



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: April 13, 2015

SUBJECT: Work Session for April 13, 2015

5:00 p.m. (25 min) – 124th Ave Extension Project Update. A representative from Washington County will give an update on the progress of the extension of 124th from Tualatin-Sherwood Road south to Tonquin and on to Boones Ferry including design, funding, construction, and schedule.

5:25 p.m. (25 min) – TVWD / Hillsboro Water Pipe Project Update. Representatives from the Hillsboro to Willamette water project will give an update to the Council on the status of the project including the preferred alignment that has been identified for construction of the water pipe and the schedule for the project.

5:50 p.m. (60 min) – Stafford Reserves. Clackamas County recently sent a request to Metro, West Linn and Tualatin asking to mediate the urban and rural reserves appeal. The Tualatin Council agreed to meet and discuss the issue outside of formal mediation. That process will be commencing in the near future; however, before that takes place, the Council agreed to discuss and formulate Tualatin's position regarding potential urbanization of the area.

6:50 p.m. (5 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the April 13th City Council meeting and brief the Council on issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Zoe Monahan, Management Analyst

DATE: 04/13/2015

SUBJECT: Update from Washington County Regarding SW 124th

ISSUE BEFORE THE COUNCIL:

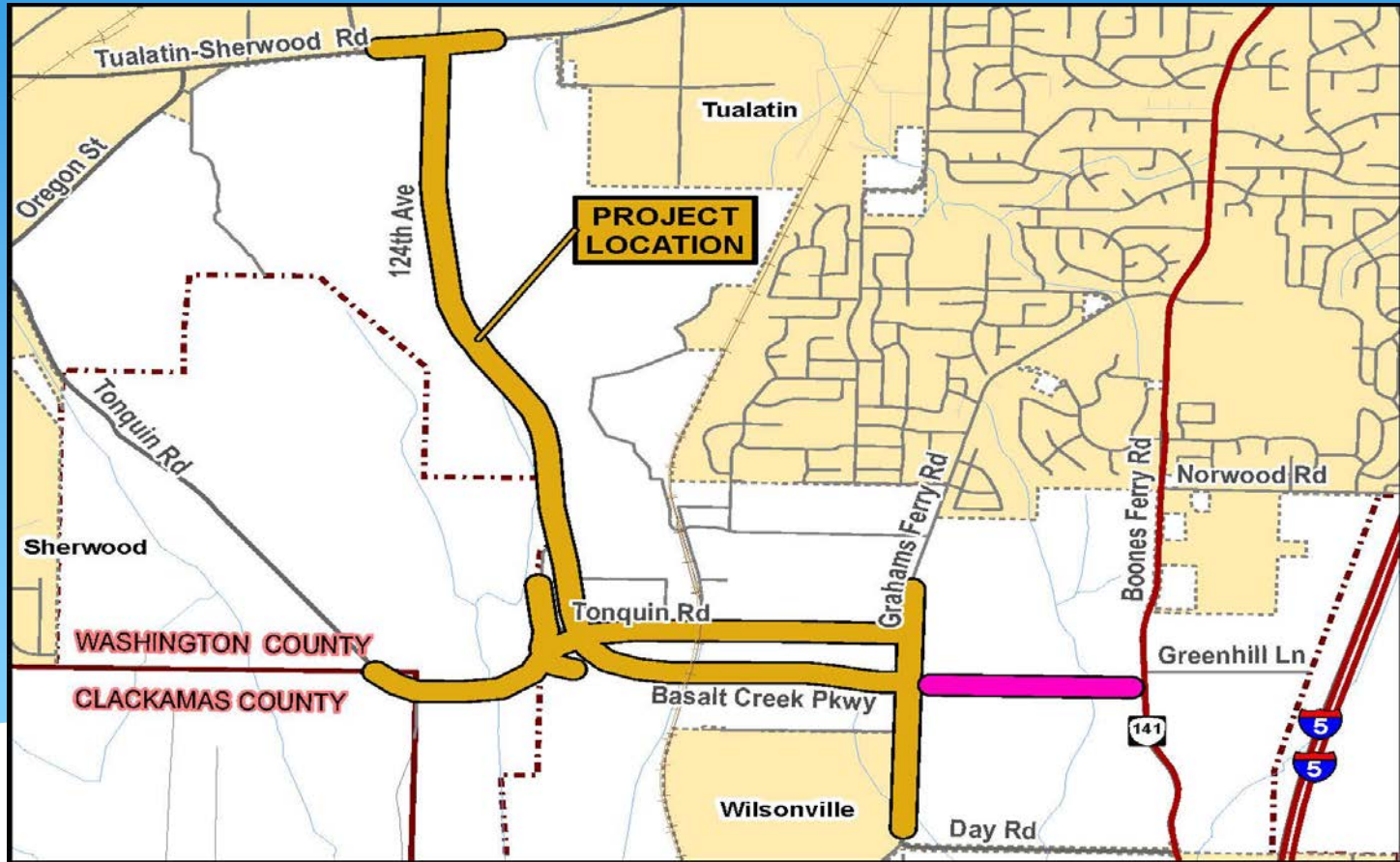
An update from Washington County regarding SW 124th.

EXECUTIVE SUMMARY:

The City of Tualatin has been working with Washington County on the extension of SW 124th for a number of years. The road will provide an essential connection in the Basalt Creek area. Washington County will provide the City Council with a project update including funding and a project timeline.

Attachments: [PowerPoint](#)

124th Project and Basalt Creek Parkway Extension



Basalt Creek Transportation Refinement Plan

- * The Basalt Creek Transportation Refinement Plan was a joint effort involving five agencies and the public.
- * The east-west alternative was selected by all five agencies and used to update the County's TSP.
- * It removes a significant number of vehicles from downtown and off neighborhood streets.

Funding

124th (Estimated Cost \$30 million)

- * MSTIP 3C - \$8 million
- * MSTIP 3D - \$12 million (124th)
- * MSTIP 3D - \$10 million (Basalt Creek Imp.)

Basalt Creek Parkway Ext (Estimated Cost \$35 million)

- * MSTIP 3D - \$1 million (Basalt Creek Imp.)
- * Regional Flex Funds - \$2.2 million (Tonquin/Grahams Ferry)
- * Further funding will be needed from Federal, MSTIP, TDT, Local SDC

124th Highlights

- * Extension of 124th to Tonquin and a new Basalt Creek Parkway from Tonquin to Grahams Ferry.
- * Interim 2 to 3-lane cross section, walls and bridges built to future 5-lane cross section.
- * Tonquin and Grahams Ferry improved to 3-lanes.
- * Tonquin/Grahams Ferry intersection rebuilt.
- * Improved rail crossing on Tonquin and overcrossing of the rail for Basalt Creek.
- * Realigned curves on Tonquin in front of TVF&R.
- * Improved sight distance on Tonquin and Grahams Ferry.
- * 6 to 7-foot wide shoulders to accommodate bikes.

124th Schedule

- * Currently purchasing right-of-way.
- * July 2015 Bid.
- * 124th/Basalt Creek (Aug 2015- Dec 2016) open to traffic and close Tonquin.
- * Tonquin/Grahams Ferry (Jan 2017 – Dec 2017).
- * Project Completion June 2018.

Basalt Creek Parkway Extension

- * Part of the east-west alternative in the Basalt Creek Transportation Refinement Plan will extend the newly built Basalt Creek Parkway from Grahams Ferry to Boones Ferry.
- * Environmental work will begin Oct 2015.
- * Final Design work will start Oct 2017.
- * If additional funds are budgeted, construction could start in the summer of 2019 and be complete in 2022.



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 04/13/2015

Subject: TVWD/ Hillsboro Water Pipe Project Update

Through: Sherilyn Lombos, Administration

PowerPoint

Willamette Water Supply

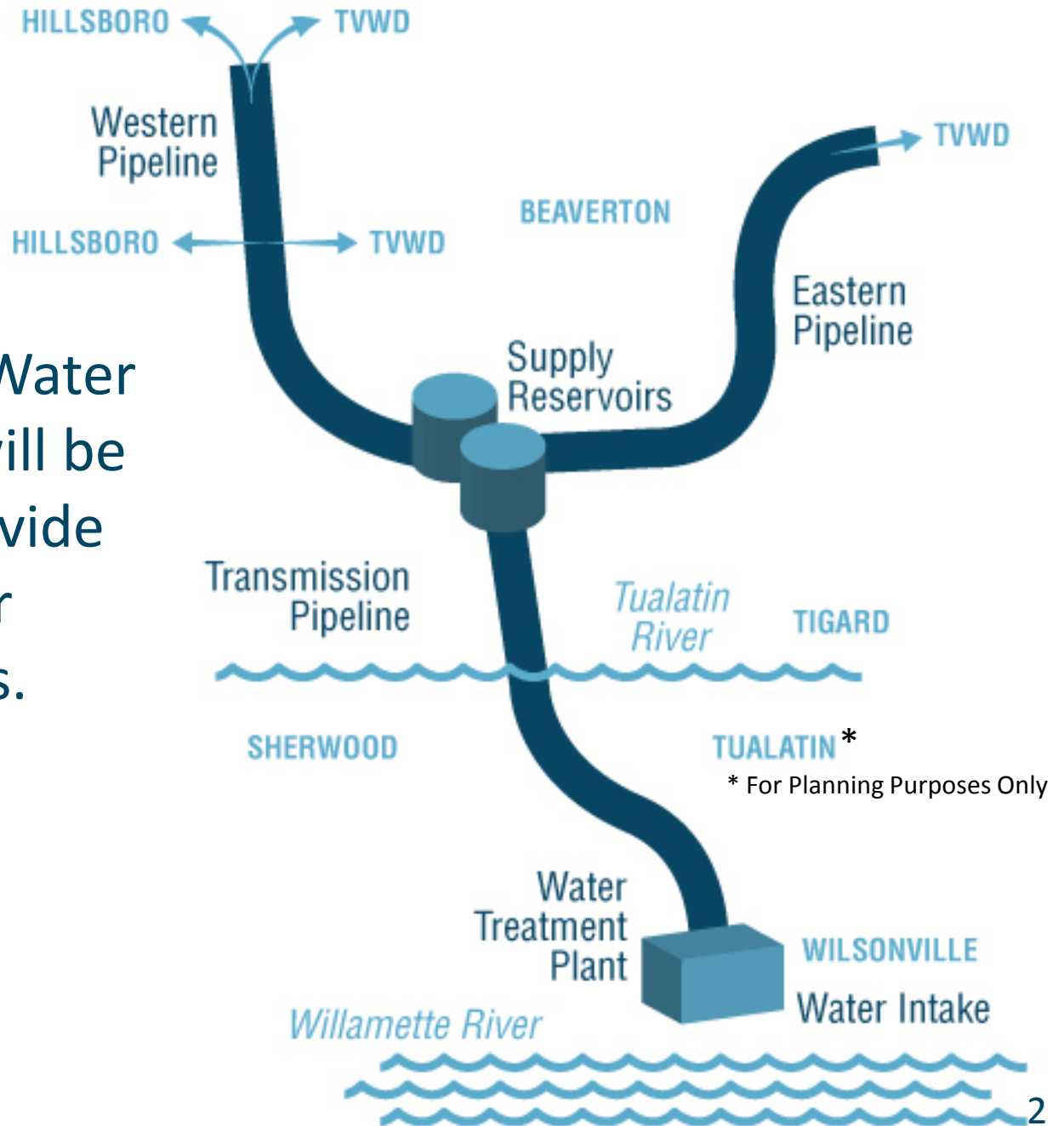
Our Reliable Water

Preferred Pipeline Route

Tualatin City Council

April 13, 2015

The Willamette Water Supply system will be available to provide water to our communities.



Demand for water will go up.



Water providers need to prepare for more than 400,000 new jobs and businesses and 1 million people by 2030.*

**Based on Metro projections*





These risks threaten our
water supply:

Earthquakes

Drought

Pollution

More severe storms

Early planning leads to success



- Evaluate pipeline routes & reservoir sites** **2014—Winter 2015**
- Preferred pipeline route(s) selected** **March 2015**
- Preliminary design & additional study** **2015-2017**
- Public outreach** **Ongoing**

More than 30 miles of pipeline will connect communities to a reliable source of drinking water.



Preferred pipeline route selected through in-depth analysis

Started with 117 route options.

Received feedback from policymakers, staff, community, and technical advisory committee.

Questions answered:

- ✓ Is the route acceptable & constructable?
- ✓ Will the pipeline route be resilient?
- ✓ Are there cost-saving opportunities to coordinate with road or utility projects?
- ✓ How can we manage costs for ratepayers?



Roy Rogers Road at Al's Garden Center

Route selection criteria guide decisions

30+ Criteria / 8 Categories

1. Social/Community Impacts
2. Opportunities/Benefits
3. Environmental Impacts/Permitting
4. System Compatibility
5. System Resiliency
6. Constructability
7. Operation and Maintenance (O&M)
8. Cost

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Table 1 – Alignment Selection Criteria

Criteria/Risk	Definition	Factors
Social/Community Impacts		
Congestion/Community Impacts	Number of driveways, traffic volume, major intersections + = greenfield construction 0 = driveways that can be worked around with reasonable care during construction and provide multiple means of access to property and businesses - = numerous driveways with impacts to businesses and extensive restoration.	Numerous driveway crossings are a negative, high traffic areas are a negative If community safety is an issue downgrade rating.
Impact Critical Facilities	Hospitals, fire stations, emergency services + = no impact to critical services 0 = critical services within impacted traffic area - = critical services directly on pipeline alignment	Need to maintain access, no disruption to utility service for critical facilities. It will be a negative to impact emergency vehicle flow.
Community Facilities	Schools, churches, community centers, parks, large employers + = no impact to community facilities 0 = community facilities within impacted traffic area - = community facilities directly on pipeline alignment	Potential safety issues. Periodic high traffic periods. Potential construction work hour limitations.
Opportunity for Community Enhancement	Add value or benefit to the community + = adds value or benefit 0 = neither adds nor detracts - = detracts from the community and significantly diminishes existing facilities	Incorporate trails, improve roadways, landscaping/community beautification opportunities, improve rural fire protection.
"No-cut" areas	Sensitive community areas that should not be impacted. + = alignment does not impact any sensitive community areas, typical surface restoration required 0 = NA - = alignment is within a "no-cut" area	Are there recently paved roads that have "no-cut" restrictions? Are there community enhancement areas that should be avoided that could prevent alignment approval? Have recent projects already impacted a community that could be avoided so the community is not impacted again?
Opportunities/Benefits		
Proposed Road Projects	"Piggy back"/joint project opportunities	Are there road projects identified within the project window that allow for joint project, cost sharing, or right-of-way corridor allocation?
Available Property	Properties currently for sale that provide key sites for staging/tunneling shaft	Are there available strategic properties currently for sale that will facilitate construction of project, cost sharing, or right-of-way corridor allocation.
Proposed Development	"Piggy back"/joint project opportunities	Are there development projects identified within the project window that allow for joint project, cost sharing, or right-of-way corridor allocation.

Feedback from public open houses points to the need to coordinate

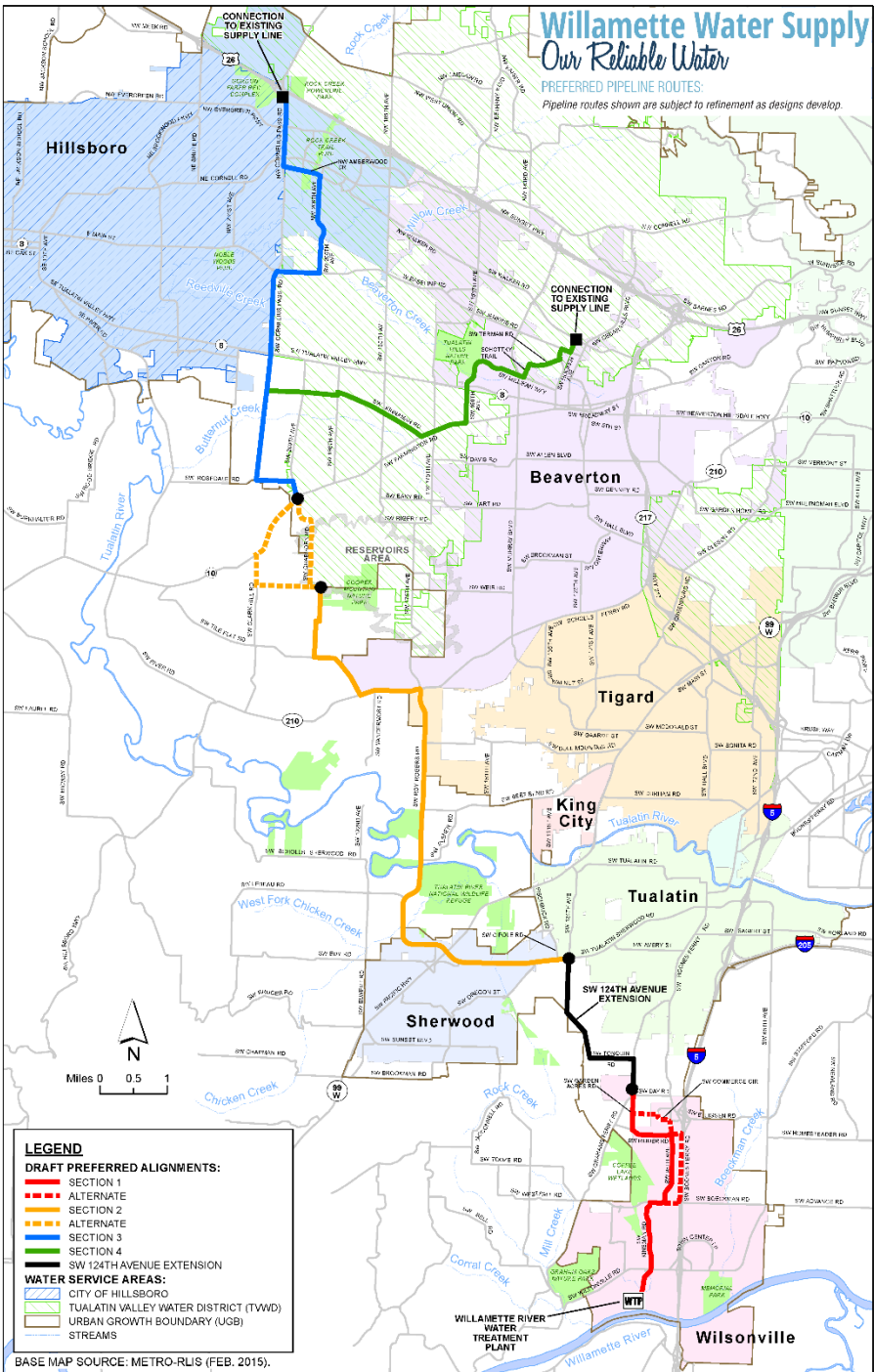
Benefit: Coordinating pipeline construction with other improvement projects

- 7 open houses plus one online
- Held across the project area
- More than 800 participants

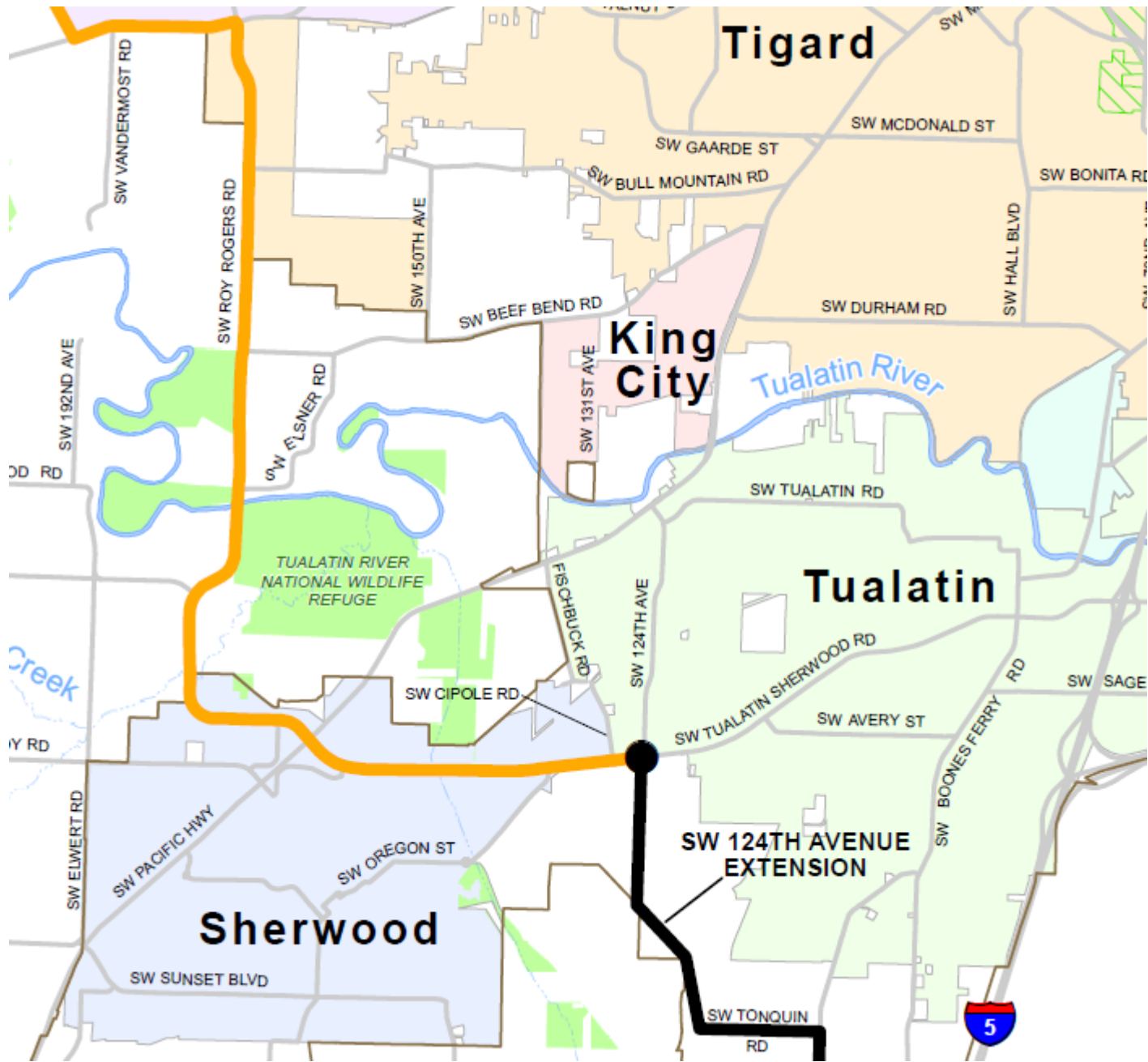
Questions:

- Construction impacts on traffic & neighborhoods
- Willamette River water quality





- The preferred pipeline route **best meets the routing criteria** and **responds to feedback** from staff and the public.
- Pipeline routes shown will be refined as designs proceeds.
- Meanwhile we are continuing to coordinate with agency staff on how to best preserve the pipeline alignment.
- Most pipeline construction won't occur until 2020-2025.
- Exceptions will be when there are opportunities to coordinate with transportation and other utility work.



Outreach achieves broad public awareness

- ✓ **Collaborate with each community** to develop an outreach plan
- ✓ **Provide information to all preferred pipeline route neighbors:** route, timing, ways to stay informed / ask questions—encouraging them **to sign up for email updates**
- ✓ **Get feedback** from the public on community impacts and potential benefits
- ✓ **Publish up-to-date information** on the website
- ✓ **Update policymakers and staff**

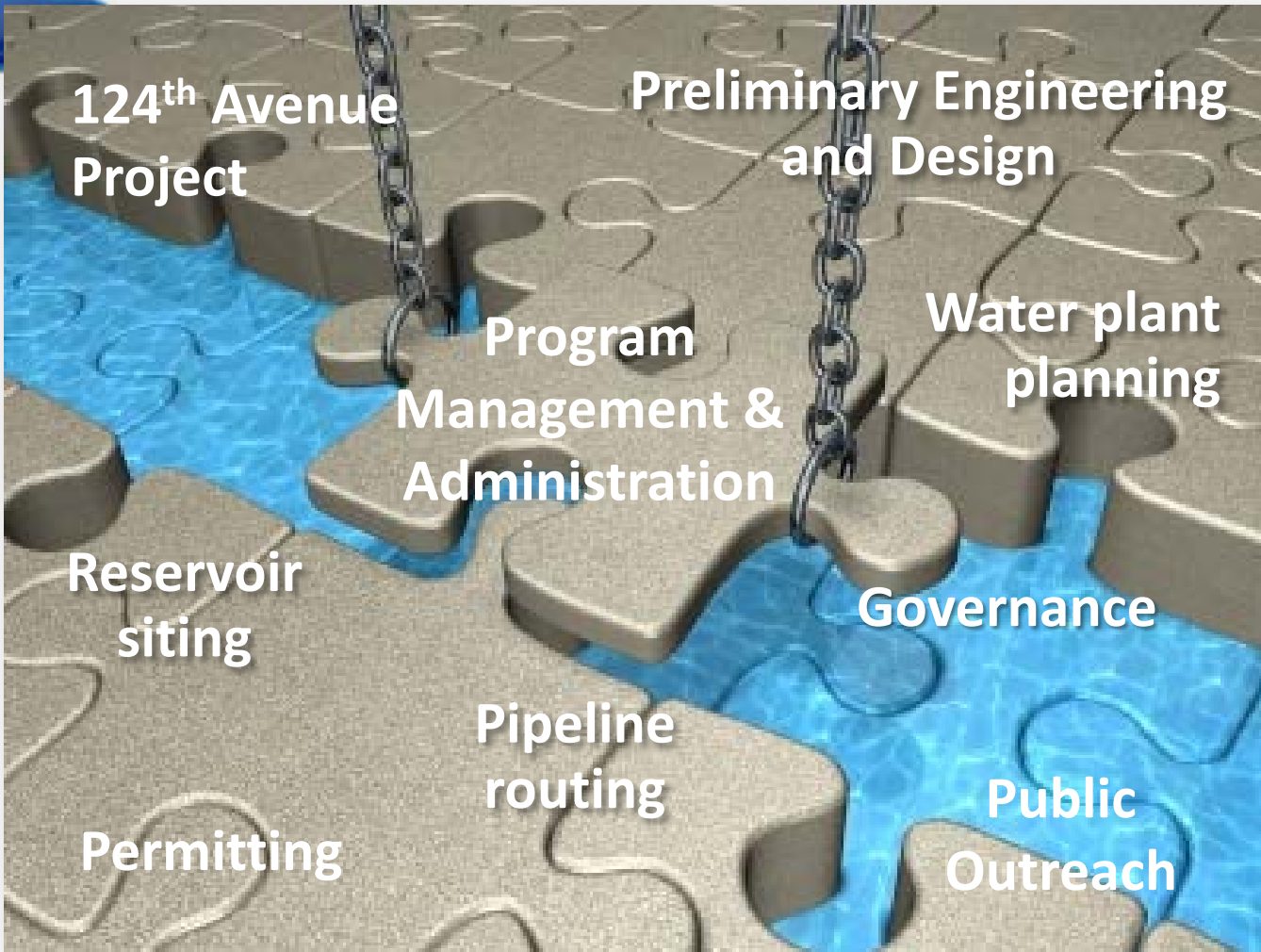


Outreach Schedule

- City Council briefings
- Targeted mailings (route neighbors)
- Community briefings / feedback



Mailing information to every resident and business within 500 feet of the preferred route with the goal of getting people to sign up for our ongoing electronic updates.



Your questions?
Thank you!

Todd Heidgerken
Willamette Water Supply Program
503-848-3013 (direct)

Todd.Heidgerken@ourreliablewater.org



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Aquilla Hurd-Ravich, Planning Manager
Alice Cannon, Assistant City Manager

DATE: 04/13/2015

SUBJECT: Stafford Reserves Discussion Points

ISSUE BEFORE THE COUNCIL:

Prior to entering into discussions with Clackamas County regarding the status of the Stafford reserves, the Council agreed to discuss and formulate a position regarding potential urbanization of the area. The purpose of this presentation is to provide background material and assist the Council with forming a position statement.

EXECUTIVE SUMMARY:

In January 2015 Chair Ludlow, Clackamas County, sent a request to Chair Hughes, Metro, Mayor Kovash, West Linn and Mayor Odgen to mediate the Urban and Rural reserves appeal. The Tualatin Council agreed to meet and discuss the issue outside of formal mediation. Before such meetings take place, the Council wanted to talk about the important points that should be presented at such a meeting.

To assist with this discussion, staff has prepared a presentation with background material from a fiscal impact analysis the City commissioned in 2000 specifically of the Borland neighborhood in the Stafford reserves, a Joint Position Statement agreed to by the Cities of Tualatin and West Linn in 2009, and recent comments submitted to Representative Parish regarding House Bill 3211.

The City hired ECONorthwest in 2000 to conduct a fiscal impact analysis of what was then called Urban Reserve Area 34. Metro was considering bringing the area into the Urban Growth Boundary and Clackamas County had identified the area as potential employment land. The City was interested to know more about fiscal impacts to the City if the area were brought into the Urban Growth Boundary and eventually annexed into Tualatin.

In 2009, when the region was discussing urban and rural reserves Tualatin, Lake Oswego and West Linn were opposed to urbanization in the Stafford Area. Tualatin staff conducted extensive analysis of Metro's reserves factors which found the area did not meet the urban factors and sent these comments on the Core Four and Reserves Steering Committee (the group form Metro, Clackamas, Multnomah, and Washington Counties). During this time the

Cities of Tualatin and West Linn agreed to issue a Joint Position Statement that was also submitted to the Core Four and Reserves Steering Committee. The attached presentation summarizes key points from the Joint Position Statement in 2009.

Finally, during the current 2015 legislative session House Bill 3211 has been introduced and heard by the Committee on Rural Communities, Land Use and Water. This legislation seeks to "validate urban reserves adopted by Metro and Clackamas County" and specifically "the real property in Areas 4A, 4B, 4C, and 4D on Metro's map". The areas described in this bill are the Stafford Reserves in Clackamas County. Mayor Ogden submitted comments to Representative Parish in opposition to this House Bill. The framework of his comments are included in the presentation as potential topic areas for discussion.

Attachments: 101. Joint Position Statement
 102. Presentation



Tualatin, Oregon

18880 SW Martinazzi Ave
Tualatin, OR 97062



CITY OF

West Linn

Exhibit A

Joint Position Statement by the Cities of Tualatin and West Linn Regarding the Future Urbanization of the Stafford Area North of I-205 and the Northern Portion of Pete's Mountain Along the Tualatin River

The Cities of Tualatin and West Linn, by separate resolutions of their Councils, dated November 23, 2009, and Nov. 23, 2009 respectively, hereby declare united opposition to the urbanization of the Stafford area and the designation of this area as an urban reserve by Metro.

Each city has communicated to Metro an unwillingness to serve the Stafford area with municipal services. Also, each city has communicated a general unwillingness to subject the Stafford area to the negative impacts of urbanization. Despite these communications, the Stafford area has been recommended by the Metro Chief Operating Officer for urbanization, and the Stafford area continues to be an area that the Metro Council wishes to "discuss further."

Our cities do not wish to discuss the prospect of urbanizing the Stafford area any further. The shared opposition to urbanizing the Stafford area is longstanding. Over time, the reasons for opposing urbanization have become even more relevant and more consistent with the current and long term interests of the cities and residents.

Evaluation of the Stafford area for urbanization in 1993 led the cities to conclude that the area was not suitable for urbanization. Recently, detailed analysis completed in 2009 by the City of Tualatin for the Borland Road area of Stafford showed that urbanization of the Stafford area would not be cost effective and would be of such great financial magnitude that no local government would or should be expected to attempt given the development costs the public would have to subsidize.

Since 1993, the acquisition of land by public agencies and some development has resulted in even less capacity for urban development in the Stafford area over which to spread the increasing costs of

infrastructure, while the availability of public financing has decreased. There is little reason to believe these circumstances would be reversed in the future.

Our cities oppose urbanization because it would not be cost effective, and because it would have significant negative impacts on existing neighborhoods. Those impacts would include increased traffic on major streets and cut-through traffic on local streets; reduced air, water and land resource quality; and diversion of public funds from needed improvements to existing utility and street systems.


Our cities also oppose urbanization because of how the Stafford area has and continues to evolve into a semi-rural area with a pastoral setting that is enjoyed by its residents for the lifestyle it affords them and by its neighbors for the relief it provides from the adjacent urban areas. The uses and related activities in the Stafford Area such as plant nurseries, landscaping materials, vineyards and small scale agriculture are supportive of the adjacent urban areas. Their location in the Stafford area means that they will not compete with more valuable farmland in other parts of the region.”

The Stafford area’s extensive drainage system; steep slopes; significant natural landscape features; limited transportation access; and parcelization make it unsuitable for urbanization and highly suitable for a buffer area between cities. There are few such areas remaining in the Portland Metropolitan Region. Rather than criticize our cities for wanting to preserve it for its unique qualities, Metro should be supportive of our efforts to protect what is also a significant regional resource.

Finally, the Stafford Area does not meet the factors for designation as urban reserve. This is evidenced by the detailed analysis of the factors prepared by the City of Tualatin for the Borland Area of Stafford that was presented to the Reserves Steering Committee and the CORE 4 on October 13, 2009. This analysis reiterates what has been known about the entire Stafford area since the Alternatives Analysis was completed by Metro in 2002 and prior to that in the late 1990’s when Metro conducted its Urban Reserve Study Areas Analysis.”

Our cities have all stated in our previously submitted aspirations to Metro that an urbanized Stafford is not part of our city’s futures. Our cities are more focused on making our communities more complete and compact; on redeveloping their centers and corridors; on correcting deficiencies in existing transportation and utility systems and in maximizing the return on our investment in these systems; on ensuring that our communities are more sustainable and energy efficient; and on improving the quality of life for our residents. None of these goals would be served by expansion of our cities into the Stafford area.

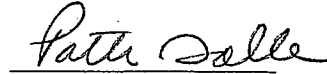
We are confident that this unified position statement is consistent with our cities' positions on Stafford over the past 16 years. We are also confident that this unified position statement is consistent with the wishes of our citizens today and that it will remain so into the future.



Lou Ogden, Mayor

City of Tualatin

Date: 11-23-09



Patti Galle, Mayor

City of West Linn

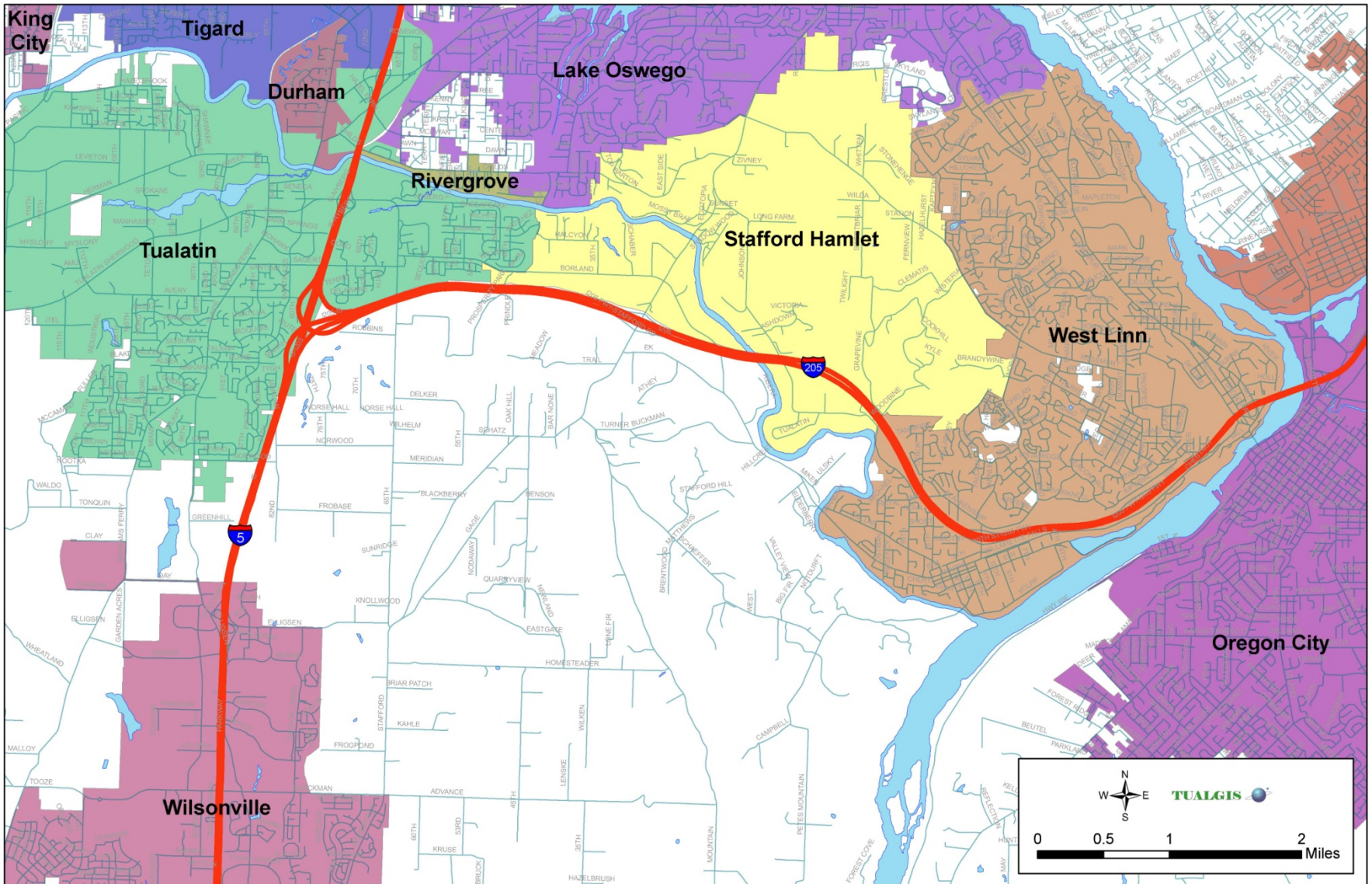
Date: 11/23/09



City of Tualatin

Stafford Reserves Discussion Points

City Council Work Session April 13, 2015



Discussion Points basis

- ▶ EcoNorthwest Study, 2000
- ▶ Joint Position Statement by Tualatin and West Linn, 2009
- ▶ Potential position statement framework

ECONorthwest Fiscal Impact Analysis, 2000

- ▶ In 2000 Metro was considering adding Urban Reserve Area 34 (Stafford) a 567-acre area to the UGB
- ▶ Given the proximity to I-5 and I-205 and interest from Clackamas County the area was seen as potential employment land
- ▶ The City hired ECONorthwest to study potential fiscal impacts associated with the benefits of additional jobs

ECONorthwest Fiscal Impact Analysis, 2000

▶ Conclusions:

- ▶ Analysis focused on operation and maintenance cost
- ▶ Excluded capital costs associated with providing streets, sewer, water and storm
- ▶ Costs covered by user fees were not addresses in the analysis
- ▶ Annexation and development would not have an adverse affect on the City's general fund given the proposed development plan
- ▶ Revenues, particularly property taxes and franchise fees, are enough to cover the cost of extending general government services

ECONorthwest Fiscal Impact Analysis, 2000

Capital Cost Considerations:	
Transportation	\$ 45.2 million (Y2K)
Sanitary Sewer	\$ 5.7 million to \$7.3 (Y2K)
Storm Water	\$ 8.2 million (Y2K)
Water	\$ 6.8 million (Y2K)

ECONorthwest Fiscal Impact Analysis, 2000

- ▶ **Additional O & M costs for water, streets and sewer:
\$1,080,000.00 (Y2K)**
 - ▶ Majority of costs covered by user fees

- ▶ **Street maintenance costs are higher than estimated state shared gas tax revenue. (Y2K)**
 - ▶ Revenue allocated based on population
 - ▶ Estimated revenue \$ 13,035.00
 - ▶ Estimated annual street maintenance cost \$101,000.00

2009: Summary of Joint Position Statement

- ▶ “Our cities oppose urbanization because it would not be cost effective, and because it would have significant negative impacts on existing neighborhoods.”
- ▶ “Our cities also oppose urbanization because of how the Stafford areas has and continues to evolve into a semi-rural area with a pastoral setting that is enjoyed by its residents for the lifestyle it affords them and by its neighbors for the relief it provides from the adjacent urban areas.”
- ▶ “The Stafford area’s extensive drainage system, steep slopes; significant natural landscape features; limited transportation access; and parcelization make it unsuitable for urbanization and highly suitable for a buffer area between cities.”
- ▶ “Finally, the Stafford Area does not meet the factors for designation a urban reserve.”

Process Steps

We are
Here

- Position Statement

- Agreement by Cities, County and Metro

- Urban Reserves Designation

- Concept Planning

- Inclusion in UGB



Potential Position Statement Framework

▶ Governance

- ▶ Metro's Urban Growth Functional Plan Title II regulates what a concept plan must include and three of the 10 items address governance provided by a City

▶ Transportation

- ▶ Must identify the appropriate regional transportation system and adequate funding for regional upgrades
- ▶ Identify appropriate mitigations to local system impacts

▶ Density

- ▶ Residential and employment densities must be compatible with existing land use regulations.