further the vision of the Town Center?
3. What projects have partnerships opportunities for implementation and cost sharing?

EXECUTIVE SUMMARY:

- ORS 457.190 requires that all urban renewal plans have a stated maximum indebtedness amount.
- The Tualatin Development Commission and City Council are engaged in an evaluation of the Central Urban Renewal District Plan to determine if the maximum indebtedness amount should be increased.
- Currently the maximum indebtedness amount is \$27,705,384. Estimates are this amount will be reached in June 2010. At that time the District would no longer collect division of taxes and the district would close down in approximately 2011/2012.
- To increase the maximum indebtedness amount, a process called a Substantial Amendment is required.
- Urban renewal programs by definition are to remove blight conditions as defined in ORS 457.010.

MEMORANDUM: CURD Maximum Indebtedness

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- To establish a new maximum indebtedness value, an evaluation is in process that began in October 2007. Attachment A is a timeline that recaps activities that have occurred since October, where the process is currently, and future steps until June 2010.
- On April 8, 2008, the Commission reviewed a list of projects to remove blight conditions. The Commission evaluated this list of 77 projects through a dot exercise and shortened the list to 46 projects to move to the Planning Level Cost Estimating stage.
- Planning Level Cost Estimates were prepared for this list of projects. The estimated dollar value of the projects was approximately \$245,586,100. Estimated land acquisition costs for buildings, art and gateways at that time could add an additional \$7.8 million.
- The Urban Renewal Advisory Committee met on July 17 and August 7, 2008 to review the shortened project list created by the Commission on April 8, 2008. URAC's charge was to shorten the project list to approximately \$100 million. URAC was able to shorten the list to approximately \$110 million. Some over-arching comments from URAC members included:
 - If trade-offs are an option, the City should favor private funding participation (partnering).
 - Some development decisions are more difficult to reverse than others (loss of river access to private development that is gone forever).
 - Some of the most urgent projects may be ones that are the least reversible over the long term. Ration resources against identified needs.
 - Strike a balance between roadways and pedestrian-friendly areas.
 - Removal of large signs at Nyberg Street/I-5 should be a main focus for property acquisition.
 - Partnering with businesses on providing parking in the downtown area is critical.
 - A new city hall is desirable in the central downtown area.
 - A performing arts/multipurpose facility should be considered over several different separate-use buildings.
 - The K-Mart area should be looked at as a partnership with urban renewal funding with only infrastructure improvements (not paying for buildings, business relocation).
- The Commission met again on October 16, 2008 and went through another interactive exercise reviewing the shortened list of possible projects with the challenge of reducing the list down to approximately \$100 million. The Commission shortened the potential list to approximately \$163-\$166 million.
- URAC met on February 19, 2009 and reviewed the shortened list from the Commission's October 16, 2008 discussion with staff providing a broad overview on the refined costs indicating some project costs increased while others went down due to scope changes.
- On April 13, 2009 the Commission discussed existing project priorities listed in the CURD. The outcome of the discussion was to fund the SW Tualatin-Sherwood

Road Pedestrian/Landscape project (\$2.5 million) and to modify the CURD Plan to include Train Horn Noise Mitigation (\$1.3 million).

- This evening the Commission will be evaluating and discussing projects generated from the October 16, 2008, March 2, 2009, and April 13, 2009 Work Sessions to develop a final list of potential projects. Where, in past discussions, the winnowing process was by topic category, for this discussion all projects will compete against one another to develop a modified project list. To set a context, sub-areas have been established consistent with the CURD Plan. A final list will be advanced to the next phase of the maximum indebtedness project for financial analysis and funding capability.

DISCUSSION:

At the March 2, 2009 Commission Work Session discussing the CURD maximum indebtedness, the following conclusions were reached:

1. Move forward in the evaluation of increasing the CURD maximum indebtedness amount.
2. Review the "Vision" Council created for the Town Center and other vision documents and list projects that support that vision.
3. Review and include in the list of possible projects those that are currently fully or partially funded in CURD.

Evaluation

At the April 13, 2009 Commission Work Session, a discussion occurred on funding existing projects in CURD. This included the SW Tualatin-Sherwood Road Pedestrian/Landscape Improvements, Eastside Downtown, and Train Horn Noise Mitigation projects. The direction provided was to fund SW Tualatin-Sherwood Road Pedestrian/Landscape Improvements and Train Horn Noise Mitigation. The East Commons project was to be included in the maximum indebtedness evaluation for future funding.

Vision

To set the context of the City Council "Vision" of the Town Center, a number of documents are necessary to be considered. These include:

- The Draft Town Center Vision from 2005,
- Tualatin Tomorrow Community Vision and Strategic Action Plan – June 2007,
- Council Town Center Vision from February 2008,
- City Council November 2008 Retreat, and finally
- The City Council Local Aspirations for the Town Center April 2009 as part of the Urban & Rural Reserve program.

TOWN CENTER 2005 DRAFT VISION

"The Tualatin Town Center will be a distinctive high-quality mixed-use development location with a wide variety of residential dwellings and retail, professional and service employment opportunities, and important recreational and cultural facilities."

TUALATIN TOMORROW, JUNE 2007

HOW WE PLAN AND GROW Growth, Housing and Town Center

In the Year 2030, Tualatin maintains a strong community identity while successfully managing new growth and development. A dynamic growth strategy and plan for development promotes growth choices that fit community values and priorities, while benefiting local neighborhoods, businesses, schools, parks, and roads.

The City of Tualatin works collaboratively with other local and regional governments, expanding its urban planning area as appropriate, and managing the impacts of Urban Growth Boundary (UGB) expansion to protect community and environmental assets. The City plans carefully to address the costs of new growth and needed infrastructure.

Tualatin has diversified its supply of housing, providing a range of housing choices and affordability to meet the needs of its changing population. Tualatin town center preserves its best historical features while incorporating new mixed-use development, including high-density housing, a full complement of services, commercial and retail development, and amenities that accommodate pedestrians and bicyclists as well as cars.

Good urban design is an important part of Tualatin, with flexible standards that promote an attractive, well-functioning community, including appropriate mixed-used development, small, pedestrian-oriented neighborhood commercial centers, beautiful tree-lined streetscapes, and community 'gateway' entrances that strengthen local identity.

Tualatin has a thriving local economy that attracts businesses that fit well into the community, providing living wage jobs and supporting small businesses, while encompassing high-end retail development that offers better choices to shoppers and supports the local tax base.

COUNCIL VISION STATEMENT TOWN CENTER, FEBRUARY 2008

- Includes a mixed-use living, working and playing environment
- Is oriented to and integrates the Tualatin River and other natural features to activate uses

- Has a distinctive feel with strong, interesting and distinctive design standards and elements
- Includes civic, social, commercial and cultural functions as a full-service community within walking distance
- Encourages safe bike and pedestrian activity
- Is a destination for local business activities and not a pass-through location for freight traffic

COUNCIL RETREAT, NOVEMBER 2008

In the Year 2018, the City of Tualatin enjoys:

- Vibrant neighborhoods and neighborhood connections
- Being focused around the Tualatin River
- Downtown mixed-use development
- Multi-modal transportation options including enhanced pedestrian and bike-friendly opportunities and other transit options
- Being a family-oriented city with safe schools
- A community/recreation center that provides activities and acts as a gathering place for residents of all ages
- Vibrant parks and natural spaces that includes a dog park and greenway trails that provide seamless movement throughout the city
- Expanded healthcare facilities and excellent healthcare options within Tualatin
- Aesthetically pleasing surroundings
- Additional connections between I-5 and Highway 99W to ease traffic congestion and divert truck traffic from SW Tualatin-Sherwood Road
- A vibrant Town Center
- Being a community dedicated to protecting and enhancing its tree canopy
- A population of between 30,000 and 35,000 residents

Strategic Focus Areas

The following strategic focus areas will shape the nature and quality of the future envisioned for the City of Tualatin:

- Transportation
- Well-managed development and redevelopment
- The community's economic vitality
- Quality recreational, leisure, and cultural amenities
- Strong civic engagement by its citizens and neighborhoods
- Preservation of the community's natural resources: i.e., river, green spaces, etc.

- Sustaining a safe community
- Environmental sustainability
- Maintaining our small town feel

PROPOSED LONG-TERM (5-YEAR) GOALS

(These long-term goals are related to the Strategic Focus Areas listed above. All goals are considered equally important. Numbering is for identification purposes only).

- Goal No. 1: Enhance mobility and achieve reduction of congestion throughout Tualatin.
- Goal No. 2: Manage development, redevelopment, and projected change that will occur within the city to maintain Tualatin's quality and what the citizens value as a community.
- Goal No. 3: Achieve economic vitality in all sectors of the community and ensure a sustainable economic and revenue base for Tualatin.
- Goal No. 4: Enhance the city's quality of life; seek to make Tualatin a great city.
- Goal No. 5: Preserve Tualatin's unique and important natural features and resources.
- Goal No. 6: Ensure people feel safe in our community.
- Goal No. 7: Seek marked achievements and maintain established green sustainability standards and criteria.
- Goal No. 8: Continue to develop and expand opportunities for citizen awareness and active civic involvement in Tualatin, both at the community and neighborhood levels.

Goal No. 1.

Enhance mobility and achieve reduction of congestion throughout the City of Tualatin.

Goal No. 2.

Manage development, redevelopment, and projected change that will occur within the city to maintain Tualatin's quality and what the citizens value as a community.

Two-Year Performance Objectives:

1. Complete the Town Center Plan.
11. Adopt a Central Urban Renewal Plan.

Goal No. 4.

Enhance the City's quality of life; seek to make Tualatin a great city.

Two-Year Performance Objectives:

5. Increase visible art in the City of Tualatin, including public and private buildings, overpasses, entrances (gateways).

Goal No. 5.

Preserve Tualatin's unique and important natural features and resources.

Two-Year Performance Objectives:

1. Develop Council's vision for the river and creeks.

TOWN CENTER LOCAL ASPIRATIONS, APRIL 2009

Attachment B contains the City Council aspirations for the next 20-50 years for the Town Center.

Projects

Attachment C is a matrix and maps of projects compiled by staff from the October 16, 2008, March 2, 2009 and April 13, 2009 Work Sessions. Funded, Uncompleted and Potential projects have a dollar value as represented below:

TOTAL FUNDED PROJECTS	\$3,800,000
TOTAL UNCOMPLETED PROJECTS	\$28,660,000
TOTAL POTENTIAL PROJECTS	\$134,341,516 - \$137,271,561
TOTAL UNCOMPLETED /POTENTIAL PROJECTS	\$163,001,516 - \$ 165,931,561
GRAND TOTAL (ALL)	\$166,801,561 - \$170,781,561

These values are based on 2009 dollars and do not take into consideration future inflation or administrative overhead costs.

Attachment D is a short list based on staff consideration of the Council's Town Center Vision from 2008 and other vision, goals and aspirations that factor into urban renewal funding which could leverage private investment or create partnerships. Possible partnerships have been identified that include:

- City (various infrastructure funds, SDC's)
- Washington County (MSTIP)
- Metro (MTIP/Greenspaces)
- Clean Water Services (Water Quality Grants)
- ODOT
- Tri Met

- City of Durham
- Private Developers/Property Owners

Staff strongly encourages that the project list be winnowed down to the \$50-70 million range (maximum indebtedness) to then allow inflation and administrative overhead cost to calculate against revenues. Under a conservative projection of 3% annual revenue increases over a 20 year period using a base revenue from 2009/2010 of \$2,500,000 over 20 years the total revenue collected would be roughly \$69 million (maximum indebtedness). Administrative overhead expenses over that 20-year period (annual increase of 6% Salaries/Benefits, 3% Transfers to General Fund and 3% Materials and Services) the cost would be roughly \$2 million. If the project list value were \$60 million and using 4% inflation after four years the project list value would be roughly \$68 million. That would almost equal the estimated 20-year revenue. Revenues are not likely to be a conservative 3% increase annually based on development of private projects. Over the past 10 years the average has been 5.4%. A much more thorough analysis will be conducted once the Commission establishes a desired project list.

The projects listed in Attachment D are those staff believes align with the direction the Commission provided. Furthermore, to achieve the aspirations for the Town Center the City Council developed in April 2009 for the next 20 years, that includes a range of employment of 6,704-8,405, building square footage of 2.17-2.9 million square feet, population of 2,521-3,438 and residential units totaling 1,006-1,356 the biggest challenge is addressing transportation infrastructure.

- East Commons – Completes the streetscape improvements started with the Boones Ferry Road (Phase 1 & 2), West Commons and the Tualatin-Sherwood Road Pedestrian Landscape Improvements currently under design. This project meets the vision statement element of: 1) Having a distinctive feel with strong, interesting and distinctive design standards and elements.
- Commons Landmark – Completes a long-standing project originally identified in 1992/1993. This project meets the vision statement element of: 1) Having a distinctive feel with strong, interesting and distinctive design standards and elements.
- West Commons Sanitary Sewer – fulfills an un-constructed element of the West Commons project and furthers the Agreement entered into by the City and Commission on May 11, 2009. The projects supports redevelopment of property along SW Boones Ferry Road for commercial use and provides infrastructure that allows the Red Parking Lot Garage to be constructed. This project meets the visions statement elements of: 1) A mixed-use living, working and playing environment, 2) Includes civic, social, commercial and cultural functions as a full-service community within walking distance, 3) Is a

destination for local business activities and not a pass-through location for freight traffic.

- Red Parking Lot Garage – Provides a parking structure to support redevelopment opportunities along Boones Ferry Road between Tualatin Road and Tualatin-Sherwood Road. The garage could also support increased commuter rail rider ship and future redevelopment (mixed-use living, working) west of the Commuter Rail Station. Development density envisioned in the Local Aspirations will require structured parking. This project meets the vision statement elements of: 1) A mixed-use living, working and playing environment, 2) Includes civic, social, commercial and cultural functions as a full-service community within walking distance, 3) Has a distinctive feel with strong, interesting and distinctive design standards and elements, 4) Is a destination for local business activities and not a pass-through location for freight traffic.
- Eastside Downtown – This project area encompasses all six of the elements stated by the City Council in their Town Center Vision.
- Tualatin River Pedestrian Trail – This project meets the vision statement elements of: 1) Is oriented to and integrates the Tualatin River and other natural features to activate uses, 2) Encourages safe bike and pedestrian activity.
- Pedestrian Bridge - Construction of a new pedestrian bridge would connect the future redevelopment of an industrial area north of the Tualatin River with the Central Downtown area. This project meets the vision statement element of: 1) Is oriented to and integrates the Tualatin River and other natural features to activate uses, 2) Encourages safe bike and pedestrian activity.
- I-5 Pedestrian Trail - This project meets the vision statement elements of: 1) Is oriented to and integrates the Tualatin River and other natural features to activate uses, 2) Encourages safe bike and pedestrian activity.
- Eastside Downtown Parking Garage - Provides a parking structure to support redevelopment opportunities of the K-Mart site. The garage could also support expanding the Library/City Offices in the future. Development density envisioned in the Local Aspirations will require structured parking. This project meets the vision statement elements of: 1) A mixed-use living, working and playing environment, 2) Includes civic, social, commercial and cultural functions as a full-service community within walking distance, 3) Has a distinctive feel with strong, interesting and distinctive design standards and elements, 4) Is a destination for local business activities and not a pass-through location for freight traffic.

- Boones Ferry Road (Martinazzi to Upper-Lower Boones Ferry) – Promotes redevelopment of the Eastside Downtown and Central Downtown areas by addressing traffic congestion. This project meets all six of the vision statement elements.
- Tualatin Road Extension - Promotes redevelopment of the entire Town Center by moving traffic out of the downtown area to create a pedestrian friendly and walkable area. Provides the opportunity to redevelop the North Town Center area to commercial uses from its current industrial activities. Can help meet the five areas of the Council's vision. This project meets all six of the vision statement elements.
- General aesthetic Projects – This project meets the vision statement element of: 1) Has a distinctive feel with strong, interesting and distinctive design standards and elements.
- Signal Coordination – Assists in efficiently moving traffic in and around the Town Center. This project meets the vision statement element of: 1) Is a destination for local business activities and not a pass-through location for freight traffic.

Partnerships

Staff looked at partnership opportunities as a way to leverage project costs. Attachment C lists the possible partnership opportunities. The monetary value of the partnerships is always questionable, but staff has attempted to establish what may be feasible.

MEMORANDUM: CURD Maximum Indebtedness

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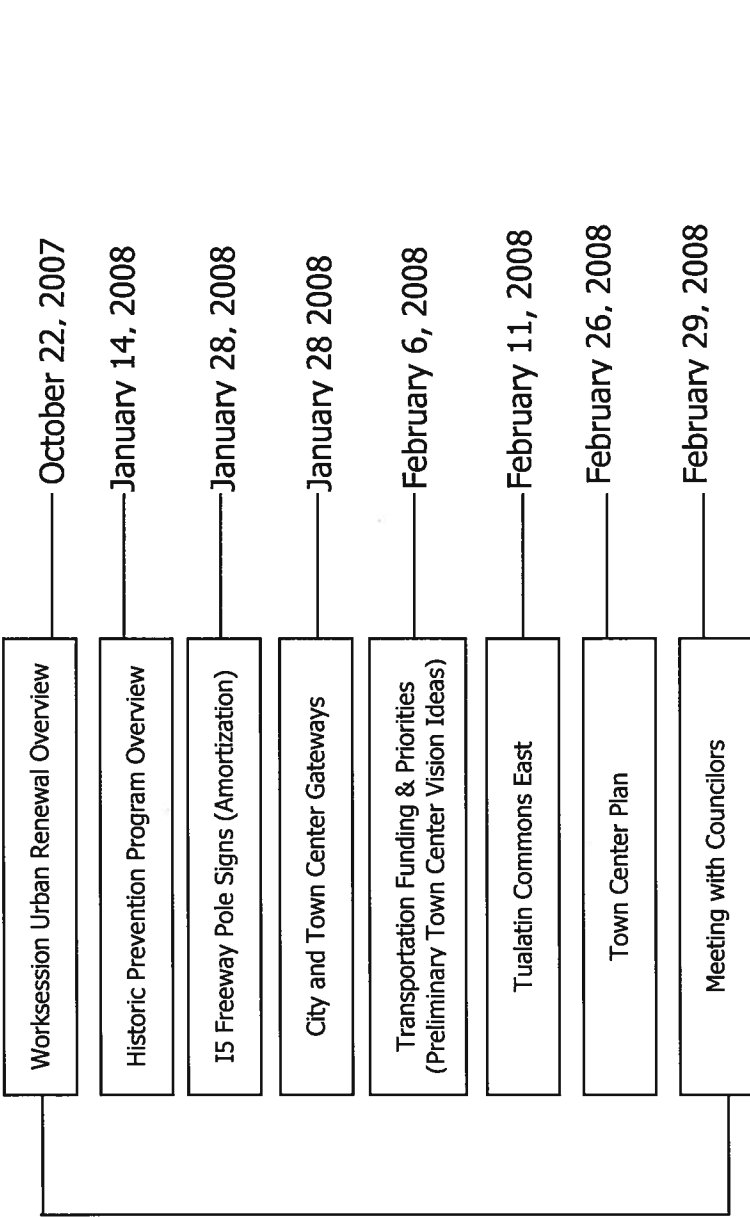
PROJECT	COST	TDC	OTHERS
East Commons	\$ 4,000,000	\$ 4,000,000	\$ 0
Commons Landmark	\$ 1,090,000	\$ 1,090,000	\$ 0
West Commons Sanitary Sewer	\$ 100,000	\$ 100,000	\$ 0
Red Parking Lot Garage	\$ 14,050,000	\$ 5,000,000	\$ 9,050,000
Eastside Downtown	\$ 11,810,000	\$ 8,762,000	\$ 3,048,000
Tualatin River Pedestrian Trail	\$ 5,100,000	\$ 4,100,000	\$ 1,000,000
Pedestrian Bridge	\$ 2,390,000	\$ 1,390,000	\$ 1,000,000
Eastside Downtown Parking Garage	\$ 11,950,000	\$ 5,975,000	\$ 5,975,000
I-5 Pedestrian Trail	\$ 7,500,000	\$ 6,500,000	\$ 1,000,000
Boones Ferry Road	\$ 11,760,000	\$ 5,880,000	\$ 5,880,000
Tualatin Road Extension	\$ 33,340,000	\$ 16,670,000	\$ 16,670,000
General Aesthetic Projects	\$ 500,000	\$ 500,000	\$ 0
Signal Coordination	\$ 980,000	\$ 490,000	\$ 490,000
TOTAL	\$104,570,000	\$ 60,457,000	\$ 44,113,000

Attachments:

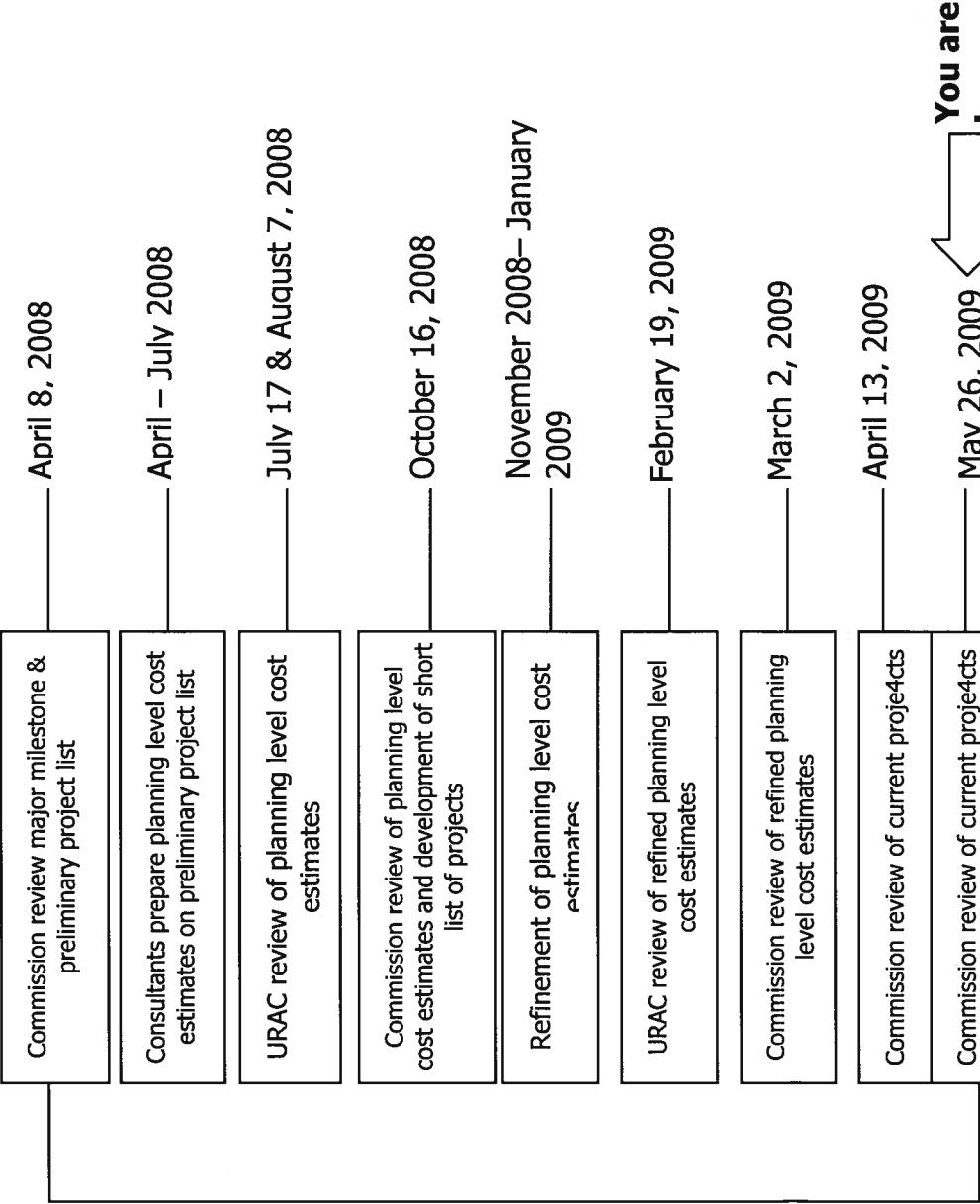
- A. Project Timeline
- B. Local Aspirations Town Center, April 2009
- C. CURD Consolidated Project List and Maps
- D. CURD Staff Suggested Short List and Maps

CURD Plan
Maximum Indebtedness Timeline (Revised 5/09)
2007 - 2010

Setting the Stage

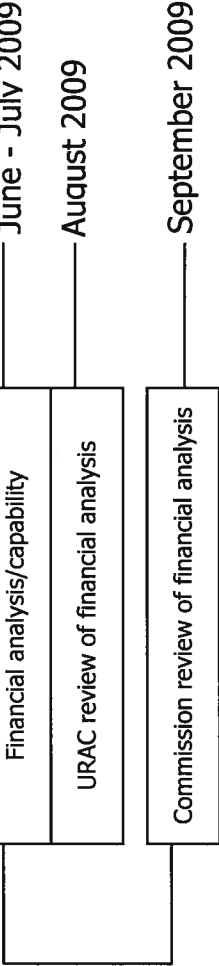


Projects and Costing



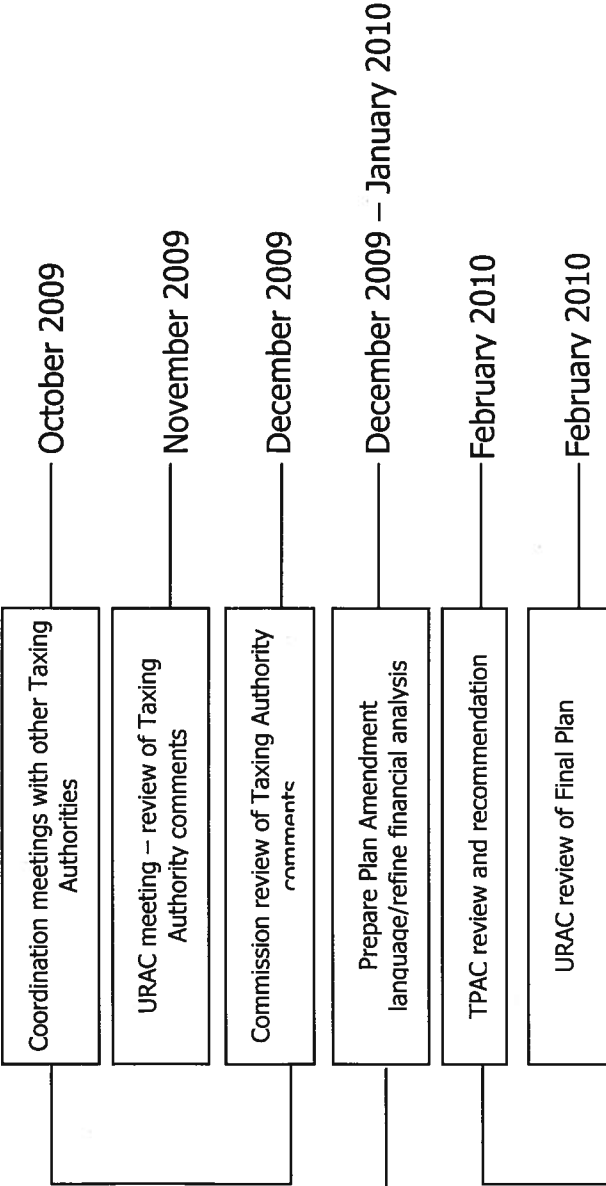
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Financial Analysis



Taxing Authority Coordination

Staff



Public Review and Adoption

*News Letter Articles
*Meeting with CURD Area Business Groups

City of Tualatin's Local Aspirations/ Urban & Rural Reserves

What Are Local Aspirations?

Metro has asked cities to identify how much population, employment and housing they will have in the next 20 to 50 years. These Local Aspirations will inform Metro's process in determining the location and size of urban and rural reserves. The reserves process stemmed from concerns with the current system for managing growth in the Metro area.

The City Council has met five times since October 2008 to discuss what Tualatin may look like in the next 20 and 50 years. Their top priority is to maintain the quality of life in Tualatin. Over the next 20 to 50 years change will inevitably occur; however, we can shape what our community looks like. That is why Tualatin Tomorrow's goals for *How We Grow* are stated on the front cover. The information contained here represents aspirations set by the Council for population and employment in the next 20 and 50 years. Transportation improvements, such as additional lanes and new roads, are necessary to accomplish many of these aspirations. Analysis of transportation infrastructure needs will occur at a future date.

The Town Center Today

In February 2008, the City Council approved a revised Town Center vision statement:

- **Includes a mixed use living, working and playing environment**
- **Is oriented to and integrates the Tualatin River and other natural features to activate uses**
- **Has a distinctive feel with strong, interesting and distinctive design standards and elements**
- **Includes civic, social, commercial and cultural functions as a full service community within walking distance**
- **Encourages safe bike and pedestrian activity**
- **Is a destination for local business activities and not a pass through location for freight traffic**

The Town Center is a mixed-use area meaning there are residential, commercial, and retail uses next to each other. There are several buildings with apartments or condominiums above stores, restaurants and offices on the ground floor. In 2007 there were 3,855 jobs in approximately 1.25 million gross square feet of building space. Additionally, there were 2,390 residents who lived in approximately 956 condominiums and apartments in various locations through out the Town Center.



The Town Center in 20 Years

During five work session meetings, the City Council articulated their aspirations for the Town Center in 20 years. In addition to maintaining the quality of life currently enjoyed by Tualatin residents, their aspirations include constructing new buildings on vacant land and redeveloping existing buildings to facilitate achieving the vision set out in February 2008. In 20 years the Town Center could provide 6,704-8,405 jobs in 2.17 –2.9 million gross square feet of building space. There could be as many as 2,521-3,438 people living in 1,006-1,356 apartments, condominiums or row houses.

The Town Center in 50 Years

The Town Center could provide 7,753-12,803 jobs in an estimated 2.51 – 4.35 million gross square feet of building space. There could be a population range of 2,691-5,047 people living in 1,071-2,965 apartments, condominiums or row houses in the next 50 years.

	Jobs	Square Footage	Pop.	Res. Units
Town Center 2007	3,855	1.25 million	2,390	956
Town Center 2030	6,704-8,405	2.17-2.9 million	2,521-3,438	1,006-1,356
Town Center 2060	7,753-12,803	2.51-4.35 million	2,691-5,047	1,071-2,965

CURD Maximum Indebtedness 5/26/09
Consolidated List

Map Code	CENTRAL DOWNTOWN INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	FUNDED CURD PROJECTS																	
11	Streetscape improvements in Town Center																	
11d	Tualatin-Sherwood Road: Nyberg Road to Boones Ferry Road - Streetscape Improvements	\$ 2,500,000	Traditional Option, includes Gateway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				
11d	Tualatin-Sherwood Road: Nyberg Road to Boones Ferry Road - Widen for Bicycle lanes and Streetscape Improvements	\$ 3,550,000	Includes widening roadway for bike lanes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				
	SUBTOTAL	\$ 2,500,000																
	SUBTOTAL	\$ 3,550,000																
	UNCOMPLETED CURD PROJECTS																	
11	Streetscape improvements in Town Center																	
11j	East Commons	\$ 4,000,000	Widen Martinazzi from TSR to BF RD for bikes, includes Nyberg from TSR to Martinazzi	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
1	Commons Landmark	\$ 1,090,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
	SUBTOTAL	\$ 5,090,000																
	POTENTIAL PROJECTS																	
*	West Commons Sanitary Sewer	\$ 100,000	Sewer line from 84th to Boones Ferry	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
	Exploring one-way loop road		Internal staff issue															
32	Pedestrian Overcrossings (2) on Tualatin-Sherwood Road	\$ 10,600,000	Assumes buying McDonalds for one of the crossings.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes									
6	Acquisition and Open Spaces Expansion.	\$ 1,000,000	Brae property, Not an appraised value, 2.79 acres	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
9	Parking - Partnering with businesses		Internal staff issue															
9	Red Lot Parking Garage (4 level, 454 spaces)	\$ 14,050,000	Construction, ROW, Engineering. Assumes buying 2 buildings and land, relocating businesses.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
10a	Create a long-term parking and funding plan for downtown Tualatin.		Internal staff issue															
10b	Increase parking as a component of development in downtown Tualatin, if necessary.		Internal staff issue															
11	Re-landscape Core Area Parking lots to provide color, interesting landscaping, illuminated signs	\$ 400,000	5 public parking lots	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 26,150,000																
	TOTAL	\$ 33,740,000																
	TOTAL	\$ 34,790,000																

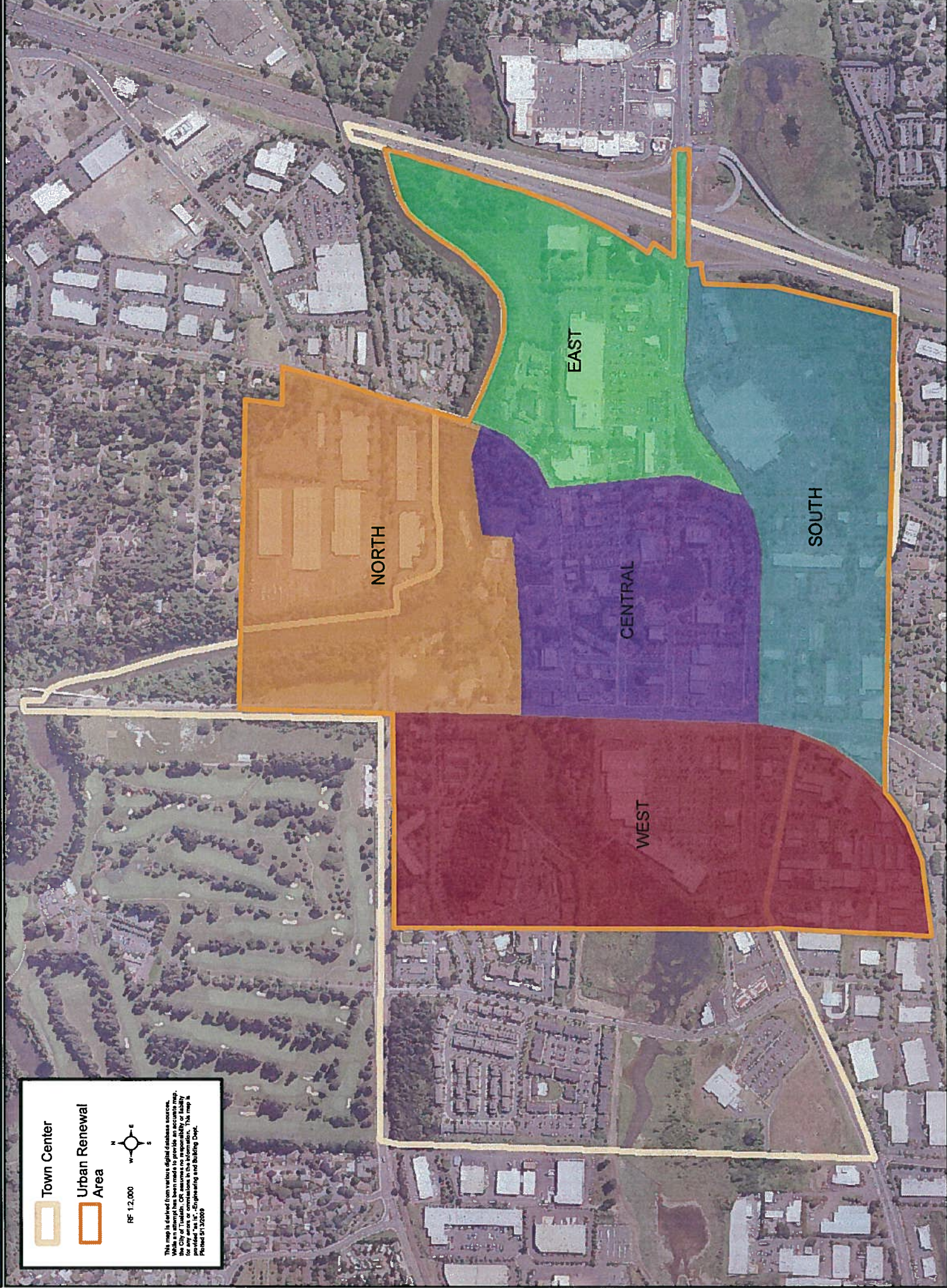
CURD Maximum Indebtedness 5/26/09
Consolidated List

Map Code	EAST TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	UNCOMPLETED CURD PROJECTS																	
6	Eastside Downtown	\$ 11,810,000	Construction, ROW, Engineering. No building acquisition	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 11,810,000																
	POTENTIAL PROJECTS																	
3	Pedestrian Trails along Tualatin River (both sides of river)			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
	Option 1	\$ 5,100,000	Deck system along Tualatin River at apartments															
	Option 2	\$ 6,000,000	Purchase of 4 apartment buildings															
10	Pedestrian Bridge	\$ 2,390,000																<input checked="" type="checkbox"/>
9	I-5 Pedestrian Trail			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
	Option 1	\$ 5,470,000	Path connects to Nyberg Street At Fred Meyer/K-Mart intersection															
	Option 2	\$ 7,500,000	Tunnel under Nyberg Street															
3	Hérons Landing Apartments Acquisition	\$ 4,300,000	Not an appraised value	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
26	Logo on I-5/Nyberg Street Over-crossing	\$ 250,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
13	Eastside Downtown Parking Garage	\$ 11,950,000	Does not include land acquisition	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
3	New City Hall/Civic Center	\$ 9,560,000	Includes land value	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
6	Convention Center/Public meeting space	\$ 5,654,000	Includes land value	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 44,674,000																
	SUBTOTAL	\$ 47,604,000																
	TOTAL	\$ 56,484,000																
	TOTAL	\$ 59,414,000																

CURD Maximum Indebtedness 5/26/09
Consolidated List

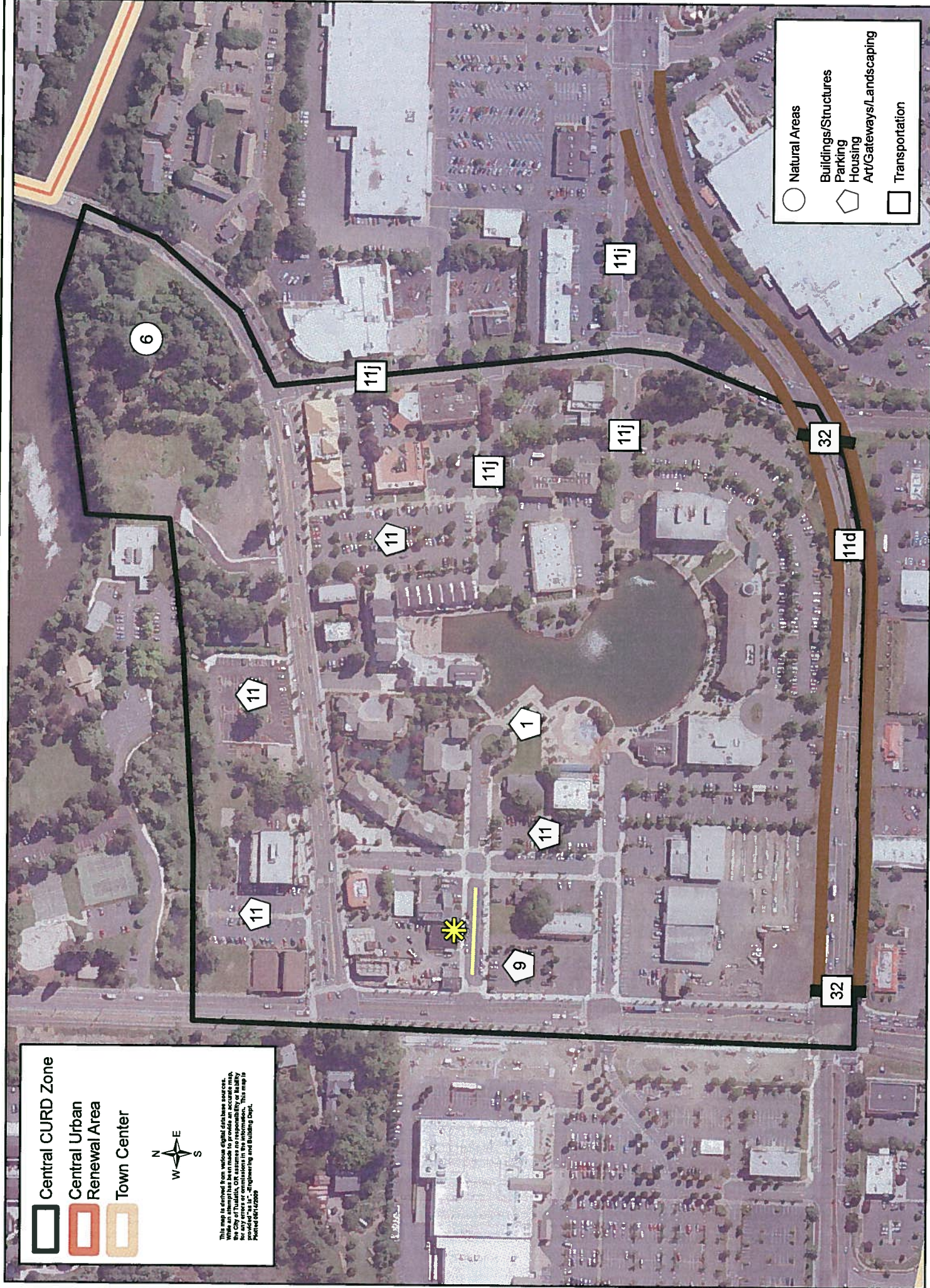
	NORTH TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	UNCOMPLETED CURD PROJECTS																	
5	Boones Ferry Road – Martinazzi to Upper-Lower Boones Ferry Road	\$ 11,760,000	Widen Roadway to 5-lanes with streetscape enhancements, new bridge	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 11,760,000																
	POTENTIAL PROJECTS																	
7	Tualatin Road Extension	\$ 33,340,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11	Parks improvements	\$ 4,220,081	Roads, parking lots, structures, dog park, North sports field renovation, South sports field renovation, fencing, lighting.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
	SUBTOTAL	\$ 37,560,081																
	TOTAL	\$ 49,320,081																
Map Code	WEST TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes															
	FUNDED CURD PROJECTS																	
**	Train Horn Noise Mitigation (Nyberg/Boones Ferry Rd)	\$ 1,300,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		
	SUBTOTAL	\$ 1,300,000																
	POTENTIAL PROJECTS																	
11	Streetscape improvements in Town Center																	
11a	Sweek Drive	\$ 1,250,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
11i	Tualatin Road/86th/Cherokee	\$ 2,310,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
11b	Tualatin-Sherwood Road: 89th Ave. to URA Boundary	\$ 400,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>
11c	Tualatin-Sherwood Road: Boones Ferry Road to 89th Ave.	\$ 918,500		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
11g	Boones Ferry Road: Tualatin-Sherwood Road to URA Boundary	\$ 1,880,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
11h	Mohave Court and Old Tualatin-Sherwood Road	\$ 2,240,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
1	Sweek House Acquisition	\$ 1,000,000	Not an appraised value	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
4	UR Block 23 (86th Avenue) Acquisition	\$ 2,178,980	Not an appraised value	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
	SUBTOTAL	\$ 12,177,480																
	TOTAL	\$ 13,477,480																

	SOUTH TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	POTENTIAL PROJECTS																	
11	Streetscape improvements in Town Center																	
11e	Martinazzi Avenue: Warm Springs to Tualatin-Sherwood Road with Bike Lanes	\$ 2,050,000	Includes widening roadway for bike lanes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
11f	Tonka and Warm Springs Street	\$ 2,990,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
33	Bike Lanes on Martinazzi – Warm Springs to Boones Ferry	\$ 2,660,000	Bike lanes only	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
17	Nyberg Creek – greenway trail	\$ 3,400,000	Primarily a boardwalk system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
	SUBTOTAL	\$ 11,100,000																
	TOTAL	\$ 11,100,000																
Map Code	GENERAL AESTHETICS/MISC. INVESTMENTS	Cost 3/2/2009	Notes															
	POTENTIAL PROJECTS																	
20	Gateways	\$ 1,200,000	Does not include main gateway which is part of Tualatin-Sherwood Road project.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
	General Aesthetic Projects	\$ 500,000	Projects with pizzazz (aesthetics, night-time, winter)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
26	Signal coordination and split phasing	\$ 980,000	\$70,000 each intersection, 14 intersections	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
	SUBTOTAL	\$ 2,680,000																
	TOTAL	\$ 2,680,000																
	TOTAL FUNDED PROJECTS	\$ 3,800,000																
	TOTAL UNCOMPLETED PROJECTS	\$ 28,660,000																
	TOTAL POTENTIAL PROJECTS	\$ 134,341,561																
	TOTAL POTENTIAL PROJECTS	\$ 137,271,561																
	GRAND TOTAL (ALL)	\$ 166,801,561																
	GRAND TOTAL (ALL)	\$ 170,781,561																



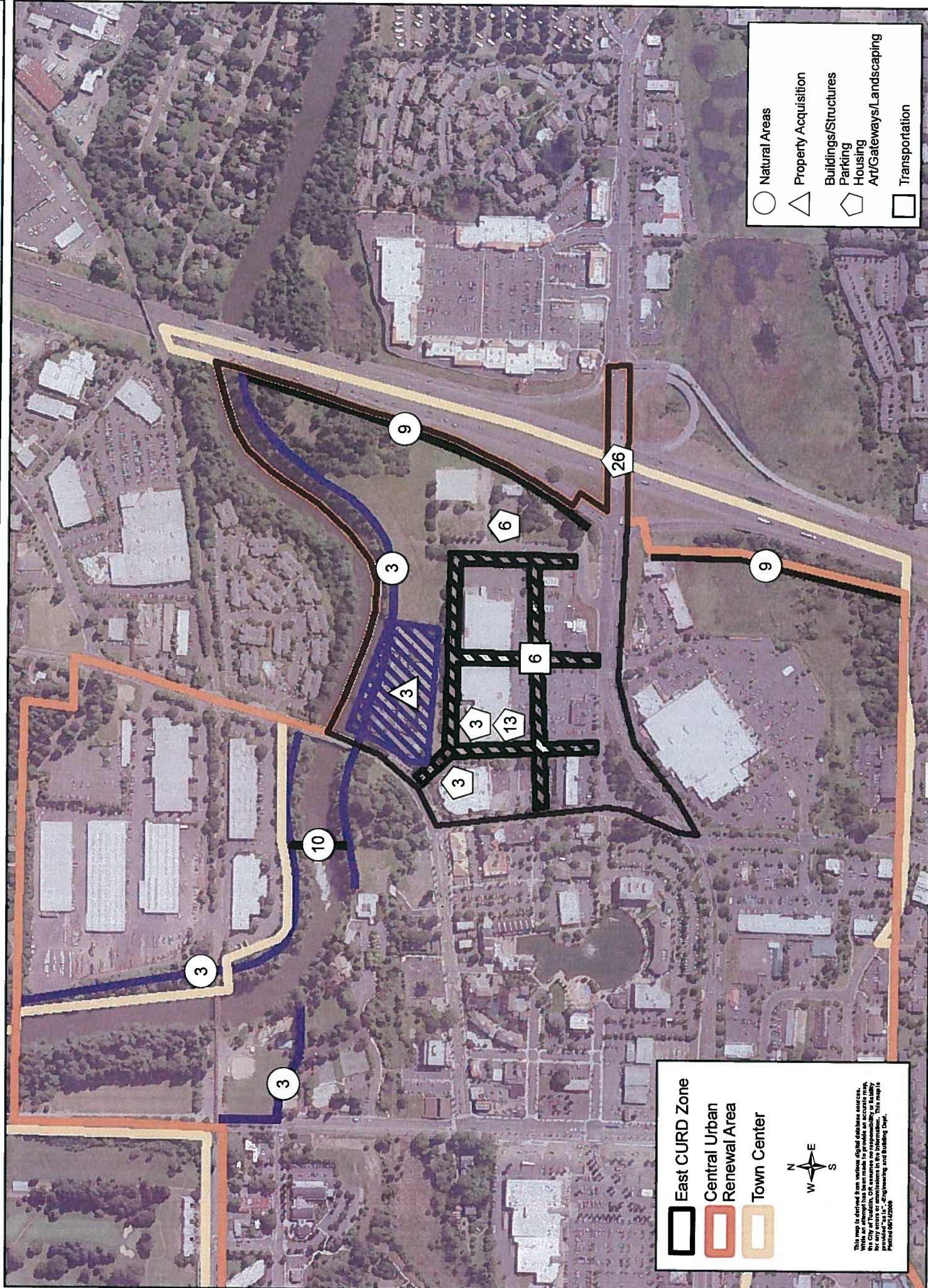
Proposed Community Project - Round 4 (Central CURD Zone)

Aerial Photo: June 2008



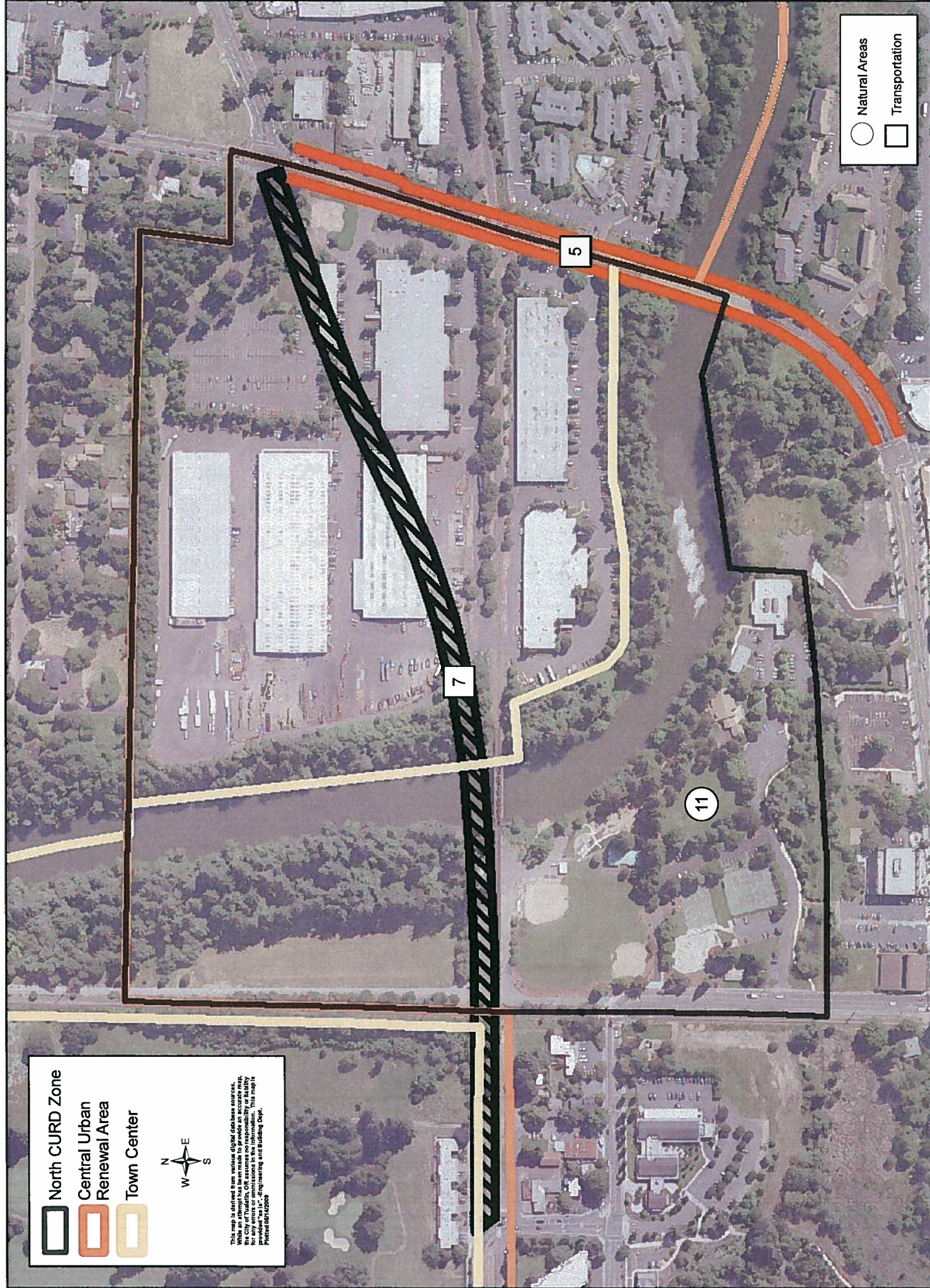
Proposed Community Project - Round 4 (East CURD Zone)

Aerial Photo: June 2008



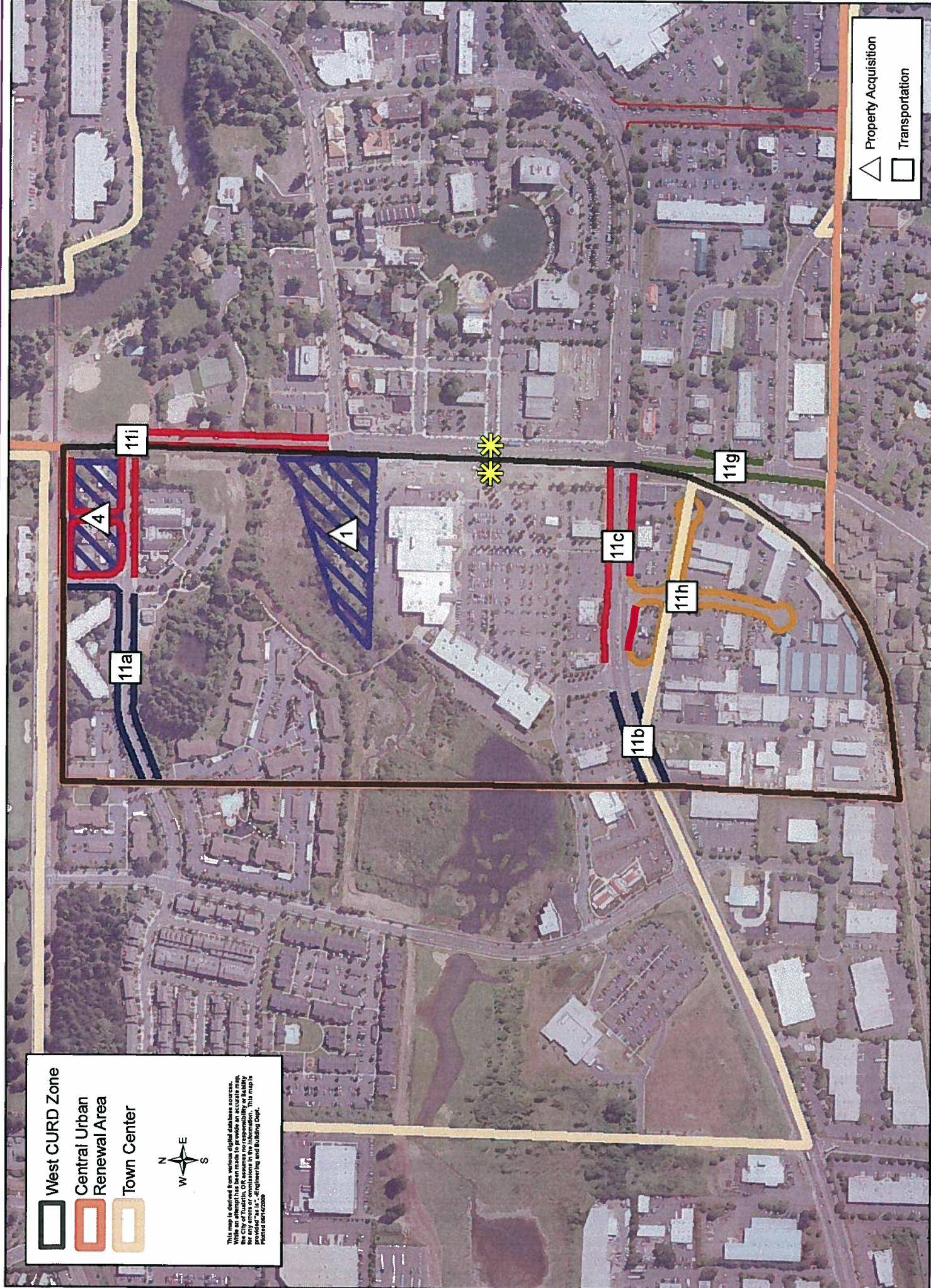
Proposed Community Project - Round 4 (North CURD Zone)




Aerial Photo June 2003



Proposed Community Project - Round 4 (West CURD Zone)

Aerial Photo: June 2005



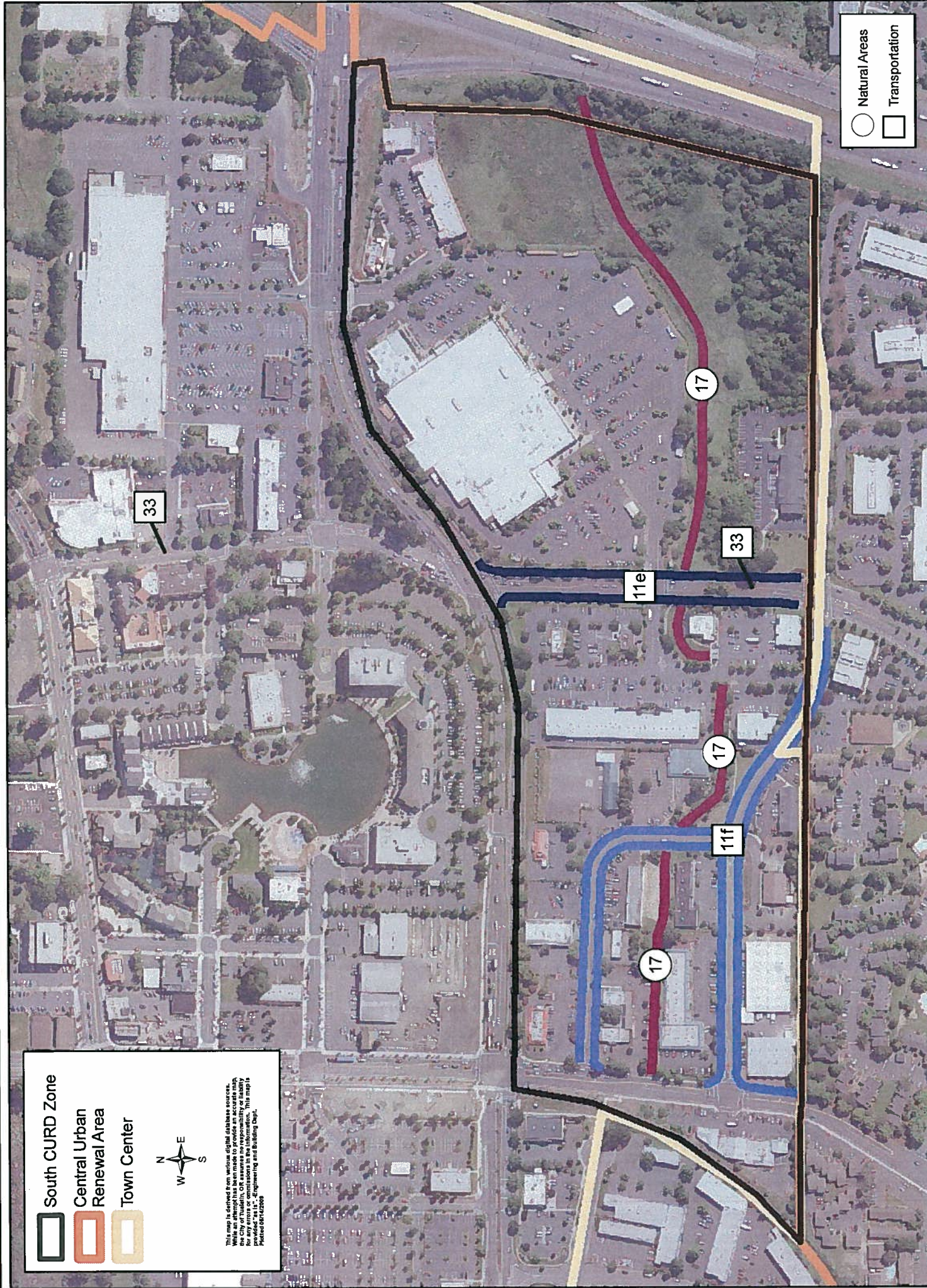
-  West CURD Zone
-  Central Urban Renewal Area
-  Town Center



This map is derived from various digital database sources. The City of Tualgis, OR assumes no responsibility or liability for any errors or omissions in the information. This map is plotted 5014/2005.

-  Property Acquisition
-  Transportation

Proposed Community Project - Round 4 (South CURD Zone)



South CURD Zone

Central Urban Renewal Area

Town Center

N

E

S

W

This map is derived from various digital database sources. While an attempt has been made to provide accuracy of location, for any errors or omissions in the information, this map is provided "as is". Engineering and Building Dept.

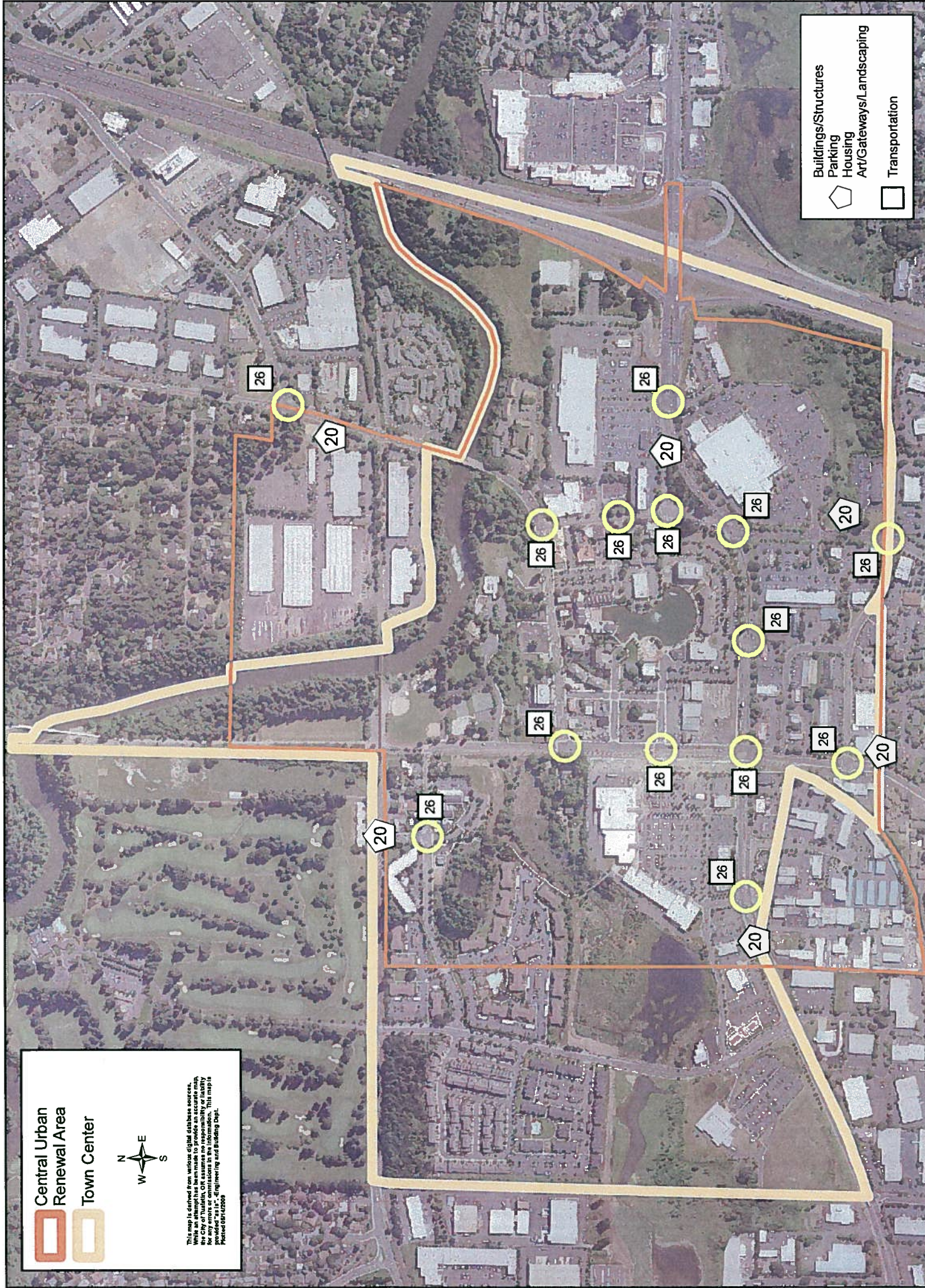
Revised 06/2008

Natural Areas

Transportation

Proposed Community Project - Round 4 (General Aesthetic - Miscellaneous Investments)

Aerial Photo: June 2008



CURD Maximum Indebtedness 5/26/09
Staff Suggested Short List

Map Code	CENTRAL DOWNTOWN INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	FUNDED CURD PROJECTS																	
11	Streetscape improvements in Town Center																	
11d	Tualatin-Sherwood Road: Nyberg Road to Boones Ferry Road - Streetscape Improvements	\$ 2,500,000	Traditional Option, includes Gateway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				
	SUBTOTAL	\$ 2,500,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				
	UNCOMPLETED CURD PROJECTS																	
11	Streetscape improvements in Town Center																	
11j	East Commons	\$ 4,000,000	Widen Martinazzi from TSR to BF RD for bikes, includes Nyberg from TSR to Martinazzi	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
1	Commons Landmark	\$ 1,090,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
	SUBTOTAL	\$ 5,090,000																
	POTENTIAL PROJECTS																	
*	West Commons Sanitary Sewer	\$ 100,000	Sewer line from 84th to Boones Ferry	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
9	Red Lot Parking Garage (4 level, 454 spaces)	\$ 14,050,000	Construction, ROW, Engineering. Assumes buying 2 buildings and land, relocating businesses.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 14,150,000																
	TOTAL	\$ 21,740,000																

CURD Maximum Indebtedness 5/26/09
Staff Suggested Short List

Map Code	EAST TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	UNCOMPLETED CURD PROJECTS																	
6	Eastside Downtown	\$ 11,810,000	Construction, ROW, Engineering. No building acquisition	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 11,810,000																
	POTENTIAL PROJECTS																	
3	Pedestrian Trails along Tualatin River (both sides of river)			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
	Option 1	\$ 5,100,000	Deck system along Tualatin River at apartments															
10	Pedestrian Bridge	\$ 2,390,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
9	I-5 Pedestrian Trail			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
	Option 2	\$ 7,500,000	Tunnel under Nyberg Street															
13	Eastside Downtown Parking Garage	\$ 11,950,000	Does not include land acquisition	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 26,940,000																
	TOTAL	\$ 38,750,000																
	NORTH TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes															
	UNCOMPLETED CURD PROJECTS																	
5	Boones Ferry Road – Martinazzi to Upper-Lower Boones Ferry Road	\$ 11,760,000	Widen Roadway to 5-lanes with streetscape enhancements, new bridge	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 11,760,000																
	POTENTIAL PROJECTS																	
7	Tualatin Road Extension	\$ 33,340,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	SUBTOTAL	\$ 33,340,000																
	TOTAL	\$ 45,100,000																



CURD Maximum Indebtedness 5/26/09
Staff Suggested Short List

Map Code	WEST TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes	2005 TC Vision	TT Vision 2007	2008 Council TC Vision	2008 Council Retreat	2009 TC Aspirations	Partnerships	TDC	City	WACO	Metro	CWS	ODOT	Tri Met	Durham	Developers/ Property Owners
	FUNDED CURD PROJECTS																	
**	Train Horn Noise Mitigation (Nyberg/Boones Ferry Rd)	\$ 1,300,000		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		
	SUBTOTAL	\$ 1,300,000																
	TOTAL	\$ 1,300,000																
	SOUTH TOWN CENTER INVESTMENTS	Cost 3/2/2009	Notes															
	TOTAL	\$ -																
Map Code	GENERAL AESTHETICS/MISC. INVESTMENTS	Cost 3/2/2009	Notes															
	POTENTIAL PROJECTS																	
	General Aesthetic Projects	\$ 500,000	Projects with pizzazz (aesthetics, night-time, winter)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
26	Signal coordination and split phasing	\$ 980,000	\$70,000 each intersection, 14 intersections	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
	SUBTOTAL	\$ 1,480,000																
	TOTAL	\$ 1,480,000																
	TOTAL FUNDED PROJECTS	\$ 3,800,000																
	TOTAL UNCOMPLETED PROJECTS	\$ 28,660,000																
	TOTAL POTENTIAL PROJECTS	\$ 75,910,000																
	GRAND TOTAL (ALL)	\$ 108,370,000																

Proposed Community Project - Round 5 (Central CURD Zone)

Aerial Photo: June 2008





-  Central CURD Zone
-  Central Urban Renewal Area
-  Town Center



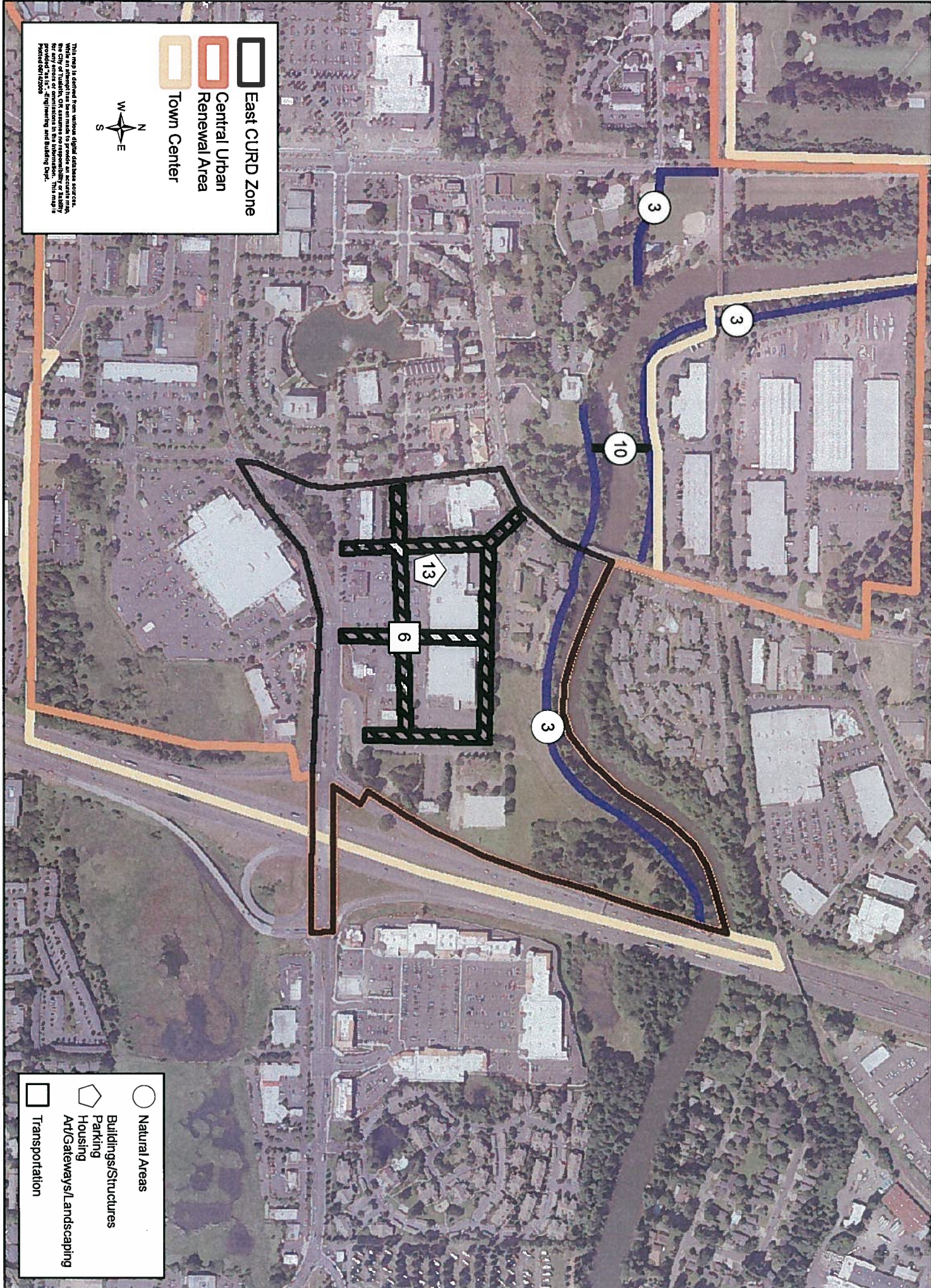
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-  Buildings/Structures
-  Parking
-  Housing
-  At/Gateways/Landscaping
-  Transportation

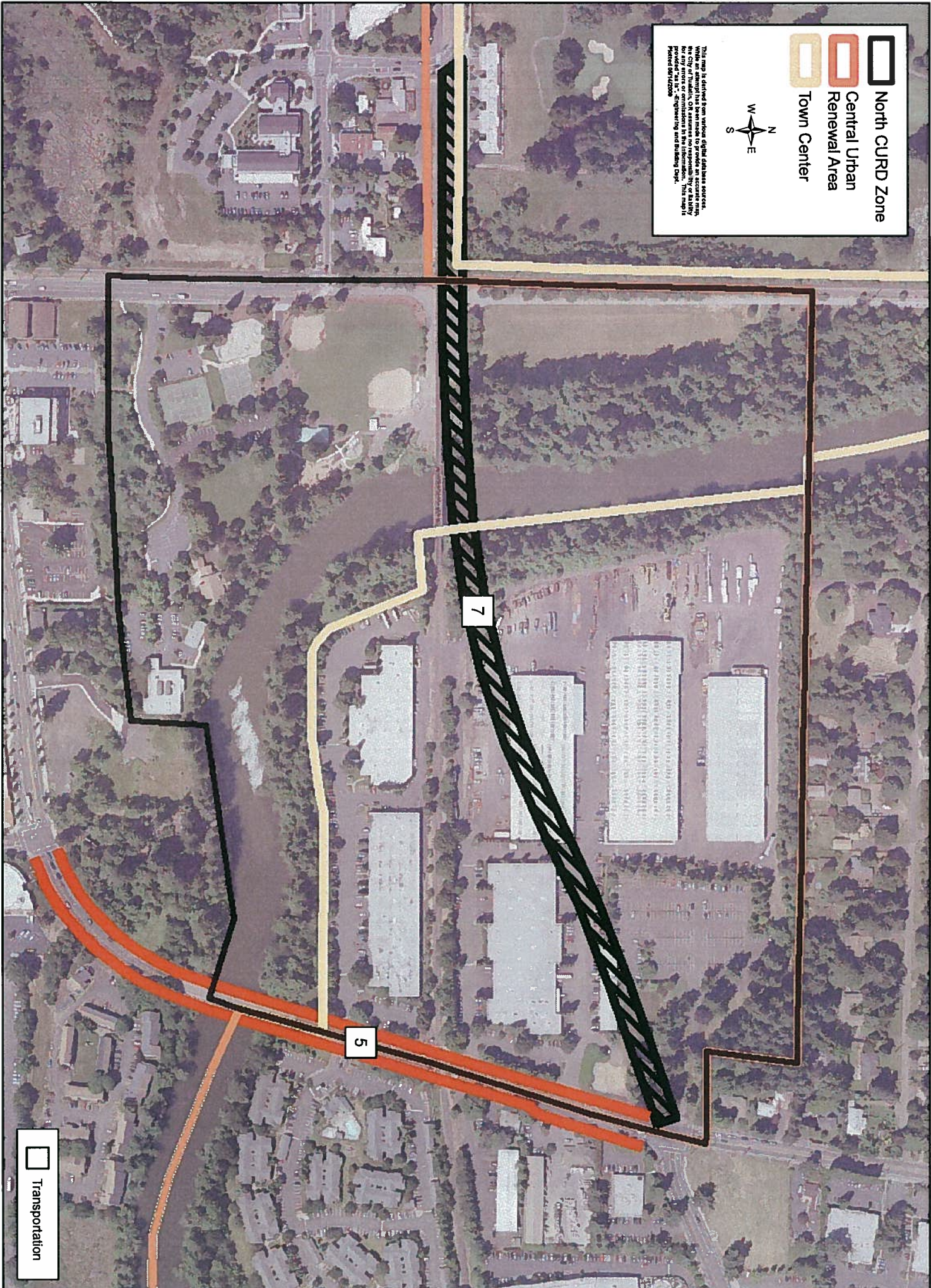
Proposed Community Project - Round 5 (East CURD Zone)

Aerial Photo: June 2008



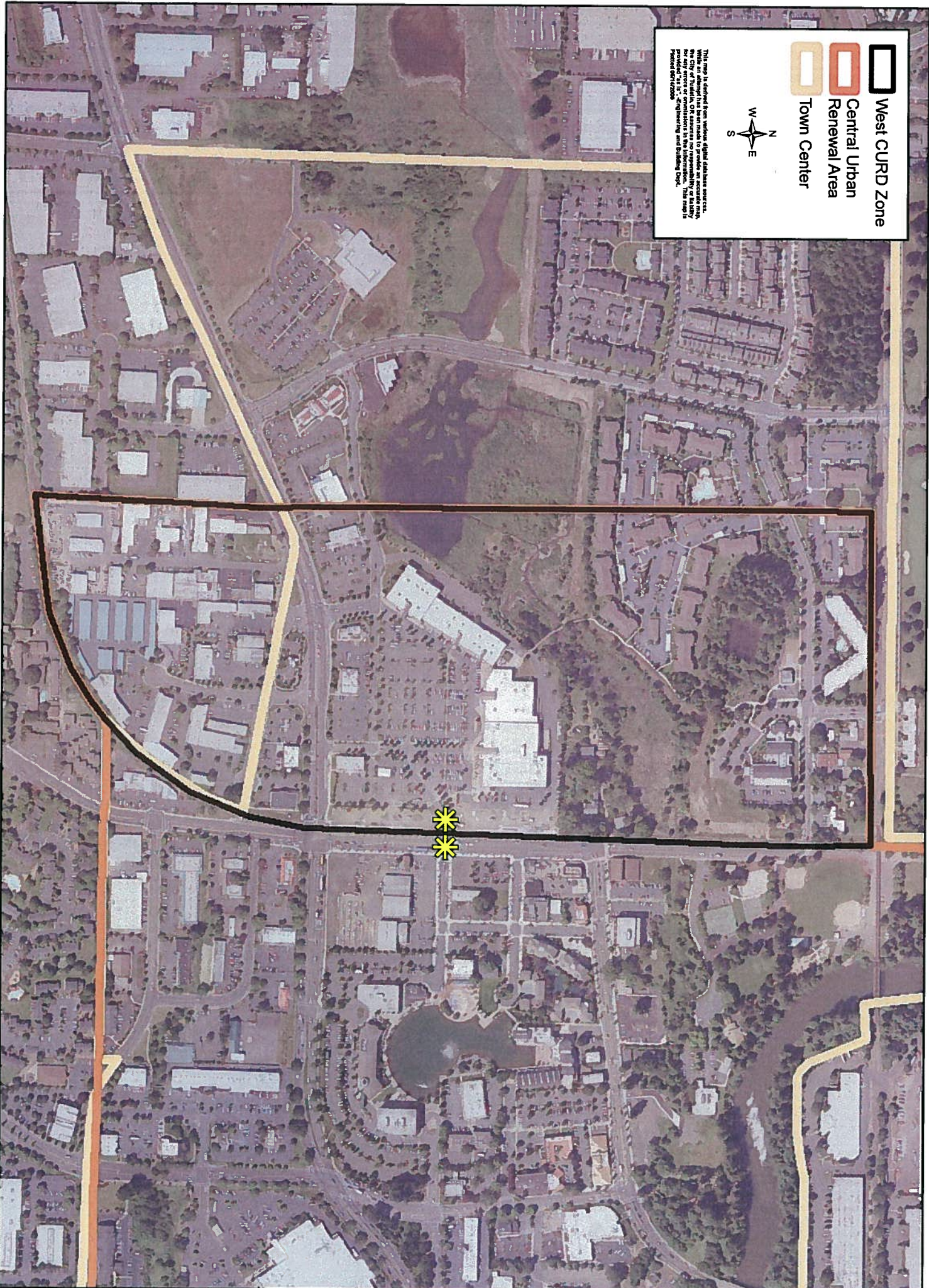
Proposed Community Project - Round 5 (North CURD Zone)

Aerial Photo June 2008



Proposed Community Project - Round 5 (West CURD Zone)

Aerial Photo: June 2005



West CURD Zone

Central Urban
Renewal Area

Town Center

W

N

E

S

This map is derived from various digital database sources, with an attempt to ensure the accuracy of the data. The City of Tualcisi assumes no responsibility for liability for the use of this map. It is provided "as is," Engineering and Building Dept.
Revised 06/12/2006

Proposed Community Project - Round 5 (General Aesthetic - Miscellaneous Investments)

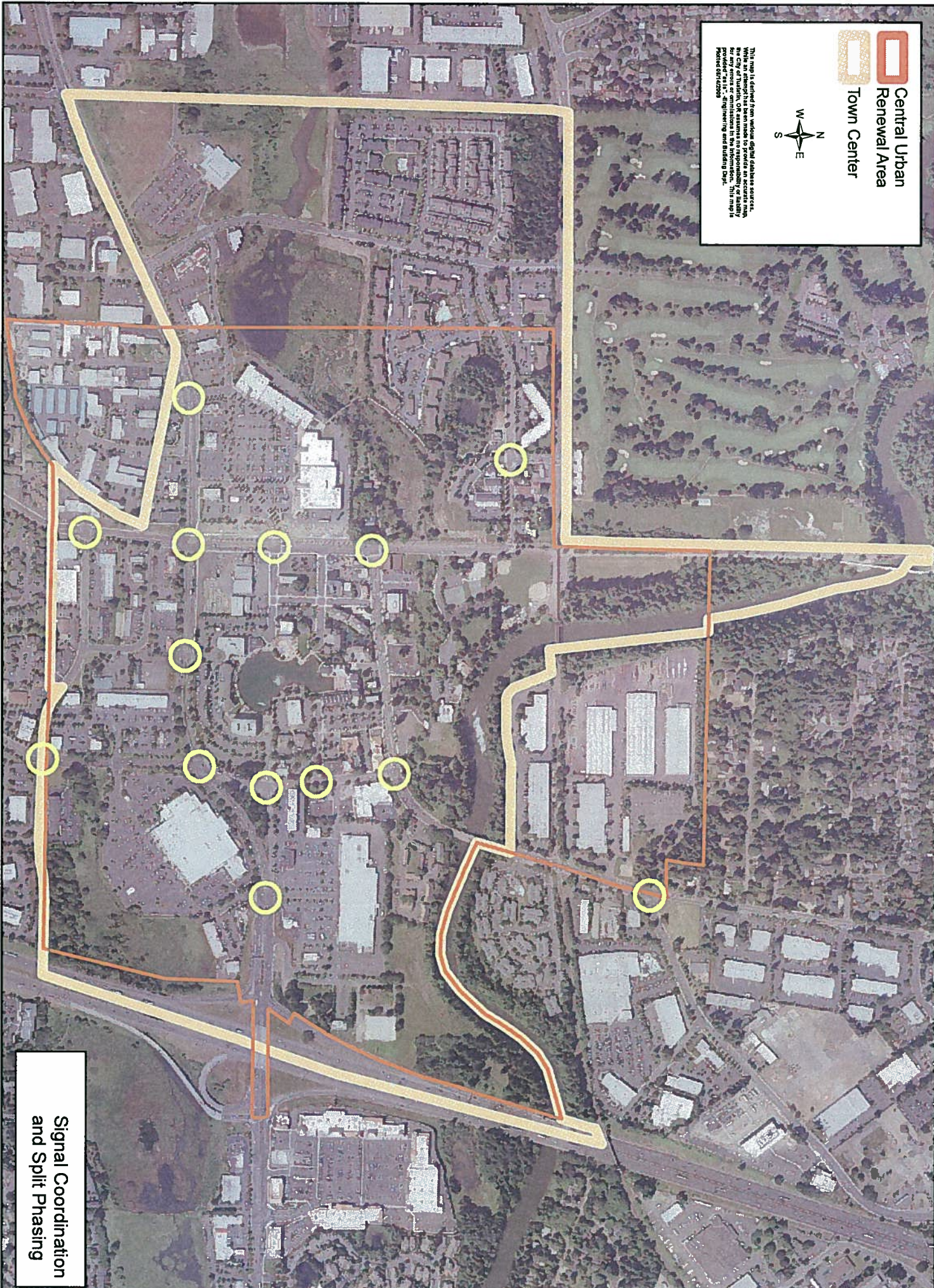
Aerial Photo: June 2008



Central Urban
Renewal Area
Town Center



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tusculum, OR assumes no responsibility or liability for errors or omissions. This map is provided "as is." Engineering and Building Dept. Project 08142008



Signal Coordination
and Split Phasing



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager *SL*

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

DATE: May 26, 2009

SUBJECT: PHASE III REVIEW OF TREE REGULATION

BACKGROUND:

The City has regulated tree removal since 1987 when the City began to require developers to plant street trees. Council direction regarding review of tree regulation began with Phase I, which led to Plan Text Amendment PTA-06-01 of the Tualatin Community Plan to clarify both the City's comprehensive plan goal related to tree preservation and the planning district tree preservation standards. Phase II focused on street trees and culminated in PTA-08-04, which the Council approved on 3/23/2009 to strengthen regulations protecting street trees. Phase III is taking a wider scope of ideas about tree preservation and includes these previously stated Council objectives:

1. Recognizing and protecting groves (stands) through flexible regulations
2. Raising more funds for tree preservation
3. Replacing past lost street trees
4. Amending the nature, number, and scope of exemptions from tree removal regulations pertaining to private property

All phases improve management of the urban forest, which the Oregon Department of Forestry (ODF) describes as the mosaic of the planted landscape and the remnant native forests left behind as cities have developed.

GOAL:

Tualatin Tomorrow Community Vision & Strategic Action Plan (June 2007):

Strategy PRN 6: Open Space Protection.

Promote open space protection in Tualatin through inventory, preservation and management activities, and through strict legal protection for identified open spaces. Participate in inter-city agreements to preserve open space.

Strategy PRN 9: City of Trees.

Promote continued and ongoing recognition of Tualatin as a "City of Trees" through active preservation activities and expansion of its tree canopy.

Strategy PRN 10: Natural and Cultural History Preservation.

Preserve and celebrate Tualatin's natural history through public awareness activities, events and community facilities.

Strategy GLC 10: Community Information.

Work to maximize community resources to keep community members informed through regular, consistent, dedicated sources of information.

POLICY CONSIDERATIONS:

The International Society of Arboriculture (ISA) recommends this approach to decision makers for improving urban forest management:

- I. What do you have?
 - Step A. Assess the tree resource
 - Step B. Review tree management practices
- II. What do you want?
 - Step C. Identify needs
 - Step D. Establish goals
- III. How do you get what you want?
 - Step E. Select tools and formulate the management strategy
 - Step F. Implement the management strategy
- IV. Are you getting what you want?
 - Step G. Evaluate and revise.

From 1998 to 2001 the City prepared the Urban Forestry Management Plan (UFMP) with a grant from ODF. Preparation including a street tree inventory, fulfilling in part Step A above. The City removed nuisance fruit trees and trees damaging sidewalks, initiated a sidewalk repair and replacement program, and corrected and expanded the list of tree species and minimum planter strip widths (Schedule A) to solve the first two problems. The City also increased by \$1.50 the road utility fee to fund sidewalk repair. These actions constituted Steps B through F. These actions continue and are in keeping with Step G.

Given the wider scope of tree review, the Council objectives listed in the Background section above provide additional needs and goals for Steps C and D. Verification and elaboration of these needs and goals allows for smoother transition to Steps E and F. With this outline and past progress in mind, below is a review of the tree preservation objectives:

1. Recognizing and protecting groves (stands) through flexible regulations

Questions to guide definition and implementation:

- What is a grove or stand and what makes a grove significant enough to merit preservation? Possible criteria are:
 - Mature trees of about even age
 - Trees of a single species, especially specimen (special) trees
 - Good health
 - Trees serve another natural resource or are aesthetically/visually part of another natural resource
 - Trees are visually prominent, particularly from a distance and from public property or right-of-way (ROW), and absence would be immediately visible
- Who would identify groves and what criteria would rank them?
- Does it matter to differentiate natural and human-shaped groves or to designate “heritage” groves?
- What would protection accomplish? How would the public benefit from protected groves?
- How does grove preservation relate to citywide canopy preservation?
- How would the City implement grove protection? How would protection of groves be explained to developers and the public?
- Attachment A illustrates within the planning area boundary remaining grove-like areas based on satellite imagery from summer 2008.

The City could simply mandate preservation or also incentivize it. For example, the City could allow a developer to include the land area of a preserved grove when calculating the maximum developable density of residential development. The development that would have occupied the grove would occupy the rest of a given site. This implies smaller average lot size for clustered single-family (SF) development and the clustering of multi-family development. The Council expressed through Plan Text Amendment PTA-08-05 a desire to allow for larger SF lot sizes in Tualatin. Depending on the objective of larger lots, clustered development that preserves trees might or might not be a conflicting objective. It would conflict if the purpose of larger lots is facilitate a perception of spaciousness around each house, while it would not conflict if the purpose is to promote the perception of expansive vegetation. In other words, clustered development would decrease open space on individually owned lots, but would preserve existing mature vegetation including trees on common open space in tracts dedicated to homeowners’ associations (HOAs) or the City. Clustering aside, the City could go further for residential development and provide for an outright density bonus to incentivize grove preservation.

Rural land south of the City limits is planned for residential development and generally sloped more steeply than the existing land of Tualatin. Some cities such as Gresham use slope protections as a means to save trees, including prohibiting all tree removal that would result in clear cutting on slopes above 15%.

For planning districts where density is not relevant, namely commercial and industrial, the City could allow developers to count preserved groves as part of the minimum site percentage of landscaping. Presently, little undeveloped land remains within these planning districts and so this allowance would have little effect in the near future.

If the City wanted to review tree preservation on a site with more discretion, the City could institute planned [unit] development (PD or PUD) zoning. Such zoning begins with a minimum of clear and objective standards and is set up for negotiation between a local government and a developer over site development plans and conditions of approval. Rezoning to PD or PUD happens at the request of a developer. A PD or PUD ordinance could expressly allow for accommodations to a developer such as reduced minimum parking requirements or unconventional alignment of on-site vehicle circulation to preserve individual trees or groves. As tree preservation is presently codified, proposed site improvements are a valid reason to remove trees. Because developers propose where to place site improvements, they do not necessarily do so to maximize tree preservation. In place of PD or PUD zoning, the existing tree preservation ordinance could be amended to establish the boundaries of staff discretion about site design.

2. Raising more funds for tree preservation

How much funding is needed for the kind of tree protection the City wants? How would the City raise funds for specific objectives? Attachment B is the funding excerpt from the UFMP that describes existing and possible funding mechanisms. In addition to those listed in the UFMP, other funding options include:

- a fee system for tree removal through architectural review (AR) to fund tree planting citywide, based on one or more of the following:
 - number of trees removed
 - percentage of on-site trees removed
 - diameter at breast height (DBH) or caliper of trees
 - presence of specimen (special) trees
 - whether trees stand individually or in groves
 - whether tree replacement is an option in lieu of fee payment
 - whether a tree replacement fee counts or excludes landscape trees that would be required anyway (excluding required landscape trees would raise more money)
 - costs incidental to trees such as City time and effort for planting, inspection, enforcement, and the like
- Raise fees for tree removal permits (unrelated to AR applications)
- Creation of a dedicated trust fund, also known as a tree bank, for monies related to tree planting. This fund could receive tree removal fees and any tree-related grants from other public agencies, charitable foundations, or businesses.

3. Replacing past lost trees

The base inventory of street trees dates from 1995 and was conducted through volunteers by the Operations Department, then under the Community Services Department. The Operations Department has a sense of the areas of the city that most lack street trees, mostly those developed before 1987. SW Boones Ferry Road from SW Tualatin-Sherwood Road south to SW Ibach Street is one major thoroughfare lacking street trees except where more recent development or redevelopment

happened. Bob Martin, Parks Maintenance Supervisor, identifies 36 subdivisions that have the most empty spots to plant street trees. Attachment C lists these subdivisions.

Would tree replacement focus on public roads and streets (street trees) or the city overall (canopy)? Regarding past lost trees, what would be the criteria for priority (re)planting areas? The City could target areas along major roads and streets, by planning district, by subdivision, by areas most at risk to lose trees soon, or some other measure. What would be the timeframe? What would a successful program achieve? How would the City track progress?

4. Amending the nature, number, and scope of exemptions from tree removal regulations pertaining to private property

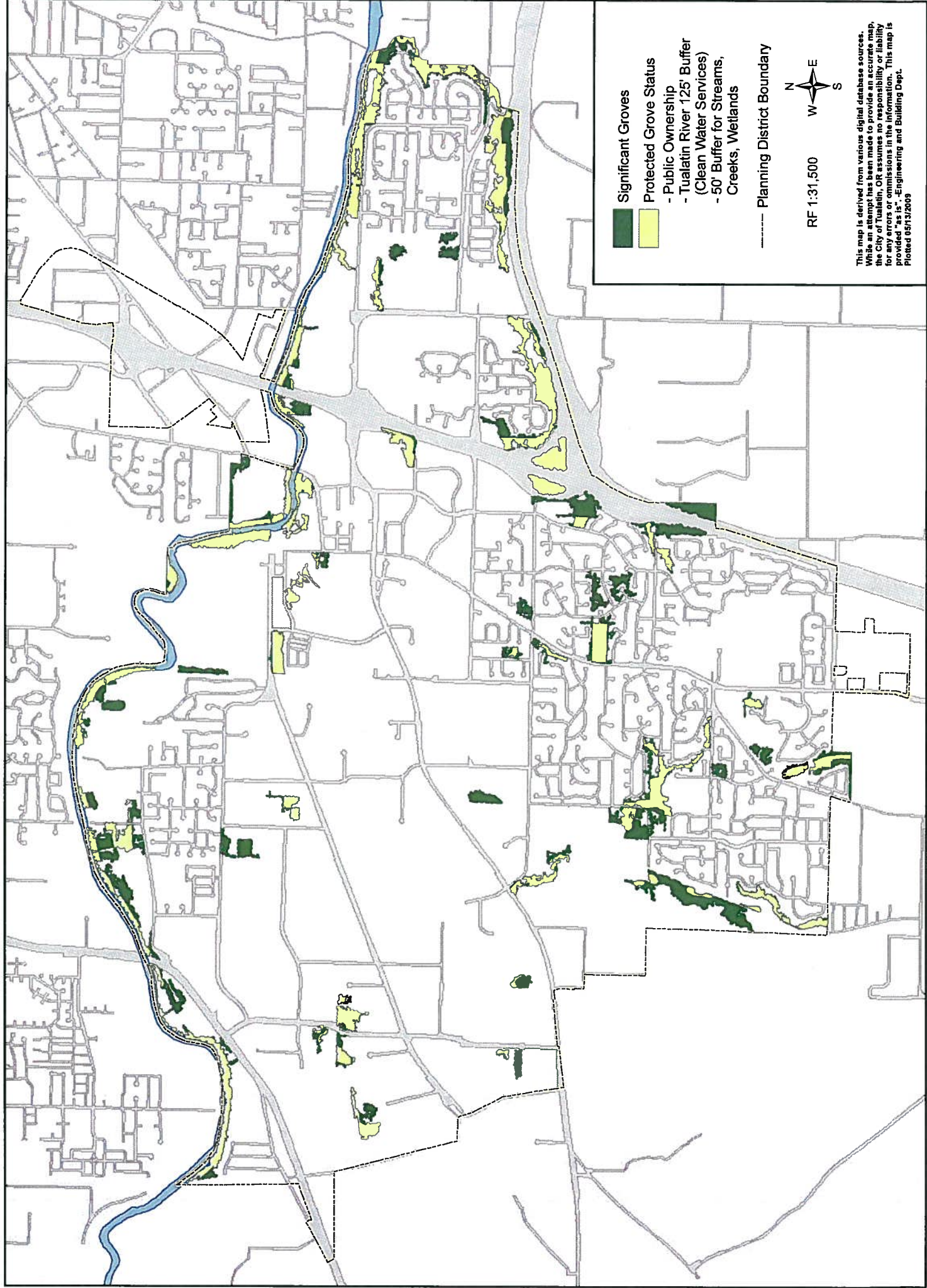
If the City lessens exemptions from tree removal from private property – presently up to 4 trees of 8 inches or more DBH per property per year – what is a proper amended level of exemption?

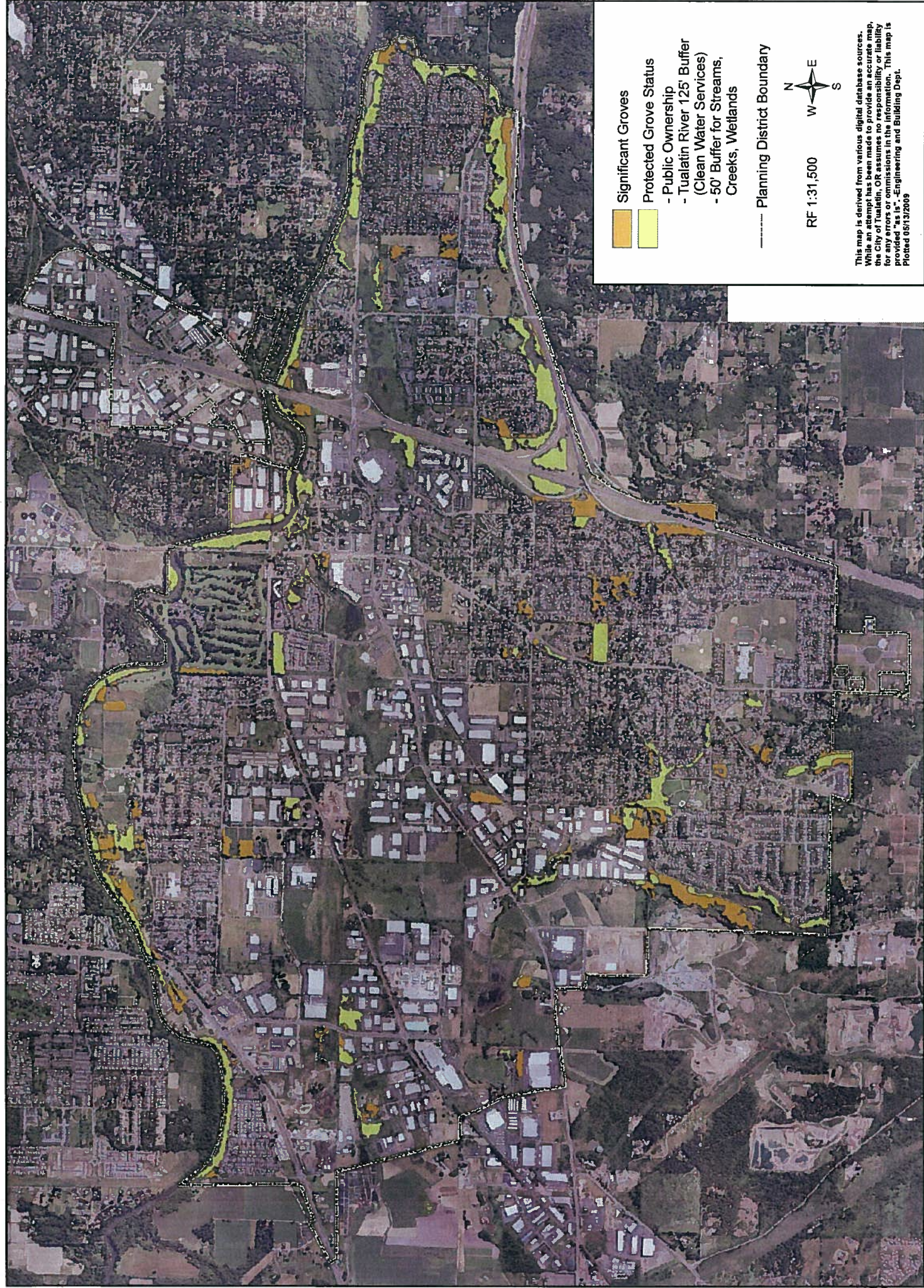
OUTCOMES:

Upon Council direction, staff will prepare a plan text amendment (PTA) application with proposed language for review and recommendation by the Tualatin Planning Advisory Committee (TPAC) and Tualatin Parks Advisory Committee (TPARK) and a future Council public hearing.

Attachments:

- A. Maps: Significant Groves in Tualatin
- B. Urban Forestry Management Plan (2001), Ch. 3
- C. Subdivision List



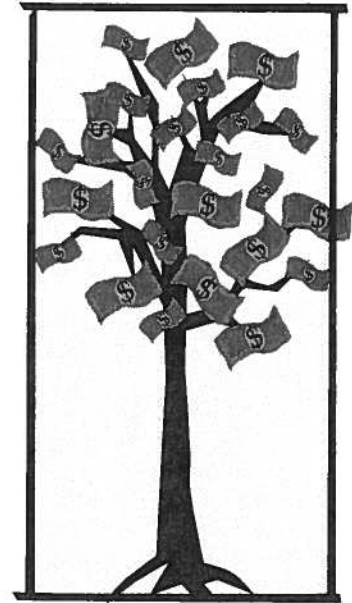


Chapter Three: Urban Forestry Program Funding

Providing a quality urban forestry program is an effort that requires a commitment not only in policies and programs, but funding. The cost of an urban forestry program can be traced to activities such as pruning, planting, removal, fertilizing, repair work, storm damage response, monitoring, nursery maintenance, equipment purchase, training, and administration. Proper funding also allows the development of programs like the Heritage Tree program, Famous and Historic Tree plantings, and Arbor Week.

Tualatin's urban forestry program is currently supported by several separate revenue sources. These include:

- Tree for a Fee Program
- Developer Fees for Street Trees
- Gas Tax Revenues through the Road Fund
- Park Maintenance Budget



The Urban Forestry Management Plan proposes and recommends a set of programs and policies for the future of the urban forestry program in Tualatin. These recommendations will come at a cost. However, it is abundantly clear that the benefits will substantially outweigh that investment. The following are examples of urban forestry funding mechanisms.

General Fund – These funds could theoretically be used for any aspect of an urban forestry program. However there are competing interests for this funding within a City. Typically essential services such as fire and police, will be a priority over urban forestry.

“Round Up” Program - A “Round Up” program is where residents of a jurisdiction round their monthly utility bill up to the next highest dollar figure, with the extra amount going to a tree fund. For example, if your utility bill is \$14.20, you could round up to \$15.00 and the extra \$0.80 would go towards a tree fund. This program is heavily based on full participation with outstanding marketing and support.

Urban Forestry “Curb Fee”- Already used in Cincinnati, Ohio, a fee could be generated based on the amount of curb frontage on a particular property. A rate would be set that would be multiplied by the linear feet of curb in front of a particular property. These fees could then be used to help finance urban forestry activities. This option would require a certain amount of up front study and preparation.

Volunteers (Non-monetary Support) – (NeighborWoods – Eugene, Oregon and Olympia, Washington currently have programs in operation) – Urban forestry programs can benefit from contributions of labor, materials, supplies, and equipment that can offset budgeted expenses. Volunteers can be extremely valuable to an urban forestry

program. "Hands on" public participation in community forestry activities can help create public support and increase citizen commitment to the urban forest. A good example is the reforestation project that took place at Tualatin's Little Woodrose Nature Park.

Grants – Federal and State Grants are available from a variety of sources, including, Community and Urban Forestry Grants, ISTE, NUCFAC (National Urban and Community Forestry Advisory Council), and The National Tree Trust.

Road Utility Fee – A road utility fee program currently exists in the City of Tualatin. This program charges a fee to both single-family residents and businesses to help pay for maintenance activities within city right-of-ways.

Table 2. Urban Forestry Funding Tools

Funding Mechanism	Urban Forestry Programs				
	Inventory and Planning	Program Administration	Sidewalk Remediation	Tree Removal and Planting	Street Tree Maintenance
General Fund	x	x	X	x	x
Gas Tax	x	x	X	x	x
Road Utility Fee	x	x	X	x	x
"Round Up" Program	x	x	X	x	x
Municipal Bonds			X	x	
Property Tax	x	x	X	x	x
Assessment Districts	x	x	X	x	x
HUD Grants			X	x	
Development Assessment			X	x	
Permit Fees		x		x	
Fines	x	x	X	x	x
Heritage Trees		x		x	
Volunteers	x	x	X	x	x
Tree for a Fee		x		x	x
Memorial Tree				x	x
Grant Programs	x		X	x	x

The results of the street tree and sidewalk inventory are the basis for the funding recommendations in this Plan. The inventory indicates a certain level of sidewalk damage exists in the City in one of four main categories. Associated with each incident of sidewalk damage is an amount of tree maintenance or removal that will be needed. Undertaking the repair and replacement of sidewalks and care of associated trees is a recommendation of this Plan.

Another key recommendation of this Plan is the removal and replacement of nuisance plum trees, at the request of property owners. In Tualatin there are over 2,000 of these trees, and it is estimated that half of those could be requested to be removed.

Each of these actions has an associated cost. The estimated amount of cost for each task is as follows:

A. Sidewalk Repair and Replacement:	\$636,950
B. Plum Tree Removal and Replacement:	\$145,000
C. Replanting of Damaging Trees with new variety of tree:	<u>\$103,025</u>
	\$884,975

For this work to be completed, an adequate funding source is needed. The road utility fee is the recommended approach for securing funds for the program. The recommended increase would be a flat \$1.50 for all rate-payers in the City. This would be an overall cost of \$18.00 per year to the individual rate-payer.

Under this scenario, it would take approximately 10 years for all work to be completed. To help complete the work in a shorter timeframe, it is recommended that the road utility fee contingency be used to front the cost of work on a three-year timeline. The \$1.50 increase would be used to pay the fund back over ten years, and sunset subsequent to that payback.

Recommendations:

1. Funding for the activities proposed in this plan should be secured through a \$1.50 increase to the City Road Utility Fee.

ATTACHMENT C

Subdivision List


The following 36 subdivisions have the most empty spots to plant street trees:


Apache Bluff (Nos. 1 - 13)
Arapaho Ridge
Arikara
Autumnwoods
Autumnwoods No. 2
Cayuse Hills
Cherokee Ridge
Cheyenne Meadows
Chieftain
Chieftain No. 2
Columbia
Columbia No. 2
Comanche Woods
Comanche Woods No. 2
Dakota Hills No. 1
Firebrand Crest
Hi West Estates
Hi West Estates No. 2
Indian Meadows
Indian Woods
Kwakiutl Ridge
Navajo Hills
Navajo Hills II
Nestucca Hills
Redfern
Sandhurst No. 2
Sandlewood Park
Sandlewood Park No. 2
Santiam
Shalico Woods
Shaniko
Shaniko No. 2
Shaniko No. 3
Spruce Meadows
Stoneridge
Toke-Ti Terrace



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: May 26, 2009

SUBJECT: DRAFT RESOLUTION WASHINGTON COUNTY URBANIZATION FORUM

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

Page 3 of 3

- Attachments:**
- A. Summary Progress Report**
 - B. Policy Paper**
 - C. Draft Urbanization Forum Resolution**



Urbanization Forum of Washington County

MEDIA release

January 30, 2009

Contact:

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Tonkon Torp LLP
Direct telephone: 503-802-2046

Web site: 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

To: Washington County Coordinating Committee (WCCC)
From: WCCC Transportation Advisory Committee 
Date: May 4, 2009
Re: Home Builders Requests

The WCCC Transportation Advisory Committee (WCCC TAC) discussed the home builder requests with representatives of the HBA at the April 30th meeting. At the meeting the WCCC TAC members decided to forward the recommendations on the following page.

Attached below is a summary of the Transportation Development Tax, and the HBA request. On the following page is a summary of options for the WCCC to consider. Attached on the following pages is a discussion of each of the issues.

During 2008 the WCCC worked extensively with the members of the development community, including the Home Builder Association of Metropolitan Portland, to revise the Traffic Impact Fee program. The intent of the revision was to update the rules and increase the rates by approximately double. A number of provisions were added to mitigate impacts on "in process" development projects. These include:

- Phase-in schedule designed to double the Traffic Impact Fee rate over four years rather than all at once.
- Transition provisions that allow the Traffic Impact Fee rate to continue to apply through the phase-in period for non-residential developments even after the effective date of the ordinance.
- The effective date of the ordinance was set at July 1, 2009. This gave almost 9 months (November – June) for developing properties to anticipate and prepare for the revised rate schedule.

The TDT was designed to double the charge developers pay towards the impact new development has on the transportation system. The TDT brings the developer contribution to approximately 28% of the costs of growth-related transportation infrastructure necessary to serve new development.

The Home Builders Association of Metropolitan Portland has asked the Board of County Commissioners and the Washington County Coordinating Committee to consider options that would reduce charges during the current economic down turn. The Home Builders Association of Metropolitan Portland request has 3 major issues.

- A) Consider deferring TDT effective date and/or adjustments to the phasing plan.
- B) Consider adjustments to the "grandfathering" provision to include approved plats which are currently not being built because of the economy.
- C) Consider reducing fees for Transit Oriented Development (TOD's) based on the number of trips they are projected to eliminate.

On the following page is a summary of options for the WCCC to consider. Attached on the following pages is a discussion of each of the issues.

Recommendations

Request A

The WCCC TAC recommends that the WCCC select from among the following options for delaying or discounting the TDT effective July 1, 2009.

1. Existing / No Change
2. Delay Effective Date 6 months until January 1, 2010
3. Delay Effective Date 1 year until July 1, 2010
4. Implement TDT Effective July 1, 2009, but 10% discount for first year
5. Implement TDT Effective July 1, 2009, but 20% discount for first year

Request B

The WCCC TAC recommends the WCCC select from among the following options for addressing the transition provisions of the TDT and residential development.

1. No change: do not change the ordinance.
2. Allow all residential to be eligible: This option would allow all existing residential lots to continue to pay TIF until July 1, 2012.
3. Establish time frame eligibility for residential: Allow any residential plat created within certain dates to be eligible for the transition provision of the TDT. For example, any plat created between July 1, 2006, and July 1, 2009.
- 3b. Establish time frame eligibility for residential plus: Allow any residential plat created within certain dates to be eligible and add a provision that would allow any residential property with preliminary land use approval during that time to be eligible.

Request C

1. Because the WCCC TAC found that there are several reasons to not pursue a fee reduction / credit for Transit Oriented Development, the WCCC TAC recommends that WCCC discuss whether or not to pursue this idea.
2. If the WCCC does want to pursue this idea further the WCCC TAC recommends that the WCCC:
 - A. Direct staff to focus analysis on rate reduction options for certain development, and not consider revisions to the credit rules.
 - B. Direct staff to evaluate different types of transit oriented districts for incentives for transit oriented development, and the affects such incentives may have.
 - C. Direct staff to work jointly with the WCCC TAC and the Planning Directors to identify further direction on this subject.

ISSUE A

The Home Builder Association of Metropolitan Portland has requested adjustment or postponement of the TDT phasing plan.

- A. "The economy has drastically slumped, further endangering the homebuilding industry and making vertical financing for new projects extremely difficult; while the Commission provided a favorable phasing plan for the new TDT, the HBAMP would like to discuss further adjustment of the phasing plan in order to respond to the current economy and alleviate further economic burden on new development temporarily."¹

The different types of postponement and rate modification possibilities are numerous. The balance of timing and phasing options was carefully considered during 2008 prior to the adoption of the TDT. The Board of County Commissioners has the option of reducing the TDT rates, and / or delaying the implementation of the TDT. The TDT rates may not be increased beyond the adopted phase-in schedule and inflation adjustments without another vote. Reducing or delaying the TDT would require amending the language by adopting a new ordinance.

Some options are presented below. Any mixture or combination of these options is possible. While considering these options there are several points worth keeping in mind.

- The stated objective was to double the TIF rates.
- The TDT covers 28% of the total future need once completely phased-in.
- Any reduction or delay to the rates in the short term will cause a larger incremental jump in later phase-in dates.
- Any overall delay implementing the rate schedule will not be made-up, and will permanently reduce the revenue generated, assuming the same amount of development.

Option 1: Existing / No Change

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT July 1, 2009	TDT July 1, 2010
Single Family Residence (210)	/dwelling	\$3,600	\$4,599	\$5,807
Shopping Center (820)	/TSFG/LA	\$4,155	\$5,734	\$7,587
Medical Clinic (630)	/TSFG/FA	\$7,851	\$11,345	\$15,268
Manufacturing Building (140)	/TSFG/FA	\$1,332	\$1,718	\$2,215
Office Building (710)	/TSFG/FA	\$3,201	\$4,428	\$5,829

This option has no change to the existing rate schedule and phase-in timing of the TDT. The rates increase on July 1, 2009, 2010, 2011 and 2012 to completely the phase in the new rates.

¹ Home Builders Association of Metropolitan Portland to The Honorable Tom Brian, Chair, Washington County Commission, dated April 1, 2009.

ISSUE A

Option 2: Delay Effective Date for 6 months January 1, 2010

(No affect on other years without further action)

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT Jan 1, 2010	TDT July 1, 2010
Single Family Residence (210)	/dwelling	\$3,600	\$4,599	\$5,807
Shopping Center (820)	/TSFGLA	\$4,155	\$5,734	\$7,587
Medical Clinic (630)	/TSFGFA	\$7,851	\$11,345	\$15,268
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,718	\$2,215
Office Building (710)	/TSFGFA	\$3,201	\$4,428	\$5,829

This option would delay implementation of the TDT until January 1, 2010. The phase-in schedule of the TDT would remain the same with rates increase on July 1, 2010, 2011 and 2012 to complete the phase in period. The first year of the phase-in would be delayed 6 months with no affect on the rest of the phase-in schedule without further action.

Option 3: Delay Effective Date for 1 year until July 1, 2010

(Modify phase-in schedule to delay increases for 1 year)

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT July 1, 2010	TDT July 1, 2011
Single Family Residence (210)	/dwelling	\$3,600	\$4,599	\$5,807
Shopping Center (820)	/TSFGLA	\$4,155	\$5,734	\$7,587
Medical Clinic (630)	/TSFGFA	\$7,851	\$11,345	\$15,268
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,718	\$2,215
Office Building (710)	/TSFGFA	\$3,201	\$4,428	\$5,829

This option would delay implementation of the TDT until July 1, 2010. The entire phase-in schedule of the TDT would be adjusted by one year. Rate increases would be scheduled for July 1, 2010, 2011, 2012, and 2013 to complete the phase in period. The TDT would not be phased-in completely in until July 1, 2013.

ISSUE A

Option 4: Implement TDT effective July 1, 2009, but 10% discount for first year (No affect on other years without further action)

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT July 1, 2009	TDT July 1, 2010
Single Family Residence (210)	/dwelling	\$3,600	\$4,139	\$5,807
Shopping Center (820)	/TSFGLA	\$4,155	\$5,161	\$7,587
Medical Clinic (630)	/TSFGFA	\$7,851	\$10,211	\$15,268
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,546	\$2,215
Office Building (710)	/TSFGFA	\$3,201	\$3,985	\$5,829

This option would continue to implement the TDT effective July 1, 2009, but would discount the rates 10% for the just first year. All the rule changes and other attributes of the ordinance would go in effect July 1, 2009. The phase-in schedule for July 1, 2010, 2011, and 2012 would not be affected without further action. The relative increase on July 1, 2010 would be larger.

Option 5: Implement TDT effective July 1, 2009, but 20% discount for first year (No affect on other years without further action)

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT July 1, 2009	TDT July 1, 2010
Single Family Residence (210)	/dwelling	\$3,600	\$3,679	\$5,807
Shopping Center (820)	/TSFGLA	\$4,155	\$4,587	\$7,587
Medical Clinic (630)	/TSFGFA	\$7,851	\$9,076	\$15,268
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,374	\$2,215
Office Building (710)	/TSFGFA	\$3,201	\$3,542	\$5,829

This option would continue to implement the TDT effective July 1, 2009, but would discount the rates 20% for the just first year. All the rule changes and other attributes of the ordinance would go in effect July 1, 2009. The phase-in schedule for July 1, 2010, 2011, and 2012 would not be affected without further action. The relative increase on July 1, 2010 would be larger.

The WCCC TAC recommends that the WCCC consider the above options for delaying or modify the phase in schedule of the TDT, currently effective July 1, 2009.

ISSUE B

The Home Builder Association of Metropolitan Portland has requested that the "grandfathering" provisions of the TDT be extended to residential.

- B) "The TDT as adopted, included a "grandfathering" provision for commercial and industrial projects but no such provision for residential projects approved prior to passage of the TDT. This is extremely detrimental to a number of approved plats which are currently not being built because of the economy. It should not be the goal of the Commission to punish builders who are choosing not to build in order to alleviate further inventory on the market."²

The TDT language allows the Traffic Impact Fee to be fully applicable and govern all building permit applications received by the county and cities prior to the effective date of the ordinance (July 1, 2009).

The transition language also allows the Traffic Impact Fee to continue to apply to proposed development provided they have received final permits of a final limited land use decision prior to the effective date of the ordinance, such that the applicant would be entitled to apply for and receive a building permit, except for:

- 1) residential development;
- 2) a change in use of an existing structure; and
- 3) minor additions to an existing use not requiring discretionary approval.

The transition language stipulates that any building permits issued pursuant to such approval must be issued by July 1, 2012.

Removing the exception to residential development would allow residential developments with final land use approval prior to the effective date of the ordinance (July 1, 2009), to pay the TIF rather than the TDT through 2012. This could potentially have a similar affect to eliminating the phase-in provisions for these developments.

- The rules as currently structured do not allow a property to choose which set of rules to follow. A property either completely follows all TIF rules or completely follows all TDT rules. This is due to the non-discretionary nature of the tax. Administration of both sets of rules for a single development would potentially be problematic.
- TIF credits issued under TIF rules may be used to pay TDT obligations for 10 years from the date the TIF credits were issued.

There are a number of issues to consider in expanding the transition language to include residential development, or certain types of residential development.

- Existing Residential Lots: There are many existing lots that allow residential uses that could be developed without any further land use approval. These lots may date back to when the county was founded in 1843 or even before. If the residential exclusion was simply removed these lots could be developed and would pay TIF through 2012. As these lots do not need any further land use action prior to development – and therefore may apply for a building permit currently.
- Zoning: Zoning codes for all 14 jurisdictions differ. This could play out differently in each jurisdiction based on how each code works with residential zoning.

² Home Builders Association of Metropolitan Portland to The Honorable Tom Brian, Chair, Washington County Commission, dated April 1, 2009.

ISSUE B

- Applications: In some cases residential uses are restricted or conditional in non-residential zoning districts. These would require a land use decision prior to the effective date (which could change depending on the outcome on Issue A above), and this might be confusing.
- Residential categories: Residential includes a broad range of types of structures – single family detached, apartments, condominiums, townhouses, manufactured homes, assisted living, and continuing care retirement types of development.
- Time Frame: It might be possible to establish transition eligibility criteria that includes a particular time frame during which plats were approved. This could potentially mitigate some of the other issues outlined – however this may introduce its own issues.
- Time Frame Equity: Whatever date is established, some property is likely to just miss the date. If no time frame is established it may have a similar effect to delaying the implementation date (further).
- Preliminary Plat Approval: Some residential properties have preliminary plat approvals, but are not currently proceeding due to economic conditions. These properties may have begun to develop under the TIF rules, and have not completed the development to final approval.
- Preliminary Plat Approvals are not final: The nature of a preliminary approval is that it is not final, and such an approval may change before being allowed to become final.
- Changing the transition rules: Some property owners may have made financial decisions based on the adopted TDT rules, a change of the rules at the last minute may affect these properties and result in appeals or other issues.
- Appeal / Risk: Any rules created may be subject to appeal. Such an appeal may affect sections of the TDT that were otherwise not altered.
- Law of unintended consequences: It is impossible to answer all the “what if” type questions that may come up during actual implementation.

This may not be an exhaustive list of all the issues that may arise. New issues and concerns may become apparent before, after and during the discussion of this request.

The WCCC TAC recommends that the WCCC consider the following options for addressing the transition provisions of the TDT and residential development:

1. No change: do not change the ordinance.
2. Allow all residential to be eligible: This option would allow all existing residential lots to continue to pay TIF until July 1, 2012.
3. Establish time frame eligibility for residential: Allow any residential plat created within certain dates to be eligible for the transition provision of the TDT. For example, any plat created between July 1, 2006, and July 1, 2009.
- 3b. Establish time frame eligibility for residential plus: Allow any residential plat created within certain dates to be eligible and add a provision that would allow any residential property with preliminary land use approval during that time to be eligible.

ISSUE C

The Home Builders Association has asked that the WCCC contemplate issues that might relate to providing a TDT credit/fee reduction for land uses that have programs that are aimed at reducing motor vehicle trips. This relates to the request by the HBA in their April 1, 2009. The HBA states that "Transit Oriented Developments (TODs) need to be revisited for further discussion with regard to SDC credits and/or reduced fees based on the number of trips they are projected to eliminate." Staff has not thoroughly researched all components of the subject; however preliminary thoughts have raised the following issues:

Clarifying the Intent of the proposal Staff believes the intent of the proposal needs to be clarified prior to having a more thorough discussion. Is there a particular development the HBA has in mind? Is the intent of the proposal to provide some sort of TDT credit/fee reduction for land uses that have programs that are aimed at reducing motor vehicle trips, because these land uses would have theoretically lower impacts to the road system (for example, a dense mixed-use development)? Is the intent of the proposal that certain land uses spend money on transportation above and beyond their land use conditions, and these particular land uses should get some credit for these "above and beyond" transportation expenditures (for example, an industrial development that provides shuttles to and from a LRT station)? Is the intent that certain land uses in 2040 priority locations should be provided an incentive to locate in these areas (for example, a five story building in the Beaverton Regional Center)? Clarifying the intent is important for focusing further discussion. County staff notes that the term "Transit Oriented Development" likely means different things to different jurisdictions. For example, in Washington County, there are Transit Oriented Districts that apply around certain light rail stations and in the Cedar Mill Town Center.

What's Already in the TDT? What does the Existing Process allow? In discussing this issue, it's important to be aware of what is already in the TDT.

- **Land uses can get credits for transit and bike/ped improvements** The current TDT approved by voters allows for credits for conditioned transit or bike/ped capital improvements on the project list.
- **Non-vehicle trips considered.** The TDT methodology is based on total person trip-ends. It is not based only on vehicle trip ends. If an employer program at a particular individual land use has the impact of shifting a trip from motor vehicle to transit or shared ride, it does not impact the total person trip ends generated by the land use.
- **Transit vehicles are certainly different than roads -** While it is arguable whether or not a transit vehicle could be viewed as a "capital improvement", it is clear they are different than roads. To date, purchasing transit vehicles are not part of the project list.
- **Get at similar desired conclusions through the land use process?** The TDT is a tax. It is intended to be inflexible. It seems the land use process may be a more appropriate way to provide incentives/subsidies to a particular kind of development.

Complicating Factors

- **The 2040 Concept/Location, location, location.** Generally, the places in Washington County with the highest mode-split tend to be in the regional centers, station communities, town centers and corridors. The type of development may be less important than the location of the development.

ISSUE C

- **ECO rule** Employers who have more than 100 employees working at a particular location are subject to DEQ's Employee Commute Option rule. The purpose of the program is to have Employers develop plans to reduce their trips by 10%. How does this relate to the request?
- **Incentive/Credits In a world of differing capture rates** - While the decision regarding providing a credit/lower rate for "alternative mode friendly" land uses is involved and confusing, staff believes it is further complicated by a proposed program that includes different TDT capture rates. Capture rates are an estimate of the percentage of actual costs that are estimated to be covered by the new TDT rates. For example, should a large hospital with an 11% capture rate be treated the same as a corporate office with a 28% capture rate?
- **What could be allowed as a credit ?-** As part of ORS 223, it seems relatively clear that a credit could not be granted for most parts of an Employee Commute Option program. Credits seem to be limited to "capital improvements" and "capital improvements" do not include costs of the operation or routine maintenance of capital improvements.
- **Current Rates are based on average development** A basic notion of the TDT is that the rates are based on the "average" development for that particular land use. For each particular development that has a lower impact on the transportation system, there is a mirror development on the other side of the "average" that has a higher impact on the transportation system. The TDT established a "uniform" tax rate applied countywide.

Recommendation

The WCCC TAC recommends the WCCC considering the following options:

1. Because under the TDT land use can get credits for transit and bike and pedestrian improvements, and non-auto trips are incorporated as part of the TDT methodology, and the TDT is a tax based on average development, it is debatable whether or not this proposal should be pursued. The WCCC TAC recommends that the WCCC should discuss whether or not they are interested in investigating credits/and or reduced fees for Transit Oriented Developments. Part of this discussion should focus on the intent of the proposal.
2. If the WCCC wants to pursue a modification for "transit oriented development", the WCCC TAC recommends such a modification should: a) focus on a reduced rate structure, and not additional credits and b) focus on 2040 priority locations – that is, be viewed as an incentive to locate in these areas and design their projects in certain ways. Staff believes such an incentive/subsidy discussion should be part of a broader discussion regarding the County's urban service policy (what about incentives for affordable housing? What about disincentives elsewhere? What about incentives for industrial development that create jobs?...). Additionally, such a dialogue is probably more appropriately managed by the Planning Directors as opposed to the WCCC TAC. If the WCCC wants to pursue this request, the WCCC TAC recommends the WCCC direct the Planning Directors and WCCC TAC work jointly on this issue.

Date: May 4, 2009
To: Washington County Coordinating Committee
From: Metropolitan Land Group
17933 NW Evergreen Pkwy, Suite 300
Beaverton, OR 97006
Subject: TDT Discounts for Transit Oriented Development

Correspondence from Andy Back to the WCCC TAC dated April 23, 2009 requests a clarification of intent with regard to providing TDT fee reductions and/or credits for Transit Oriented Developments (TODs). It is unclear however, if that request is directed at the HBA or at the WCCC.

Throughout 2008 a great deal of time and energy was dedicated by the WCCC and its TAC to formulating the TDT and moving an acceptable version onto the November ballot. During that time a healthy discussion was had pertaining to the provision of fee reductions and/or credits for transit oriented projects. Many on the WCCC understood the benefits of such development, and thought that their potential to create a lesser system wide impact should be a consideration of the fee structure. It was understood by both the WCCC and its TAC that this was a complex issue, and that more time was needed to fully understand its potential implementation. In the interest of time, the WCCC decided to table the issue and revisit after the November election results were in.

The adoption of some form of a TOD specific TDT structure will promote residential and commercial developments that generate a lesser overall system impact. These are walkable communities, located close to HCT stations and designed in a manner that encourages the use of mass transit. This claim is not just speculative, recent studies by the Urban Land Institute have shown significant impact reductions for TOD projects, in some instances decreasing car trips by half. A comparative decrease in car trips and system wide impacts should correspond with a reduced transportation fee. Creating incentives for TOD developments will help new projects get off the ground. Additionally, an increase in TOD projects may help Washington County achieve its goal to provide more affordable housing options to its citizens.


On April 1, 2009 the Homebuilders Association of Metropolitan Portland (HBA) submitted correspondence asking Washington County to revisit this issue, as was the intent of the WCCC in 2008. Per my discussion with HBA representatives, although we have some general ideas, at this time we do not have a specific proposal in mind. We do however want to convey our support for a simplified approach focused on a uniform fee reduction for residential and commercial projects that meet the following criteria:

- Located within a transit oriented or station community zone
- Located within a 3/4 mile radius of a light rail station

With this general description we hope to capture properties required to implement TOD specific requirements that will result in a lesser overall impact to the transportation system.

Thank you for your consideration, we look forward to hearing the WCCC's continued discussion of this important issue.

Best regards,


Matt Wellner
Metropolitan Land Group

V 503.597.7100 | F 503.597.7149
17933 NW Evergreen Parkway, Ste. 300
Beaverton, OR 97006
cch 181933



ACQUISITION DEVELOPMENT CONSTRUCTION

City of Tigard, Oregon • 13125 SW Hall Blvd. • Tigard, OR 97223

February 11, 2009

Home Builders Association of Metropolitan Portland (HBA)
Attn: Mr. Mike Arnett, Mr. Tom Skaar and Mr. Dave Nielsen
15555 SW Bangy Road, Suite 301
Lake Oswego, OR 97035



Re: October 31, 2008 Letter

Dear Sirs,

I am responding to your letter about the impact the economic crisis is having on the home building industry and how local governments might assist in recovery. Your letter suggested taking 'stimulus' actions by providing relief from fees and charges and making certain procedural/process allowances.

Tigard is acutely aware of the current dire economic situation, having made drastic staff cuts in our Building program, which is supported by development fees. I want to emphasize the City's concern for those in the construction industry and others who are suffering from the unprecedented negative economy.

Unfortunately, Tigard and other municipal corporations have to operate within municipal finance and budget law and are not well suited to intervene and correct market downturns. What Tigard can do in these circumstances, is provide stable, high quality and cost-effective public services to support the community's well-being and quality of life.

We believe the City must focus its efforts where interests and needs of taxpaying citizens and the homebuilding industry clearly intersect. In this respect, the needs of Tigard's citizens must be the City's priority.

The following are the City's responses to the HBA's specific requests.

1. Securing local extension of existing project approvals and permits

Within limits, it is reasonable to allow time extensions to achieve final plat approval for existing subdivision and partitioning applications. The same is true for extending the viability of existing approvals. However, the City has an obligation to respond to its citizens' desires/needs to enhance the quality of neighborhoods and the community as a whole.

If the City proceeds with some form of approval extension beyond what is currently required, through a lower cost "permit renewal" process, it would require new codes and standards that may be adopted in the interim, to be addressed at the time of permit renewal.

2. Retroactive reimbursement, abatement or suspension of SDC increases for projects receiving preliminary approval prior to jurisdictional adoption of new SDC rates, and

3. Temporary reduction, suspension or delay of existing fees and charges

The City's view is that it is not appropriate to change its current system of assessing fees and system development charges. Regardless of market conditions, it is necessary to address development's impact on the public facility system. If the City did not do so, then the public facility costs of development would be passed to existing property owners in the form of reduced share of capacity and ultimately, monetary impacts to maintain current levels of service. This is inequitable, and should be avoided.

For example, Tigard is in the process of updating some of its SDCs to better reflect development's impact on important public facility systems such as parks and recreation facilities. Increasing park and recreation opportunities in Tigard is an important community objective. It is essential for new development to assume its fair share of paying for this essential community resource.

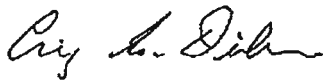
Regarding the delay of fee payment, Tigard cannot incur expenses in providing service and not be reimbursed in a timely manner. Municipal accounting practices require expenses to affirmatively balance with revenues. Changing the timing of the receipt of fees and SDCs also poses problems to the City's budgeting and financial forecasting processes, which we are reluctant to take on at this time.

In conclusion, the home building industry and most other economic sectors, including government, are being affected by macro-economic conditions that cannot be altered by individual municipalities.

It may be that a few individuals would benefit, but the underlying issues of tight credit markets and lack of investor confidence must be addressed at the national and international levels. Tigard can support both the HBA and local residents by focusing on our core mission of providing high quality public services in a fiscally responsible and equitable manner.

We are certainly willing to discuss these matters further and look forward to a continuing dialog.

Sincerely,



Craig E. Dirksen, Mayor
City of Tigard

cc: Tigard City Council
Ron Bunch, Community Development Director
Craig Prosser, City Manager

Memo

To: The Honorable Jerry Willey, Mayor, City of Hillsboro; Sarah Jo Chaplen, City Manager, City of Hillsboro

From: Joe Keizur, Interim Vice President of Government Affairs and Legislative Affairs, Home Builders Association of Metropolitan Portland

CC: Rob Dixon, Assistant City Manager, City of Hillsboro; Pat Ribellia, Planning Director, City of Hillsboro; Kevin Hanway, Department Manager, City of Hillsboro, Joint Water Commission; Bob Cruz, Deputy General Manager, Clean Water Services; Steve Greagor, Parks Director, City of Hillsboro; Gerald McKee, Building Director, City of Hillsboro

Date: April 1, 2009

Re: Alternate System Development Charge (SDC) Payment Option for Residential Structures

Introduction:

On Friday, October 31st, 2008, the Home Builders Association of Metropolitan Portland (HBAMP) sent a letter to all jurisdictions requesting several temporary relief measures due to the prolonged housing downturn. Currently, four of the top ten homebuilders in the Portland Metropolitan Area have filed for Chapter 11 bankruptcy, while more than 12,000 construction workers and thousands of more ancillary service providers (realtors, title officers, administrative and support personnel) have lost their jobs.

Cities and Counties are feeling the affects of a construction downturn as well. Nearly every local government in the Portland Metropolitan Area relies on fees or other building revenue related to construction of residential structures to employ building inspectors, planners, engineers and other staff deemed necessary for safe and orderly construction in a community. The current lack of building activity due to a glut of inventory has most jurisdictions burning through reserves at an unsustainable rate.

On Friday, December 19th, 2008, the HBAMP met with representatives from the City of Hillsboro (COH) to discuss several options for providing temporary relief for builders and developers currently operating in Hillsboro and also discussed options for stimulating local residential building in Hillsboro. First American Title, in conjunction with the HBAMP, proposed the creation of an alternate SDC payment option for new residential structures built in the City of Hillsboro. At the request of COH, the HBAMP has created this document as an illustration of how the alternate SDC payment option would operate if adopted by COH.

SDC's and Financing: A Growing Obstacle

System Development Charges (SDC's) are charged by a governing municipality for the incremental impact a new unit of development will have on core infrastructure services. SDC's are adopted after the creation of a methodology based on the current and future service needs for a community. The general idea is for new growth to pay for most or all of its impact to the existing community.

Typically, SDC charges are paid by the builder/developer when they purchase a building permit for each individual structure. Traditionally, collection has occurred at this point because jurisdictions saw this as the last point in the development process where collection was 100% certain. This has long been a concern for residential builders because payment of SDC's at building permit means a large outlay of capital for an uncertain period of time with interest paid to a financial institution or investor.

The system currently operates in the following fashion:

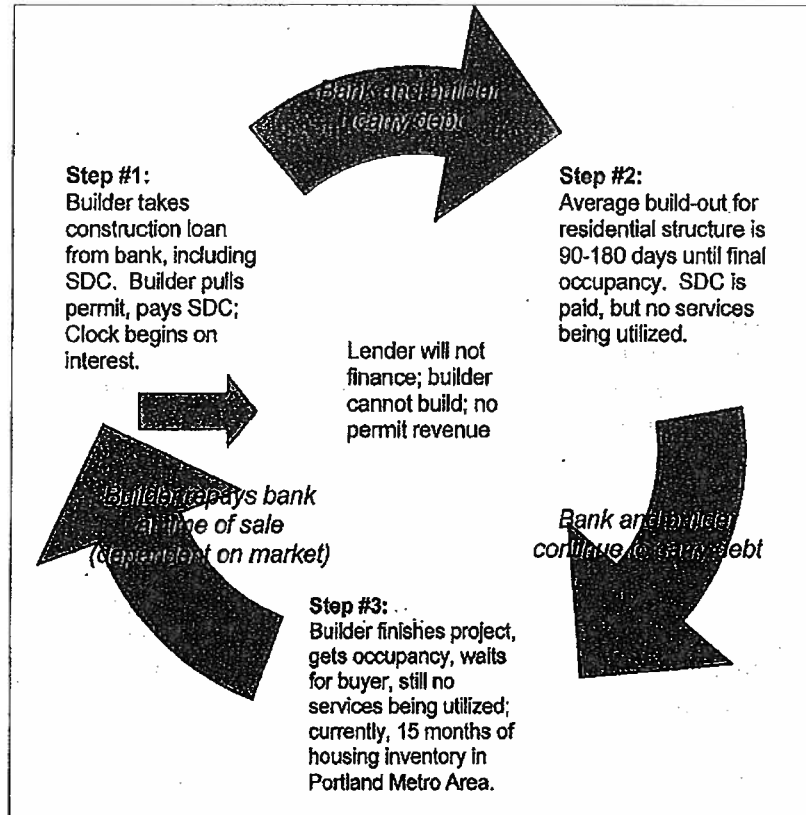


Diagram #1: Current SDC Payment System

This system for payment of SDC's has never been favored by the residential builder because it requires extra up-front expense in the form of interest for the privilege to use services no one

is yet using. Simply put, connection to the sewer, water, parks and transportation system is not equal to actual system use until the time of occupancy by a resident, however the builder must pay interest on the cost of these systems because no other option than paying at time of building permit has been available.

This system has been acceptable in the past because lending institutions have been willing to front the SDC cost as part of a typical construction loan. During the previous lending regime, this was an acceptable cost of the construction process. However, under new, tighter lending standards, developers are encountering major reluctance from lenders based on this issue.

Receiving financing for any construction project is always about overcoming the objections of a lender. SDC's have steadily increased over the past five years, but during the past two years lending has become more and more difficult. Lenders are now telling our members they no longer want to finance SDC's within a standard construction loan. This is a major departure from past practices, however its not an unforeseeable outcome.

Take for instance an average 2,000 square foot home on a 5,000 square foot lot. A typical home of this size is selling for \$275,000 in the Hillsboro market. If the average aggregate SDC paid on each unit is \$20,000, then an SDC equals roughly 7% of the total construction loan on each home. With the SDC total growing annually, demand for housing low and banks increasing their standards for lending, the SDC is having a significant impact on a banks willingness to lend for residential construction projects.

Proposing an Alternative; Removing Lender Excuses

There is a way to remove this excuse from the lender without impacting actual municipal services and potentially stimulate new residential growth in a community. An alternative method for paying SDC's at the time of "closing" would provide COH with funds due for increased capacity on the core services grid while providing builders and lenders with relief from carrying the cost associated with SDC payments made prior to sale of a home.

Working with First American Title, the HBAMP has developed a program that would allow builders to choose prior to construction whether to pay SDC charges at the time of building permit or time of sale.

The alternate method for SDC payment would progress as follows:

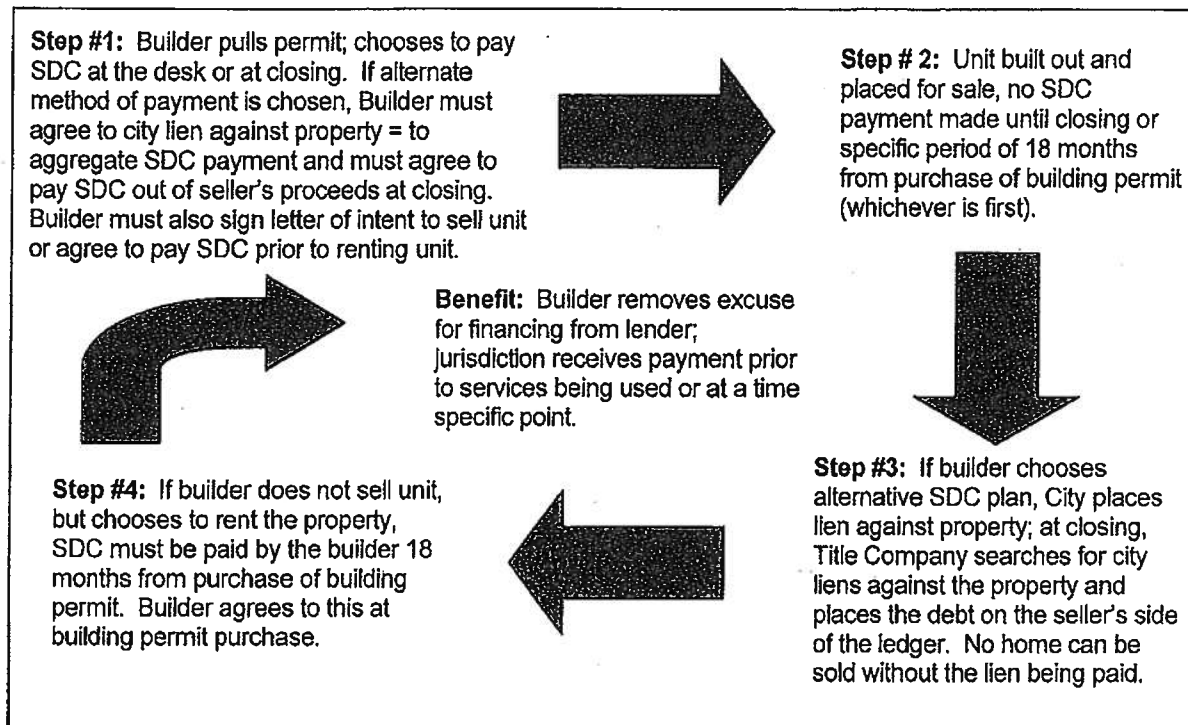


Diagram #2: Proposed Alternative SDC Payment

Under the alternative system for SDC payment, a builder can reduce the overall up-front project debt making the project more attractive to cash strapped lenders looking for reasons to avoid lending. Additional lending leads to more building and which requires permitting and services from municipalities. The jurisdiction becomes a partner in the development process by not requiring a payment for impacts that do not yet exist for the community.

This new system would include some initial form creation and tracking by the COH. First American Title has agreed to draft forms related to this program in conjunction with the City Attorney in order to ensure legal and orderly processing of liens for properties choosing to participate in this optional program.

Process Related Questions for Consideration:

1. *Have other jurisdictions in Oregon tried this process?*

Currently, the City of Redmond, City of Bend and City of Madras are utilizing programs similar to the one proposed here. Time limits vary by jurisdiction and consider occupancy + time certainty rather than closing + time certainty as the triggers for SDC payment. While this is an option for payment, the effect is much more limited than the proposed program because occupancy permits are often achieved in a 60-90 day period, while sale or actual use of the unit in question (rental) may take months, even a year or more to occur.

2. *How does the jurisdiction ensure payment if the unit is rented?*

Residential units are built with a construction loan from a lender (unless they are self financed). This loan is short term and usually includes a higher interest rate than a typical mortgage. No builder wants to leave a home on a construction loan for very long; therefore, if a builder wants to convert to rental, there is a necessity to change the terms of a loan to a residential "mortgage" type loan. This takes a transaction with a title company where the city lien would be found by the Title Company and need to be satisfied, either by cash or an increased financial component on the loan.



Lynn Peterson
Chair

Bill Kennemer
Commissioner

Martha Schrader
Commissioner

BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

November 6, 2008

Jon A. Chandler
CEO, Oregon Home Builders Association
375 Taylor St. NE
Salem, OR 97301

Re: Extension of Development Approvals

Dear Mr. Chandler:

Thank you for your letter of November 4, 2008. You suggested we consider revising our policies to assure that development approvals did not expire during the current economy. You suggested either an opportunity to renew approvals, or a blanket extension thru 2012.

Clackamas County's Zoning and Development Ordinance already provides the opportunity to renew land use approvals for subdivisions and partitions. Subdivision approvals are valid for two years and may receive up to three, one-year extensions. Partition approvals are valid for two years, and may receive one, one-year extension.

We appreciate your point. While the County process already includes the provisions you have suggested, we may need to evaluate the time frames. Your request has been forwarded to Doug McClain, County Planning Director, for consideration. Please feel free to contact Doug directly at 503-353-4502.

We also received a letter from the Home Builders Association of Metropolitan Portland discussing several other development-related issues. Several of these issues have complicated policy implications. We look forward to working together to make sure we are encouraging a return to a healthy economy, and are interested in a continuing dialogue. Again, thank you for your suggestions.

Sincerely,

Lynn Peterson, Chair
Board of County Commissioners

LP/dm/ch



November 4, 2008

2008 OFFICERS

Chair Lynn Peterson
Clackamas County
2051 Kaen Rd
Oregon City, OR 97045

Dear Chair:

As you know, the housing market in Oregon is in a deep decline, due in large part to forces that none of us here can control. There is, however, one aspect of the crisis that you could help with.

Currently, your development code requires approved developments to be started within a set time frame, after which the approval expires. We understand the need for such provisions in a normal housing market, in that they help prevent developments from sitting dormant and allow the county to make sure that its development, infrastructure and financing assumptions are all roughly on the same track.

This is not, however, a normal market.

The result of these use-it-or-lose-it policies is to force developers to either (a) attempt to bring projects online at a time when there is no market and no financing for the units, thereby further depressing the housing economy, or (b) walk away from a perfectly-desirable and suitable project, as well as from the thousands if not hundreds of thousands of dollars that it took to get it to that point.

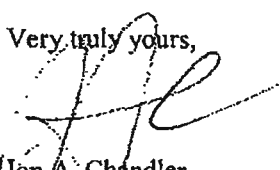
We don't believe that this situation makes any sense for either the developer or for the county, and we'd like your help to change it.

Would you please consider an amendment to your local code that would automatically extend all current or future development approvals until December 31, 2012, to allow this ailing market time to recover? Alternatively, would you consider adoption of a process by which developers could apply for approval extensions until such time as they are ready to move forward?

We would prefer the former approach, both because it would be administratively easier for both the county and the applicant and because it wouldn't require as much guesswork on the part of either party, but either process would be fine – and one or the other is desperately needed.

Thank you for your consideration of this request. Please let me know what your local process entails and what you might need from us to proceed.

Very truly yours,


Jon A. Chandler
CEO, Oregon Home Builders Association

375 Taylor St. NE Salem, OR 97301 www.oregonhba.com
P 503.378.9066 F 503.362.5120

Building Jobs, Creating Communities

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NAHB
NATIONAL ASSOCIATION
OF HOME BUILDERS



Home Builders Association
of Metropolitan Portland

April 1, 2009

The Honorable Tom Brian
Chair, Washington County Commission
155 N. Main St.
Hillsboro, OR 97124

RECEIVED

APR 02 2009

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Dear Chair Brian:

At the request of the Home Builder's Association of Metropolitan Portland's (HBAMP) Government and Legislative Affairs Committee (GALA) we are writing this letter to ask the Washington County Commission (WCC) to consider a number of policy related issues that likely cannot be resolved by Washington County Staff without Commission action. We are extremely appreciative of the recent efforts of Assistant County Administrator Rob Massar and Land Use and Transportation Director Kathy Lehtola on a myriad of issues, however the following items are acknowledged by staff and the HBAMP as likely requiring Commission attention. We respectfully request additional information on how to proceed in resolving these issues.

1. Transportation Development Tax (TDT) Implementation and Assessment

The HBAMP was a pivotal partner in developing policy which resulted in a two-fold increase of SDC's on residential units. The TDT (formerly known as TIFF) was clearly under-capitalized and in need of an update. However, since adoption of the new TDT (even before the actual vote of Washington County Residents) three major issues have presented themselves and need attention:

- A. The economy has drastically slumped, further endangering the homebuilding industry and making vertical financing of new projects extremely difficult; while the Commission provided a favorable phasing plan for the new TDT, the HBAMP would like to discuss further adjustment of the phasing plan in order to respond to the current economy and alleviate further economic burden on new development temporarily.
- B. The TDT as adopted, included a "grandfathering" provision for commercial and industrial projects but no such provision for residential projects approved prior to passage of the TDT. This is extremely detrimental to a number of

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Phone: 503.684.1880 ♦ Fax: 503.684.0588 ♦ www.homebuildersportland.org

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Home Builders Association
of Metropolitan Portland

approved plats which are currently not being built because of the economy. It should not be the goal of the Commission to punish builders who are choosing not to build in order to alleviate further inventory on the market.

- C. Transit Oriented Developments (TOD's) need to be revisited for further discussion with regard to SDC credits and/or reduced fees based on the number of trips they are projected to eliminate. This discussion was tabled until after the vote, however it is still a very important issue to the HBAMP and its members.

2. Waiver of Fees for Plat Extensions

The HBAMP has met with County Staff to discuss the potential for lessening the economic burden on home builders temporarily by waiving the cost of plat extensions for a set period of time (potentially 24 months). The rationale for this argument is that in a time when we want builders to make smart decisions about adding to standing inventory, we should not be encouraging them to build by prodding them with an extension fee or penalizing them for not being able to get financing or otherwise moving forward on a project due to current market conditions.

Several jurisdictions are currently extending plats without charging a fee on a temporary basis (City of Portland for one) and we are asking Washington County to temporarily change its policy as well. Washington County Staff has indicated they are willing to discuss changing the required Type II hearing to a Type I (administrative) hearing for plat extensions and charge a lesser fee, but that at this time, they cannot recommend a complete fee waiver because of the work involved with processing a plat extension.

The HBAMP is sympathetic to several factors likely driving this decision, chief among them the recent reduction in staff hours and Washington County's total reliance on fees and charges to support staffing levels within its Planning and Engineering Departments. However, our industry is suffering through the worst layoffs it has seen in nearly thirty years, with more than 16,000 construction jobs lost from February of 2008 to 2009. Five of Oregon's top 10 homebuilders are currently in some form of bankruptcy protection. While a waiver further hurts the County's bottom line, its impact on the County will be minimal and its significance, even symbolically is major.

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Home Builders Association
of Metropolitan Portland

3. SDC Financing or Deferrals

The HBAMP is pursuing a financing plan for SDC's over a given period with Washington County Staff. Again, the HBAMP wants to thank Rob Massar and Kathy Lehtola for their support thus far and also wants to thank Bob Cruz of Clean Water Services for his time as well. While the HBAMP believes Washington County Staff and Clean Water services are committed to providing a plan similar to the current plan instituted in Clackamas County for financing SDC's (attached for your review) we would appreciate affirmation from the Commission to both organizations regarding the clear necessity of these programs and the importance of providing these programs in a timely fashion.

In summary, we are asking that issues related to the TDT be made a priority discussion at the WCCC and WCCC TAC Meetings and that the Commission strongly encourages the Committee to come up with solutions to the three issues mentioned above. Furthermore, we are asking the Commission to temporarily suspend plat extension fees for up to 24 months. The HBAMP is happy to come and testify before the Commission regarding these issues and looks forward to working with Staff and the Commissioners to move forward on these issues.

Sincerely,

Tom Skaar
HBA President

Dave Nielsen
HBA CEO



WASHINGTON COUNTY

OREGON

March 10, 2009

Joe Kelzur
Home Builders Association
15555 SW Bangy Road, Ste. 301
Lake Oswego, OR 97035

Dear Joe:

It was a pleasure to meet you yesterday and discuss the HBA's issues. We had a chance to clarify several items, as well as create a better understanding of each of our current problems. The County is sympathetic to the plight of the homebuilders, and we are interested in doing what we can to accommodate your needs. As noted in my original response, we are reviewing the requirement for a Type II application to extend a plat approval. A change from a Type II to a Type I requires an ordinance amendment. We are also looking into the possibility of a longer initial approval period for plats; that also will require adoption of an ordinance.

When we talked about the SDC issue, we clarified that the intent of your October 31st letter was to speak only to SDCs the County has control over: TIF and the new TDT. You understood our inability to make unilateral changes to our IGAs with other agencies for whom we collect the SDC, such as THPRD. The TIF/TDT question has two parts. First, is whether it is possible to extend the terms of the payment, perhaps over a period of years, through installment financing. Second, is whether the Board and cities are willing to delay implementation of the new TDT for a period of time.

You explained that banks are becoming reluctant to loan money for SDC payments. That leaves developers with a potentially serious cash flow problem which may cause some projects not to move forward. This, of course, exacerbates the current economic situation.

Allowing financing over time is currently allowable under the ORS and requires no further legislative action to implement. We must simply set up an internal process to create and track the payment terms and conditions. We will begin that discussion with our Finance department and the cities.

On the question of whether the Board and cities are willing to delay implementation of the TDT (scheduled to become effective July 1, 2009) we talked about the need for this question to be taken up in concert with the cities. I will schedule this discussion on an upcoming WCCC agenda and let you know when and where that meeting will be held.

Department of Land Use & Transportation • Administration
155 North First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072
phone: (503) 846-4630 • fax: (503) 846-4412

Home Builders Association
March 10, 2009
Page 2

With regard to SDCs in general, Rob mentioned that the City Managers are also actively discussing your proposal. The HBA has held individual meetings with several cities and they may not all have correctly heard or understood your message when delivered in different contexts. We will share our discussions with the city managers in an upcoming meeting so we can develop a more clear and consistent understanding of the issues.

As you know, unlike most cities, the county provides current planning services in the unincorporated area on a fee basis. The County has no funding available to supplement the fees as opposed to cities that can generally use their General Funds to supplement their development budgets. This makes us less flexible in our ability to waive fees and continue to provide the required services in the unincorporated area.

We also discussed the relationship of the HBA and our staff who attend the DLC meetings. Your concern is that while the Building staff who attend are the right decision-makers for their immediate issues, some items involve other divisions of LUT or even other departments. Sometimes those items are not reported out with a resolution. I will address this internally in a couple of ways. First, the staff who attend will develop a tracking system to ensure that decisions made at the meeting are recorded and implemented. Second, the tracking system must also follow and bring to closure the items that can't be decided at the meeting.

Finally, I want to emphasize that the relationships we have with the HBA and our other customers are important to us. All relationships depend on clear, frequent and frank communications, as well as high quality and effective services. We depend, in part, on our customers to help us develop and maintain the quality of service we provide. If you have concerns in the future, I am interested in hearing about them so we can continue to improve our services and our relationships.

Sincerely,



Kathy Lehtola

C: Board of Commissioners
County Administrator
Ernie Platt
Dennis Mulvihill

February 20, 2009

The Honorable Tom Brian
Chair, Washington County Commission
155 N. First Avenue, Suite 300
Hillsboro, OR 97124

Chair Brian:

Per a request from Kelly Ross on behalf of Washington County, The Home Builders Association of Metropolitan Portland has created this list of requests for consideration:

1. Plat Extensions—the HBAMP recently received a response letter from Kathy Lehtola (Director of Land Use & Transportation Department) regarding our request that Washington County temporarily extend plats without charging a fee and eliminate the need for a Type II Hearing for plat extensions. The goal of this request is to avoid extra expenses for builders seeking to extend plats rather than building more houses and glutting the market with additional housing stock. The letter provided by Lehtola is a flat denial of this opportunity based on a need to meet budget requirements for services rendered.

The following jurisdictions have currently agreed to extend plats without further hearings, processes or fees:

1. City of Portland
2. Clackamas County
3. City of Hillsboro (pending March 3rd, 2009 temporary ordinance ratification)
4. City of Happy Valley
5. City of Molalla

Additionally, discussions via work session or staff are ongoing on this issue with the following jurisdictions:

1. City of Sherwood
 2. City of St. Helens
 3. City of Tualatin
 4. City of Troutdale
 5. City of Gresham
2. SDC Deferrals—The HBAMP is seeking the creation of a program at Washington County that will allow a temporary deferral and payment for SDC charges currently within Washington County's jurisdictional controls. This includes Clean Water Services (even if just for unincorporated areas) and the Washington County TDT. The letter from Lehtola refers to existing IGA's and the fact that some cities are unwilling to provide

deferrals or payment plans. The letter misses the mark because our request is for Washington County to create a program for the SDC's strictly under its control for unincorporated areas where development is occurring AND to provide leadership in working with the other jurisdictions to allow this type of program.

Currently, two jurisdictions are already allowing the deferral of SDC's and a plan for repayment. Clackamas County and the Joint Water Commission both offer a program that grants a builder the ability to defer full SDC payments for up to ten years while making payments to the jurisdiction. In Clackamas County, a builder submits his application for deferral on a particular SDC, pays a fee (\$500 in their case) and is granted 12 months of deferral until the first payment is due. Meanwhile, the jurisdiction charges interest (5.87% annually) to the account and at 12 months requires the builder to make a payment equal to 1/20th of the total amount due. The builder then makes payments every six months after that point until the SDC bill is paid in full.

The jurisdiction protects itself by placing a lien against the property, ensuring full repayment of SDC's. The program also stipulates that if the title for the home transfers at any time, the SDC's must be paid in full at the time of closing (which the Title Company will require because of the municipal lien sitting in first position on the title).

The JWC has an identical program; however their current program requires a payment after the first 6 months, which the HBA is working to modify at least temporarily to 12 months. The City of Hillsboro is also considering a proposal of this nature.

This program provides builders relief from SDC's temporarily and changes the full burden of SDC payment to the time of closing, a great benefit to a builder trying to get financing. Furthermore, the interest + fee charged by the municipality is added revenue. A Clean Water Services program countywide that allows the deferral and payment of SDC's would be a great benefit to members of the HBAMP.

3. Washington County TDT Deferral and Grandfathering—The HBAMP was a pivotal partner in the adoption of a two-fold SDC increase for transportation in Washington County. The new rate is set to kick in at the worst possible time for our members and does not grandfather existing plats already approved by cities and counties. This is a major obstacle for builders who are caught with plats they cannot build because of the market, but are being squeezed by further SDC increases. The HBAMP is asking Washington County to grandfather all plats approved prior to the November adoption of the new TDT and to put off the implementation of new TDT rates for an additional 24 months.
4. Staff Relationships with HBAMP Membership—Washington County primarily interfaces with members of the HBAMP through two Development Liaison Committees: Clean Water Services DLC and Washington County Staff DLC. The CWS DLC continues to be a valuable meeting where collaborative work occurs toward the benefit of development interests in Washington County. However, the Washington County DLC meeting and the relationship of the HBAMP with County Staff has deteriorated significantly.

This deterioration is attributable to a couple of important factors:

1. The individuals sent to the DLC are not empowered to make decisions or changes and
2. Several issues brought before the committee continue to languish without final solution.

Because of the current economic crisis and because our members feel as if the Washington County DLC has become a waste of time, the HBAMP is requesting that the DLC be reformulated to include senior staff empowered to make decisions and for the Board of County Commissioners to appoint one member of the Commission to the Committee in the role of liaison.

5. Disposition of North Bethany—To this point, the HBAMP has attempted to stay out of this discussion, leaving the development interests involved and Washington County to craft a compromise that would lead to development of North Bethany. However, with the recent impasse that has occurred in these negotiations and the appearance that Washington County Long Range Planning is not interested in working with the parties involved, the HBAMP is finding it difficult to remain disengaged. The HBAMP still does not wish to involve itself in the day-to-day negotiations regarding North Bethany, but is becoming increasingly concerned about the amount of time it is taking to reach agreement and to complete the Concept Plan for North Bethany.

In summary, the HBAMP feels the existing relationship with Washington County, a relationship valued by our Staff and Membership, has reached a distressed level that threatens future cooperation among our organizations. It is our goal to reclaim the relationship and request that Washington County consider designating an empowered group of individuals, including at least one County Commissioner, to meet regularly with the HBAMP and provide a temporarily heightened attention to our issues and this valuable relationship. If you have questions, concerns or would like to discuss this letter further, please call me at any time, 503-332-3483.

Sincerely,

Joe Keizur
Interim Vice President of Government & Legislative Affairs
Home Builders Association of Metropolitan Portland



WASHINGTON COUNTY OREGON

February 11, 2009

Mike Arnett, President
Tom Skaar, Vice President
Dave Nielsen, CEO
Home Builders Association
15555 SW Bangy Road, Suite 301
Lake Oswego, OR 97035

Gentlemen:

I am writing on behalf of the Board of Commissioners in response to HBA letters dated October 31, 2008, November 4, 2008, and January 23, 2009. The first two letters were directed to Washington County, and the third was directed to the City of Hillsboro, with the same request made of the County verbally. This response will detail the steps the County has undertaken already to provide assistance to the construction industry through these difficult times.

As you are probably aware, the Building and Current Planning Division is a fee for service enterprise fund and we have also been impacted by the housing downturn. Staffing is currently at 20% below the budgeted level and the Current Planning staff has recently been reduced to a 32 hour work week. With very few exceptions, we are not filling positions as they become vacant, are reassigning staff and cross training to allow flexibility in staffing needs to address our shrinking fund balance.

Building Services is currently extending building permits in six month increments. Generally, there is no charge for these permit extensions. We will continue to extend permits as long as any progress is being made. This may become problematic as codes change, but we will process the permit using the code under which it was submitted. If a substantial change occurs, we may have to decline to extend a permit, but we will discuss this with the permit holder before such a decision is made.

We are trying to resolve issues associated with permits that have expired and will reactivate those permits without charging additional fees if we can. Most of the expired permits are homeowners, not builders, and are remodels. We have actually lowered building fees (with the exception of electrical and plumbing) the past five years and, in some cases, today's fees are only 80% of what they were in fiscal year 04/05.

The County Surveyor's Office has reduced staffing levels continuously from the beginning of the economic downturn and has gone from 9.5 FTE to 4 FTE. The remaining staff is struggling to keep up with the surveys and plats that are being submitted. We still have mandated duties such as staffing a customer counter, providing maps and plats to the public, and administering the addressing program.

Collecting fees and SDCs at the time of closing as proposed by the HBA to the City of Hillsboro would require amendments to IGAs and the approval of the Board and the agencies for which we

Department of Land Use & Transportation • Administration
155 North First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072
phone: (503) 846-4630 • fax: (503) 846-4412

Home Builders Association
February 11, 2009
Page 2

collect the fees. The IGAs currently require that we collect the fees at the time of issuance of building permits. If the other agencies decide to lower the fee, we will collect the amounts they tell us to. The local jurisdictions are investigating collection of fees at a different time in the process. We will await the results of the cities deliberations before determining a course of action.


In regard to your request to extend land development permit approval, development permits expire two years from the date of the decision. Unlimited two year extensions may be applied for through a Type II permit. The findings that must be made to grant the extension include that development could not practicably commence (the economy is a legitimate reason why it couldn't) and that no change of law or code has occurred that impacts the development.

We plan to explore the possibility of amending the code to allow this process to occur as a Type I decision. With the Type II notification, neighbors sometimes believe they can address issues other than the simple extension request and this can lengthen and/or complicate the process. There may be legal ramifications with changing the extension application to a Type I decision and we are exploring whether it's possible.

Another opportunity to extend a development approval may occur through the ability to establish that the development has commenced. This permit allows the holders of authorized permits that have commenced development to complete the development. This is processed as either a Type I or a Type II depending on how much money and physical development has taken place. The County has not waived development fees in the past because this is a Special Fund that is required to balance its budget each year. Thus, we are not in a position to waive fees.

County staff has ongoing bi-monthly meetings with the Home Builders Association to discuss development and building issues among homebuilders and county staff. These meetings should continue to be used to explore ways in which we can assist each other through this difficult time and into the future.

Sincerely,


Kathy Lehtola
Director

cc: Board of Commissioners
County Administrator
Cities in Washington County
Jon Chandler



RECEIVED
FEB 11 2009
WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

February 10, 2009

The Honorable Tom Brian
Commissioner, Washington County
155 N. First Avenue, Suite 300
Hillsboro, OR 97124

Dear Commissioner Brian:

This is to follow up on a letter sent to you on Oct. 31, 2008 requesting a meeting to discuss several issues of great importance to our industry. Perhaps it did not reach you or was forgotten over the holidays. For your convenience, we have included a new copy of the letter along with some recent articles we've published that provide updates on our work with other jurisdictions. We are meeting with several local editorial boards to discuss these issues in the next month and hope to highlight local governments who are willing to help.

This is a very serious time for us, and these are very serious issues. We are concerned that several jurisdictions, including yours, have either not followed up on our letter or have chosen to ignore these issues. We consider our organization to be a partner with local government—often working hand-in-hand together to formulate SDC's, fee increases and solutions to other policy related concerns. We would like to continue this relationship with your jurisdiction, especially given these tough economic times, but need your assistance to do so.

Please contact me so we can set up a time to discuss these issues at your earliest convenience. It is our goal to sit down with every jurisdiction in the metropolitan region to find solutions to the issues cited in our original letter. The HBAMP prefers to handle issues on a local level and takes great pride in crafting creative solutions without requiring state government involvement. However, we need local jurisdictional support to be able to take this approach. Please call me so we can discuss moving forward together-503-332-3483.

Sincerely,

A handwritten signature in black ink, appearing to be 'JK' or similar initials, written over a horizontal line.

Joe Keizur
Interim Vice-President of Government & Local Affairs
Home Builders Association of Metropolitan Portland

By Joe Keizur,
President/CEO Blue Mountain
Community Management
Interim HBA VP of Government
Affairs

Cities and Counties: Hello?

On Oct. 31, the HBA sent a letter to all jurisdictions within the Columbia, Clackamas, Multnomah, Washington and Yamhill Counties requesting temporary actions related to development and building permit fees along with blanket extensions for existing plats and potential incentives for new development. All our proposed actions were for emergency purposes and stressed the need for "temporary" changes.

Many jurisdictions have taken the time to reply to our request and some have engaged the HBA in constructive discussions and actions related to the current market. Specifically, the HBA wants to thank the Portland Building Development Services Department, Hillsboro, Sherwood, Happy Valley, Gresham, Molalla, Clackamas County and Washington County Chair Tom Brian for their quick analysis and actions related to our communications. These discussions provide our members with hope that our industry matters within your community.

Keep in mind the State of Oregon has identified over 12,000 construction jobs lost over the past year with thousands of real estate related industries having collectively lost thousands more. Local governments are not immune to the loss either; several jurisdictions are reporting few or no new development applications and building permits are piling up at jurisdictions throughout the area.

These facts beg a serious question: What about those jurisdictions that have not responded to our request? There are dozens of special districts, cities and three counties that have not responded to our request at all. Only seven jurisdictions have bothered to reply to a plea for help from an organization that represents nearly 1,300 members and employs thousands of subcontractors and employees who provide a massive amount of the revenues building and planning departments receive annually.

This is a sad commentary on what the HBA previously believed was a

Keizur: Listen up

Continued from page 7

fairly symbiotic relationship with local government over the past decade. It certainly doesn't bode well for future discussions of SDC charges and fee increases when the market recovers. One might conclude that jurisdictions are only partners with the members of the HBA when it best suits them to be. That would be a terrible conclusion for our organization to arrive at, but one that is growing in popularity with each passing day.

It's time for the jurisdictions who have not responded to wake up and get with the program. Ignoring the economic situation confronting your planning, engineering and development departments defies explanation. The homebuilding industry is requesting a response from you

regarding several temporary, simple measures that will provide significant relief to the very people you rely on for revenue. Is it too much to ask that you respond? It's been two and a half months since our initial letter.

Bottom line, our industry needs local jurisdictions to extend existing plats at no cost and provide relief or some type of plan for temporary abatement of existing fees in order to develop new plats and build. We need time to work through existing building stock (by extending current plats) and we need assistance in fee abatement to alleviate risk associated with beginning a new planning process on future communities. Every jurisdiction should at least consider these measures for a temporary period.

Cities, counties and the state feeling the pressure of recession

By Joe Keizur,
HBA Interim VP of Government
Affairs

The state of Oregon is projecting a \$1.4 billion dollar hole in its current biennial budget (which ends in June) and may be facing up to a \$4 billion dollar budget deficit for the upcoming budget (which begins in July). This latest information, reported by several news organizations, has Oregon Governor Ted Kulongoski supporting a 2 cent gas tax increase and several fee increases along with cuts to state government budgets in order to balance the overall state budget.

Meanwhile, cities and counties throughout the Metro Area are beginning the process of contemplating their budgets for 2009. No doubt jurisdictions are feeling the pinch of significantly reduced fee revenues

related to construction, and capital improvement projects are being put on hold because of the great reduction in system development charge (SDC) revenues.

Several antidotal examples of these decreased revenues are available from local jurisdictions. At a recent Clean Water Services meeting, it was reported one plat and six minor partitions for all of unincorporated Washington County had been submitted for review in December and Washington County Staff has reported via its Development Liaison Committee that 146 permits are currently awaiting pickup at its offices, some which are up to two years old.

Prior to the current housing downturn, most cities and counties stockpiled revenue in reserves to

provide funds for periodic market adjustments. However, the depth and length of this downturn has led most jurisdictions to rapidly burn through those reserves, and now they face the prospect of funding current employees via scarce general fund dollars or lay employees off for a lack of work and/or funds.

A growing concern in the building community is the number of jurisdictions who have not reacted to the market quickly enough by discharging surplus employees; thereby maintaining a slower drawdown of reserves. The decision to not make adjustments may lead to a greater loss of employees now or proposals to increase fees for service. The HBA Government Affairs staff will keep you up to date on these issues as they progress.



RECEIVED

November 4, 2008

NOV 05 2008

WASHINGTON COUNTY
BOARD OF COMMISSIONERS OFFICE

Chair Tom Brian
Washington County
155 N First Ave, #300
Hillsboro, OR 97124

Dear Chair:

As you know, the housing market in Oregon is in a deep decline, due in large part to forces that none of us here can control. There is, however, one aspect of the crisis that you could help with.

Currently, your development code requires approved developments to be started within a set time frame, after which the approval expires. We understand the need for such provisions in a normal housing market, in that they help prevent developments from sitting dormant and allow the county to make sure that its development, infrastructure and financing assumptions are all roughly on the same track.

This is not, however, a normal market.

The result of these use-it-or-lose-it policies is to force developers to either (a) attempt to bring projects online at a time when there is no market and no financing for the units, thereby further depressing the housing economy, or (b) walk away from a perfectly desirable and suitable project, as well as from the thousands if not hundreds of thousands of dollars that it took to get it to that point.

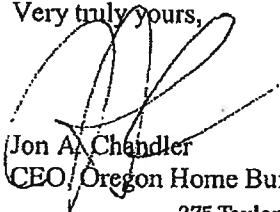
We don't believe that this situation makes any sense for either the developer or for the county, and we'd like your help to change it.

Would you please consider an amendment to your local code that would automatically extend all current or future development approvals until December 31, 2012, to allow this ailing market time to recover? Alternatively, would you consider adoption of a process by which developers could apply for approval extensions until such time as they are ready to move forward?

We would prefer the former approach, both because it would be administratively easier for both the county and the applicant and because it wouldn't require as much guesswork on the part of either party, but either process would be fine – and one or the other is desperately needed.

Thank you for your consideration of this request. Please let me know what your local process entails and what you might need from us to proceed.

Very truly yours,


Jon A. Chandler
CEO, Oregon Home Builders Association

375 Taylor St. NE Salem, OR 97301 www.oregonhba.com
P 503.378.9066 F 503.362.5120

Building Jobs, Creating Communities

2008 OFFICERS

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NAHB
NATIONAL ASSOCIATION
OF HOME BUILDERS

is yet using. Simply put, connection to the sewer, water, parks and transportation system is not equal to actual system use until the time of occupancy by a resident, however the builder must pay interest on the cost of these systems because no other option than paying at time of building permit has been available.

This system has been acceptable in the past because lending institutions have been willing to front the SDC cost as part of a typical construction loan. During the previous lending regime, this was an acceptable cost of the construction process. However, under new, tighter lending standards, developers are encountering major reluctance from lenders based on this issue.

Receiving financing for any construction project is always about overcoming the objections of a lender. SDC's have steadily increased over the past five years, but during the past two years lending has become more and more difficult. Lenders are now telling our members they no longer want to finance SDC's within a standard construction loan. This is a major departure from past practices, however its not an unforeseeable outcome.

Take for instance an average 2,000 square foot home on a 5,000 square foot lot. A typical home of this size is selling for \$275,000 in the Hillsboro market. If the average aggregate SDC paid on each unit is \$20,000, then an SDC equals roughly 7% of the total construction loan on each home. With the SDC total growing annually, demand for housing low and banks increasing their standards for lending, the SDC is having a significant impact on a banks willingness to lend for residential construction projects.

Proposing an Alternative; Removing Lender Excuses

There is a way to remove this excuse from the lender without impacting actual municipal services and potentially stimulate new residential growth in a community. An alternative method for paying SDC's at the time of "closing" would provide COH with funds due for increased capacity on the core services grid while providing builders and lenders with relief from carrying the cost associated with SDC payments made prior to sale of a home.

Working with First American Title, the HBAMP has developed a program that would allow builders to choose prior to construction whether to pay SDC charges at the time of building permit or time of sale.



Home Builders Association
of Metropolitan Portland

October 31st, 2008

The Honorable Tom Brian
Chair, Washington County
155 N. First Avenue, Suite 300
Hillsboro, OR 97124

Dear Chair Brian:

The Home Builder Association of Metropolitan Portland (HBAMP) and its members are experiencing economic hardship on an unprecedented scale. While the global financial crisis tightens credit markets and banks curtail lending, the homebuilding industry is also confronted by severe consumer angst over their economic future. This all adds up to very few new sales and even fewer additional housing starts. The ripple effect is a glut of buildable lots, un-built plats, and a projected consumer supply of housing equal to more than one year.

Furthermore, the State of Oregon has slid into a recession based on a number of national and local factors. The combined affect of these conditions are stark. According to the State of Oregon Employment Department, Oregon has lost over 11,000 construction jobs related to development from September 2007 to September 2008. This does not include the thousands of other workers in the financial, planning, engineering and support services industries that have also lost their jobs. The Oregonian has reported the recent bankruptcy filing of three Top 10 homebuilding companies (who employed hundreds and contracted for services with thousands) in the Metro Area. This doesn't even recognize the dozens of small scale home builders who have closed their doors but do not show up in unemployment figures or the newspaper.

Meanwhile, the membership of the HBAMP continue to note rising system development charges (SDC's), new fees and additional development related financial responsibilities on a region-wide basis. While building related activity has slowed to a virtual standstill, many jurisdictions have responded by increasing the cost of planning and development related fees in order to cover shortfalls occurring because of inactivity or because previous rates were not adjusted in a timely manner.

One purpose of this letter is to provide information that may help you as you put together your budgets and plans for 2009. In terms of decisions you are making regarding revenues and job positions that are impacted by housing starts, we believe it will be a while before there is any increase in building activity, and this could run into 2010. We also believe that it will likely be several years before housing starts come even close to their 2005-06 levels.

A second purpose of this letter is to let you know that we will be actively seeking the support and partnership of jurisdictions across the region to consider and implement temporary policies which we believe will help provide both short-term and long-term stimulus to the local housing market. The HBAMP has worked hard to develop strong working relationships with jurisdictions across the metro region, and we have responded to and helped address many needs from cities, counties and special districts related to the housing industry over the years. We are now asking for your support when our industry needs it most, and when our whole region is realizing the economic impact the housing

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Phone: 503.684.1880 ♦ Fax: 503.684.0588 ♦ www.homebuildersportland.org

market has on local jobs and our economy. Below are a few ideas that we will be following up on with you individually, and hopefully can also discuss collectively with other jurisdictions at an event we're planning in December.

- 1) **Securing Local Extension of Existing Project Approvals and Permits.** Many builders are attempting to be financially responsible by not moving forward on additional development without stable financing or demand. While most jurisdictions have a one-time extension process for approvals, builders are concerned their approvals will lapse and be caught in a lose-lose scenario: "lose my investment in approvals (often more than \$100,000 in planning, engineering and permitting fees) or push forward with building and hope I can beat the economy selling units with no demand." The latter scenario is a recipe for disaster as well as an added pressure the industry cannot afford. HBAMP as well as the Oregon Home Builders Association will be seeking temporary measures on a jurisdictional basis to secure longer approval windows or a modified, cheaper "renewal" rather than re-approval process.

Specifically, the HBAMP will pursue across the board extensions of preliminary plat, engineering and final plat approvals immediately with an eye on extending these approvals through 2011 or 2012. The HBAMP will also seek to develop a plan for longer approvals for all new applications filed currently through 2010. These measures will help members maintain their current approvals and will also activate the approval process now for projects not slated to begin for 3-5 years.

- 2) **Retroactive Reimbursement, Abatement or Suspension of SDC Increases for Projects Receiving Preliminary Approval Prior to Jurisdictional Adoption of New SDC Rates.** This policy initiative will only pursue jurisdictions where an SDC increase occurred and no "grandfathering provision" was included. Several large scale projects throughout the Metro Area are facing difficulty securing financing for development because land was purchased under an assumed SDC charge and then the SDC changed without consideration for existing approvals, thereby changing the builder's pro forma significantly. Banks have concluded that these additional costs are reason enough to not invest in the building specific projects.

This provision will mean the difference between a project sitting without new construction for several years rather than a possible one year delay. The value of getting the new development built, creating jobs and investment opportunities, should far outweigh the foregone incremental increase in charges and fees.

- 3) **Temporary Reduction, Suspension or Delay of Existing Fees and Charges.** Home Builders are asking for your help. When jurisdictions ask the HBAMP to support bond measures to provide more funding for parks, transportation and other community needs, we are there for you. We have also worked with many jurisdictions to develop appropriate methodologies for SDCs. We now need your help in the short term to improve the ability for developers and builders to work through tighter financial times. One solution is to allow development interests to pay fees at time of sale, occupancy or at other points in the development process. Providing the opportunity to pay the fees closer to the time when the builder closes the sale greatly improves the financing picture for them.

Another recommendation to consider is the temporary suspension of SDC collection for a minimum of 6-18 months. We realize this sounds extreme, but as banks look at financing development projects right now, the additional costs SDCs add to the financing needs are adding to banks reluctance to lend on projects. Providing this kind of relief could have a big impact on helping jumpstart new developments as the market starts to turn, and could also result in completed developments that are currently languishing in your jurisdiction.

The HBAMP understands that these policy recommendations have other impacts and may meet with concern or resistance among some jurisdictional staff and elected officials. However, the impact that the current policies have on builders ability to get financing and their willingness to move forward on new projects in the foreseeable future, especially given the far more restricted lending environment we operate in today, is huge. Making these proposed temporary policy changes will have a positive impact on stimulating housing for the next couple of years as the housing market starts rebounding, which will in turn support local jobs and the local economy.

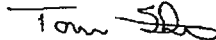
In addition, the HBAMP is proposing a Regional Residential Development Summit in the coming months to brainstorm changes that can be made to jumpstart the local housing market. It is our goal to have a large scale dialogue with local jurisdictions, local and state elected officials and the home building industry. Please look for additional details regarding this Summit in the very near future. We would also like to invite you to be our guest at the Annual Economic & Housing Forecast presented by the HBAMP on Wednesday December 3rd at the Portland Convention Center, where three local and state market and economic experts will be providing more details on the housing and economic outlook for the next year. The program runs from 7-9 am. For more information, please contact our office at 503-684-1880.

Finally, the HBAMP wants to emphasize the dire need for your support. All of the changes we are seeking are on a temporary basis, as we continue to believe that existing funding policies are well reasoned and provide greatly during normal economic conditions. We believe as you do that at some point the economy will rebound. The question is when and the answer appears to be not immediately. The speed with which we recover from this economic downturn is in the hands of every stakeholder in the development process, including local government. We are asking our partners to take temporary action that will provide home builders an opportunity to recover.

Sincerely,



Mike Arnett
President
HBAMP



Tom Skaar
Vice President
HBAMP



Dave Nielsen
CEO
HBAMP

Kathy Lehtola

From: Tom Brian [tom.brian@verizon.net]
Sent: Thursday, November 06, 2008 10:49 AM
To: andy@duyckmachine.com; royr@rascpas.com; desaristrader@comcast.net; Dick Schouten; jchandler@oregonhba.com
Cc: Kathy Lehtola; Judy Baxter; Noreen Lee; Robert Davis
Subject: Regarding consideration of development approval extensions
Attachments: HBA Letter from Jon Chandler RE Extension of Development Approvals 11-4-08.pdf

Hi Jon:

We are in receipt of the attached letter to our Board.

We are very much aware of the effects of the economy on many fronts, including the home building industry. As you know, I have long felt that the building of homes if was one of the most effective job development tools that exist. Not only the labor to construct the home, but the labor to manufacture all of the components, such as carpet, windows, appliances and so forth. It is great for the economy, and provides one of the most highly prized commodities there is; a home. I know our entire Board agrees with these observations.

We are especially mindful of the economy's impact on homebuilding at this time. With the Board's knowledge and support, I will soon be meeting with representatives of the Portland Metro HBA to discuss a variety of possible ways to assist the industry at this time. We are not afraid of being flexible or innovative. Of course, we have to consider any risk associated with the options, fairness to the taxpayers and the need to pay for infrastructure and staff. However, we are willing to consider many options including extension of permits.

When I meet with the local HBA, I will gather the ideas, options and priorities and report them to our Board for discussion, and we will do what we can to help. You may wish to contact Dave Neilson to determine if it would be appropriate for you to attend the meeting if your time allows. I should also note that our LUT staff is reviewing what they might suggest to be helpful.

Meanwhile, let me know if I can be of further assistance.

Tom

Tom Brian, Chair
Washington County Board of Commissioners

4/1/2009

MEETING DATE: Monday, June 1, 2009
Special Study Session (food provided)

start time: 6:30p – 9p
Location: Police Training Room

WORK SESSION ITEMS

PowerPoint?

1. TGM – Transportation Growth Management Workshop

2.

3.

(Community Involvement Committee meets at 6:00 p.m.)

WORK SESSION ITEMS

PowerPoint?

1. **ASR Tour** (4p – 5p)
2. Water Update (Eng) (60m)
3. Phase 2 Fences Follow Up (Comm Dev)
- 4.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. YAC Update
2. Commuter Rail Update
3. Library Summer Reading Program

CONSENT CALENDAR ITEMS

1. Reso – Urbanization Forum (Comm. Dev.)
2. Reso – Approving Ratification of CBA – Tualatin Employees Assoc.
3. Reso – Certifying City Services
4. Reso – Declaring the City's Election to Receive State Revenues
5. Reso – Management Compensation
6. Reso – Annual Workers Compensation Coverage
7. Reso - Award of Bid for I-5 Landscape Project (Ops)
8. Meeting Minutes
9. Reso - CUP-09-01 Stafford Hills (if necessary)
10. Reso – DuJour Bonds (TDC)
11. Reso – Water/Sewer Rates
12. Reso – Revocable License w/ Wash Co for Red Light Cameras (Engr/Bldg)

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. PMA 09-01 Marquis RL to RML **Quasi-Judicial** (Comm Dev)
2. Public Hearing – State Revenue Sharing **Other** (Finance)

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1. Reso Development Agreement Marquis/TTSD/City (Comm. Dev.)

EXECUTIVE SESSION ITEMS

- 1.

MEETING DATE: Tuesday, June 9, 2009

Special Work Session (food provided)

start time: 5p

Location: Meridian Park Hospital

Verify location of meeting – where to meet for the tour

SPECIAL WORK SESSION ITEMS

PowerPoint?

1. Tour of hospital and talk by hospital CAO

2. Connector project – Alternative 7 – next steps and discussion of corridors

3. 124th / Tonquin Extension Viability

4. South Tualatin Strategy

MEETING DATE: Monday, June 22, 2009

start time: 5:00p

WORK SESSION ITEMS

PowerPoint?

1.

2. Quiet Zone Update – Consultant Noise Analysis (Eng)

3.

4.

5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. Tualatin Tomorrow Presentation – Governance, Leadership & Community Engagement (GLC)

2. Proclamation Proclaiming July 2009 as National Recreation and Park Month

3.

CONSENT CALENDAR ITEMS

1. Meeting Minutes

2.

3.

4.

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1.

2. Adopt FY 2009/10 Budget – City and TDC **Other** (Finance)

3.

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1. Reso establishing new local Storm Drainage monthly fees and repealing surcharge

2. Reso establishing new local sanitary Sewerage monthly fees and repealing surcharge

3. Reso – Requesting Election on Clackamas County Library District (and Annexing)

4.

5.

EXECUTIVE SESSION ITEMS

1.

MEETING DATE: Monday, July 13, 2009

start time:

WORK SESSION ITEMS

PowerPoint?

1. Historic Regulations Holistic Review Follow-up (Comm. Dev.)

2.

3.

4.

5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. YAC Update

2. Commuter Rail Update

3.

CONSENT CALENDAR ITEMS

1: Meeting Minutes

2.

3.

4.

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. PTA 09-01 Phase 2 Fences **Legislative** (Comm. Dev.)

2.

3.

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1. Tualatin Tomorrow – Annual Report (Comm. Dev.)

2.

3.

4.

5.

EXECUTIVE SESSION ITEMS

1.

MEETING DATE: Monday, July 27, 2009

start time:

WORK SESSION ITEMS

PowerPoint?

1. CURD Maximum Indebtedness Financial Analysis TDC – Comm. Dev. *(Tentative)*

2.

3.

4.

5.

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1.

2.

3.

CONSENT CALENDAR ITEMS

1. Meeting Minutes

2.

3.

4.

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1.

2.

3.

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1.

2.

3.

4.

5.

EXECUTIVE SESSION ITEMS

1.

MEETING DATE: Monday, August 10, 2009

start time:

WORK SESSION ITEMS

PowerPoint?

1. _____

2. _____

3. _____

4. _____

5. _____

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. YAC Update _____

2. Commuter Rail Update _____

3. _____

CONSENT CALENDAR ITEMS

1. Meeting Minutes _____

2. _____

3. _____

4. _____

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. _____

2. _____

3. _____

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1. _____

2. _____

3. _____

4. _____

5. _____

EXECUTIVE SESSION ITEMS

1. _____

MEETING DATE: Monday, August 24, 2009

start time:

WORK SESSION ITEMS

PowerPoint?

1. _____
2. _____
3. _____
4. _____
5. _____

PRESENTATIONS / ANNOUNCEMENTS / SPECIAL REPORTS

PowerPoint?

1. _____
2. _____
3. _____

CONSENT CALENDAR ITEMS

1. Meeting Minutes _____
2. _____
3. _____
4. _____

PUBLIC HEARINGS – Legislative, Quasi-Judicial or Other

PowerPoint?

1. PTA Historic Regulations (*Legislative*) Comm. Dev. (Tentative) _____
2. PTA Sign Design Standards (*Legislative*) Comm. Dev. (Tentative) _____
3. _____

GENERAL BUSINESS ITEMS (not consent)

PowerPoint?

1. _____
2. _____
3. _____
4. _____
5. _____

EXECUTIVE SESSION ITEMS

1. _____

June

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	1 6:30p Special Work Session - TGM Workshop Location: Police Facility	2 6:30p TLAC	3	4 6:45p Clackamas County C-4 Meeting @County Develop. Services Building	5	6 8:30a-4:00p Portland Model Power Boat Association at Lake at Tualatin Commons
7 8:00a - 10:00a 10 Cane 10k Run - From/to Club Sport through Tualatin	8 5:00p Work Session 7:00p Council/TDC Mtg	9 5:00p Special Work Session (Meridian Park) 6:00p TPARK	10 5:00p Metro Policy Advisory Committee 6:30p Tualatin Tomorrow VIC Meeting, Library Community Room	11	12	13 10:00a -Midnight Relay for Life (THS Artificial Turf Field)
14 Midnight - 10:00a Relay for Life (THS Artificial Turf Field) 8:30a-4:00p Portland Model Power Boat Association at Lake of the Commons	15 8:00a - Willowbrook fences up at Browns Ferry	16 6:30p TAAC	17	18	19	20
21	22	23	24	25 11:30a Chamber Luncheon @ Country Club 6p Clackamas Cities Dinner -Tualatin hosts Location: ClubSport	26	27
28	29 5:00p Work Session 7:00p Council/TDC Mtg 8:00a - First day of Willowbrook Camp at Browns Ferry	30				

2009

July

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			1	2 6:45p Clackamas County C-4 Meeting @County Develop. Services Building	3 Independence Day Holiday CITY OFFICES CLOSED LIBRARY OPEN	4 LIBRARY CLOSED
5	6	7 6:30p TLAC	8 5:00p Metro Policy Advisory Committee 6:30p Tualatin Tomorrow VIC Steering Committee Meeting, Council Chambers	9	10 11:45a Pohl Center Anniversary Celebration 6:30p Concerts on the Commons	11 8:30a-4:00p Portland Model Power Boat Association at Lake at Tualatin Commons
12	13 5:00p Work Session 7:00p Council/TDC Mtg	14 12-2pm Library One-Year Celebration, Community Room 6:00p TPARK	15	16 7:00p Urban Renewal Advisory Committee, Council Chambers	17 6:30p Concerts on the Commons	18 7:00a-6:00p Oregon Emerald Cup – Boat races on Lake at Tualatin Commons
19	20	21 6:30p TAAC	22 5:00p Metro Policy Advisory Committee	23 11:30a Chamber Luncheon @ Country Club	24 12-9p ArtSplash 6:30p Concerts on the Commons	25 10a-9p ArtSplash
26 10a-4p ArtSplash	27 5:00p Work Session 7:00p Council/TDC Mtg	28	29	30	31 6:30p Concerts on the Commons	

2009

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4 6:30p TLAC	5	6 6:45p Clackamas County C-4 Meeting @County Develop. Services Building	7 Crawfish Festival 8:00a - 6:00p Last day of Willowbrook Camp at Browns Ferry	8 Crawfish Festival & Parade
9	10 5:00p Work Session 7:00p Council/TDC Mtg	11 6:00p TPARK	12 5:00p Metro Policy Advisory Committee 6:30p Tualatin Tomorrow VIC Steering Committee Meeting, Council Chambers	13	14 6:30p Concerts on the Commons	15 7:00a-6:00p Columbia Cup - Boat races on Lake at Tualatin Commons
16	17	18 6:30p TAAC	19 12:00p Core Area Parking District Board, Council Chambers	20	21 5:00p - Willowbrook fences down at Browns Ferry 6:30p Concerts on the Commons	22
23	24 5:00p Work Session 7:00p Council/TDC Mtg	25	26 5:00p Metro Policy Advisory Committee	27 11:30a Chamber Luncheon @ Country Club	28 6:30p Concerts on the Commons	29
30	31					

2009